

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



FISCAL YEARS 2026 - 2030



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FISCAL YEARS 2026 – 2030

TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

FOR THE BLOOMINGTON MONROE COUNTY URBANIZED AREA

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FY2026-01)

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INTRODUCTION

The Transportation Improvement Program (TIP) represents a strategic capital planning document of the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) for transportation projects using federal-aid funds. The TIP additionally serves as a subset of multimodal transportation system needs from the adopted *BMCMPPO 2050 Metropolitan Transportation Plan* (BMCMPPO 2050 MTP).

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

- A complete fiscally-constrained five (5) year list of investment priority projects for planning, right-of-way acquisition, construction engineering, construction, transit operating assistance, and transit capital acquisition in individual years of the documented established multi-year timeframe pursuant to the Infrastructure Investment Public Law 117-58, “IIJA”) given known and assigned final federal funding levels made available to the BMCMPPO by the Indiana Department of Transportation (INDOT).
- Cost estimates derived by local public agencies (LPAs) for local projects and the Indiana Department of Transportation (INDOT) for state projects using recognized civil engineering methods, such as RSMeans (<https://www.rsmeans.com>). Local projects assume an annual 4% inflation rate or rates that reflect those currently recognized by INDOT.
- FY 2026-2030 TIP projects have consistency with the adopted *BMCMPPO 2050 Metropolitan Transportation Plan*, Bloomington Transit’s *Transit Development Plan*, and other similar planning studies developed by the BMCMPPO for INDOT, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) in collaboration with all relevant state and local stakeholders.
- FY 2026-2030 TIP projects identify a program funding year, federal amounts, state amounts, local funds, and a total project cost identified and included for programmed projects prior to including the TIP in the FY2026-2030 STIP.
- “Total project costs” are illustrated for all projects including the full cost of the project from PE to CN, costs programmed prior to this TIP, and costs that will be programmed beyond this TIP. This paragraph notes “total project cost” as defined by https://www.fhwa.dot.gov/majorprojects/cost_estimating/process.cfm.
- Operations and maintenance investments identified in the financial plan narrative “protects existing capital investments which include operation and maintenance and reconstruction (including pavement resurfacing, bridge rehabilitation transit operations,

and bicycle/pedestrian facilities) of existing transportation facilities and services.” INDOT and all LPAs have responsibility for operations and maintenance beyond the scope of the FY 2026-2030 TIP.

- Public outreach and involvement strategies employed for development of the FY 2026-2030 TIP involved a combination of in-person, digital, virtual, and print tool approaches as recommended by the U.S. Department of Transportation’s Equity Action Plan (<https://www.transportation.gov/priorities/equity/2023-equity-action-plan>). The BMCMPPO public outreach and involvement process additionally included intentional and varied outreach methods to ensure that people with disabilities and multiple transportation needs and transportation experiences are aware of and can participate in opportunities to have a meaningful impact on decision-making for proposed transportation investment projects. Finally, public outreach and involvement strategies were tied to the expected impacts of individual transportation investment projects by work type and project purposes (i.e., ADA ramp construction, bike-pedestrian facilities, safety performance measures, bridge conditions, system and freight reliability, public transit, etc.) for the overall program of projects

The FY 2026-2030 TIP documents the distribution of all BMCMPPO federal-aid transportation funding among the various multimodal jurisdictional needs of the region. Inclusion within the TIP signifies a major milestone in the development process of a project, enabling the project to receive allocations and spend federal transportation funds for established community infrastructure needs.

The FY 2026-2030 TIP represents a capital budgeting tool that specifies an implementation timetable, funding sources and agencies responsible for transportation related projects within the metropolitan planning area. Projects may come from any one of the following implementing agencies:

- Town of Ellettsville
- Bloomington Transit
- Rural Transit
- Indiana University (IU) Campus Bus
- Monroe County
- City of Bloomington
- Indiana Department of Transportation (Note: All INDOT projects listed in the BMCMPPO FY 2026-2030 TIP match INDOT’s Statewide Transportation Improvement Program, or “STIP” listings for identical fiscal years).

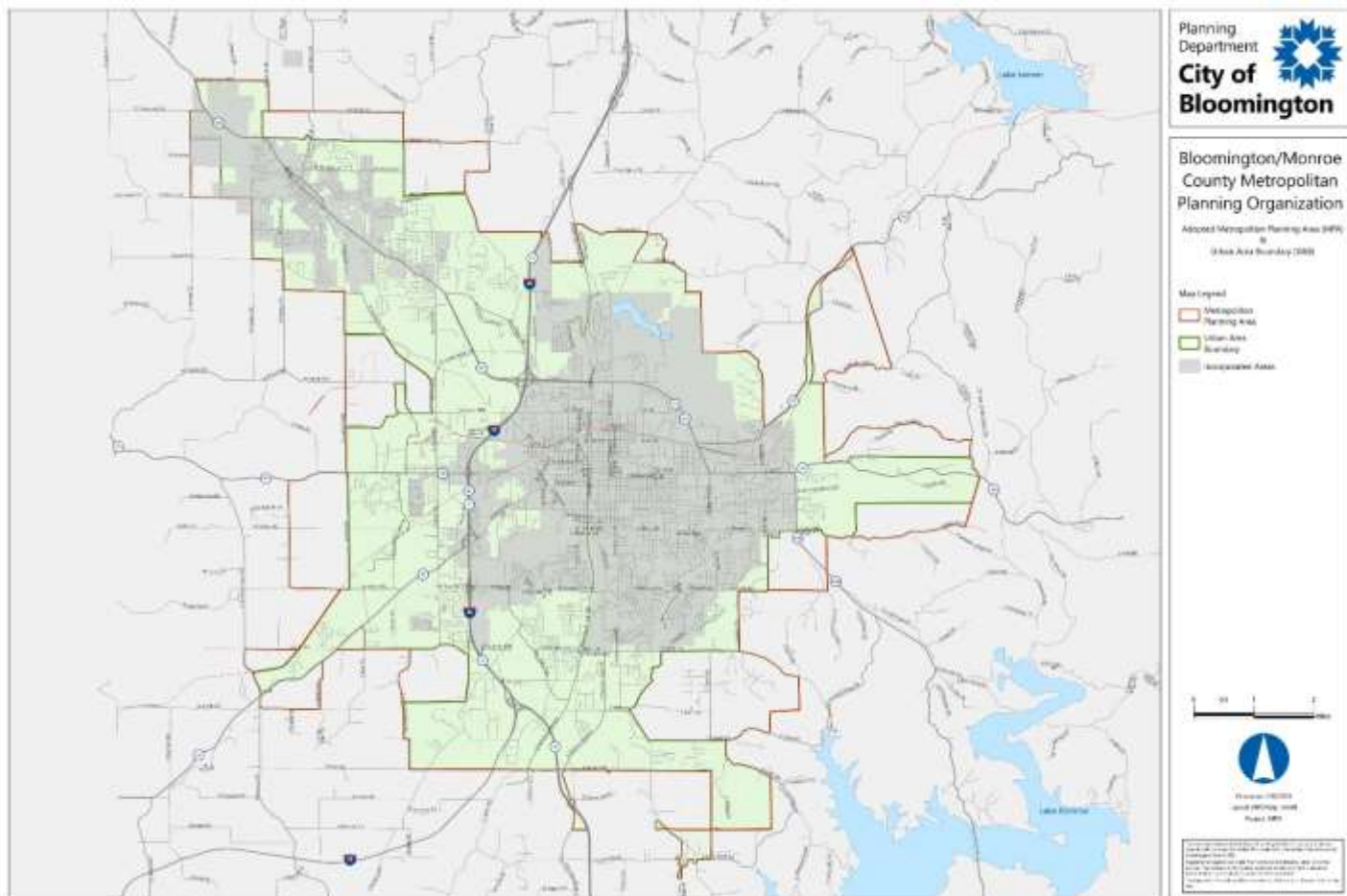
The STIP identifies the funding and timing of the state’s transportation projects by fiscal year. The FY 2026-2030 STIP identifies approximately \$3.5 billion for programmed projects. The STIP encompasses regionally significant projects prepared in cooperation with local government entities throughout Indiana, including Transportation Planning Regions, Metropolitan Planning Organizations (MPOs), and Regional Planning Organizations. The STIP identifies the funding and

the scheduling of transportation projects and programs by state fiscal year (July 1 through June 30) and includes all state and local transportation projects funded with federal highway and/or federal public transit funding along with 100% state funded transportation projects (including highway, passenger rail, freight, public transit, bicycle and pedestrian, and projects in national parks).

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BMCMPO PLANNING AREA

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-Monroe County Urbanized Area (BMCMPO UA) with a 2020 Census population of 110,103 and the recognized Metropolitan Planning Area (BMCMPO MPA) defined by the Bureau of the Census. The BMCMPO's current jurisdiction for transportation planning consists of the City of Bloomington, the Town of Ellettsville, and the urbanized area of Monroe County. An online electronic map of the Bloomington-Monroe County urbanized area defined by the 2020 Census is available at https://bloomington.in.gov/sites/default/files/2024-07/MPOMap_36x48%20%283%29.pdf.



BMCMPO Urban Area Boundary (UAB) and Metropolitan Planning Area (MPA) Map.
Source: BMCMPO - 07-08-24.

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PROGRAMMING

The BMCMPPO FY 2026-2030 TIP achieved fiscal constraint for FY 2026-2030 by individual years and includes only those projects for which funding has been identified using current or reasonably available federal, state and local revenue sources. All FY 2029-2030 projects are illustrative for the purposes of this document. 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 Indiana Department of Transportation’s current TIP/STIP Amendment policy process.

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

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

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

Project prioritization is an important element of the TIP since the demand for federal-aid transportation projects often exceeds the level of available federal funds. 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.

Local projects added to the FY 2026-2030 TIP follow a recommended prioritization criteria from the BMCMPPO Advisory Complete Streets Policy:

- *Safety* - addresses high crash locations and/or projects that reduce crash risk

- *Multi-modal Options and Solutions* - public transit, pedestrians and bicyclists safety/comfort accommodations
- *System Preservation and Maintenance* - improvement of existing infrastructure within public right-of-way
- *Context Sensitivity and Land Use* – Sens of place with surrounding land use supporting high quality
- *Health and Equity* - increases accessibility, physical activity, reduces transportation emissions, considers socio-economic and environmental impacts
- *Congestion Management* - access management, signals, alternative routing, transit capacity, street designs
- *Consistency With Adopted Plans* - consistency with local Thoroughfare Plans

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

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

AMENDMENTS & MODIFICATIONS

TIP amendments are subject to the BMCMPPO's adopted Public Participation Plan procedures. The scope of a TIP amendment dictates the level of public participation solicited (major amendment, minor amendment, and administrative modification). The TIP must have approvals by the BMCMPPO Policy Committee and the Governor of the State of Indiana as well as conformity determinations by the FHWA and the FTA if so required. 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 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 2024-2028 TIP will automatically be included in the new FY 2026-2030 TIP along with their coinciding project funding sources and amounts. A TIP project application for both TIPs must be submitted to BMCMPPO staff for processing.

Changes to the TIP can be made after the TIP is approved by local, state and federal bodies. Changes to the TIP are classified as either [administration modifications or amendments](#), per procedures documented in the INDOT STIP Manual and INDOT Office of Transit Manual. Administrative modifications are reviewed and approved by MPO staff and do not require Policy Committee approval. Amendments must be approved through local public participation, which includes review and recommendation of approval by the BMCMPPO Technical Advisory (TAC) and Citizen Advisory Committee (CAC); and, approval by the BMCMPPO Policy Committee (PC).

An ongoing list of amendments and modifications made to this document can be found on the BMCMPPO website at: <https://bloomington.in.gov/mpo/transportation-improvement-program>

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PROJECT PHASES & FUNDING SOURCES

Background

This discussion provides a central reference point for the identification of recommended BMCMPPO FY 2026-2030 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 INDOT.

Project Cost Estimation

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

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

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

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

Project Phases

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)

Federal Funding Sources

Projects use various federal transportation sources based on the type of project. In most circumstances, each federal funding source requires a certain percentage of local or state matching funding. The following narrative briefly highlights major transportation funding sources found under current TIP legislation.

- **Surface Transportation Block Grant Program (STBG)** funds projects to preserve and improve the conditions and performance on any federal-aid highway, bridge/tunnel project on any public road, pedestrian, and bicycle infrastructure, and transit capital projects, including bus terminals. The BMCMPPO receives Group II STBG fund allocations based on the 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.
- **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, the local urban transit authority in this region, relies a variety of FTA program funding. FTA Section 5307 program is for urban area formula funds with operating assistance and eligible capital activities. Section 5310 funds involve enhanced mobility of seniors and individuals with disabilities and Section 5339 funds involve capital bus/vehicle and bus facility needs. Rural Transit, which provides demand-response transportation to four counties in this region of Indiana, relies on Section 5311 funds for the provision of rural transportation services.
- ***Indiana Trails Program (ITP)*** funds projects that develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The State of Indiana, through a cooperative agreement between INDOT and the Indiana Department of Natural Resources (IDNR), converted this program into a wholly state funded “Indiana Recreational Trails Program” in calendar year 2020. Eligible entities for program project funding must submit applications through the IDNR, State Parks Section. The FY 2026-2030 TIP reflects this administrative program change.

Table 1 - Federal Transportation Funding Programs

Primary Federal, State, Local Funding Source Descriptions		
Funding Program*	Abbreviation	Brief Description**
Surface Transportation Block Grant	STBG	Projects that preserve and improve the conditions and performance on any federal-aid highway, bridge/tunnel project on functionally classified public road, pedestrian and bicycle infrastructure, and transit capital projects, including bus terminals.
Highway Safety Improvement Program	HSIP	Projects capable of achieving significant reductions in traffic fatalities and serious injuries on all public roads and non-state-owned roads.
National Highway Performance Program	NHPP	Facility investments on the Interstate or National Highway System (NHS) directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.
Section 164 Penalty	164 Penalty	Funds originating from legislation/regulations applicable to any state that does not enact and enforce conforming repeat intoxicated driver laws.
Section 130 RR Safety	130 RR Safety	Train-activated safety improvements authorized in Section 130 of United States Code Title 23 (23 U.S.C.).
Bridge Programs	Local Bridge or BR	Projects involving bridge safety, inspection, reconstruction, or replacement.
Transportation Alternatives	TA	Projects supporting both on/off-road pedestrian and bicycle facilities, environmental mitigation, and creating/improving recreational trails.
Federal Transit Administration	FTA	Section 5307 operating and eligible capital activities 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 public transportation replaced with annual general fund appropriations in 2023.
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 flooding, extreme weather events, and other natural disasters.
*Note: Not all funding programs for transit related projects in this TIP are displayed in this table.		
**Note: Descriptions of funding programs are adapted from the U.S. Department of Transportation Federal Highway Administration (FHWA) (https://fhwa.dot.gov/) and Federal Transit Administration (FTA).		

Red Flag Investigations

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

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

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

The Code of Federal Regulations (CFR 2020 23-Chapter 1, Part 667) requires states to conduct periodic evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events, utilizing permanent repairs with Emergency Relief funds. The regulation defines "repeatedly" as two (2) or more similar repairs to the same facility during different events. INDOT requested the addition of the following narrative to the BMCMPPO FY 2026-2030 TIP and the inclusion of attached statewide Emergency Relief map to address the federal requirements. While Part 667 imparts other requirements on INDOT that other INDOT Divisions have completed, this action should satisfy the requirements regarding the STIP.

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

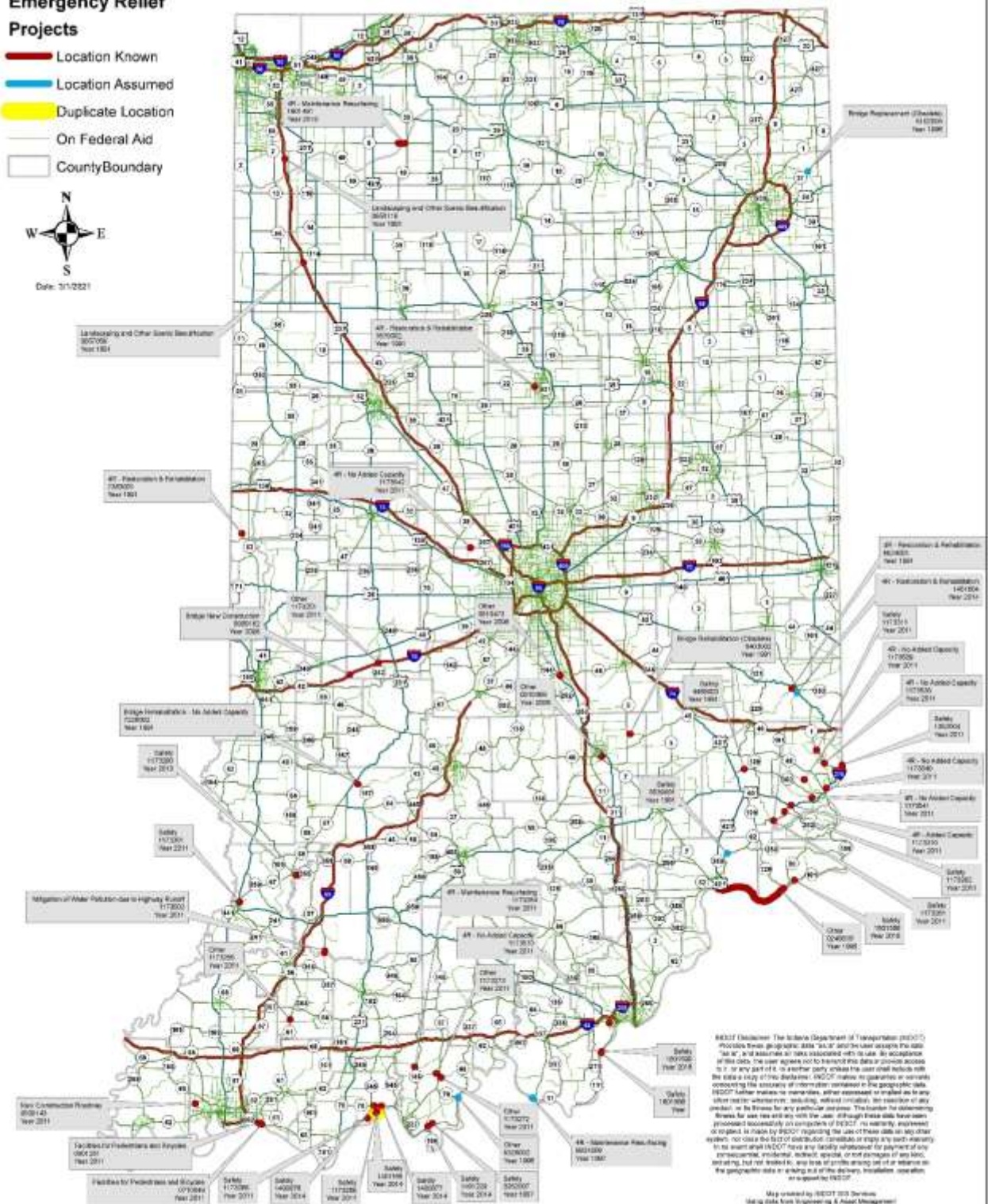
To comply with this requirement, INDOT evaluated and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The following map illustrates locations and dates where emergency repairs have taken place. INDOT will continually monitor locations where emergency repairs occur and will review and update an evaluation once every four years for the FHWA.

If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, INDOT will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. For example, if a bridge repeatedly "washes out" during flood events, INDOT could consider raising the bridge or installing an overflow structure.

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

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

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PROJECT FUNDING ALLOCATIONS

Overview

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

Federal revenue forecasts rely upon past receipts typically allocated on a per capita basis for Indiana's Group II urban areas, projections from the Indiana Department of Transportation (INDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) of anticipated federal spending authorization levels, and consultations with appropriate federal and state funding agencies.

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

The BMCMPPO FY 2026-2030 TIP begins on July 1, 2025 and ends on June 30, 2030. The Indiana Department of Transportation will issue *final* FHWA program levels for the BMCMPPO by June 2025. The BMCMPPO staff will maintain fiscal constrain all local projects upon the receipt of Group II assigned funding levels from the INDOT, Local Programs staff.

The State of Indiana's programmed funds or projects are subject to statewide financial constraints.

The following tables highlights the overall fiscal constraint summary for the FY 2026-2030 TIP – illustrating that the net difference between projected total federal revenue available and total federal revenue programmed by the LPAs within the BMCMPPO MPA is greater than or equal to zero in all years of this TIP

BMCMPPO FISCAL SUMMARY						
FUNDING SOURCE	Fiscal Year					TOTAL
	2026	2027	2028	2029**	2030**	
BMCMPPO Annual Federal Program Revenue	\$ 4,640,663	\$ 4,640,663	\$ 4,640,663	\$ 4,640,663	\$ 4,640,663	\$ 23,203,315
BMCMPPO Funding Loans/Trades	\$ 1,179,000	\$ (4,601,337)	\$ (150,000)	\$ 540,565	\$ (1,029,000)	\$ (4,060,772)
Additional Funds Supplementing Monroe County & City of Bloomington TIP Projects	\$ 17,162,307	\$ 1,757,409	\$ 5,185,655	\$ 2,242,368	\$ 3,384,337	\$ 29,732,075
Monroe County & City of Bloomington Federal Program Allocations	\$ (22,981,970)	\$ (1,796,735)	\$ (9,676,318)	\$ (7,423,596)	\$ (6,996,000)	\$ (48,874,618)
NET	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Note: A net of \$0.00 is the goal for this table.

