

McLean County Regional Planning Commission
for the
Bloomington-Normal Urbanized Area

Transportation Improvement Program

Adopted June 26,

FISCAL YEARS 2021-2025
Bloomington-Normal Urbanized Area



Transportation Improvement Program

FISCAL YEARS 2021 - 2025

Prepared by:
McLean County Regional Planning Commission (MCRPC)

Adopted June 26, 2020

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

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

RESOLUTION

June 26, 2020

The McLean County Regional Planning Commission Transportation Policy Committee hereby approves the Fiscal Years 2021 - 2025 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, 2020 through June 30, 2021.

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 Kramp – MCRPC

Tari Renner – City of Bloomington

Chris Koos – Town of Normal

William Caisley – McLean County

Scott Neihart – IDOT Region 3, District 5

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METROPOLITAN TRANSPORTATION PLANNING PROCESS SELF-CERTIFICATION

In accordance with 23 CFR 450.336 (a), 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 450.336(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 FAST Act (Pub. L. 114-357) 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

Raymond Lai, AICP
Executive Director

Holly A. Bieneman
Bureau Chief, Planning
Office of Planning & Programming
Illinois Department of Transportation

Date

Date

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Preamble

Transportation Improvement Program, FY 2021 - 2025 Bloomington-Normal Urbanized Area

The Transportation Improvement Program (TIP) is a five-year record of programmed and planned road, bicycle and pedestrian transportation projects and transit capital and operations projects located within the 25-Year Planning Boundary of the Bloomington-Normal Urbanized Area¹. 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, Marcfirst, Advocate BroMenn Adult Day Services and Homes of Hope. The five one-year periods reported in the TIP coincide with the State of Illinois fiscal year, which in any calendar year begins on July 1 and terminates on June 30 of the following calendar year.

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 complies with the requirements for self-certification. During 2017 and 2018, MCRPC adopted BN Mobile: Long-Range Metropolitan Transportation Plan 2045, updated the MPO Cooperative Agreement and the MCRPC By-Laws. As of September 2018, MCRPC adopted an updated Title VI Plan, which incorporates the Public Participation Plan for Transportation and the Limited English Proficiency Assistance Plan.

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 included in this TIP have been reviewed for consistency with the adopted Long-Range Metropolitan 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 Metropolitan

¹ see Appendix 4 for a map and description of the MPA boundary lines.

Transportation Plan 2045. The TIP has been reviewed and approved by the MPO 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 2021 - 2025 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, as well as pedestrian and bicycle facilities, and jurisdiction-wide ongoing projects that address infrastructure sustainability.

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 Committee also serves as a core component in the process of human services transportation planning in the metropolitan planning 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.

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McLean County Regional Planning Commission Transportation Committees

(LISTED ALPHABETICALLY BY JURISDICTION OR AGENCY, AS OF 7/1/2019)

POLICY COMMITTEE

Mary Kramp*	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

Raymond Lai*	McLean County Regional Planning Commission Executive Director
Carl Olson	Central Illinois Regional Airport, Executive Director
Tim Gleason	City of Bloomington, City Manager
Kevin Kothe	City of Bloomington, Director of Public Works
Isaac Thorne	Connect Transit, General Manager
Robert Nelson	Illinois DoT, District 5, Planning & Services Chief
Dan Magee	Illinois DoT, District 5, Federal Aid Coordinator
Camille Rodriguez	McLean County, County Administrator
Jerry Stokes	McLean County, County Engineer
Pamela Reece	Town of Normal, City Manager
Wayne Aldrich	Town of Normal, Director of Public Works

**Committee chairs*

McLEAN COUNTY REGIONAL PLANNING COMMISSION STAFF

Raymond Lai, AICP	Executive Director
Jennifer A. Sicks, AICP	Transportation Planner
Lauren Gibson	Community Planner
Alyssa Cooper	Community Planner
Tim Riley	Assistant Planner
Melissa Robinson	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

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Index of Abbreviations and Fund Categories

GENERAL ABBREVIATIONS

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

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

State

DCEO	Illinois Department of Commerce and Economic Opportunity
GCPF (ICC)	Grade Crossing Protection Fund – Illinois Commerce Commission
IBPGP	Illinois Department of Natural Resources Bicycle Path Grant Program
IDOT (LA)	Illinois Department of Transportation (Land Acquisition)
IDOT (RR)	Railroad Improvements
IDOT	Illinois Department of Transportation
IHPA	Illinois Historic Preservation Agency
State (other)	Other State Funds
TARP	Truck Access Route Program

Federal

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

PROJECT PHASES

C	Construction
E	Engineering
P	Planning
PE	Preliminary Engineering
ROW	Right-of-way Acquisition

Transportation Improvement Program Fiscal Years 2021- 2025

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

ROAD, PEDESTRIAN & BICYCLE PROJECTS



Project Selection and Management

Section 1: 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 or planned by the participants in the metropolitan transportation planning process. That process is directed by the U.S. Department of Transportation. 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, both public transit and that conducted non-profit agencies.

This process arises from MCRPC's role as the metropolitan planning organization (MPO) for the Bloomington-Normal urbanized area. An MPO is designated and created when an urbanized area meets or exceeds a population of 50,000 people. The combined population of Bloomington and Normal reached that milestone in the 1960s, and pursuant to the federal process, the Governor designated the McLean County Regional Planning Commission for our area in 1967.

Metropolitan planning organizations exist to conduct a continuing, cooperative, and comprehensive, or 3-C, transportation planning process. The MPO provides a forum for the development of transportation policies and plans. At minimum the planning process must include any transportation project in which federal funding is used; in McLean County, we report on locally funded transportation projects as well, to provide better context regarding the levels of investment made by each level of government. The Transportation Improvement Program is the core document for analyzing the scope and scale of transportation investment in our metropolitan planning area (*see* Appendix 5).

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. MCRPC encourages the MPO participants' engagement in a continuing dialogue with MCRPC, District 5 staff and one another to develop the most effective regional program possible with the resources available.

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 listing must have a defined cost for implementation, and identify the sources of

funding required to meet that cost. In addition, each jurisdiction is tasked with determining Year-of-Expenditure costs for each project.

This is done to reflect as closely as possible the true cost at the time of implementation, through calculation of anticipated cost changes based on its financial status, assumptions and past experience. These modifications of estimated cost may also 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 state performance targets adopted by the MCRPC Transportation Policy Committee, or identified in the currently adopted Long Range Metropolitan Transportation Plan¹. The 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. 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 useful for analysis. If the local annual fatalities equal five individuals, the target reduction equals two-tenths of a person. This issue of scalability is further complicated when fatalities or serious injuries result from crashes on roads controlled by the state rather than local jurisdictions. In these cases, the MPO's ability to impact the statewide 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

¹ 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).*

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.*

goal of reducing and then eliminating crash fatalities, and also responsive to goals identified in the MCRPC Long Range Metropolitan Transportation Plan 2045 (LRMTP). 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 Vision Zero 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 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 29, projects with a specific focus on safety for system users are indicated 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 the 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 LRMTP project components indicative of focus on key goals and strategies of the LRMTP 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)	
On the next worksheet, labeled StrategyMeasure, enter the following information: 1 For each focus area chosen, list the strategies and/or tasks related to that focus area that will be used in implementing the project. 2 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. 3 Keep in mind that the strategies should also be consistent with the project components you have identified as relevant to the project.								
* See LRMTTP, strategy 2.2, pp.74 and following † See LRMTTP, Chapter 5, §3, strategy 3.1, pp. 86 and following ‡ See Equity portions of strategies and performance measures in LRMTTP, Chapters 5 & 6								

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 provides 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
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This continuing 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
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This pending 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.

East Side Highway Monitoring Plan	RSA
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As indicated in the Environmental Assessment submitted to the Federal Highway Administration in 2017, and reflected in the LRMTTP, MCRPC will collect data and 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.

Section 2: 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.

Administrative Modification 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 total 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.²

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 description of the proposed changes to MCRPC staff including:

- Scope
- 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.

² 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.

Amendments

A TIP Amendment refers to any major change to a TIP project, of sufficient scope that there must be an amendment. 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 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
- Project completion status
- 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.

Section 3: 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 known as an AC Conversion in the process language of the Federal Highway Administration. 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 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.

Section 4: East Side Highway Environmental Assessment

East Side Highway Monitoring Plan

The Transportation Improvement Program does not currently include a funded project related to the East Side Highway studies conducted earlier in the decade. 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.

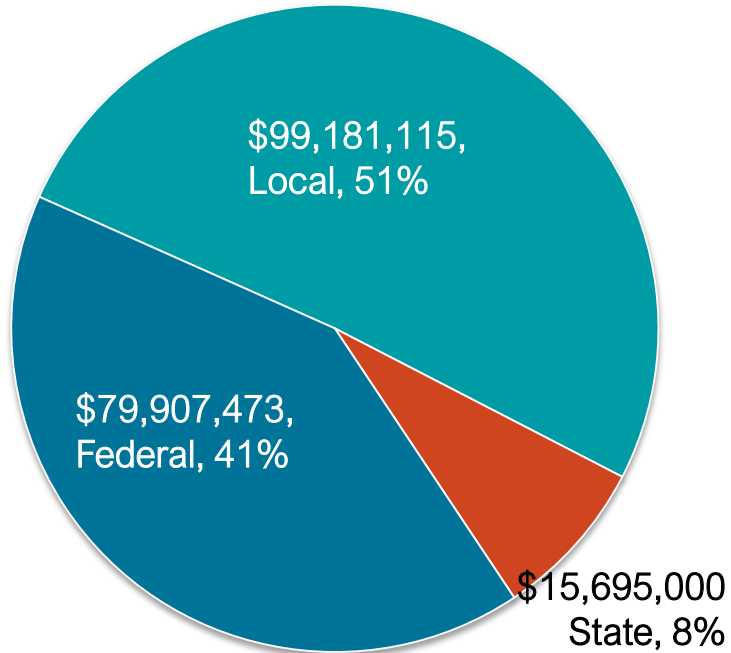
Beginning in FY 2018, MCRPC will carry out the continuing analysis of project status and community readiness described in the Monitoring Plan incorporated in the Environmental Assessment. MCRPC will prepare and distribute periodic reports regarding prevailing conditions in the urban area in connection with the East Side Highway. The costs associated with this work are incorporated in the MCRPC annual work program, and will continue indefinitely, until there is data to suggest that the EA be revisited, or that further consideration of the project is no longer consistent with the trends and growth patterns in the community.

Fund Details by Year and Funding Source

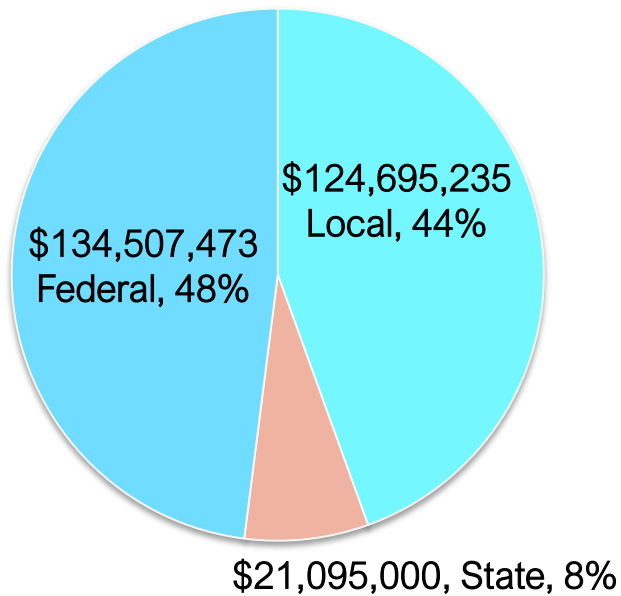
Fund Allocation for FY 2021 – 2025 Term

	2021	2022	2023	2024	2025	5-year
LOCAL						
Bloomington Capital Improvement Fund	\$4,110,987	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$18,510,987
Bloomington Motor Fuel Tax	\$8,930,000	\$5,080,000	\$4,300,000	\$3,000,000	\$3,700,000	\$25,010,000
Bloomington Local Motor Fuel Tax	\$4,010,988	\$3,600,000	\$3,600,000	\$3,600,000	\$3,600,000	\$18,410,988
Normal Capital Improvement Fund	\$3,098,725	\$1,510,220	\$1,164,920	\$1,575,650	\$1,018,535	\$8,368,050
Normal Motor Fuel Tax	\$6,061,350	\$1,450,000	\$7,450,000	\$4,395,180	\$1,864,200	\$21,220,730
Normal Community Development Fund	\$441,000	\$197,000	\$197,000	\$197,000	\$197,000	\$1,229,000
Normal Stormwater Fund	\$917,500	\$0	\$0	\$0	\$0	\$917,500
County Fund	\$672,000	\$1,766,860	\$250,000	\$775,000	\$725,000	\$4,188,860
County Bridge Fund	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Private Property Owner Contribution	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$325,000
Local Total	\$29,307,550	\$17,269,080	\$20,626,920	\$17,207,830	\$14,769,735	\$99,181,115
STATE						
IDOT	\$0	\$300,000	\$0	\$0	\$0	\$300,000
State Match	\$2,983,000	\$186,000	\$3,233,000	\$1,178,000	\$5,329,000	\$12,909,000
Grade Crossing Protection Fund	\$1,450,000	\$0	\$0	\$0	\$0	\$1,450,000
Other State Funding	\$0	\$936,000	\$100,000	\$0	\$0	\$1,036,000
State Total	\$4,433,000	\$1,422,000	\$3,333,000	\$1,178,000	\$5,329,000	\$15,695,000
FEDERAL						
Surface Transportation - Urban	\$3,040,000	\$8,164,000	\$2,400,000	\$0	\$0	\$13,604,000
Surface Transportation - Rural	\$5,556,000	\$1,436,000	\$1,200,000	\$1,500,000	\$1,200,000	\$10,892,000
Highway Safety Improvement Plan	\$509,333	\$508,140	\$0	\$0	\$0	\$1,017,473
National Highway	\$6,881,000	\$1,308,000	\$11,532,000	\$4,712,000	\$29,961,000	\$54,394,000
Federal Total	\$15,986,333	\$11,416,140	\$15,132,000	\$6,212,000	\$31,161,000	\$79,907,473
Annual Total	\$49,726,883	\$30,107,220	\$39,091,920	\$24,597,830	\$51,259,735	\$194,783,588

Road, Pedestrian, Bicycle and Other Surface Transportation Projects
5-Year Program Funding
\$194,783,588



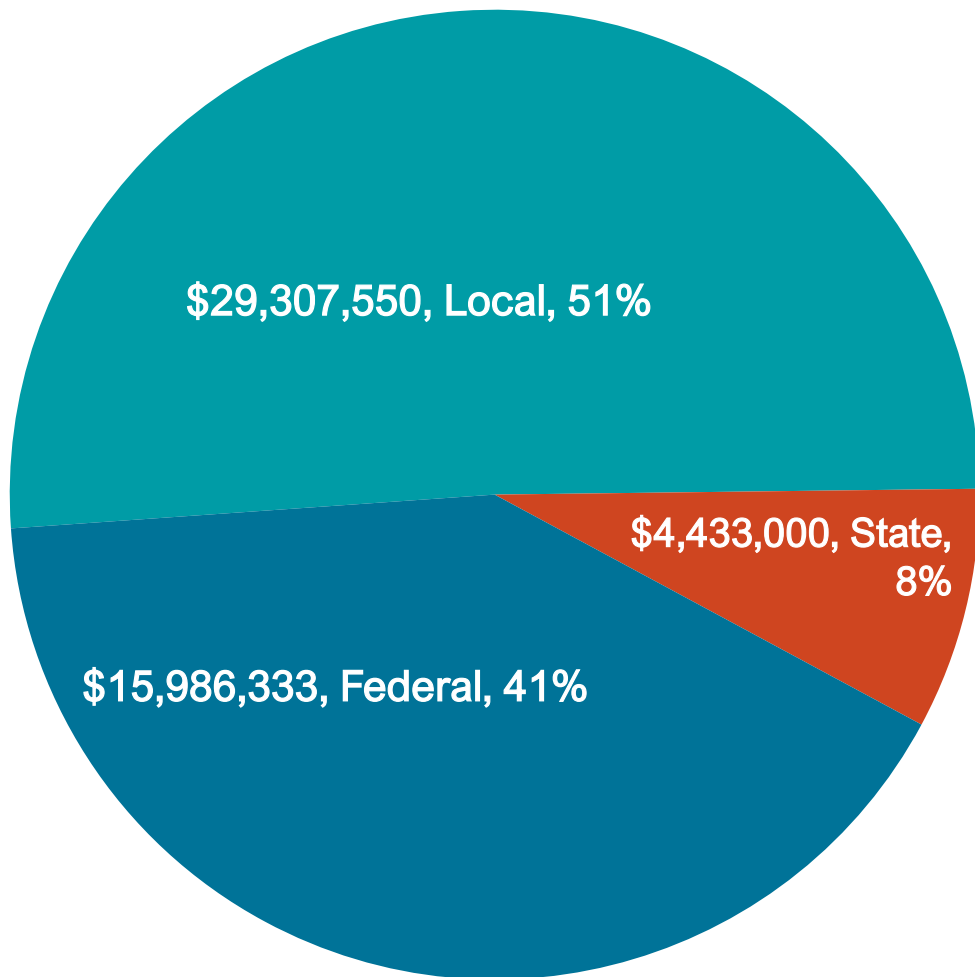
5-Year Program Funding
including Illustrative Projects
\$280,297,708



