



McLEAN COUNTY  
Regional Planning Commission

Bloomington-Normal Urbanized Area



Transportation Improvement Program FY 2019- 2023

# TRANSPORTATION IMPROVEMENT PROGRAM

ADOPTED JULY 26, 2018

---

FISCAL YEARS 2019-2023

BLOOMINGTON-NORMAL URBANIZED AREA

---





July 26, 2018

Prepared by:  
McLean County Regional Planning Commission (MCRPC)

In cooperation with:  
Federal Highway Administration (FHWA)  
Federal Transit Administration (FTA)  
State of Illinois Department of Transportation (IDOT)  
Connect Transit (CT)  
Bloomington-Normal Airport Authority (CIRA)  
City of Bloomington  
Town of Normal  
McLean County





## TABLE OF CONTENTS

Resolution.....	iii
Certification .....	v
Preamble .....	vii
McLean County Transportation Policy and Technical Committee Members, Local Staff .....	xi
Index of Abbreviations and Fund Categories .....	xiii
 Project Selection & Management.....	 <b>1</b>
Project Prioritization, Selection and Approval .....	1
MCRPC Planning Projects .....	5
Managing Amendments and Administrative Modifications .....	6
Procedures .....	6
Background .....	6
Administrative Modification .....	7
Amendments .....	8
Advance Construction Funding .....	9
East Side Highway Environmental Assessment .....	11
 Street, Road, Highway or Trail Projects (Federal Highway Administration).....	 13
Fund Detail by Year and Source .....	13
Program Funding Year-to-Year .....	15
Annual Project Lists .....	29
FY 2019 – 2023 Project Location Maps .....	41
FY 2019 .....	43
FY 2020 .....	45
FY 2021 .....	47
FY 2022 .....	49
FY 2023 .....	51
State Projects .....	53
Applying the Project Selection Process.....	55
 Transit Projects (Federal Transit Administration).....	 61
Connect Transit.....	63
SHOW BUS.....	67
Section 5310 Providers .....	75
Advocate BroMenn Adult Day Program .....	75
MarcFirst .....	76
YWCA of McLean County .....	76

Appendices.....	A-1
Appendix 1: Title VI Process and Complaint Form .....	A-1
Appendix 2: Transportation Planning and Programming Process .....	A-7
Appendix 3: Keeping the TIP Current .....	A-13
Appendix 4: Metropolitan Planning Area Boundary .....	A-15
Appendix 5: TIP Selection Process .....	A-17
Appendix 6: Public Involvement Process/Plan.....	A-19
Appendix 7: Public Comments .....	A-27
Appendix 8: Policy and Technical Committee Minutes.....	A-29
Appendix 9: Certificate of Publication - Hearing Notice.....	A-35

**McLEAN COUNTY REGIONAL PLANNING COMMISSION  
BLOOMINGTON-NORMAL URBANIZED AREA**

**RESOLUTION**


**July 26, 2018**

The McLean County Regional Planning Commission Transportation Policy Committee hereby approves the Fiscal Years 2019 - 2023 Transportation Improvement Program. The Annual Element of the Transportation Improvement Program includes projects for all transportation modes in the Bloomington-Normal Urbanized Area for the period July 1, 2018 through June 30, 2019.

The planning process carried out by the McLean County Regional Planning Commission, under the direction of the Policy Committee and the Technical Committee of the Metropolitan Planning Organization (MPO) of the Bloomington-Normal Urbanized Area in cooperation with the Illinois Department of Transportation, is being carried on in conformance with the applicable requirements of:


1. 23 U.S.C. 134, Section 8 of the Urban Mass Transportation Act (49 U.S.C. 1607); and
2. Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 c and d).
3. Sections 450.334 (a) (1) - (5).

The MPO planning process is self-certified and is comprehensive, coordinated, and continuing.

  
Mary Jefferson – MCRPC

  
Tari Renner – City of Bloomington

  
Chris Koos – Town of Normal

  
William Caisley – McLean County

  
Scott Neihart – IDOT Region 3, District 5

This page intentionally left blank.

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION**

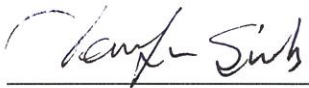
(To be submitted with each Metropolitan Transportation Improvement Program)

In accordance with 23 CFR 450.334, the Illinois Department of Transportation and the McLean County Regional Planning Commission, Metropolitan Planning Organization for the Bloomington-Normal urbanized area hereby certify the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.334(a);
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, religion, national origin, sex or age in employment or business opportunity;
5. Section 1101-(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230 regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
7. The provisions of the American with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 *et seq*) and 49 CFR parts 27, 37 38;
8. The Older Americans Act, as amended (42 USC 6101) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. 23 U.S.C. 324 regarding the prohibition against discrimination based on gender, and;
10. The Rehabilitation Act of 1973 (29 USC 794, §504) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

McLean County  
Regional Planning Commission

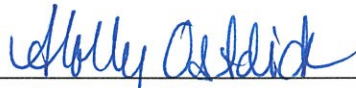
Illinois Department of Transportation



Vasudha Pinnamaraju, AICP  
Executive Director  
[By Jennifer Sicks AICP]

July 26, 2018

Date



Holly A. Ostdick  
Bureau Chief, OP&P  
Illinois Department of Transportation

July 26, 2018

Date

This page intentionally left blank.



## PREAMBLE

### TRANSPORTATION IMPROVEMENT PROGRAM FY 2019 - 2023 BLOOMINGTON-NORMAL URBANIZED AREA

The Transportation Improvement Program (TIP) is a five year record of road, bicycle and pedestrian transportation projects and transit capital and operations projects located within the 25-Year Planning Boundary of the Bloomington-Normal Urbanized Area<sup>1</sup>. Road, trail and other facility information is provided by the following jurisdictions: the State of Illinois through IDOT District 5, the County of McLean, the City of Bloomington, and the Town of Normal. Public Transit information is provided by Connect Transit, SHOW BUS, the YWCA of McLean County, Marcfirst, Advocate BroMenn and Homes of Hope. The five one-year periods reported in the TIP coincide with the State of Illinois fiscal cycle, which in any calendar year begins on July 1 and terminates on June 30.

The McLean County Regional Planning Commission is the designated Metropolitan Planning Organization (MPO) for the Bloomington-Normal Urbanized Area. As reported following a Federal Highway Administration program review in 2016, MCRPC is in compliance with the requirements for self-certification. In 2017 MCRPC adopted the Long Range Transportation Plan 2045, updated the MPO Cooperative Agreement and the MCRPC By-Laws. As of June 2018, MCRPC is completing the updated Title VI Plan, which incorporates the Public Participation Plan for Transportation and the Limited English Proficiency Assistance Plan. These will be reviewed and action taken by the Technical and Policy committees no later than September 2018.

The TIP is prepared by the staff of the McLean County Regional Planning Commission in cooperation with the Federal Highway Administration, the Federal Transit Administration, the Illinois Department of Transportation, the City of Bloomington, the Town of Normal, McLean County, the Bloomington-Normal Airport Authority, Connect Transit, and other urban and regional transit service providers.

The MPO provides the forum for regional comprehensive, coordinated and continuing planning and programming for the urbanized area. All projects

---

<sup>1</sup> see Appendix 4 for a map and description of the MPA boundary lines.

included in this TIP have been reviewed for consistency with the adopted Long Range Transportation Plan for the Bloomington-Normal Urbanized area. All significant federally-funded projects were found to be consistent with the plan. The project selection process conducted by the MPO Technical Committee has considered public safety, congestion, regional and local needs, and maintenance of the system, as well as the goals, strategies and tasks delineated in the Long Range Transportation Plan 2045. The TIP has been reviewed and approved by Technical and Policy committees, and by the Regional Planning Commission.

The existing transportation system within the MPO planning boundaries is being adequately operated and maintained with the revenue sources that are provided through federal, state and local jurisdictions. The 2018 - 2022 Transportation Improvement Program is fiscally constrained. Funding estimates are based on anticipated state, federal, and local sources for the region. Jurisdictions involved in TIP preparation maintain a realistic level of program flexibility. Local and regional priorities are subject to change during the time frame represented by the TIP.

As prescribed in 23 CFR 450.334 (a), the TIP:

- prioritizes transportation projects into five one-year periods;
- includes all projects utilizing Title 23 funds, and;
- includes all regionally significant projects that require Federal Highway Administration and/or Federal Transit Administration approval.

For informational purposes, the TIP includes all local and state projects programmed for roads functionally classified as collectors or arterials, and local projects planned for non-classified streets and roads.

The TIP has been prepared in accordance with the adopted Public Participation Statement of the MPO (see Appendix 7). Reasonable notice of the public comment period and the public hearing has been provided. The draft TIP was made available for public comment for a thirty-day period prior to its adoption and the TIP was presented at a public hearing conducted by the Technical Committee. Appendixes 8 through 10 include:

- the summary of the comments submitted regarding the TIP;
- the minutes of the MPO Policy and Technical Committee meetings where the comments were considered; and,

- the advertisement of the public hearing and the public comment period.

Title VI of the Civil Rights Act (42 U.S.C. 2000-1) states that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program, or activity receiving Federal financial assistance.”

The Executive Order on Environmental Justice further amplifies Title VI by providing that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The Executive Order

Implementation of Title VI is conducted in part through the McLean County Regional Planning Commission Transportation Advisory Committee (TAC). The TAC is a collaborative coalition of diverse agencies and organizations that address ways in which local government and transportation service providers can cooperate to best utilize resources. The majority of the public agencies involved are human service organizations that serve persons that are part of a minority group, persons with disabilities, seniors and persons with low incomes pursuant to standards established by the U.S. Department of Housing and Urban Development. The Committee engages in continuous outreach efforts to involve underserved populations in the urbanized area.

The MCRPC’s transportation planner serves as administrative chair and distributes meeting records to an extended list of organizations. The Committee reviews the current transportation needs of the populations represented and served by committee members. The committee provides letters of support for applications to pursue funding for transportation programs that target underserved populations.

MCRPC transportation staff serve as regional coordinators for the five-county Region Six Human Services Transportation committee, included the administration and updating of the regional plan, and mobility management and other tasks.

Additional outreach to underserved communities takes place through direct engagement with and participation in the work of community organizations, neighborhood groups, advocacy groups working on behalf of seniors, minority groups, including those whose members may have limited English proficiency, seniors, people with disabilities, low-income households and others. The 2018 Public Participation Plan, included in the MCRPC 2018 Title VI Plan, offers greater detail on public outreach, and engagement in the transportation planning process.

Each September the McLean County Regional Planning Commission issued a report on federally obligated projects for the prior Federal fiscal year. The reports, titled *Federal Transportation Investment in the Bloomington – Normal Urbanized Area* are available for review on the Commission's website at [www.mcplan.org](http://www.mcplan.org).

MCLEAN COUNTY REGIONAL PLANNING COMMISSION  
TRANSPORTATION COMMITTEES  
(LISTED ALPHABETICALLY BY JURISDICTION OR AGENCY)

POLICY COMMITTEE

Mary Jefferson*	McLean County Regional Planning Commission, Chair
Tari Renner	City of Bloomington, Mayor
Scott Neihart	IDOT District 5
William Caisley	McLean County Board, Transportation Committee Chairman
Chris Koos	Town of Normal, Mayor

TECHNICAL COMMITTEE

Vasudha Gadhiraaju*	McLean County Regional Planning Commission Executive Director
Carl Olson	Central Illinois Regional Airport, Executive Director
Steve Rasmussen	City of Bloomington, Interim City Manager
Jim Karch	City of Bloomington, Director of Public Works
Isaac Thorne	Connect Transit, General Manager
Robert Nelson	IDOT, District 5, Planning & Services Chief
Dan Magee	IDOT, District 5, Federal Aid Coordinator
Bill Wasson	McLean County, County Administrator
Jerry Stokes	McLean County, County Engineer
Pamela Reece	Town of Normal, City Manager
Wayne Aldrich	Town of Normal, Director of Pubic Works

*\*Committee chairs*

McLean County Regional Planning Commission Staff

Vasudha P. Gadhiraaju, AICP	Executive Director
Jennifer A. Sicks, AICP	Transportation Planner
Lauren Gibson	Community Planner
Jordan Brown	Office Manager

Local Government Planners

Katie Simpson	City of Bloomington, City Planner
Mercy Davison, AICP	Town of Normal, Town Planner
Philip Dick, AICP	McLean County Building and Zoning Department, Director

This page intentionally left blank.



## INDEX OF ABBREVIATIONS AND FUND CATEGORIES

### GENERAL ABBREVIATIONS

<b>Bus.</b>	Business
<b>FY</b>	Fiscal Year
<b>FFY</b>	Federal Fiscal Year
<b>I-</b>	Interstate
<b>IL Rt.</b>	Illinois Route
<b>MAP-21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century
<b>FASTact</b>	Fixing America's Surface Transportation (FAST) Act
<b>MCRPC</b>	McLean County Regional Planning Commission
<b>MPO</b>	Metropolitan Planning Organization
<b>TIP</b>	Transportation Improvement Program
<b>US Rt.</b>	United States Route

### FUNDING SOURCES

Not all funding sources are accessed in a given program year. See Section [One](#) for tables and charts delineating annual funding by fund source and type.

#### Local

<b>BCIF</b>	Bloomington - Capital Improvements Fund
<b>BMFT</b>	Bloomington - Motor Fuel Tax
<b>LMFT</b>	Bloomington Local MFT
<b>BSWMF</b>	Bloomington Stormwater Municipal Fund
<b>BLM OTHER</b>	Other City of Bloomington funding sources
<b>BNWRD</b>	Bloomington/Normal Water Reclamation District
<b>Cbridge</b>	County Bridge Fund
<b>County</b>	McLean County Fund
<b>MCMFT</b>	County - Motor Fuel Tax
<b>NCD</b>	Normal-Community Development
<b>NCIF</b>	Normal - Capital Improvement Fund
<b>NMFT</b>	Normal - Motor Fuel Tax
<b>NSWF</b>	Normal Stormwater Fund
<b>NSRR</b>	Norfolk Southern Railroad
<b>PRIV PROP</b>	Participation in project funding by private property owners
<b>TNSHP</b>	Township Road Fund
<b>BOND</b>	Funding derived from government bonds
<b>Airport</b>	Airport Authority funding
<b>Rt 66 Cons.</b>	Route 66 Historic Bikeway Consortium
<b>Other</b>	Other local funding sources

## **State**

<b>DCEO</b>	Illinois Department of Commerce and Economic Opportunity
<b>GCPF (ICC)</b>	Grade Crossing Protection Fund – Illinois Commerce Commission
<b>IBPGP</b>	Illinois Department of Natural Resources Bicycle Path Grant Program
<b>IDOT (LA)</b>	Illinois Department of Transportation (Land Acquisition)
<b>IDOT (RR)</b>	Railroad Improvements
<b>IDOT</b>	Illinois Department of Transportation
<b>IHPA</b>	Illinois Historic Preservation Agency
<b>ILJ N</b>	Illinois Jobs Now! capital funding program
<b>SPR</b>	IDOT State Planning and Research Funds
<b>State (other)</b>	Other State Funds
<b>TARP</b>	Truck Access Route Program

## **Federal**

<b>BUILD</b>	Better Utilizing Investments to Leverage Development
<b>CDBG HUD</b>	Community Development Block Grant, from the U.S. Department of Housing and Urban Development
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>HSR</b>	FHWA High Speed Rail
<b>HEF</b>	Hazard Elimination Fund
<b>HSIP</b>	Highway Safety Improvement
<b>HUD</b>	U.S. Department of Housing and Urban Development
<b>NHPP</b>	National Highway Performance Program
<b>RR</b>	Railroad Improvements
<b>SRTS</b>	Safe Routes to School
<b>STP-B</b>	Surface Transportation Program (Bridge)
<b>STP-R</b>	Surface Transportation Program (Rural)
<b>STP-S</b>	Surface Transportation Program (State)
<b>STP-U</b>	Surface Transportation Program (Urban)
<b>TAP</b>	Transportation Alternatives Program (formerly ITEP)
<b>OTHER FED</b>	Other Federal funding

## **PROJECT PHASES**

<b>C</b>	Construction
<b>E</b>	Engineering
<b>P</b>	Planning
<b>PE</b>	Preliminary Engineering
<b>ROW</b>	Right-of-way Acquisition

# TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2019- 2023

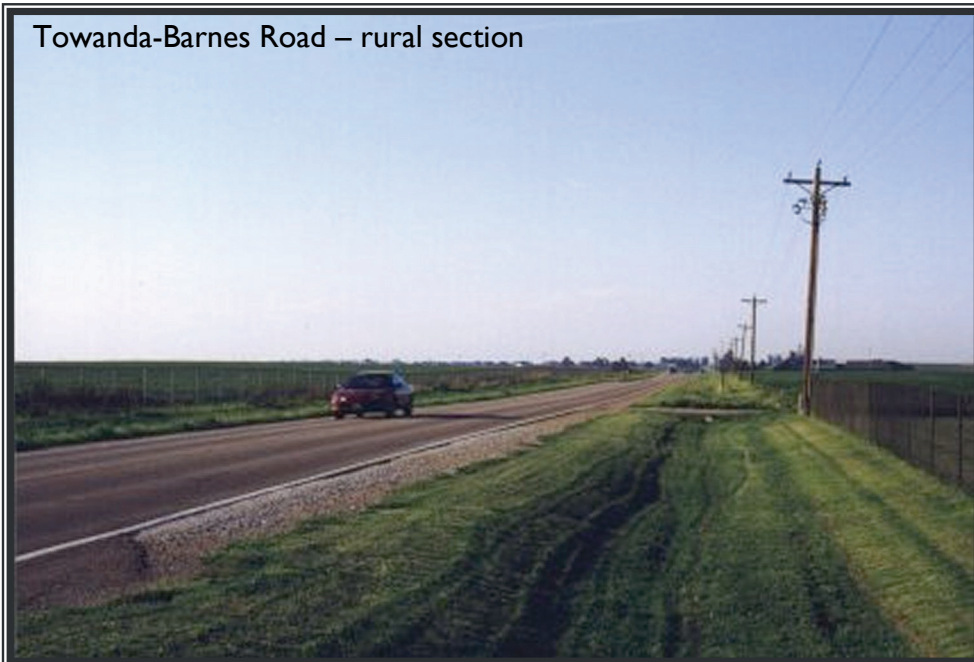
## Road, Pedestrian and Bicycle Projects for the Bloomington-Normal Urbanized Area

### ROAD, PEDESTRIAN & BICYCLE PROJECTS

Hamilton Road – Southeast Bloomington



Towanda-Barnes Road – rural section





# PROJECT SELECTION AND MANAGEMENT

## Project Prioritization, Selection and Approval

Early in each calendar year the McLean County Regional Planning Commission (MCRPC) initiates the update of the Transportation Improvement Program (TIP), the five-year compilation of transportation projects programmed by the participants in the metropolitan transportation planning process. These include projects to be undertaken by the City of Bloomington, the Town of Normal, McLean County and the Illinois Department of Transportation, as well as the programmed activities of urban area transit providers.

MCRPC does not mandate or impose the selection of specific projects to the participating governments and agencies. Each participant develops a program of projects consistent with its goals and financial resources, and adopts it through its budget approval process. In most cases, that process includes public involvement through publication of proposed budgets and capital investments, public meetings and hearings, and votes to approve the program through legislative bodies or governing boards.

The transportation projects thus adopted by local jurisdictions and agencies are brought together in the Transportation Improvement Program. To be included in the TIP, each project must have a defined cost for implementation, and identify the sources of funding required to meet that cost. In addition, each member jurisdiction is tasked with determining Year-of-Expenditure costs through calculation of anticipated cost changes based on its financial status, assumptions and past experience. These modifications of estimated cost may consider other factors known to be relevant by the local staff.

The selection process begins in the local jurisdictions, but evaluation of projects ***as elements of the overall transportation improvement program*** continues through the deliberation of the Transportation Technical and Policy Committees. Specifically, through the prioritization process described below on pages 2-4, each project is considered with respect to the contribution it is expected to make to the achievement of the goals, actions and adopted state performance targets identified in the currently adopted Long Range Metropolitan Transportation Plan<sup>1</sup>. The

---

<sup>1</sup> Pursuant to the following citations:

23 CFR 450.326 - (c) *The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d).*

performance metrics defined in the LRMTTP either directly cite or are amended to include the state target once it has been established and adopted by the MPO committees.

As of the effective date of this TIP, MCRPC has adopted the safety targets promulgated by the Illinois Department of Transportation. (MPO action on the next round of state targets will be completed by November 2018, through adoption or the creation of local targets.) The adoption of the state targets has prompted discussion with local staff as well as IDOT and FHWA staff regarding the means by which individual MPOs can be responsive to the intent of the targets, while understanding that the specific numerical or percentage targets statewide do not scale to local circumstances.

For example, where the state might identify a year-to-year reduction of fatalities of 4%, for an MPO where there are few fatal crashes, that percentage reduction is not meaningful. If the local annual fatalities equal five individuals, the target reduction equals two-tenths of a person. This issue of further scalability is compounded when fatalities or serious injuries result from crashes on roads controlled by the state rather than local jurisdiction. In these cases the MPO's ability to impact the crash rate or its impact on fatalities or serious injuries is at best very limited.

To attack the safety targets directly, MCRPC has recently obtained State Planning & Research funding for the development of a Vision Zero Action Plan, addressing the State goal of reducing crash fatalities, as well as responsive to goals identified in the MCRPC Long Range Metropolitan Transportation Plan 2045 (LRMTTP). This plan will define a group of projects to pursue in the urbanized area and throughout the county, prioritized through an analysis of measurable safety impacts. Specifically, the project will draw from all available data to analyze locations controlled by local jurisdictions and the state to identify those most in need of modification to reduce fatalities and serious injuries.

Responding to the high incidence of crashes resulting from distracted or impaired drivers, the project also includes an education function using locally produced public service announcements and social media outreach regarding distracted driving. The project will form the basis for creating a Vision Zero oversight

---

*23 CFR 450.326 - (d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.*




committee for continued work on these issues. The Vision Zero plan and related projects will be amended into the TIP once contracts are secured and executed.

In the TIP projects list beginning on page 27, projects with a specific focus on safety for system users are indicated with this symbol, SAFETY🎯, in the project description. These projects include bridge and culvert repair and reconstruction, improvements to street lighting, sidewalk and ADA ramp improvements and others. This group of projects also includes an illustrative project in Uptown Normal, for stages of the construction of a below-grade plaza with facilities for pedestrians and bicycle users, with free flow under the railroad at Uptown Station. This is a substantial investment in pedestrian and bicycle safety, will avoid a majority of the potential at-grade interactions with rail traffic, and will serve as the gateway to the Uptown 2.0 redevelopment area.

In 2018, MCRPC staff and the Technical Committee developed and approved a project prioritization process for use in evaluating **all projects eligible for inclusion in the TIP which employ any form of federal funding**. The evaluation forms are included in this section of the TIP, following the annual project list tables.

The prioritization evaluation is based on three aspects of each project; relationship to a focus area identified in the LRMTTP project components indicative of focus on key goals and strategies of the LRMTTP 2045, and project readiness within the framework of the five-year TIP timeline. A sample of the scoring sheet used is shown on page 4. This process is not required of IDOT District 5, as the District program is not subject to MPO review.

The form refers to another element of the evaluation, wherein the jurisdiction proposing the project identifies strategies and tasks within each focus area that are addressed by the project purpose and anticipated outcome. In this way each federally funded project can be tracked with the plan elements it is expected to affect. In addition, project impact can be considered in the context of the performance measures established for the goals, strategies and tasks.