Note: This fiscal summary table balances LPA project funding only - this table does not include funding for INDOT or Transit projects. See the Summary By Agency Tables for Transit and INDOT information.

Note: A number within () indicates expenditures, while a number without () indicates revenue.

The four tables below describe each row of the BMCMPPO FISCAL SUMMARY TABLE (above) in additional detail:

BMCMPPO ANNUAL FEDERAL PROGRAM REVENUE ¹						
FUNDING SOURCE	Fiscal Year					Totals*
	2026	2027	2028	2029**	2030**	
CRP	\$ 339,452	\$ 339,452	\$ 339,452	\$ 339,452	\$ 339,452	\$ 1,697,260
HSIP	\$ 558,774	\$ 558,774	\$ 558,774	\$ 558,774	\$ 558,774	\$ 2,793,870
PROTECT	\$ 124,997	\$ 124,997	\$ 124,997	\$ 124,997	\$ 124,997	\$ 624,985
SEC 164	\$ 132,601	\$ 132,601	\$ 132,601	\$ 132,601	\$ 132,601	\$ 663,005
STBG	\$ 3,095,792	\$ 3,095,792	\$ 3,095,792	\$ 3,095,792	\$ 3,095,792	\$ 15,478,960
TA	\$ 389,047	\$ 389,047	\$ 389,047	\$ 389,047	\$ 389,047	\$ 1,945,235
TOTAL	\$ 4,640,663	\$ 4,640,663	\$ 4,640,663	\$ 4,640,663	\$ 4,640,663	\$ 23,203,315

¹Source: Indiana Department of Transportation Local Share of Federal Formula Apportionments - ESTIMATES for the BMCMPPO, provided by INDOT on 5-29-2025. The FY2026 authorized Federal spending authority for BMCMPPO is \$4,578,371, with a starting FY26 amount of \$4,422,798.

BMCMPPO FUNDING TRADES/LOANS						
FUNDING SOURCE	Fiscal Year					TOTAL
	2026	2027	2028	2029**	2030**	
BMCMPPO-IMPO Funding Loan ¹		\$ (4,601,337)				\$ (4,601,337)
BMCMPPO-MACOG Funding Loan ²				\$ 540,565		
BMCMPPO-CAMPO Funding Loan ³	\$ 1,179,000		\$ (150,000)		\$ (1,029,000)	
Totals	\$ 1,179,000	\$ (4,601,337)	\$ (150,000)	\$ 540,565	\$ (1,029,000)	\$ (4,601,337)

¹\$4,601,337 FY2027 BMCMPPO funds loaned for \$4,601,337 FY2024 IMPO funds

²\$540,565 FY2025 BMCMPPO funds loaned for \$540,565 FY2029 MACOG funds. The FY2025 BMCMPPO funds that were loaned as part of this agreement came from the City of Bloomington's West 2nd Street project that could not use the funds in FY2025. The funds received in FY2029 from MACOG, as part of this agreement, have been applied to the City of Bloomington's College and Walnut Corridor - phase 1 project.

³\$1,179,000 (\$150,000 in FY2028 and \$1,029,000 in FY2030) BMCMPPO funds loaned for \$1,179,000 FY2026 Columbus Area MPO (CAMPO) funds. The \$150,000 in FY2028 BMCMPPO funds being loaned to CAMPO as part of this agreement were taken away from the City of Bloomington's Dunn Street project (240042) project's FY2028 allocations; and, the other \$1,029,000 in FY2030 BMCMPPO funds being loaned to CAMPO as part of this agreement were taken away from the City of Bloomington's College & Walnut Phase 2 (2500062) project FY2030 allocations.

ADDITIONAL FUNDS SUPPLEMENTING MONROE COUNTY & CITY OF BLOOMINGTON TIP PROJECTS						
FUNDING SOURCE	Fiscal Year					TOTAL
	2026	2027	2028	2029**	2030**	
2024 HSIP Special Call Award	\$ 860,940	\$ 382,500	\$ -	\$ -	\$ -	\$ 1,243,440
Bridge Program Funds	\$ 5,879,048	\$ 45,388	\$ 2,511,054	\$ 46,877	\$ -	\$ 8,482,367
Local Funds	\$ 10,422,319	\$ 1,329,521	\$ 2,674,601	\$ 2,195,491	\$ 3,384,337	\$ 20,006,269
Amount Remaining	\$ 17,162,307	\$ 1,757,409	\$ 5,185,655	\$ 2,242,368	\$ 3,384,337	\$ 29,732,075

Note: Monroe County was awarded \$418,500 and City of Bloomington was awarded \$860,940 for the HSIP Special Call in December 2024. The award must be used within 2 years of receipt. \$1,243,440 of the money will be applied to projects in FY2026, while \$35,000 was used in FY25.

Note: This fiscal summary table balances LPA project funding only - this table does not include funding for INDOT or Transit projects. See the Summary By Agency Tables for Transit and INDOT information.

MONROE COUNTY & CITY OF BLOOMINGTON TIP PROJECT FUNDING ALLOCATIONS						
FUNDING SOURCE	Fiscal Year					TOTAL
	2026	2027	2028	2029**	2030**	
Bridge Program Funds	\$ 5,879,048	\$ 45,388	\$ 2,511,054	\$ 46,877	\$ -	\$ 8,482,367
CRP	\$ 339,452	\$ -	\$ 339,452	\$ 339,452	\$ 339,452	\$ 1,357,808
HSIP	\$ 558,774	\$ -	\$ 558,774	\$ 558,774	\$ 558,774	\$ 2,235,096
2024 HSIP SPECIAL CALL AWARD	\$ 860,940	\$ 382,500	\$ -	\$ -	\$ -	\$ 1,243,440
Local Funds	\$ 10,422,319	\$ 1,329,521	\$ 2,674,601	\$ 2,195,491	\$ 3,384,337	\$ 20,006,269
PROTECT	\$ 124,997	\$ -	\$ 124,997	\$ 124,997	\$ 124,997	\$ 499,988
SEC 164	\$ 132,601	\$ -	\$ 132,601	\$ 132,601	\$ 132,601	\$ 530,404
STBG	\$ 4,274,792	\$ 39,326	\$ 2,945,792	\$ 3,636,357	\$ 2,066,792	\$ 12,963,059
TA	\$ 389,047	\$ -	\$ 389,047	\$ 389,047	\$ 389,047	\$ 1,556,188
TOTAL	\$ 22,981,970	\$ 1,796,735	\$ 9,676,318	\$ 7,423,596	\$ 6,996,000	\$ 48,874,618

Note: This fiscal summary table balances LPA project funding only - this table does not include funding for INDOT or Transit projects. See the Summary By Agency Tables for Transit and INDOT information.

Monroe County FY 2026 - 2030 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2026	2027	2028	2029**	2030**	
CRP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bridge Program Funds	\$ 5,879,048	\$ 45,388	\$ 2,511,054	\$ 46,877	\$ -	\$ 8,482,367
HSIP	\$ 481,500	\$ -	\$ -	\$ -	\$ -	\$ 481,500
2024 HSIP Special Call Award	\$ -	\$ 382,500	\$ -	\$ -	\$ -	\$ 382,500
LOCAL FUNDS	\$ 2,070,915	\$ 329,521	\$ 1,225,764	\$ 11,719	\$ -	\$ 3,637,919
PROTECT	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
STBG	\$ -	\$ 39,326	\$ 2,392,000	\$ -	\$ -	\$ 2,431,326
TA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Totals	\$ 8,431,463	\$ 796,735	\$ 6,128,818	\$ 58,596	\$ -	\$ 15,415,611

City of Bloomington FY 2026 - 2030 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2026	2027	2028	2029**	2030**	
CRP	\$ 339,452	\$ -	\$ 339,452	\$ 339,452	\$ 339,452	\$ 1,357,808
HSIP	\$ 77,274	\$ -	\$ 558,774	\$ 558,774	\$ 558,774	\$ 1,753,596
2024 HSIP Special Call Award	\$ 860,940	\$ -	\$ -	\$ -	\$ -	\$ 860,940
LOCAL FUNDS	\$ 8,351,404	\$ 1,000,000	\$ 1,448,837	\$ 2,183,772	\$ 3,384,337	\$ 16,368,350
PROTECT	\$ 124,997	\$ -	\$ 124,997	\$ 124,997	\$ 124,997	\$ 499,988
Sec 164	\$ 132,601	\$ -	\$ 132,601	\$ 132,601	\$ 132,601	\$ 530,404
STBG	\$ 4,274,792	\$ -	\$ 553,792	\$ 3,636,357	\$ 2,066,792	\$ 10,531,733
TA	\$ 389,047	\$ -	\$ 389,047	\$ 389,047	\$ 389,047	\$ 1,556,188
Totals	\$ 14,550,507	\$ 1,000,000	\$ 3,547,500	\$ 7,365,000	\$ 6,996,000	\$ 33,459,007

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

Note: Federal and local transit funding shown in this table is a requested amount, not an actual allocation.

Bloomington Transit FY 2026 - 2030 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2026	2027	2028	2029**	2030**	
Local	\$ 5,134,475	\$ 6,378,417	\$ 5,780,966	\$ 6,864,886	\$ 6,742,196	\$ 30,900,940
FTA 5307	\$ 2,899,300	\$ 3,893,985	\$ 3,188,108	\$ 3,076,551	\$ 3,228,129	\$ 16,286,073
FTA 5309 Small Start	\$ 400,000	\$ 3,200,000	\$ -	\$ -	\$ -	\$ 3,600,000
FTA 5310	\$ 224,400	\$ -	\$ -	\$ 519,542	\$ 409,137	\$ 1,153,079
FTA 5339	\$ -	\$ 1,040,000	\$ 2,184,000	\$ 5,733,000	\$ 4,815,720	\$ 13,772,720
PMTF	\$ 2,607,880	\$ 2,660,038	\$ 2,713,238	\$ 2,767,503	\$ 2,822,853	\$ 13,571,512
Totals	\$ 11,266,055	\$ 17,172,440	\$ 13,866,312	\$ 18,961,482	\$ 18,018,035	\$ 79,284,324

Note: Federal and local transit funding shown in this table is a requested amount, not an actual allocation.

INDOT FY 2026 - 2030 TIP Summary Table						
Funding Source	Fiscal Year					Totals*
	2026	2027	2028	2029**	2030**	
HSIP + State Match	\$ 2,430,632	\$ 124,000	\$ 150,000	\$ 1,464,000	\$ -	\$ 4,168,632
NHPP + State Match	\$ 30,830,211	\$ 46,825,035	\$ 29,453,861	\$ 2,360,000	\$ -	\$ 109,469,107
NHS + State Match	\$ 1,110,250	\$ 639,882	\$ -	\$ -	\$ -	\$ 1,750,132
STBG + State Match	\$ 28,975,085	\$ 17,964,000	\$ 11,757,000	\$ 7,803,250	\$ 30,000	\$ 66,529,335
Totals	\$ 63,346,178	\$ 65,552,917	\$ 41,360,861	\$ 11,627,250	\$ 30,000	\$ 181,917,206

Monroe County

2022-2025 County-Wide Bridge Inspections & Inventory

Lead Agency: Monroe County

Description: Inspection and inventory of bridges in Monroe County, in various locations. Inspections occur in a four-year cycle.

Performance Target: Bridge Condition

DES#: 2100084

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	PE	\$ 6,511					\$ 6,511
Bridge Program Funds	PE	\$ 26,044					\$ 26,044
TOTALS		\$ 32,555	\$ -	\$ -	\$ -	\$ -	\$ 32,555
TOTAL PROJECT COST*:							\$ 248,993

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to move \$26,044 in bridge program funds and the associated local match from FY2025 to FY2026. These funds are being moved because they didn't make it through the process by the end of the fiscal year 2025.

2026-2029 County-Wide Bridge Inspections & Inventory

Lead Agency: Monroe County

Description: Inspection and inventory of bridges in Monroe County, in various locations. Inspections occur in a four-year cycle.

Performance Target: Bridge Condition

DES#: 2300141

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	PE	\$ 53,304	\$ 11,347	\$ 53,164	\$ 11,719	\$ -	\$ 129,534
Bridge Program Funds	PE	\$ 213,217	\$ 45,388	\$ 212,654	\$ 46,877	\$ -	\$ 518,135
TOTALS		\$ 266,521	\$ 56,735	\$ 265,818	\$ 58,596	\$ -	\$ 647,669
TOTAL PROJECT COST*:							\$ 647,663

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to reflect the new contract. Local Bridge Program Funds and Local Match funding increased from 2026-2030 and was removed for 2030. Total project cost decreased by 12%.

Dillman Road, Bridge #83 Replacement

Lead Agency: Monroe County

Description: Replacement of the existing structurally deficient one lane bridge carrying Dillman Road over Clear Creek. Also improves the geometrics of the approaching roadway leading up to the bridge. A multi-use path will be incorporated along the

Performance Target: Bridge Condition

Contract #: 44297

DES#: 2101712

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	RW	\$ 32,000					\$ 32,000
Bridge Program Funds	RW	\$ 128,000					\$ 128,000
Local Funds	PE UT			\$ 20,000			\$ 20,000
Bridge Program Funds	PE UT			\$ 80,000			\$ 80,000
Local Funds	CE			\$ 84,000			\$ 84,000
Bridge Program Funds	CE			\$ 336,000			\$ 336,000
Local Funds	CN			\$ 470,600			\$ 470,600
Bridge Program Funds	CN			\$ 1,882,400			\$ 1,882,400
TOTALS		\$ 160,000	\$ -	\$ 2,873,000	\$ -	\$ -	\$ 3,033,000
TOTAL PROJECT COST*:							\$ 3,562,000

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to move RW funds to 2026 and to add a UT PE phase to this project.

Eagleson Avenue Bridge #922 over Indiana Railroad

Lead Agency: Monroe County

Description: Replacement of the Eagleson Avenue Bridge over the Indiana Rail Road just south of Law Lane on the campus of Indiana University. The replacement structure will allow for two lanes of vehicular traffic, bicycle lanes and widened sidewalks for pedestrians. Replacement of the traffic signal at Eagleson Ave and Law Lane.

Performance Target: Bridge Condition

Contract #: 44216

DES#: 2200146

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	UT	\$ -					\$ -
Bridge Program Funds	UT	\$ -					\$ -
Local Funds	RR PE	\$ 25,297					\$ 25,297
Bridge Program Funds	RR PE	\$ 101,187					\$ 101,187
Local Funds	CE	\$ 102,000					\$ 102,000
Bridge Program Funds	CE	\$ 408,000					\$ 408,000
Local Funds	CN	\$ 1,396,503					\$ 1,396,503
Bridge Program Funds	CN	\$ 3,395,400					\$ 3,395,400
TOTALS		\$ 5,428,387	\$ -	\$ -	\$ -	\$ -	\$ 5,428,387
TOTAL PROJECT COST*:							\$ 7,315,952

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to increase LOCAL and BRIDGE PROGRAM funding for both the CE and CN phases, and remove UT funds.

Fairfax Road High Friction Surface Treatment

Lead Agency: Monroe County

Description: Installation of High Friction Surface Treatment on four sections of road with geometric issues, according to analysis. Will help increase the margin of safety at problematic curves and intersections.

Performance Target: Safety

Contract #: T-45946

DES#: 2401515

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
2024 HSIP Special Call Award	CN		\$ 382,500				\$ 382,500
Local Funds	CN		\$ 42,500				\$ 42,500
TOTALS		\$ -	\$ 425,000	\$ -	\$ -	\$ -	\$ 425,000
TOTAL PROJECT COST*:							\$ 465,000

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to move FY 2026 CN funding to FY 2027.

Old SR 37 South and Dillman Road Intersection Improvement

Lead Agency: Monroe County

Description: Replacing the existing intersection with a single-lane roundabout. Construction of pedestrian and bicycle facilities

Performance Target: Safety

Contract #: T-46098

DES#: 2500061

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	PE	\$ 53,500					\$ 53,500
HSIP	PE	\$ 481,500					\$ 481,500
Local Funds	RW		\$ 155,674				\$ 155,674
STBG	RW		\$ 39,326				\$ 39,326
Local Funds	UT		\$ 120,000				\$ 120,000
Local Funds	CE			\$ 78,000			\$ 78,000
STBG	CE			\$ 312,000			\$ 312,000
Local Funds	CN			\$ 520,000			\$ 520,000
STBG	CN			\$ 2,080,000			\$ 2,080,000
TOTALS		\$ 535,000	\$ 315,000	\$ 2,990,000	\$ -	\$ -	\$ 3,840,000
TOTAL PROJECT COST*:							\$ 3,840,000

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

**FY 2029-2030 represent illustrative project years.

Rockport Road, Bridge #308 Replacement

Lead Agency: Monroe County

Description: Bridge Replacement for #308 on South Rockport Road, just south of Bolin Lane. This project begins near the intersection of Rockport Road and Cockerill Road and ends near the intersection of Rockport Road and Bolin Lane. This project includes the replacement of the existing structurally deficient structure and improvement of the roadway geometry of S. Rockport Road. Due to the potential over-the-road flow, the proposed structure will have a larger waterway opening.

Performance Target: Bridge Condition

Contract #: 42786

DES#: 1902772

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
Local Funds	RW	\$ 8,580					\$ 8,580
Bridge Program Funds	RW	\$ 34,320					\$ 34,320
Local Funds	CE	\$ 62,020					\$ 62,020
Bridge Program Funds	CE	\$ 248,080					\$ 248,080
Local Funds	CN	\$ 331,200					\$ 331,200
Bridge Program Funds	CN	\$ 1,324,800					\$ 1,324,800
TOTALS		\$ 2,009,000	\$ -	\$ -	\$ -	\$ -	\$ 2,009,000
TOTAL PROJECT COST*:							\$ 2,329,640

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to move RW LOCAL and LOCAL BRIDGE funding to 2026, and decrease all CE funding.

City of Bloomington

College Ave & Walnut St Corridor Improvement Project - Phase 1

Lead Agency: City of Bloomington

Description: Improvement of multimodal safety and mobility on College Ave and Walnut St from State Road 45/46 to Allen Street. Project priorities include improving safety as well as expanding capacity by adding facilities for non-motorized modes that connect to other existing pedestrian and bicycle facilities. The project includes the installation of accessible bus stops, pedestrian and bicycle infrastructure, and safety improvements to reduce vehicular speeds and minimize pedestrian conflicts. Some traffic signals will require replacement due to age, while others will receive safety improvements and other modifications determined during detailed design. The work will include updates to signage and markings to improve predictability. This project is expected to include updates to the stormwater system with an increased number of drainage structures in order to remove rainwater from the roadway.

Performance Target: Safety and Reliability

Contract #: N/A

DES#: 2500059

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	PE	\$ 1,000,000					\$ 1,000,000
Local Funds	RW			\$ 100,000			\$ 100,000
Local Funds	CE				\$ 600,000		\$ 600,000
STBG	CN				\$ 3,636,357		\$ 3,636,357
TA	CN				\$ 389,047		\$ 389,047
CRP	CN				\$ 339,452		\$ 339,452
PROTECT	CN				\$ 124,997		\$ 124,997
Local Funds	CN				\$ 1,210,147		\$ 1,210,147
TOTALS		\$ 1,000,000	\$ -	\$ 100,000	\$ 6,300,000	\$ -	\$ 7,400,000
TOTAL PROJECT COST*:							\$ 7,400,000

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to increase 2029 CN STBG funding by \$540,565, and decrease 2029 CN LOCAL funding. Money for this increase comes from the loan agreement made in April 2025 - in FY25 when, due to unexpected causes, W 2nd Street was unable to use some of its allocated FY25 funding, a loan agreement was made between BMCMPPO and the MACOG MPO - MACOG will give us \$540,565 in FY29 in exchange for \$540,565 of BMCMPPO FY2025 funds that were allocated to the City of Bloomington's W 2nd Street project but unable to be used prior to the end of the fiscal year.

College Ave & Walnut St Corridor Improvement Project - Phase 2

Lead Agency: City of Bloomington

Description: Improvement of multimodal safety and mobility on College Ave and Walnut St from State Road 45/46 to Allen Street. Installation of safety improvements to reduce vehicular speeds, minimize pedestrian conflicts, accessible bus stops, and pedestrian and bicycle infrastructure. Traffic signal, signage, and markings improvement.