Sources of Funding by Level of Government 2021

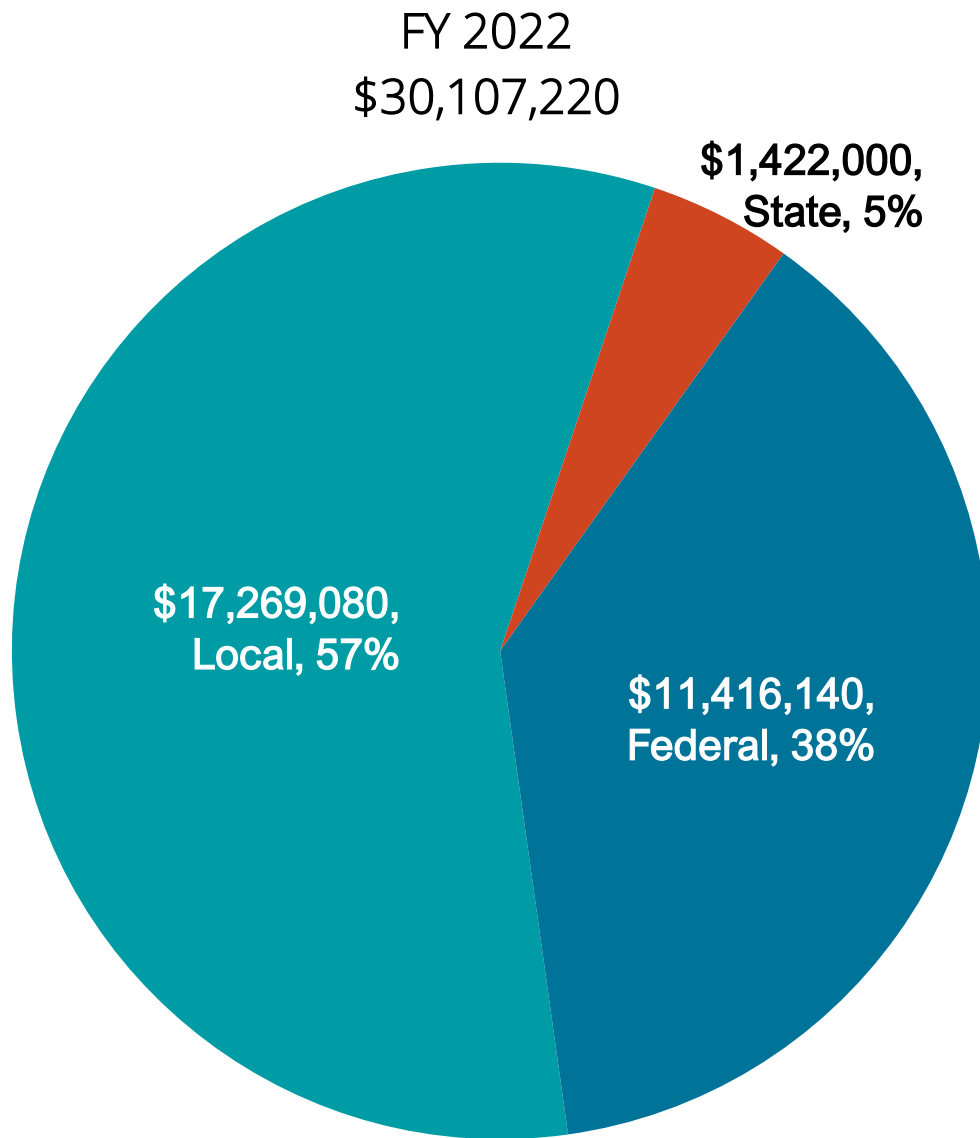
LOCAL		2021
Bloomington Capital Improvement Fund	BCIF	\$4,110,987
Bloomington Motor Fuel Tax	BMFT	\$8,930,000
Bloomington Local Motor Fuel Tax	LMFT	\$4,010,988
Normal Capital Improvement Fund	NCIF	\$3,098,725
Normal Motor Fuel Tax	NMFT	\$6,061,350
Normal Community Development Fund	NCD	\$441,000
Normal Stormwater Fund	NSTWR	\$917,500
County Fund	County	\$672,000
County Bridge Fund	County Bridge	\$1,000,000
Private Property Owner Contribution	PRIVATE PROP	\$65,000
	Local Total	\$29,307,550
STATE		
IDOT	IDOT	\$0
State Match	State Match	\$2,983,000
Grade Crossing Protection Fund	GCPF (ICC)	\$1,450,000
Other State Funding	State	\$0
	State Total	\$4,433,000
FEDERAL		
Surface Transportation - Urban	STP-U	\$3,040,000
Surface Transportation - Rural	STP-R	\$5,556,000
Highway Safety Improvement Plan	HSIP	\$509,333
National Highway	NHPP	\$6,881,000
	Federal Total	\$15,986,333
	Annual Total	\$49,726,883

FY 2021
\$49,726,883



Sources of Funding by Level of Government 2022

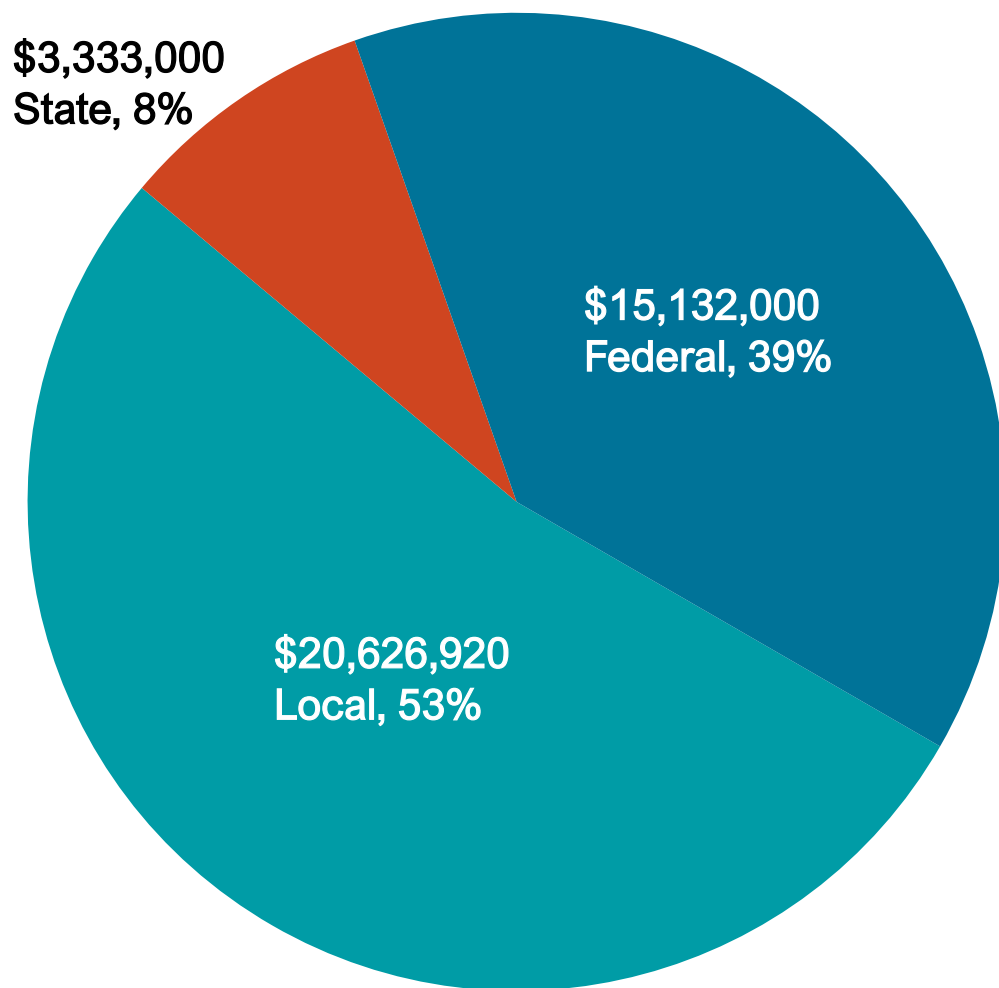
LOCAL		2022
Bloomington Capital Improvement Fund	BCIF	\$3,600,000
Bloomington Motor Fuel Tax	BMFT	\$5,080,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,600,000
Normal Capital Improvement Fund	NCIF	\$1,510,220
Normal Motor Fuel Tax	NMFT	\$1,450,000
Normal Community Development Fund	NCD	\$197,000
Normal Stormwater Fund	NSTWR	\$0
McLean County Motor Fuel Tax	MCMFT	\$0
County Fund	County	\$1,766,860
County Bridge Fund	County Bridge	\$0
Private Property Owner Contribution	PRIVATE PROP	\$65,000
	Local Total	\$17,269,080
STATE		
IDOT	IDOT	\$300,000
State Matching Funds	State Match	\$186,000
Grade Crossing Protection Fund	GCPF (ICC)	\$0
Other State Funding	State	\$936,000
	State Total	\$1,422,000
FEDERAL		
Surface Transportation - Urban	STP-U	\$8,164,000
Surface Transportation - Rural	STP-R	\$1,436,000
Highway Safety Improvement Plan	HSIP	\$508,140
National Highway	NHPP	\$1,308,000
	Federal Total	\$11,416,140
	Annual Total	\$30,107,220



Sources of Funding by Level of Government 2023

LOCAL		2023
Bloomington Capital Improvement Fund	BCIF	\$3,600,000
Bloomington Motor Fuel Tax	BMFT	\$4,300,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,600,000
Normal Capital Improvement Fund	NCIF	\$1,164,920
Normal Motor Fuel Tax	NMFT	\$7,450,000
Normal Community Development Fund	NCD	\$197,000
Normal Stormwater Fund	NSTWR	\$0
McLean County Motor Fuel Tax	MCMFT	\$0
County Fund	County	\$250,000
County Bridge Fund	County Bridge	\$0
Private Property Owner Contribution	PRIVATE PROP	\$65,000
	Local Total	\$20,626,920
STATE		
IDOT	IDOT	\$0
	State Match	\$3,233,000
Grade Crossing Protection Fund	GCPF (ICC)	\$0
Other State Funding	State	\$100,000
	State Total	\$3,333,000
FEDERAL		
Surface Transportation - Urban	STP-U	\$2,400,000
Surface Transportation - Rural	STP-R	\$1,200,000
Highway Safety Improvement Plan	HSIP	\$0
National Highway	NHPP	\$11,532,000
	Federal Total	\$15,132,000
	Annual Total	\$39,091,920

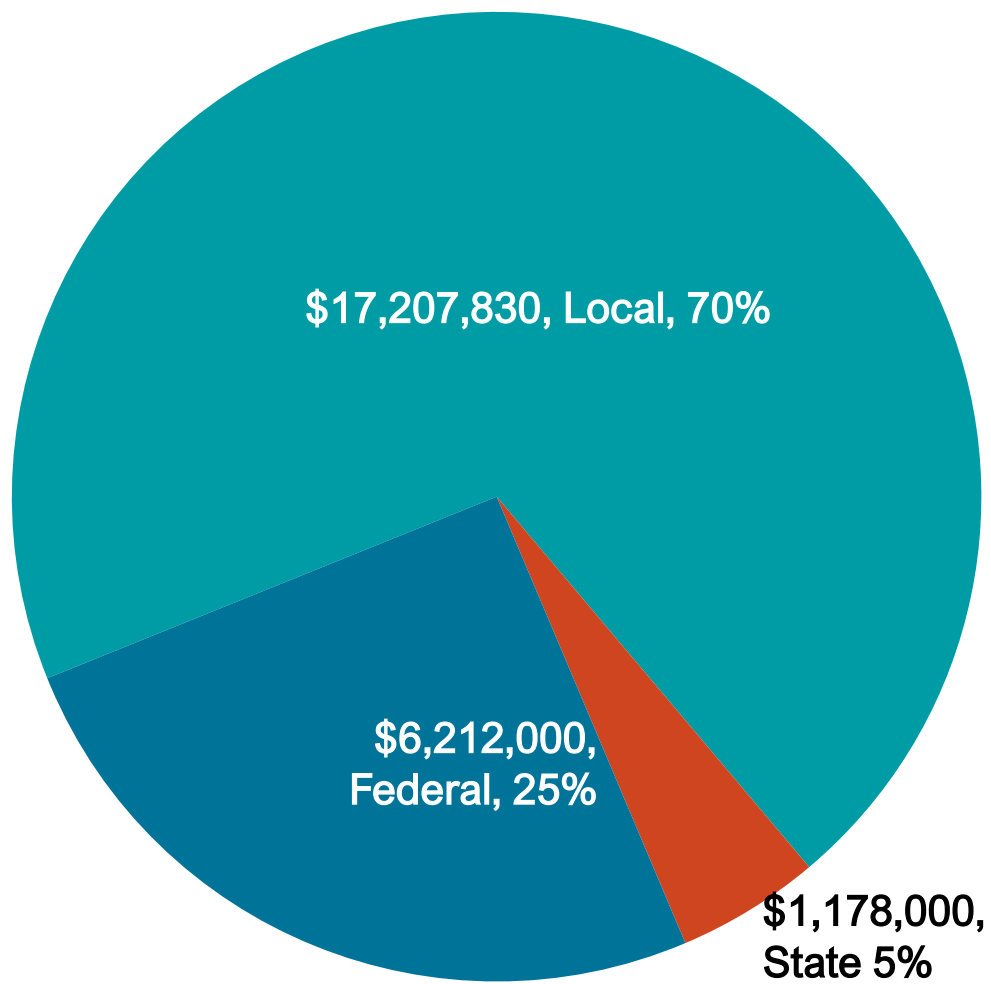
FY 2023
\$39,091,920



Sources of Funding by Level of Government 2024

<u>LOCAL</u>		2024
Bloomington Capital Improvement Fund	BCIF	\$3,600,000
Bloomington Motor Fuel Tax	BMFT	\$3,000,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,600,000
Normal Capital Improvement Fund	NCIF	\$1,575,650
Normal Motor Fuel Tax	NMFT	\$4,395,180
Normal Community Development Fund	NCD	\$197,000
County Fund	County	\$775,000
Private Property Owner Contribution	PRIVATE PROP	\$65,000
	Local Total	\$17,207,830
<u>STATE</u>		
State Matching Funds	State Match	\$1,178,000
	State Total	\$1,178,000
<u>FEDERAL</u>		
Surface Transportation - Rural	STP-R	\$1,500,000
National Highway	NHPP	\$4,712,000
	Federal Total	\$6,212,000
	Annual Total	\$24,597,830

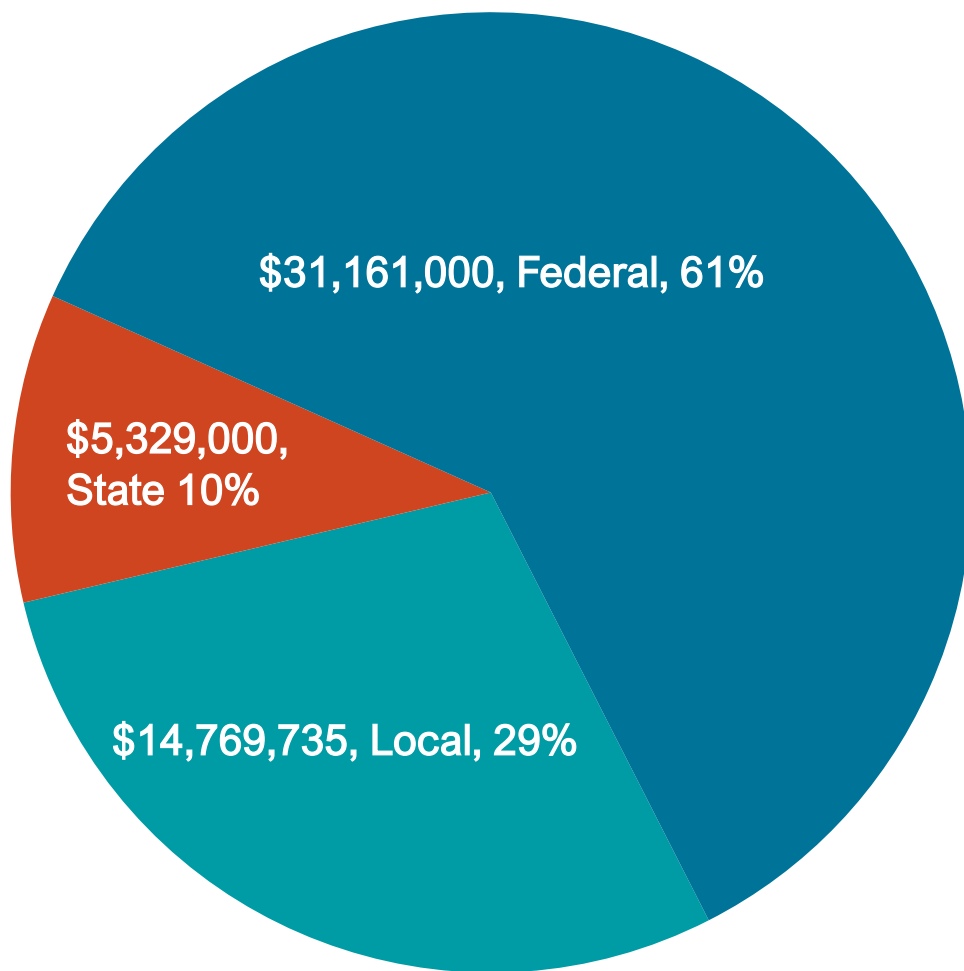
FY 2024
\$24,597,830



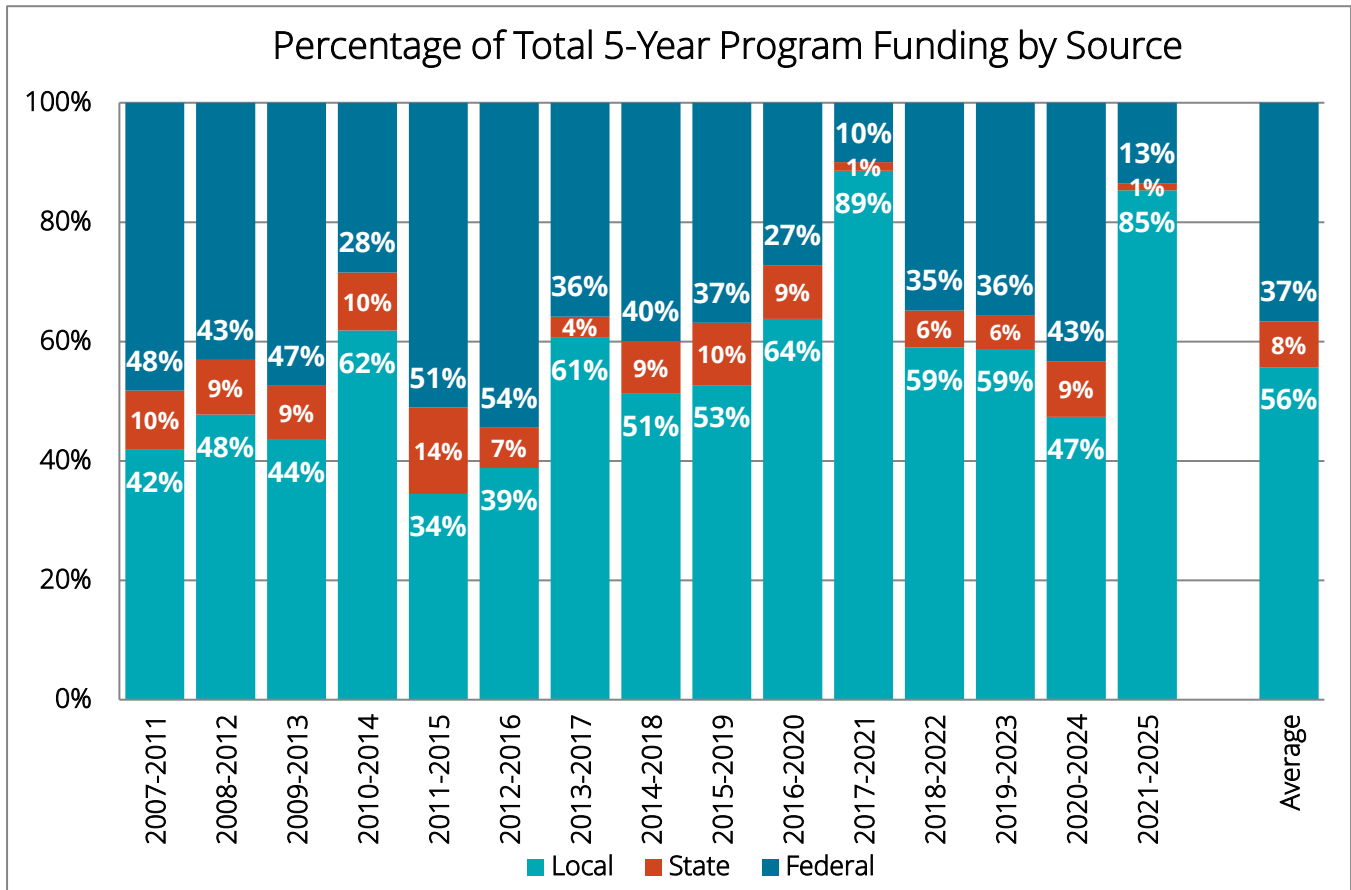
Sources of Funding by Level of Government 2025