		MCRPC Federally Funded Project Scoring Formula					Data	
This form required only for projects using Federal funding								
						Jurisdiction		
						Project ID #		
						in TIP FY:		
						Phase		
8 points per focus area		System Preservation	Mobility, Access & Choice	Health & Safety	Sustainable Transportation	Freight	scoring example	
Project Type/Focus Area			8	8			16	Focus Area total points (max. 40)
Project Components - 10 points per component								
Complete Streets	Complete Streets elements, including alt modes*					10		
Vision Zero	Advances Vision Zero and/or IDOT safety targets†					10		
Environmental Impact	Creates improved environmental sustainability							
Regional Significance	Has impact beyond its native jurisdiction							
Equity in Access	Addresses inequity in transportation system‡					10		
							30	Component total points (max. 50)
Type "readiness points" in the indicated green box according to which fiscal year in the 5-year program the project appears; 10 points for program year 1, 8 for year 2, 6 for year 3, 4 for year 4 and 2 for year 5.								
Project Readiness							10	Readiness points (max. 10)
							56	Project Total points (max. 100)
<p><b>On the next worksheet, labeled <b>StrategyMeasure</b>, enter the following information:</b></p> <p><b>1</b> For each focus area chosen, list the strategies and/or tasks related to that focus area that will be used in implementing the project.</p> <p><b>2</b> List the performance measures for each strategy, wherein data will be available to determine the degree of progress made on achieving the target resulting from the project.</p> <p><b>3</b> Keep in mind that the strategies should also be consistent with the project components you have identified as relevant to the project.</p>								
<p>* See LRMTF, strategy 2.2, pp.74 and following</p> <p>† See LRMTF, Chapter 5, §3, strategy 3.1, pp. 86 and following</p> <p>‡ See Equity portions of strategies and performance measures in LRMTF, Chapters 5 &amp; 6</p>								

Most TIP documents incorporate only those projects which use federal transportation funding, but the metropolitan transportation planning participants in our area elect to include all projects derived from their budget development processes, to provide the public with a complete picture of the levels of local, state and federal funding supporting the maintenance and improvement of the transportation network.

Project selection by the Illinois Department of Transportation is managed by the staff of IDOT District 5, which covers an area that includes several metropolitan planning organizations (MPOs) in addition to the McLean County Regional Planning Commission. At the District level, the state program for allocation of federal transportation funding is determined based on factors such as project readiness, matching funding and budget restrictions. Some federal and state funding is allocated through centrally administered IDOT grant programs, such as the Illinois Transportation Enhancement Program through which the state allocates federal funds for transportation alternatives, and the Downstate Operating Assistance program in which state funds are allocated to transit providers in small urban areas and rural regions.

#### MCRPC Planning Projects

In addition to the local government and IDOT projects listed beginning on page 27, MCRPC will be conducting planning studies in support of initiatives identified in the Long Range Metropolitan Transportation Plan adopted in November 2017. They include:

Vision Zero Action Plan	SPR-RSA	\$90,000
-------------------------	---------	----------

This project is designed to implement strategies for Goal 3 of the LRMTTP, specifically the implementation of the Vision Zero approach to crash, injury and fatality reduction, and to establish Technical Oversight and Advisory committees. The project is funded by the State Planning & Research program, which will provide \$72,000 of the total project cost.

Rural-Urban Access Study	RSA
--------------------------	-----

This project will be jointly pursued by MCRPC, Connect Transit and SHOW BUS. Using new spatial analysis tools, this project will examine rural-urban accessibility and potential points of system integration, data development and validation, and testing of the analysis process for use in the remaining Region 6 counties.

As indicated in the Environmental Assessment submitted to the Federal Highway Administration in 2017, and reflected in the LRMTTP, MCRPC will collect data provide reports on the status of locations identified in the EA as critical to taking further steps with respect to the East Side Highway project based on traffic volume, and other criteria. (see page 11).

## Managing Amendments and Administrative Modifications

### *Procedures*

Once adopted, the TIP requires ongoing maintenance as projects develop throughout the fiscal year. The TIP amendment process helps to balance the need to keep projects on schedule, while still providing fiscal constraint and a public input process. This section of the annual TIP establishes the procedures MCRPC staff and member agencies use in revising the MCRPC TIP.

The procedures described in this document for amending the multiyear TIP have been agreed upon by MCRPC member agencies through approval of the TIP document, and are consistent with federal transportation planning regulation and legislation. The procedures are meant to accommodate complex project changes or additions, as well as permitting a simplified procedure for smaller administrative changes. The process may be changed at the discretion of the Technical and Policy committees pursuant to applicable regulations.

### *Background*

Titles 23 and 49 of the United States Code require that every MPO produce a multi-year TIP that includes all projects which seek federal funding and other regionally significant transportation projects. The MCRPC TIP is updated annually and covers a five-year period. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will only approve projects and grants for projects that are programmed into the current approved TIP. During a given fiscal year, MCRPC staff may amend the current TIP document to include new projects not originally programmed into a fiscal year. These revisions must maintain year-to-year fiscal constraint for the five years of the TIP. The project added to the TIP by amendment must also be in conformity with the approved urbanized area Long Range Transportation Plan.

Federal Transportation Planning Regulations in Title 23 provide the MPO with the discretion to create and approve alternative procedures to more effectively manage actions on the TIP that may occur during a given fiscal year. The regulations require the approval of any alternative procedures developed by the MPO, and that these procedures are documented in the annual TIP. This document lists the procedures for the MCRPC urbanized area regulating TIP amendments and administrative modifications that will be used to revise the TIP in accordance with federal regulations. There are two primary types of changes that can be made to the TIP: Administrative Modifications and Amendments. The policies and procedures for each process are outlined below.

### Administrative Modification

An Administrative Modification is a TIP revision consisting of minor changes to project scope or phase costs, minor changes in project funding sources, minor changes to a project description, and the movement of an included project among fiscal years. An Administrative Modification is a revision that does not require public input, confirmation of fiscal constraint, or a formal approval by the Technical and Policy Committees. The following thresholds were established to determine whether an Administrative Modification is possible for a submitted TIP revision:

1. Modification of a TIP project description, as long as the modification does not significantly change the project's intended function, nature, costs or environmental impact.
2. TIP Project Year of Expenditure federal aid cost changes that do not cause a change in funds allocated by the participating federal agencies exceeding the following thresholds for the Total TIP Project Cost (which may not be the same as the total project cost). The chart below sets out the range of project costs and the percentage change in funding below which an administrative modification is appropriate.

Cost Change Limits	
Total TIP Project Cost	Percent Change in Total TIP Project Cost
\$0 - \$249,999	25%
\$250,000 - \$999,999	20%
\$1,000,000 - \$2,999,999	15%
\$3,000,000+	10% (capped at \$5 million)

3. Increases or decreases in federal or state funding or in local matches as long as the total cost meets the cost change limits.

4. Changes in federal project funding sources that do not alter the federal project cost.
5. Changes in state and local funding sources that do not alter the fiscal constraint of the project.
6. Moving a project from future years of the TIP to the current fiscal year, or vice versa, as long as the project was in the originally approved TIP or was included through the TIP amendment process.
7. A split or combination of individually listed projects; as long as cost, schedule, and scope remain unchanged. The addition or deletion of project phases from a TIP Project as long as the funding amounts for the new line items stay within the cost change limits and the new line item does not result in a significant change to the original intent of the TIP Project.<sup>2</sup>
8. Changes to the lead agency identified for a TIP Project or TIP Project Phase.
9. Additions, deletions, or corrections to projects listed in the Illustrative Table.
10. Data entry or typographical errors.

Any agency requesting an Administrative Modification to a TIP Project or project phase must submit a detailed description of the proposed changes to MCRPC staff including:

- A project/projects phase description
- Cost changes, including cost by agency if more than one agency is involved
- Fund type.

MPO-approved Administrative Modifications will be published online separately from TIP amendments. Staff will provide a summary of modifications made at the next Technical and Policy meetings following the administrative modification. Any Administrative Modifications will be forwarded to any agency involved with the modification and to IDOT.

## Amendments

A TIP Amendment refers to any major change to a TIP project. These may include the addition or deletion of a project, a major change in project cost, or a major change in design concept or project scope (e.g., changing project termini). The movement of a project from the Illustrative Table to a fiscal year in the TIP will

---

<sup>2</sup> If an approved TIP Project is listed without a right-of-way phase (ROW), and an incidental ROW need is discovered during the design phase, a ROW purchase can be authorized under either the design or construction phase without amending the TIP. "Incidental" ROW is the purchase of a minor parcel(s) (including utility relocation) that does not involve the taking of any environmentally sensitive land or residential/commercial structure.



require a TIP Amendment; however, changes to projects in the Illustrative Table will remain an Administrative Modification. A TIP Amendment requires a public meeting to confirm continued fiscal constraint and provide the public with the opportunity to provide input. The following changes will be considered grounds for a TIP Amendment:

1. Addition or deletion of a project (regardless of cost, except for project phases that are in accordance with the Administrative Modification thresholds).
2. Addition or deletion of a new project phase that is beyond the thresholds set for Administrative Modification.
3. Major changes to the project scope.
4. Major changes to the amount of federal aid funding for project costs exceeding the thresholds set for Administrative Modification.
5. Addition of a ROW phase that includes the taking of environmentally sensitive lands or residential/commercial structures.

Any agency requesting a TIP Amendment must submit a detailed description of the proposed changes to MCRPC staff including:

- A full project/projects phase description including termini or project location
- Cost changes, including costs by agency if more than one is involved
- Fund type
- Lead agency and any other agencies involved

TIP Amendments are subject to the approval of the MCRPC Technical and Policy Committees. During these meetings, the public will have the opportunity to comment on the proposed amendment(s). Once approved, the amendments will be forwarded to IDOT. As with Administrative Modifications, any TIP Amendment will be posted online under a separate heading for amendments.

On rare occasions a participating agency may discover that a pending project requires an amendment before the next scheduled transportation committee meetings. In these instances MCRPC staff will make every effort to accommodate these circumstances while adhering to the requirements of MPO procedures and the Illinois Open Meetings Act.

## Advance Construction Funding

The state may also take advantage of Advance Construction (AC), a cash flow tool (not additional funding) used by IDOT that allows the preservation of a project's federal eligibility and quickly obligate federal obligation limitation ceiling as

additional ceiling becomes available. Projects that are “ACed” (i.e., that employ the advance construction tool) are all eligible for federal reimbursement (after being converted) and are authorized by FHWA in the same manner as all federally funded projects. (Note – as in regular federally funded projects, no work may begin before FHWA authorizes the AC action on a project.) When a project is ACed, IDOT essentially fronts the funds and does not seek federal reimbursement until a later date (after conversion). If a locally sponsored project is ACed, the project sponsor does not notice any difference from a regular federally funded project.

Projects are ACed for a number of reasons:

- Insufficient Obligation Limitation. At the time project authorization is being sought from FHWA, there are more projects eligible for federal funding than the amount of obligation limitation IDOT has available;
- Insufficient Apportionment. At the time project authorization is being sought from FHWA, there are more projects eligible for a given federal fund type (NHPP, STP, etc.) than the amount of unobligated apportionments for that fund type;
- Discretionary Funds Allocation. On rare occasions a project is put on AC status when an allocation of funds from a discretionary program has not occurred, but it is certain will occur. In this case, the project remains in AC status only until the allocation occurs, generally a short amount of time.

Ordinarily, the first two events tend to happen closer to the end of the federal fiscal year. Essentially, individual projects are ACed because of timing issues.

Taking a project off AC status is commonly known as an AC Conversion. This requires a combination of obligation limitation, apportionment balances, and FHWA approval action to change the status of the project to regular federal funds. The request to convert funds can occur for a number of reasons:

- August Redistribution. Every year, the FHWA reallocates obligation limitation from those States that cannot use all of their ceiling to those that can demonstrate (a) that they can use additional ceiling and (b) that additional ceiling can be obligated before the end of the federal fiscal year. Having an inventory of projects on AC status allows the State to meet both conditions and capture additional federal funds.

- Road Fund Cash Flow. By law, all federal reimbursements to IDOT for spending are deposited into the Road Fund. If the available balance in the Road Fund fell to levels that would jeopardize the its ability to pay all of IDOT's bills on time, it would be possible—provided there is sufficient unobligated ceiling and program apportionments—to convert one or more projects from AC status, thereby capturing all of the federal reimbursement associated with spending to date on that project/those projects and placing that money in the Road Fund in a very short time frame. The key to making this work is to have projects on AC status.
- Subsequent Allocation of Discretionary Funds. As noted above, on rare occasions an allocation of funds from a discretionary program do not occur prior to the need to implement the project and the project is put on AC status by IDOT. In those cases, once the allocation has occurred, the project is converted to Current Funded status.

The Illinois Department of Transportation has instituted a process to identify projects using advance construction in their funding profile, and to track the use of the tool and the eventual conversion to regular federal funds. IDOT staff will provide notification of the advance construction funding status to metropolitan planning organizations such as the McLean County Regional Planning Commission. In turn, the MPOs will execute administrative modifications to the project information in the Transportation Improvement Program to reflect the change in status and the funding associated with the change.

In this TIP document, these changes and administrative modifications will be recorded and revised in Appendix Four; MPO participants will be advised of modifications by MCRPC staff, and revisions of Appendix Ten will be posted on the MCRPC website page for the current Transportation Improvement Program.

### East Side Highway Environmental Assessment East Side Highway Monitoring Plan

For the first time in a decade the Transportation Improvement Program does not include a funded project related to the East Side Highway. The Environmental Assessment conducted with respect to the project is complete and has been submitted to the Federal Highway Administration for review and decision. The Illinois Division of FHWA has advised that the project meets the criteria for “unusual circumstances,” allowing FHWA to render a NEPA decision on the Environmental Assessment, without a related project included in the MPO or Statewide TIP.

Beginning in FY 2018, MCRPC will carry out the continuing analysis of project status and community readiness described in the Monitoring Plan incorporated in the Environmental Assessment. MCRPC will prepare and distribute periodic reports regarding prevailing conditions in the urban area in connection with the East Side Highway. The costs associated with this work are incorporated in the MCRPC annual work program, and will continue indefinitely.

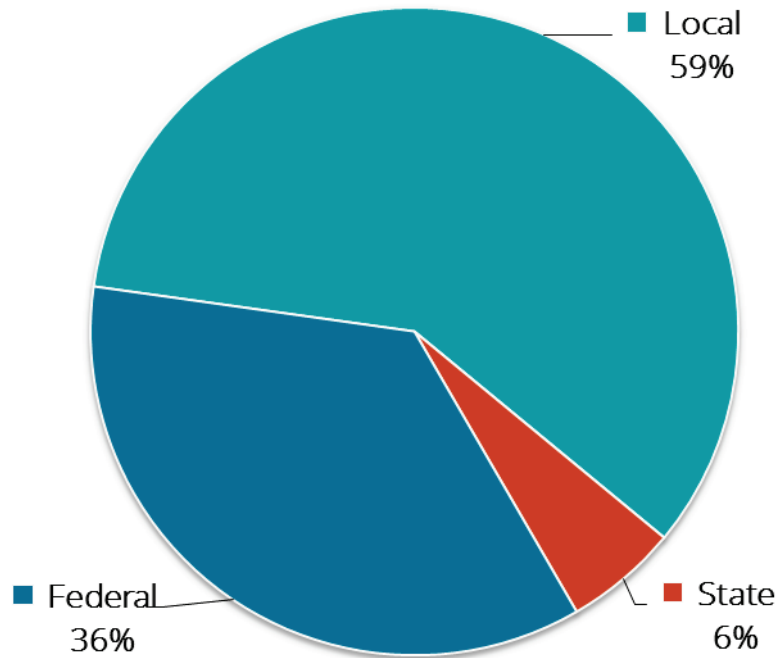
## Fund Detail by Year and Funding Source

## Fund Allocation for FY 2019 – 2023 Term

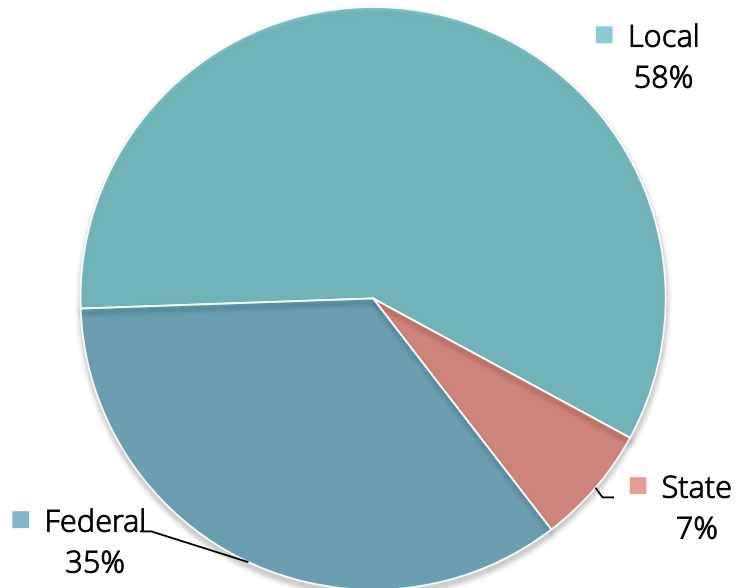
<b>LOCAL</b>		<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>5-year</b>
Bloomington Capital Improvement Fund	BCIF	\$3,088,718	\$2,301,104	\$2,310,615	\$2,310,615	\$2,310,616	\$12,321,668
Bloomington Motor Fuel Tax	BMFT	\$700,000	\$1,010,000	\$4,990,915	\$3,105,000	\$2,810,914	\$12,616,829
Bloomington Local Motor Fuel Tax	LMFT	\$2,388,717	\$2,401,105	\$629,701	\$2,410,616	\$879,701	\$8,709,840
Normal Capital Improvement Fund	NCIF	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$3,500,000
Normal Motor Fuel Tax	NMFT	\$661,700	\$1,462,130	\$1,016,700	\$2,365,225	\$1,155,000	\$6,660,755
Normal Capital Development	NCD	\$174,000	\$194,000	\$100,000	\$0	\$0	\$468,000
Normal Stormwater Fund	NSTWR	\$400,000	\$0	\$67,500	\$450,000	\$0	\$917,500
McLean County Motor Fuel Tax	MCMFT	\$1,300,000	\$0	\$400,000	\$750,000	\$750,000	\$3,200,000
McLean County	County	\$1,900,000	\$280,000	\$1,000,000	\$2,250,000	\$2,250,000	\$7,680,000
County Bridge Fund	Co. Bridge	\$0	\$650,000	\$0	\$0	\$0	\$650,000
Township	TNSHP	\$0	\$80,000	\$0	\$0	\$0	\$80,000
Private Prop. Owner Participation	PRIV PROP	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
	Local Total:	\$11,363,135	\$9,128,339	\$11,265,431	\$14,391,456	\$10,906,231	\$57,054,592
<b>STATE</b>							
State Match Funds	State	\$1,031,000	\$220,000	\$504,000	\$2,825,000	\$885,000	\$5,565,000
	State Total:	\$1,031,000	\$220,000	\$504,000	\$2,825,000	\$885,000	\$5,565,000
<b>FEDERAL</b>							
Surface Transportation (Urban)	STP-U	\$800,000	\$1,600,000	\$6,520,000	\$1,000,000	\$1,000,000	\$10,920,000
Surface Transportation (Rural)	STP-R	\$1,000,000	\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$4,000,000
National Highway Performance Program	NHPP	\$4,354,000	\$880,000	\$2,016,000	\$7,300,000	\$3,540,000	\$18,090,000
Bridge Replacement Program	BRP	\$0	\$640,000	\$0	\$0	\$0	\$640,000
	Federal Total:	\$6,154,000	\$4,120,000	\$8,536,000	\$9,300,000	\$5,540,000	\$33,650,000
	Annual Total:	\$18,548,135	\$13,468,339	\$20,305,431	\$26,516,456	\$17,331,231	\$96,269,592

## Road, Pedestrian and Bicycle Projects

5-Year Program Funding  
\$96,169,592



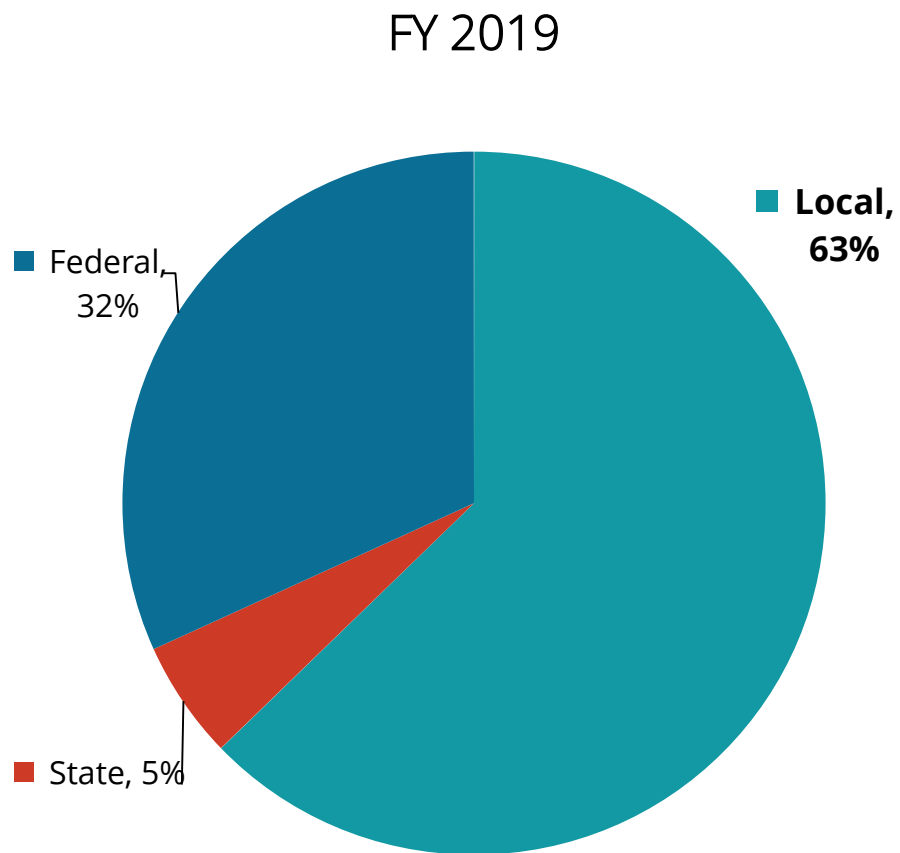
5-Year Program Funding  
including Illustrative Projects  
\$100,529,592



<b>LOCAL</b>		<b>2019</b>
Bloomington Capital Improvement Fund	BCIF	\$3,088,718
Bloomington Motor Fuel Tax	BMFT	\$700,000
Bloomington Local Motor Fuel Tax	LMFT	\$2,388,717
Normal Capital Improvement Fund	NCIF	\$700,000
Normal Motor Fuel Tax	NMFT	\$661,700
Normal Capital Development	NCD	\$174,000
Normal Stormwater Fund	NSTWR	\$400,000
McLean County Motor Fuel Tax	MCMFT	\$1,300,000
McLean County	County	\$1,900,000
County Bridge Fund	Co. Bridge	\$0
Township	TNSHP	\$0
Private Prop. Owner Participation	PRIV PROP	\$50,000
Local Total:		\$11,363,135
<b>STATE</b>		
State Match Funds	State	\$1,031,000
State Total:		\$1,031,000
<b>FEDERAL</b>		
Surface Transportation (Urban)	STP-U	\$800,000
Surface Transportation (Rural)	STP-R	\$1,000,000
National Highway Performance Program	NHPP	\$4,354,000
Bridge Replacement Program	BRP	\$0
Federal Total:		\$6,154,000
Annual Total:		<b>\$18,548,135</b>



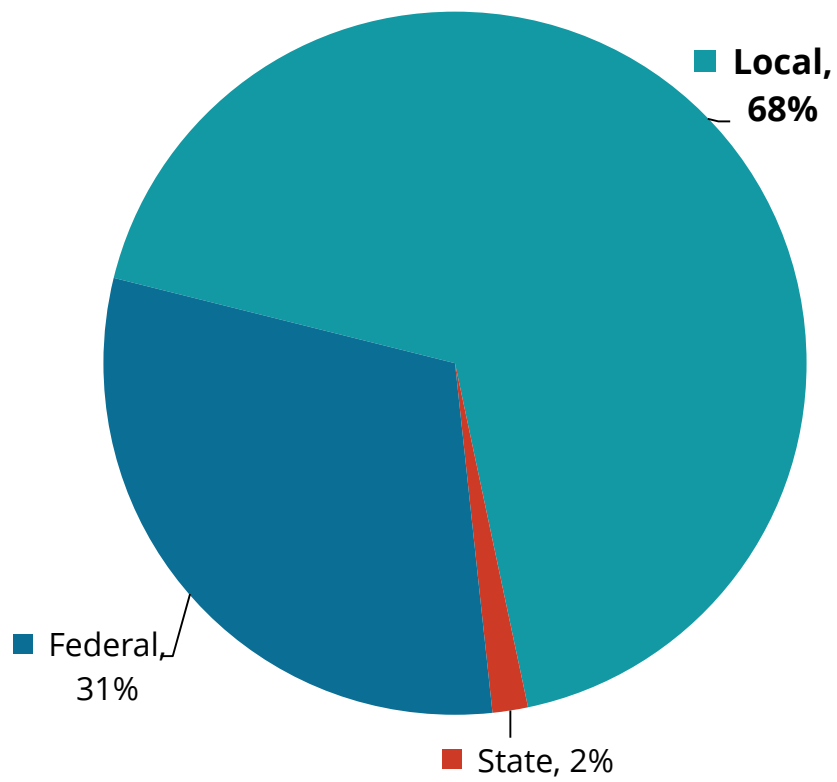
## Sources of Funding by Level of Government