Performance Target: Safety and Reliability

Contract #: N/A

DES#: 2500062

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	PE		\$ 800,000				\$ 800,000
Local Funds	RW				\$ 100,000		\$ 100,000
Local Funds	CE					\$ 600,000	\$ 600,000
STBG	CN					\$ 2,066,792	\$ 2,066,792
TA	CN					\$ 389,047	\$ 389,047
CRP	CN					\$ 339,452	\$ 339,452
PROTECT	CN					\$ 124,997	\$ 124,997
Local Funds	CN					\$ 2,579,712	\$ 2,579,712
TOTALS		\$ -	\$ 800,000	\$ -	\$ 100,000	\$ 6,100,000	\$ 7,000,000
TOTAL PROJECT COST*:							\$ 7,000,000

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to decrease 2030 CN STBG funding, and increase 2030 CN LOCAL funding - no change in total project cost occurred. To compensate for the W 2nd Street project benefiting from a loan agreement with CAMPO, the City of Bloomington is requesting to decrease their FY30 federal funding allocations for College & Walnut Phase 2 (2500062) and decrease their FY28 federal funding allocations for Dunn St (240042).

Crosswalk Safety Improvements Project - Phase 3

Lead Agency: City of Bloomington

Description: Installation and enhancement of pedestrian crosswalks design, including the addition of marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuse islands, curb bumpouts, raised crosswalks, and signal equipment upgrades, at up to 10 locations throughout the City of Bloomington.

Performance Target: Safety and Reliability

Contract #: T-45739

DES#: 2400041

FUNDING	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	RW		\$ 50,000				\$ 50,000
Local Funds	CE			\$ 112,500			\$ 112,500
Local Funds	CN			\$ 143,625			\$ 143,625
HSIP	CN			\$ 558,774			\$ 558,774
Sec 164	CN			\$ 132,601			\$ 132,601
TOTALS		\$ -	\$ 50,000	\$ 947,500	\$ -	\$ -	\$ 997,500
TOTAL PROJECT COST*:							\$ 1,276,108

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

**FY 2029-2030 represent illustrative project years.

Crosswalk Safety Improvements Project - Phase 4

Lead Agency: City of Bloomington

Description: Installation and enhancement of pedestrian crosswalks design, including the addition of marked crosswalks, accessible curb ramps, warning signs, flashing beacons, median refuse islands, curb bump outs, raised crosswalks, and signal equipment upgrades at various locations throughout the City of Bloomington.

Performance Target: Safety and Reliability

Contract #: N/A

DES#: 2500060

FUNDING	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	PE		\$ 150,000				\$ 150,000
Local Funds	CE					\$ 96,000	\$ 96,000
HSIP	CN					\$ 558,774	\$ 558,774
Sec 164	CN					\$ 132,601	\$ 132,601
Local Funds	CN					\$ 108,625	\$ 108,625
TOTALS		\$ -	\$ 150,000	\$ -	\$ -	\$ 896,000	\$ 1,046,000
TOTAL PROJECT COST*:							\$ 1,046,000

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

**FY 2029-2030 represent illustrative project years.

Downtown Curb Ramps - Phase 4

Lead Agency: City of Bloomington

Description: Modification and reconstruction of curb ramps in the downtown area to meet accessibility guidelines, in locations with high levels of interaction between pedestrians and motor vehicles. Work may include curb bump outs, accessible connections to transit stops, or other site specific modifications. Project to take place in various locations throughout Downtown Bloomington, pending final data collection and designs.

Performance Target: Safety and Reliability

Contract #: 44834

DES#: 2200021 (PE phase) and 2401660 (CE and CN phases)

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL
2024 HSIP	CE	\$ 103,500					\$ 103,500
Local Funds	CE	\$ 11,500					\$ 11,500
2024 HSIP	CN	\$ 757,440					\$ 757,440
Local Funds	CN	\$ 84,160					\$ 84,160
TOTALS		\$ 956,600	\$ -	\$ -	\$ -	\$ -	\$ 956,600
TOTAL PROJECT COST*:							\$ 1,091,858

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

**FY 2029-2030 represent illustrative project years.

Downtown Curb Ramps - Phase 5

Lead Agency: City of Bloomington

Description: Modification and reconstruction of curb ramps in various locations of the downtown area to meet accessibility guidelines. Work may include curb bump outs, accessible connections to transit stops and more, in various locations in Downtown Bloomington, pending final data collections and designs.

Performance Target: Safety and Reliability

Contract #: N/A

DES#: 2500479

FUNDING	PHASE	2026	2027	2028	2029**	2030**	TOTAL
HSIP	PE	\$ 77,274					\$ 77,274
Sec 164	PE	\$ 132,601					\$ 132,601
Local Funds	PE	\$ 40,325					\$ 40,325
Local Funds	CE				\$ 130,000		\$ 130,000
HSIP	CN				\$ 558,774		\$ 558,774
Sec 164	CN				\$ 132,601		\$ 132,601
Local Funds	CN				\$ 143,625		\$ 143,625
TOTALS		\$ 250,200	\$ -	\$ -	\$ 965,000	\$ -	\$ 1,215,200
TOTAL PROJECT COST*:							\$ 1,215,200

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

**FY 2029-2030 represent illustrative project years.

High Street Intersection Modernizations and Multiuse Path

Lead Agency: City of Bloomington

Description: Construction of multimodal safety and mobility improvements (sidewalk curb ramps, accessible bus stops, multiuse path, stormwater infrastructure, and traffic signal modernizations), on High Street from Arden Drive to Hunter Avenue. Hunter Ave to 3rd Street will be addresses in future project phases.

Performance Target: Safety and Reliability

Contract #: R-44721

DES#: 2200020

FUNDING	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	CE	\$ 490,000					\$ 490,000
STBG	CE	\$ 10,000					\$ 10,000
Local Funds	CN	\$ 3,520,000					\$ 3,520,000
STBG	CN	\$ 480,000					\$ 480,000
TA	CN	\$ -					\$ -
CRP	CN	\$ -					\$ -
PROTECT	CN	\$ -					\$ -
TOTALS		\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ 4,500,000
TOTAL PROJECT COST*:							\$ 5,836,640

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to decrease 2026 CE LOCAL funds, adding 2026 CE STBG funds, increasing 2026 CN LOCAL funds, decreasing 2026 CN STBG funding, and removing 2026 CN TA, CRP, and PROTECT funding. No change in total project cost. The federal funding being removed from this project is being transferred to the W 2nd Street project phases.

North Dunn Street Multiuse Path

Lead Agency: City of Bloomington

Description: Construction of a multiuse path on North Dunn Street from Indiana 45/46 to East Clover Lane. Installation of accessible curb ramps, stormwater modifications, pavement maintenance, access improvements, and signage and marking updates.

Performance Target: Safety and Reliability

Contract #: R-46093

DES#: 2400042

FUNDING	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	RW	\$ 100,000					\$ 100,000
Local Funds	CE			\$ 300,000			\$ 300,000
Local Funds	CN			\$ 792,712			\$ 792,712
STBG	CN			\$ 553,792			\$ 553,792
TA	CN			\$ 389,047			\$ 389,047
CRP	CN			\$ 339,452			\$ 339,452
PROTECT	CN			\$ 124,997			\$ 124,997
TOTALS		\$ 100,000	\$ -	\$ 2,500,000	\$ -	\$ -	\$ 2,600,000
TOTAL PROJECT COST*:							\$ 3,244,297

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to decrease FY2028 CE LOCAL FUNDS, increase FY 2028 CN STBG funds, and decrease FY2028 CN LOCAL funds.

West 2nd Street Modernization and Safety Improvements

Lead Agency: City of Bloomington

Description: Construction of multimodal safety and mobility improvements along 2nd Street from Walker St to the B-Line Trail (work may extend west to Patterson Drive or East to College Ave if desired based on detailed design). Project improvements are expected to include sidewalks, bus stops, a two-way protected bicycle lane, pavement maintenance, and traffic signal replacements.

Performance Target: Safety and Reliability

Contract #: R-44765

DES#: 2200012

FUNDING	PHASE	2026	2027	2028	2029**	2030**	TOTAL
Local Funds	CE	\$ 733,707					\$ 733,707
STBG	CE	\$ 10,000					\$ 10,000
Local Funds	CN	\$ 2,371,712					\$ 2,371,712
STBG	CN	\$ 3,774,792					\$ 3,774,792
TA	CN	\$ 389,047					\$ 389,047
CRP	CN	\$ 339,452					\$ 339,452
PROTECT	CN	\$ 124,997					\$ 124,997
TOTALS		\$ 7,743,707	\$ -	\$ -	\$ -	\$ -	\$ 7,743,707
TOTAL PROJECT COST*:							\$ 8,473,707

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to decrease 2026 CE LOCAL funds, add 2026 CE STBG funds, decrease 2026 CN LOCAL funding, increase 2026 CN STBG funding, and add 2026 CN TA, CRP and PROTECT funding. Total project cost did not change. Some federal funds are being moved to this project from the High Street project (2200020) and \$1,179,000 of this federal funding comes from a loan agreement made in April 2025 between BMCMPPO and CAMPO (wherein \$150,000 FY2028 BMCMPPO funds and \$1,029,000 FY2030 BMCMPPO funds were loan will be exchanged for \$1,179,000 FY2026 CAMPO funds). The \$150,000 in FY2028 BMCMPPO funds being loaned to CAMPO as part of this agreement were taken away from the City of Bloomington's Dunn Street project (240042) project's FY2028 allocations; and, the other \$1,029,000 in FY2030 BMCMPPO funds being loaned to CAMPO as part of this agreement were taken away from the City of Bloomington's College & Walnut Phase 2 (2500062) project FY2030 allocations.

Rural Transit

Operating Assistance							
Lead Agency: Rural Transit							
Performance Target: Transit Administration and Operations							
Transit ID#: BLO-26-010, BLO-27-311, BLO-28-311, BLO-29-311, BLO-30-311							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5311	Operations	\$ 893,351	\$ 929,085	\$ 966,248	\$ 1,004,898	\$ 1,045,094	\$ 4,838,676
PMTF	Operations	\$ 311,595	\$ 324,059	\$ 337,021	\$ 350,502	\$ 364,522	\$ 1,687,699
Local	Operations	\$ 599,157	\$ 623,123	\$ 648,048	\$ 673,970	\$ 700,929	\$ 3,245,227
TOTALS		\$ 1,804,103	\$ 1,876,267	\$ 1,951,317	\$ 2,029,370	\$ 2,110,545	\$ 9,771,602

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

**FY 2029-2030 represent illustrative project years.

***Local funding includes Local Reserves, Fares & In-Kind.

Bloomington Transit

Operating Assistance - Fixed Route & Paratransit Service							
Lead Agency: Bloomington Transit							
Performance Target: Transit Service Delivery							
Transit ID#: BLO-26-001, BLO-27-001, BLO-28-001, BLO-29-001, BLO-30-001							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Operations	\$ 2,463,300	\$ 2,586,465	\$ 2,715,788	\$ 2,851,578	\$ 2,994,157	\$ 13,611,288
PMTF	Operations	\$ 2,607,880	\$ 2,660,038	\$ 2,713,238	\$ 2,767,503	\$ 2,822,853	\$ 13,571,512
Local	Operations	\$ 4,869,375	\$ 4,991,537	\$ 5,116,886	\$ 5,245,507	\$ 5,377,489	\$ 25,600,794
TOTALS		\$ 9,940,555	\$ 10,238,040	\$ 10,545,912	\$ 10,864,588	\$ 11,194,499	\$ 52,783,594

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

**FY 2029-2030 represent illustrative project years.

***Local funding includes Local Reserves, Fares & In-Kind.

Purchase Replacement Battery Electric Buses & Charging Equipment							
Lead Agency: Bloomington Transit							
Performance Target: Transit Equipment							
Transit ID#: BLO-27-023, BLO-28-004, BLO-29-04, BLO-30-004							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5339	Capital		\$ 1,040,000	\$ 2,184,000	\$ 5,733,000	\$ 4,815,720	\$ 13,772,720
Local	Capital		\$ 260,000	\$ 546,000	\$ 1,433,250	\$ 1,203,930	\$ 3,443,180
TOTALS		\$ -	\$ 1,300,000	\$ 2,730,000	\$ 7,166,250	\$ 6,019,650	\$ 17,215,900

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

**FY 2029-2030 represent illustrative project years.

Purchase Support and Maintenance Vehicles							
Lead Agency: Bloomington Transit							
Performance Target: Transit Equipment							
Transit ID#: BLO-26-024, BLO-27-024, BLO-27-025, BLO-28-05							
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL*
FTA 5307	Capital	\$ 176,000	\$ 179,520	\$ 96,000			\$ 451,520
Local	Capital	\$ 44,000	\$ 44,880	\$ 24,000			\$ 112,880
TOTALS		\$ 220,000	\$ 224,400	\$ 120,000	\$ -	\$ -	\$ 564,400

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

**FY 2029-2030 represent illustrative project years.

Purchase Blink Replacement Vehicles

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-26-023, BLO-29-003, BLO-30-003

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL *
FTA 5310	Capital	\$ 224,400			\$ 519,542	\$ 409,137	\$ 1,153,079
Local	Capital	\$ 56,100			\$ 129,886	\$ 102,284	\$ 288,270
TOTALS		\$ 280,500	\$ -	\$ -	\$ 649,428	\$ 511,421	\$ 1,441,349

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

**FY 2029-2030 represent illustrative project years.

Purchase and Rebuild Major Vehicle Components

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-26-022, BLO-27-022, BLO-28-003, BLO-29-002, BLO-30-002

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL *
FTA 5307	Capital	\$ 200,000	\$ 208,000	\$ 216,320	\$ 224,973	\$ 233,972	\$ 1,083,265
Local	Capital	\$ 50,000	\$ 52,000	\$ 54,080	\$ 56,243	\$ 58,493	\$ 270,816
TOTALS		\$ 250,000	\$ 260,000	\$ 270,400	\$ 281,216	\$ 292,465	\$ 1,354,081

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

**FY 2029-2030 represent illustrative project years.

Greenline Design & Engineering - Bus Stop & Infrastructure

Lead Agency: Bloomington Transit

Performance Target: Transit Service Delivery

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

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

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

**FY 2029-2030 represent illustrative project years.

Automated Passenger Counters - Updated

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-28-002

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL *
FTA 5307	Capital			\$ 160,000			\$ 160,000
Local	Capital			\$ 40,000			\$ 40,000
TOTALS		\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000

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

**FY 2029-2030 represent illustrative project years.

Shop Equipment for New Facility

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-27-026

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL *
FTA 5307	Capital		\$ 320,000				\$ 320,000
Local	Capital		\$ 80,000				\$ 80,000
TOTALS		\$ -	\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000

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

**FY 2029-2030 represent illustrative project years.

Furnishings & Office Equipment for New Facility

Lead Agency: Bloomington Transit

Performance Target: Transit Equipment

Transit ID#: BLO-27-002

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL *
FTA 5307	Capital		\$ 600,000				\$ 600,000
Local	Capital		\$ 150,000				\$ 150,000
TOTALS		\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ 750,000

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

**FY 2029-2030 represent illustrative project years.

Financial Management and Accounting Software

Lead Agency: Bloomington Transit

Performance Target: Transit Administration and Operations

Transit ID#: BLO-26-020

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	TOTAL *
FTA 5307	Capital	\$ 60,000					\$ 60,000
Local	Capital	\$ 15,000					\$ 15,000
TOTALS		\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ 75,000

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

**FY 2029-2030 represent illustrative project years.

Indiana Department of Transportation (INDOT)

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

INDOT Local Projects

SR 37 - Small Structure Pipe Lining over UNT Clear Creek, 1.45 miles S of I-69									
Lead Agency:									
Performance Target: Safety									
CONTRACT #: 43736									
DES#: 2100766 and 2100808									
FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
NHPP	CN	\$ 959,000					\$ 767,200	\$ 191,800	\$ 959,000
TIP TOTALS		\$ 959,000	\$ -	\$ -	\$ -	\$ -	\$ 767,200	\$ 191,800	\$ 959,000
TOTAL PROJECT COST*:									\$ 1,440,444

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

**FY 2029-2030 represent illustrative project years.

SR 37 - Slide Correction 2.36 miles south of I 69 along the SB lanes at Smithville Road Intersection									
Lead Agency:									
Performance Target: Safety									
CONTRACT #: 45764									
DES#: 2401452									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	PE	\$ 200,000					\$ 160,000	\$ 40,000	\$ 200,000
STBG	UT		\$ 10,000				\$ 8,000	\$ 2,000	\$ 10,000
STBG	CN				\$ 973,250		\$ 778,600	\$ 194,650	\$ 973,250
TIP TOTALS		\$ 200,000	\$ 10,000	\$ -	\$ 973,250	\$ -	\$ 946,600	\$ 236,650	\$ 1,183,250
TOTAL PROJECT COST*:									\$ 1,183,250

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

**FY 2029-2030 represent illustrative project years.

SR 45 - ADA Sidewalk Ramp Construction at Liberty Drive/S Hickory Leaf Dr.									
Lead Agency:									
Performance Target: Safety									
CONTRACT #: 45521									
DES#: 2400106									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	RW	\$ 10,000					\$ 8,000	\$ 2,000	\$ 10,000
STBG	CN			\$ 803,000			\$ 642,400	\$ 160,600	\$ 803,000
TIP TOTALS		\$ 10,000	\$ -	\$ 803,000	\$ -	\$ -	\$ 650,400	\$ 162,600	\$ 813,000
TOTAL PROJECT COST*:									\$ 1,174,000

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

**FY 2029-2030 represent illustrative project years.

SR 45 - Improvements to SR45/10th St from the SR 45/46 bypass to Pete Ellis**Lead Agency:** INDOT

Description: Installation of two travel lanes eastbound on SR45/10th (lane will taper for the eastbound left turn lane at the intersection of Pete Ellis Drive; there will only be one westbound lane on SR45/10th from Pete Ellis Drive to the bypass). Bike lanes will be added on SR 45 east and west of Pete Ellis Drive. This will require shifting the edge of the pavement on SR 45 east of Pete Ellis Drive. Changes from curb and gutter to shoulder are expected along the north side of SR 45 to accommodate the westbound bike lane. The multi-use path on the north side of SR 45 from SR 46 to Pete Ellis Drive will remain. Sidewalks will be constructed elsewhere.

Performance Target: Safety**CONTRACT #:** 42595

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
DES#: 1800199 - At the intersection of Pete Ellis Drive									
STBG	CN	\$ 6,953,735					\$ 5,562,988	\$ 1,390,747	\$ 6,953,735
DES#: 1800086 - From Bloomington Bypass to the intersection of Pete Ellis Drive									
STBG	CN	\$ 1,160,819					\$ 928,655	\$ 232,164	\$ 1,160,819
TIP TOTALS		\$ 8,114,554	\$ -	\$ -	\$ -	\$ -	\$ 6,491,643	\$ 1,622,911	\$ 8,114,554
							TOTAL PROJECT COST*:		
							\$ 10,707,572		

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to increase FY26 CN funding for 1800199 and to decrease FY26 CN funding for 1800086.

SR 45 - Intersection Improvements with added turn lanes from Pete Ellis Rd to N Russell Rd**Lead Agency:** INDOT

Description: Intersection Improvements with added turn lanes from Pete Ellis Rd to N Russell Rd. Road widening, installation of added turn lanes,

Performance Target: Safety**CONTRACT #:** 43265**DES#:** 2000231

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
NHS	PE	\$ 1,110,250					\$ 888,200	\$ 222,050	\$ 1,110,250
NHS	RW		\$ 400,000				\$ 360,000	\$ 40,000	\$ 400,000
STBG	CN				\$ 540,000		\$ 432,000	\$ 108,000	\$ 540,000
TIP TOTALS		\$ 1,110,250	\$ 400,000	\$ -	\$ 540,000	\$ -	\$ 1,680,200	\$ 370,050	\$ 2,050,250
							TOTAL PROJECT COST*:		
							\$ 2,050,250		

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to increase PE funds and move PE funds from FY25 to FY26.

SR 45 - Pedestrian Trail Bridge over SR 45, .63 miles north of SR 46**Lead Agency:** INDOT**Performance Target:** Bridge Condition

Description: Address the substandard vertical clearance of this pedestrian bridge due to the addition of a nearby interchange modification. In addition, the correction of the deficiencies in the wearing surface, deck, superstructure, and substructure will help further protect the structure and extend or reset the service life of the bridge.