LOCAL		2025
Bloomington Capital Improvement Fund	BCIF	\$3,600,000
Bloomington Motor Fuel Tax	BMFT	\$3,700,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,600,000
Normal Capital Improvement Fund	NCIF	\$1,018,535
Normal Motor Fuel Tax	NMFT	\$1,864,200
Normal Community Development Fund	NCD	\$197,000
Normal Stormwater Fund	NSTWR	\$0
McLean County Motor Fuel Tax	MCMFT	\$0
County Fund	County	\$725,000
County Bridge Fund	County Bridge	\$0
Private Property Owner Contribution	PRIVATE PROP	\$65,000
	Local Total	\$14,769,735
STATE		
IDOT	IDOT	\$0
State Match	State Match	\$5,329,000
Grade Crossing Protection Fund	GCPF (ICC)	\$0
Other State Funds	State	\$0
	State Total	\$5,329,000
FEDERAL		
Surface Transportation - Urban	STP-U	\$0
Surface Transportation - Rural	STP-R	\$1,200,000
Highway Safety Improvement Plan	HSIP	\$0
National Highway	NHPP	\$29,961,000
	Federal Total	\$31,161,000
	Annual Total	\$51,259,735

FY 2025
\$51,259,735



Total Program Funding Year-to-Year Allocation by Source



FY 2021-2025 TIP PROJECT INDEX

For 2021-2025 projects: BLUE shaded projects - use Federal funds; ORANGE shaded projects - illustrative in 2021-2025 TIP; GREEN shaded projects - amendments

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-21-01	50-13-53002-21-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,265,000	\$1,265,000	\$0	\$0	1,200,000 - LMFT & BCIF, \$65,000 Priv Prop	
B-21-00	50-01-53001-21-00	B	City wide			General Resurfacing of Various City Streets	C	\$5,200,000	\$5,200,000	\$0	\$0	5,200,000 - LMFT & BCIF	
B-21-05	50-01-53183-21-00	B	City wide			Pavement Preservation	C	\$800,000	\$800,000	\$0	\$0	\$800,000 - LMFT & BCIF	
B-21-06	21-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT	
B-21-07	50-30-13792-14-00	B	Lutz Road Reconstruction	Luther Oaks Entrance	Morris Avenue	Street Improvements Construction	C	\$821,975	\$821,975	\$0	\$0	\$821,975 - LMFT & BCIF	
B-21-08	50-01-13166-07-00	B	Washington at Euclid/Brown			Intersection Improvement	ROW	\$100,000	\$100,000	\$0	\$0	\$100,000 - BCIF	
B-12-02	50-11-12535-13-00 06-00337-00-BR	B	Fox Creek Road & Bridge over RR	Danbury Drive	Union Pacific Railroad Bridge	Reconstruct as Urban Section	C	\$7,380,000	\$5,930,000	\$1,450,000	\$0	5,930,000-BMFT, 1,450,000-ICC GCPF	
B-03-09	50-01-42063-94-01	B	Hamilton Road	Bunn Street	Commerce Drive	Street Improvements Construction: RR relocation	ROW	\$2,500,000	\$2,500,000	\$0		RR Relocation 2,500,000 - BMFT	
McLean County													
MC-2	15-00027-06-RS	C	Towanda East	Towanda (CH 29)	2300 East	Resurfacing	C	\$2,191,333	\$382,000		\$1,809,333	382,000 County Matching; 1,300,000 STR; 509333 HSIP	
MC-3	19-00123-01-BR	C	Pipeline Road Box Culvert (CH 31)	.10 Mile North of 1900 North		Replace Box Culvert/Road Re-alignment	C	\$1,000,000	\$1,000,000			County Bridge	
MC-11		C	Ropp Road	White Oak Road	Ziebarth Road	Cold in Place Recycling Project	C	\$1,450,000	\$290,000		\$1,160,000	290,000 County Matching 1,160,000 - STU	
		C	Route 66 Bike Trail	2.5 miles north of Towanda	Lexington	Phase I & II	D	\$750,000	\$150,000		\$600,000	80% ITEP, 20% Route 66 Consortium	

FY 2021-2025 TIP PROJECT INDEX

For 2021-2025 projects: **BLUE** shaded projects - use Federal funds; **ORANGE** shaded projects - illustrative in 2021-2025 TIP; **GREEN** shaded projects - amendments

Town of Normal											
N-20-01V	N	Various			Resurfacing of various city streets	C	\$1,298,000	\$1,298,000	\$0	\$0	500,000 - NMFT; 604,000 - NCIF; 194,000-CD
N-20-02	N	Glenn Ave Bridge	Franklin	Glenn Ave Bridge	Replace existing structure	C	\$1,660,000	\$1,660,000	\$0	\$0	1,260,000 - NMFT; 400,000 - NSTWR
N-20-03C	N	City wide			Sidewalk and Ramp Improvements	C	\$201,125	\$201,125	\$0	\$0	151,125 - NCIF; 50000 - CD
N-20-06	N	West College Avenue – Phase I	White Oak Road	Rivian Motorway	Reconstruction	E	\$600,000	\$600,000	\$0	\$0	\$600,000 - NMFT;
N-19-01		Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing	E	\$550,000	\$550,000		\$0	550,000-NCIF
N-21-01V	N	Various			Resurfacing of various city streets	C	\$2,734,200	\$2,734,200	\$0	\$0	1,550,000 - NMFT; 1,184,200 - NCIF;
N-21-02C	N	City wide			Sidewalk and Ramp Improvements	C	\$630,700	\$630,700	\$0	\$0	433,700 - NCIF; 197,000 - CD
N-20-05	N	Franklin Ave Bridge			Replace existing structure	E	\$270,000	\$270,000	\$0	\$0	202,500 - NMFT; 67,500 - NSTWR
	N	Belt Ave Bridge			Replace Overlay and Waterproofing	C	\$44,000	\$44,000			44,000 - NCIF
N-20-05	N	Franklin Ave Bridge			Replace exisitng structure	C	\$1,300,000	\$1,300,000	\$0	\$0	850,000 - NMFT; 450,000 - NSTWR
N-21-05	N	Gregory St. Culvert			Replace Deck	E,C	\$405,750	\$405,750			405,750 - NMFT
	N	Towanda Ave. Bridge over Sugar Creek			Replace Overlay and Waterproofing	E,C	\$379,100	\$379,100			379,100 - NMFT
	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	C	\$65,000	\$65,000			65,000 - NCIP
	N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$31,500	\$31,500			31,500 - NCIP
	N	Concrete Pavement Patching			Patching at Various Locations	C	\$79,200	\$79,200			79,200 - NCIP
N-21-06I	N	West College Avenue	Rivian Motorway (US 150)	White Oak Rd (Old US 150)	Phase I and II- Reconstruction of PCC pavement, replacement of CC&G, turn lane improvements, multimodal improvements	E	\$1,350,000	\$270,000		\$1,080,000	1,080000- STU 270,000 - NMFT
N-19-01I	N	Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing, Safety - Phase 2 Engineering, Utility Design, and Bidding Services	E	\$3,147,720	\$3,147,720			Funding source TBD
	N	Kelley Basin RT 66 Bike Trail	Beech	Towanda	Trail connection and extension	C	\$495,000	\$345,000	\$150,000		150,000 IL DCEO, 345,000 - NCIP

FY 2021-2025 TIP PROJECT INDEX

For 2021-2025 projects: BLUE shaded projects - use Federal funds; ORANGE shaded projects - illustrative in 2021-2025 TIP; GREEN shaded projects - amendments

IDOT District 5										
D082-1	S	I-55 Bus (Veterans Prkwy)	W of Commerce Prkwy	0.1 mile N of E Washington St	Standard Overlay - 3P Policy / ADA Improvements	\$6,500,000		1299000	\$5,201,000	NHPP-State / NHPP-State Match
A168	S	I-55 Bus (Veterans Prkwy)	At IL 9 in Bloomington		P.E. (Feasibility Study)	\$600,000		120000	\$480,000	NHPP-State / NHPP-State Match
Y089	S	US 150 (Morrisey Ave)	Oakland Ave	Veterans Prkwy in Bloomington	P.E. (Phase I) / P.E. (Phase II)	\$1,000,000		200000	\$800,000	STP-URB 5-200K-S / State Match
J043	S	US 150 / IL 9	E of I-74 to Royal Pointe in Bloomington & Locust St to Towanda Ave in Bloomington		P.E. (Phase I) / P.E. (Phase II)	\$1,500,000		300000	\$1,200,000	NHPP-State / NHPP-State Match
C099	S	FAS 1773 / FAS 1488 (Old Route 66)	Logan County Line	Shirley	Designed Overlay - 3P Policy	\$5,320,000		1064000	\$4,256,000	STP-RURAL-STATE / State Match

		Total	Local	State	Federal
Unconstrained Preliminary Total	2021	\$54,119,603	\$32,950,270	\$4,583,000	\$16,586,333
Fiscally Constrained Cost		\$49,726,883	\$29,307,550	\$4,433,000	\$15,986,333
% of Total by Jurisdiction			61%	9%	30%
Projects with Federal Funds		\$19,911,333	\$942,000	\$2,983,000	\$15,986,333
% of Total by Jurisdiction			4%	16%	80%
Illustrative Projects Estimated Cost		\$4,392,720	\$3,642,720	\$150,000	\$600,000
% of Total by Jurisdiction			83%	3%	14%

FY 2021-2025 TIP PROJECT INDEX

For 2021-2025 projects: BLUE shaded projects - use Federal funds; ORANGE shaded projects - illustrative in 2021-2025 TIP; GREEN shaded projects - amendments

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-22-01	50-13-53002-22-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,265,000	\$1,265,000	\$0	\$0	1,200,000 - LMFT & BCIF, \$65,000 Priv Prop
B-22-00	50-01-53001-22-00	B	City wide			General Resurfacing of Various City Streets	C	\$7,200,000	\$7,200,000	\$0	\$0	5,200,000 - LMFT & BCIF \$2,000,000 - BMFT
B-22-05	50-01-53183-22-00	B	City wide			Pavement Preservation	C	\$800,000	\$800,000	\$0	\$0	\$800,000 - LMFT & BCIF
B-22-06	22-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	\$500,000 - BMFT
B-21-08	50-01-13166-07-00	B	Washington at Euclid/Brown			Intersection Improvement	D	\$200,000	\$200,000	\$0	\$0	\$200,000 - BMFT
		J	IL Rte 9 Corridor Improvements			City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0	\$500,000 - BMFT
B-22-07		B	Cottage Bridge Replacement			Bridge Repair	D	\$400,000	\$400,000	\$0	\$0	\$400,000 - BMFT
B-03-09	50-01-42063-94-01	B	Hamilton Road	Bunn Street	Commerce Drive	Street Improvements Construction	C	\$7,400,000	\$1,480,000	\$0	\$5,920,000	5,920,000 - STU, 1,480,000 - BMFT
McLean County												
MC-7	19-00159-02-RS	C	Linden St.	Northtown Road	Hudson	Resurfacing/Safety Shoulders	C	\$2,275,000	\$766,860		\$1,508,140	766,860 County Matching/MFT; 1,000,000 STR; 508140 HSIP
MC-6	20-00182-03-RS	C	White Oak Road (Old 150)	Empire St.	Route 150	Resurfacing	C	\$2,500,000	\$1,000,000		\$1,500,000	1,500,000 STU; 1,000,000 Matching
		C	Route 66 Bike Trail	Funk's Grove	McLean	Phase II - Design	D	\$250,000	\$50,000		\$200,000	80% ITEP, 20% Route 66 Consortium
Town of Normal												
N-22-01V		N	Various			Resurfacing of various city streets	C	\$2,550,000	\$2,550,000	\$0	\$0	1,450,000 - NMFT; 1,100,000 - NCIF
N-22-02C		N	City wide			Sidewalk and Ramp Improvements	C	\$363,700	\$363,700	\$0	\$0	166,700 - NCIF; 197,000 - CD
N-22-03V		N	Various			Concrete Pavement Patching	C	\$83,160	\$83,160	\$0	\$0	83,160 - NCIF

FY 2021-2025 TIP PROJECT INDEX

For 2021-2025 projects: BLUE shaded projects - use Federal funds; ORANGE shaded projects - illustrative in 2021-2025 TIP; GREEN shaded projects - amendments

		N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Various Locations	C	\$45,000	\$45,000			45,000 - NCIP
		N	Bridge Repair & Maint.			Maint. and Improvements at various structures	C	\$32,200	\$32,200			32,200 - NCIP
		N	Concrete Pavement Patching			Patching at Various Locations	C	\$83,160	\$83,160			83,160 - NCIP
N-19-01I		N	Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing, Safety - Construction and Phase 3 Engineering Services	C,E	\$19,544,400	\$5,294,400	\$1,250,000	\$13,000,000	13,000,000 - BUILD, 1,250,000 GCPF (ICC), Other Funding TBD
N-21-06I		N	College Ave.	US 150	White Oak Rd	Phase 2 - Reconstruction of PCC pavement, replacement of CC&G, turn lane improvements, multimodal improvements	E	\$7,550,000	\$750,000		\$6,800,000	STU or other Funding source - TBD
N-22-07I		N	Hovey Ave.	Kingsley	Cottage	Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement	C,E	\$4,000,000		\$4,000,000		Funding source TBD
N-22-08I		N,B	Main St. (BUS 51)	Raab Rd, Normal	Olive, Bloomington	Multimodal Improvements, Rehabilitation of PCC/HMA Pavement, CC&G replacement	C,E	\$32,000,000			\$32,000,000	Funding source TBD
		N	Adelaide	Hovey	College	Reconstruction	C,E	\$3,530,000	\$3,530,000			Funding source TBD
		N	Fort Jesse Rd.	UPRR	Blair	Sidewalk Improvements - South Side	C,E	\$150,000	\$150,000			Funding source TBD
IDOT District 5												
D082-2		S	I-55 Bus (Veterans Prkwy)	Clearwater Ave	Old Rte 66	Land Acquisition		\$200,000		\$200,000		State Only
H662		S	US 51 / US 51Bus	Ditch 0.1 mile N of Raab Rd in Normal (SN057-8194)		Utility Adjustment		\$50,000		\$50,000		State Only
K030		S	US 51 Bus	College Ave in Normal	Olive St in Bloomington	Land Acquisition		\$250,000		\$250,000		State Only
`70E03		S	US 150	Woodford County line	IL 9 W of Bloomington	Cape Seal		\$2,180,000		\$436,000	\$1,744,000	STP-RURAL-State / NHPP-State / State Match / NHPP-State Match
Y089		S	US 150 (Morrisey Ave)	Oakland Ave	Veterans Prkwy in Bloomington	Land Acquisition		\$300,000		\$300,000		State Only
C089		S	FAU 6348 (Old Route 66)	S of Veterans Prkwy	1.7 mile SW of Towanda	Designed Overlay - 3P Policy		\$930,000		\$186,000	\$744,000	STP-URB 5-200K-S / State Match
								Total	Local	State	Federal	

FY 2021-2025 TIP PROJECT INDEX

For 2021-2025 projects: BLUE shaded projects - use Federal funds; ORANGE shaded projects - illustrative in 2021-2025 TIP; GREEN shaded projects - amendments

Unconstrained Preliminary Total	2022	\$97,131,620	\$27,043,480	\$6,672,000	\$63,416,140
Fiscally Constrained Cost		\$30,107,220	\$17,269,080	\$1,422,000	\$11,416,140
% of Total by Jurisdiction			57%	5%	38%
Projects with Federal Funds		\$15,285,000	\$3,246,860	\$622,000	\$11,416,140
% of Total by Jurisdiction			21%	4%	75%
Illustrative Projects Estimated Cost		\$67,024,400	\$9,774,400	\$5,250,000	\$52,000,000
% of Total by Jurisdiction			15%	8%	78%

FY 2021-2025 TIP PROJECT INDEX

For 2021-2025 projects: BLUE shaded projects - use Federal funds; ORANGE shaded projects - illustrative in 2021-2025 TIP; GREEN shaded projects - amendments

Project No.	Section	Jurisdiction	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail	
			Beginning (or cross street)	End				Local	State	Federal		
2023												
City of Bloomington												
B-23-01	50-13-53002-20-00	B	City wide		Sidewalk and Ramp Improvements	C	\$1,265,000	\$1,265,000	\$0	\$0	1,200,000 - LMFT & BCIF, \$65,000 Priv Prop	
B-23-00	50-01-53001-20-00	B	City wide		General Resurfacing of Various City Streets	C	\$5,200,000	\$5,200,000	\$0	\$0	5,200,000 - LMFT & BCIF	
B-23-05	50-01-53183-20-00	B	City wide		Pavement Preservation	C	\$800,000	\$800,000	\$0	\$0	\$800,000 - LMFT & BCIF	
B-23-06	23-00000-00-GM	B	City wide		Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT	
B-21-08	50-01-13166-07-00	B	Washington at Euclid/Brown		Intersection Improvement	C	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000 - BMFT	
		J	IL Rte 9 Corridor Improvements		City Share of IDOT Improvements	C	\$1,000,000	\$1,000,000	\$0	\$0	\$1,000,000 - BMFT	
B-15-03	50-11-32007-92-01 15-00355-00-BR	J	Jersey Avenue Bridge	Sugar Creek	Reconstruct bridge	C	\$1,800,000	\$1,800,000	\$0	\$0	1,800,000 - BMFT	
McLean County												
MC-5	13-00160-02-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
Town of Normal												
N-23-01V		N	Various		Resurfacing of various city streets	C	\$2,100,000	\$2,100,000	\$0	\$0	1,450,000 - NMFT; 650,000 - NCIF	
N-23-02C		N	City wide		Sidewalk and Ramp Improvements	C	\$372,000	\$372,000	\$0	\$0	175,000 - NCIF; 197,000 - CD	
N-23-03C		N	Various		Concrete Pvmt Patching	C	\$87,300	\$87,300	\$0	\$0	87,300 - NCIF	
N-03-1828		N	Towanda Avenue	Raab Road		Traffic signal installation w/turn lanes	C	\$62,130	\$62,130			62,130 - NMFT
N-22-06		N	Vernon St. Culvert		Replace Deck	E	\$25,340	\$25,340			25,340 - NMFT	
		N	Traffic Signal Upgrading		Equipment & Structural Upgrades at Varous Locations	C	\$45,000	\$45,000			45,000 - NCIP	
		N	Bridge Repair & Maint.		Maint. and Improvments at various structures	C	\$32,850	\$32,850			32,850 - NCIP	
		N	Concrete Pavement Patching		Patching at Various Locations	C	\$87,300	\$87,300			87,300 - NCIP	

FY 2021-2025 TIP PROJECT INDEX

For 2021-2025 projects: BLUE shaded projects - use Federal funds; ORANGE shaded projects - illustrative in 2021-2025 TIP; GREEN shaded projects - amendments