<b>LOCAL</b>		<b>2020</b>
Bloomington Capital Improvement Fund	BCIF	\$2,301,104
Bloomington Motor Fuel Tax	BMFT	\$1,010,000
Bloomington Local Motor Fuel Tax	LMFT	\$2,401,105
Normal Capital Improvement Fund	NCIF	\$700,000
Normal Motor Fuel Tax	NMFT	\$1,462,130
Normal Capital Development	NCD	\$194,000
Normal Stormwater Fund	NSTWR	\$0
McLean County Motor Fuel Tax	MCMFT	\$0
McLean County	County	\$280,000
County Bridge Fund	Co. Bridge	\$650,000
Township	TNSHP	\$80,000
Private Prop. Owner Participation	PRIV PROP	\$50,000
Local Total:		\$9,128,339
<b>STATE</b>		
State Match Funds	State	\$220,000
State Total:		\$220,000
<b>FEDERAL</b>		
Surface Transportation (Urban)	STP-U	\$1,600,000
Surface Transportation (Rural)	STP-R	\$1,000,000
National Highway Performance Program	NHPP	\$880,000
Bridge Replacement Program	BRP	\$640,000
Federal Total:		\$4,120,000
Annual Total:		<b>\$13,468,339</b>

## Sources of Funding by Level of Government

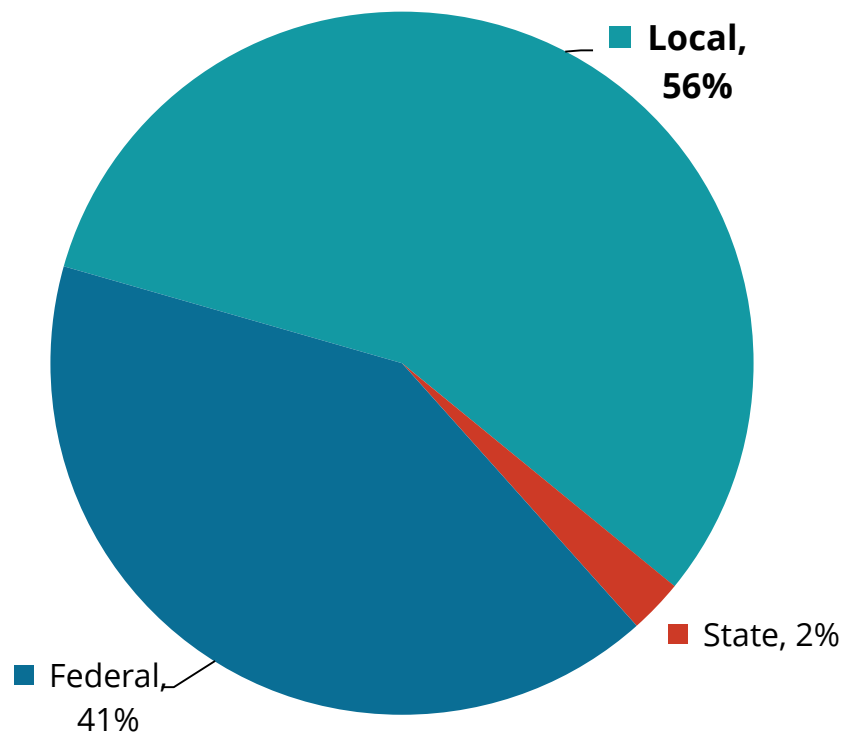
FY 2020



<b><u>LOCAL</u></b>		<b>2021</b>
Bloomington Capital Improvement Fund	BCIF	\$2,310,615
Bloomington Motor Fuel Tax	BMFT	\$4,990,915
Bloomington Local Motor Fuel Tax	LMFT	\$629,701
Normal Capital Improvement Fund	NCIF	\$700,000
Normal Motor Fuel Tax	NMFT	\$1,016,700
Normal Capital Development	NCD	\$100,000
Normal Stormwater Fund	NSTWR	\$67,500
McLean County Motor Fuel Tax	MCMFT	\$400,000
McLean County	County	\$1,000,000
County Bridge Fund	Co. Bridge	\$0
Township	TNSHP	\$0
Private Prop. Owner Participation	PRIV PROP	\$50,000
Local Total:		\$11,265,431
<b><u>STATE</u></b>		
State Match Funds	State	\$504,000
State Total:		\$504,000
<b><u>FEDERAL</u></b>		
Surface Transportation (Urban)	STP-U	\$6,520,000
Surface Transportation (Rural)	STP-R	\$0
National Highway Performance Program	NHPP	\$2,016,000
Bridge Replacement Program	BRP	\$0
Federal Total:		\$8,536,000
Annual Total:		<b>\$20,305,431</b>

## Sources of Funding by Level of Government

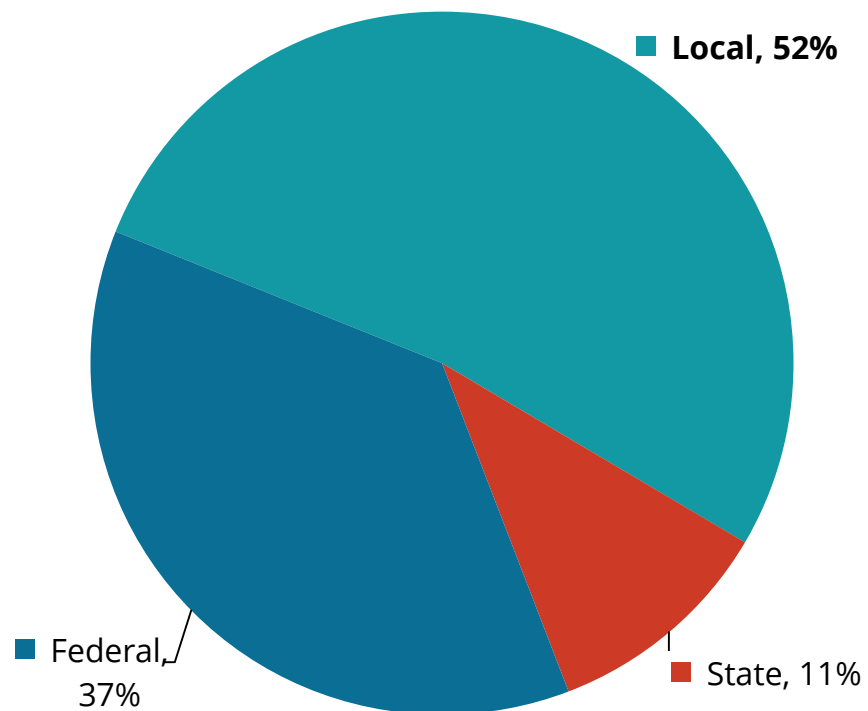
FY 2021



<b>LOCAL</b>		<b>2022</b>
Bloomington Capital Improvement Fund	BCIF	\$2,310,615
Bloomington Motor Fuel Tax	BMFT	\$3,105,000
Bloomington Local Motor Fuel Tax	LMFT	\$2,410,616
Normal Capital Improvement Fund	NCIF	\$700,000
Normal Motor Fuel Tax	NMFT	\$2,365,225
Normal Capital Development	NCD	\$0
Normal Stormwater Fund	NSTWR	\$450,000
McLean County Motor Fuel Tax	MCMFT	\$750,000
McLean County	County	\$2,250,000
County Bridge Fund	Co. Bridge	\$0
Township	TNSHP	\$0
Private Prop. Owner Participation	PRIV PROP	\$50,000
Local Total:		\$14,391,456
<b>STATE</b>		
State Match Funds	State	\$2,825,000
State Total:		\$2,825,000
<b>FEDERAL</b>		
Surface Transportation (Urban)	STP-U	\$1,000,000
Surface Transportation (Rural)	STP-R	\$1,000,000
National Highway Performance Program	NHPP	\$7,300,000
Bridge Replacement Program	BRP	\$0
Federal Total:		\$9,300,000
Annual Total:		<b>\$26,516,456</b>

## Sources of Funding by Level of Government

FY 2022

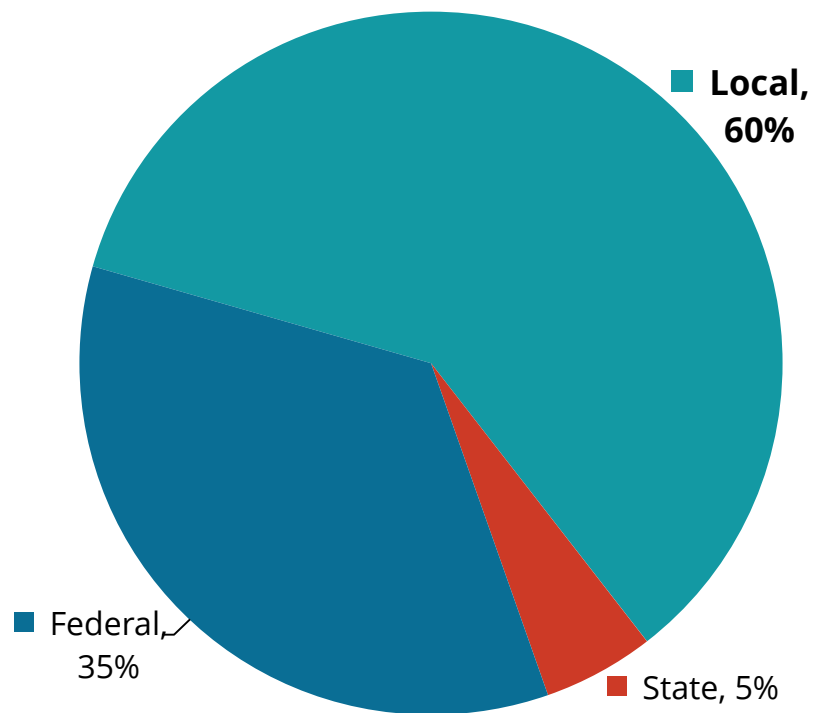


<b>LOCAL</b>		<b>2023</b>
Bloomington Capital Improvement Fund	BCIF	\$2,310,616
Bloomington Motor Fuel Tax	BMFT	\$2,810,914
Bloomington Local Motor Fuel Tax	LMFT	\$879,701
Normal Capital Improvement Fund	NCIF	\$700,000
Normal Motor Fuel Tax	NMFT	\$1,155,000
Normal Capital Development	NCD	\$0
Normal Stormwater Fund	NSTWR	\$0
McLean County Motor Fuel Tax	MCMFT	\$750,000
McLean County	County	\$2,250,000
County Bridge Fund	Co. Bridge	\$0
Township	TNSHP	\$0
Private Prop. Owner Participation	PRIV PROP	\$50,000
Local Total:		\$10,906,231
<b>STATE</b>		
State Match Funds	State	\$885,000
State Total:		\$885,000
<b>FEDERAL</b>		
Surface Transportation (Urban)	STP-U	\$1,000,000
Surface Transportation (Rural)	STP-R	\$1,000,000
National Highway Performance Program	NHPP	\$3,540,000
Bridge Replacement Program	BRP	\$0
Federal Total:		\$5,540,000
Annual Total:		<b>\$17,331,231</b>



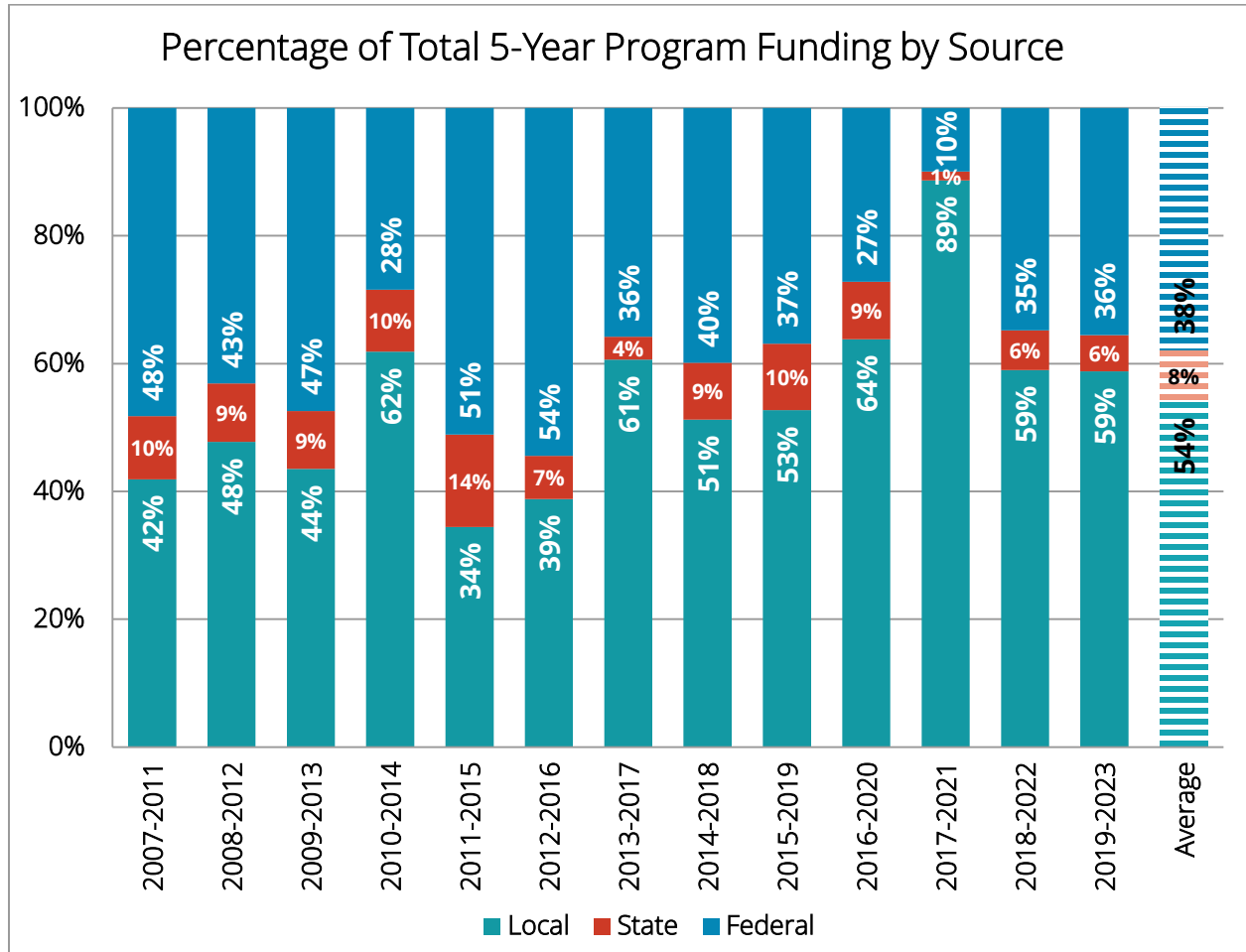
## Sources of Funding by Level of Government

FY 2023



This page intentionally left blank.

## Total Program Funding Year-to-Year Allocation by Source



This page intentionally left blank.

TRANSPORTATION IMPROVEMENT PROGRAM FY 2019 – 2023 ROAD, PEDESTRIAN AND BICYCLE PROJECTS

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
						2019						
						City of Bloomington						
B-03-09	50-01-42063-94-01	B	Hamilton Road	Bunn Street	Commerce Drive	Street Improvements Phase II Design	E	\$1,000,000	\$200,000	\$0	\$800,000	800,000 - STU, 200,000 - BMFT
B-19-01	50-13-53002-19-00	B	City wide			Sidewalk and Ramp Improvements SAFETY🚶	C	\$1,099,602	\$1,099,602	\$0	\$0	1,049,602 - LMFT & BCIF, \$50,000 Priv Prop
B-19-00	50-01-53001-19-00	B	City wide			General Resurfacing of Various City Streets	C	\$3,527,833	\$3,527,833	\$0	\$0	3,527,833 - LMFT & BCIF
B-19-05	50-01-53183-19-00	B	City wide			Pavement Preservation	C	\$100,000	\$100,000	\$0	\$0	100,000 - LMFT
B-19-06	19-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance SAFETY🚶	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
B-18-07	50-01-12184-13-00	B	Lutz Road	Morris Ave	Luther Oaks Entrance	Reconstruct as 2 lane hybrid section	C	\$800,000	\$800,000	\$0	\$0	800,000 - BCIF
						2019						
						McLean County						
	14-00024-06-RS	C	Bellflower-Saybrook Road (CH 5)	IL Route 54	Lincoln St. in Saybrook	Resurfacing	C	\$2,000,000	\$1,000,000		\$1,000,000	1,000,000 County Matching; 1,000,000 STR
	18-00001-06-BT	C	Route 66 Bike Trail	Funk's Grove	McLean	Phase II	C, B, N	\$250,000	\$50,000		\$200,000	80% ITEP, 20% Route 66 Consortium
		C	Covell Road (CH43)	Stringtown Road	IL Route 9	Resurfacing	C	\$1,100,000	\$1,100,000			800,000 County MFT 300,000 County Matching
		C	Stringtown Road	825 East Road	Route 66	Resurfacing	C	\$1,100,000	\$1,100,000			500,000 County MFT 600,000 County Matching
						2019						
						Town of Normal						
			Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing SAFETY🚶	E	\$950,000	\$950,000		\$0	950 ,000-NCIF

TRANSPORTATION IMPROVEMENT PROGRAM FY 2019 – 2023 ROAD, PEDESTRIAN AND BICYCLE PROJECTS

N-07-06		N	Various			Resurfacing of various city streets	C	\$774,000	\$774,000	\$0	\$0	400,000 - NMFT; 200,000-NCIF; 174,000-CD
		N	Glenn Ave Bridge			Replace existing structure SAFETY🎯	E	\$600,000	\$600,000	\$0	\$0	200,000 - NMFT; 400,000 - NSTWR
N-03-1828		N	Towanda Avenue	Raab Road		Traffic signal installation	E	\$61,700	\$61,700			61,700 - NMFT
N Various						Concrete Street Rehabilitation	E,C	\$500,000	\$500,000	\$0	\$0	500,000-NCIF
						2019						
						IDOT District 5						
A168		S	I-55B / Veterans Parkway	At IL 9 in Bloomington		P.E. (Feasibility Study)		\$500,000		\$100,000	\$400,000	NHPP-State / State Match
J043		S	IL 9 / US 150	E of I-74 to Royal Pointe Dr in Bloomington & Locust St to Towanda Ave in Bloomington		P.E. (Phase I)		\$350,000		\$70,000	\$280,000	NHPP - State / State Match
D082-3		S	I-55B (Veterans Parkway) and IL 9	0.1 MI N of E Washington St to Clearwater Ave and Service Dr (E of Veterans Prkwy) to E of Prospect Rd		Resurfacing (3P) / ADA Improvements		\$3,075,000		\$615,000	\$2,460,000	NHPP-State / State Match
H669		S	US 51 Bus	Over NW RR in Bloomington		Thin Concrete Overlay / Bridge Repair		\$1,000,000		\$200,000	\$800,000	NHPP-State / State Match
HSIP 2018-3		S	Various routes in McLean, DeWitt, and Vermilion Counties	2 Locations on Old Rte 66 near Shirley part of a \$2,000,000 project		Guardrail		\$20,000		\$2,000	\$18,000	HSIP Safety-State / Restrict State Match

2019	Unconstrained Preliminary Total	\$19,308,135	\$12,363,135	\$987,000	\$5,958,000
	Fiscally Constrained Cost	\$18,108,135	\$11,363,135	\$987,000	\$5,758,000
	% of Total by Jurisdiction		63%	5%	32%
	Total	Total	Local	State	Federal
	Projects with Federal Funds	\$7,945,000	\$1,200,000	\$987,000	\$5,758,000
	% of Total by Jurisdiction		15%	12%	72%
	Total	Total	Local	State	Federal
	Illustrative Projects Estimated Cost	\$1,200,000	\$1,000,000	\$0	\$200,000
	% of Total by Jurisdiction		83%	0%	17%

TRANSPORTATION IMPROVEMENT PROGRAM FY 2019 – 2023 ROAD, PEDESTRIAN AND BICYCLE PROJECTS

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
						2020						
						City of Bloomington						
B-03-09	50-01-42063-94-01	B	Hamilton Road	Bunn Street	Commerce Drive	Street Improvements Construction SAFETY🚦	ROW	\$2,000,000	\$400,000	\$0	\$1,600,000	1,600,000 - STU, 400,000 - BMFT
B-15-01	50-02-33073-13-00	B	Hershey Road	Fort Jesse Road		Traffic signal installation	E	\$55,000	\$55,000	\$0	\$0	55,000 - BMFT
B-15-02	50-02-33074-13-00	B	Airport Road	Fort Jesse Road		Traffic signal installation	E	\$55,000	\$55,000	\$0	\$0	55,000 - BMFT
B-20-01	50-13-53002-20-00	B	City wide			Sidewalk and Ramp Improvements SAFETY🚦	C	\$1,094,250	\$1,094,250	\$0	\$0	1,044,250 - LMFT & BCIF, \$50,000 Priv Prop
B-20-00	50-01-53001-20-00	B	City wide			General Resurfacing of Various City Streets	C	\$3,557,959	\$3,557,959	\$0	\$0	3,557,959 - LMFT & BCIF
B-20-05	50-01-53183-20-00	B	City wide			Pavement Preservation	C	\$100,000	\$100,000	\$0	\$0	100,000 - LMFT
B-20-06	20-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance SAFETY🚦	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
						2020						
						McLean County						
MC-2	10-11127-00-BR	T	Dale Township Bridge	0.20 North of 1200 North		Bridge Replacement	C	\$800,000	\$160,000		\$640,000	BRP Funds, 10% County, 10% Twp
MC-3	15-00027-06-RS	C	Towanda East	Towanda (CH 29)	2300 East	Resurfacing	C	\$1,200,000	\$200,000		\$1,000,000	200,000 County Matching; 1,000,000 STR
	20-00001-07-BT	C	Route 66 Bike Trail	2.5 miles north of Towanda	Lexington	Phase I & II	C,B,N	\$500,000	\$100,000		\$400,000	80% ITEP, 20% Route 66 Consortium
		C	Pipeline Road Box Culvert (CH 31)	.10 Mile North of 1900 North		Replace Box Culvert	C	\$650,000	\$650,000			County Bridge
						2020						
						Town of Normal						

TRANSPORTATION IMPROVEMENT PROGRAM FY 2019 – 2023 ROAD, PEDESTRIAN AND BICYCLE PROJECTS

			Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing	E	\$950,000	\$950,000		\$0	950,000-NCIF
N-07-06		N	Various			Resurfacing of various city streets	C	\$794,000	\$794,000	\$0	\$0	400,000 - NMFT; 200,000-NCIF; 194,000-CD
N-03-1828		N	Towanda Avenue	Raab Road		Traffic signal installation w/turn lanes	E	\$62,130	\$62,130			62,130 - NMFT
		N	Glenn Ave Bridge			Replace existing structure	C	\$1,000,000	\$1,000,000	\$0	\$0	1,000,000 - NMFT
N Various						Concrete Street Rehabilitation	E,C	\$500,000	\$500,000	\$0	\$0	500,000-NCIF
						2020						
						IDOT District 5						
A168		S	I-55B / Veterans Parkway	At IL 9 in Bloomington		P.E. (Feasibility Study)		\$600,000		\$120,000	\$480,000	NHPP-State / State Match
J043		S	US 150 / IL 9 (Market St, Locust St, Empire St, & Lee St)	E of I-74 to Royal Pointe Dr in Bloomington and Locust St to Towanda Ave in Bloomington		P.E. (Phase II)		\$500,000		\$100,000	\$400,000	NHPP-State / State Match

2020	Unconstrained Preliminary Total	\$14,918,339	\$10,178,339	\$220,000	\$4,520,000
	Fiscally Constrained Cost	\$13,468,339	\$9,128,339	\$220,000	\$4,120,000
	% of Total by Jurisdiction		68%	2%	31%
	Total	Local	State	Federal	
	Projects with Federal Funds	\$5,100,000	\$760,000	\$220,000	\$4,120,000
	% of Total by Jurisdiction		15%	4%	81%
	Total	Local	State	Federal	
	Illustrative Projects Estimated Cost	\$1,450,000	\$1,050,000	\$0	\$400,000
	% of Total by Jurisdiction		72%	0%	28%







Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
						2021						
						City of Bloomington						
B-03-09	50-01-42063-94-01	B	Hamilton Road	Bunn Street	Commerce Drive	Street Improvements Construction SAFETY🚫	C	\$7,400,000	\$1,480,000	\$0	\$5,920,000	5,920,000 - STU, 1,480,000 - BMFT
B-15-01	50-02-33073-13-00	B	Hershey Road	Fort Jesse Road		Traffic signal installation	C	\$425,000	\$425,000	\$0	\$0	425,000 - BMFT
B-15-02	50-02-33074-13-00	B	Airport Road	Fort Jesse Road		Traffic signal installation	C	\$450,000	\$450,000	\$0	\$0	450,000 - BMFT
B-15-03		J	Jersey Avenue Bridge	over Sugar Creek		Reconstruct bridge SAFETY🚫	E	\$300,000	\$300,000	\$0	\$0	300,000 - BMFT
B-21-00	50-01-53001-21-00	B	City wide			General Resurfacing of Various City Streets	C	\$3,561,829	\$3,561,829	\$0	\$0	3,561,829 - LMFT & BCIF
B-21-01	50-13-53002-21-00	B	City wide			Sidewalk and Ramp Improvements SAFETY🚫	C	\$1,109,402	\$1,109,402	\$0	\$0	1,059,402 - LMFT & BCIF, \$50,000 Priv Prop
B-21-02	50-01-53183-21-00	B	City wide			Pavement Preservation	C	\$100,000	\$100,000	\$0	\$0	100,000 - LMFT
B-21-03		B	Streid Drive	Ireland Grove Rd		Traffic signal installation	E	\$55,000	\$55,000	\$0	\$0	55,000 - BMFT
B-21-04	21-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance SAFETY🚫	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
						2021						
						McLean County						
MC-4		C	Ropp Road	White Oak Road	Ziebarth Road	Cold in Place Recycling Project	C	\$1,200,000	\$800,000		\$400,000	600,000 County; 600,000 STU
		C	Gillum Road	Prochnow Bridge	Route 150	Resurfacing	C	\$800,000	\$800,000			400,000 Matching, 400,000 MFT
						2021						
						Town of Normal						
			Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing 🚫SAFETY	E,C	\$400,000	\$400,000		\$0	400,000-NCIF

TRANSPORTATION IMPROVEMENT PROGRAM FY 2019 – 2023 ROAD, PEDESTRIAN AND BICYCLE PROJECTS

N-07-06		N	Various			Resurfacing of various city streets	C	\$700,000	\$700,000			400,000 - NMFT; 200,000-NCIF; 100,000 - CD
N-03-1828		N	Towanda Avenue	Raab Road		Traffic signal installation w/turn lanes	E	\$414,200	\$414,200			414,200 - NMFT
		N	Franklin Ave Bridge			Replace existing structure SAFETY🎯	E	\$270,000	\$270,000			202,500 - NMFT; 67,500 - NSTWR
		N	Various			Concrete Street Rehabilitation	E,C	\$500,000	\$500,000			500,000-NCIF
						2021						
						IDOT District 5						
A166			IL 9 / US 150 (Lee St and Empire St)	Locust Street	Towanda Ave in Bloomington	Resurfacing (3P) / ADA Improvements		\$2,520,000		\$504,000	\$2,016,000	NHPP - State / State Match

2021	Unconstrained Preliminary Total	\$20,705,431	\$11,865,431	\$504,000	\$8,336,000
	Fiscally Constrained Cost	\$20,305,431	\$11,465,431	\$504,000	\$8,336,000
	% of Total by Jurisdiction		43%	2%	41%
	Total		Local	State	Federal
	Projects with Federal Funds	\$11,120,000	\$2,280,000	\$504,000	\$8,336,000
	% of Total by Jurisdiction		21%	5%	75%
	Total		Local	State	Federal
	Illustrative Projects Estimated Cost	\$400,000	\$400,000	\$0	\$0
	% of Total by Jurisdiction		100%	0%	0%

TRANSPORTATION IMPROVEMENT PROGRAM FY 2019 – 2023 ROAD, PEDESTRIAN AND BICYCLE PROJECTS

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
						2022						
						City of Bloomington						
B-15-03		J	Jersey Avenue Bridge	over Sugar Creek		Reconstruct bridge  SAFETY 	C	\$1,630,000	\$1,630,000	\$0	\$0	1,630,000 - BMFT
B-16-06		B	Empire Street (IL 9)	Harvest Pointe Blvd		Construct EB Left Turn Lane	E, C	\$475,000	\$475,000	\$0	\$0	475,000 - BMFT
B-22-00	50-01-53001-22-00	B	City wide			General Resurfacing of Various City Streets	C	\$3,561,829	\$3,561,829	\$0	\$0	3,561,829 - LMFT & BCIF
B-22-01	50-13-53002-22-00	B	City wide			Sidewalk and Ramp Improvements 	C	\$1,109,402	\$1,109,402	\$0	\$0	1,059,402 - LMFT & BCIF, \$50,000 Priv Prop
B-22-02	50-01-53183-22-00	B	City wide			Pavement Preservation	C	\$100,000	\$100,000	\$0	\$0	100,000 - LMFT
B-21-03		B	Streid Drive	Ireland Grove Rd		Traffic signal installation	C	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
B-22-04	22-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance 	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
						2022						
						McLean County						
MC-5	13-00160-00-RS	C	Townline Road (Section V) (CH 24)	Tazewell County Line	IL Route 9	Resurfacing	C	\$1,250,000	\$250,000		\$1,000,000	250,000 County Matching; 1,000,000 - STR
MC-6		C	White Oak Road (Old 150)	Empire St.	Route 150	Resurfacing	C	\$2,500,000	\$1,000,000		\$1,500,000	1,000,000 STU; 1,500,000 Matching
		C	Route 66 Bike Trail	Funk's Grove	McLean	Phase II	C, B, N	\$250,000	\$50,000		\$200,000	80% ITEP, 20% Route 66 Consortium
		C	Linden St.	Northtown Road	Hudson	Resurfacing	C	\$1,250,000	\$1,250,000			750,000 County MFT 500,000 County Matching

TRANSPORTATION IMPROVEMENT PROGRAM FY 2019 – 2023 ROAD, PEDESTRIAN AND BICYCLE PROJECTS

						2022						
						Town of Normal						
			Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing SAFETY🎯	C	\$1,250,000	\$0	\$1,250,000	\$0	0-NCIF, 1,250,000 GCPF (ICC)
N-07-06		N	Various			Resurfacing of various city streets	C	\$600,000	\$600,000			400,000 - NMFT; 200,000-NCIF
		N	Franklin Ave Bridge			Replace existing structure SAFETY🎯	E	\$1,300,000	\$1,300,000			850,000 - NMFT; 450,000 - NSTWR
		N	Vernon St. Culvert			Replace Deck SAFETY🎯	E,C	\$331,225	\$331,225			331,225 - NMFT
		N	Gregory St. Culvert			Replace Deck SAFETY🎯	E,C	\$529,000	\$529,000			529,000 - NMFT
		N	Towanda Avenue	Raab Road	I-55	Reconstruct to 2-lane urban section	E	\$255,000	\$255,000			255,000 - NMFT
		N	Various			Concrete Street Rehabilitation	E,C	\$500,000	\$500,000			500,000-NCIF
						2022						
						IDOT District 5						
Y089		S	US 150 (Clinton St and Oaklan Ave)	Empire St to Oakland Ave and Clinton St to Hanna St in Bloomington		P.E. (Phase I)		\$1,000,000		\$1,000,000		State Only
J043		S	IL 9 / US 150 (Market St, Locust St, Empire St)	E of I-74	Royal Pointe Dr in Bloomington	Resurfacing (3P) / ADA Improvements		\$6,350,000		\$1,270,000	\$5,080,000	NHPP-State / State Match
K030		S	US 51 Bus	Division St	Empire St in Bloomington	Reconstruction		\$2,775,000		\$555,000	\$2,220,000	NHPP-State / State Match

2022	Unconstrained Preliminary Total	\$28,016,456	\$13,941,456	\$4,075,000	\$10,000,000
	Fiscally Constrained Cost	\$26,516,456	\$13,891,456	\$2,825,000	\$9,800,000
	% of Total by Jurisdiction		52%	11%	37%
	Total		Local	State	Federal
	Projects with Federal Funds	\$12,875,000	\$1,250,000	\$1,825,000	\$9,800,000
	% of Total by Jurisdiction		10%	14%	76%
	Total		Local	State	Federal
	Illustrative Projects Estimated Cost	\$1,500,000	\$50,000	\$1,250,000	\$200,000
	% of Total by Jurisdiction		3%	83%	13%

TRANSPORTATION IMPROVEMENT PROGRAM FY 2019 – 2023 ROAD, PEDESTRIAN AND BICYCLE PROJECTS

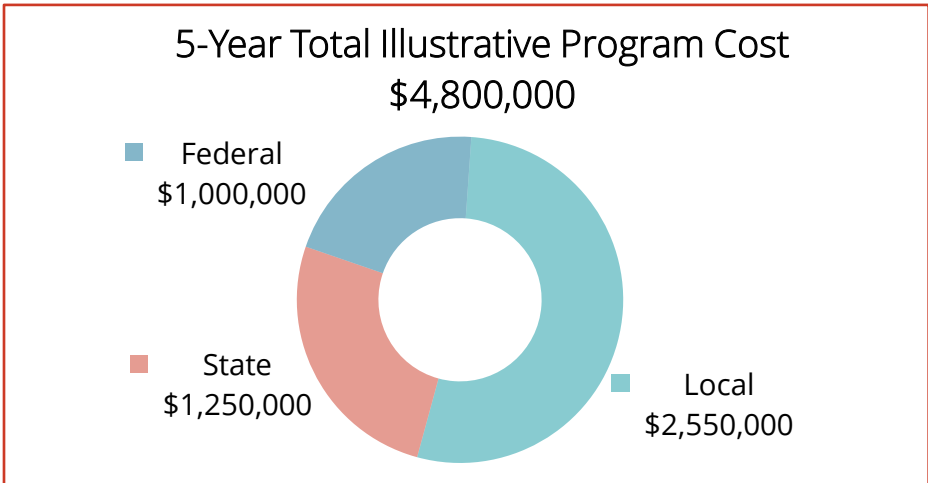
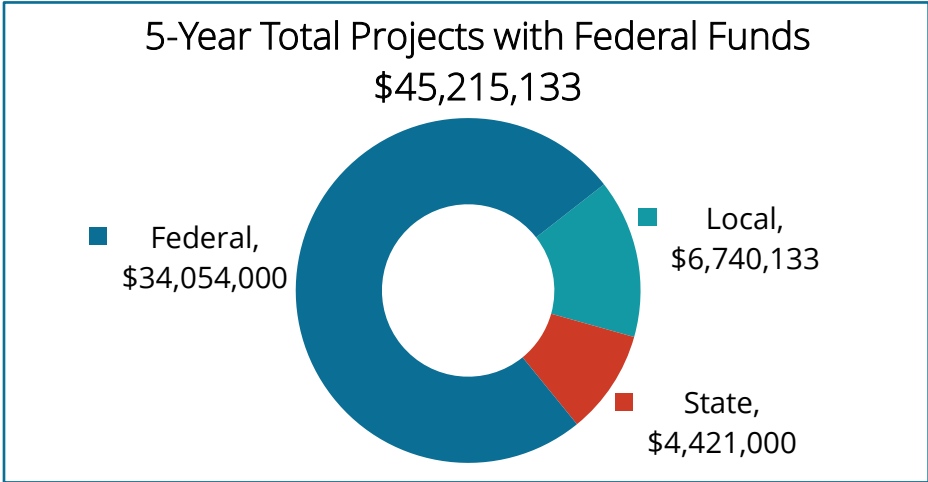
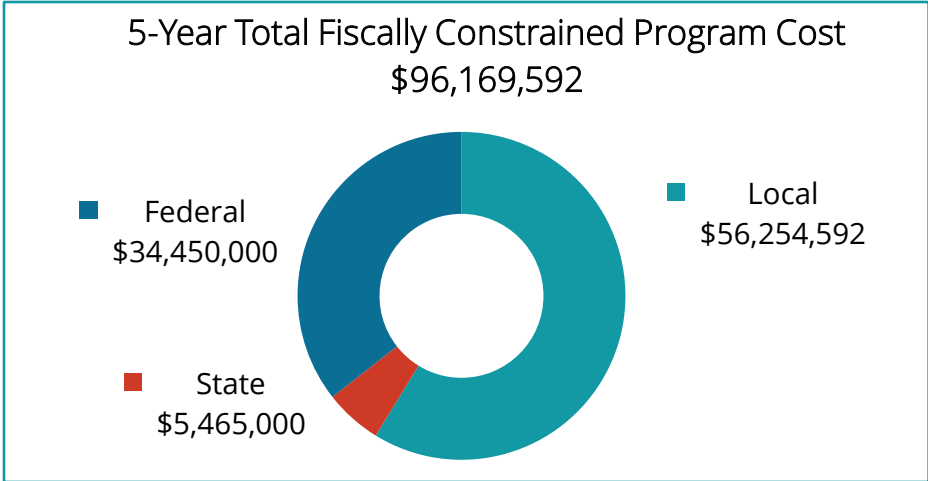
Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
						2023						
						City of Bloomington						
B-16-06		B	Empire Street (IL 9)	Harvest Pointe Blvd		Construct EB Left Turn Lane	E, C	\$475,000	\$475,000	\$0	\$0	475,000 - BMFT
B-23-00	50-01-53001-23-00	B	City wide			General Resurfacing of Various City Streets	C	\$3,561,829	\$3,561,829	\$0	\$0	3,561,829 - LMFT & BCIF
B-23-01	50-13-53002-23-00	B	City wide			Sidewalk and Ramp Improvements SAFETY🚧	C	\$1,109,402	\$1,109,402	\$0	\$0	1,059,402 - LMFT & BCIF, \$50,000 Priv Prop
B-23-02	50-01-53183-23-00	B	City wide			Pavement Preservation	C	\$350,000	\$350,000	\$0	\$0	350,000 - LMFT
B-23-04	23-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance SAFETY🚧	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
B-23-05		B	Empire Street (IL 9)	Fire Station #3		Traffic signal design	E	\$55,000	\$55,000	\$0	\$0	55,000 - BMFT
						2023						
						McLean County						
MC-5	13-00160-00-RS	C	Townline Road (Section V) (CH 24)	Tazewell County Line	IL Route 9	Resurfacing	C	\$1,250,000	\$250,000		\$1,000,000	250,000 County Matching; 1,000,000 - STR
MC-6		C	White Oak Road (Old 150)	Empire St.	Route 150	Resurfacing	C	\$2,500,000	\$1,000,000		\$1,500,000	1,000,000 STU; 1,500,000 Matching
		C	Route 66 Bike Trail	Funk's Grove	McLean	Phase II	C, B, N	\$250,000	\$50,000		\$200,000	80% ITEP, 20% Route 66 Consortium
		C	Linden St.	Northtown Road	Hudson	Resurfacing	C	\$1,250,000	\$1,250,000			750,000 County MFT 500,000 County Matching
						2023						
						Town of Normal						
			Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing SAFETY🚧	C	\$0	\$0	\$0	\$0	0-NCIF
			Towanda Avenue	Raab Road	I-55	Reconstruct to 2-lane urban section w/turn lane SAFETY🚧	E	\$255,000	\$255,000			255,000- NMFT

Projects highlighted in BLUE use federal funds; ORANGE are illustrative in 2019-2023 TIP; GREEN are amendments

TRANSPORTATION IMPROVEMENT PROGRAM FY 2019 – 2023 ROAD, PEDESTRIAN AND BICYCLE PROJECTS

		N	Various			Resurfacing of various city streets	C	\$600,000	\$600,000			400,000 - NMFT; 200,000-NCIF
		N	Franklin Ave Bridge			Replace existing structure SAFETY🎯	E	\$500,000	\$500,000			500,000 - NMFT
		N	Various			Concrete Street Rehabilitation	E,C	\$500,000	\$500,000			500,000-NCIF
						2023						
						IDOT District 5						
D082-2		S	I-55B (Veterans Parkway)	Clearwater Ave	Old Rte 66	Resurfacing (3P) / ADA Improvements		\$4,425,000		\$885,000	\$3,540,000	NHPP-State / State Match

2023	Unconstrained Preliminary Total	\$17,581,231	\$10,456,231	\$885,000	\$6,240,000
	Fiscally Constrained Cost Total	\$17,331,231	\$10,406,231	\$885,000	\$6,040,000
	% of Total by Jurisdiction		60%	5%	35%
		Total	Local	State	Federal
	Projects with Federal Funds	\$8,175,000	\$1,250,000	\$885,000	\$6,040,000
	% of Total by Jurisdiction		15%	11%	74%
		Total	Local	State	Federal
	Illustrative Projects Estimated Cost	\$250,000	\$50,000	\$0	\$200,000
	% of Total by Jurisdiction		20%	0%	80%



This page intentionally left blank.

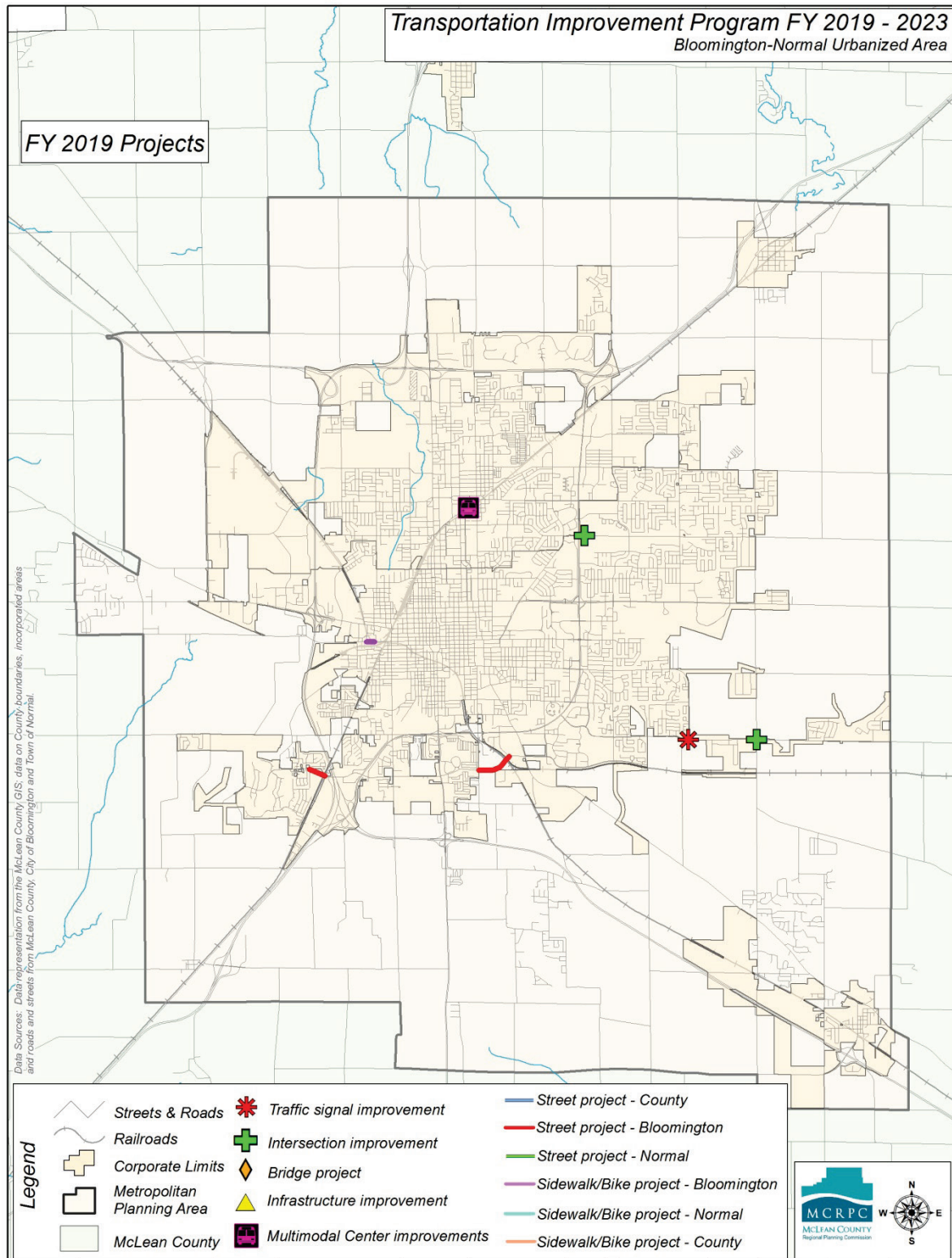


## Maps

Map 1	Projects in FY 2019
Map 2	Projects in FY 2020
Map 3	Projects in FY 2021
Map 4	Projects in FY 2022
Map 5	Projects in FY 2023
Map 6	State Projects

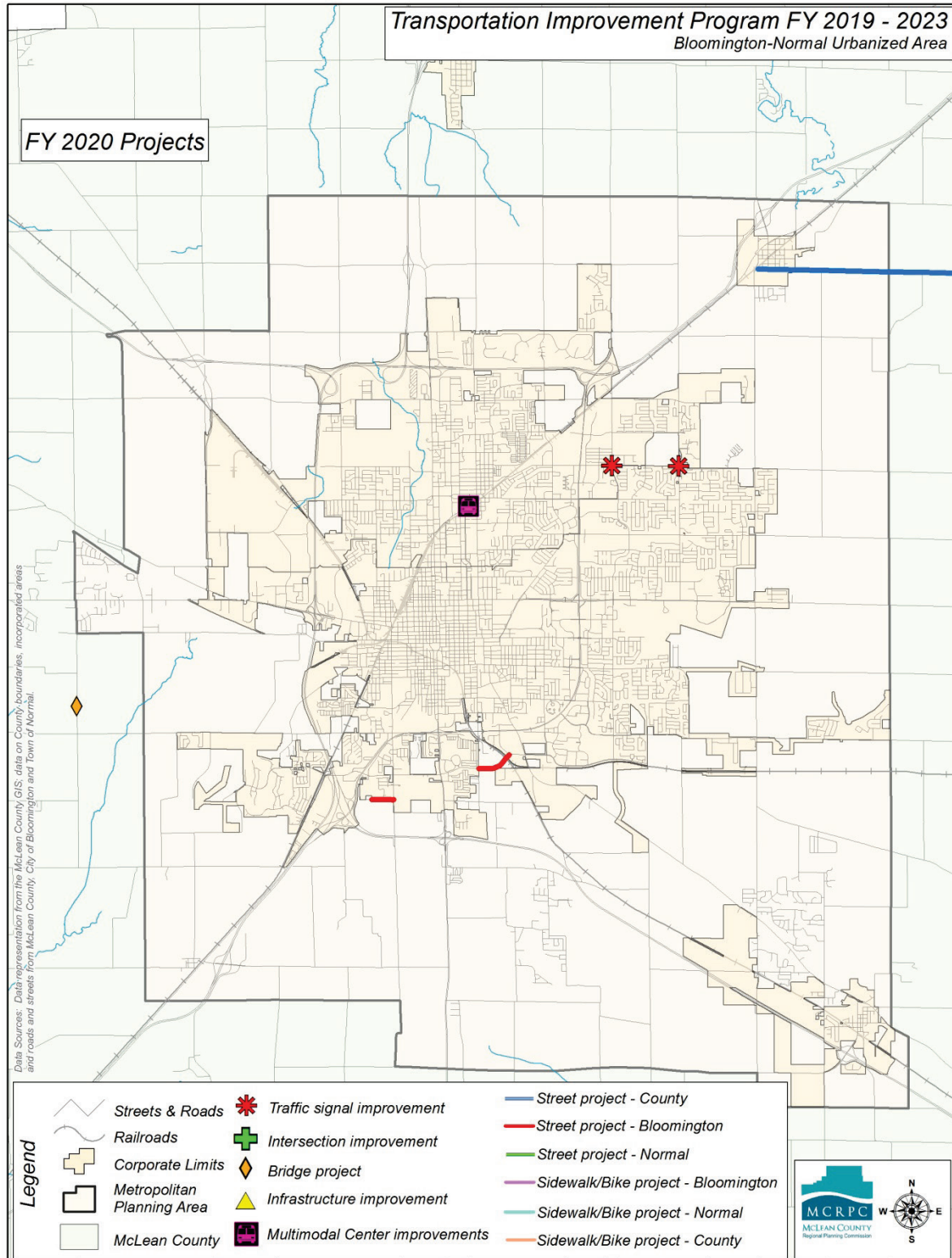


# MAP 1: 2019



This page intentionally left blank.

