

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

DRAFT

Public Review Period
May 25th through June 24th, 2021

Transportation
Improvement
Program

Transportation Policy Committee Action scheduled June 25, 2021

FISCAL YEARS 2022-2026

Bloomington-Normal Urbanized Area

Transportation Improvement Program

FISCAL YEARS 2022 - 2026

Prepared by:
McLean County Regional Planning Commission (MCRPC)

Adopted June 25, 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 25, 2021

The McLean County Regional Planning Commission Transportation Policy Committee hereby approves the Fiscal Years 2022 - 2026 Transportation Improvement Program. The State FY 2022 Annual Element of the Transportation Improvement Program includes projects for all transportation modes in the Bloomington-Normal Urbanized Area for the period July 1, 2021 through June 30, 2022.

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

Mboka Mwilambwe– City of
Bloomington

Chris Koos – Town of Normal

Jim Soeldner– 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 2022 - 2026 Bloomington-Normal Urbanized Area

The Transportation Improvement Program (TIP) is a five-year statement 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, Carle BroMenn Adult Day Services (pending due to COVID restrictions) 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 transportation 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

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

Long-Range Metropolitan 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
Mboka Mwilambwe	City of Bloomington, Mayor
Scott Neihart	IDOT District 5
Jim Soeldner	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
Mark Peterson	Connect Transit, Interim General Manager
Robert Nelson	Illinois DoT, District 5, Planning & Services Chief
Dan Magee	Illinois DoT, District 5, Federal Aid Coordinator
	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
	Assistant Planner
	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
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
COVID R	COVID Relief Fund
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

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 Bloomington-Normal Area metropolitan transportation planning process, as directed by the U.S. Department of Transportation, Federal Highway Administration, and the Illinois Department of Transportation.

This includes transportation system 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 by non-profit transportation and social service agencies.

The metropolitan planning 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 people¹. 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 (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 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

¹ Determinations regarding qualification as an MPO derive from the Decennial Census; some changes in the definitions and qualifications may occur in the wake of the 2020 Census.

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 Plan². 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

² 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.*

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 obtained State Planning & Research funding for the development of a Vision Zero Action Plan, addressing the State goal of reducing and then eliminating crash fatalities, and also responsive to goals identified in the MCRPC Long Range Metropolitan Transportation Plan 2045 (LRMTP). Now approved as the Go:Safe Action Plan, it recommends programs and projects to pursue in the urbanized area and throughout the county, prioritized through an analysis of measurable safety impacts. With extensive recommendations for implementation, an implementation process and community guidance are being organized.

In the TIP projects list beginning on page XX, 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 circumvent 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.





For the SFY 2022 – 2026 Transportation Improvement, we have a new resource available to evaluate project priorities. The McLean County Local Road Safety Plan (LRSP) final draft was

finalized in early 2021, and distributed to local agencies for comments. The plan provides a statistics-based analysis of crash data, a toolkit of approaches to infrastructure to reduce crash incidence, and an inventory of locations throughout McLean County with very high incidences of crashes that result in fatalities or serious injuries.

During the review of the draft plan, several local agencies noted that although the inventory and priority designations were correct as a statistical assessment, the plan did not reflect the full range of causes and conditions that produced the crashes that left those involved dead or injured to a life-altering degree. Analysis using local knowledge suggested that some severe crashes were not the result of infrastructure failure. Instead, human factors such as impaired or distracted drivers, or environmental factors such as poor weather conditions contributed to crashes.

Using the information compiled in the LRSP in context with local understanding offers an additional angle of view on the safety challenges in the transportation system. The plan also provides the range of actions comprising the toolkit, either on their own merits or as elements in a local program.

As the Metropolitan Transportation Plan is developed over the next eighteen months, the Technical Committee and its advisors from the Federal Highway Administration will evaluate how best to approach the determination of project priorities. The current prioritization form (shown on page 5) is based on addressing the primary goals of the Long-Range Transportation Plan 2045, combined with the focus areas reflected in the objectives and strategies. New goals and initiatives will inform the refinement of the project prioritization process.