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
N-21-06I		N	College Ave.	US 150	White Oak Rd	Phase 3 - Reconstruction of PCC pavement, replacement of CC&G, turn lane improvements, multimodal improvements; Phase 3 engineering	C	\$8,000,000	\$6,000,000		\$2,000,000	2,000,000 - STU 6,000,000 - NMFT
		N	E. Raab Road	Hershey	Northpointe	Improve to standard Town X-Section	C,E	\$2,250,000	\$2,250,000			Funding source TBD
IDOT District 5												
D082-2		S	I-55 Bus (Veterans Prkwy)	Clearwater Ave	Old Route 66	Standard Overlay - 3P Policy / ADA Improvements		\$4,425,000		\$885,000	\$3,540,000	NHPP-State / NHPP-State Match
H662		S	US 51 / US 51Bus	Ditch 0.1 mile N of Raab Rd in Normal		Culvert Replacement (SN 057-8194)		\$300,000		\$60,000	\$240,000	NHPP-State / NHPP-State Match
K030		S	US 51 Bus	College Ave in Normal	Olive St in Bloomington	Utlity Adjustment		\$200,000		\$200,000		State Only
Y089		S	US 150 (Morrisey Ave)	Oakland Ave	Veterans Prkwy in Bloomington	Utility Adjustment		\$100,000		\$100,000		State Only
C095		S	IL 9	IL 122	Walton Dr in Bloomington	Standard Overlay - 3P Policy		\$4,090,000		\$818,000	\$3,272,000	STP-URB 5-200K-S / STP-RURAL-State / NHPP-State / State Match / NHPP-State Match
J043		S	US 150 / IL 9	E of I-74	Royal Pointe Dr in Bloomington	Designed Overlay - 3P Policy / ADA Improvements		\$6,350,000		\$1,270,000	\$5,080,000	NHPP-State / STP-URB 5-200K-S / NHPP-State Match / State Match

		Total	Local	State	Federal
Unconstrained Preliminary Total	2023	\$41,341,920	\$22,876,920	\$3,333,000	\$15,132,000
Fiscally Constrained Cost		\$39,091,920	\$20,626,920	\$3,333,000	\$15,132,000
% of Total by Jurisdiction			53%	9%	39%
Projects with Federal Funds		\$24,415,000	\$6,250,000	\$3,033,000	\$15,132,000
% of Total by Jurisdiction			26%	12%	62%
Illustrative Projects Estimated Cost		\$2,250,000	\$2,250,000	\$0	\$0
% of Total by Jurisdiction			100%	0%	0%

FY 2021-2025 TIP PROJECT INDEX

For 2021-2025 projects: BLUE shaded projects - use Federal funds; ORANGE shaded projects - illustrative in 2021-2025 TIP; GREEN shaded projects - amendments

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
2024												
City of Bloomington												
B-24-01	50-13-53002-24-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,265,000	\$1,265,000	\$0	\$0	1,200,000 - LMFT & BCIF, \$65,000 Priv Prop
B-24-00	50-01-53001-24-00	B	City wide			General Resurfacing of Various City Streets	C	\$7,200,000	\$7,200,000	\$0	\$0	5,200,000 - LMFT & BCIF \$2,000,000 - BMFT
B-24-04	50-01-53183-24-01	B	City wide			Pavement Preservation	C	\$800,000	\$800,000	\$0	\$0	\$800,000 - LMFT & BCIF
B-24-05	24-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
		J	US 150 Corridor			City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
McLean County												
MC-9		C	Danvers-Yuton Road	Danvers	Route 150	Resurfacing	C	\$2,275,000	\$775,000		\$1,500,000	775,000 County Matching; 1,500,000 - STR
		C	Route 66 Bike Trail	Funk's Grove	McLean	Phase II - Construction	C	\$2,500,000	\$500,000		\$2,000,000	80% ITEP, 20% Route 66 Consortium
Town of Normal												
N-24-01V		N	Various			Resurfacing of various city streets	C	\$2,100,000	\$2,100,000	\$0	\$0	1,450,000 - NMFT; 650,000 - NCIF
N-24-02C		N	City wide			Sidewalk and Ramp Improvements	C	\$380,750	\$380,750	\$0	\$0	183,750 - NCIF; 197,000 - CD
N-24-03V		N	Various			Concrete Pvmt Patching	C	\$91,700	\$91,700	\$0	\$0	91,700 - NCIF
N-20-05		N	Franklin Ave Bridge			Replace exisitng structure	C	\$2,880,000	\$2,880,000	\$0	\$0	500,000 - NMFT
N-03-1828		N	Towanda Avenue	Raab Road		Traffic signal installation w/turn lanes	E	\$62,130	\$62,130			62,130- NMFT
N-22-06		N	Vernon St. Culvert			Replace Deck	C	\$228,050	\$228,050			228,050 - NMFT
N-24-04		N	Towanda Avenue	Raab Road	I-55	Reconstruct to 2-lane urban section	E	\$255,000	\$255,000			255,000 - NMFT
		N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	C	\$45,000	\$45,000			45,000 - NCIP
		N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$33,500	\$33,500			33,500 - NCIP

FY 2021-2025 TIP PROJECT INDEX

For 2021-2025 projects: BLUE shaded projects - use Federal funds; ORANGE shaded projects - illustrative in 2021-2025 TIP; GREEN shaded projects - amendments

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
		N	Concrete Pavement Patching			Patching at Various Locations	C	\$91,700	\$91,700			91,700 - NCIP
		N	College Ave.	West of Blair	Veterans	Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement	C,E	\$3,500,000	\$3,500,000			Funding source TBD
		N	College / Landmark Intersection			Intersection Improvements, Traffic Signal Replacement	C,E	\$1,322,000	\$1,322,000			Funding source TBD
		N	Gregory Street Trail	Adelaide	Parkside	Trail extension and connection	C,E	\$1,750,000	\$1,750,000			Funding source TBD
		N	Eagle Landing Multi-Use Trail	Raab Rd	Shepard	Trail extension and connection	C	\$375,000	\$375,000			Funding source TBD
IDOT District 5												
Y089-2		S	US 150 (Clinton St & Oakland Ave)	Empire St to Oakland Ave & Clinton St to Hanna St in Bloomington		P.E. (Phase I)		\$1,000,000		\$200,000	\$800,000	STP-URB 5-200K-S / State Match
Y089		S	US 150 (Morrisey Ave)	Oakland Ave	Veterans Prkwy in Bloomington	Designed Overlay - 3P Policy / ADA Improvements		\$2,245,000		\$449,000	\$1,796,000	STP-URB 5-200K-S / State Match
J043-1		S	US 150 / IL 9	Locust St	Towanda Ave in Bloomington	Designed Overlay - 3P Policy / ADA Improvements		\$2,645,000		\$529,000	\$2,116,000	NHPP-State / State Match
								Total	Local	State	Federal	
Unconstrained Preliminary Total							2024	\$34,044,830	\$24,654,830	\$1,178,000	\$8,212,000	
Fiscally Constrained Cost								\$24,597,830	\$17,207,830	\$1,178,000	\$6,212,000	
% of Total by Jurisdiction									70%	5%	25%	
Projects with Federal Funds								\$8,165,000	\$775,000	\$1,178,000	\$6,212,000	
% of Total by Jurisdiction									9%	14%	76%	
Illustrative Projects Estimated Cost								\$9,447,000	\$7,447,000	\$0	\$2,000,000	
% of Total by Jurisdiction									79%	0%	21%	

FY 2021-2025 TIP PROJECT INDEX

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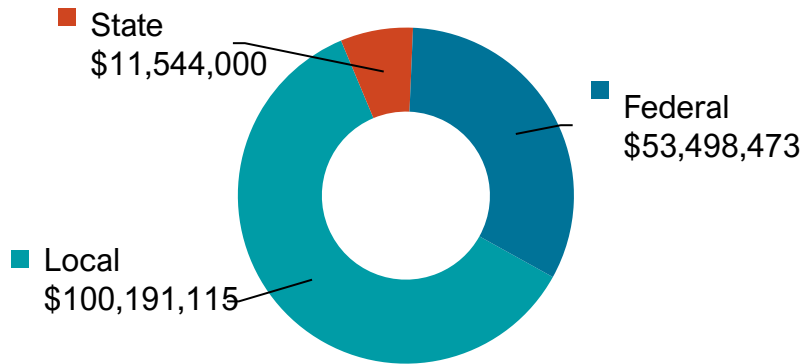
Project No.	Section	Jurisdiction	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail	
			Beginning (or cross street)	End				Local	State	Federal		
2025												
City of Bloomington												
B-25-01	50-13-53002-25-00	B	City wide		Sidewalk and Ramp Improvements	C	\$1,265,000	\$1,265,000	\$0	\$0	1,200,000 - LMFT & BCIF, \$65,000 Priv Prop	
B-25-00	50-01-53001-25-00	B	City wide		General Resurfacing of Various City Streets	C	\$5,200,000	\$5,200,000	\$0	\$0	5,200,000 - LMFT & BCIF	
B-25-04	50-01-53183-25-01	B	City wide		Pavement Preservation	C	\$800,000	\$800,000	\$0	\$0	\$800,000 - LMFT & BCIF	
B-25-06	25-00000-00-GM	B	City wide		Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT	
B-22-07		B	Cottage Bridge Replacement		Bridge Repair	C	\$2,200,000	\$2,200,000	\$0	\$0	BMFT	
		J	US Bus 51 Corridor		City Share of IDOT Improvements	C	\$1,000,000	\$1,000,000	\$0	\$0	BMFT	
McLean County												
MC-10		C	Colfax Road	Route 9	Route 163	Resurfacing	C	\$1,925,000	\$725,000		\$1,200,000	725,000 County Matching; 1,200,000 - STR
Town of Normal												
		N	Various		Resurfacing of various city streets	C	\$2,100,000	\$2,100,000	\$0	\$0	1,450,000 - NMFT; 650,000 - NCIF	
		N	City wide		Sidewalk and Ramp Improvements	C	\$390,000	\$390,000	\$0	\$0	193,000 - NCIF; 197,000 - CD	
N-03-1828		N	Towanda Avenue	Raab Road		Traffic signal installation w/turn lanes	C	\$414,200	\$414,200	\$0	\$0	414,200- NMFT
		N	Traffic Signal Upgrading		Equipment & Structural Upgrades at Varous Locations	C	\$45,000	\$45,000	\$0	\$0	45,000 - NCIP	
		N	Bridge Repair & Maint.		Maint. and Improvements at various structures	C	\$34,250	\$34,250	\$0	\$0	34,250 - NCIP	
		N	Concrete Pavement Patching		Patching at Various Locations	C	\$96,285	\$96,285	\$0	\$0	96,285 - NCIP	
		N	Linden	Mulberry	Raab	Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement	C,E	\$2,150,000	\$2,150,000			Funding source TBD
		N	Chiddix Multi-Use Trail Connection	Karin Dr.	Linden	Trail connection and extension to service Chiddix JHS and CDBG Low-Mod area	C,E	\$250,000	\$250,000			Funding source TBD

FY 2021-2025 TIP PROJECT INDEX

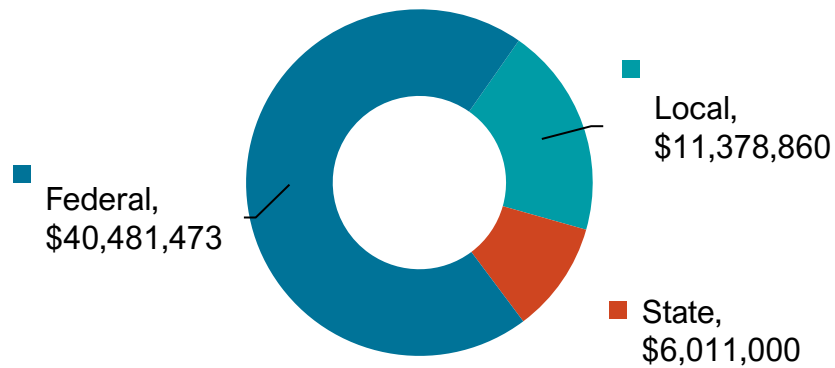
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Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
IDOT District 5												
A163		S	I-74	TR 90 S of Carlock	I-55 N of Normal	Resurfacing (INT-3RD) / Standard Overlay		\$9,520,000		\$952,000	\$8,568,000	NHPP-State / NHPP-State Match
A155		S	I-74	US 51 Bus S of Bloomington	CH 36 Interchange at Downs	Standard Overlay / Resurfacing (INT-3RD)		\$7,770,000		\$777,000	\$6,993,000	NHPP-State / NHPP-State Match
K030		S	US 51 Bus	College Ave in Normal	Olive St in Bloomington	Designed Overlay - 3R Policy / Widening Existing Pavement / ADA Improvements / Traffic Signal Modernization		\$18,000,000		\$3,600,000	\$14,400,000	NHPP-State / NHPP-State Match
								Total	Local	State	Federal	
Unconstrained Preliminary Total							2025	\$53,659,735	\$17,169,735	\$5,329,000	\$31,161,000	
Fiscally Constrained Cost								\$51,259,735	\$14,769,735	\$5,329,000	\$31,161,000	
% of Total by Jurisdiction									68%	5%	27%	
Projects with Federal Funds								\$77,215,000	\$725,000	\$5,329,000	\$31,161,000	
% of Total by Jurisdiction									9%	15%	76%	
Illustrative Projects Estimated Cost								\$2,400,000	\$2,400,000	\$0	\$0	
% of Total by Jurisdiction									100%	0%	0%	

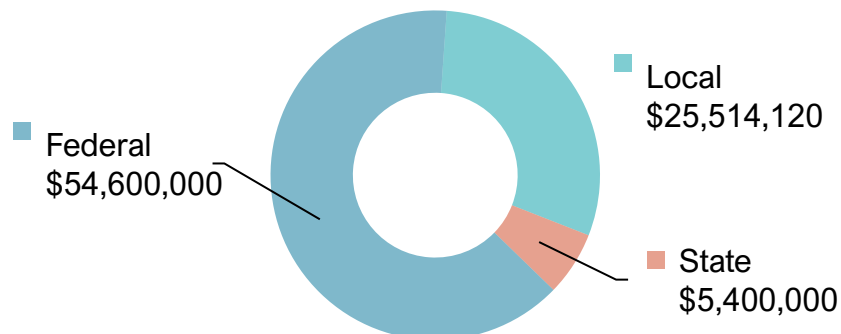
5-Year Total Fiscally Constrained Program Cost
\$165,233,588



5-Year Total - Projects Using Federal Funds
\$57,871,333



5-Year Total Illustrative Program Cost
\$85,514,120



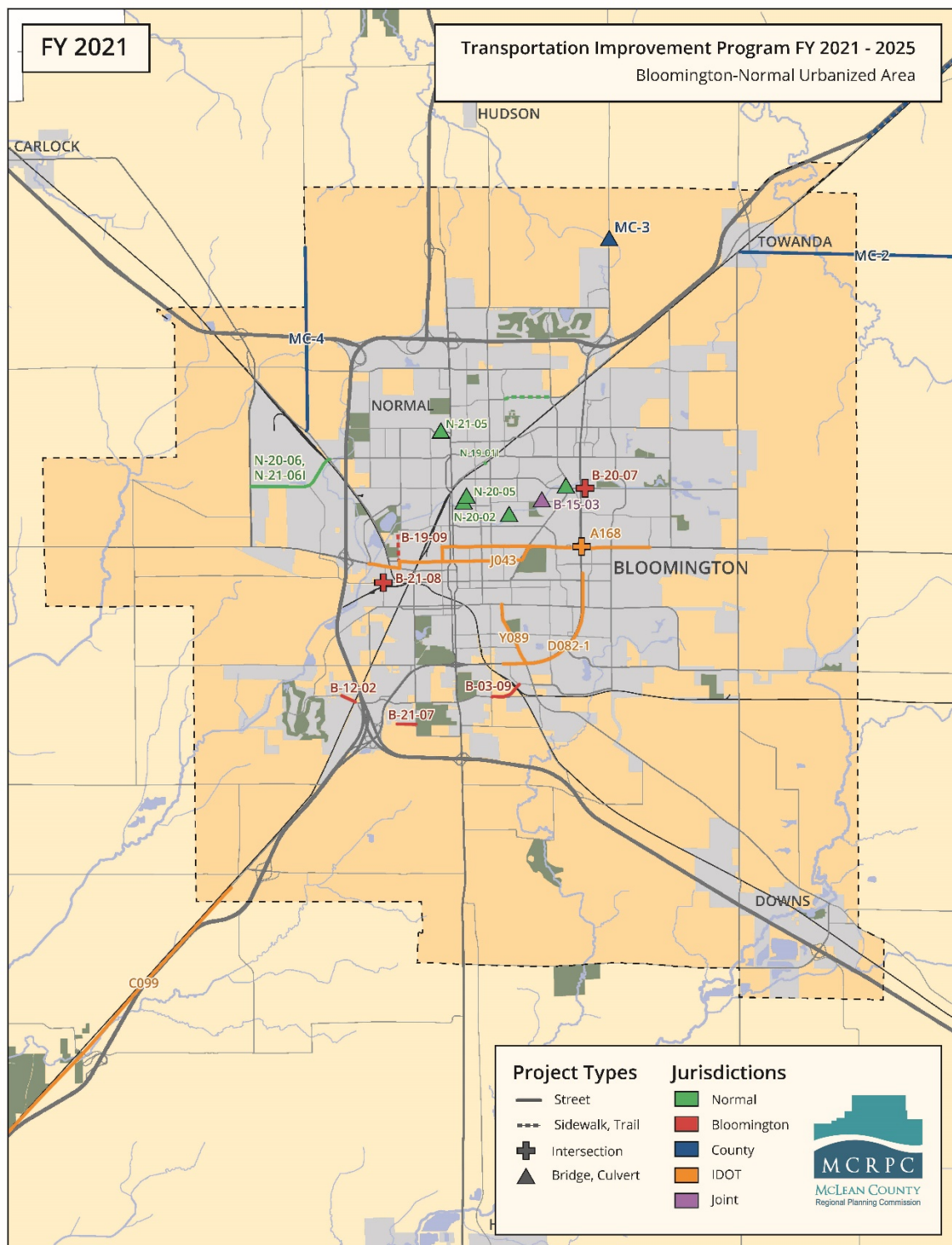
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Maps

Map 1	Projects in FY 2021
Map 2	Projects in FY 2022
Map 3	Projects in FY 2023
Map 4	Projects in FY 2024
Map 5	Projects in FY 2025
Map 6	County Projects Outside the MPA (all years)