CONTRACT #: B-45787**DES# 2401216 - 169 NB Bridge over Griffy Creek, 2.55 miles N of SR 46**

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	PE	\$ 750,000					\$ 600,000	\$ 150,000	\$ 750,000
STBG	RW		\$ 30,000				\$ 24,000	\$ 6,000	\$ 30,000
STBG	UT			\$ 50,000			\$ 40,000	\$ 10,000	\$ 50,000
STBG	CN				\$ 3,100,000		\$ 2,480,000	\$ 620,000	\$ 3,100,000
TOTAL		\$ 750,000	\$ 30,000	\$ 50,000	\$ 3,100,000	\$ -	\$ 3,144,000	\$ 786,000	\$ 3,930,000
							TOTAL PROJECT COST*:		
							\$ 3,930,000		

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

**FY 2029-2030 represent illustrative project years.

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

SR 45 - Sidewalk, from Kinser Pike to Walnut**Lead Agency:** INDOT**Performance Target:** Safety**CONTRACT #:** R-45788**DES#** 2401404

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	PE	\$ 250,000					\$ 200,000	\$ 50,000	\$ 250,000
STBG	UT		\$ 50,000				\$ 40,000	\$ 10,000	\$ 50,000
STBG	CN				\$ 470,000		\$ 376,000	\$ 94,000	\$ 470,000
TOTAL		\$ 250,000	\$ 50,000	\$ -	\$ 470,000	\$ -	\$ 616,000	\$ 154,000	\$ 770,000
TOTAL PROJECT COST*:									\$ 770,000

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

**FY 2029-2030 represent illustrative project years.

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

SR 48 - Repair or Replace Joints**Lead Agency:** INDOT**Performance Target:** Bridge Condition**Description:** Repair or replace joints on SR48 over I-69 NB/SB, 5.96 miles E of SR 43**CONTRACT #:** 46177**DES#** 2500524

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

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

**FY 2029-2030 represent illustrative project years.

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

Small Structure Project**Lead Agency:** INDOT**Performance Target:** Bridge Condition**Description:** Installation of a culvert lining.**CONTRACT #:** B-45782**DES#** 2401352 - on SR58, 13.19 miles E of SR 446 (funding not included because location is outside the BMCMP MPA)**DES#** 2401348 - Small Structure Project on SR45, .37 miles west of I-69

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	PE	\$ 200,000					\$ 160,000	\$ 40,000	\$ 200,000
STBG	RW		\$ 30,000				\$ 24,000	\$ 6,000	\$ 30,000
STBG	UT			\$ 10,000			\$ 8,000	\$ 2,000	\$ 10,000
STBG	CN				\$ 1,230,000		\$ 984,000	\$ 246,000	\$ 1,230,000
TOTAL		\$ 200,000	\$ 30,000	\$ 10,000	\$ 1,230,000	\$ -	\$ 1,176,000	\$ 294,000	\$ 1,470,000
TOTAL PROJECT COST*:									\$ 2,590,000

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

**FY 2029-2030 represent illustrative project years.

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

SR 46 - Bridge Deck Overlay at N Hartstrait Rd over Branch Jacks Defeat Creek, 0.02 miles S of SR 46**Lead Agency:** INDOT**Performance Target:** Bridge Condition**CONTRACT #:** 43772**DES#:** 2100752

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	LOCAL FUNDING	TOTAL
NHPP	CN			\$ -			\$ -	\$ -	\$ -
TIP TOTALS		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL PROJECT COST*:									\$ 1,662,222

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to move the CN phase (the only phase) of this project to FY2031 (outside the current TIP) and increase the total cost of the project due to inflation.

SR 46 - HMA Overlay 15.24 Miles from SR 446 to W Junction of SR 135**Lead Agency:** INDOT**Performance Target:** Pavement Condition**Description:** Installation of a 1.5" preventative maintenance HMA overlay resurfacing, road widening (adding passing blisters/left turn lanes), & the addition/replacement of guardrail end sections, damaged areas and small structures.**CONTRACT #:** 45308**DES#:** 1900331

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
NHPP	UT	\$ 10,000					\$ 8,000	\$ 2,000	\$ 10,000
NHPP	CN		\$ 12,087,489				\$ 9,669,991	\$ 2,417,498	\$ 12,087,489
DES#: 2500088									
NHPP	CN		\$ 1,121,800				\$ 897,440	\$ 224,360	\$ 1,121,800
TIP TOTALS		\$ 10,000	\$ 13,209,289	\$ -	\$ -	\$ -	\$ 10,575,431	\$ 2,643,858	\$ 13,219,289
TOTAL PROJECT COST*:									\$ 15,609,539

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

**FY 2029-2030 represent illustrative project years.

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

SR 46 and Flatwoods Road Intersection Improvement**Lead Agency:** INDOT**Performance Target:** Safety**Anticipated Letting:** August 9, 2028**Description:** Proposed project includes intersection improvement at SR 46 and Flatwoods Road (Segment 5) to address safety risks and reduce crashes at the intersection. The project proposes the addition of a right-turn lane on one major-road approach and a left-turn lane on other major-road approach. Roadway alignment of Flatwoods Road will require realignment such that the approach is at a right-angle with SR 46 and full depth pavement replacement and underdrain installation is recommended.**CONTRACT #:** 45789**DES#:** 2401386

FUNDING SOURCE	PHASE	2026	2027	2028	2029**	2030**	FEDERAL FUNDING	STATE MATCH	TOTAL
HSIP	PE	\$ 511,300					\$ 460,170	\$ 51,130	\$ 511,300
HSIP	RW		\$ 124,000				\$ 111,600	\$ 12,400	\$ 124,000
HSIP	UT			\$ 150,000			\$ 135,000	\$ 15,000	\$ 150,000
HSIP	CN				\$ 1,464,000		\$ 1,317,600	\$ 146,400	\$ 1,464,000
TIP TOTALS		\$ 511,300	\$ 124,000	\$ 150,000	\$ 1,464,000	\$ -	\$ 2,024,370	\$ 224,930	\$ 2,249,300
TOTAL PROJECT COST*:									\$ 2,249,300

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

**FY 2029-2030 represent illustrative project years.

NOTE: MPO staff made an administrative modification in September 2025, at the request of INDOT, to increase the FY26 PE HSIP funding by \$111,300 (increasing from \$400,000 to \$511,300), which increased total project cost by %5.

SR 446 - HMA Overlay & Minor Structural of SR 446 (from 0.98 miles S of SR 46, near E. Moores Pike, to SR 46)									
Lead Agency: INDOT									
Performance Target: Pavement Condition									
CONTRACT #: 45232									
DES#: 2301124 & 2301227									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	LOCAL FUNDING	TOTAL
STBG	RW	\$ 35,000					\$ 28,000	\$ 7,000	\$ 35,000
STBG	CN					\$ 30,000	\$ 24,000	\$ 6,000	\$ 30,000
TIP TOTALS		\$ 35,000	\$ -	\$ -	\$ -	\$ 30,000	\$ 52,000	\$ 13,000	\$ 65,000
TOTAL PROJECT COST*:									\$ 4,796,000

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

**FY 2029-2030 represent illustrative project years.

I-69 - Slide Correction on I-69 from SR 37 (in Monroe County) to 3.96 miles S of SR 252 (Indian Creek Bridge) (in Morgan County)									
Lead Agency: INDOT									
Performance Target: Safety									
Description: This project includes locations along I-69 from within the BMCMPPO MPA in Monroe County, IN to Morgan County, IN. As a result this project is listed in both the TIP and the INDOT Statewide Transportation Improvement Program.									
CONTRACT #: 45235									
DES#: 2301145									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
NHPP	RW	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	CN		\$ 10,000	\$ 6,216,000			\$ 5,603,400	\$ 622,600	\$ 6,226,000
TIP TOTALS		\$ 100,000	\$ 10,000	\$ 6,216,000	\$ -	\$ -	\$ 5,693,400	\$ 632,600	\$ 6,326,000
TOTAL PROJECT COST*:									\$ 6,966,000

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

**FY 2029-2030 represent illustrative project years.

I-69 - Bridge (Thin) Deck Overlay									
Lead Agency: INDOT									
Performance Target: Bridge Condition									
Description: Includes bridge deck overlay work at six different locations - some fall within the BMCMPPO MPA and some fall outside of the BMCMPPO MPA; therefore the rest of this contract is listed in the STIP. Funding listed below is for the entire contract. The worktype for DES #2200619 is Bridge Deck Overlay; the worktype for the rest of the DES #s is Bridge Thin Deck Overlay.									
CONTRACT #: B-44406									
DES#:									
2200619 - West Arlington Road, 0.07 mile N of SR 46									
2200634 - Walnut Street Ramp over I-69 NB/SB, 2.92 miles N of SR 46									
2200734 - Kinser Pike, 2.47 miles N of SR46									
2200744 - Sample Road, 6.30 miles N of SR 46									
2300919 - Rockport Road over I-69 NB/SB, 00.39 mi S of Fullerton Pike									
2300920 - Tapp Road Bridge over I-69 NB/SB, 00.74 mi S SR 45									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
NHPP	CN		\$ 2,502,847				\$ 2,252,563	\$ 250,284	\$ 2,502,847
TIP TOTALS		\$ -	\$ 2,502,847	\$ -	\$ -	\$ -	\$ 2,252,563	\$ 250,284	\$ 2,502,847
TOTAL PROJECT COST*:									\$ 2,502,847

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

**FY 2029-2030 represent illustrative project years.

Note: Staff modified this table in September 2025 to show 2300919 and 2300920 as removed from contract B-45246 and absorbed into contract B-44406

I-69 - Bridge Thin Deck Overlay**Lead Agency:** INDOT**Performance Target:** Bridge Condition**Description:** Includes bridge deck overlay work at twelve different locations - some fall within the BMCMPPO MPA and some fall outside of the BMCMPPO MPA; therefore, this project is also listed in the STIP. Funding listed below is for the entire contract.**CONTRACT #:** B-43781**DES#:**

2100590/2100591 - I-69 NBL & SBL over UNT Clear Creek, 2.12 S SR 37
 2100592/2100593 - I-69 NBL & SBL over UNT Clear Creek, 1.20 S SR 37
 2100594/2100595 - I-69 NBL & SBL over Indian Creek, 1.70 N SR 445
 2100596/2100597 - I-69 NBL & SBL over Indian Creek, 2.68 N SR 445
 2100598/2100599 - I-69 NBL & SBL over Breeden Rd, 02.79 N SR 445
 2100628/2100629 - I-69 NBL & SBL over Bolin Lane, 00.59 S SR 37
 2100662/2100659 - I 69 NBL & SBL over S Lodge Rd, 3.03 S SR 37
 2100660/2100661 - I 69 NBL & SBL over W Tramway Rd, 01.79 S SR 37
 2100663/2100664 - I 69 NBL & SBL over S Rockport Rd, 5.21 N SR 445
 2100682 - I 69 W Vernal Pike Bridge over I-69, 0.59 miles S of SR 46
 2100684 - I 69 S Burch Rd bridge over I-69 NB/SB, 7.02 miles N of SR 54
 2100726 - I 69 S Harmony Rd Bridge over I-69 NB/SB, 8.95 miles N of SR 54

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
NHPP	CN	\$ 5,713,000					\$ 5,141,700	\$ 571,300	\$ 5,713,000
TIP TOTALS		\$ 5,713,000	\$ -	\$ -	\$ -	\$ -	\$ 5,141,700	\$ 571,300	\$ 5,713,000
TOTAL PROJECT COST*:									\$ 5,713,000

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

**FY 2029-2030 represent illustrative project years.

I-69/IN-37 - Soil repair on MSE failures**Lead Agency:** INDOT**Performance Target:** Safety**DES#:** 2400591

FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
STBG	CN	\$ 2,000,000					\$ 1,600,000	\$ 400,000	\$ 2,000,000
TIP TOTALS		\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,600,000	\$ 400,000	\$ 2,000,000
TOTAL PROJECT COST*:									\$ 2,000,000

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

**FY 2029-2030 represent illustrative project years.

1-69 - Scour Protection									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: B-45770									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
DES# 2401197 - I69 NB Bridge over Griffy Creek, 2.55 miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 395,000		\$ 355,500	\$ 39,500	\$ 395,000
DES# 2401198 - I69 SB Bridge over Griffy Creek, 2.55 miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 395,000		\$ 355,500	\$ 39,500	\$ 395,000
DES# 2401199 - I 69 NB Bridge over BeanBlossom Creek, 2.79 Miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 385,000		\$ 346,500	\$ 38,500	\$ 385,000
DES# 2401200 - I 69 SB Bridge over BeanBlossom Creek, 2.79 Miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 385,000		\$ 346,500	\$ 38,500	\$ 385,000
DES# 2401201 - I 69 NB Bridge over Bean Blossom overflow, 3.28 miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 400,000		\$ 360,000	\$ 40,000	\$ 400,000
DES# 2401202 - I 69 SB Bridge over Bean Blossom overflow, 3.28 miles N of SR 46									
NHPP	PE	\$ 100,000					\$ 90,000	\$ 10,000	\$ 100,000
NHPP	UT		\$ 10,000				\$ 9,000	\$ 1,000	\$ 10,000
NHPP	CN				\$ 400,000		\$ 360,000	\$ 40,000	\$ 400,000
TOTAL		\$ 600,000	\$ 60,000	\$ -	\$ 2,360,000	\$ -	\$ 2,718,000	\$ 302,000	\$ 3,020,000
TOTAL PROJECT COST*:									\$ 3,020,000

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

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to add this project to the FY 2026-2030 TIP.

Section 130 Railroad Safety Project									
Lead Agency: INDOT									
Performance Target: Safety									
Description: This project includes work at seven railroad crossings: 292192Y (Brown County), 292180E, 292178D, 292172M, 292397S (Greene County),									
DES#: 2000804									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
HSIP	CN	\$ 2,030,632					\$ 2,030,632	-	\$ 2,030,632
TIP TOTALS		\$ 2,030,632	\$ -	\$ -	\$ -	\$ -	\$ 2,030,632	\$ -	\$ 2,030,632
TOTAL PROJECT COST*:									\$ 2,030,632

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to move the CN phase of this project from FY2025 to FY2026, thus adding it to this TIP.

INDOT Projects at Various Locations in the Seymour District

Traffic Signal Modernizations at various locations in Seymour District in 2027, 2028									
Lead Agency: INDOT									
Performance Target: Safety									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
CONTRACT#: 44690; DES#: 2201149									
STBG	CN		\$ 950,000				\$ 760,000	\$ 190,000	\$ 950,000
CONTRACT#: 45679; DES#: 2301236									
STBG	CN			\$ 3,507,000			\$ 2,805,600	\$ 701,400	\$ 3,507,000
CONTRACT#: 44477; DES#: 2200937									
STBG	CN		\$ 2,557,000				\$ 2,045,600	\$ 511,400	\$ 2,557,000
TOTALS		\$ -	\$ 3,507,000	\$ 3,507,000	\$ -	\$ -	\$ 5,611,200	\$ 1,402,800	\$ 7,014,000
							TOTAL PROJECT COST*:		\$ 7,668,000

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

**FY 2029-2030 represent illustrative project years.

Traffic Signal Modernization at SR 60 and Payne Kohler Rd & I-65 US 31 Lowell Rd									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: 44143									
DES#: 2100157									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	CN	\$ 1,380,000					\$ 1,104,000	\$ 276,000	\$ 1,380,000
TOTALS		\$ 1,380,000	\$ -	\$ -	\$ -		\$ 1,104,000	\$ 276,000	\$ 1,380,000
							TOTAL PROJECT COST*:		\$ 1,380,000

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

**FY 2029-2030 represent illustrative project years.

Refurbished Raised Pavement Markings at Various Locations in Seymour District in 2026, 2027, 2028									
Lead Agency: INDOT									
Performance Target: Safety									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
CONTRACT #: 44142; DES#: 2100189									
STBG	CN	\$ 750,000					\$ 600,000	\$ 150,000	\$ 750,000
CONTRACT #: 44465; DES#: 2200935									
STBG	CN		\$ 750,000				\$ 600,000	\$ 150,000	\$ 750,000
CONTRACT #: 45680; DES#: 2301237									
STBG	CN			\$ 750,000			\$ 600,000	\$ 150,000	\$ 750,000
TOTALS		\$ 750,000	\$ 750,000	\$ 750,000	\$ -	\$ -	\$ 1,800,000	\$ 450,000	\$ 2,250,000
TOTAL PROJECT COST*:								\$ 2,250,000	

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

**FY 2029-2030 represent illustrative project years.

HSIP Systemic Treatments at various locations in the Seymour District									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: 44476									
DES#: 2301238									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	CN			\$ 2,872,000			\$ 2,297,600	\$ 574,400	\$ 2,872,000
TOTALS		\$ -	\$ -	\$ 2,872,000	\$ -	\$ -	\$ 2,297,600	\$ 574,400	\$ 2,872,000
TOTAL PROJECT COST*:									\$ 2,872,000

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

**FY 2029-2030 represent illustrative project years.

Systemic Safety - New or Slotted Left Turn (No ROW) - at various locations in the Seymour District									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: 44451									
DES#: 2200940 & 2301584									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	CN		\$ 3,240,000				\$ 2,592,000	\$ 648,000	\$ 3,240,000
TOTALS		\$ -	\$ 3,240,000	\$ -	\$ -		\$ 2,592,000	\$ 648,000	\$ 3,240,000
TOTAL PROJECT COST*:									\$ 3,805,000

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

**FY 2029-2030 represent illustrative project years.

Discretionary Placeholder for Seymour District									
Lead Agency: INDOT									
Performance Target: Safety									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
DES#: 2101257									
STBG	PE	\$ 500,000					\$ 400,000	\$ 100,000	\$ 500,000
STBG	CN	\$ 1,100,000					\$ 880,000	\$ 220,000	\$ 1,100,000
DES#: 2101627									
STBG	PE		\$ 500,000				\$ 400,000	\$ 100,000	\$ 500,000
STBG	CN		\$ 1,357,000				\$ 1,085,600	\$ 271,400	\$ 1,357,000
DES#: 2400748									
STBG	PE				\$ 500,000		\$ 400,000	\$ 100,000	\$ 500,000
STBG	CN				\$ 990,000		\$ 792,000	\$ 198,000	\$ 990,000
TOTALS		\$ 1,600,000	\$ 1,857,000	\$ -	\$ 1,490,000	\$ -	\$ 3,957,600	\$ 989,400	\$ 4,947,000
TOTAL PROJECT COST*:									\$ 4,947,000

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

**FY 2029-2030 represent illustrative project years.

ITS Devices & Signal Maintenance Contracts at various locations in the Seymour & Vincennes Districts for FY2026, FY2027, FY2028									
Lead Agency: INDOT									
Performance Target: Congestion Mitigation and Air Quality (CMAQ)									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
CONTACT#: 44801; DES#: 2201711 & 2201712									
STBG	CN	\$ 333,538					\$ 266,830	\$ 66,708	\$ 333,538
CONTACT#: 45710; DES#: 2400816 & 2400817									
STBG	CN		\$ 524,000				\$ 419,200	\$ 104,800	\$ 524,000
CONTACT#: 45713; 2400831 & 2400832									
STBG	CN			\$ 1,071,000			\$ 856,800	\$ 214,200	\$ 1,071,000
TOTALS		\$ 333,538	\$ 524,000	\$ 1,071,000	\$ -	\$ -	\$ 1,542,830	\$ 385,708	\$ 1,928,538
TOTAL PROJECT COST*:									\$ 1,928,538

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

**FY 2029-2030 represent illustrative project years.

INDOT Projects at Various Locations Statewide

Statewide National Electric Vehicle Infrastructure									
Lead Agency: INDOT									
Performance Target: Congestion Mitigation and Air Quality (CMAQ)									
CONTRACT #: 44987									
DES#: 2300274									
FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
NHPP	CN	\$ 19,948,211	\$ 27,242,899	\$ 18,987,861			\$ 59,561,073	\$ 6,617,897	\$ 66,178,971
TOTALS		\$ 19,948,211	\$ 27,242,899	\$ 18,987,861	\$ -	\$ -	\$ 59,561,073	\$ 6,617,897	\$ 66,178,971
TOTAL PROJECT COST*: \$ 75,765,370									

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

**FY 2029-2030 represent illustrative project years.

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

Install New Cable Rail Barriers From 1.9 miles N of Exit 17 to 3500' S of Exit 17, from the Ohio to Kentucky State Lines									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: 44476									
DES#: 2200939									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	CN		\$ 750,000				\$ 600,000	\$ 150,000	\$ 750,000
TOTALS		\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ 600,000	\$ 150,000	\$ 750,000
TOTAL PROJECT COST*: \$ 1,026,000									

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

**FY 2029-2030 represent illustrative project years.

Installation of New Cable Rail Barriers from SR 445 to SR 37									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: 44144									
DES#: 2100195									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	CN	\$ 2,231,436					\$ 1,785,149	\$ 446,287	\$ 2,231,436
TOTALS		\$ 2,231,436	\$ -	\$ -	\$ -	\$ -	\$ 1,785,149	\$ 446,287	\$ 2,231,436
TOTAL PROJECT COST*: \$ 2,231,436									

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

**FY 2029-2030 represent illustrative project years.

NOTE: An amendment was approved by the Policy Committee in September 2025 (resolution FY2026-02) to increase 2026 CN funding by 11%.

