August 17, 2026

Call for Projects for the BMCMPO FY2028- 2032 Transportation Improvement Program

The Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) hereby announces a Call for Projects for the FY2028-2032 Transportation Improvement Program (TIP). The BMCMPO Transportation Improvement Program (TIP) is a federally required, capital investment plan created by the Bloomington-Monroe County Metropolitan Planning Organization (BMCMPO) to guide and track over $20 million in federal funding that is anticipated to be granted to the BMCMPO across the next five years. Each year, BMCMPO receives an annual allocation of around $4.5 million in federal transportation funding from FHWA, through the Indiana Department of Transportation (INDOT) to allocate to local public agencies (cities, towns, counties, and transit organizations) for multimodal transportation projects (roads, bridges, trails, and transit) within the BMCMPO's Metropolitan Planning Area (MPA). Federal regulations require that all transit and non-transit transportation projects completed within the MPA and funded with U.S. Department of Transportation funds be included in BMCMPO's TIP.

A new TIP is created every two years, following a Call for Projects, allowing BMCMPO staff to re-evaluate the distribution of federal highway funds and allowing Local Public Agencies (LPAs) to remove currently funded projects and submit new projects for consideration into the 5-year scope. All projects that are selected to receive MPO federal highway funds must go through the Federal project development process in collaboration with the Indiana Department of Transportation (INDOT). Transit agencies receive funding directly from the Federal Transit Administration; however, federal transit funding requests are required to be reviewed, approved, and publicly documented in the MPO's Transportation Improvement Program (TIP).

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Call For Projects Application Requirements & Deadline

Local Public Agencies (LPAs) interested in applying for federal funding allocated by the BMCMPO for FY2028-2032 (July 1, 2027 to June 30, 2032), must submit the following materials to the BMCMPO by **5:00 PM (EST) on Friday, September 18, 2026**. Please submit questions and applications electronically to BMCMPO staff at: martipa@bloomington.in.gov; katie.gandhi@bloomington.in.gov.

Non-Transit Projects

Local public agencies should submit a *Non-Transit Project Application* for all projects desirous of consideration for MPO federal highway funds in BMCMPO's FY2026-2030 TIP, that can go through the federal development process, regardless of whether or not they are currently in the TIP.

A project already in the TIP is more likely to receive future funds; however, upon looking at the bigger picture, an LPA may decide to finish a project currently in the TIP with local funds; the Call for Projects application process is an opportunity for the BMCMPO and LPAs to reassess funding needs and timelines. All funding amounts are estimates that can be amended in the future.

Note that capital and non-capital surface transportation projects submitted for consideration for federal funding should be prioritized for local funding by LPAs and financially feasible by the LPAs without the promise of support of federal funds. The MPO will strive to fund as much as possible of the projects selected for the TIP; however, federal funding cannot necessarily be guaranteed for every phase of the project and federal funding is always subject to changes in state and federal leadership and law.

To submit project applications for federal funding, LPAs must have a certified Employee in Responsible Charge (ERC) on staff.

Transit Projects

Local transit agencies should submit a *Transit Project Application* showing all projects desirous of Federal Transit Administration funds between FY2028-2032, based on your anticipated allocations. Funding amounts are estimates that can be adjusted in the future.

TIP Development & Approval Timeline

The FY2028-2032 TIP's anticipated development and approval schedule is as follows (updates to this timeline will be posted at www.bloomington.in.gov/mpo/call-for-projects):

• Call for Projects Issued	August 17, 2026
• Application Deadline	September 18, 2026
• Legal Advertisements	October 2 - 4, 2026
• Thirty (30) Day Public Comment Period Begins	October 2, 2026
• Submission draft TIP to INDOT for initial review	October 2, 2026
• Public Input Meeting on the draft TIP	October 12, 2026
• First review (non-voting) of Draft FY 2028-2032 TIP by the Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC)	October 21, 2026
• First review (non-voting) of the Draft FY 2028-2032 TIP by the Policy Committee (PC)	October 23, 2026
• Thirty (30) Day Public comment Period Ends	October 31, 2026
• Final review of Draft FY 2028-2032 TIP by Technical Advisory Committee (TAC) and Citizens Advisory Committee (CAC) & vote to recommend approval by the Policy Committee	December 2, 2026
• Final review of Draft FY 2028-2032 TIP by the Policy Committee (PC) & vote to adopt	December 4, 2026
• Submit adopted TIP to INDOT for review by FHWA, FTA, and INDOT	December 9, 2026
• FHWA/FTA/INDOT FY2028-2032 TIP Approval Letter	February 2027

Public Input for the FY2028-2032 TIP

BMCMPO staff will post the draft BMCMPO FY 2028-2032 TIP (which will include both anticipated transit and non-transit project amounts) to the BMCMPO website for a 30-day public comment period between October 2 and October 31, 2026. BMCMPO staff will hold a Public Meeting (drop-in/open house) at City Hall, 401 N Morton St, McCloskey Room, on Monday October 12, 2026 from 5:30pm-7pm so that the public can learn more about the FY 2028-2032 TIP. Additionally, the public will be able to attend any of the three MPO public meetings in October to learn more about the TIP prior to the initial vote in the December meeting. Comments may be submitted to BMCMPO staff at email mpo@bloomington.in.gov.