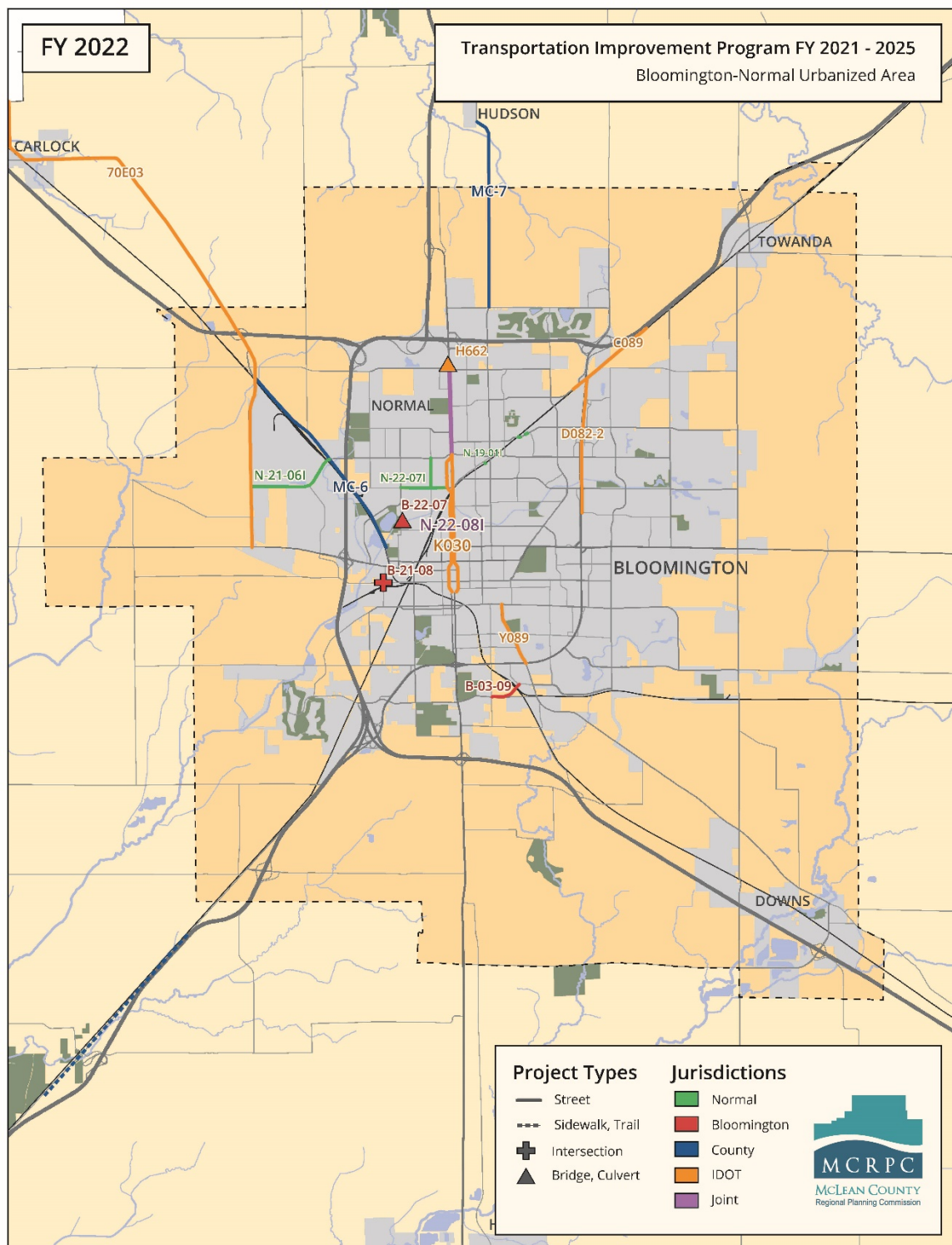
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Map 1 2021



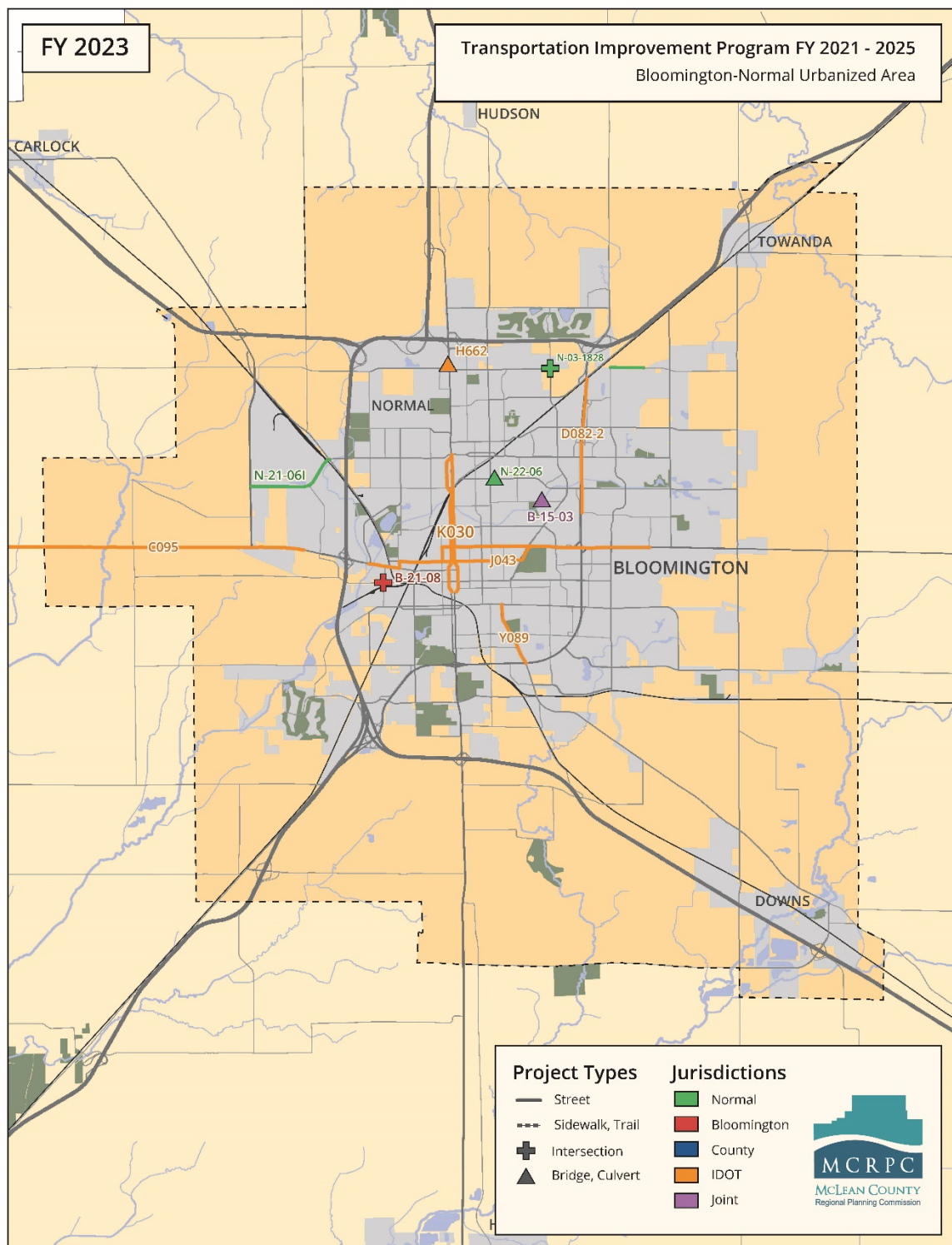
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Map 2 2022



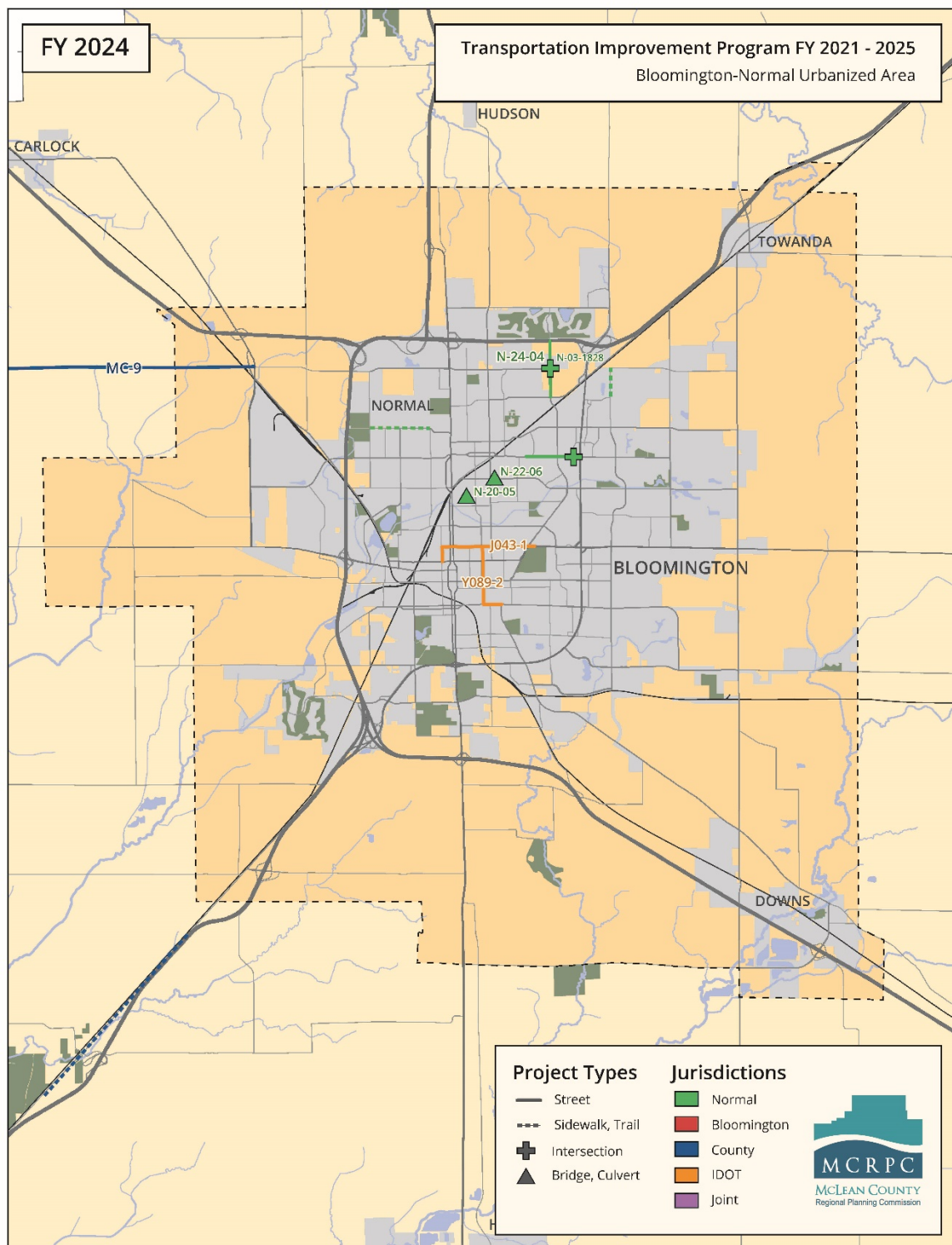
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Map 3 2023



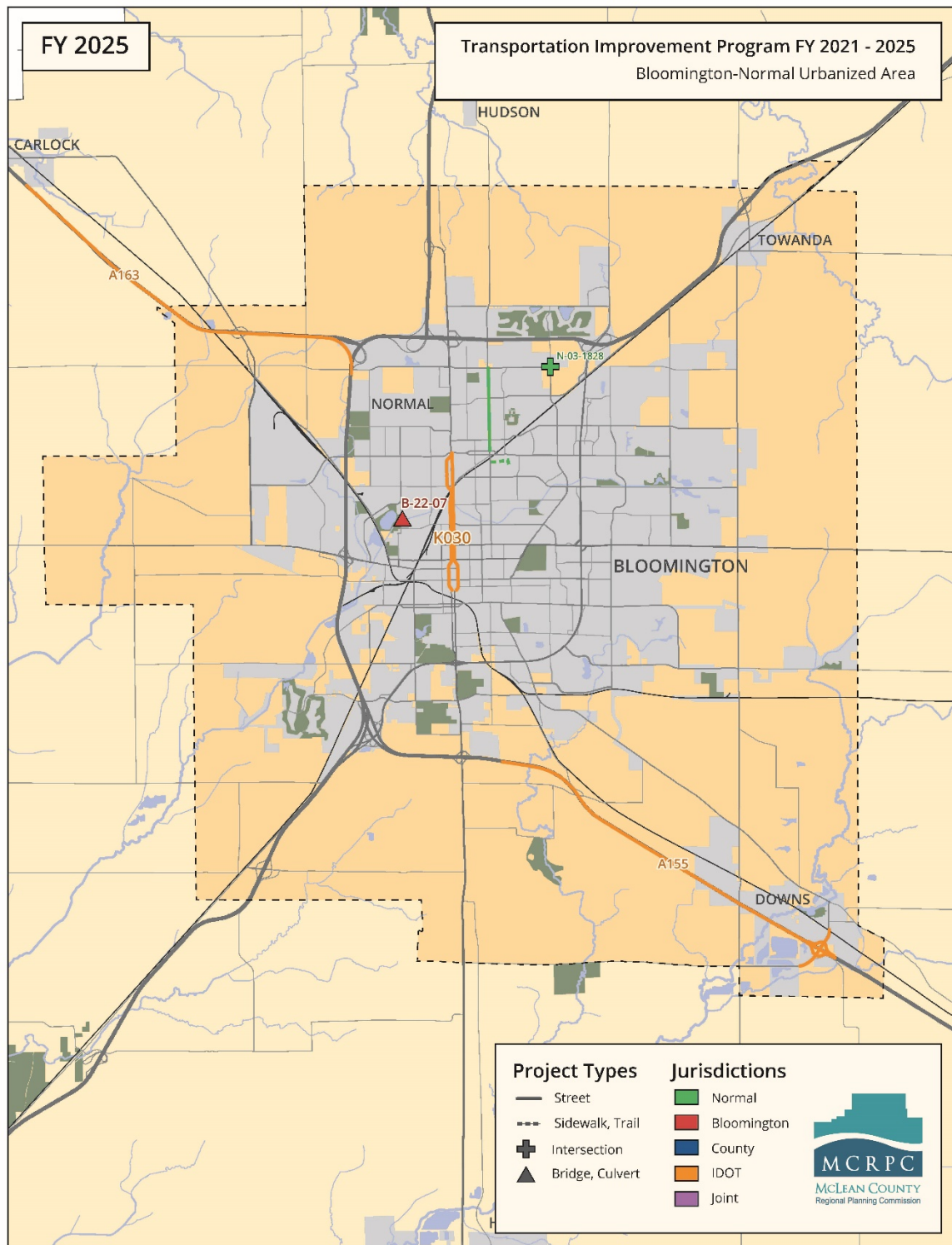
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Map 4 2024



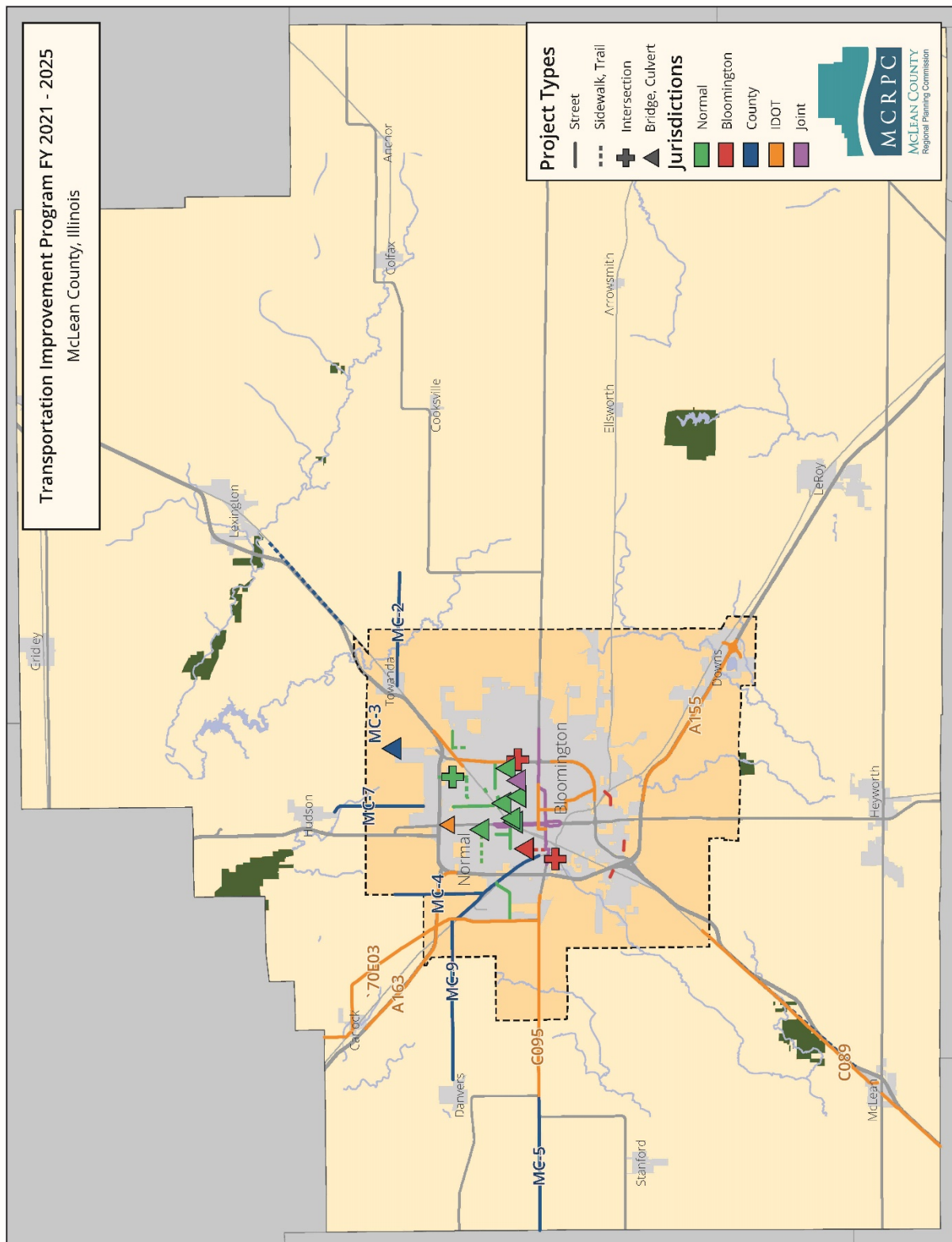
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Map 5 2025



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Map 6
County Projects – All Years



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Transportation Improvement Program Fiscal Years 2021- 2025

Transit Projects for the Bloomington-Normal Urbanized Area



Transit Program Activities

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 (TAC), 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 as currently applied limits the system 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 used IDOT vehicles in its Job Access-Reverse Commute (JARC) program. The YWCA then assumed the operation of a private sector non-emergency medical transport program called Medivan, and received one of the first New Freedom grants awarded in Illinois. When the individual section 5310 programs were consolidated, IDOT elected to focus the available 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 transition created a fiscal challenge for Connect Mobility, and led to limitations on the fixed route system to balance the impact.

Reports on the current programs and budgets of participating transportation providers follow.