Bridge Deck Overlay on SR 46 over Stephens Creek, 3.00 Miles E of SR 446									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: 42298									
DES#: 2100688 - Bridge Deck Overlay on SR 46									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
STBG	CN	\$ 1,197,257					\$ 957,806	\$ 239,451	\$ 1,197,257
TOTALS		\$ 1,197,257	\$ -	\$ -	\$ -	\$ -	\$ 957,806	\$ 239,451	\$ 1,197,257
TOTAL PROJECT COST* (includes \$75,761 from FY 2022 PE phase): \$ 1,273,018									

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

**FY 2029-2030 represent illustrative project years.

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

Statewide Bridge Inspections									
Lead Agency: INDOT									
Performance Target: Bridge Condition									
CONTRACT #: none									
DES#: 2400543									
FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
STBG	PE	\$ 500,000					\$ 400,000	\$ 100,000	\$ 500,000
TOTALS		\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 400,000	\$ 100,000	\$ 500,000
TOTAL PROJECT COST*:									\$ 500,000

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

**FY 2029-2030 represent illustrative project years.

Statewide Underwater Bridge Inspection for FY 2024 through FY 2027									
Lead Agency: INDOT									
Performance Target: Bridge Condition									
CONTRACT #:									
DES#: 2300076									
FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
STBG	PE	\$ 400,000	\$ 400,000				\$ 640,000	\$ 160,000	\$ 800,000
TOTALS		\$ 400,000	\$ 400,000	\$ -	\$ -	\$ -	\$ 640,000	\$ 160,000	\$ 800,000
TOTAL PROJECT COST*:									\$ 2,000,000

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

**FY 2029-2030 represent illustrative project years.

Statewide Vertical Clearance measuring over/under bridges for FY 2024 through FY 2027									
Lead Agency: INDOT									
Performance Target: Bridge Condition									
CONTRACT #:									
DES#: 2300077									
FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
STBG	PE	\$ 200,000	\$ 100,000	\$ 100,000			\$ 320,000	\$ 80,000	\$ 400,000
TOTALS		\$ 200,000	\$ 100,000	\$ 100,000	\$ -		\$ 320,000	\$ 80,000	\$ 400,000
TOTAL PROJECT COST*:									\$ 900,000

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

**FY 2029-2030 represent illustrative project years.

Statewide Bridge Tunnel Inspections at various locations in the state									
Lead Agency: INDOT									
Performance Target: Bridge Condition									
CONTRACT #:									
DES#: 2300290									
FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
STBG	PE	\$ 500,000	\$ 388,000				\$ 710,400	\$ 177,600	\$ 888,000
TOTALS		\$ 500,000	\$ 388,000	\$ -	\$ -	\$ -	\$ 710,400	\$ 177,600	\$ 888,000
TOTAL PROJECT COST*:									\$ 1,388,000

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

**FY 2029-2030 represent illustrative project years.

Statewide TMC Dispatcher Operations (& Engineering Support) Contract for FY26, FY27, FY28									
Lead Agency: INDOT									
Performance Target: Congestion Mitigation and Air Quality (CMAQ)									
FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
DES#: 2002953									
NHPP	PE	\$ 1,800,000					\$ 1,620,000	\$ 180,000	\$ 1,800,000
DES#: 2400806									
NHPP	PE		\$ 1,800,000				\$ 1,620,000	\$ 180,000	\$ 1,800,000
DES#: 2400821									
NHPP	CN			\$ 1,800,000			\$ 1,620,000	\$ 180,000	\$ 1,800,000
TOTALS		\$ 1,800,000	\$ 1,800,000	\$ 1,800,000	\$ -	\$ -	\$ 4,860,000	\$ 540,000	\$ 5,400,000
TOTAL PROJECT COST*:									\$ 5,400,000

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

**FY 2029-2030 represent illustrative project years.

Statewide O&M fee for CARS (Condition Acquisition & Reporting System) for FY26, FY27, FY28									
Lead Agency: INDOT									
Performance Target: Congestion Mitigation and Air Quality (CMAQ)									
CONTRACT #: none									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
DES#: 2002955									
STBG	PE	\$ 500,000					\$ 400,000	\$ 100,000	\$ 500,000
DES#: 2400807									
STBG	PE		\$ 500,000				\$ 400,000	\$ 100,000	\$ 500,000
DES#: 2400820									
STBG	PE			\$ 500,000			\$ 400,000	\$ 100,000	\$ 500,000
TOTALS		\$ 500,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ 1,200,000	\$ 300,000	\$ 1,500,000
TOTAL PROJECT COST*:									\$ 1,500,000

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

**FY 2029-2030 represent illustrative project years.

Statewide INRIX Traffic Data for FY26, FY27, FY28									
Lead Agency: INDOT									
Performance Target: Congestion Mitigation and Air Quality (CMAQ)									
CONTRACT #: none									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
DES#: 2002956									
NHPP	PE	\$ 1,200,000					\$ 1,080,000	\$ 120,000	\$ 1,200,000
DES#: 2400808									
NHPP	PE		\$ 1,200,000				\$ 1,080,000	\$ 120,000	\$ 1,200,000
DES#: 2400818									
NHPP	PE			\$ 1,200,000			\$ 1,080,000	\$ 120,000	\$ 1,200,000
TOTALS		\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ 3,240,000	\$ 360,000	\$ 3,600,000
TOTAL PROJECT COST*:									\$ 3,600,000

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

**FY 2029-2030 represent illustrative project years.

Statewide Cell Service for Communications for Signals and ITS Devices for FY26, FY27, FY28									
Lead Agency: INDOT									
Performance Target: Congestion Mitigation and Air Quality (CMAQ)									
CONTRACT #: none									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
DES#: 2201179									
STBG	PE	\$ 1,250,000					\$ 1,000,000	\$ 250,000	\$ 1,250,000
DES#: 2400809									
STBG	PE		\$ 1,250,000				\$ 1,000,000	\$ 250,000	\$ 1,250,000
DES#: 2400824									
STBG	PE			\$ 1,250,000			\$ 1,000,000	\$ 250,000	\$ 1,250,000
TOTALS		\$ 1,250,000	\$ 1,250,000	\$ 1,250,000	\$ -	\$ -	\$ 3,000,000	\$ 750,000	\$ 3,750,000
								TOTAL PROJECT COST*: \$ 3,750,000	

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

**FY 2029-2030 represent illustrative project years.

Statewide ITS Field Device Cell Hardware (Modem) Upgrades for FY26, FY27, FY28									
Lead Agency: INDOT									
Performance Target: Congestion Mitigation and Air Quality (CMAQ)									
CONTRACT #:									
FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
DES#: 2201180									
STBG	CN	\$ 350,000					\$ 280,000	\$ 70,000	\$ 350,000
DES#: 2400810									
STBG	CN		\$ 350,000				\$ 280,000	\$ 70,000	\$ 350,000
DES#: 2400825									
STBG	CN			\$ 500,000			\$ 400,000	\$ 100,000	\$ 500,000
TOTALS		\$ 350,000	\$ 350,000	\$ 500,000	\$ -	\$ -	\$ 960,000	\$ 240,000	\$ 1,200,000
								TOTAL PROJECT COST*: \$ 1,200,000	

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

**FY 2029-2030 represent illustrative project years.

Statewide Conflict Warning Systems									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: 42995									
DES#: 2001561									
FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
STBG	CN	\$ 1,538,000					\$ 1,230,400	\$ 307,600	\$ 1,538,000
TOTALS		\$ 1,538,000	\$ -	\$ -	\$ -	\$ -	\$ 1,230,400	\$ 307,600	\$ 1,538,000
								TOTAL PROJECT COST*: \$ 1,538,000	

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

**FY 2029-2030 represent illustrative project years.

Statewide Geotechnical On Call									
Lead Agency: INDOT									
Performance Target: Safety									
CONTRACT #: none									
DES#: 2001788									
FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
STBG	PE	\$ 3,000,000					\$ 2,400,000	\$ 600,000	\$ 3,000,000
TOTALS		\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,400,000	\$ 600,000	\$ 3,000,000
								TOTAL PROJECT COST*: \$ 30,983,000	

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

**FY 2029-2030 represent illustrative project years.

Statewide Post-Construction BMP Program Implementation / MS4 MCM5

Lead Agency: INDOT

Performance Target: Safety

CONTRACT #:

DES#: 2101642

FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
STBG	PE	\$ 1,107,300					\$ 885,840	\$ 221,460	\$ 1,107,300
TOTALS		\$ 1,107,300	\$ -	\$ -	\$ -	\$ -	\$ 885,840	\$ 221,460	\$ 1,107,300
TOTAL PROJECT COST*:									\$ 3,318,000

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

**FY 2029-2030 represent illustrative project years.

Statewide High Mast Tower Lighting Replacement at Interchanges

Lead Agency: INDOT

Performance Target: Safety

CONTRACT #: 44741

DES#: 2201247

FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
STBG	CN		\$ 3,892,000				\$ 3,113,600	\$ 778,400	\$ 3,892,000
TOTALS		\$ -	\$ 3,892,000	\$ -	\$ -	\$ -	\$ 3,113,600	\$ 778,400	\$ 3,892,000
TOTAL PROJECT COST*:									\$ 4,620,000

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

**FY 2029-2030 represent illustrative project years.

Statewide HELPERS Program for Local Roads and Streets - LPA Training, Planning & Assistance

Lead Agency: INDOT

Performance Target: Safety

CONTRACT #: none

DES#: 2400077

FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
STBG	PE	\$ 328,000	\$ 336,000	\$ 344,000			\$ 806,400	\$ 201,600	\$ 1,008,000
TOTALS		\$ 328,000	\$ 336,000	\$ 344,000	\$ -	\$ -	\$ 806,400	\$ 201,600	\$ 1,008,000
TOTAL PROJECT COST*:									\$ 1,335,000

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

**FY 2029-2030 represent illustrative project years.

Statewide Noise Analysis Technical Review Support - Small Purchase Contract

Lead Agency: INDOT

Performance Target: Safety

CONTRACT #: none

DES#: 2400095

FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
STBG	PE	\$ 250,000					\$ 200,000	\$ 50,000	\$ 250,000
TOTALS		\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ 50,000	\$ 250,000
TOTAL PROJECT COST*:									\$ 500,000

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

**FY 2029-2030 represent illustrative project years.

Software License for Statewide ATMS for FY26, FY27, FY28

Lead Agency: INDOT

Performance Target: Congestion Mitigation and Air Quality (CMAQ)

CONTRACT #:

FUNDING SOURCE	PHASE	2026	2027	2028	2029	2030	FEDERAL FUNDING	STATE MATCH	TOTAL
DES#: 2002952									
NHPP	PE	\$ 500,000					\$ 450,000	\$ 50,000	\$ 500,000
DES#: 2400804									
NHPP	PE		\$ 500,000				\$ 450,000	\$ 50,000	\$ 500,000
DES#: 2400819									
NHPP	PE			\$ 750,000			\$ 675,000	\$ 75,000	\$ 750,000
TOTALS		\$ 500,000	\$ 500,000	\$ 750,000	\$ -	\$ -	\$ 1,575,000	\$ 175,000	\$ 1,750,000
TOTAL PROJECT COST*:									\$ 1,750,000

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

**FY 2029-2030 represent illustrative project years.

Statewide ATMS Camera / Communications / Detection / DMS Replacements for FY27 & FY28

Lead Agency: INDOT

Performance Target: Congestion Mitigation and Air Quality (CMAQ)

CONTRACT #: N/A

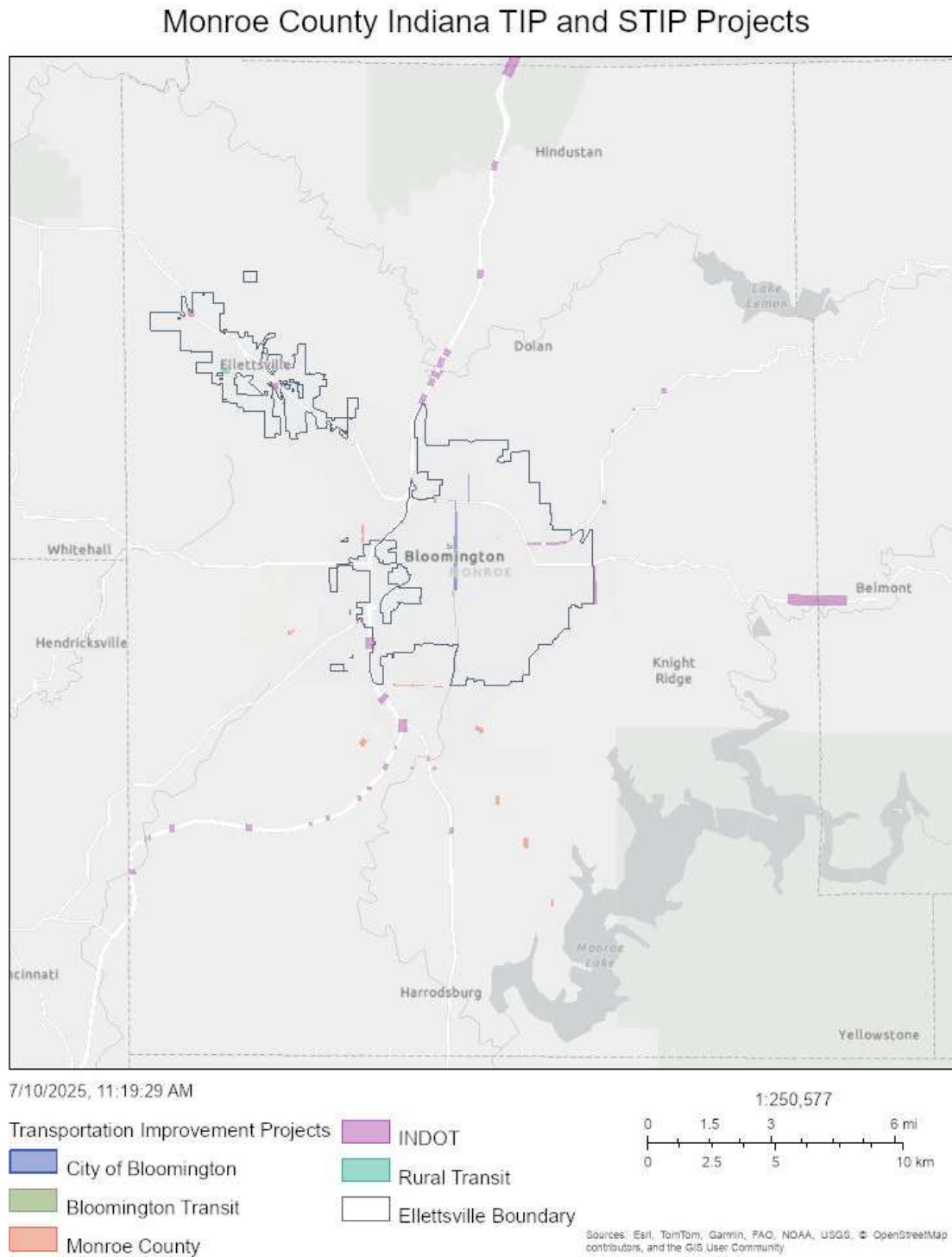
FUNDING	PHASE	2026	2027	2028	2029	2030	FEDERAL	STATE	TOTAL
DES#: 2400803									
NHPP	CN		300,000				\$ 270,000	\$ 30,000	\$ 300,000
DES#: 2400823									
NHPP	CN			500,000			\$ 450,000	\$ 50,000	\$ 500,000
TOTALS		\$ -	\$ 300,000	\$ 500,000	\$ -	\$ -	\$ 720,000	\$ 80,000	\$ 800,000
TOTAL PROJECT COST*:									\$ 800,000

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

**FY 2029-2030 represent illustrative project years.

PROJECT MAP

An interactive GIS-based map showing the locations of BMCMPPO FY 2026-2030 TIP projects can be found [at this link](#).



PROJECTS BY PERFORMANCE TARGET

FY 2026-2030 Local Projects By Performance Target		
Bridge Condition	8%	\$ 11,118,056
Monroe County	2026-2029 County-Wide Bridge Inspections & Inventory	\$ 647,669
Monroe County	Dillman Road, Bridge #83 Replacement	\$ 3,033,000
Monroe County	Eagleson Avenue Bridge #922 over Indiana Railroad	\$ 5,428,387
Monroe County	Rockport Road, Bridge #308 Replacement	\$ 2,009,000
Transit Administration & Operations	7%	\$ 9,846,602
Bloomington Transit	Financial Management and Accounting Software	\$ 75,000
Rural Transit	Operating Assistance	\$ 9,771,602
Transit Equipment	16%	\$ 21,925,730
Bloomington Transit	Purchase Replacement Battery Electric Buses & Charging Equipment	\$ 17,215,900
Bloomington Transit	Purchase Support and Maintenance Vehicles	\$ 564,400
Bloomington Transit	Purchase Blink Replacement Vehicles	\$ 1,441,349
Bloomington Transit	Purchase and Rebuild Major Vehicle Components	\$ 1,354,081
Bloomington Transit	Automated Passenger Counters - Updated	\$ 200,000
Bloomington Transit	Shop Equipment for New Facility	\$ 400,000
Bloomington Transit	Furnishings & Office Equipment for New Facility	\$ 750,000
Transit Service Delivery	42%	\$ 57,283,594
Bloomington Transit	Operating Assistance - Fixed Route & Paratransit Service	\$ 52,783,594
Bloomington Transit	Greenline Design & Engineering - Bus Stop & Infrastructure	\$ 4,500,000
Safety/Safety & Reliability	27%	\$ 37,724,007
Monroe County	Fairfax Road High Friction Surface Treatment	\$ 425,000
Monroe County	Old SR 37 South and Dillman Road Intersection Improvement	\$ 3,840,000
City of Bloomington	College Ave & Walnut St Corridor Improvement Project - Phase 1	\$ 7,400,000
City of Bloomington	College Ave & Walnut St Corridor Improvement Project - Phase 2	\$ 7,000,000
City of Bloomington	Crosswalk Safety Improvements Project - Phase 3	\$ 997,500
City of Bloomington	Crosswalk Safety Improvements Project - Phase 4	\$ 1,046,000
City of Bloomington	Downtown Curb Ramps - Phase 4	\$ 956,600
City of Bloomington	Downtown Curb Ramps - Phase 5	\$ 1,215,200
City of Bloomington	High Street Intersection Modernizations and Multiuse Path	\$ 4,500,000
City of Bloomington	North Dunn Street Multiuse Path	\$ 2,600,000
City of Bloomington	West 2nd Street Modernization and Safety Improvements	\$ 7,743,707

APPENDICES

Appendix A: Financial Analysis Assumptions

Introduction

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

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

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

Federal Resource Programs

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

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

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

- **National Highway Performance Program (NHPP):** This program provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction directly support progress toward the achievement of performance targets established in a State of Indiana's asset management plan for the NHS.
- **Surface Transportation Block Grant Program (STBG):** This program provides flexible funding for use by states and localities to preserve and improve the conditions and performance on any federal-aid highway or bridge on any public road, pedestrian and bicycle infrastructure, and transit capital projects.
- **Highway Safety Improvement Program (HSIP):** The HSIP serves as a core federal-aid program within the STBG with the purpose of achieving significant reductions in traffic fatalities and serious injuries on all public roads, including non-state-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The main elements of HSIP include the Strategic Highway Safety Plan (SHSP), the state HSIP or program of highway safety improvement projects, and the Railway-Highway Crossings Program (RHCP).
- **Railway-Highway Crossings Program:** Section 130 of this program provides funds for the elimination of hazards at public railway-highway crossings. The Section 130 Program has correlated success significantly reducing fatalities at railway-highway grade crossings over the past two decades. The funds are set-aside from the Highway Safety Improvement Program (HSIP) apportionment.
- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** This program directs flexible funding resources to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act (CAA). Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide,

or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The Bloomington-Monroe County metropolitan planning area (MPA) meets exceed established air quality levels and therefore does qualify for CMAQ funds.

- **Metropolitan Planning Program (PL):** Under the IIJA Act, the Metropolitan Planning Program directs a cooperative, continuous, and comprehensive multimodal planning framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration and Federal Transit Administration responsibility. Current legislation continues required metropolitan transportation plans (MTPs) and TIPs provide the inclusion of intermodal transportation system facilities, including pedestrian and bicycle facilities.
- **National Highway Freight Program (NHFP):** This program (<https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm>) provides states with highway-focused formula funding for use on freight-related projects and Increases the maximum number of miles designated as critical urban freight corridors in a State.
- **Carbon Reduction Program (CRP):** This program established under IIJA legislation provides funds for projects designed to reduce transportation emissions from on-road highway sources.
- **PROTECT Formula Program:** The PROTECT Formula Program promotes environmental resilience to natural hazards, including flooding, extreme weather events, and other natural disasters.

Federal Funding Projections

Surface Transportation Block Grant (STBG)

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

Urbanized areas with a population of 200,000 or more persons (referred to as Group I areas) have a dedicated funding allocation stipulated by federal statute. Indiana urbanized areas, such as Bloomington, with a population of 50,000 to less than 200,000 persons (referred to as Group II areas) receive funding allocations based on a proportion of statewide population given the current U.S. Census of Population. Under a sharing agreement for surface transportation programs, the Indiana Department of Transportation (INDOT) retains 75% of the federal funds received by the State of Indiana. INDOT distributes the remaining 25% federal fund balances to local jurisdictions, including Metropolitan Planning Organizations.