August 17, 2026

Non-Transit Federal Highway Funding & Project Information

Anticipated Funding Available

The chart below details the anticipated BMCMPO federal fund spending authority that will be programmed in the BMCMPO FY2028-2032 TIP (July 1, 2027 to June 30, 2032).

Funding Program	FY2028 (Estimate)	FY2029 (Estimate)	FY2030 (Illustrative)	FY2031 (Illustrative)	FY2032 (Illustrative)
Surface Transportation Block Grant (STBG)	$3,405,394	$3,405,394	$3,405,394	$3,405,394	$3,405,394
Highway Safety Improvement Program (HSIP)	$319,223	$319,223	$319,223	$319,223	$319,223
Transportation Alternatives (TA)	$361,023	$361,023	$361,023	$361,023	$361,023
Section 164**	$75,758	$75,758	$75,758	$75,758	$75,758
Carbon Reduction Program (CRP)	$314,999	$314,999	$314,999	$314,999	$314,999
PROTECT Program	$45,967	$45,967	$45,967	$45,967	$45,967
TIFIA STBG	$9,687	$9,687	$9,687	$9,687	$9,687
TIFIA TA	$1,336	$1,336	$1,336	$1,336	$1,336
Anticipated Spending Authority*	$4,533,387	$4,533,387	$4,533,387	$4,533,387	$4,533,387
Existing Funding Trade Commitments	-$150,000 -$2,230,000	+$540,565 -$2,000,000	+$2,000,000 -$1,029,000		
Anticipated Total Funds Available (anticipated spending authority less/add existing funding trade commitments)	**$2,153,387**	**$3,073,952**	**$5,504,387**	**$4,533,387**	**$4,533,387**

*Per INDOT Local Share of Federal Formula Apportionments to the BMCMPO with calculated spending authority allocations as of 06-05-26.
**Section 164 funding program has the same eligibility as the HSIP funding program.

NO ROLLOVER: The BMCMPO is not able to roll over the annual allocation of funds into the next fiscal year. If programmed funds cannot be used as programmed by May of the fiscal year, the BMCMPO may be able to exchange those funds with another MPO (if there is an opportunity to). If funds cannot be exchanged with another MPO by the end of the fiscal year, the BMCMPO will flex the funds to local transit projects.

Project Eligibility

The anticipated federal highway funds apportioned to INDOT and then to the BMCMPO for the FY 2028-2032 TIP come from distinct funding program sources. Each of these funding programs have different requirements for the types projects eligible to receive that funding.

Surface Transportation Block Grant Program (STBG) Funds - STBG funds represent the largest federal fund allocation received by the BMCMPO and the greatest range of project eligibility. All projects eligible for the following funding types have additional eligibility for STBG. Please reference Federal guidance regarding STBG funds at https://www.fhwa.dot.gov/bipartisaninfrastructurelaw/docs/surface_transportation_block_grant.pdf.

HSIP (Highway Safety Improvement Program) Funds - The overall purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through the implementation of infrastructure-related highway safety improvements. The FHWA and INDOT Office of Traffic Safety require MPOs prioritize low-cost, systemic HSIP projects with twenty-five (25) project types (https://www.in.gov/indot/traffic-operations/traffic-engineering/traffic-safety-office/hsip-eligible-systemic-improvements/). Projects requesting HSIP funds will ideally identify (1) a higher-than-normal frequency and/or rate of fatal and serious injury (FSI) crashes (2) a higher-than-normal risk of fatal and serious injury crashes, and/or (3) how the proposed will address these issues. FHWA supports Vision Zero through the Safe System Approach.

Section 164 Funds - Section 164 funds have the same eligibility as HSIP funds.

TA (Transportation Alternatives) Funds - Eligible Transportation Alternatives Program projects include on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990; construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs; conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users; and construction of infrastructure-related projects to improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

Carbon Reduction Program (CRP) - Carbon Reduction Program funds represent a federal-aid program under the current Infrastructure and Investment Jobs Act (IIJA), and may be obligated for projects that support the reduction of transportation emissions, including, but not limited to, the following:

- A project to establish or operate a traffic monitoring, management, and control facility or program, including advanced truck stop electrification systems;
- A public transportation project eligible under 23 U.S.C. 142;
- A Transportation Alternative project including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation;
- A project as described in 23 U.S.C. 503(c)(4)(E) for advanced transportation and congestion management technologies
- The deployment of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle-to-infrastructure communications equipment
- A project to replace street lighting and traffic control devices with energy-efficient alternatives
- The development of a carbon reduction strategy developed by the State of Indiana per requirements in 23 U.S.C. 175(d)
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads, including electronic toll collection, and travel demand management strategies and programs
- Efforts to reduce the environmental and community impacts of freight movement
- A project that supports deployment of alternative fuel vehicles, including
    - Acquisition, installation, or operation of publicly accessible electric vehicle charging infrastructure or hydrogen, natural gas, or propane vehicle fueling infrastructure
    - Purchase or lease of zero-emission construction equipment and vehicles, including the acquisition, construction, or leasing of required supporting facilities
- A project described and in 23 U.S.C. 149(b)(8) for a diesel engine retrofit
- Any other STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis (Note: FHWA will issue guidance on how the Secretary will make such certifications).