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Connect Transit

Fiscal Years 2021-2025 Total Expenses, Revenues and Funding

Federal Funding and Projections							
FTA 5307 Funding							
		FY20	FY21	FY22	FY23	FY24	FY25
Total Appropriation:		\$12,427,158	\$3,247,607	\$3,247,607	\$3,247,607	\$3,247,607	\$3,247,607
Total Funds Available:		\$12,427,158	\$3,247,607	\$3,247,607	\$3,247,607	\$3,247,607	\$3,247,607
Prior Year Carryover:		\$4,221,970	\$14,276,828	\$15,259,435	\$16,373,042	\$17,413,149	\$17,956,556
Total Funds:		\$16,649,128	\$17,524,435	\$18,507,042	\$19,620,649	\$20,660,756	\$21,204,163
Uses		Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
		FFY20	FFY21	FFY22	FFY23	FFY24	FFY25
Contract (Federal Dollars):		\$2,372,300	\$2,265,000	\$2,134,000	\$2,207,500	\$2,704,200	\$4,286,454
	Operating:	\$2,118,000	\$2,104,000	\$1,938,000	\$2,116,500	\$2,304,000	\$2,501,000
	Capital:	\$254,300	\$161,000	\$196,000	\$91,000	\$400,200	\$1,785,454
Carryover		Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Current FFY Carryover:		\$14,276,828	\$15,259,435	\$16,373,042	\$17,413,149	\$17,956,556	\$16,917,709
Prior FFY Carryover:		\$0	\$0	\$0	\$0	\$0	\$0
Total Remaining:		\$14,276,828	\$15,259,435	\$16,373,042	\$17,413,149	\$17,956,556	\$16,917,709

Capital Projects and Funding Projects

Budget for FY2021:					
Project	Description	Action/Comments	Funding Source		Cost
Bus Stop Improvements Construction/Amenities		Occur through 2021	FTA 5339	\$117,600	\$336,000
			IDOT Debt Service	\$218,400	
			Local	\$0	
Bus Stop Site Plans FY22		Occur through 2021	FTA 5339	\$63,000	\$180,000
			IDOT Debt Service	\$117,000	
			Local	\$0	
Replacement Electric Buses	Purchase (4) electric buses	Occur through 2021	FTA 5339	\$1,400,000	\$4,000,000
			IDOT Debt Service	\$2,600,000	
			Local	\$0	
Mid-Life Overhaul - 2015 Fixed Route Buses	Overhaul (5) fixed route buses	Occur through 2021	FTA 5307	\$161,000	\$460,000
			IDOT Debt Service	\$299,000	
			Local	\$0	
				FTA 5307	\$161,000
				FTA 5339	\$1,580,600
				IDOT DS	\$3,234,400
				Local	\$0
				Total Cost	\$4,976,000

Budget for FY2022:					
Project	Description	Action/Comments	Funding Source		Cost
Bus Stop Improvements Construction/Amenities		Occur through 2022	FTA 5339	\$151,200	\$432,000
			IDOT Debt Service	\$280,800	
			Local	\$0	
Bus Stop Site Plans FY23		Occur through 2022	FTA 5339	\$77,000	\$220,000
			IDOT Debt Service	\$143,000	
			Local	\$0	
Replacement Electric Buses	Purchase (4) electric buses	Occur through 2022	FTA 5339	\$1,400,000	\$4,120,000
			IDOT Debt Service	\$2,678,000	
			Local	\$42,000	
Mid-Life Overhaul - 2016 Fixed Route Buses	Overhaul (7) fixed route buses	Occur through 2022	FTA 5307	\$196,000	\$560,000
			IDOT Debt Service	\$364,000	
			Local	\$0	
				FTA 5307	\$196,000
				FTA 5339	\$1,628,200
				Local	\$42,000
				IDOT DS	\$3,465,800
				Total Cost	\$5,332,000
Budget for FY2023:					
Project	Description	Action/Comments	Funding Source		Cost
Bus Stop Improvements Construction/Amenities		Occur through 2023	FTA 5339	\$91,200	\$484,000
			IDOT Debt Service	\$314,600	
			Local	\$0	
Bus Stop Site Plans FY24		Occur through 2023	FTA 5307	\$91,000	\$260,000
			IDOT Debt Service	\$169,000	
			Local	\$0	
Build Downtown Transfer Center		Replaced throughout 2023	FTA 5307	\$0	\$14,000,000
			FTA 5339	\$6,000,000	
			IDOT Capital	\$8,000,000	
			Local	\$0	
Replacement Electric Buses	Purchase (4) electric buses	Occur through 2023	FTA 5339	\$1,400,000	\$4,243,600
			IDOT Debt Service	\$2,758,340	
			Local	\$85,260	
				FTA 5307	\$91,000
				FTA 5339	\$7,491,200
				IDOT DS	\$3,241,940
				IDOT Capital	\$8,000,000
				Local	\$85,260
				Total Cost	\$18,987,600

Budget for FY2024:					
Project	Description	Action/Comments	Funding Source		Cost
Bus Stop Improvements Construction/Amenities		Occur through 2024	FTA 5307	\$200,200	\$572,000
			IDOT Debt Service	\$371,800	
			Local	\$0	
Replacement Electric Buses	Purchase (4) electric buses	Occur through 2024	FTA 5339	\$1,400,000	\$4,370,908
			IDOT Debt Service	\$2,841,090	
			Local	\$129,818	
Mid-Life Overhaul - 2018 Fixed Route Buses	Overhaul (10) fixed route buses	Occur through 2024	FTA 5307	\$200,000	\$800,000
			IDOT Debt Service	\$400,000	
			Local	\$200,000	
				FTA 5339	\$1,400,000
				FTA 5307	\$400,200
				IDOT DS	\$3,612,890
				Local	\$329,818
				Total Cost	\$5,742,908
Budget for FY2025:					
Project	Description	Action/Comments	Funding Source		Cost
Replacement Electric Buses	Purchase (5) electric buses	Occur through 2025	FTA 5307	\$1,785,454	\$5,463,635
			FTA 5339	\$400,000	
			IDOT Debt Service	\$3,278,181	
			Local	\$0	
				FTA 5339	\$400,000
				FTA 5307	\$1,785,454
				IDOT DS	\$3,278,181
				Local	\$0
				Total Cost	\$5,063,635

Connect Transit
Vehicle Inventory
Fixed Route

Vehicle Number	Year	Make	Model	Chassis #	Engine Serial	Transmission Serial	Length	Fuel Type
301	2003	New Flyer		5FYD2LP183UO25091	46300196		40' Low Floor	Diesel
302	2003	New Flyer		5FYD2LP193UO25097	46187640		40' Low Floor	Diesel
303	2003	New Flyer		5FYD2LP183UO25088	46187639		40' Low Floor	Diesel
304	2003	New Flyer		5FYD2LP153U025095	46241499		40' Low Floor	Diesel
305	2003	New Flyer		5FYD2LP113U025076	46294238	022213	40' Low Floor	Diesel
306	2003	New Flyer		5FYD2LP133U025077	46296345		40' Low Floor	Diesel
307	2003	New Flyer		5FYD2LP193U025083	46296288		40' Low Floor	Diesel
308	2003	New Flyer		5FYD2LP1X3U025089	46300428		40' Low Floor	Diesel
309	2003	New Flyer		5FYD2LP113U025093	46300397		40' Low Floor	Diesel
310	2003	New Flyer	Community Bus	5FYD2LP143U025637	46300170		40' Low Floor	Diesel
311	2003	New Flyer		5FYD21P173U025096	46324380		40' Low Floor	Diesel
1001	2010	Gillig	Low Floor	15GCA2912A1177589	73055327	5088504	35' Low Floor	Diesel
1101	2011	Gillig	Low Floor	15GGB2713B1178879	73258675	5100350	35' Low Floor	Diesel
1102	2011	Gillig	Low Floor	15GGB2713B1178880	73258674	5104374	35' Low Floor	Diesel
1103	2011	Gillig	Low Floor	15GGB2711B1178881	New: 60399988 / Old: 73258744	5104373	35' Low Floor	Diesel
1104	2011	Gillig	Low Floor	15GGB2713B1178882	60399991	5104372	35' Low Floor	Diesel
1501	2015	New Flyer	Xcelsior	5FDYD8FV10FB047637	73867510		40' Low Floor	Diesel
1502	2015	New Flyer	Xcelsior	5FYD8FV12FB047638	73867343		40' Low Floor	Diesel
1503	2015	New Flyer	Xcelsior	5FYD8FV12FB047639	73867287	6511324077	40' Low Floor	Diesel

1504	2015	New Flyer	Xcelsior	5FYD8FV12FB047640	73867268	6511324078	40' Low Floor	Diesel
1505	2015	New Flyer	Xcelsior	5FYD8FV12FB047641	73870624	6511327812	40' Low Floor	Diesel
1601	2016	New Flyer	Xcelsior	5FYD8FV18GC049616	73997052	6511389648	40' Low Floor	Diesel
1602	2016	New Flyer	Xcelsior	5FYDSFV1XGC049617	73995188	6511393246	40' Low Floor	Diesel
1603	2016	New Flyer	Xcelsior	5FYD8V11GC049618	73995184	6511393558	40' Low Floor	Diesel
1604	2016	New Flyer	Xcelsior	5FYD8FV13GC049619	73999516	6511393244	40' Low Floor	Diesel
1605	2016	New Flyer	Xcelsior	5FYD8FV1XGC049620	73997602	6511394865	40' Low Floor	Diesel
1606	2016	New Flyer	Xcelsior	5FYD8FV11GC049621	74002083	6511392124	40' Low Floor	Diesel
1607	2016	New Flyer	Xcelsior	5FYD8FV13GC049622	74002100	6511393262	40' Low Floor	Diesel
1801	2018	New Flyer	Xcelsior	5FYD8FV1XJF053804	74257359	6511520896	40' Low Floor	Diesel
1802	2018	New Flyer	Xcelsior	5FYD8FV11JF053805	74257439	6511515436	40' Low Floor	Diesel
1803	2018	New Flyer	Xcelsior	5FYD8FV13JF053806	74259229	651152132	40' Low Floor	Diesel
1804	2018	New Flyer	Xcelsior	5FYD8FV15JF053807	74260583	6511521323	40' Low Floor	Diesel
1805	2018	New Flyer	Xcelsior	5FYD8FV17JF053808	74250503	6511520781	40' Low Floor	Diesel
1806	2018	New Flyer	Xcelsior	5FYD8FV19JF053809	74264053	6511520920	40' Low Floor	Diesel
1807	2018	New Flyer	Xcelsior	5FYD8FV15JF053810	74257486	6511520918	40' Low Floor	Diesel
1808	2018	New Flyer	Xcelsior	5FYD8FV17JF053811	74252290	6511514736	40' Low Floor	Diesel
1809	2018	New Flyer	Xcelsior	5FYD8FV19JF053812	74250503	6511522329	40' Low Floor	Diesel
1810	2018	New Flyer	Xcelsior	5FYD8FV10JF053813	74256384	6511523440	40' Low Floor	Diesel

Demand Response

Vehicle Number	Year	Make	Model	Chassis #	Fuel Type
91	2009	Startrans	Supreme	1FDFE45P29DA75261	Gas
92	2009	Startrans	Supreme	1FDFE4FL8ADB00732	Gas
113	2011	Eldorado	Aerotech	1FDFE4FSXBDA45577	Gas
114	2011	Eldorado	Aerotech	1FDFE4FS1BDA45578	Gas
115	2011	Eldorado	Aerotech	1FDFE4FS3BDA45579	Gas
1701	2017	Ford	E-450	1FDFE4FS1HDC03166	Propane

1702	2017	Ford	E-450	1FDFE4FS4HDC41586	Propane
1703	2017	Ford	E-450	1FDFE4FS2HDC03158	Propane
1704	2017	Ford	E-450	1FDFE4FS4HDC03162	Propane
181	2018	Ford	E-450	1FDFE4FSXJDC36480	Gas
182	2018	Ford	E-450	1FDFE4FS6JDC36489	Gas
183	2018	Ford	E-450	1FDFE4FS9JDC36454	Gas
184	2018	Ford	E-450	1FDFE4FS7JDC36484	Gas
185	2018	Ford	E-450	1FDFE4FS0JDC36469	Gas
186	2018	Ford	E-450	1FDFE4FS1JDC36495	Gas
187	2018	Ford	E-450	1FDFE4FSFJDC36443	Gas
188	2018	Ford	E-450	1FDFE4FS8JDC36493	Gas
189	2018	Ford	E-450	1FDFE4FS3JDC36465	Gas

Service Vehicles

Vehicle Number	Year	Make	Model	Chassis #	Fuel Type
3	2005	Ford	Ranger	1FTYR14U95PA77881	Gas
5	2013	Ford	F250	1FT7X2BT2EEA34836	Diesel
S3	2013	Chevy	Malibu	1G11E5SA6DU139243	Gas
S6	2016	Ford	Taurus	1FAHP2D89GG148258	Gas
S8	2017	Ford	Taurus	1FAHP2D82HG137931	Gas
S9	2018	Dodge	Grand Caravan	2C7WDGBG4JR362828	Gas
S10	2019	Ford	Taurus	1FAHP2D88KG108392	Gas
S11	2019	Ford	Taurus	1FAHP2D86KG117804	Gas
S12	2019	Ford	Taurus	1FAHP2D88KF103399	Gas
S13	2019	Ford	Taurus	1FAHP2D80KG103400	Gas

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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, under the aegis of McLean County as the funding grantee. 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

*2017 population estimates

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.

Project History and Milestones

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 (IDHS), Life Center for Independent Living (LIFE-CIL), Advocate BroMenn Adult Day Services, Marc First, Faith in Action, McLean County Regional Planning Commission (MCRPC), 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 2009, SHOW BUS has played a central role on the Region 6 HSTP Joint Committee, leading 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.

As noted in various sections of the FY 2020 application for §5311 funding:

"SHOW BUS also participates in the United Way of McLean County's Executive Council, which is made up of executives from thirty area social service agencies, some of which may receive Federal transportation assistance for passenger transportation. "

"In Livingston County, SHOW BUS participates in a Transportation Committee hosted by LIFE-CIL and Futures. The committee has similar aims as McLean County's Transportation Advisory Council and involves representatives from the local hospital (St. James), Livingston County Public Health Department, LIFE-CIL, Futures and Mosaic (two entities serving individuals with disabilities), Institute for Human Resources (a mental health center), local taxi services and local governmental representatives. Some of these entities may receive Federal assistance for passenger transportation."

"In DeWitt County, SHOW BUS participates in a monthly meeting of representatives from local social service agencies and other interested partners to share information and to coordinate service efforts. Participating entities include Friendship Senior Center, University of Illinois Extension, DeWitt County Human Resource Center (serving individuals with disabilities), Faith in Action, DeWitt County Housing Authority, Community Action, Liberty Village and Farmer City Rehab (both nursing homes) and United Way. Some of these entities may receive Federal assistance for passenger transportation."

"In Ford County, the Ford County Network Panel involving such entities as Ford County Public Health Department, Community Resources and Counseling Center, local school and governmental officials holds monthly meetings to review transportation needs. Some of these entities may receive Federal assistance for passenger transportation."

"In Iroquois County, the Iroquois County Transportation Committee, made up of social service agencies such as the Iroquois County Public Health Department, Iroquois Mental Health Center, Options, Catholic Charities and the Watseka Senior Center, the Iroquois Memorial Hospital and governmental entities, has been holding monthly meetings since May, 2009. Some of these entities may receive Federal assistance for passenger transportation."

"In Macon County, SHOW BUS actively participated in the "ICCT" process. With the initiation of service in June, 2012, the Macon County Board established a transportation committee. Until April, 2015, it met on a monthly basis; it now meets on a quarterly basis and includes participants from SAIL and Macon Resources (serving those individuals with disabilities), "DMCOC" (serving seniors), various school entities and Macon County officials. Some of these entities may receive Federal assistance for passenger transportation."

"SHOW BUS has been active in Regions Six and Region Eight of the Illinois Human Services Transportation regions (HSTP), with the SHOW BUS Director acting as Chair of the Technical Committee in Region Six."

"SHOW BUS also participates in transportation related organizations that encompass areas wider than the six-county area, and the additional three counties it serves. They include Illinois Public Transportation Association (IPTA), and Illinois Rural Transit Assistance Center (IRTAC).

"SHOW BUS is included in McLean County's TIP annually. As indicated above, SHOW BUS participates in various transportation related organizations that are all open to public participation. Through county-based transportation committees, information is funneled to the HSTPs 6 and 8 in order to be included in those plans. In addition, SHOW BUS has maintained relationships with various county boards and township, village and city officials in the relevant counties."

"This service is made available in DeWitt, Ford, Iroquois, Livingston, Logan, Macon, Mason & McLean Counties by funding through the Illinois Department of Transportation (Sec. 5309, 5310, 5311 & 5339 of the Federal Transit Act, as amended), the Downstate Operating Assistance Program and the following: United Way and community funds, units of local government, churches, civic groups, businesses, individuals and passenger donations, fees and contracts."

Table 1
5311 Proposed System Service Level By County Fy2021

GRANTEE: McLean County COUNTY	HOURS OF SERVICE SU MON TUE WED THUR FRI SAT							ANNUAL PASSENGER TRIPS	ANNUAL VEHICLE MILES	NUMBER VEHICLE
Example Hartford County	7a - 4p	6a - 7p	6a - 7p	6a - 7p	6a - 7p	6a - 7p	6a - 11p	29,000	195,000	10
DeWitt		7:00-4:30	7:00-4:30	7:00-4:30	7:00-4:30	7:00-4:30		40,970	240,790	
Ford		7:00-4:30	7:00-4:30	7:00-4:30	7:00-4:30	7:00-4:30		18,300	117,490	
Iroquois		7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00		73,205	369,172	
Livingston		7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00		35,140	216,832	41 peak
Macon*		8:00-4:00	8:00-4:00	8:00-4:00	8:00-4:00	8:00-4:00		25,621	191,785	
McLean**		7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00		48,763	194,931	
								241,999	1,331,000	
*Hours still being developed										

SHOW BUS participates in the McLean County Regional Planning Commission Transportation Advisory Committee (TAC). The TAC meets monthly/quarterly 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), Homes of Hope, Advocate BroMenn Adult Day Services, Marc First, Faith in Action, McLean County Regional Planning Commission, East Central Illinois Area Agency on Aging (ECIAAA) and YWCA. The council explores transportation needs, emphasizing coordination of services and review of any transportation gaps.

SHOW BUS also participates in the United Way of McLean County's Executive Council, which is made up of executives from thirty area social service agencies, some of which may receive Federal transportation assistance for passenger transportation.

In Livingston County, SHOW BUS participates in a Transportation Committee hosted by LIFE-CIL and Futures. The committee has similar aims as McLean County's Transportation Advisory Council and involves representatives from the local hospital (St. James), Livingston County Public Health Department, LIFE-CIL, Futures and Mosaic (two entities serving individuals with disabilities), Institute for Human Resources (a mental health center), local taxi services and local governmental representatives. Some of these entities may receive Federal assistance for passenger transportation.

In DeWitt County, SHOW BUS participates in a monthly meeting of representatives from local social service agencies and other interested partners to share information and to coordinate service efforts. Participating entities include Friendship Senior Center, University of Illinois Extension, DeWitt County Human Resource Center (serving individuals with disabilities), Faith in Action, DeWitt County Housing Authority, Community Action, Liberty Village and Farmer City Rehab (both nursing homes) and United Way. Some of these entities may receive Federal assistance for passenger transportation.

In Ford County, the Ford County Network Panel involving such entities as Ford County Public Health Department, Community Resources and Counseling Center, local school and governmental officials holds monthly meetings to review transportation needs. Some of these entities may receive Federal assistance for passenger transportation.

In Iroquois County, the Iroquois County Transportation Committee, made up of such social service agencies as Iroquois County Public Health Department, Iroquois Mental Health Center, Options, Catholic Charities and the Watseka Senior Center, the Iroquois Memorial Hospital and governmental entities, has been holding monthly meetings since May, 2009.