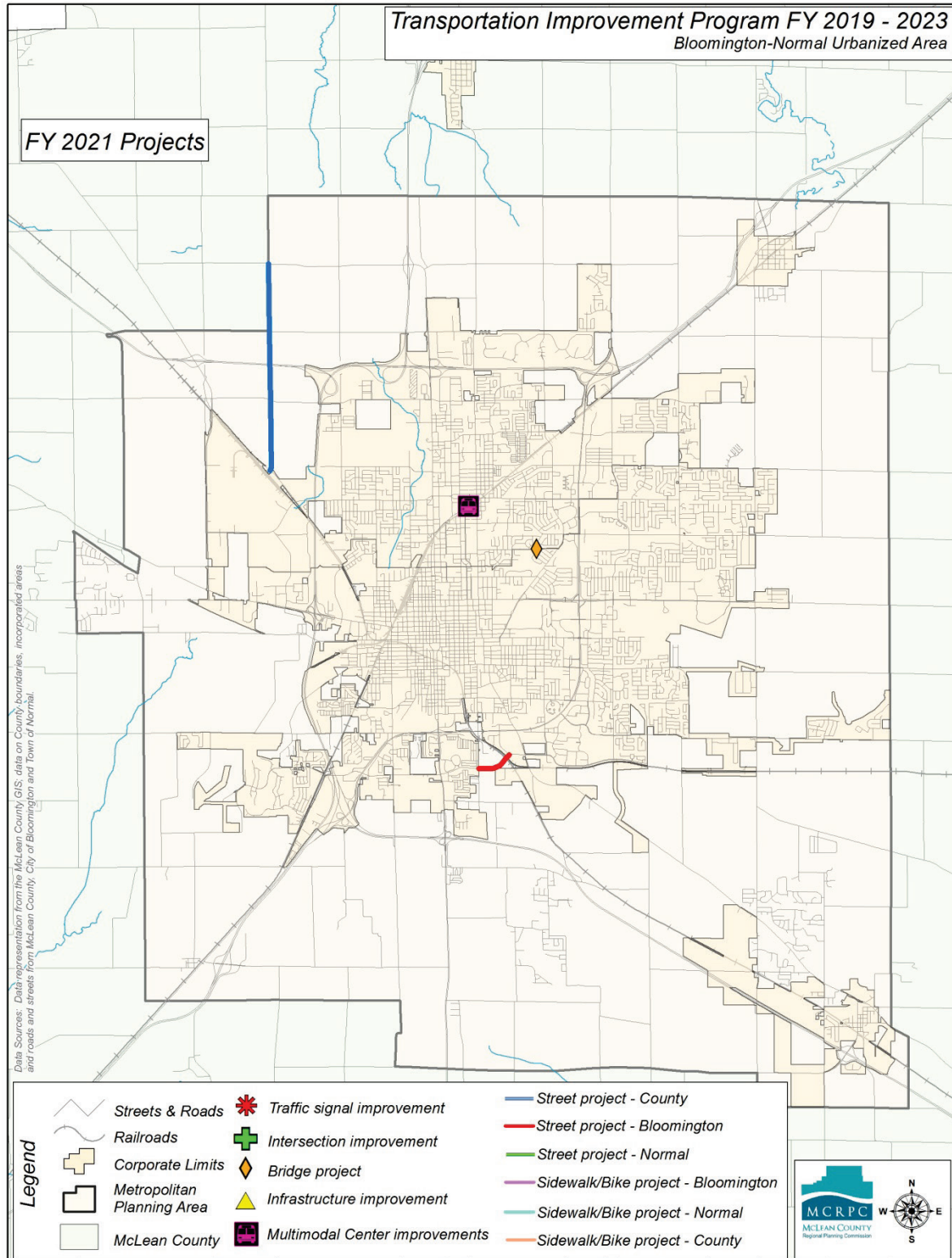
# MAP 2: 2020



This page intentionally left blank.



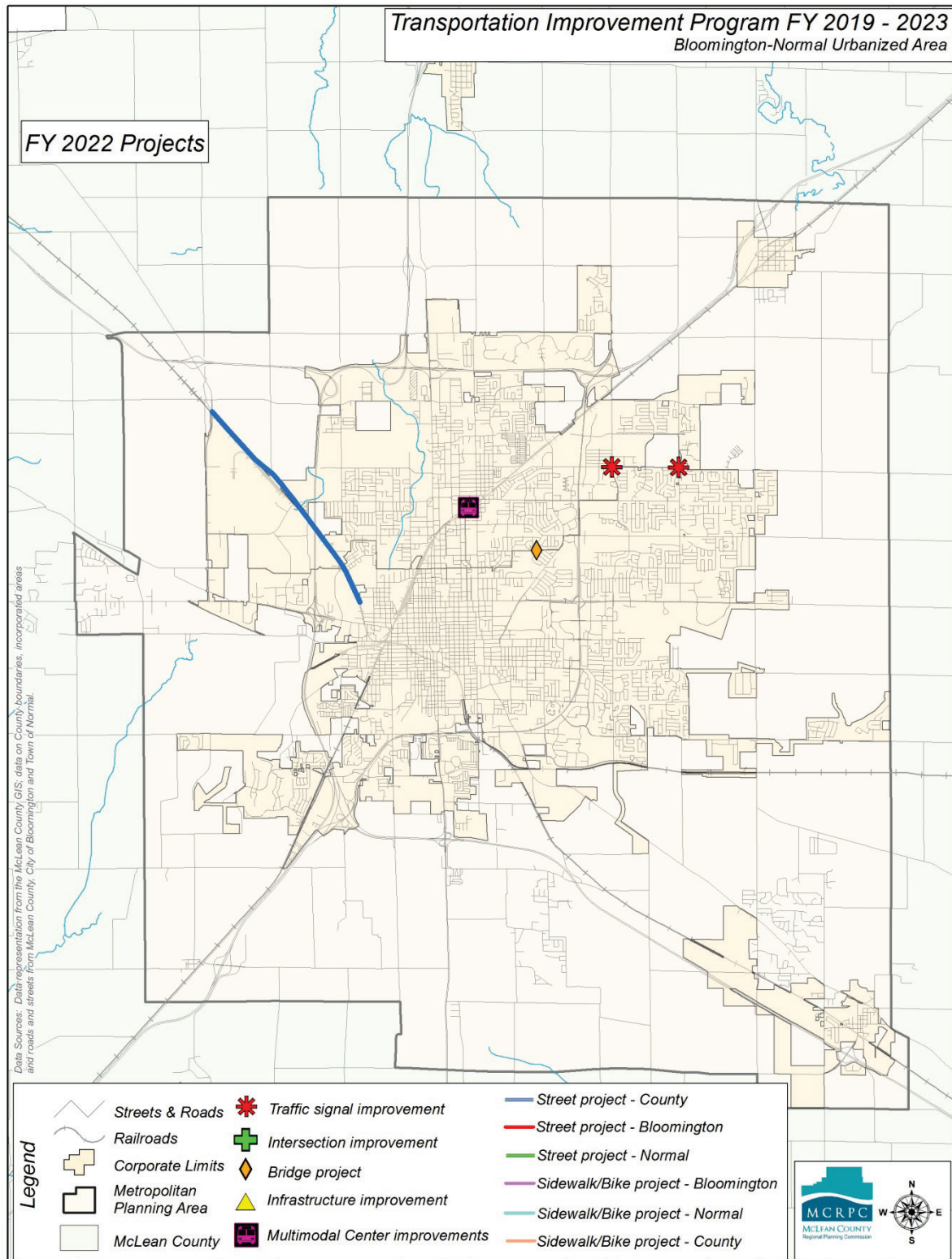
# MAP 3: 2021



This page intentionally left blank.

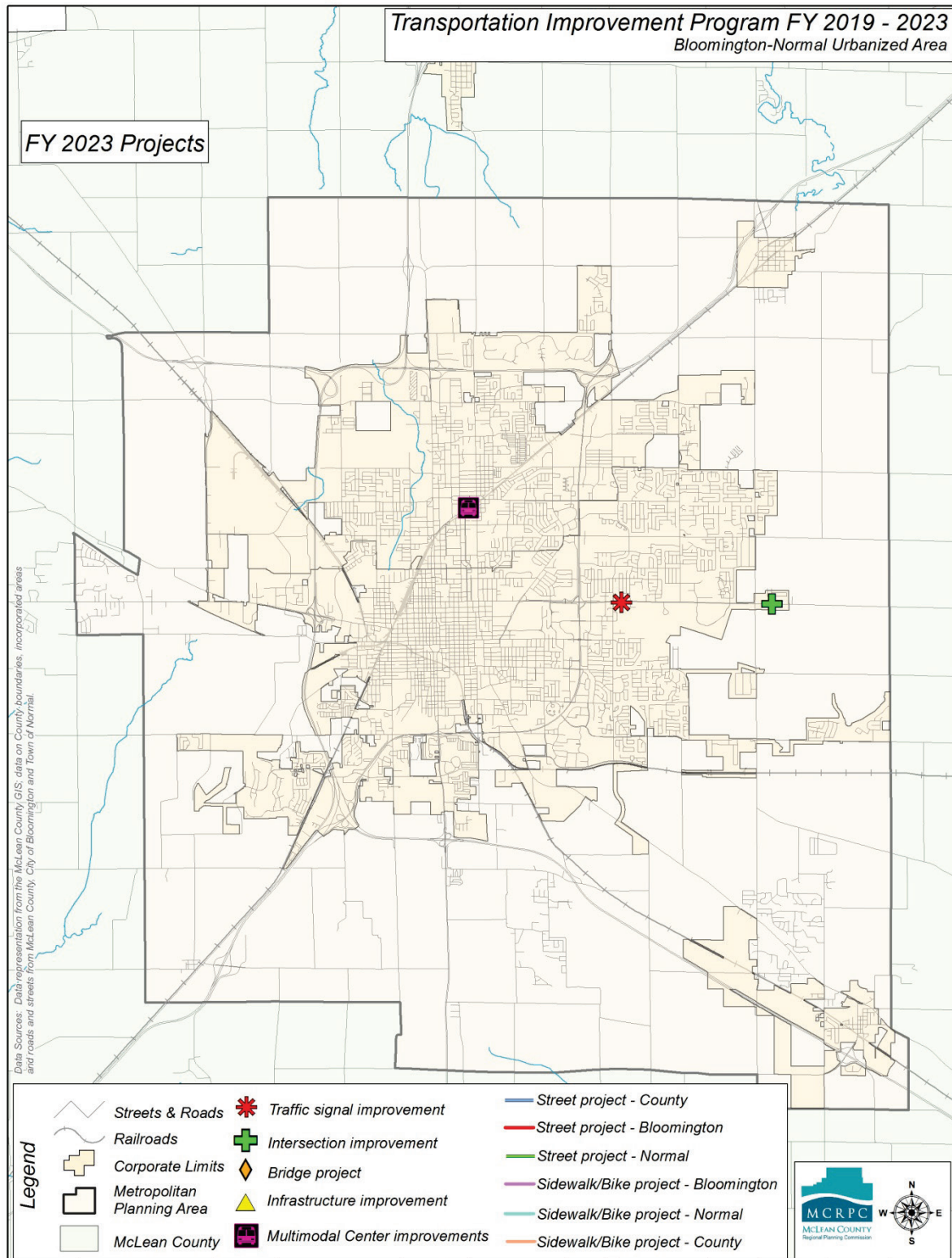


# MAP 4: 2022



This page intentionally left blank.

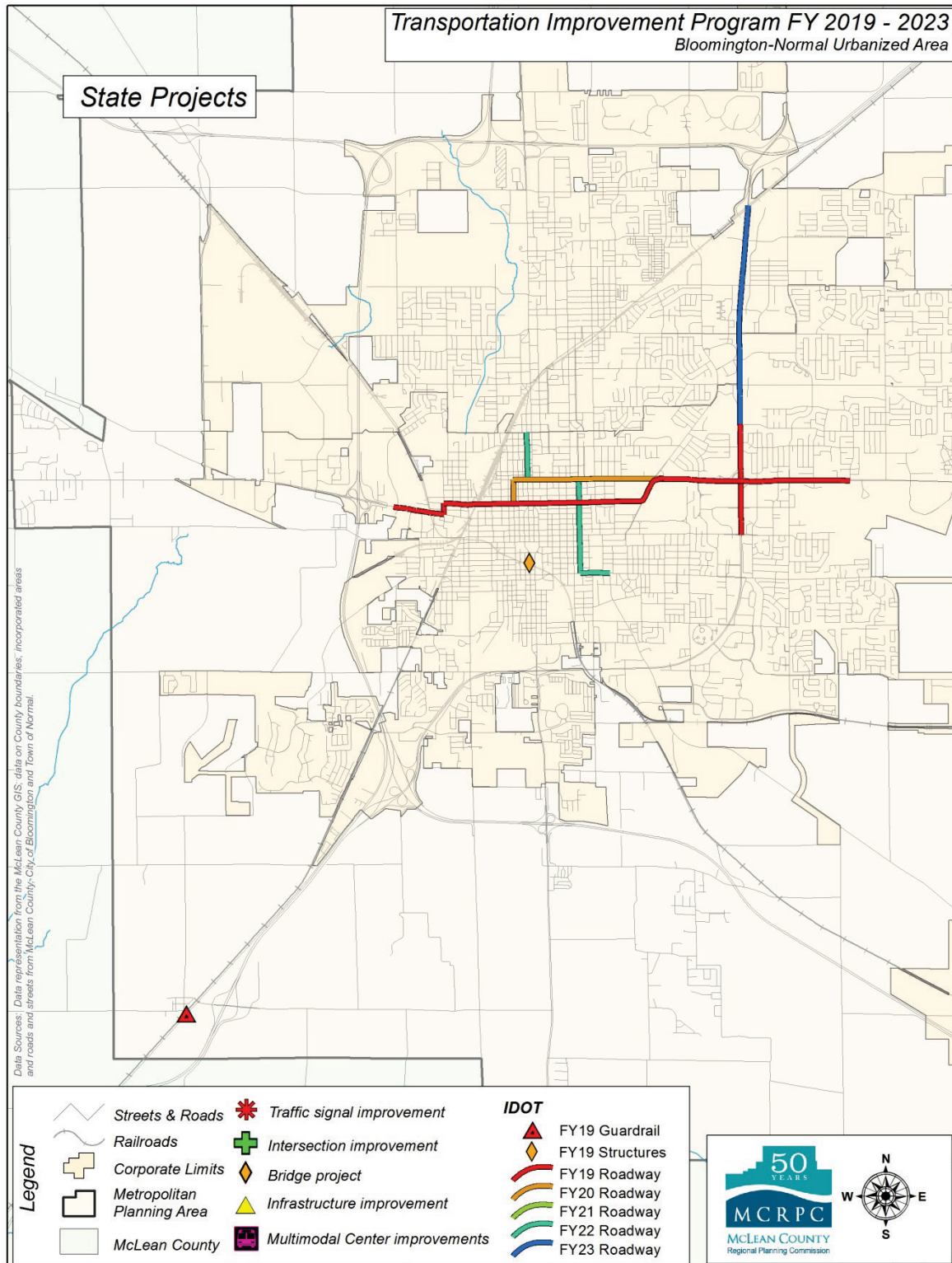
# MAP 5: 2023



This page intentionally left blank.



# STATE PROJECT MAP



This page intentionally left blank.

## APPLYING THE PROJECT SELECTION PROCESS

### The Regional Selection Process

Each of the three local governments participating in the MPO, Bloomington, Normal and McLean County, conducts an annual budget development process in which senior staff project program needs and costs, and Councils and the County Board review and adopt the program elements they deem necessary.

This budget information, along with the state program for District 5, is the basis for the annual update of the Transportation Improvement Program. Each of the local governments is tasked with coordinating between their TIP projects and whatever related instruments their jurisdiction has adopted, such as a capital improvement plan. From these materials MCRPC staff compiles the draft five-year road, bridge, street and trail program in the final TIP document.

For the TIP update beginning with program year FY 2019, the MCRPC Technical and Policy committees adopted a priority review process applicable to projects that utilize federal funds. These projects are a small percentage of the numerical total of projects, but due to the inclusion of federal funding, often represent a notable portion of the total program cost.

The prioritization evaluation is based on three aspects of each project:

1. Relationship to a focus area identified in the MCRPC Long Range Transportation Plan 2045;
2. Project components indicative of focus on key goals and strategies of the LRTP 2015, and;
3. Project readiness within the framework of the five-year TIP timeline.

The form refers to another element of the evaluation, in which each jurisdiction identifies strategies and tasks within each focus area that are addressed by its projects, with respect to purpose and anticipated outcome. In this way each federally funded project can be tracked with the plan elements it is expected to affect. In addition, project impact can be considered in the context of the performance measures established for the goals, strategies and tasks.

A sample of the scoring sheet used is shown on page 2. This process is not required of IDOT District 5, as the District program of projects is not subject to MPO review. In this initial year of the prioritization process, the MCRPC Technical Committee will conduct an in-depth assessment of the prioritization process in practice. This will





include a review of the associations in each projects to performance measures adopted or amended into the LRTP. Any revisions the Committee decides to include will be adopted before the development of the FY 2020-2024 TIP document.





A summary of the project scoring appears below, and the scoring sheets follow.


### Summarized Scoring Results for Federally Funded Projects - FY 2019 – 2023





Project			Scoring			
Entity	I.D No.	TIP Year	Type/Focus	Component	Readiness	Total
CoB	B-16-10	2019	36	36	10	82
CoB	B-03-09	2019-2021	33	38	6	77
MC	MC-4	2021	24	8	8	40
MC	MC-6	2022	16	8	6	30



 <b>MCRPC</b> McLEAN COUNTY Regional Planning Commission		MCRPC Federally Funded Project Scoring Formula Data <i>This form required only for projects using Federal funding</i>					
						<b>Jurisdiction</b>	Bloomington
						<b>Project ID #</b>	B-16-10
						<b>in TIP FY:</b>	2016-2019
						<b>Phase</b>	
8 points per focus area		<b>System Preservation</b>	<b>Mobility, Access &amp; Choice</b>	<b>Health &amp; Safety</b>	<b>Sustainable Transportation</b>	<b>Freight</b>	
Project Type/Focus Area		6	7	8	8	7	<b>36</b>  Focus Area total points (max. 40)
Project Components - 8 points per component							
Multi-jurisdictional project		Two or more local gov/agency participants				2	
Complete Streets		Complete Streets elements, including alt modes*				8	
Vision Zero		Advances Vision Zero and/or IDOT safety targets†				8	
Environmental Impact		Creates improved environmental sustainability				7	
Regional Connectivity		Expands system connectivity and rural access				5	
Equity in Access		Addresses inequity in transportation system‡				6	
						<b>36</b>	 Component total points (max. 48)
Replace the zero in the "readiness points" box (cell G18) with fiscal year in the 5-year program in which project appears; 12 points for the first program year, 10 for the second, 8 for the third, 6 for the fourth and 4 for the last program year.							
Project Readiness						<b>10</b>	 Readiness points (max. 12)
						<b>82</b>	Project Total points (max. 100)
<b>On the next worksheet, labeled Strategy Performance, enter the following information:</b>							
<b>1</b> For each focus area chosen, list the strategies and/or tasks related to that focus area that will be used in implementing the project.							
<b>2</b> List the performance measures for each strategy, wherein data will be available to determine the degree of progress made on achieving the target resulting from the project.							
<b>3</b> Keep in mind that the strategies should also be consistent with the project components you have identified as relevant to the project.							
* See LRMTF, strategy 2.2, pp.74 and following							
† See LRMTF, Chapter 5, §3, strategy 3.1, pp. 86 and following							
‡ See Equity portions of strategies and performance measures in LRMTF, Chapters 5 & 6							

 <b>MCRPC</b> McLEAN COUNTY Regional Planning Commission		MCRPC Federally Funded Project Scoring Formula Data <i>This form required only for projects using Federal funding</i>					
						<b>Jurisdiction</b>	Bloomington
						<b>Project ID #</b>	B-03-09
						<b>in TIP FY:</b>	2003-2021
						<b>Phase</b>	
8 points per focus area		<b>System Preservation</b>	<b>Mobility, Access &amp; Choice</b>	<b>Health &amp; Safety</b>	<b>Sustainable Transportation</b>	<b>Freight</b>	
Project Type/Focus Area		6	7	7	6	7	<b>33</b>  Focus Area total points (max. 40)
Project Components - 8 points per component							
Multi-jurisdictional project		Two or more local gov/agency participants				2	
Complete Streets		Complete Streets elements, including alt modes*				8	
Vision Zero		Advances Vision Zero and/or IDOT safety targets†				8	
Environmental Impact		Creates improved environmental sustainability				7	
Regional Connectivity		Expands system connectivity and rural access				7	
Equity in Access		Addresses inequity in transportation system‡				6	
						<b>38</b>	 Component total points (max. 48)
Replace the zero in the "readiness points" box (cell G18) with fiscal year in the 5-year program in which project appears; 12 points for the first program year, 10 for the second, 8 for the third, 6 for the fourth and 4 for the last program year.							
Project Readiness						<b>6</b>	 Readiness points (max. 12)
						<b>77</b>	Project Total points (max. 100)
<b>On the next worksheet, labeled Strategy Performance, enter the following information:</b>							
<b>1</b> For each focus area chosen, list the strategies and/or tasks related to that focus area that will be used in implementing the project.							
<b>2</b> List the performance measures for each strategy, wherein data will be available to determine the degree of progress made on achieving the target resulting from the project.							
<b>3</b> Keep in mind that the strategies should also be consistent with the project components you have identified as relevant to the project.							
* See LRMTF, strategy 2.2, pp.74 and following							
† See LRMTF, Chapter 5, §3, strategy 3.1, pp. 86 and following							
‡ See Equity portions of strategies and performance measures in LRMTF, Chapters 5 & 6							

		MCRPC Federally Funded Project Scoring Formula Data <i>This form required only for projects using Federal funding</i>				
Jurisdiction						McLean County
Project ID #						MC-4
in TIP FY:						2021
Phase						C
8 points per focus area	System Preservation	Mobility, Access & Choice	Health & Safety	Sustainable Transportation	Freight	
Project Type/Focus Area	8			8	8	<b>24</b> Focus Area total points (max. 40)
Project Components - 8 points per component						
Multi-jurisdictional project	Two or more local gov/agency participants					
Complete Streets	Complete Streets elements, including alt modes <sup>*</sup>					
Vision Zero	Advances Vision Zero and/or IDOT safety targets <sup>†</sup>					
Environmental Impact	Creates improved environmental sustainability					
Regional Connectivity	Expands system connectivity and rural access					8
Equity in Access	Addresses inequity in transportation system <sup>‡</sup>					
						<b>8</b> Component total points (max. 48)
Replace the zero in the "readiness points" box (cell G18) with fiscal year in the 5-year program in which project appears; 12 points for the first program year, 10 for the second, 8 for the third, 6 for the fourth and 4 for the last program year.						
Project Readiness						<b>8</b> Readiness points (max. 12)
					<b>40</b>	Project Total points (max. 100)
<b>On the next worksheet, labeled Strategy Performance, enter the following information:</b>						
<b>1</b> For each focus area chosen, list the strategies and/or tasks related to that focus area that will be used in implementing the project.						
<b>2</b> List the performance measures for each strategy, wherein data will be available to determine the degree of progress made on achieving the target resulting from the project.						
<b>3</b> Keep in mind that the strategies should also be consistent with the project components you have identified as relevant to the project.						
<i>* See LRMTF, strategy 2.2, pp.74 and following</i>						
<i>† See LRMTF, Chapter 5, §3, strategy 3.1, pp. 86 and following</i>						
<i>‡ See Equity portions of strategies and performance measures in LRMTF, Chapters 5 &amp; 6</i>						

 <b>MCRPC</b> McLEAN COUNTY Regional Planning Commission		MCRPC Federally Funded Project Scoring Formula Data <i>This form required only for projects using Federal funding</i>					
						<b>Jurisdiction</b>	McLean County
						<b>Project ID #</b>	MC-6
						<b>in TIP FY:</b>	20222
						<b>Phase</b>	C
8 points per focus area		<b>System Preservation</b>	<b>Mobility, Access &amp; Choice</b>	<b>Health &amp; Safety</b>	<b>Sustainable Transportation</b>	<b>Freight</b>	
Project Type/Focus Area		8			8		<b>16</b>  Focus Area total points (max. 40)
Project Components - 8 points per component							
Multi-jurisdictional project		Two or more local gov/agency participants				8	
Complete Streets		Complete Streets elements, including alt modes*					
Vision Zero		Advances Vision Zero and/or IDOT safety targets†					
Environmental Impact		Creates improved environmental sustainability					
Regional Connectivity		Expands system connectivity and rural access					
Equity in Access		Addresses inequity in transportation system‡					
						<b>8</b>	 Component total points (max. 48)
Replace the zero in the "readiness points" box (cell G18) with fiscal year in the 5-year program in which project appears; 12 points for the first program year, 10 for the second, 8 for the third, 6 for the fourth and 4 for the last program year.							
Project Readiness						<b>6</b>	 Readiness points (max. 12)
						<b>30</b>	Project Total points (max. 100)
<b>On the next worksheet, labeled Strategy Performance, enter the following information:</b>							
<b>1</b> For each focus area chosen, list the strategies and/or tasks related to that focus area that will be used in implementing the project.							
<b>2</b> List the performance measures for each strategy, wherein data will be available to determine the degree of progress made on achieving the target resulting from the project.							
<b>3</b> Keep in mind that the strategies should also be consistent with the project components you have identified as relevant to the project.							
* See LRMTF, strategy 2.2, pp.74 and following							
† See LRMTF, Chapter 5, §3, strategy 3.1, pp. 86 and following							
‡ See Equity portions of strategies and performance measures in LRMTF, Chapters 5 & 6							

# TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2019- 2023

## Transit Projects for the Bloomington-Normal Urbanized Area





## Transit Program

The Bloomington-Normal urbanized area is served by two public transit providers and several agencies and institutions that provide transportation services to program recipients and/or the general public. There is continuing cooperation between the public providers and the agencies, with many of the latter relying on the public transit agencies to supplement their transportation resources. Much of this coordination originates or is facilitated through the MCRPC Transportation Advisory Committee, a group focused on coordination between public transit, social service agencies with transportation programs and advocacy agencies representing groups with specific transportation needs.