The projected FY 2026 STBG fund allocation for the BMCMPPO beginning July 1, 2025 has an estimated fund equaling \$3.18 million. The forecast of STBG funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of IIJA funding.

Highway Safety Improvement Program (HSIP)

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

Transportation Alternatives (TA) Program

The Transportation Alternatives (TA) program provides federal funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation, and enhanced mobility. The BMCMPPO will receive an approximate allocation of \$396,933 in FY 2026. The forecast of TA funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of IIJA funding.

Section 164 Penalty Program Funds

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

Carbon Reduction Program (CRP) Funds

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

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

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

State of Indiana Investments

With the exception of geometric safety improvements along the SR 45 corridor from the on Bloomington's east side extending from the SR 45-45 Bypass to Russell Road, INDOT does not

have any committed major capital projects identified for construction in Bloomington and Monroe County beyond FY 2030 given completion of the I-69 corridor through the Metropolitan Planning Area (MPA). INDOT's investment priorities shall focus on safety enhancements, system preservation, and maintenance of existing state highway transportation corridors.

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

- *Federal Transit Administration (FTA)* funding programs vary according to Bloomington-Monroe County urban area use. Bloomington Transit, for example, relies on FTA Section 5307 operating assistance through formula allocations, Section 5310 funds for enhanced mobility of seniors and individuals with disabilities, and Section 5339 funds for capital bus/vehicle and bus facility needs. Rural Transit relies on Section 5311 funds for the provision of rural transportation services outside of the Bloomington-Monroe County urbanized area. The BMCMPPO financial forecast of FTA Section 5307, Section 5309 Small Start, Section 5310, Section 5311, and Section 5339 funds available between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% pending Congressional reauthorization of IIJA funding.
- *Indiana Public Mass Transit Fund (PMTF)* established by the Indiana State Legislature (I.C. 8-23-3-8) promoted the development of Indiana's public transit systems with the allocation of funds using a performance based formula for the delivery of efficient and effective transportation. This funds was replaced in 2023 by the Indiana General Assembly with annual general fund appropriations. The BMCMPPO financial forecast of general fund appropriations between FY 2026 and 2030 assumes a constant core annual growth rate of 3.0% and continuing appropriations from the Indiana General Assembly.

Local Resources

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

Fiscal Constraint

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

constraining the projects for which it awards its share of federal funds. Of special note, all projects funded through INDOT are fiscally constrained within INDOT's STIP.

The financial forecast of the revenue sources for Monroe County, the City of Bloomington, Rural Transit, and Bloomington Transit clearly support economic growth and capital investment levels growing at a constant real dollar rate of 2.0 to 3.0% throughout the period extending from FY 2026 through FY 2030 given stable core economic performance, capital investments, and job growth over the past twenty-five years from the education, biomedical, medical services and retail sectors of the BMCMPPO regional economy.

Appendix B: Transportation Planning Requirements

Introduction

The Bloomington-Monroe County Metropolitan Transportation Organization (BMCMPPO) *2050 Metropolitan Transportation Plan (MTP)* and the Fiscal Year (FY) 2026-2030 Transportation Improvement Program (TIP) were prepared in compliance with the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. No. 117-58) and predecessor federal legislation applicable to metropolitan transportation planning. Metropolitan Planning Organizations (MPOs) must demonstrate a continuous, cooperative and comprehensive (“3C”) planning processes that implement projects, strategies, and services that will address the ten (10) core planning factors. This Appendix addresses the core federal planning factors (23 CFR 450.306(d)(4)(vi)) and further notes how the FY 2026-2030 TIP incorporates each core planning factor from the *2045 MTP*.

Federal Transportation Planning Factors

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.**

The FY 2026-2030 TIP based upon the BMCMPPO *2050 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 BMCMPPO *2050 MTP* and the FY 2026-2030 TIP promote a safe and efficient multimodal “compact urban form” transportation network with high levels of travel time reliability and on-time delivery/service maintenance by strengthened network circulation. The *2050 MTP* and the FY 2026-2030 TIP address and incorporate safety, mobility, connectivity, and the ease of movement by persons and freight goods in and through the metropolitan area by making multimodal investments thereby ensuring the availability of multiple sustainable travel options and bringing a comprehensive balance to the transportation system.

- **Increase the safety of the transportation system for motorized and non-motorized users. Safety investments are a high priority for the 2050 Metropolitan Transportation Plan.**

The FY 2026-2030 TIP mirrors the BMCMPPO *2050 MTP* by focusing on increased safety of the transportation system for motorized and non-motorized users in the following ways:

- The FY 2026-2030 TIP and the BMCMPPO *2050 MTP* fully support the national transportation safety measures and safety targets of the Indiana Department of Transportation (INDOT).

- The FY 2026-2030 TIP and the BMCMPPO 2050 MTP advocate system preservation over capacity expansion, thereby limiting the addition of lane-miles where potential multimodal user conflicts could occur.
- The FY 2026-2030 TIP and the BMCMPPO 2045 MTP support increased investment in bicycle, pedestrian, and transit modes, providing opportunities for safer and more efficient travel by users of those modes.
- The projects contained in the FY 2026-2030 TIP reduce congestion by providing alternative routes for transportation user needs thereby decreasing system conflicts and enhancing safety.
- The BMCMPPO Advisory *Complete Streets Policy* requires local planning agencies (LPAs) to consider the needs of all users within corridor locations when designing project investments. New projects programmed within the FY 2026-2030 TIP undergo advisory Complete Streets Policy evaluations.
- As a new safety policy, the BMCMPPO 2050 MTP recommends the adoption of a BMCMPPO-specific “Vision Zero” guiding principle goal under the premise that traffic deaths and severe injuries are largely preventable. This commitment shall define a timeline and bring stakeholders together to ensure a basic right of safety for all transportation system users through clear, measurable strategies. The City of Bloomington adopted a Safe Streets and Roads for All Action Plan in December 2024 with an explicit 2035 Vision Zero goal.
- **Increase the security of the transportation system for motorized, non-motorized, and transit users.**

The BMCMPPO 2050 MTP enhances the security of all transportation users in several ways. Increasing roadway connectivity provides redundancy in the system, allowing for multiple motorist, freight, transit, and non-motorist routes of ingress and egress in addition to flexibility in planning evacuation routes in emergency situations. The Monroe County Emergency Management Agency (EMA) is the lead county agency for security issues and BMCMPPO shall serve in a supporting role providing assistance as needed.

Bloomington Transit, Indiana University Campus Bus, and Rural Transit have multiple security strategies in operation including access control, surveillance and monitoring on system vehicles, the Downtown Transfer Center, and the administration office/maintenance facilities. Operations include Computer-Aided Dispatching and Automatic Vehicle Locator technology on all vehicles.

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

The BMCMPPO 2050 MTP and the FY 2026-2030 TIP create and strengthen accessibility on two distinct levels. One focuses on improving the continuity of the road network. The other provides additional connections and improvements between modes of travel. All residents, travelers, and businesses benefit from this dual approach. The FY 2026-2030 TIP reduces travel and delivery time by increasing accessibility through the completion of key new connections and the enhancement of existing corridors. Access to the I-69 highway corridor through Monroe County increases statewide and national connectivity for local and regional interstate system users, including the movement of freight origin-destination operations within the urban metropolitan planning area.

The FY 2026-2030 TIP is consistent with the BMCMPPO *2050 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 advisory *Complete Streets Policy* and the City of Bloomington's adopted Safe Streets and Roads for All Action Plan. Transit users, bicyclists, and pedestrians achieve greater safety with the availability of well-maintained sidewalks, curb ramps meeting current Americans with Disabilities Act (ADA) standards, side-paths, multi-use pathways, and trails.

- **Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.**

The FY 2026-2030 TIP and the BMCMPPO 2050 MTP clearly support these goals by recommending the implementation of transportation projects that are consistent with adopted local land use plans. Local land use decisions within the BMCMPPO urban area have the greatest impact on transportation system performance. It is therefore paramount that transportation investments made by the MPO are supportive of best practices in land use planning, including focusing development density within existing urban centers rather than encouraging sprawl development.

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

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

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

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

The FY 2026-2030 TIP additionally builds upon the multimodal plans and programs of the BMCMPPO 2050 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, promoting energy conservation, reducing transportation emissions, and generating quality of life improvements.

- **Promote efficient system management and operation.**

The BMCMPPO's local public agency (LPA) partners have refined safety, 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.

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

Bloomington Transit, IU Campus Bus, and Rural Transit have mature asset and system management practices that promote safety, mobility, connectivity and more the 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 of which contribute to public transit systems that successfully provide an alternative to automobiles while serving the needs of transit-dependent populations.

- **Emphasize the preservation of the existing transportation system.**

System preservation is a key tenet of the current BMCMPPO *2050 Metropolitan Transportation Plan (2050 MTP)* guiding principles vision and goals. The 2050 MTP advocates a "fix it first" methodology to ensure that maintenance and system preservation represent a higher priority over investments that would expand the

capacity of existing roads or the creation of new corridors. The FY 2026-2030 TIP reflects this policy approach.

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

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

Monroe County Emergency Management Agency (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 historically 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, the Griffy Lake Reservoir, multiple 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 Central Indiana Bicycle Association (CIBA) 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, multiplicative 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 multiplicative travel and tourism needs while continually expanding pedestrian and bicycle infrastructure investments with new investments directed toward safety, convenience, and seamless connectivity.

Appendix C: Performance-Based Transportation Planning Targets

Introduction

The Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58) signed into law on November 15, 2021, established new requirements for transportation planning performance management. The following national performance goals meet seven (7) key areas in accordance with 23 USC 150: *National Performance Measure Goals*. Individual states and metropolitan planning organizations (MPOs) must establish performance targets in support of the national goals. The national performance goals specified by the U.S. Congress for the Federal Highway Administration (FHWA) programs are as follows:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through the elimination of delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

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

INDOT - FHWA Performance Measures

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

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

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

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

Safety Target Performance Measures

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

All Indiana MPOs support INDOT's Safety Targets. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. INDOT and the Indiana's MPOs use HSIP funds along with other funding sources for the implementation of safety improvements with the express purpose of reducing public roadway crashes, and corresponding reductions in fatalities, serious injuries, and non-motorized fatalities and serious injuries on all public roads.

The CY 2025 Safety Targets for meeting safety performance measures encompass:

- Total Number of FARS/ARIES Fatalities;

- Rate of fatalities;
- Number of serious injuries;
- Rate of serious injuries; and
- Number of non-motorized fatalities and non-motorized serious injuries.

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

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

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

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

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

Pavement Condition Target Performance Measures

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

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

Bridge Performance Measures

The BMCMPPO will support the NHS Bridge Condition targets established by INDOT for reporting to the FHWA by incorporating planning activities, programs, and projects in the adopted MTP and the TIP. The BMCMPPO Policy Committee approved this action at their regularly scheduled

meeting on October 14, 2022. The pavement targets based on a certified Transportation Asset Management Plan include:

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

System Performance

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

NHS Truck Travel Time Reliability Targets

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

These targets include:

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

Interstate Freight Reliability Targets

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

INDOT - BMCMPO Performance Measure Targets

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

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

FTA - Bloomington Transit Performance Measures

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

- ***Bloomington Transit Rolling Stock (Revenue Vehicles):*** Percent of revenue vehicles that have met or exceeded their useful life benchmark.
 - *FY 2025 Rolling Stock Target = 20%*
 - *FY 2025 Cutaway Bus Target = 0%*
 - *FY 2025 Minivan Target = 0%*

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

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

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

- ***Bloomington Transit Non-Revenue Equipment:*** Percent of service vehicles that have met or exceeded their useful life benchmark.
 - *FY 2025 Non-revenue automobiles = 35%*
 - *FY 2025 Trucks = 0%*
 - *FY 2025 Vans = 70%*

- *FY 2025 Bus Wash = 100%*
- *FY 2025 Forklift = 100%*

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

- ***Bloomington Transit Facility:*** Percent of facilities rated below 3 on the condition scale.
 - *FY 2025 Administration/Maintenance facility = 0%*
 - *FY 2025 Passenger facility (downtown transit center) = 0%*

BPTC maintains two facilities: an administration and maintenance facility located at 130 W Grimes Lane, and a Downtown Transit Center located at 301 S Walnut St. BPTC seeks to maintain its facilities and their major components at a level that does not exceed their useful life. According to guidance laid out in FTA's *Condition Assessment Guide*, BPTC set its 2023 performance target for the Grimes Lane facility at '3', and set its 2023 performance target for the Downtown Transit Center at '5.' A facility condition assessment study conducted in January 2023 rated the Grimes Lane facility a '3' and the Downtown Transit Center a '5.' BPTC is seeking to expand its operational facilities to accommodate the additional battery-electric anticipated to be delivered over the next three years. The new facility will include indoor storage for battery-electric vehicles to improve their capacity during suboptimal weather events.

Bloomington-Monroe County Crash Hub:

Crash Dashboard and Priorities for Roadway Safety

The City of Bloomington Information & Technology Services Division GIS staff in collaboration with the Planning and Transportation BMCMPPO staff publically released on March 5, 2025, a comprehensive Crash Hub and Crash Dashboard (<https://crashhub.bloomington.in.gov/>) website for the BMCMPPO urbanized area and the rural balance of Monroe County. The Crash Hub & Crash Dashboard shall serve as a central source for vehicle, bicycle, and pedestrian crashed in Bloomington, the Town of Ellettsville, and Monroe County. The Crash Hub & Crash Dashboard website provides the first-ever in-depth view of Monroe County motorized vehicle, bicycle, and pedestrian crashes.

Data within the Bloomington Crash Dashboard are sourced from the State of Indiana Standard Crash Reports submitted via the State of Indiana ARIES (<https://www.ariesportal.com/>) data portal and maintained by LexisNexis Risk Solutions spanning from January 2019 to December

2023. New data are processed and added on a yearly basis by the City of Bloomington ITS staff and the BMCMPPO staff.

Featured content of the Crash Hub additionally includes a “Priorities for Roadway Safety” link (<https://experience.arcgis.com/experience/cdc0d14dc107411e81bedddf094376b1>) featuring Bloomington’s adopted Safe Streets for All High Priority Corridors and Intersections.

Bloomington - Priorities for Roadway Safety & Safety Performance Measures

The City of Bloomington established safety as a primary multimodal transportation system performance measure on December 4, 2024 with the adoption of a Safe Streets and Roads for All (SS4A) Action Plan (https://bloomington.in.gov/onboard/reports/download?report_id=427). As outlined by the USDOT (<https://www.transportation.gov/grants/SS4A>), Bloomington’s SS4A Action Plan includes the following components:

- Leadership commitment and goal setting that includes a goal timeline for eliminating roadway fatalities and serious injuries.
- Planning structure through a committee, task force, or similar group charged with oversight of the Action Plan development, implementation, and monitoring.
- Safety analysis of the existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries.
- Engagement and collaboration with the public and relevant stakeholders, including the private sector and community groups.
- Equity considerations developed using inclusive and representative processes for all people.
- Policy and process assessments of the current policies, plans, guidelines, and/or standards to identify opportunities to improve them.
- Strategy and project selections that identify a set of projects and strategies that will address the safety problems described in the Action Plan.
- Progress and transparency methods that measure progress over time after the Action Plan is developed.

The City of Bloomington identified 443 fatal or serious injury (FSI) crashes on city streets between 2019 and 2023. These crashes had permanent and often devastating impacts on families, friends, and neighbors throughout the City. As such, the City of Bloomington is committed to implementing projects, programs, and policies that will reduce and eventually eliminate all fatal and serious injury crashes (FSIs) from roadways to ensure that everyone using the City's streets - whether walking, biking, driving, or taking transit - can always reach their destinations safely.

The City of Bloomington’s vision is zero traffic deaths and serious injuries by 2039.

As stated in the adopted SS4A Action Plan, crash data is one of the best tools for understanding how and where people are severely injured or killed while traveling on local streets. If the crash

is reported to the police, a report is generated that details crash characteristics like the location, contributing crash factors, and demographic information of those involved.

The crash analysis conducted for Bloomington used data from the Indiana Department of Transportation (INDOT) from the most recent five years (2019 through 2023). It should be noted that while the data is the best available, it represents crashes that are reported to local law enforcement agencies, which makes it an incomplete picture because some crashes may not be reported due to a variety of factors. Additionally, reports may include accuracy errors - severity may be underreported because the reporter may not have medical training and some factors (such as speed or the reasons for the crash) are challenging to determine after the crash has happened. That said, crash data, while imperfect, is a valuable starting point in understanding current conditions. The following are key takeaways from Bloomington's crash data analysis.

High Priority Corridors and Intersections - Proven Safety Countermeasures

To achieve zero roadway fatalities and serious injuries by 2039, the City of Bloomington will address roadway safety issues, starting with the priority corridors and priority intersections. These priority areas highlight focus points for FHWA Proven Safety Countermeasures (<https://highways.dot.gov/safety/proven-safety-countermeasures>), such as raised crosswalks, pedestrian refuge islands, overhead street lights, and more. These countermeasures have repeatedly proven to be highly effective in enhancing traffic safety. For example, high-visibility crosswalks have demonstrated a 40% reduction for pedestrian-motor vehicle crashes (Elvik, R. and Vaa, T., 2004). Bloomington has and will continue to implement these countermeasures to achieve the Safe Streets for All vision.

Priority roadway corridors and intersections were identified using scoring criteria composed of several variables, including High Injury and High Risk Network calculations, measures of equity for opportunity zones, and public input (Online web mapping + in-person safety week activities). Full priority scoring information can be found in Bloomington's SS4A Story Map (<https://experience.arcgis.com/experience/cdc0d14dc107411e81bedddf094376b1>).

Priority Corridor and Intersection Scoring Information

The streets and intersections identified as priority corridors and priority intersections are scored using a combination of the following factors:

Intersection Scoring:

- Vehicle-only High Injury Network: calculated as amount of vehicle-only FSI crashes / highest intersection amount of vehicle-only FSI crashes
- Vulnerable Road User High Injury Network: calculated as amount of VRU FSI crashes / highest intersection amount of VRU FSI crashes
- High Risk Network:
 - One or more roadway legs on Critical- All-Users High Risk Network
 - One or more roadway legs on High All-Users High Risk Network

- No roadway legs on High or Critical All-Users High Risk Network
- Intersections with roadway legs on both High and Critical All-Users High Risk Network
- Equity (Bloomington Opportunity Zone Mapping)
 - Intersection bordering or within "High Concentration of Title VI/ADA Populations"
 - Intersection bordering or within "Medium-High Concentration of Title VI/ADA Populations"
 - Other intersections
- Public Input (Online Web mapping + In-Person Safety Week Activities)
 - Intersection received 6+ negative comments
 - Intersection received 4-5 negative comments
 - Intersection received 2-3 negative comments
 - Intersection received 1 negative comment
 - Intersection received no negative comments
- All intersections with one or more INDOT- controlled legs separated from prioritization scoring
- Maximum score possible: 100 points
 - Maximum score achieved: *SR 45/46 at College Avenue/Walnut Street* (82 points)
 - Maximum score achieved at City-controlled intersection: *College Avenue and W 3rd Street* (68 points)
- Scoring tiers:
 - Highest: Scores above 40
 - High: Scores between 26 and 40
 - Medium: Scores between 18 and 25
 - Medium-Low: Scores between 1 and 17
 - Low: Intersections not scored assumed to be low due to not being on high injury or high risk networks

Corridor Scoring:

- Vehicle-only High Injury Network: calculated as max segment vehicle-only FSI crash score /highest max segment vehicle-only FSI crash score
- Vulnerable Road User High Injury Network: calculated as max segment VRU FSI crash score highest max segment VRU FSI crash score
- High Risk Network:
 - Roadway corridor on Critical All-User High Risk Network
 - Roadway corridor on High All-User High Risk Network
 - Roadway corridor not on Critical or High All-User High Risk Network
- Equity (Bloomington MPO Opportunity Zone)
 - Corridor bordering or within "High Concentration of Title VI/ADA Populations"
 - Corridor bordering or within "Medium-High Concentration of Title VI/ADA Populations"
 - Other corridors
- Public Input (Online Web mapping + In-Person Safety Week Activities)

- Greater than 20 negative comments per mile
- 15-20 negative comments per mile
- 8-14 negative comments per mile
- >0-7 negative comments per mile
- Corridor received no negative comments
- All INDOT-controlled corridors separated from prioritization scoring
- Maximum score possible: 100 points
 - Maximum score achieved: *E/W 3rd Street (Rogers Street to SR 46)* (80 points)
- Scoring tiers:
 - Highest: Scores above 50
 - High: Scores between >34 and 50
 - Medium: Scores between >24 and 34
 - Medium-Low: Scores between >0 and 24
 - Low: Corridors not scored assumed to be low due to not being on high injury or high risk networks

Achieving a major Vision Zero goal and that of significant FSI crash reductions within the urban area requires a comprehensive and multifaceted approach. To learn more about the actions the City has already taken, along with other aspects of the program, please visit the SS4A website at <https://bloomington.in.gov/transportation/ss4a>.