Some of these entities may receive Federal assistance for passenger transportation. In Macon County, SHOW BUS actively participated in the "ICCT" process. With the initiation of service in June, 2012, the Macon County Board established a transportation committee. Until April, 2015, it met on a monthly basis; it now meets on a quarterly basis and includes participants from SAIL and Macon Resources (serving those individuals with disabilities), "DMCOC" (serving seniors), various school entities and Macon County officials. Some of these entities may receive Federal assistance for passenger transportation.

SHOW BUS has been active in the Region Six and Region Eight Human Services Transportation Plan (HSTP), with the SHOW BUS Director acting as Chair of the Technical Committee in Region Six.

SHOW BUS also participates in transportation related organizations that encompass areas wider than the six-county area, and including the three additional counties in which SHOW BUS provides. They include Illinois Public Transportation Association (IPTA), and Illinois Rural Transit Assistance Center (IRTAC).

Downstate Operating Assistance Program Funding

Total Eligible Expense reported in budget (a):	\$4,502,770
Total Eligible Revenue reported in budget (b):	\$200,600
Section 5311 Assistance Requested in Section 5311 Application (c):	\$497,138
Downstate Operating Assistance Deficit (a) - (b+c) (d):	\$3,805,032
65% of Eligible Operating Expenses (e):	\$2,926,801
Appropriation (f):	\$2,926,800
Downstate Operating Assistance Requested (g):	\$2,926,800

Section 5311 Estimated Funding

Amount Requested from the State:	\$497,138
Applicant Contribution (in-kind, matching):	\$0
Local Contribution:	\$69,000
Other Source of Contribution:	\$3,736,032
Program Income:	\$200,600

Vehicle Inventory

FY2021
APPLICATION

GRANTEE NAME: MCLEAN COUNTY

EXHIBIT J
FTA, State, & Local Funded Transit
REVENUE VEHICLE INVENTORY SUMMARY

VEH. CONDITION CODE
EXCELLENT
GOOD
FAIR
POOR
INOPERABLE

VEH. STATUS CODE
ACTIVE
RESERVE
OUT OF SERVICE
REPLACED
DISPOSED

A
RV
O
RPL
D

VIN	TITLE HOLDER OWNER	OPERATOR	Vehicle Location (stored when not in use)	BUS FLEET #	CHASSIS YEAR	CHASSIS MANUF.	Vehicle Type	Seating Capacity	VEH LENGTH	STATE GRANT NUMBER	(FAIN) FED GRANT NUMBER	ACQUISITION COST	Dollars OF FEDERAL PARTICIPATION	% of Federal Participation	DATE IN SERVICE/ PURCHASE	Useful Life (mileage/years)	FTA ELIGIBLE REPLACE DATE	CURRENT MILEAGE	CURRENT VEH CONDITION	DATE OF LAST IDOT INSPECTION	VEHICLE STATUS	Disposition Amount	Method Used to Determine Fair Mkt Valu	Use of Disposition Proceeds	Date of IDOT Notice to FTA
Paratransit Vehicles:																									
1FDXE4F3VH991379	McLean	SHOW BUS	Meadows	15	1998	Ford	MD	14	23	CAP-08-816		\$ 53,197.00	\$ -	0%	12/14/98	150,000	1998	217,005	INOP	07/06/17	D	350.00	MWT	over grant exp	
1FDXE4F3VH991379	McLean	SHOW BUS	Watsela	24	2003	Ford	MD	14	23	CAP-08-856-CVP	IL-16-X018	\$ 54,404.53	\$ 43,523.83	80%	02/20/04	150,000	2004	280,638	INOP	07/06/17	D	350.00	MWT	over grant exp	
1FDXE4F3VH991379	McLean	SHOW BUS	Meadows	27	2005	Ford	MD	14	23	CAP-04-816-CVP	IL-16-X030	\$ 58,435.00	\$ 58,435.00	100%	11/04/05	150,000	2005	239,857	INOP	07/06/17	D	350.00	MWT	over grant exp	
1FDXE4F3VH991379	McLean	SHOW BUS	Meadows	28	2005	Ford	MD	14	23	CAP-04-816-CVP	IL-16-X021	\$ 58,435.00	\$ 58,435.00	100%	11/04/05	150,000	2005	217,544	INOP	07/06/17	D	350.00	MWT	over grant exp	
1FDXE3L3L6D413350	McLean	SHOW BUS	Meadows	34	2006	Ford	LD	11	20	CAP-07-889-CVP	IL-16-X029	\$ 48,866.00	\$ 48,866.00	100%	05/20/08	150,000	2008	251,556	INOP	07/06/17	D	350.00	MWT	over grant exp	
1FDXE3L3L6D413351	McLean	SHOW BUS	Decatur	35	2008	Ford	LD	11	20	CAP-07-889-CVP	IL-16-X023	\$ 48,866.00	\$ 48,866.00	100%	05/20/08	150,000	2008	289,751	POOR	01/02/20	R				
1FDXE4F3VH991379	McLean	SHOW BUS	Chenoa	36	2008	Ford	MD	14	23	CAP-07-816-CVP	IL-16-X024	\$ 62,733.00	\$ 58,551.00	93%	12/04/08	150,000	2008	304,752	INOP	01/08/19	O				
1FDXE4F3VH991379	McLean	SHOW BUS	Meadows	37	2008	Ford	MD	14	23	CAP-07-816-CVP	IL-16-X024	\$ 62,733.00	\$ 58,551.00	93%	12/04/08	150,000	2008	200,880	POOR	02/05/20	R				
1FDXE4F3VH991379	McLean	SHOW BUS	Meadows	38	2008	Ford	MD	14	23	CAP-07-816-CVP	IL-16-X024	\$ 62,733.00	\$ 58,551.00	93%	12/04/08	150,000	2008	173,826	INOP	07/06/17	D	350.00	MWT	over grant exp	
1FDXE4F3VH991379	SHOW BUS	SHOW BUS	Meadows	39	2002	Ford	MD	14	23						10/28/09	150,000	2009	285,368	INOP	07/06/17	D	350.00	MWT	over grant exp	
1FDXE4F3VH991379	SHOW BUS	SHOW BUS	Meadows	40	2005	Ford	MD	14	23						10/28/09	150,000	2009	240,801	INOP	07/06/17	D	350.00	MWT	over grant exp	
1FDXE4F3VH991379	SHOW BUS	SHOW BUS	Chenoa	41	2002	Ford	MD	14	23						10/28/09	150,000	2009	241,936	INOP	01/08/19	O				
1FDXE3L3L6D413350	McLean	SHOW BUS	Decatur	43	2009	Ford	LD	11	20	CAP-04-819-CVP	IL-16-X025	\$ 50,944.00	\$ 50,944.00	100%	10/30/09	150,000	2009	271,289	INOP	01/08/19	O				
1GBGV1988F402407	SHOW BUS	SHOW BUS	Watsela	45	2008	Chevrolet	SMD	22	29		n/a transf. from closed agency				12/03/09	200,000	2009	192,202	POOR	08/11/19	A				
1FDGF5G16C2B65312	McLean	SHOW BUS	Chenoa	59	2012	Ford	SMD	28	33	CAP-12-999-FED	IL-16-X027	\$ 97,999.00	\$ 97,999.00	100%	10/15/2012	200,000	2012	162,428	FAIR	10/08/19	A				
1FDGF5G16C2B65316	McLean	SHOW BUS	Chenoa	60	2012	Ford	SMD	28	33	CAP-12-999-FED	IL-16-X027	\$ 97,999.00	\$ 97,999.00	100%	10/15/2012	200,000	2012	216,509	FAIR	11/04/19	A				
1FDGF5G16C2B65323	McLean	SHOW BUS	Chenoa	61	2012	Ford	SMD	28	33	CAP-12-999-FED	L31-0091-01	\$ 97,999.00	\$ 97,999.00	100%	10/15/12	200,000	2012	155,803	FAIR	01/02/20	A				
1FDXE4L3ED468318	McLean	SHOW BUS	Watsela	62	2014	Ford	MD	14	23	CAP-13-1022-CVP	IL-16-X030	\$54,435.00	\$54,435.00	100%	06/19/14	150,000	2014	133,530	FAIR	12/01/19	A				
1FDXE4L3ED468295	McLean	SHOW BUS	Chenoa	63	2014	Ford	MD	14	23	CAP-14-1022-CVP	IL-16-X030	\$ 54,435.00	\$54,435.00	100%	06/19/14	150,000	2014	150,921	FAIR	10/01/19	A				
1FDXF3G7DCE378498	McLean	SHOW BUS	Watsela	64	2013	Ford	SMD	26	33	CAP-13-1020	IL-16-X028	\$ 88,967.00	\$ 88,967.00	100%	06/25/14	200,000	2014	80,693	GOOD	12/04/19	A				
1FDXF3G7DCE378490	McLean	SHOW BUS	Chenoa	65	2013	Ford	SMD	26	33	CAP-13-1020	IL-16-X028	\$ 88,967.00	\$ 88,967.00	100%	06/25/14	200,000	2014	131,001	GOOD	12/04/19	A				
1FDXE4F3ED423089	Advocate BroMenn	SHOW BUS	Chenoa	66	2014	Ford	MD	14	23	CAP-10-942-CVP	IL-16-X034				08/01/14	150,000	2014	180,424	FAIR	12/03/19	A				
1FDXE4F3Y1668700	Advocate BroMenn	SHOW BUS	Meadows	67	2000	Ford	MD	14	23	CAP-00-685-FED	IL-16-X034				08/01/14	150,000	2014	160,265	INOP	07/06/17	D	350.00	MWT	over grant exp	
1FDXE4F34D0034200	Advocate BroMenn	SHOW BUS	Chenoa	68	2016	Ford	MD	14	23	CAP-15-1021-CVP	IL-16-X036				07/24/15	150,000	2015	154,154	FAIR	12/05/19	A				
1FDXE4F3XGDC319758	McLean	SHOW BUS	Chenoa	69	2016	Ford	MD	14	23	CAP-15-1085-CVP	IL-16-X036	\$ 56,755.00	\$ 56,755.00	100%	03/24/16	150,000	2016	148,831	GOOD	09/09/19	A				
ARRA Vehicles:																									
1GBGV1988F409053	McLean	SHOW BUS	Chenoa	47	2009	Chevrolet	SMD	22	29	CAP-04-819-FED	IL-86-X001	\$ 92,915.00	\$ 92,915.00	100.00%	12/10/09	07/30/47	2009	169,261	FAIR	03/20/20	A				
1FDXE4F3VH991379	McLean	SHOW BUS	Chenoa	49	2009	Ford	MD	14	29	CAP-04-819-FED	IL-86-X001	\$ 64,904.00	\$ 64,904.00	100.00%	04/01/10	08/07/10	2010	213,764	INOP	01/08/19	O				
5309 Vehicles:																									
All Vehicles Funded with Federal Sec. 5309 funds and awarded under State of Illinois grant contracts.																									
1FDXE4F3VH991379	McLean	SHOW BUS	Chenoa	42	2009		MD	14	23	CAP-04-819-FED	IL-03-0225	\$ 64,904.00	\$ 51,923.00	80.00%	08/25/09	09/07/10	2010	185,580	INOP	07/06/17	D	350.00	MWT	over grant exp	
DISPOSED VEH:																									
DISPOSED VEH: VIN	TITLE HOLDER OWNER	OPERATOR	Vehicle Location (stored when not in use)	BUS FLEET #	CHASSIS YEAR	CHASSIS MANUFACTURE	VEHICLE TYPE	Seating Capacity	VEH LENGTH	STATE GRANT NUMBER	(FAIN) FED GRANT NUMBER	Acquisition COST	Dollars OF FEDERAL PARTICIPATION	% of Federal Participation	DATE IN SERVICE/ PURCHASE	Life (mileage/years)	FTA ELIGIBLE REPLACEMENT DATE	CURRENT MILEAGE	CURRENT VEHICLE CONDITION	DATE OF DISPOSITION	VEHICLE STATUS	Disposition Amount	Method Used to Determine Fair Mkt Value	Use of Disposition Proceeds	Date of IDOT Notice to FTA
1FTLS34G3R679392	McLean County	SHOW BUS		3	1994	Ford	RR	10	20	CAP-84-480-ILL		\$ 35,597.00		0.00	12/01/94	Transfer per IDOT	06/16/05	120,111		07/21/04	SOLD	\$ -	IDOT-transf to	Pembroke T	
ACCK54E2Z2P106450	Meadows/SHOW BUS	SHOW BUS		11	1993	MST	HD	12		CAP-92-481-FED	IL-16-0016	\$ 65,152.00	\$ 52,122.00	80.00	05/93	MST Spec. Settlen	1993	N/A		02/28/05	SOLD	\$ 100.00	Advertising	Op above Gr	
1FDLE40F2W632790	Meadows/SHOW BUS	SHOW BUS		14	1997	Ford	MD	14	23	IL-87-559-FED	IL-16-0021	\$ 52,857.00	\$ 42,126.00	80.00	07/97	Mileage	1997	185,200		02/28/05	SOLD	\$ 1,500.00	Advertising	Op above Gr	
1FDWE3L3L652792	McLean County	SHOW BUS		21	2003	Dodge	RR	11	20	CAP-02-791-CVP	IL-03-0225	\$ 44,353.00	\$ 35,482.00	80.00	12/02	Wrecked	2002			01/16/07	SOLD	\$ 23,000.00	Insurance Set	Bus 42,12,981	
2B8K31247K184888	Meadows/SHOW BUS	SHOW BUS		4	1996	Dodge	RR	10	20	CAP-95-535	IL-16-0015	\$ 33,233.00	\$ 26,586.50	80.00	10/17/96	Years	1996	106,845		12/08/11	SOLD	\$ 225.00	MWT		

State J (part) MCLEAN COUNTY

Revised 10/2017

VEH. CONDITION CODE	VEH. STATUS CODE
EXCELLENT	ACTIVE A
GOOD	RESERVE RV
FAIR	OUT OF SERVICE O
POOR	REPLACED RPL
INOPERABLE	DISPOSED D

VIN	TITLE HOLDER OWNER	OPERATOR	Vehicle Location (stored when not in use)	BUS FLEET #	CHASSIS YEAR	CHASSIS MANUF.	Vehicle Type	Seating Capacity	VEH LENGTH	STATE GRANT NUMBER	FED GRANT NUMBER	ACQUISITION COST	Dollars OF FEDERAL PARTICIPATION	% of Federal Participation	DATE IN SERVICE/ PURCHASE	Useful Life (mileage/years)	FTA ELIGIBLE REPLACE DATE	CURRENT VEH MILEAGE	CURRENT VEH CONDITION	DATE OF LAST IDOT INSPECTION	VEHICLE STATUS	Disposition Amount	Method Used to Determine Fair Mkt Valu	Use of Disposition Proceeds	Date of IDOT Notific to FTA
Paratransit Vehicles:																									
1FDAF5G73GEA29880	McLean	SHOW BUS	Watsoka	70	2016	Ford	SMD	26	29	CAP-15-1085-CVF	L-34-0005	\$ 91,451.00	\$ 91,451.00	100.00%	04/05/16	200,000	2016	61,062	Excellent	03/05/20	A				
1FDAF5G78GEA29691	McLean	SHOW BUS	Watsoka	71	2016	Ford	SMD	26	29	CAP-15-1085-CVF	L-34-0005	\$ 91,451.00	\$ 91,451.00	100.00%	04/05/16	200,000	2016	79,404	Excellent	09/27/19	A				
1FDAF5G7XGEA29692	McLean	SHOW BUS	Watsoka	72	2016	Ford	SMD	26	29	CAP-15-1085-CVF	L-34-0005	\$ 91,451.00	\$ 91,451.00	100.00%	04/05/16	200,000	2016	83,510	Good	03/04/20	A				
1FDAF5G75GEA29695	McLean	SHOW BUS	Watsoka	73	2016	Ford	SMD	26	29	CAP-15-1085-CVF	L-34-0005	\$ 91,451.00	\$ 91,451.00	100.00%	04/05/16	200,000	2016	80,702	Good	09/17/19	A				
1FDAF5G75GEA29700	McLean	SHOW BUS	Watsoka	74	2016	Ford	SMD	26	29	CAP-15-1085-CVF	L-34-0005	\$ 91,451.00	\$ 91,451.00	100.00%	04/05/16	200,000	2016	73,962	Excellent	09/24/19	A				
1FDAF5G7XGEB89213	McLean	SHOW BUS	Watsoka	75	2016	Ford	SMD	26	29	CAP-14-1983-CVF		\$ 92,000.00			06/22/16	200,000	2016	84,257	Good	12/17/19	A				
1FDAF5G73GEB99215	McLean	SHOW BUS	Watsoka	76	2016	Ford	SMD	26	29	CAP-14-1983-CVF		\$ 92,000.00			06/22/16	200,000	2016	76,711	Excellent	12/03/19	A				
1FDAF5G75GEB99216	McLean	SHOW BUS	Watsoka	77	2016	Ford	SMD	26	29	CAP-14-1983-CVF		\$ 92,000.00			06/22/16	200,000	2016	66,787	Excellent	12/16/19	A				
1FDAF5G77GEB99217	McLean	SHOW BUS	Watsoka	78	2016	Ford	SMD	26	29	CAP-14-1983-CVF		\$ 92,000.00			06/22/16	200,000	2016	64,924	Excellent	12/19/19	A				
1FDAF5G78GEB82236	McLean	SHOW BUS	Watsoka	79	2016	Ford	SMD	26	29	CAP-14-1983-CVF		\$ 92,000.00			06/22/16	200,000	2016	61,214	Excellent	12/12/19	A				
1FDAF5G7XGEB88227	McLean	SHOW BUS	Chenao	80	2016	Ford	SMD	26	29	CAP-14-1983-CVF		\$ 92,000.00			06/22/16	200,000	2016	83,266	Good	01/02/20	A				
1FDAF5G77GEB88234	McLean	SHOW BUS	Chenao	81	2016	Ford	SMD	26	29	CAP-14-1983-CVF		\$ 92,000.00			06/22/16	200,000	2016	75,979	Excellent	12/04/19	A				
1FDAF5G79GEB88235	McLean	SHOW BUS	Chenao	82	2016	Ford	SMD	26	29	CAP-14-1983-CVF		\$ 92,000.00			06/22/16	200,000	2016	80,970	Good	12/05/19	A				
1FDAF5G78GEB99218	McLean	SHOW BUS	Chenao	84	2016	Ford	SMD	26	29	CAP-14-1983-CVF		\$92,000.00			07/27/16	200,000	2016	80,949	Excellent	01/03/20	A				
2C7WDGCG8GR364475	McLean	SHOW BUS	Watsoka	85	2016	Ford	MV	6	17	CAP-14-1089-CVF		\$40,000.00			08/23/16	120,000	2016	18,650	Excellent	12/04/19	A				
2C7WDGCG8GR364482	McLean	SHOW BUS	Watsoka	86	2016	Ford	MV	6	17	CAP-14-1089-CVF		\$40,000.00			08/23/16	120,000	2016	25,430	Excellent	02/26/20	A				
1FDXE40FXH4B6482	McLean	SHOW BUS	Decatur	87	1999	Ford	MD	14	23	CAP-86-637-FED	L-16-X0023	\$ 56,376.00	\$ 46,701.00	80.00%	10/10/16	150,000	2016	124,029	Good	10/11/19	A				
1FDXE4FXJDC36477	McLean	SHOW BUS	Chenao	88	2018	Ford	MD	14	23	Pending	Pending	\$ 60,158.00	Pending	Pending	09/28/18	150,000	2018	51,263	Excellent	09/23/19	A				
1FDXE4SS8DA883391	McLean	SHOW BUS	Chenao	89	2009	Ford	MD	14	23	CAP-07-859-CVF	L-16-X0001	\$ 57,714.00	\$ 46,171.00	80.00%	10/11/18	150,000	2018	105,033	INOP	01/08/19	O				
1FDEE3SL19D492345	McLean	SHOW BUS	Decatur	90	2009	Ford	LD	12	20	CAP-04-479-CVF	L-57-X00024	\$ 50,944.00	\$ 40,755.00	80.00%	10/11/18	150,000	2018	112,554	Fair	10/16/19	A				
1FDEE3SL49D4A01956	McLean	SHOW BUS	Decatur	91	2009	Ford	LD	12	20	CAP-04-479-CVF	L-57-8024	\$ 50,944.00	\$ 40,755.00	80.00%	10/11/18	150,000	2018	120,032	Fair	11/01/19	A				
1FDWE3SL0H639047	McLean	SHOW BUS	Chenao	92	2005	Ford	LD	12	20	CAP-04-479-FED	L-16-00029	\$48,396.00	\$ 38,716.80	80.00%	11/18/19	150,000	2019	100,666	Fair	02/20/20	A				
5309 Vehicles: All Vehicles Funded with Federal Sec. 5309 funds and awarded under State of Illinois grant contracts.																									