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Funds - PROTECT funds represent a federal-aid program under the Infrastructure Investment and Jobs Act (IIJA) for projects facilitate surface transportation resilience to climate change and natural disasters. Eligible activities include the following:

- Resurfacing, restoration, rehabilitation, reconstruction, replacement, improvement, or realignment of an existing eligible surface transportation facility eligible for assistance under 23 U.S.C.
- Incorporation of natural infrastructure

- The upgrade of an existing surface transportation facility to meet or exceed a design standard adopted by the Federal Highway Administration
- Installation of mitigation measures that prevent the intrusion of floodwaters into surface transportation systems
- Strengthening systems that remove rainwater from surface transportation facilities
- Upgrades to and installation of structural storm water controls
- A resilience project that addresses identified vulnerabilities described in the eligible entity's Resilience Improvement Plan
- Relocating roadways in a base floodplain to higher ground above projected flood elevation levels, or away from slide prone area
- Stabilizing slide areas or slopes
- Installing riprap
- Lengthening or raising bridges to increase waterway openings, including to respond to extreme weather
- Increasing the size or number of drainage structures
- Installing seismic retrofits on bridges
- Adding scour protection at bridges
- Adding scour, stream stability, coastal, and other hydraulic countermeasures, including spur dikes
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, facilitate wildfire control, and provide erosion control
- Any other protective features, including natural infrastructure, as determined by the Secretary

TIFIA STBG & TIFIA TA Funds: The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal credit assistance to finance surface transportation projects. Recently, FHWA redistributed contract authority that was part of a TIFIA loan back to the states, which came in the form of STBG and TA funding. TIFIA STBG and TIFIA TA funds have the same eligibilities as regular STBG and TA funding.

Phasing & Project Costs

In the TIP project application form, the BMCMPO requests that LPAs provide information on the expected cost of each project phase, other funding that is expected to supplement the project, and any limitations related to local match funding.

Since the annual allocation is not sufficient to cover the 80% or 90% federal funding permitted for federal development projects, splitting projects into phases and/or spacing phases will both enable the BMCMPO to utilize funding as effectively as possible and enable the LPAs to realistically utilize programmed funds within specified fiscal years.

If programmed funds cannot be used by an LPA by May of the fiscal year, BMCMPO staff will attempt to exchange those funds with another MPO (if there is an opportunity to).

BMCMPO staff does not guarantee that those exchanged funds will be returned to the same project they came from. If funds cannot be exchanged with another MPO by the end of the fiscal year, the BMCMPO will flex the remaining funds to local transit projects.

Project Evaluation and Selection

BMCMPO staff will assess submitted project applications in accordance with a variety of considerations:

- Crash statistics
- Consistency with the BMCMPO Metropolitan Transportation Program (MTP);
- Project eligibility under federal transportation program regulations and availability of each funding program
- Compliance with ADA/Title VI standards
- Traffic count data
- In-process projects that have previously been programmed in past TIP documents
- Local/INDOT/FHWA/FTA goals
- Public input
- BMCMPO Committee reviews, as appropriate
- BMCMPO Complete Streets Policy **-** BMCMPO staff will use the current *BMCMPO Complete Streets Policy* (https://bton.in/zoDEn) to guide deliberations on funding for all new construction and retrofit/reconstruction of local roadways that will use federal funds through the BMCMPO for any phase of project for any phase of project implementation including planning, design, right-of-way acquisition, construction, or construction engineering. This includes all maintenance and ongoing operations projects such as resurfacing, repaving, restriping, rehabilitation, or other types of changes to the transportation system implementation.
  Transit projects, non-roadway projects, and resurfacing activities that do not alter the current/existing geometric designs of the roadway, and projects using federal funds for which the BMCMPO does NOT have programming authority, are not subject to the Complete Streets Policy. *An LPA may* request that a project be exempted from the Complete Streets Policy due to certain circumstances or special constraints, as detailed in Section IV of the Complete Streets Policy.
  The Complete Streets Policy is not intended to serve as a definitive decision-making tool but rather as guidance for programming projects into the TIP, used in conjunction with other evaluation tools.

BMCMPO staff will discuss their recommendations for the selection of projects for the TIP with INDOT (to confirm funding eligibility) and the LPA ERCs before creating a final recommendation for public input and review and approval by the BMCMPO Citizens Advisory, Technical Advisory and Policy Committees.