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 FY 2026 and into FY 2030. The BMCMPPO Policy Committee shall adopt all relevant INDOT performance targets consistent with FHWA and FTA requirements after initial reviews and adoption recommendations by the BMCMPPO Technical Advisory Committee and the Citizens Advisory Committee.

The BMCMPPO establishes INDOT national performance targets "as given" and does not have the capability to assess the achievement of statewide targets for INDOT facilities with respect to safety, bridges, pavement, and system performance/freight. The BMCMPPO will explore potential assessment methodologies/tool of INDOT's national performance goals as a coalition of all Indiana MPOs if so encouraged and financially supported collectively by the FHWA Indiana Division.

The BMCMPPO additionally anticipates the issuance of FTA performance-based planning targets for Bloomington Transit on a continuous basis throughout FY 2026 and into FY 2030 for Transit Asset Management. The BMCMPPO Policy Committee shall adopt all relevant transit asset management performance targets consistent with FTA requirements after initial reviews and adoption recommendations by the BMCMPPO Technical Advisory Committee and the Citizens Advisory Committee.

Finally, the Bloomington-Monroe County area will pursue the achievement of all Safe Streets and Roads for All (SS4A) Priorities for Roadway Safety & Safety Performance Measures involving the identification of High Priority Corridors and Intersections through the Bloomington-Monroe County Crash Dashboard, and the systematic application of FHWA Proven Safety Countermeasures for all High Priority Corridors and intersections leading to measurable annual reductions of fatal and serious injury crashes.

Appendix D: Opportunity Zones for Title VI and ADA

Introduction

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.

This appendix ensures equal protection under existing 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 these acts from initial concept development through post-construction operations and maintenance (policy decisions, systems planning, project development and NEPA review, preliminary design, final design, right of way, construction, operations, and maintenance).

The underlying principle of Title VI for the current *2050 Metropolitan Transportation Plan (MTP)* is that minority and low-income residents will:

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

The 2050 MTP estimated growth patterns using 2020 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 BMCMPPO 2050 MTP relied upon 2020 Census data for Indiana, Monroe County, the BMCMPPO Urban Area, the Town of Ellettsville, and the City of Bloomington.

Methodology & Results

The 2050 MTP methodology relied upon demographic and socioeconomic data from the U.S. Bureau of the Census for each of Monroe County's 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 BMCMPPO FY 2026 - 2030 Transportation Improvement Program (TIP) employed current (2020) Census Tract data for Monroe County with the identification of two (2) key opportunity zone Title VI and ADA characteristics:

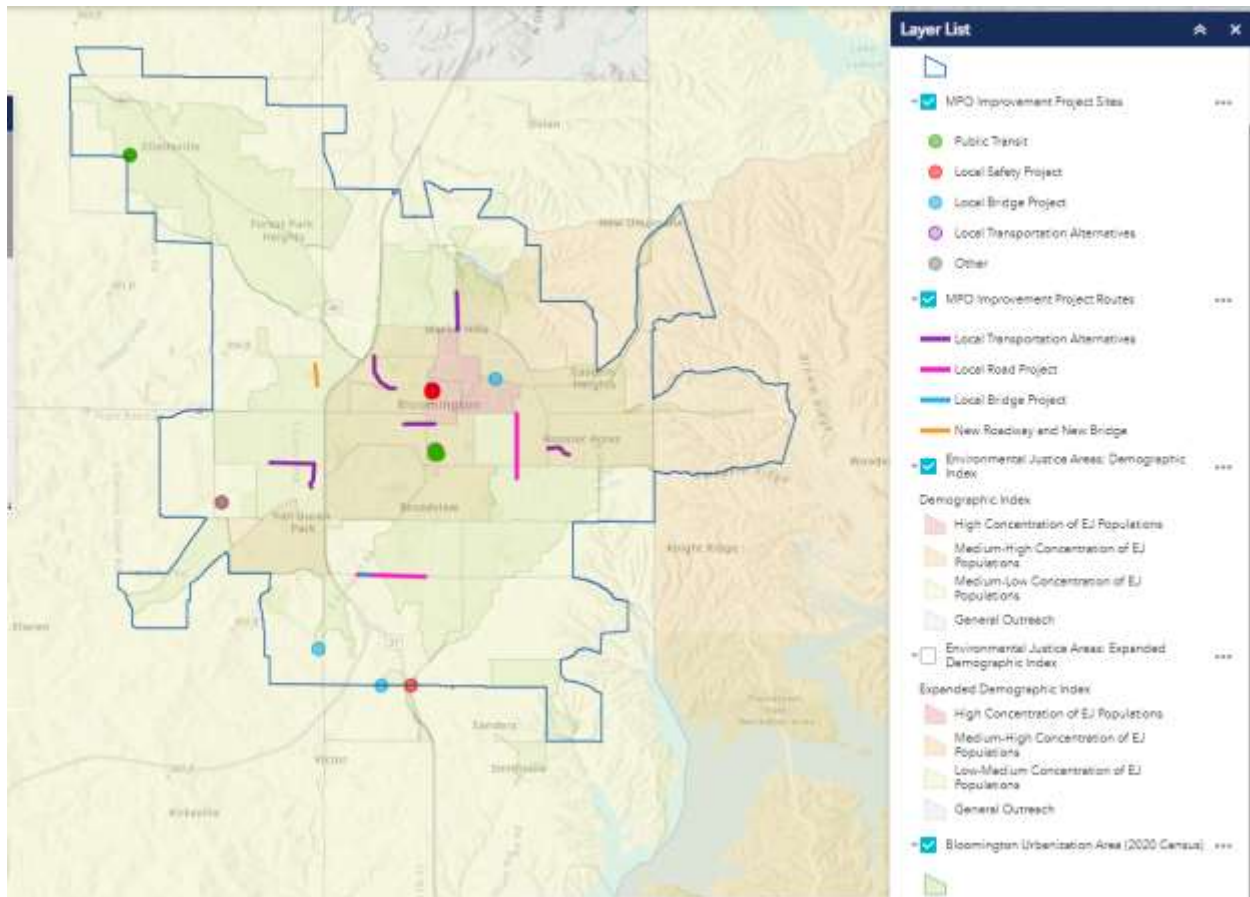
- *High minority population tracts where 50 percent or more of the residents in the tract consists of "minority" populations plus disabilities; and*
- *Low income tracts where 50 percent or more of the individuals within the tract as a living below poverty level classification plus disabilities.*

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

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

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

Figure 1 – BMCMPPO Opportunity Zone GIS Map
**map update pending for FY 2026-30 Projects*



The adopted BMCMPPO 2050 MTP does not foresee nor support any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urbanized area's identified opportunity zone census tracts or other locations of the urbanized area. Similarly, the BMCMPPO FY 2026-2030 TIP does not foresee any residential project displacements, commercial project displacements, or adverse environmental impact for any project within the urban area's identified opportunity zone census tracts or other locations of the urbanized area.

The opportunity zone census tracts identified for the BMCMPPO 2050 MTP using 2020 Census data and the BMCMPPO FY 2026-2030 TIP using 2020 Census data encompass large areas of the Indiana University campus housing and illustrate high concentrations of private sector off-campus and/or adjacent-campus rental/leased housing desired by the university's undergraduate, graduate, post-doctoral, research student populations that place them in close proximity to the campus physical environment. The high percentage low to moderate income classification for these tract residents very likely reflects the large number of undergraduate

and graduate students residing within geographically and traditionally established Indiana University student and campus housing boundaries.

The City of Bloomington Engineering Department, Bloomington Transit, and IU Campus Bus are highly responsive to federal-aid transportation improvement program programming needs in these identified areas and recognize the priority need to address specific Title VI and ADA concerns as projects 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 opportunity zone census tracts within the Bloomington-Monroe County urban area. Future transit investments supported by the *2050 MTP* and the BMCMPPO FY 2026-2030 TIP shall continue maintain and to enhance mobility and service for all opportunity zone populations.

The multimodal transportation improvement projects programmed within the BMCMPPO *2050 MTP* and the BMCMPPO FY 2026-2030 TIP will benefit areas with a concentration of low-income households through improved mobility, accessibility and transportation system connectivity 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 *2050 MTP* and the FY 2026-2030 TIP will program multimodal transportation investment commitments within the identified opportunity zone 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 *2050 MTP* and the FY 2026-2030 TIP are in compliance with Title VI and ADA requirements.

The BMCMPPO developed a geographic information systems (GIS) map for the FY 2026-2030 TIP that displays a collection of current and future transportation projects in relation to the opportunity zone demographic indexed datasets. The USEPA datasets use Census ACS 2017-2021 5-Year estimates data.

The FY 2026-2030 TIP opportunity zone GIS map displays local BMCMPPO 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 Title VI/ADA populations, shown in red; medium-high concentration of Title VI/ADA populations, shown in orange; medium-low concentration of Title VI/ADA populations, shown in yellow; and general outreach, shown in grey.

Opportunity Zone Projects

The BMCMPPO continuously undertakes projects steps to improve services within opportunity zone census tracts. Using 2020 Census data, previous BMCMPPO 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 opportunity zone census tract projects:

- ADA Safety - Improved and/or replaced downtown curb ramps;
- ADA Safety -Improved pedestrian crossing safety and accessibility at signalized and non-signalized intersections;
- ADA Safety - 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 quantitative data-driven asset management approach to directly target areas of ADA curb ramps, ADA crosswalks, and sidewalk repairs for opportunity zone census tracts.

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

Opportunity Zones – Future Reassessments

Future reassessments of identifiable BMCMPPO opportunity zone census tracts will coincide with the approval of local programmed projects, the release of additional federal guidance, and published updates of the American Community Survey and/or U.S. Census data.

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Appendix E: Air Quality Assessment

Overview

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

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

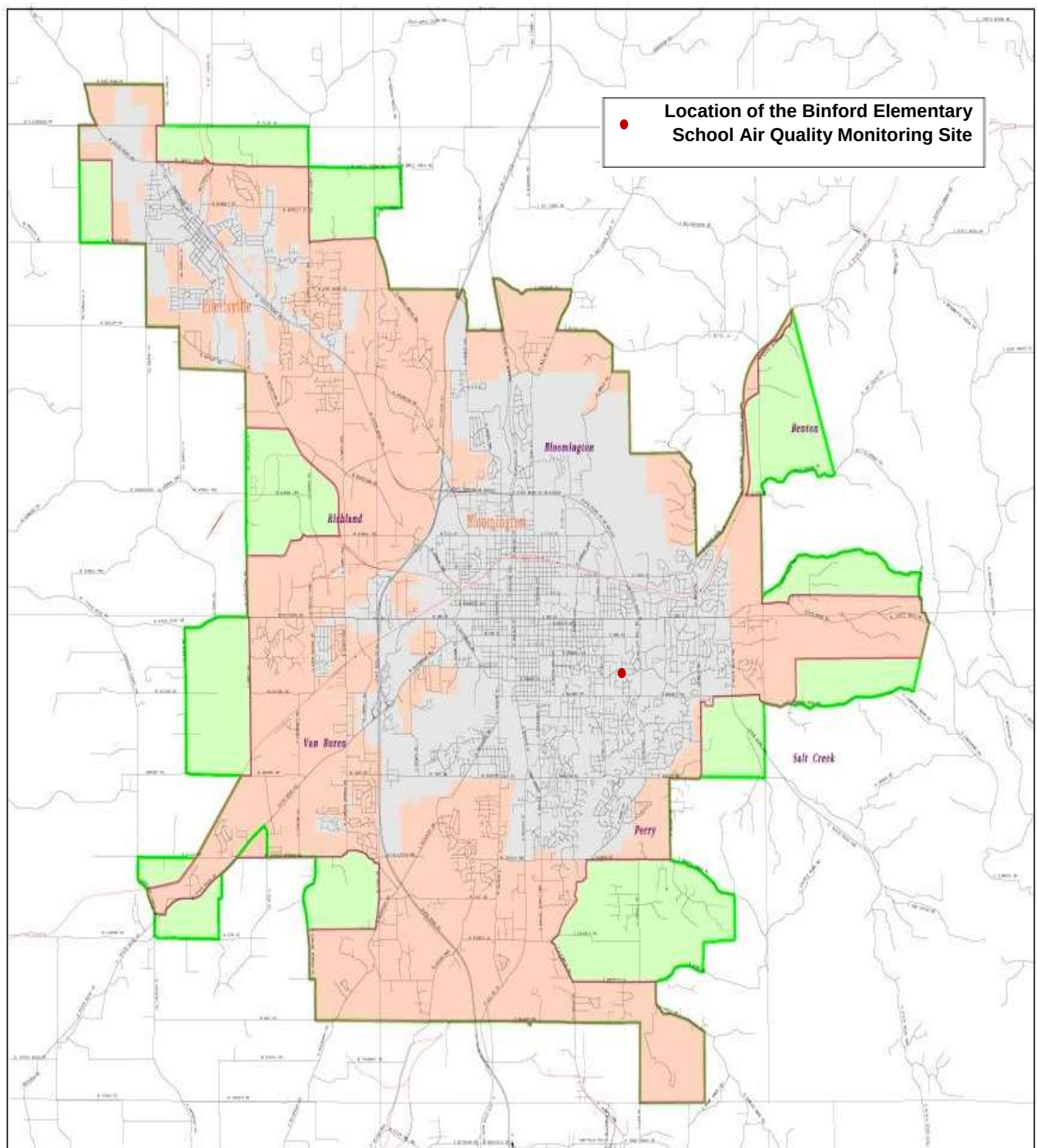
The State of Indiana's Ambient Air Quality Monitoring Network includes the operation of one (1) air quality monitoring site within the Bloomington-Monroe County Metropolitan Planning Area. This monitoring site, located at Binford Elementary School (Figures E1 and E2) and active since April 1, 2009 (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

Air Quality Compliance

Monroe County and the City of Bloomington currently meet federal air quality standards, and the region is therefore in "*attainment*" for criteria pollutants. The NAAQS set limits on atmospheric concentrations of six criteria pollutants (i.e., lead, carbon monoxide, nitrogen dioxide, sulfur dioxide, ozone, and particulate matter) that cause smog, acid rain, and other health hazards.

An air quality conformity determination is not required for the Bloomington and Monroe County Metropolitan Planning Area (MPA). The projects programmed in the FY 2026-2030 TIP will not result in any adverse impacts to air quality given a system-wide investment focus on multimodal safety, maintenance, system preservation, public transit, and bicycle/pedestrian facilities.

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



City of Bloomington, Indiana
Planning Department



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Appendix F: BMCMPPO Advisory Complete Streets Policy

Introduction

The list of *FY 2026-2030 Transportation Improvement Program (TIP)* projects identified within this section were subject to a Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Advisory *Complete Streets Policy* review. Complete Streets are roadway projects designed to accommodate all users, including, but not limited to, pedestrians, bicyclists, users of public transit, and individual mobility devices, people with disabilities, the elderly, motorists, freight providers, emergency responders, and adjacent land users. Through complete streets, the safety and mobility for vulnerable road users is as much of a priority as all other modes.

The BMCMPPO's adopted Advisory Complete Streets Policy initially established in 2009 mirroring criteria from Smart Growth America (<https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-atlas/>), creates an equitable, balanced, and effective transportation system for all types of users integrated with adjacent land uses where every roadway user can safely and comfortably travel throughout the local community. The adopted BMCMPPO Advisory Complete Streets Policy website posting is found at the following link:

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

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

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

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

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

PLACE MEASURE	APPLICATION SCALE	METRIC
EQUITY Transportation services may 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: BMCMPPO, Complete Streets Policy, November 2019.

The following Advisory Complete Streets Policy Project Prioritization Criteria serves the BMCMPPO 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 BMCMPPO Transportation Improvement Program – Advisory Project Prioritization Criteria

BMCMPPO TIP - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	
Project addresses a maintenance need (e.g. repaving, bridge repair)		
Project is located within existing right of way		
	Total	0
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety		
Geometrical Improvement for non-motorized safety		
Signalization Improvement		
Signage/Wayfinding		
Project improves safe travel to nearby schools (within 1 mile)		
Other improvements with rationale as to how the project reduces crash risk		
	Total	0
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	
Project located along existing pedestrian/bicycle facility		
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		
Project includes sidewalk improvements		
Project includes bicycle facility improvements		
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		
Project makes a connection to an existing active mode facility		
	Total	0
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	
Improvements to access management		
Signalization improvement		
Improves parallel facility or contributes to alternative routing		
Provides capacity for non-motorized modes		
Adds transit capacity		
Other strategies		
	Total	0
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	
Project corrects ADA non-compliance		
Project promotes physical activity		
Project reduces vehicle emissions		
Project will not have a negative impact for a natural resource		
Project will not have a negative impact for a socio-cultural resources		
	Total	0
Consistency with Adopted Plans		
Project located along planned transit service	10%	
Project located along planned pedestrian/bicycle facility		
Local Master Thoroughfare Plan Priority		
Transit Plan Priority		
Bicycle/Pedestrian Plan Priority		
Project supports goals and principles of MPO Metropolitan Transportation Plan		
Project supports goals and principles of local land use plans		
Other applicable planning documents		
	Total	0
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	15%	
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		
Project is seen as adding lasting value to the community		
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	15%	
Project contributes to transportation network grid development/roadway network connectivity		
	Total	0
Overall Total		0

Source: BMCMPPO, Advisory Complete Streets Policy, November 2019.

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

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

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

- Implementing improvements along an expanded multimodal network of reconfigured roads with separated bicycle lanes and improved safety features for pedestrian crossings.
- Applying low-cost safety treatments (e.g., rumble strips, wider edge lines, flashing beacons, and better signage) along multiuse urban area corridors.
- Implementing traffic calming road design changes and establishing appropriate speed limits for all road users.
- Installing safety enhancements such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices.

- Making street design changes informed by community outreach and cultural education
- Creating safer routes for schools and public transit services from design leading to multiple projects that lead to people safely walking, biking, and rolling in underserved communities.

The following pages show the BMCMPPO FY 2026-2030 TIP advisory Complete Streets Project Prioritization/Safe Streets and Roads for All (SS4A) Scores for the following new projects”

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

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

DES#TBD - Crosswalk Safety Improvements Project - Phase IV

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)		
Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
	Total	0.45
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	0
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		1
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety		0
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
	Total	1.2
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		0
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
	Total	1.4
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	0
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	Total	0.5
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	Total	0.6
Consistency with Adopted Plans		
Project located along planned transit service	10%	0
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	0.6
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	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development		1
Project location supports infill/redevelopment	1	
Project contributes to transportation network grid development/roadway network connectivity	1	
	Total	0.9
Overall Total		5.65
Source: BMCMPPO Complete Streets Policy, November 2018		

Source: BMCMPPO Complete Streets Policy, November 2018.

DES#TBD - Curb Ramps - Phase 5

Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
	Total	0.45
Safety		
Project addresses a known high crash risk location		
Project location is identified in the most recent MPO Crash Report's top 50 crash locations	20%	1
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		1
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety		0
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		0
Signage/Wayfinding		0
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
	Total	1
Multi-Modal Options		
Project incorporates Multi-Modal solutions		
Project located along existing transit service	20%	1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1
Project includes sidewalk improvements		0
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		0
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
	Total	1.4
Congestion Management		
Project incorporates congestion management strategies		
Grade separation or dedicated travel space for individual modes	10%	1
Improvements to access management		1
Signalization improvement		0
Improves parallel facility or contributes to alternative routing		0
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	Total	0.4
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	Total	0.6
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	0.7
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use		
Project balances the need to move people with other desirable outcomes	15%	1
Project involves minimal disruption to the community (e.g. limited land acquisition, limited change in traffic circulation)		1
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development	15%	1
Project location supports infill/redevelopment		1
Project contributes to transportation network grid development/roadway network connectivity		1
	Total	0.9
Overall Total		5.45
Source: BMCMPPO Complete Streets Policy, November 2018.		