GRANTEE NAME: MCLEAN COUNTY

EXHIBIT J

PH. CONDITION CODEVEH. STATUS CODE[illegible]

Revised 11/2017

GRANTEE NAME: MCLEAN COUNTY

EXHIBIT I

EXHIBIT 1 (S111) / OP-4F (DOAF)

Section 5310 Transportation Providers Public and Social Service Transit Programs

The Bloomington-Normal urbanized area is served by two public transit providers and several agencies and institutions that provide transportation services to their 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, an advisory committee to the Commission 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 in 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 metropolitan planning area in which SHOW BUS can provide service. The public transit agencies engage in ongoing conversations 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 expanded the number of clients it can serve. When this relationship was initiated, IDOT vehicles awarded to Advocate were made available to SHOW BUS to facilitate program delivery.

When Congress decided that the various section 5310 programs should be consolidated, it created a funding gap for some non-profit service agencies in managing transportation programs. Although many of the activities previously funded under individual program remained eligible for funding under the simplified 5310 organization, they were not required to be implemented. IDOT elected to focus all 5310 funding on the Consolidated Vehicle Purchase program, and to end funding for operations. Although the ongoing availability of new and reliable

vehicles has been central to improving service and safety standards, agencies have found that they cannot meet vehicle operating costs in a sustainable fashion, and have moved away from offering transportation services directly. As noted with respect to the Advocate BroMenn Adult Day Services program, some agencies have chosen to contract with existing providers such as SHOW BUS rural public transit.

The Consolidated Vehicle Purchase program has offered some agencies to test the suitability of newer design options, particularly for transportation for persons with disabilities or mobility constraints that

Several non-profit agencies in the community operate transportation programs, some using 5310-funded vehicles. Although past 5310 recipient agencies have provided services to the public as well as agency clients, that arrangement is now less common. For the most part, these agencies focus their attention on providing transportation resources to their agency clients,

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.

Faith in Action

Although Faith in Action is funded entirely through community donations and support, and thus is not an applicant for or recipient of federal or IDOT transportation funding, this volunteer-based transportation service for seniors is an important voice on the Transportation Advisory Committee. Faith in Action describes its mission as an "organization that provides spiritual, physical, and emotional support to seniors 60 years and over and their caregivers to maintain independence, dignity, and improved quality of life. We accomplish this through an interfaith network of volunteers, congregations, and community organizations." Faith in Action uses volunteer drivers using their own vehicles to provide transportation for seniors.

Homes of Hope

Homes of Hope provides supportive living for adults with developmental disabilities, in homes in residential settings housing three to six persons. The program includes transportation for residents, assists with employment, access to social service resources, and a multi-faceted program for improved health, exercise and healthy foods. Homes of Hope has been granted three vehicles from the IDOT Consolidated Vehicle Purchase Program, providing greater mobility for residents.

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 supported, 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, Marcfirst provided over 16,000 trips to adults and high school students who participate in various programs. Nearly 100,000 miles were logged on vehicles taking people to work, appointments and recreational activities. Marcfirst also put 2 new vehicles acquired from IDOT into service to enhance its transportation services.

Appendices

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 future action on the Title VI Plan, this form may be revised. New information and forms will be amended into the TIP appendix, and available on the MCRPC website.

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Title VI Complaint Form

McLean County Regional Planning Commission
115 East Washington Street, Suite M-103
Bloomington, Illinois, 61701

Please contact our office should you need assistance
with submitting your complaint.

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, and related federal legislation.

Title VI complaints must be filed within 180 days from the date of the alleged discrimination by MCRPC. To file a complaint this completed form must be returned to the McLean County Regional Planning Commission, 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

Continue to next page

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Title VI Complaint Form

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? Please select any that apply.

☐Race

☐Age

☐Harassment

☐Color

☐National Origin

☐Income Status

☐Sex

☐Disability/Handicap

☐Other (please explain)

Other

Reason(s): _____

Date of Incident: _____

Continue to next page

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. (If you require additional space or have additional written material pertaining to your complaint, please attach to this form.)

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:

_____ Date: _____

Print or Type Name of Complainant:

For MCRPC Use Only

Date Received: _____ Notes _____
Received by: _____ Title _____
Action by: _____ Date _____

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Appendix 2

Federal Transportation Funding History

As noted in the individual project descriptions in the TIP report, historically Bloomington, Normal and McLean County have relied on the use of Federal transportation funding for major local projects. Often this funding derives from the Urban portion of the Surface Transportation Program. For projects outside of the Bloomington-Normal Urbanized Area, McLean County also has access to the Rural portion of the program.

Region 3/District 5 Local Roads Future/Unobligated Program Data for the McLean County Regional Planning Commission

Fund Type: Surface Transportation Urban
Allotment: \$1,710,427.10
Program Year: 2021
Unobligated: \$6,404,870.77

Unobligated Projects with anticipated Balances*

Program Year	Section	Expenditure	Rtotal	MYP Unobligated	Unobligated Balance
2020	16-00360-00-PV	\$400,000.00	\$400,000.00	\$4,694,443.67	\$4,294,443.67
2021	16-00360-00-PV	\$5,920,000.00	\$6,320,000.00	\$6,404,870.77	\$84,870.77
2022	20-00182-03-RS	\$1,575,000.00	\$7,895,000.00	\$8,115,297.87	\$220,297.87
2023	No Project	\$0.00	\$7,895,000.00	\$9,825,724.97	\$1,930,724.97
2024	No Project	\$0.00	\$7,895,000.00	\$11,536,152.07	\$3,641,152.07
2025	No Project	\$0.00	\$7,895,000.00	\$13,246,579.17	\$5,351,579.17

* Anticipated Balance adds the latest allotment to the unobligated balance for each shown Program Year shown and subtracts the expected Federal or State disbursement. Does not include any required matching amount.

Uncompleted Projects - Prior to the Allotment Year subtract the current Allotment from the unobligated balance to determine the prior year's unobligated balance.

Past Projects:

Stage: Final Voucher					
Agency	Street	Program Year	STU Project Cost	Total Project Cost	TIP #
Normal	Linden St	1994	\$181,246.03	\$258,945.92	-
Bloomington	W Washington St	1996	\$1,278,770.83	\$1,598,737.18	-
Normal	Beech St	1996	\$970,855.16	\$1,213,924.86	-
Normal	Linden St	1996	\$151,818.40	\$191,470.05	-
Bloomington	Constitution Tr	2001	\$537,036.19	\$671,295.32	-
Normal	Raab Rd	2001	\$800,000.00	\$1,222,402.14	-
Bloomington	Hamilton Rd	2004	\$2,974,987.23	\$5,721,047.41	-
Normal	Northtown Rd	2004	\$1,234,000.00	\$2,143,890.99	-
Bloomington	Hamilton Rd	2006	\$2,374,275.24	\$3,742,424.42	-
McLean	White Oak Rd	2006	\$1,426,484.32	\$1,783,105.40	-
Bloomington	White Oak Rd	2007	\$599,090.03	\$748,865.54	-
Bloomington	Hamilton Rd	2010	\$2,183,824.91	\$2,982,449.97	-
Normal	Northtown Rd	2013	\$3,223,458.88	\$4,029,323.67	N-10-01
McLean	Towanda-Barnes Rd	2015	\$2,300,000.00	\$7,132,158.39	C-15-01
			\$20,235,847.22	\$33,440,041.26	

Appendix 3

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.

1. Unified Work Program (UWP)

MPO tasks and products are clearly outlined including sufficient detail of who will perform transportation 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 2020, July 1, 2019 – June 30, 2020.

Date Approved: June 28, 2019

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 2020-2024

Date Approved: June 28, 2019

Title: Transportation Improvement Program FY 2021-2025

Date Approval Anticipated: June 26, 2020

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: September 21, 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

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

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: September 21, 2018

Title: Annual Listing of Federally Obligated Projects, Federal Fiscal Year 2019

Date Approved: September 27, 2019

Title: Annual Listing of Federally Obligated Projects, Federal Fiscal Year 2020

Date Anticipated: September 25, 2020

MPO Self-Certification – to be renewed June 26, 2020

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 (annually at MCRPC) 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 provides 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 Americans 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.

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Appendix 4

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 report. 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 are published on the MCRPC website, www.mcplan.org.

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

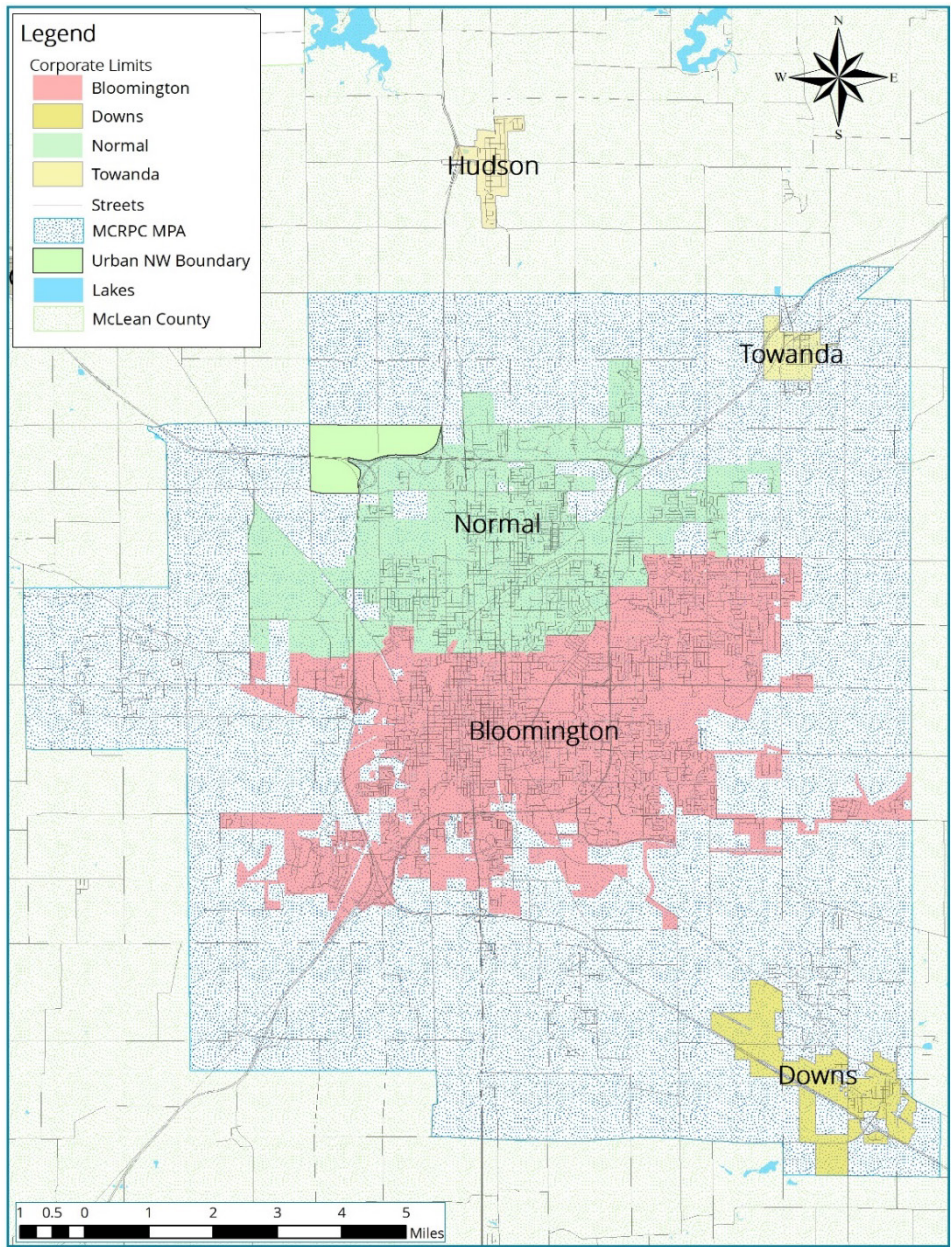
During the course of the first fiscal year for which Transportation Improvement Program is approved, any changes in advanced construction status for projects included in the TIP will be added to an updated version of this Appendix, reflecting administrative modifications made to the current TIP pursuant 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, or by telephone at 309-828-4331.

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Appendix 5

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.

Once the results of Census 2020 are processed by the Census Bureau and released, MCRPC will be advised if population patterns indicate that changes in the metropolitan planning area (MPA) are warranted. MPO participants should consider if their current comprehensive plans are properly reflected in the MPA.

Appendix 6

Transportation Improvement Program (TIP) Selection Process

In order to facilitate TIP project 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 project costs for those jurisdictions. See the main TIP report, which includes the completed scoring for the federal projects in the FY 2021 – 2025 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. To provide a complete picture of the program not only as it is, but also as the local governments would prefer it to be, the TIP includes an inventory of "illustrative" projects, which are not currently fiscally constrained.

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.

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Appendix 7

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.

The public participation plan below remains in effect pending the adoption of a revised and updated plan.

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.

MCRPC 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 Transportation Policy Committee, adopts the following Plan to promote public involvement in transportation planning.

The intent of the MCRPC Public 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).
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:

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

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.

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Appendix 8

Public Comments

PENDING

A public hearing regarding the draft FY 2021 – 2025 Transportation Improvement Plan will be held on June 19, 2020 during a scheduled meeting of the Transportation Technical Committee. All comments received at the hearing or during the public review period will be included in the appendix.



Appendix 9
TO BE UPDATED FOLLOWING MEETING

Minutes of the Transportation **Technical** Committee
June 19, 2020

Minutes
McLEAN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION TECHNICAL COMMITTEE

PENDING, SUBJECT TO COMMITTEE APPROVAL



TO BE UPDATED FOLLOWING THE MEETING

Minutes of Transportation Policy Committee
June 26, 2020

Minutes

McLEAN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION POLICY COMMITTEE

PENDING, SUBJECT TO COMMITTEE APPROVAL

Appendix 10

Public Notices and Certification

First Notice: Published May 22nd and 23rd , 2020



Public Notice

McLean County Regional Planning Commission
Transportation Improvement Program FY 2021 - 2025
PUBLIC HEARING – June 19, 2020 10:30 a.m.

Location or virtual meeting to be announced 2 weeks prior to the hearing.

The McLean County Regional Planning Commission (MCRPC), in accord with the FAST Act, has prepared a draft Transportation Improvement Program for FY 2021 - 2025. **The draft document is available for public review from May 22, 2020 to June 25, 2020, inclusive**, at the MCRPC office in Government Center, 115 East Washington Street, Suite M103, Bloomington, Illinois, if open to the public, M-F from 8:30 a.m. to 4:30 p.m., and on the MCRPC web site at 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.

In the course of the public review period and pursuant to the adopted MCRPC Public Participation Plan, **MCRPC will hold a public hearing concerning the FY 2021 – 2025 Transportation Improvement Program (TIP), on June 19, 2020, with details to be announced by public notice no later than June 4, 2020.** Final action by the MCRPC Transportation Policy Committee is scheduled for June 25, 2020.

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 projects included in the draft document will constitute the Final Program of Projects. The published draft does not include projects to be pursued by the Illinois Department of Transportation, District 5. When this information is made available, it will either be incorporated into the draft, or included in the approved Transportation Improvement Plan 2021 – 2025 by amendment.

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 to Jennifer Sicks, Transportation Planner, MCRPC, by mail, by telephone at 309-828-4331, or by email to jsicks@mcplan.org.

Second Notice: published June 6th and 16th, 2020



Public Hearing

McLean County Regional Planning Commission
Transportation Improvement Program FY 2021 - 2025
June 19, 2020 10:30 a.m.

The McLean County Regional Planning Commission (MCRPC), has published a draft Transportation Improvement Program for FY 2021 - 2025. **The draft document is available for public review from May 22, 2020 to June 25, 2020, inclusive**, on the MCRPC web site at 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, if open.

In the course of the public review period and pursuant to the adopted MCRPC Public Participation Plan, **MCRPC will hold a public hearing concerning the FY 2021 - 2025 Transportation Improvement Program (TIP), on June 19, 2020, to be conducted virtually.** Final action by the MCRPC Transportation Policy Committee is scheduled for June 25, 2020. Please contact Jennifer Sicks at jsicks@mcplan.org or at 309-828-4331, for information on access to the virtual hearing.

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 projects included in the draft document will constitute the Final Program of Projects. 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.

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 to Jennifer Sicks, Transportation Planner, MCRPC, by mail, by telephone at 309-828-4331, or by email to jsicks@mcplan.org.

*** Proof of Publication ***

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STATE OF ILLINOIS
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ORDER NUMBER 83108

THE PANTAGRAPH PUBLISHING CO. hereby certifies that it is now and has been for more than one year continuously, d/b/a The Pantagraph, a daily secular newspaper of general circulation in said County, published in the City, County and State aforesaid, and further certifies that said newspaper has been continuously published at regular intervals of more than once each week with more than a minimum of fifty issues per year for more than one year prior to the first publication of the notice, and further certifies that The Pantagraph is a newspaper as defined by the Statutes of the State of Illinois in such cases made and provided, and further hereby certifies that a notice of which the annexed notice is a true copy, has been regularly published in said paper.

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Public Hearing

McLean County Regional Planning Commission
 Transportation Improvement Program FY 2021 - 2025
 June 19, 2020 10:30 a.m.

The McLean County Regional Planning Commission (MCRPC), has published a draft Transportation Improvement Program for FY 2021 - 2025. The draft document is available for public review from May 22, 2020 to June 25, 2020, inclusive, on the MCRPC web site at 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, if open.

In the course of the public review period and pursuant to the adopted MCRPC Public Participation Plan, MCRPC will hold a public hearing concerning the FY 2021 - 2025 Transportation Improvement Program (TIP), on June 19, 2020, to be conducted virtually. Final action by the MCRPC Transportation Policy Committee is scheduled for June 25, 2020. Please contact Jennifer Sicks at jsicks@mcplan.org or at 309-828-4331, for information on access to the virtual hearing.

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