The public providers are Connect Transit in the urban area, and SHOW BUS for rural public transit. Because the Connect Transit charter limits it to service only within the incorporated areas of Bloomington and Normal, there are areas within the MPA in which SHOW BUS can provide service. These agencies are in an ongoing conversation regarding opportunities to improve services through coordination and cooperation.

Occasionally non-profit program providers elect to rely on the public transit agencies to operate their transportation programs, which in some instances they must provide under contract terms with state or federal funders. As an example, the Advocate BroMenn Adult Day program, which had been using IDOT-sourced vehicles to operate its program in conjunction with Connect Transit paratransit, has in recent years contracted with SHOW BUS to operate its program. This has allowed the program to expand its catchment area throughout McLean County and this expanded the number of clients it can serve. As this contract was initiated, IDOT vehicles awarded to Advocate were made available to SHOW BUS to facilitate program delivery.

In another instance, the YWCA of McLean County had used IDOT vehicles in its JARC program, and later in taking on a non-emergency medical transport program called Medivan, having received one of the first New Freedom grants in the state. When the various section 5310 programs were consolidated, IDOT elected to focus such funding on the Consolidated Vehicle Purchase program and to end funding for operations. For the YWCA, this led to several years of running Medivan at a loss, circumstances which became unsustainable. The operation of the program was turned over to Connect Transit, and is now managed through Connect Mobility.

This page intentionally left blank.



## CONNECT TRANSIT



Connect Transit is the public transit provider for the Bloomington-Normal urbanized area. Due to the terms of its charter, the service area is limited to the incorporation boundaries of the City of Bloomington and the Town of Normal.

Connect Transit operates fourteen fixed routes in the service area, plus the Redbird Express, which provides services tailored to the Illinois State University campus and related areas. Routes are served by two primary transfer centers, at Uptown Station in Normal, and in Downtown Bloomington, and a third transfer point at College Hills Mall. Transfer opportunities are available at other locations where certain routes intersect. A guide to the system is available on the Connect Transit website at [https://www.connect-transit.com/routes/routes\\_and\\_maps.asp](https://www.connect-transit.com/routes/routes_and_maps.asp).

Connect Transit and several of the university-community college institutions have established universal access for students, faculty and staff at Illinois State University, Heartland Community College and Lincoln College. This arrangement requires that eligible persons simply show a valid I.D. to ride the system.

Service frequency varies among the fixed routes, with the central and most traveled routes operating at fifteen minute intervals at during some periods of the day. On other routes, service intervals may be as long as one hour.

Connect Mobility is the paratransit element of the Connect Transit service. Mobility provides demand response service to qualified riders. Prospective riders undergo an eligibility review, which is conducted on behalf of Connect Transit by the LIFE Center for Independent Living (LIFE-CIL); LIFE-CIL staff also provide transit training and other services. The regular Mobility service operates within three-quarters of a mile on either side of the fixed routes. Premium services extend Mobility service to within 1.25 miles on either side of fixed routes.

[illegible]

## CAPITAL PROJECTS AND FUNDING PROJECTS

<b>Budget for FY2019:</b>					
<b>Project</b>	<b>Description</b>	<b>Action/Comments</b>	<b>Funding Source</b>		<b>Cost</b>
Bus Stop Infrastructure Improvements		Occur through 2019	Local	\$212,000	<b>\$212,000</b>
Maintenance Rehab	Install solar arrays and charging stations maintenance garage	Occur through 2019	FTA 5307	\$0	
			IDOT	\$585,000	
			Local	\$315,000	<b>\$900,000</b>
Replacement 40 ft. Electric Buses	Purchase (3) replacement buses	Delivery of buses will occur in February 2020	FTA 5339	\$1,450,000	
			IDOT		
			Local	\$1,170,000	<b>\$2,620,000</b>
			FTA 5307	\$0	
			FTA 5339	\$1,450,000	
			Local	\$1,697,000	
			IDOT	\$585,000	
			<b>Total Cost</b>		<b>\$3,732,000</b>
<b>Budget for FY2020:</b>					
<b>Project</b>	<b>Description</b>	<b>Action/Comments</b>	<b>Funding Source</b>		<b>Cost</b>
Bus Stop Infrastructure Improvements		Occur through 2020	FTA 5307	\$0	
			Local	\$120,000	<b>\$120,000</b>
Replacement 24 ft. Propane Buses	Purchase (5) replacement buses	Occur through 2020	FTA 5307	\$0	
			IDOT	\$497,250	
			Local	\$267,750	<b>\$765,000</b>
Electric Buses (Replacement)	Purchase (6) replacement buses	Replaced throughout 2020	FTA 5307	\$844,000	
			FTA 5339	\$2,000,000	
			IDOT	\$1,896,000	
			Local	\$0	<b>4,740,000</b>
			FTA 5307	\$844,000	
			FTA 5339	\$2,000,000	
			IDOT	\$2,393,250	
			Local	\$387,750	
			<b>Total Cost</b>		<b>\$5,625,000</b>

Budget for FY2021:					
Project	Description	Action/Comments	Funding Source		Cost
Bus Stop Infrastructure Improvements		Occur through 2021	FTA 5307	\$0	\$120,000
			Local	\$120,000	
Electric Buses (Replacement)	Purchase (6) replacement buses	Replaced throughout 2021	FTA 5307	\$844,000	4,740,000
			FTA 5339	\$2,000,000	
			IDOT	\$1,896,000	
			Local	\$0	
				FTA 5307	\$844,000
				FTA 5339	\$2,000,000
				IDOT	\$1,896,000
				Local	\$120,000
				Total Cost	\$4,860,000
Budget for FY2022:					
Project	Description	Action/Comments	Funding Source		Cost
Build Downtown Transfer Center		Replaced throughout 2022	FTA 5307	\$4,000,000	13,000,000
			FTA 5339	\$3,000,000	
			IDOT	\$3,000,000	
			Local	\$3,000,000	
Bus Stop Infrastructure Improvements		Occur through 2022	FTA 5307	\$0	\$120,000
			Local	\$120,000	
				FTA 5307	\$4,000,000
				FTA 5339	\$3,000,000
				IDOT	\$3,000,000
				Local	\$3,120,000
				Total Cost	\$13,120,000
Budget for FY2023:					
Project	Description	Action/Comments	Funding Source		Cost
Bus Stop Infrastructure Improvements		Occur through 2022	FTA 5307	\$0	\$120,000
			Local	\$120,000	
				FTA 5307	\$0
				Local	\$120,000
				Total Cost	\$120,000

# SHOW BUS

## Rural Public Transportation

SHOW BUS offers general public transportation to persons of all ages and income levels in rural and small urban areas in six central Illinois counties: DeWitt, Ford, Iroquois, Livingston, Macon and McLean. For FY 2017, SHOW BUS projected nearly 130,000 passenger boardings.

### Core Service Area

County Served	Square Mileage	Population
DeWitt	398	16,561
Ford	486	14,081
Iroquois	1,117	29,718
Livingston	1,044	38,950
Macon (rural only)	581	18,000
McLean (rural only)	1,183	40,465

### Services Provided Outside the Core Service Area

SHOW BUS has taken on extensive service commitments beyond the core service area. Under separate contract, SHOW BUS provides rural service in Kankakee County. Ford, Iroquois, Kankakee, Livingston and McLean counties combine the rural HSTP Region 6, for which SHOW BUS is the sole public rural provider. Recently, SHOW BUS has added service in Logan and Mason counties, creating a nine-county service area that extends from the Indiana state line south of Chicago to the Illinois River southwest of Havana and spanning nearly two hundred miles.

SHOW BUS participates in **McLean County's** Transportation Advisory Committee which meets monthly and includes representatives from the following entities, some of which may receive Federal assistance for passenger transportation: Bloomington-Normal's Connect Transit, Illinois Department of Human Services, Life Center for Independent Living (LIFE-CIL), Advocate BroMenn Adult Day Services, Marc First, Faith in Action, McLean County Regional Planning Commission, East Central Illinois Area Agency on Aging (ECIAAA) and the YWCA of McLean County. The committee explores transportation needs, emphasizing coordination of services and review of any transportation gaps.

Since its inception in 2009, SHOW BUS role on the Region 6 HSTP Joint Committee has been to lead the regional effort supporting rural public transit and the thoughtful coordination of rural and urban public transit services.

Operating funds come from the Illinois Department of Transportation (Section 5311 of the Federal Transit Act, as amended), East Central Illinois Area Agency on Aging (Older Americans Act funds in part), units of local government, churches, civic groups, businesses, individuals and passenger donations, fees and contracts. Capital funds come from Section 5311, Section 5310 and private sources.

Since 2001, SHOW BUS has participated in the Administration of Aging Model State Performance Outcomes Measurement System Project, and uses project results in its planning strategy. Participation has included rider surveys.

From 2001 to 2006, SHOW BUS participated in the Administration on Aging's Model State Performance Outcomes Measurement System Project (POMP). The project studied client satisfaction and needs over a broad spectrum of services. SHOW BUS, as a participant, received annual reports summarizing client comments and findings. The results became part of the planning strategy for SHOW BUS.

In January, 2007, with the technical assistance of IRTAC, SHOW BUS began a system wide survey of transportation needs. Over 700 surveys were sent to social service agencies, transportation providers, medical providers, churches and governmental agencies. A second wave of surveys involved community riders. In March of 2008, public meetings were held in communities in the Ford, Iroquois, Livingston and McLean Counties with populations over 1,500. Some of those meetings resulted in further interest in the county based transportation committees. As mentioned previously, planning in DeWitt County and Macon County followed the "ICCT" process as implemented by IRTAC.

# SHOW BUS Vehicle Inventory

Vehicle Number	Fleet Number	Vehicle Identification Number (VIN)	Manufacturer	Model	Type	Length (feet)	Seating Capacity	Standing Capacity	Useful Life	Date Built	Life to Date Mileage	Date of LTD Mileage Reading	Americans with Disabilities Act of 1990 (ADA) Accessible?	Active/Inactive	Has IDOT provided funds to replace this vehicle? (Yes/No)	If Yes, is the replacement vehicle already in service? (Yes/No)	Is Vehicle Leased? (Yes/No)	Revenue/ Non-Revenue	Committed Funding for vehicle Federal/State/Local
1	24	1FDXE45F03HB88038	ElDorado Bus (EBC Inc.)	F450	Medium-Duty (14-pass)	23	14	0	8	2/20/2004	290,638	11/1/2017	Yes	Inactive	Yes	Yes	No	Revenue	5311
2	27	1FDXE45P05HB31762	ElDorado Bus (EBC Inc.)	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2005	239,849	11/1/2017	Yes	Inactive	Yes	Yes	No	Revenue	5311
3	28	1FDXE45P15HB26630	ElDorado Bus (EBC Inc.)	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2005	215,911	11/1/2017	Yes	Inactive	Yes	Yes	No	Revenue	5311
4	29	1GBDV13L75D285377	Chevrolet Motor Division	UPLANDER	Mini-Van	17	6	0	5	7/15/2005	92,501	11/1/2017	Yes	Inactive	No		Yes	Revenue	None
5																			
6	34	1FD3E35L98DA13350	ElDorado Bus (EBC Inc.)	F350	Light-Duty (12-pass)	20	11	0	7	7/15/2008	251,556	11/1/2017	Yes	Inactive	Yes	Yes	No	Revenue	DTIF
7	35	1FD3E35L08DA13351	ElDorado Bus (EBC Inc.)	F350	Light-Duty (12-pass)	20	11	0	7	7/15/2008	254,128	11/1/2017	Yes	Active	Yes	Yes	No	Revenue	DTIF
8	36	1FD4E45P88DB38207	ElDorado Bus (EBC Inc.)	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2008	304,752	11/1/2017	Yes	Active	Yes	Yes	No	Revenue	DTIF
9	37	1FD4E45P88DB38208	ElDorado Bus (EBC Inc.)	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2008	179,322	11/1/2017	Yes	Active	Yes	Yes	No	Revenue	5311
10	39	1FDXE45F12HB40577	ElDorado Bus (EBC Inc.)	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2002	253,269	11/1/2017	Yes	Inactive	Yes	Yes	No	Revenue	5311
11	40	1FDXE45P95HB24351	ElDorado Bus (EBC Inc.)	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2005	240,793	11/1/2017	Yes	Inactive	Yes	Yes	No	Revenue	DTIF
12	41	1FDXE45F32HB40600	ElDorado Bus (EBC Inc.)	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2002	241,936	11/1/2017	Yes	Active	Yes	Yes	No	Revenue	5311
13	43	1FDEE35LX9DA81005	Ford Motor Corporation	F350	Light-Duty (12-pass)	20	11	0	7	7/15/2009	264,596	11/1/2017	Yes	Active	Yes	Yes	No	Revenue	5311
14	45	1GBE5V1988F402427	Chevrolet Motor Division	5500	Super Medium-Duty (22-pass)	29	22	0	9	7/15/2008	180,943	11/1/2017	Yes	Active	No		No	Revenue	None
15	47	1GBE5V1949F409053	Chevrolet Motor Division	5500	Super Medium-Duty (22-pass)	29	22	0	9	7/15/2009	158,627	11/1/2017	Yes	Active	No		No	Revenue	None
16	49	1FDEE45P69DA89597	Ford Motor Corporation	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2009	201,413	11/1/2017	Yes	Inactive	Yes	Yes	No	Revenue	5311
17																			
18																			
19	59	1FDGF5GT6CEB55312	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	28	0	9	7/15/2012	137,722	11/1/2017	Yes	Active	No		No	Revenue	None
20	60	1FDGF5GT3CEB55316	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	28	0	9	7/15/2012	170,232	11/1/2017	Yes	Active	No		No	Revenue	None
21	61	1FDGF5GT0CEB55323	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	28	0	9	7/15/2012	126,244	11/1/2017	Yes	Active	No		No	Revenue	None
22	62	1FDEE4FL3EDA86318	Ford Motor Corporation	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2014	76,934	11/1/2017	Yes	Active	No		No	Revenue	None
23	63	1FDEE4FL3EDA86285	Ford Motor Corporation	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2014	99,344	11/1/2017	Yes	Active	No		No	Revenue	None
24	64	1FDAF5GT7DEB78489	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2014	51,689	11/1/2017	Yes	Active	No		No	Revenue	None
25	65	1FDAF5GT3DEB78490	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2014	95,516	11/1/2017	Yes	Active	No		No	Revenue	None
26	66	1FDEE4F53EDA23909	Ford Motor Corporation	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2014	111,954	11/1/2017	Yes	Active	No		Yes	Revenue	None
27	67	1FDXE45F3YHB68700	Ford Motor Corporation	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2000	160,266	11/1/2017	Yes	Inactive	No		Yes	Revenue	None
28	68	1FDEE4F54GDC04200	Ford Motor Corporation	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2015	76,333	11/1/2017	Yes	Active	No		Yes	Revenue	None
29	69	1FDEE4F5XGDC39758	Ford Motor Corporation	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/2016	58,222	11/1/2017	Yes	Active	No		No	Revenue	None

30	70	1FDAF5GT3GEA29680	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	28,077	11/1/2017	Yes	Active	No	No	Revenue	None
31	71	1FDAF5GT8GEA29691	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	33,700	11/1/2017	Yes	Active	No	No	Revenue	None
32	72	1FDAF5GT9GEA29692	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	34,547	11/1/2017	Yes	Active	No	No	Revenue	None
33	73	1FDAF5GT5GEA29695	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	33,487	11/1/2017	Yes	Active	No	No	Revenue	None
34	74	1FDAF5GT5GEA20700	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	32,885	11/1/2017	Yes	Active	No	No	Revenue	None
35	75	1FDAF5GT9GE899213	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	31,424	11/1/2017	Yes	Active	No	No	Revenue	None
36	76	1FDAF5GT3GE899215	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	28,612	11/1/2017	Yes	Active	No	No	Revenue	None
37	77	1FDAF5GT5GE899216	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	23,013	11/1/2017	Yes	Active	No	No	Revenue	None
38	78	1FDAF5GT7GE899217	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	26,682	11/1/2017	Yes	Active	No	No	Revenue	None
39	79	1FDAF5GT8GE888226	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	22,626	11/1/2017	Yes	Active	No	No	Revenue	None
40	80	1FDAF5GT9GE888227	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	29,175	11/1/2017	Yes	Active	No	No	Revenue	None
41	81	1FDAF5GT7GE888234	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	20,406	11/1/2017	Yes	Active	No	No	Revenue	None
42	82	1FDAF5GT9GE888235	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	23,184	11/1/2017	Yes	Active	No	No	Revenue	None
43																		
44	84	1FDAF5GT9GE899218	Ford Motor Corporation	F550	Super Medium-Duty (22-pass)	33	26	0	9	7/15/2016	25,232	11/1/2017	Yes	Active	No	No	Revenue	None
45	85	2C7WDGCG8R364475	Dodge Div - Chrysler Cor	CARAVAN	Mini-Van	17	6	0	5	7/15/2016	2,625	11/1/2017	Yes	Active	No	No	Revenue	None
46	86	2C7WDGCG8R364492	Dodge Div - Chrysler Cor	CARAVAN	Mini-Van	17	68	0	5	7/15/2016	2,967	11/1/2017	Yes	Active	No	No	Revenue	None
47	87	1FDXE0F6XHA86482	Ford Motor Corporation	F450	Medium-Duty (14-pass)	23	14	0	8	7/15/1999	103,173	11/1/2017	Yes	Active	No	No	Revenue	None
48	HS-2	1GBG31R41125680	Collins Bus Corporation	3500	Small Bus (<25 pass)	23	20	0	10	7/15/2001	137,919	11/1/2017	No	Active	No	Yes	Revenue	None
49	HS-7	1GBG3AG9A1131107	Collins Bus Corporation	3500	Small Bus (<25 pass)	23	20	0	10	7/15/2010	74,970	11/1/2017	No	Active	No	Yes	Revenue	None
50	HS-10	1GBG3AG0A1131156	Collins Bus Corporation	3500	Small Bus (<25 pass)	23	20	0	10	7/15/2010	92,441	11/1/2017	No	Active	No	Yes	Revenue	None
51	HS-11	1GBG3AG9A1130703	Collins Bus Corporation	3500	Small Bus (<25 pass)	23	20	0	10	7/15/2010	133,941	11/1/2017	No	Active	No	Yes	Revenue	None
52	HS-12	1GBG3AGXA1131410	Collins Bus Corporation	3500	Small Bus (<25 pass)	23	20	0	10	7/15/2010	75,022	11/1/2017	No	Active	No	Yes	Revenue	None
53	HS-27	1GBG5GB081116197	Collins Bus Corporation	3500	Small Bus (<25 pass)	23	20	0	10	7/15/2010	26,531	11/1/2017	No	Active	No	Yes	Revenue	None



## Planned Expansion Vehicles-Revenue Vehicles

	Type	Length (feet)	Quantity	Planned Delivery Date	Total Purchase Cost (full procurement)	Investment Objective: Expansion	Is Funding Committed? (Yes/No)	Committed Federal/State/Local funding for vehicles	Are Vehicles to be Leased? (Yes/No)
1	Super Medium-Duty (22-pass)		1	7/15/2018	\$100,000	Expansion	Yes	Federal Other	No
2	Super Medium-Duty (22-pass)		2	7/15/2018	\$210,000	Expansion	No	None	No
3	Mini-Van		2	7/15/2019	\$74,000	Expansion	No	None	No
4	Super Medium-Duty (22-pass)		2	7/15/2019	\$210,000	Expansion	No	None	No
5	Medium-Duty (14-pass)		2	7/15/2019	\$140,000	Expansion	No	None	No

## Ten-Year ITS Investment Needs: ITS, Revenue Collection, and Communications

Enter data on all systems capital investments required over the next ten-year period.

	Investment Type	Investment Status: Programmed, Planned or Potential (i.e., required but not planned)?	Quantity	Estimated Total Cost	Estimated Purchase Year	Has Funding Been Committed for this Investment (Yes/No)?	Does this Investment Support Expansion Needs, Replacement Needs or Both?
1	Mobile Radios	Potential	1	\$68,000	2021	No	Both
2	Radio Base Stations	Potential	1	\$6,000	2021	No	Both
3	Telephone Equipment	Potential	1	\$20,000	2018	No	Both
4	Computer Aided Dispatch (CAD)	Potential	1	\$110,000	2018	No	Both
5	Computer Aided Dispatch (CAD)	Potential	1	\$36,000	2020	No	Both
6	Computer Aided Dispatch (CAD)	Potential	1	\$40,000	2021	No	Both
7	Farebox Collection Equipment	Potential	1	\$13,600	2018	No	Both

## Ten-Year Investment Needs: Facility Equipment

Enter data on all facility equipment capital investments required over the next ten-year period.

	Investment Type	Investment Status: Programmed, Planned or Potential (i.e., required but not planned)?	Quantity	Estimated Total Cost	Estimated Purchase Year	Has Funding Been Committed for this Investment (Yes/No)?	If so, committed Federal/State/Local funding source	Does this Investment Support Expansion Needs, Replacement Needs or Both?	Destination Facility for Equipment
1	Brake Lathes	Potential	1	\$8,000	2019	No		Replacement	Chenoa Maint/Admin
2	Bus Washers	Potential	1	\$20,000	2019	No		Expansion	Chenoa Maint/Admin
3	Computers & Software	Potential	12	\$30,000	2019	No		Both	Chenoa Maint/Admin
4	Maintenance Equipment	Potential	130	\$135,000	2019	No		Both	Chenoa Maint/Admin
5	Mobile Equipment	Potential	150	\$150,000	2019	No		Both	Chenoa Maint/Admin
6	Passenger Shelters	Potential	5	\$50,000	2018	No		Expansion	Varied
7	Faxes, copiers and printers	Potential	5	\$8,000	2019	No		Replacement	Varied
8	Maintenance Equipment	Programmed	10	\$13,502	2018	Yes	DTIF	Both	Chenoa Maint/Admin
9	Maintenance Equipment	Potential	130	\$170,000	2019	No		Both	Varied
10	Furniture	Potential	50	\$15,000	2019	No		Both	Chenoa Maint/Admin
11	Computers & Software	Potential	15	\$30,000	2024	No		Both	Chenoa Maint/Admin
12	Faxes, copiers and printers	Potential	5	\$8,000	2024	No		Both	Chenoa Maint/Admin
13	Maintenance Equipment	Potential	130	\$150,000	2024	No		Both	Chenoa Maint/Admin
14	Passenger Shelters	Potential	6	\$60,000	2024	No		Both	Varied

## Ten-Year Facility Investment Needs

Enter data on all required investments in new or replacement facilities for next ten-year period

	Facility Type (Admin, Maintenance, Combo)	Investment Status: Programmed, Planned or Potential (i.e., required but not planned)?	Estimated Total Cost	Estimated Construction Date	Estimated Opening Year	Has Funding Been Committed/Programmed for this Project (Yes/No)?	If so, committed Federal/State/Local funding source	Is This an Expansion or Replacement Facility?	If Replacement Facility, which Facility is Being Replaced?
1	Vehicle Storage	Potential	\$300,000	2019	2020	No	None	Replacement	Chenoa/Meadow Bus Shed
2	Vehicle Storage	Potential	\$300,000	2019	2020	No	None	Replacement	Watseka Shed
3	Vehicle Storage	Potential	\$300,000	2019	2020	No	None	Both	Macon/DeWitt Shed

### Ten-Year Investment Needs: Rail and BRT Expansion

Enter data on all rail or BRT capital investments required over the next ten-year period.