DES#TBD - College Avenue an Walnut Street Corridor Improvements		
Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)		
Transportation Improvement Program (TIP) - Project Prioritization Criteria		
	Weighting	Yes = 1, No = 0
System Preservation and Maintenance		
Project improves upon existing infrastructure or serves to retrofit missing infrastructure (e.g. filling in sidewalk gaps)	15%	1
Project addresses a maintenance need (e.g. repaving, bridge repair)		1
Project is located within existing right of way		1
	Total	0.45
Safety		
Project addresses a known high crash risk location	20%	
Project location is identified in the most recent MPO Crash Report's top 50 crash locations		1
Project location is identified in the most recent MPO Crash Report's top 15 bicycle and pedestrian crash locations		1
Project incorporates strategies that reduce crash risk		
Geometrical improvement for motorized safety		1
Geometrical Improvement for non-motorized safety		1
Signalization Improvement		1
Signage/Wayfinding		1
Project improves safe travel to nearby schools (within 1 mile)		1
Other improvements with rationale as to how the project reduces crash risk		1
	Total	1.6
Multi-Modal Options		
Project incorporates Multi-Modal solutions	20%	
Project located along existing transit service		1
Project located along existing pedestrian/bicycle facility		1
Project reduces modal conflict (e.g. traffic signals, grade separation, dedicated lanes)		1
Project includes transit accommodations (e.g. pullouts, shelters, dedicated lanes, signal priority)		1
Project includes sidewalk improvements		1
Project includes bicycle facility improvements		1
Project contains high comfort bicycle infrastructure appropriate to facility function (e.g. protected bike lane, multi-use path)		1
Project contains high comfort pedestrian infrastructure appropriate to facility function (e.g. curb extension, refuge island, crosswalk enhancement)		1
Project makes a connection to an existing active mode facility		1
	Total	1.8
Congestion Management		
Project incorporates congestion management strategies	10%	
Grade separation or dedicated travel space for individual modes		1
Improvements to access management		1
Signalization improvement		1
Improves parallel facility or contributes to alternative routing		1
Provides capacity for non-motorized modes		1
Adds transit capacity		0
Other strategies		1
	Total	0.6
Health and Equity		
Project provides increased accessibility for people with a low income & minorities	10%	1
Project corrects ADA non-compliance		1
Project promotes physical activity		1
Project reduces vehicle emissions		1
Project will not have a negative impact for a natural resource		1
Project will not have a negative impact for a socio-cultural resources		1
	Total	0.6
Consistency with Adopted Plans		
Project located along planned transit service	10%	1
Project located along planned pedestrian/bicycle facility		1
Local Master Thoroughfare Plan Priority		1
Transit Plan Priority		0
Bicycle/Pedestrian Plan Priority		1
Project supports goals and principles of MPO Metropolitan Transportation Plan		1
Project supports goals and principles of local land use plans		1
Other applicable planning documents		1
	Total	0.7
Context Sensitivity and Land Use		
Project contributes to the sense of place and matches the surrounding land use	15%	
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)		0
Project is seen as adding lasting value to the community		1
Project supports high quality growth and land use principles		
Project improves accessibility and/or connectivity to existing land use development		1
Project location supports infill/redevelopment	1	
Project contributes to transportation network grid development/roadway network connectivity	1	
	Total	0.75
Overall Total		6.5
Source: BMCMPPO Complete Streets Policy, November 2018.		

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Appendix G: Plan Development & Public Involvement Methodology

Introduction

The Draft FY 2026-2030 Transportation Improvement Program (TIP) prepared by the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) staff relied on consultation guidance from the Federal Highway Administration-Indiana Division, the Federal Transit Administration (FTA) Region 5 office, the Indiana Department of Transportation Indianapolis central office and Seymour District staff, Monroe County, the Town of Ellettsville, Rural Transit, Bloomington Transit, Indiana University (IU) Campus Bus, and the City of Bloomington.

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

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

The BMCMPPO focused on an extensive public involvement/public input process through open hybrid and in-person virtual public meetings of the BMCMPPO Citizen Advisory Committee (CAC), the Technical Advisory Committee (TAC), and the Policy Committee (PC). All meetings of the BMCMPPO Policy Committee are routinely advertised, accessible in hybrid formats (in-person and via Zoom <https://www.zoom.com/>) and recorded for community viewing by the Citizens Access Television System (CATS, <https://www.catstv.net/>) uninterrupted throughout FY 2025 as the staff presented selective elements and the Draft FY 2026-2030 TIP.

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

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

LPA Announcement Schedule

• BMCMPPO Call for Projects Issued	August 29, 2024
• INDOT TIP-STIP Review of Existing & New Projects	September 11, 2024
• BMCMPPO Project Request Application Deadline	September 27, 2024
• BMCMPPO LPA Project Applications Received	September 27, 2024
• BMCMPPO Receipt of INDOT Draft FY 2026-2030 STIP Project Lists	October 15, 2024
• BMCMPPO Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) Reviews of Project Requests, Project Reviews, and Fiscal Constraint Issues	October 23, 2024
• Incorporation of INDOT Draft FY 2026-2028 STIP Projects	October 16-31, 2024
• BMCMPPO Policy Committee (PC) Review of Project Requests, Project Reviews and Fiscal Constraint Issues	November 8, 2024
• BMCMPPO Draft FY 2026-2030 TIP Legal Advertisements	November 10-11, 2024
• Thirty (30) Day Public Comment Period Begins	November 10, 2024
• Draft FY 2026-2030 TIP Submission to INDOT	November 12, 2024
• Draft FY 2026-2030 TIP Public Input Meeting	December 5, 2024
• Thirty (30) Day Public comment Period Ends	December 9, 2024
• Receipt of all Public Comments	December 9, 2024
• Receipt of INDOT, FHWA, FTA Review Comments	December 31, 2024
• Address All Review Comments & Prepare Final Draft	January 2025
• TAC and CAC Final Draft Reviews and Recommendations	February 26, 2025
• BMCMPPO TAC and CAC Recommended Adoption	February 26, 2025
• BMCMPPO Policy Approval of Final FY 2026 - 2030 TIP	March 14, 2025
• Adopted FY 2026-2030 TIP Submission to INDOT	March 2025
• FHWA/FTA/INDOT FY 2026 - 2030 TIP Approval Letter	March 27, 2025
• FHWA Approval of INDOT FY 2026-2030 STIP with BMCMPPO FY 2026-2030 TIP Program of Projects	April-May 2025
• FY 2026-2030 TIP/STIP Program of Projects Begins	July 1, 2025

Public Outreach Process

Public outreach and involvement strategies employed for development of the FY 2026-2027 TIP involved a combination of in-person, digital, virtual, and print tools as recommended by the U.S. Department of Transportation's Equity Action Plan (<https://www.transportation.gov/priorities/equity/2023-equity-action-plan>). The BMCMPPO public outreach and involvement process additionally included intentional and varied outreach methods to ensure that people with disabilities and multiplicative transportation needs and experiences are aware of and can participate in opportunities to have a meaningful impact on decision-making for proposed projects. Finally, public outreach and involvement strategies were tied to the expected impacts of individual projects by work type and project purposes (i.e., ADA ramp construction, safety performance measures, bridge conditions, system and freight reliability, public transit, etc.) for the overall program of projects through:

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

Interagency Consultation/Coordination: Calendar Year 2024 and 2025

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

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

Press Release for Public Input Meeting



FOR IMMEDIATE RELEASE

November 13, 2024

For more information, please contact:

Patrick Martin, Senior Transportation Planner, Bloomington Monroe County Metropolitan Planning Organization

martipa@bloomington.in.gov or 812-349-3530

Desiree DeMolina, Communications Director, Office of the Mayor

comms@bloomington.in.gov or 812-349-3406

Public Invited to Share Input on Future Transportation Projects in Bloomington and Monroe County

Bloomington, Ind. – The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) will hold a hybrid Public Information Meeting on **Thursday, December 5, from 5 to 7 p.m.** in the Bloomington City Hall Council Chambers with the goal of gaining public input for the development of the [Fiscal Year 2026-2030 Transportation Improvement Program](#) (TIP). A virtual attendance option is available via Zoom.

Join Zoom Meeting

<https://bloomington.zoom.us/j/85492624444?pwd=QrnxaRhIJSkkqA7DI2QhngbEWRa0Fu.1>

Meeting ID: 854 9262 4444

Passcode: 883969

Dial by your location

+1 312 626 6799 US (Chicago)

Find your local number: bloomington.zoom.us/j/kwS4lfafP

The FY 2026-2030 TIP is a comprehensive list of planned and federally funded multi-modal transportation projects programmed for the Indiana Department of Transportation, Monroe County, Rural Transit, Bloomington Transit, and the City of Bloomington. Development of the new TIP requires public involvement, including public review by the BMCMPPO Citizens Advisory Committee, the Technical Advisory Committee, and adoption by the Policy Committee before submission to state and federal agencies for final approval. Meeting attendees will help shape the project investment priorities for the next five years by providing feedback on the proposed list of TIP projects. The *Draft FY*

2026-2030 Transportation Improvement Program is available for public review between November 10, 2024 and December 9, 2024:

- Online at: bloomington.in.gov/mpo/transportation-improvement-program; and,
- in a printed paper format at: City of Bloomington Planning and Transportation Department 401 N. Morton St. Ste. 130 Bloomington, IN 47404

The BMCMPPO will accept written comments for the *Draft FY 2026-2030 Transportation Improvement Program* during the ongoing public review period from November 10, 2024 to December 9, 2024. Members of the public may submit comments regarding this draft document through any of the following methods:

- Comment Form – submit a written comment form at the public meeting on December 5, 2024.
- Email – email comments to BMCMPPO staff directly at mpo@bloomington.in.gov
- Mail written comments to: Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO)
P.O. Box 100
Bloomington, IN 47402

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

###

Legal Notice for Public Input Meeting

Bloomington Herald-Times Legal Notice

Publish Date: November 10, 2024 and November 11, 2024

Public Participation Notice BMCMPPO FY 2026-2030 Transportation Improvement Program

In accordance with its Public Participation Plan, the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO) shall hold a thirty (30) day public review of the **Draft Fiscal Year 2026-2030 Transportation Improvement Program (TIP)**. Written comments on the Draft Program shall open on **November 10, 2024** and close at 5:00 p.m., on **December 9, 2024**. The BMCMPPO Policy Committee shall vote on the FY 2026-2030 TIP at their scheduled meeting held on **February 14, 2025**.

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

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

The BMCMPPO will accept written comments during the thirty (30) day public review period. Please submit written comments to:

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

Please contact MPO staff at martipa@bloomington.in.gov or katie.gandhi@bloomington.in.gov for further information.

Appendix H: TIP Approval Documents

BMCMPPO Policy Committee TIP Adoption Minutes



Minutes

BMCMPPO Policy Committee
Regular Meeting
Friday March 14, 2025
1:30 – 3:00 pm

LOCATION: Bloomington City Hall – Council Chambers & Virtual Location via Zoom

Zoom Link: <https://bloomington.zoom.us/j/3521634803>
Meeting ID: 352 163 4803 | Passcode: BMCMPPO

Members Present: Jason Banach, Scott Faris (P), Doug Horn, John Kennedy, Jillian Kinzie, Jody Madeira, Chris Wahlman (P), Lisa Ridge, Hopi Stosberg, Andrew Cibor (P), Nate Nickel (P)

Staff Present: Pat Martin, Katie Gandhi

Guests: None.

- I. Call to Order and Introductions
Meeting convened at 1:34pm with Lisa Ridge, Chair presiding.
- II. Approval of Meeting Agenda*
****Kinzie moved for approval of the meeting agenda. Faris seconded. Motion carried by a voice vote (11-0). * APPROVED**
- III. Approval of Minutes*
 - a. February 14, 2025

****Kinzie moved for approval of the meeting agenda. Faris seconded. Motion carried by a voice vote (11-0). * APPROVED**
- IV. Communications from the Chair and Vice Chair
 - a. None.
- V. Reports from Officers and/or Committees
 - a. John Kennedy, Vice Chair and Citizens Advisory Committee liaison, shared that the Citizens Advisory Committee recommended approval of the FY2026-2030 TIP at their meeting on February 26, 2025.
 - b. Nate Nickel, Vice Chair and Technical Advisory Committee liaison, shared that the Technical Advisory Committee recommended approval of the FY2026-2030 TIP at their meeting on February 26, 2025.

VI. Reports from the MPO Staff

- a. [Crash Hub/Crash Dashboard](#)
- b. Update on [BMCMPPO Projects](#) (projects using federal funding allocated through the BMCMPPO)
- c. Local Government Stakeholder Session for the [INDOT Design Manual](#) Update
- d. [FY2026-2027 Unified Planning Work Program \(UPWP\)](#)

Katie Gandhi, MPO Staff gave an overview of the Crash Hub/Crash Dashboard, a new resource created in collaboration with the City of Bloomington's GIS team and Engineering Department. Committee member comments included: could you share more about the initiative and how do you expect or want people to use this resource; could you share more about the accuracy of the data; is there any collection of data on commercial vehicles. Lisa Ridge, Monroe County noted that they also do an annual crash report at the county level because they are valuable for obtaining grant money. Discussion ensued.

Katie Gandhi, MPO Staff shared updates about current BMCMPPO projects, as were reported by engineering staff at the most recent Technical Advisory Committee.

Katie Gandhi, MPO Staff shared updates about a recent INDOT local government stakeholder session related to a likely future update of the INDOT Design Manual.

Katie Gandhi, MPO Staff shared that a draft of the UPWP has been submitted to INDOT for their review and that MPO Staff will bring the document to next month's committee meeting for approval.

VII. Old Business

- a. None

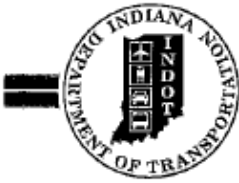
VIII. New Business

- a. [BMCMPPO FY 2026-2030 Transportation Improvement Program \(TIP\)](#) – Adoption*

Pat Martin, MPO Staff presented a summary of the FY2026-2030 TIP. Lisa Ridge thanked the city for working with the county to figure out funding. Staff questions/comments included: noting a typo related to SR45 in the document; and, do we know what INDOT traffic signal modernizations are included. Discussion ensued.

****Kinzie moved to adopt approval of all [BMCMPPO FY 2026-2030 Transportation Improvement Program \(TIP\)](#) BMCMPPO FY 2024-2028 TIP Amendments. Kennedy seconded. Motion carried by a voice vote (11-0). * APPROVED**

INDOT Approval Letter



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Mike Braun, Governor
Lyndsay Quist, Commissioner

July 2, 2025

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

Fiscal Year 2026–2030 Transportation Improvement Program (TIP) Approval

Dear Mr. Martin:

The Indiana Department of Transportation (INDOT) has completed its review of the FY 2026-2030 Transportation Improvement Program for the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPPO). 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 Mike Braun, I approve your FY 2026-2030 Transportation Improvement Program. This document will serve as support for the local and INDOT projects in your area that fall within the FY 2026-2029 timeline and will be included by reference in the FY 2026-2029 Indiana Statewide Improvement Program (STIP). Please be aware that the FY2030 year projects are listed as illustrative.

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

Sincerely,

A handwritten signature in black ink, reading "Lyndsay Quist".

Lyndsay Quist, Commissioner
Indiana Department of Transportation

cc: Louis Feagans
Tony McClellan
Rebecca Packer
Roy Nunnally
Erica Tait
Paige Story

File

Federal Highway & Federal Transit Approval Letter

Federal Transit
Administration
Region V
200 West Adams St., Suite 320
Chicago, IL 60606-5253



Federal Highway Administration
Indiana Division
575 N. Pennsylvania St., Rm 254
Indianapolis, IN 46204-1576

August 28, 2025

Ms. Lyndsay Quist
Commissioner
Indiana Department of Transportation
100 N Senate Ave. N955
Indianapolis, IN 46204

SUBJECT: Indiana FY2026-2030 STIP Approval and Associated Federal Planning Finding

Dear Ms. Quist:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed our review of the FY2026-2030 Indiana Statewide Transportation Improvement Program (INSTIP), which was submitted by the Indiana Department of Transportation (INDOT) request letter dated June 6, 2025.

Based on our review of the information provided, certifications of the Statewide and Metropolitan transportation planning processes for and within the state of Indiana, and our participation in those transportation planning processes (including planning certification reviews conducted in Transportation Management Areas), FHWA and FTA are jointly approving the FY2026-2030 STIP, including the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs) incorporated into the STIP by reference, subject to the corrective action identified in the attached Federal Planning Finding (FPF) report. FHWA and FTA consider the projects in the 5th year for informational purposes only, and our approval does not exceed four years per 23 CFR 450.220(c).

FHWA and FTA are required under 23 CFR 450.220(b) to document and issue an FPF in conjunction with the approval of the FY2026-2030 STIP. At a minimum, the FPF verifies that the development of the STIP is consistent with the provisions of both the Statewide and Metropolitan transportation planning requirements. FHWA and FTA find that the Indiana FY2026-2030 STIP substantially meets the transportation planning requirements and are approving the STIP subject to the corrective action outlined in the FPF. This approval is effective August 22, 2025, and is given with the understanding that an eligibility determination of individual projects for funding must be met, and INDOT must ensure the satisfaction of all administrative and statutory requirements, as well as address the corrective actions outlined in the attached report.

If you have questions or need additional information concerning our approval and the FPF, please contact Ms. Erica Tait of the FHWA Indiana Division at (317) 226-7481, or by email at erica.tait@dot.gov, or Mr. Anthony Greep of the FTA Region 5 Office at (312) 353-2866, or by email at anthony.greep@dot.gov.

Sincerely,
**KELLEY
BROOKINS**
Kelley Brookins
Regional Administrator
FTA Region V

Digitally signed by
KELLEY BROOKINS
Date: 2025.08.27
08:09:52 -05'00'

Sincerely,

Christopher J. Hall
Interim Division Administrator
FHWA Indiana Division

Digitally signed by
CHRISTOPHER J. HALL
Date: 2025.08.28
10:04:48 -05'00'

Appendix K:
Self-Certification

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION FY 2026**

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

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

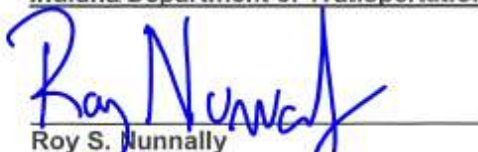
**Bloomington Monroe County Metropolitan
Planning Organization**


Patrick P. Martin

**Senior Transportation Planner
Title**

2/24/2025
Date

Indiana Department of Transportation


Roy S. Nunnally

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

2/24/2025
Date

Appendix I: 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.

BMCMPPO means the Bloomington-Monroe County Metropolitan Planning Organization established by the Governor of the State of Indiana for the for the Bloomington urbanized area in March 1982 as a prerequisite for obtaining approval of transportation improvement projects funded by the FHWA and/or FTA.

Bottleneck means the point of minimum capacity along a highway segment.

Build Condition, Option, Alternative, or Alternate means a transportation plan, program, or alternative involving a major capital investment.

Carbon Reduction Program abbreviated as “CRP” means the program created under the Bipartisan Infrastructure Law (BIL) for planning and construction activities that support the reduction of transportation emissions.

Capacity means the maximum rate of flow at which persons or vehicles reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions, usually expressed in persons per hour or vehicles per hour.

Capacity Expansion Project means a major transportation investment that expands the capacity of any highway or transit system to accommodate additional vehicles. Highway expansion projects involve projects that add through travel lanes including major roadway widening, new roadways, new freeway interchanges, and substantial realignments of existing roadways.

Capacity Preservation Project means a transportation investment to preserve the capacity of the existing highway or transit system. Such projects include bridge rehabilitation and replacement, pavement rehabilitation and reconstruction, and low capital cost investments such as traffic signal improvements or safety improvements (e.g. guardrails and minor horizontal/vertical curve realignments). Typical transit projects involve bus and equipment replacement, transit shelters, and garage facility maintenance.

Carpool means any vehicle (usually a car) or arrangement in which two or more occupants, including the driver, share use or cost in traveling between fixed, multiple, or variable points (also referred to as ridesharing).

Census Tract means an area with generally stable boundaries, defined within counties and statistically equivalent entities, usually used to analyze smaller regions of a population. The U.S. Census Bureau establishes census tracts as relatively homogeneous with respect to population characteristics, economic status, and living conditions.

Central Business District (CBD) means an area of a city that contains the greatest concentration of commercial activity. The traditional downtown retail, trade, and commercial area of a city or an area of very high land valuation, traffic flow, and concentration of retail business offices, theaters, hotels, and services compared to adjacent land uses.

CE means construction engineering associated with project construction.

Citizens Advisory Committee (CAC) is a committee, organized under the Metropolitan Planning Organization comprised of residents representing a broad spectrum of the community tasked with providing recommendations to the Policy Committee and Technical Advisory Committee on transportation-related topics within the Metropolitan Planning Area and that affect the Metropolitan Planning Organization.

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

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

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

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

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

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

Locally, Monroe County has more than 27,600 confirmed cases of COVID-19 resulting in 279 deaths attributed to the disease as of May 29, 2023

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

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

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

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

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

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

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

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

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

Equity means the just and fair inclusion transportation access and mobility into a society in which all people can participate, prosper, and reach their full potential. In the context of the 2050 MTP, transportation equity means achieving the goal of sustainable transportation mobility providing access to employment, education, healthcare, and an improved quality of life for *all* people.

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

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

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

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

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

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

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

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

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

Infrastructure Investment and Jobs Act (IIJA) is federal legislation passed by the U.S. Congress in November 2021 that aims to enhance drinking water infrastructure, internet infrastructure, and transportation infrastructure.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Monroe County Emergency Management Agency (EMA) is the lead county agency for security issues and BMCMPD 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.

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, privileges, and opportunity regardless of their legal, political, economic, or other circumstances.

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

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

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

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

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

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

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

Transportation Alternatives (TA) means a set-aside of Fast Act STBG funding for transportation alternatives encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community

improvements such as historic preservation and vegetation management, and environmental mitigation related to storm water and habitat connectivity. The FAST Act sets aside an average of \$844 million per year for TA. Unless a state opts out, it must use a specified portion of its TA funds for recreational trails projects.

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

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

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

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

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

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

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

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

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

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

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