	Investment Type	Investment Status: Programmed, Planned or Potential (i.e., required but not planned)?	Estimated Total Cost	Estimated Purchase Date	Has Funding Been Committed for this Investment (Yes/No)?	If so, committed Federal/State/Local funding source	Does this Investment Support Expansion Needs, Replacement Needs or Both?
1	BRT Planning/Construction						
2	LRT Planning/Construction						Expansion

# SHOW BUS 5311 Formula Grant FY 2019

Section A: State of Illinois Funds		Fiscal Year:	Fiscal Year 2019
<b>REVENUES</b>			<b>Total Revenue</b>
State of Illinois Grant Requested		\$	497,138.00
<b>Budget Expenditure Categories</b>	<b>OMB Uniform Guidance Federal Awards Reference 2 CFR 200</b>		<b>Total Expenditures</b>
1. Personnel (Salary and Wages)	200.430	\$	502.00
2. Fringe Benefits	200.431	\$	
3. Travel	200.474	\$	
4. Equipment	200.439	\$	
5. Supplies	200.94	\$	
6. Contractual Services and Subawards	200.318 & 200.92	\$	496,636.00
7. Consultant (Professional Service)	200.459	\$	
8. Construction		\$	
9. Occupancy (Rent and Utilities)	200.465	\$	
10. Research and Development (R&D)	200.87	\$	
11. Telecommunications		\$	
12. Training and Education	200.472	\$	
13. Direct Administrative Costs	200.413 (c)	\$	
14. Miscellaneous Costs		\$	
15. A. Grant Exclusive Line Item(s)		\$	
15. B. Grant Exclusive Line Item(s)		\$	
16. Total Direct Costs (add lines 1-15)	200.413	\$	497,138.00
17. Total Indirect Costs	200.414	\$	
Rate %:			
Base:			
18. Total Costs State Grant Funds (Lines 16 and 17) <b>MUST EQUAL REVENUE TOTALS ABOVE</b>		\$	497,138.00

Section B: Non-State of Illinois Funds		Fiscal Year:	Fiscal Year 2019
<b>REVENUES</b>			<b>Total Revenue</b>
Grantee Match Requirement %:	(Agency to Populate)		
b) Cash		\$	191,688.00
c) Non-Cash		\$	
d) other Funding and Contributions		\$	2,877,874.00
Total Non-State Funds (lined b through d)		\$	3,069,562.00
<b>Budget Expenditure Categories</b>	<b>OMB Uniform Guidance Federal Awards Reference 2 CFR 200</b>		<b>Total Expenditures</b>
1. Personnel (Salaries and Wages)	200.430	\$	3,098.00
2. Fringe Benefits	200.431	\$	
3. Travel	200.474	\$	
4. Equipment	200.439	\$	
5. Supplies	200.94	\$	
6. Contractual Services and Subawards	200.318 & 200.92	\$	3,066,464.00
7. Consultant (Professional Services)	200.459	\$	
8. Construction		\$	
9. Occupancy (Rent and Utilities)	200.465	\$	
10. Research and Development (R&D)	200.87	\$	
11. Telecommunications		\$	
12. Training and Education	200.472	\$	
13. Direct Administrative Costs	200.413 (c)	\$	
14. Miscellaneous Costs		\$	
15. A. Grant Exclusive Line Item(s)		\$	
15. B. Grant Exclusive Line Item(s)		\$	
16. Total Direct Costs (add lines 1-15)	200.413	\$	3,069,562.00
17. Total indirect Costs	200.414	\$	
Rate %:			
Base:			
18. Total Costs State Grant Funds (Lines 16 and 17) <b>MUST EQUAL REVENUE TOTALS ABOVE</b>		\$	3,069,562.00

# SHOW BUS Downstate Operating Assistance Program FY 2019

Section A: State of Illinois Funds		Fiscal Year:	Fiscal Year 2019
<b>REVENUES</b>			<b>Total Revenue</b>
State of Illinois Grant Requested		\$	2,418,790.00
<b>Budget Expenditure Categories</b>	<b>OMB Uniform Guidance Federal Awards Reference 2 CFR 200</b>		<b>Total Expenditures</b>
1. Personnel (Salary and Wages)	200.430	\$	2,277.00
2. Fringe Benefits	200.431	\$	
3. Travel	200.474	\$	
4. Equipment	200.439	\$	
5. Supplies	200.94	\$	
6. Contractual Services and Subawards	200.318 & 200.92	\$	2,416,513.00
7. Consultant (Professional Service)	200.459	\$	
8. Construction		\$	
9. Occupancy (Rent and Utilities)	200.465	\$	
10. Research and Development (R&D)	200.87	\$	
11. Telecommunications		\$	
12. Training and Education	200.472	\$	
13. Direct Administrative Costs	200.413 (c)	\$	
14. Miscellaneous Costs		\$	
15. A. Grant Exclusive Line Item(s)		\$	
15. B. Grant Exclusive Line Item(s)		\$	
16. Total Direct Costs (add lines 1-15)	200.413	\$	2,418,790.00
17. Total Indirect Costs	200.414	\$	
Rate %:			
Base:			
18. Total Costs State Grant Funds (Lines 16 and 17) <b>MUST EQUAL REVENUE TOTALS ABOVE</b>		\$	2,418,790.00

Section B: Non-State of Illinois Funds		Fiscal Year:	Fiscal Year 2019
<b>REVENUES</b>			<b>Total Revenue</b>
Grantee Match Requirement %:	(Agency to Populate)		
b) Cash		\$	195,738.00
c) Non-Cash		\$	
d) other Funding and Contributions		\$	1,210,238.00
Total Non-State Funds (lined b through d)		\$	1,405,976.00
<b>Budget Expenditure Categories</b>	<b>OMB Uniform Guidance Federal Awards Reference 2 CFR 200</b>		<b>Total Expenditures</b>
1. Personnel (Salaries and Wages)	200.430	\$	1,323.00
2. Fringe Benefits	200.431	\$	
3. Travel	200.474	\$	
4. Equipment	200.439	\$	
5. Supplies	200.94	\$	
6. Contractual Services and Subawards	200.318 & 200.92	\$	1,404,653.00
7. Consultant (Professional Services)	200.459	\$	
8. Construction		\$	
9. Occupancy (Rent and Utilities)	200.465	\$	
10. Research and Development (R&D)	200.87	\$	
11. Telecommunications		\$	
12. Training and Education	200.472	\$	
13. Direct Administrative Costs	200.413 (c)	\$	
14. Miscellaneous Costs		\$	
15. A. Grant Exclusive Line Item(s)		\$	
15. B. Grant Exclusive Line Item(s)		\$	
16. Total Direct Costs (add lines 1-15)	200.413	\$	1,405,976.00
17. Total indirect Costs	200.414	\$	
Rate %:			
Base:			
18. Total Costs State Grant Funds (Lines 16 and 17) <b>MUST EQUAL REVENUE TOTALS ABOVE</b>		\$	1,405,976.00

## Section 5310 Transportation Providers

### Advocate BroMenn Adult Day Services

Advocate BroMenn Adult Day Services operates under contracts with the Illinois Department of Aging and the Illinois Department of Human Services Department of Rehabilitation to provide transportation services to and from the service center for approved clients.

In February 2014, Advocate BroMenn Medical Center Adult Day Services begin contracting with SHOW BUS to provide door-to-door transportation in accessible vehicles according to client attendance schedules and plans of care. Advocate BroMenn Adult Day Services continues to independently provide transportation between Advocate BroMenn facilities, as well as social/recreational trips for program participants.

Advocate BroMenn Adult Day Service collaborates with Show Bus to transport clients to the facility. Show Bus is contracted to provide round trip service into the Advocate BroMenn Adult Day Service which has allowed the service to expand throughout McLean County. Show Bus provides transportation to approximately 34 ADS clients each month with an average of 45 trips per day. Advocate BroMenn Adult Day Service agrees to lease three Medium Duty Buses to Show Bus to assist in completing these transportation routes. Show Bus charges Advocate BroMenn a set monthly rate for the transportation agreement.

Adult Day Services also coordinates transportation with Connect Transit and the YWCA of McLean County Senior Services program for participants unable to be accommodated with the provided transportation service per the participant's request. SHOW BUS is the contracted provider for transportation within the service area as this allows access to the program for both local and rural participants. SHOW BUS also provides coordinated services for those participants outside of McLean County as needed.

## Marcfirst

Since 1955, Marcfirst has been connecting people with developmental disabilities to their community through a lifetime of meaningful supports. Services currently provided include early intervention and pediatric therapy programs for children with developmental disabilities and delays. High school students with disabilities are given the opportunity to participate in our transition program. For adults, residential, developmental training and supported employment services are provided. Each year, Marcfirst supports over 700 children and adults in McLean County. The transportation services we provide play a vital role in achieving our mission. For many of the adults we support, independent use of public transportation is not an option due to physical and/or intellectual disabilities. Our fleet of vehicles gives individuals with disabilities opportunities to access their community for work, education, medical services and recreation locally and throughout the State.

From March of 2016 through March of 2017, we provided over 16,000 trips to adults and high school students who participate in our various programs. Nearly 100,000 miles were logged on our vehicles taking people to work, appointments and recreational activities. We also put into service 2 new vehicles acquired from IDOT to enhance our transportation services.

## YWCA of McLean County

Effective June 30, 2017, the YWCA of McLean County ceased operation of the Medivan non-emergency medical transportation service. As of July 1, 2017, the services Medivan provided were incorporated into the Connect Mobility paratransit service of Connect Transit, the public transportation system for the Bloomington – Normal Urbanized Area. The YWCA will continue to provide service to destinations within a 60-mile radius of Bloomington – Normal but outside of McLean County.

APPENDIX 1  
Title VI Complaint Form  
For Discrimination Claim

The Transportation Policy Committee has approved the form on pages A-3 through A-5 below for the reporting of discrimination claims to MCRPC. The Policy Committee and the McLean County Regional Planning Commission are dedicated to open access to MCRPC for all.

With the adoption of an updated Title VI Plan in the fall of 2018, this form may be revised. New information and forms will be amended into the TIP appendix, and available on the MCRPC website.

This page intentionally left blank.





## Title VI Non-Discrimination Complaint Form McLean County Regional Planning Commission

The McLean County Regional Planning Commission (MCRPC) is committed to ensuring that no person is excluded from participation in or denied the benefit of services it provides on the basis of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended.

Title VI complaints must be filed within 180 days from the date of the alleged discrimination. To file a complaint this completed form must be returned to the McLean County Regional Planning Commission, located at 115 East Washington Street, Suite M-103, Bloomington, Illinois, 61701. **Faxed or e-mailed forms are not accepted.** Hand delivery is recommended to ensure that the complaint is received and filed within the statutory deadline. Delivery services providing delivery confirmation are also acceptable.

### Section 1

Your Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Street Address: \_\_\_\_\_  
City, State, & Zip Code: \_\_\_\_\_

### Section 2

1. Are you filing this complaint on your own behalf? ☐ Yes ☐ No

2. If you answered "No" to question 1, please describe your relationship to the person (complainant) for whom you are filing and why you are filing for a third party.

---

---

---

---

3. Have you obtained permission from the aggrieved party (complainant) to file this complaint on his or her behalf? ☐ Yes ☐ No

**Section 3**

4. Have you previously filed a Title VI complaint with the McLean County Regional Planning Commission?

☐ Yes ☐ No

5. Have you filed this complaint with any other federal, state, or local agencies?

☐ Yes ☐ No

If you answered "Yes" to question 5, please list other agencies with which this complaint has been filed. If you need more room, please attach any additional information to this form.

Agency: \_\_\_\_\_  
Contact Name: \_\_\_\_\_  
Street Address: \_\_\_\_\_  
City, State, Zip Code: \_\_\_\_\_

Agency: \_\_\_\_\_  
Contact Name: \_\_\_\_\_  
Street Address: \_\_\_\_\_  
City, State, Zip Code: \_\_\_\_\_

**Section 4**

Which of the following best describes the reason for the alleged discrimination of this complaint?

☐ Race

☐ Color

☐ National Origin

Please describe the alleged incident on which this complaint is based, and how you feel you were discriminated against, including how others may have been treated differently than you.

---

---

---

---

---

---

Date of Incident: \_\_\_\_\_

Provide the names and titles of person(s) who allegedly discriminated against you. If you require additional space or have additional written material pertaining to your complaint, please attach to this form.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Section 5**

I affirm that I have read the above charge and that it is true to the best of my knowledge, information, and belief.

Complainant's Signature: \_\_\_\_\_

Print or Type Name of Complainant: \_\_\_\_\_

Date: \_\_\_\_\_

**For Office Use Only**

Date Received: \_\_\_\_\_

Received by: \_\_\_\_\_

Action by: \_\_\_\_\_ Date \_\_\_\_\_

This page intentionally left blank.

## APPENDIX 2

### MCRPC Transportation Planning and Programming Process

Location: <http://www.mcplan.org>

Following are the primary work products of the MCRPC transportation planning program. Current documents are available for review at [www.mcplan.org](http://www.mcplan.org).

#### 1. Unified Work Program (UTWP)

MPO tasks and products are clearly outlined including sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding and a summary of the total amounts of federal and matching funds. Updated annually.

Title: Unified Work Program FY 2019, July 1, 2018 – June 30, 2019.

Date Approved: May 31, 2018

#### 2. Long Range Transportation Plan (LRTP)

Details how the urbanized area transportation system will evolve over the next 25 years. The LRTP covers the Bloomington-Normal urbanized area as delineated by the 2010 U.S. Census and considers a 25-year Metropolitan Planning Area (MPA), which encompasses land outside the urbanized area that is likely to be included in the urbanized area between the years 2015 and 2045. The LRTP looks at the projected evolution of pedestrian, bicycle, bus transit, automobile, rail, and air travel over the next 25 years, addresses the nine federal planning factors, is financially constrained, and includes funding for maintenance and operation of the transportation system. This planning process includes all relevant stakeholders including, but not limited to, environmental, state, other transportation, historical, local land use, economic development agencies, and the general public. Available for 45-day public comment period before approval. Updated every five (5) years.

Title: Transportation: A Changing Climate, Long Range Metropolitan Transportation Plan 2045

Date Approved: November 30, 2017.

#### 3. Transportation Improvement Program (TIP)

Documentation of proposed projects for a five-year fiscal period so that project funding can be secured. Any local project that solicits federal or state monies must be in the TIP in order to be considered for such funding. The TIP is consistent with the LRTP, financially constrained, and developed cooperatively with member agencies including state and local transit operators. Submitted to IDOT for adoption along with self-certification. Available for 30-day public comment period before approval. Updated every year.

Title: Transportation Improvement Program FY 2018-2022

Date Approved: June 29, 2017

Title: Transportation Improvement Program FY 2019-2023

Date Approved: July 26, 2018

#### 4. Title VI Plan

Documents procedures to address complaints related to Title VI of the Civil Rights Act of 1964, American Disabilities Act, and related statutes in compliance with federal regulation. This includes the identification of low-income and minority populations within the planning area to consider effects of the MPO planning process. Available for 45-day public comment period before approval. Updated every five (5) years.

Title: MCRPC Title VI Plan

Date Approved: Pending, September 2018

##### *The Title VI Plan incorporates:*

##### Public Participation Plan (PPP)

Documents how the MPO involves the public in different transportation planning processes and what staff undertake to gather, process, and utilize public input when creating plans and how to consider the needs of the traditionally underserved, such as low-income and minority households. Available for 30-day public comment period before approval. Periodically reviewed and updated.

Title: MCRPC Public Participation Plan

Date Approved: September, 2018

##### Limited English Proficiency Assistance Plan (LEPP)

Documents how the MPO engages members of the public who experience difficulties in speaking or writing in English, or understanding written or verbal communications in English. The plan focuses on partnerships and outreach techniques and best practices for involving LEP persons in all phases of transportation planning. Available for 30-day public comment period before approval. Periodically reviewed and updated in consultation.

Title: MCRPC Transportation Access Language Assistance Plan

Date Approved: September, 2018

#### 6. Federally Obligated Projects

Listing of obligated transportation projects for which federal funds have been given in the preceding year, including bicycle and pedestrian projects. Updated every year.

Title: Annual Listing of Federally Obligated Projects, Federal Fiscal Year 2018

Date Approved: anticipated September 2018

## MPO Self-Certification – to be renewed July 26, 2018

From the Code of Federal Regulations (CFR) 450.334 Self-certifications and Federal certifications: For all MPAs, concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval, the State and the MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

### Highway and Public Transportation

#### 23 U.S.C. 134 – Highways, Sec. 134. Metropolitan Planning

This section describes the legal framework for metropolitan planning areas (MPAs) and the conduct of the metropolitan transportation planning processes, development of transportation plans, programs, and activities to encourage and promote the safe and efficient management, operation and development of transportation systems.

#### 49 U.S.C. 53 – Public Transportation, Sec. 5303. Metropolitan Transportation Planning

This section provides the legal framework to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas. This section also encourages the continued improvement and evolution of the metropolitan and statewide transportation planning processes.

#### 23 CFR part 450.334 (a), Self-certifications and Federal certifications

Regulations to ensure the State and MPAs certify at least every four years that the metropolitan planning process is being carried out in accordance with all applicable requirements.

### Clean Air Act and Related Regulation

#### Clean Air Act (CAA)

The law that defines the Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer. The last major change in the law, as amended by the Clean Air Act Amendments of 1990, was enacted by Congress in 1990.

40 CFR part 93 – Determining Conformity of Federal Action State or Federal Implementation Plans This section sets forth policy, criteria, and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to the CAA. This section also provide procedures for air quality nonattainment and maintenance to implement requirements with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of highway or transit funds.

## Civil Rights Legislation and Regulation

"No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

*Title VI of the Civil Rights Act of 1964* outlawed discrimination in the conduct of all federal activities. Subsequent laws and Presidential Orders added handicap, sex, age, and income status to the criteria for which discrimination is prohibited.

*Executive Order 12898* directs Federal agencies to make Environmental Justice part of their missions by identifying and addressing disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations.

*Executive Order 13166* requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. Federal agencies are required to ensure that recipients of Federal financial assistance provide meaningful access to LEP applicants and beneficiaries.

### *49 USC 5332*

This section states a person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, religion, national origin, sex, disability, or age.

### *Federal-Aid Highway Act, 23 CFR part 230*

This section provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

*Fixing America's Surface Transportation (FAST) Act, Section 1101 (b) of Pub. L. 112-141 and 49 CFR Part 26* regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

### *The American with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq)*

This act prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. It prohibits the discrimination on the basis of disability by public accommodations and in commercial facilities. The following regulations refer to non-discrimination and its applicability in transportation:

*49 CFR part 27* specifies nondiscrimination on the basis of disability in programs or activities receiving federal financial assistance;



*49 CFR part 37* covers transportation services for individuals with disabilities; and

49 CFR part 38 covers ADA accessibility specifications for transportation vehicles.

*The Older Americans Act, as amended* (42 USC 6101)

This act prohibits discrimination on the basis of age in programs or activities receiving federal financial assistance.

*23 USC 324*

This section prohibits discrimination based on gender.

*Rehabilitation Act of 1973 (29 USC 794, §504) and 49 CFR part 27*

This section prohibits discrimination against individuals with disabilities.

This page intentionally left blank.

## APPENDIX 3

### Keeping the TIP Current

#### Amendments

MCRPC has adopted a process for the management of revisions made to the TIP in the course of its first fiscal year, to accurately and promptly reflect changes in project scope and funding. The defining concepts are discussed on pages 1 through 4 of this document. Generally, substantive alterations in a project consisting of changes in project area or the nature of work to be done, or changes to the amount and/or sources of funding will be incorporated through the amendment process. Amendments require a vote by the Technical Committee to forward the alteration to the Policy Committee for action.

As noted above, in situations where an amendment must be made within a limited amount of time, MCRPC staff will make every reasonable effort to accommodate the agency.

Amendments are posted to the MCRPC TIP page upon approval by the Policy Committee.

#### Administrative Modifications

Administrative modifications to the TIP will be published on the MCRPC website, [www.mcplan.org](http://www.mcplan.org).

Advance Construction Projects and Status Modifications, pursuant to  
IDOT Advanced Construction Notifications

**<http://www.mcplan.org/departments/division.php?structureid=28>**

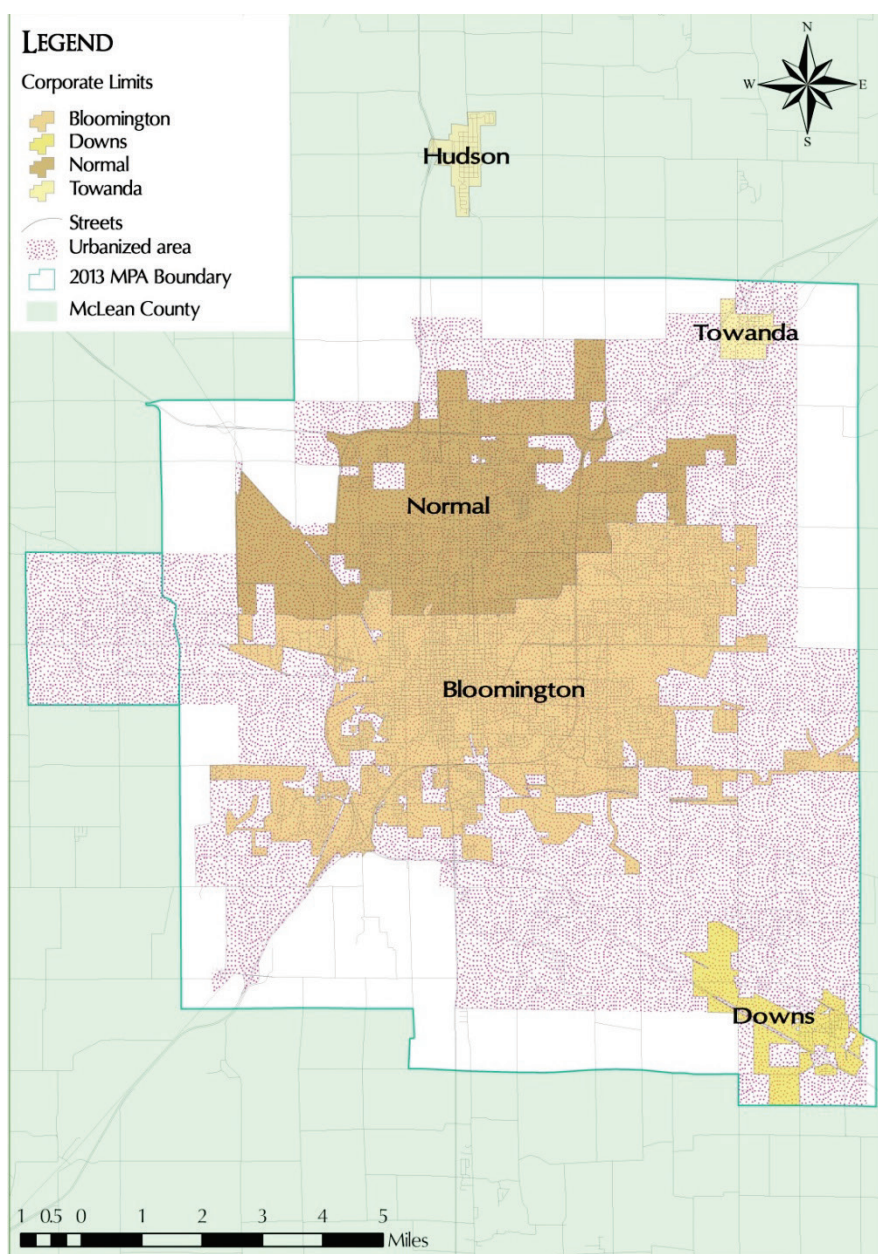
During the course of the first fiscal year for which Transportation Improvement Program is approved, any changes in advanced construction status for projects included in the TIP will be added to an updated version of this Appendix, reflecting administrative modifications made to the current TIP pursuant to status changes made by the Illinois Department of Transportation Office of Planning and Programming. Use the link above to access the web page listing, or contact Transportation Planner Jennifer Sicks by email at [jsicks@mcplan.org](mailto:jsicks@mcplan.org), or by telephone at 309-828-4331.

This page intentionally left blank.

## APPENDIX 4

## Metropolitan Planning Area (MPA) Boundary

In compliance with the provisions of the Transportation Equity Act for the 21st Century the McLean County Regional Planning Commission Transportation Technical and Policy Committees adopted the Metropolitan Planning Area Boundary based on Census 2000. The McLean County Regional Planning Commission Transportation Technical and Policy Committees in FY 2003 proposed a revised Metropolitan Planning Area Boundary. The boundary was further revised based on Census 2010, and a minor expansion made to include neighborhoods



along Illinois Route 9 west of Bloomington. The map illustrates the revised boundaries of the planning area for which the Metropolitan Planning Organization has responsibility for transportation planning, pursuant to the provisions of the FAST Act. The planning area is approximate 143 square miles in area, or 12% of the County's total area. Municipal areas within the planning area include the City of Bloomington, the Town of Normal, and the Villages of Downs and Towanda.

Delineation of metropolitan planning boundary:

- Beginning at the intersection of 1200 E Road (County Highway 39, Ropp Road) and 2000 N Road, the boundary extends east 9.35 miles along 2000N Rd to the intersection of 2000 N and 2100 E
- At this point the boundary runs south along 2100E 1 mile to 1900 N Rd (County Highway 14) and continues 1.5 miles along the section line to the intersection of 2100E and 1750N.
- From this point, the boundary continues south 5.5 miles to 1200N (County Highway 28; Ireland Grove Road), and extends 4.35 miles further south from 1200N to US. 150
- The boundary then runs .3 mile southeast along U.S. 150, to the eastern edge of Parcel I.D. No. 29-03-100-006; from this point the boundary runs south 1.08 miles from U.S. 150 to 650N
- The boundary then runs west 2.25 miles along and beyond 650N to 1900E (County Highway 29; Towanda-Barnes Road)
- At 1900E the boundary runs north .5 mile to 700N (County Highway 36)
- From the intersection of 1900E and 700N, the boundary runs west 5.5 miles along 700N to its intersection with 1375E
- From the intersection of 700N and 1375E the boundary runs 1.09 miles north to the southern boundary of Bloomington township
- From that point the boundary runs 3.85 miles west; it then runs 4.04 miles north to Six Points Road
- From Six Points Road the boundary continues north along 1000E to West Washington Street.
- The boundary extends west along Washington Street to County Highway 43, Covell Road.
- The boundary continues north along County Highway 43 to a point 150 feet north of 1650 N,  
And continues east to 975E
- On 975E the boundary runs north for 3.39 miles to Northtown Road. On Northtown Road the boundary runs east 2.47 miles to 1200E Road.
- On 1200E Rd (County Highway 39, Ropp Road), the boundary continues north for 2.05 miles to 2000N Road.

## APPENDIX 5

### Transportation Improvement Program (TIP) Selection Process

In order to facilitate TIP selection the McLean County Regional Planning Commission Transportation Technical and Policy Committees have adopted the following procedure regarding TIP selection for projects that use any form of federal funding.

In FY 2018 the Technical Committee created an evaluation and scoring process for such projects programmed by the local governments. Generally, such projects are few in number in each program year for the local jurisdictions, although they may represent a notable percentage of the total projects costs for those jurisdictions. See the main TIP report at pages 41-46, which include the completed scoring for the federal projects in the FY 2019 – 2023 TIP.

In accordance with the FAST Act and earlier legislation, the five-year TIP is financially constrained. That is, all projects in the first year element have verified funding sources, and the projects in the second through fifth years have "reasonably available" funding sources.

Project implementation priority is given to the first year of the TIP. However, special circumstances may arise necessitating moving a project originally designated for a later year forward to the first year. When such situations arise, it is preferable that the Transportation Policy and Technical Committees be apprised of the change and act to approve it as a TIP amendment. In instances where such a revision must be made on an emergency basis, it will be processed by staff with no action required of the Technical or Policy Committees. MPO staff at the regularly scheduled committee meetings will advise the Technical and Policy Committees of the project advancement, and provide for a ratifying TIP amendment if required.

This page intentionally left blank.



## APPENDIX 6

### Public Involvement Process

In compliance with the provisions of the successive iterations of federal legislation , the McLean County Regional Planning Commission Transportation Technical and Policy Committees have adopted the following Public Involvement Process. Pursuant to the requirements of the FAST Act, the Technical and Policy Committees have promulgated the McLean County Transportation Public Participation Plan, which constitutes the public involvement process to be employed in future transportation planning activities. The text of the participation plan as adopted in 2007 is included in this Appendix.

As of the publication of the FY 2019-2023 TIP, the MCRPC staff and the Transportation Technical Committee are revising the Public Participation Plan as part of the updating of the Title VI Plan. Until that process is complete, the public participation plan below remains in effect.

#### Public Notice

Announcements and agendas for all Technical and Policy Committee meetings will be sent to the local news media. Meetings of the Committees will be open to the general public. A mailing list will be established so that organizations or interested citizens can receive meeting announcements and agendas.

#### Transportation Improvements Program (TIP)

Members of the Technical Committee will be notified of the timetable for TIP preparation by agenda item. Project listings can then be submitted to the Technical Committee Chairman from which a draft TIP will be prepared.

The draft TIP will be reviewed by the members of the Technical Committee and will then be made available to the general public for their review and comment. The public review and comment period will be thirty days. Comments during the thirty-day period should be submitted in writing.

One public hearing for the TIP will be held prior to its adoption. A fourteen-day notice will be given prior to the public hearing. Similarly, a public hearing will be held for TIP amendments meeting the criteria of a Major Transportation Investment.

#### Long Range Transportation Plan

The plan will be available to the general public for a 45-day review and comment period. At this time, written comments will be accepted. A public hearing will be held for the Long Range Transportation Plan prior to its adoption. Fourteen day prior notice of the public hearing will be given.

## Public Comments

Public comments on the TIP, the Long Range Transportation Plan, and the Public Participation Statement will be reviewed by the Technical and Policy Committees. All public review and comment periods and public hearings will be advertised.

## Public Participation Statement

There will be a forty-five day review and comment period held for the Public Participation Statement.

## McLean County Transportation Study Public Participation Plan

The McLean County Regional Planning Commission, acting as the metropolitan planning organization [MPO] for the Bloomington-Normal, Illinois urbanized area, and through the Policy Committee of the McLean County Transportation Study, adopts the following Plan to promote public involvement in transportation planning.

The intent of the McLean County Regional Planning Commission Participation Plan is to provide a process for meaningful public input into transportation decision-making. This process includes offering reasonable opportunities for the public to be informed and involved in the development of transportation plans and programs in the metropolitan area. Proactive outreach to educate and inform the public about transportation issues and options, and to elicit input from the public on transportation issues, is integral to the process. Consistent with the principles underlying SAFETEA-LU, outreach is conducted early in the planning process, and is designed to ensure participation by traditionally underserved populations. The metropolitan transportation planning area refers to the City of Bloomington, the Town of Normal, and the adjoining portions of McLean County anticipated to be developed over the next 20-year period, and as defined in the Long Range Transportation Plan.

Therefore, the McLean County Regional Planning Commission shall provide a reasonable opportunity to comment on proposed plans for citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian and bicycle transportation facilities, representatives of persons with disabilities, and other interested parties.

Components or objectives of the existing public involvement process followed by the McLean County Regional Planning Commission have been revised to incorporate elements required of a Participation Plan process by 23 CFR Part 450.316 pursuant to Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU),(Public Law 109-59, August 10, 2005). Sections A thru C of the Participation Plan address the participation process. Section D addresses the agency consultation process required by SAFETEA-LU of the metropolitan transportation plans and programs.

## Section A: Participation Plan Elements

1. Public notification will be provided not fewer than 15 days nor more than 30 days in advance of consideration of action by the Policy Committee of the McLean County Regional Planning Commission on proposed long range [metropolitan] transportation plan updates, transportation improvement programs, and amendments to these planning documents.
  - a. To provide time for full public review and comment on the draft participation plan, and pursuant to 23 CFR §450.316(a)(3), public notification will be provided no less than 45 days in advance of consideration of action on this document by the Policy Committee of the McLean County Regional Planning Commission.
  - b. The draft Transportation Improvement Program [TIP] will be reviewed by the members of the Technical Committee and will be made available to the general public, as specified below, for review and comment. Pursuant to 23 CFR 450.316(b)(1)(iv), the public review and comment period will extend a minimum of 30 days. Comments during the thirty-day period should be submitted in writing. One public hearing for the TIP will be held prior to its adoption, during which public comments will also be received. TIP amendments shall be considered and acted upon in the course of public meetings of the Technical and Policy Committees, as required pursuant to 23 CFR 450.104. Events defined as requiring an amendment to the TIP include major changes to a project, including the addition or deletion of a project or a major change in project cost, project/phase initiation dates, or a major change in design concept or design scope.
  - c. The Long Range Transportation Plan will be available to the general public for a 45 day review and comment period. A public hearing on the Long Range Transportation Plan will be held prior to its adoption.
2. A meeting notice will be provided electronically to local news media, including local public television as applicable, one week in advance of each regular Policy Committee and Technical Committee meeting. Reasonable access to available information about MPO sponsored transportation studies in the metropolitan area will also be provided.
3. Available resources, including web-based mapping, published maps and illustrations and other graphic data will be used by the MPO to visually convey information related to and improving understanding of metropolitan transportation plans and programs.
4. Public information related to transportation plans and programs and meeting notices of the McLean County Regional Planning Commission will be provided electronically on the World Wide Web, including draft and final versions of the Participation Plan. The website will also provide meeting agendas and minutes, information on the purpose, programs and structure of the Regional Planning

Commission, information on MPO planning projects and studies, and contact information for MPO staff.

5. Public meetings sponsored by the McLean County Regional Planning Commission will be held at convenient locations and times. A citizen information period will be provided during each regular MPO meeting.
6. Public input received during the development of the metropolitan transportation plan and the transportation improvement program will be given consideration by the MPO. Significant public comments received will be reported by staff to the Policy Committee and the Technical Committee.
7. Outreach efforts seeking input on metropolitan transportation plans and programs from low income and minority households traditionally underserved by existing transportation systems will be continued and documented. All public participation activities of the McLean County Regional Planning Commission shall be conducted to permit involvement by persons with disabilities, and by persons with limited English proficiency, upon request.
8. Public notices advising citizens in the metropolitan area of the availability of draft transportation plans, transportation improvement programs and conformity reports in local public libraries will be continued. Additional opportunity for public comment will be provided if the final metropolitan transportation plan or transportation improvement program or conformity analysis differs significantly from the version initially made available for public review.
9. The implementation of the McLean County Regional Planning Commission Participation Plan will be coordinated with the statewide transportation planning public involvement and consultation processes developed, as appropriate, with agencies and officials responsible for other planning activities within the metropolitan area that are affected by transportation.
10. The overall effectiveness of procedures and strategies contained in the Participation Plan to ensure a full and open participation process will be reviewed periodically by the McLean County Regional Planning Commission.

#### Section B: Disposition of Significant Comments

1. When significant comments are received on the draft Long Range Transportation Plan or the Transportation Improvement Program as a result of the Participation Plan, a summary, analysis, and report on the disposition of comments shall be made as part of the final Long Range Transportation Plan and Transportation Improvement Program.

## Section C: Agency Consultation on Other Planning Activities

1. As the transportation plan and the transportation improvement program are developed, the MPO shall consult, as appropriate, with agencies and officials responsible for other planning activities in the metropolitan area affected by transportation in order to coordinate planning functions to the maximum extent practicable. The McLean County Regional Planning Commission, through technical assistance and direct participation, contributes to the planning processes of its constituent governments, agencies and partners. Such contributions involve the formulation of regional and local planning and development policy, and the implementation of program and project objectives.
2. The McLean County Regional Planning Commission process for public review, participation and comment on the Transportation Improvement Program serves as the public participation process for the Bloomington-Normal Public Transit System Program of Projects.
3. The nature of the consultation shall include comparison of metropolitan plans and transportation improvement programs, as they are developed, with the plans maps, inventories, and planning documents developed by other agencies.
4. Interested parties, public and private, responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation, and historic preservation in Bloomington-Normal and McLean County shall be included in the planning consultation process, as appropriate. Interested parties whose early and continuous involvement shall be sought include but are not limited to affected public agencies, representatives of public transportation users and employees, freight shippers and providers of freight transportation services, private providers of transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and citizens. Interested parties shall have access to timely information about transportation issues and decision-making processes, and to avenues for direct involvement in the transportation planning process.
5. Metropolitan transportation plans and transportation improvement programs shall be developed with consideration for governmental agencies and non-profit organizations receiving Federal assistance from a source other than the U.S. Department of Transportation for the design and delivery of non-emergency transportation services.
6. The MPO, in cooperation with the Federal Highway Administration, shall provide to all interested parties access to an annual listing of Federally Obligated Projects.

7. The MPO will consider the future development of an operations plan for consulting with other governmental agencies responsible for the development of plans affected by transportation in the metropolitan area

#### Section D: Public Participation Plan Evaluation

1. Pursuant to 23 CFR 450.316(a)(1)(x), the McLean County Regional Planning Commission shall conduct periodic review of public participation activities and initiatives, and shall revise or amend the Public Participation Plan as needed to enhance public participation in the transportation planning process.
2. Distribution of the McLean County Regional Planning Commission newsletter VISIONS shall be monitored, and changes in the volume distributed assessed. VISIONS is disseminated as a printed document via the U.S. Postal Service, as an electronic document distributed to an email list, and as a downloadable document posted on the Commission website ([www.mcplan.org](http://www.mcplan.org)).
3. Postings to the Commission website shall be inventoried and monitored to assess completeness, timeliness and ease of access. Technology to assess frequency of website viewings shall be used to evaluate the impact of the website in providing information and participation opportunities to interested parties and the public.
4. All meeting agendas and minutes of the Transportation Technical and Policy Committees shall be made available on the Commission website. As practicable, supporting documentation cited in agendas and minutes shall also be made available through the website. Website postings relating to the Committees shall be monitored and evaluated pursuant to Section D, paragraph 3, above.
5. The McLean County Regional Planning Commission shall conduct ongoing assessment of the implementation of the Public Participation Plan elements as set forth in Section A, paragraphs 1 – 9, above.
6. In addition to the evaluation described in paragraph 5, above, evaluation criteria shall include the elements presented in Table 1, below, which shall be considered by the Regional Planning Commission and the Technical and Policy Committees in assessing the Public Participation Plan:

Table 1		
Participation Tool	Quantitative	Qualitative
Mailing Lists	<ul style="list-style-type: none"> <li>• Number of Additions to Mailing List</li> <li>• Diversity of Representation</li> <li>• Quantity of Educational Materials Distributed</li> </ul>	<ul style="list-style-type: none"> <li>• Concise and Clear Information Portrayed</li> <li>• Effectiveness of Newsletter</li> <li>• Format</li> </ul>
Public Forums	<ul style="list-style-type: none"> <li>• Number of Events/Opportunities for Public Participation</li> <li>• Number of Comments Received</li> <li>• Number of Participants</li> <li>• Number of Methods Used to Reach Disadvantaged/Disabled Citizens</li> <li>• Diversity of Attendees</li> </ul>	<ul style="list-style-type: none"> <li>• Effectiveness of Meeting Format</li> <li>• Public Understanding of Process</li> <li>• Quality of Response Obtained</li> <li>• Timing of Public Participation</li> <li>• Meeting Convenience, i.e. Time, Location and Accessibility</li> <li>• Use of Public Input in Developing Plan</li> </ul>
Commission/Committee Meetings	<ul style="list-style-type: none"> <li>• Number of Comments Received</li> <li>• Number of Participants</li> <li>• Number of Methods Used to Reach Disadvantaged and/or Disabled Citizens</li> <li>• Diversity of Attendees</li> </ul>	<ul style="list-style-type: none"> <li>• Effectiveness of Meeting Format</li> <li>• Public Understanding of Process</li> <li>• Quality of Response Obtained</li> <li>• Meeting Convenience, i.e. Time, Location and Accessibility</li> <li>• Use of Public Input in Developing Plan</li> </ul>
MCRPC Website	<ul style="list-style-type: none"> <li>• Number of MPO Documents</li> <li>• Number of Site "Hits" per Quarter</li> <li>• Number of Comments and Suggestions Submitted</li> </ul>	<ul style="list-style-type: none"> <li>• Timeliness of Document Updates</li> <li>• Announcement of Meetings</li> <li>• Accessibility of Information (Site Format)</li> <li>• Quality of Response Obtained</li> </ul>

7. The Public Participation Plan shall be reviewed every five years (from date of first adoption) by the staff of the Regional Planning Commission to assess the effectiveness of its procedures.

- a. Staff shall submit recommended revisions or amendments to the Transportation Technical and Policy Committees.
- b. Pursuant to 23 CFR 450.316(a)(3), action by the Technical and Policy Committees to adopt revisions to or amendment of the Public Participation Plan shall be preceded by a period of public review and comment of not less than 45 days.

This page intentionally left blank.



## APPENDIX 7

### Public Comments

A public hearing regarding the draft FY 2019 – 2023 Transportation Improvement Plan will be held on July 20, 2018 during a scheduled meeting of the Transportation Technical Committee.

Once the hearing concludes, this appendix will be updated to report any comments offered on or before the hearing and their disposition by the Transportation Technical Committee.

This page intentionally left blank.

## APPENDIX 8

Minutes of the Transportation Technical Committee, July 20, 2018

**TO BE UPDATED**

### Minutes

McLEAN COUNTY REGIONAL PLANNING COMMISSION  
TRANSPORTATION TECHNICAL COMMITTEE

***PENDING, SUBJECT TO COMMITTEE APPROVAL***

**Friday, July 20, 2018 10:30 a.m.**

Government Center, Room 345  
115 East Washington Street, Bloomington, Illinois



Committee Members Present (*italics indicated members represented by proxy*)

Call to Order

Public Comment

Minutes

Items for Action

*Approval and referral to the Policy Committee of the FY 2019 – 2023 Transportation Improvement Program*

Items of Information or Discussion

That Which May Arise

Next Meeting

Adjournment

Appendix 8







Minutes of Transportation Policy Committee, July 26, 2018  
**TO BE UPDATED FOLLOWING THE MEETING DATE**



**MINUTES**  
MCLEAN COUNTY REGIONAL PLANNING COMMISSION  
TRANSPORTATION POLICY COMMITTEE

***PENDING, SUBJECT TO COMMITTEE APPROVAL***

Thursday, July 26, 2018 11:30 a.m.  
MCRPC, Government Center, 115 East Washington Street,  
Bloomington, Illinois

Committee Members Present

Call to Order

Public Comment

Minutes

Items for Action

*Approval of the FY 2019 – 2023 Transportation Improvement Program*

Items of Information or Discussion

Next Meeting

Adjournment






## APPENDIX 9

### Certificates of Publication

The following notice was placed in the Pantagraph in the June 18, 2018 edition. It and subsequent notices will be included in this appendix as certificates of publication become available.



**50 YEARS**

**MCRPC**

**McLEAN COUNTY**  
Regional Planning Commission

### Public Notice

McLean County Regional Planning Commission  
Transportation Improvement Program FY 2019 - 2023  
**PUBLIC HEARING – July 20, 2018 10:30 a.m.**  
Room 345, Government Center, 115 East Washington Street, Bloomington

The McLean County Regional Planning Commission (MCRPC), in accord with the FAST Act, has prepared a draft Transportation Improvement Program for FY 2019 - 2023. The draft document is available for public review from June 20, 2018 to July 19, 2018, inclusive, at the MCRPC office in Government Center, 115 East Washington Street, Suite M103, Bloomington, Illinois, M-F from 8:30 a.m. to 4:30 p.m., and on the MCRPC web site at [www.mcrpc.org](http://www.mcrpc.org). Additions to the draft proposed during the public comment period will be posted on the MCRPC website and made available at the Commission office.

Following the public review period and pursuant to the adopted MCRPC Public Participation Plan, MCRPC will hold a public hearing concerning the FY 2019 - 2023 Transportation Improvement Program (TIP), on July 20, 2018, at Government Center, 115 East Washington Street, Bloomington, Illinois. This is the first notice regarding this hearing. Pending the hearing, final action by the MCRPC Transportation Policy Committee is scheduled for July 26, 2018.

The Transportation Improvement Program is a five-year summary for urban area road, trail and pedestrian improvement projects and public transit projects and at minimum reflects all projects expected to utilize Federal transportation funding. It incorporates the Programs of Projects for public transit providers, including Connect Transit and SHOW BUS. If no changes to the Transportation Improvement Program are made pursuant to public comment during the public review period or the public hearing, the project and transit programs of projects in the draft document will constitute the Final Program of Projects.

Agencies receiving Federal Transit Administration funds are required to comply with certain public participation requirements, including those specified with respect to Urbanized Area Formula Grants made pursuant to 49 USC §307. For transit providers operating in the Bloomington - Normal Metropolitan Planning Area, and represented in the Transportation Improvement Program, the Regional Planning Commission process for public review, participation and comment on the Transportation Improvement Program serves as the public participation process regarding the program of projects for such providers. Individual providers may also conduct additional public hearings. These include but are not limited to Connect Transit and SHOW BUS.

Comments on the draft should be submitted in writing to the MCRPC during the comment period, or at the public hearing. Comments on the Transportation Improvement Program will be considered for inclusion in the final TIP, as directed by the MCRPC Transportation Policy Committee following the public hearing. Please direct questions or comments to Jennifer Sicks, Transportation Planner, MCRPC, by mail, by telephone at 309-828-4331, or by email to [jsicks@mcrpc.org](mailto:jsicks@mcrpc.org).



## Public Notice

McLean County Regional Planning Commission  
Transportation Improvement Program FY 2019 - 2023  
PUBLIC HEARING – July 20, 2018 10:30 a.m.  
Room 345, Government Center, 115 East Washington Street, Bloomington

The McLean County Regional Planning Commission (MCRPC), in accord with the FAST Act, has prepared a draft Transportation Improvement Program for FY 2019 - 2023. **The draft document is available for public review from June 18, 2018 to July 19, 2018, inclusive,** at the MCRPC office in Government Center, 115 East Washington Street, Suite M103, Bloomington, Illinois, M-F from 8:30 a.m. to 4:30 p.m., and on the MCRPC web site at [www.mcplan.org](http://www.mcplan.org). Additions to the draft proposed during the public comment period will be posted on the MCRPC website and made available at the Commission office.

Following the public review period and pursuant to the adopted MCRPC Public Participation Plan, **MCRPC will hold a public hearing concerning the FY 2019 – 2023 Transportation Improvement Program (TIP), on July 20, 2018, at Government Center, 115 East Washington Street, Bloomington, Illinois. This is the first notice** regarding this hearing. Pending the hearing, final action by the MCRPC Transportation Policy Committee is scheduled for July 26, 2018.

The Transportation Improvement Program is a five-year summary for urban area road, trail and pedestrian improvement projects and public transit projects and at minimum reflects all projects expected to utilize Federal transportation funding. It incorporates the Programs of Projects for public transit providers, including Connect Transit and SHOW BUS. If no changes to the Transportation Improvement Program are made pursuant to public comment during the public review period or the public hearing, the project and transit programs of projects in the draft document will constitute the Final Program of Projects.

Agencies receiving Federal Transit Administration funds are required to comply with certain public participation requirements, including those specified with respect to Urbanized Area Formula Grants made pursuant to 49 USC 5307. **For transit providers operating in the Bloomington - Normal Metropolitan Planning Area, and represented in the Transportation Improvement Program, the Regional Planning Commission process for public review, participation and comment on the Transportation Improvement Program serves as the public participation process regarding the program of projects for such providers.** Individual providers may also conduct additional public hearings. These include but are not limited to Connect Transit and SHOW BUS.

**Comments on the draft should be submitted *in writing* to the MCRPC during the comment period, or at the public hearing.** Comments on the Transportation Improvement Program will be considered for inclusion in the final TIP, as directed by the MCRPC Transportation Policy Committee following the public hearing. Please direct questions or comments to Jennifer Sicks, Transportation Planner, MCRPC, by mail, by telephone at 309-828-4331, or by email to [jsicks@mcplan.org](mailto:jsicks@mcplan.org).





MCLEAN COUNTY  
Regional Planning Commission

[WWW.MCPLAN.ORG](http://WWW.MCPLAN.ORG)