MCRPC Federally Funded Project Scoring Formula							Data	
							This form required only for projects using Federal funding	
							Jurisdiction	
							Project ID #	
							in TIP FY:	
							Phase	
							<i>scoring example</i>	
8 points per focus area	System Preservation	Mobility, Access & Choice	Health & Safety	Sustainable Transportation	Freight			
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 providers in small urban areas and rural regions.

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.
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
8. change limits and the new line item does not result in a significant change to the original intent of the TIP Project.³
9. Changes to the lead agency identified for a TIP Project or TIP Project Phase.
10. Additions, deletions, or corrections to projects listed in the Illustrative Table.
11. Data entry or typographical errors.

³ 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.

Administrative Modification Cost Change Limits

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

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)

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. Administrative Modifications will be forwarded to any agency involved with the modification and to IDOT.

Amendments

A TIP Amendment refers to any major change to a TIP project, 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.

Transportation Improvement Program Fiscal Years 2022- 2026

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

ROAD, PEDESTRIAN & BICYCLE PROJECTS



Fund Details by Year and Funding Source

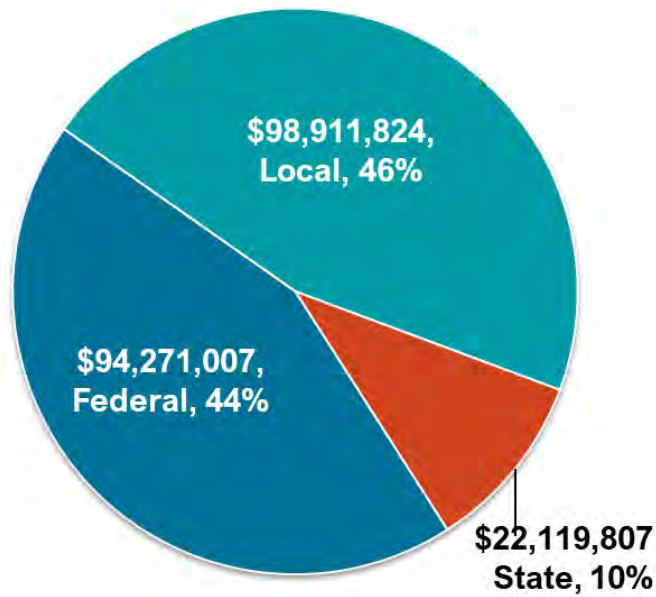
Fund Details by Year and Funding Source

Fund Allocation for FY 2021 – 2025 Term

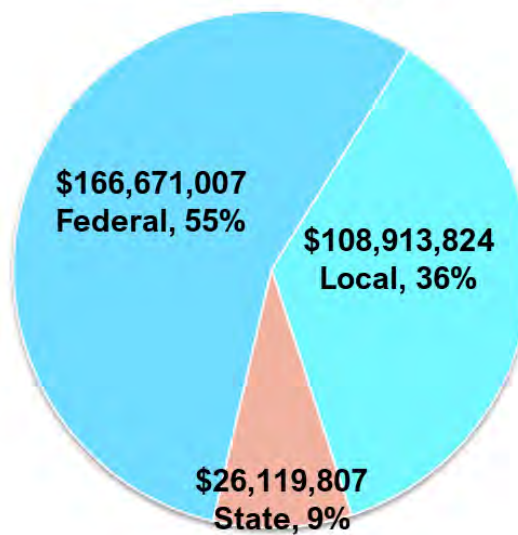
		2022	2023	2024	2025	2026	5-year
LOCAL							
Bloomington Capital Improvement Fund	BCIF	\$3,685,000	\$3,550,000	\$3,550,000	\$3,550,000	\$3,550,000	\$17,885,000
Bloomington Motor Fuel Tax	BMFT	\$18,307,759	\$3,200,000	\$2,500,000	\$5,200,000	\$1,500,000	\$30,707,759
Bloomington Local Motor Fuel Tax	LMFT	\$3,600,000	\$3,550,000	\$3,550,000	\$3,550,000	\$3,550,000	\$17,800,000
Bloomington Stormwater plan	BSWMF	\$500,000	\$0	\$0	\$0	\$0	\$500,000
Normal Capital Improvement Fund	NCIF	\$2,861,312	\$1,796,138	\$2,260,523	\$1,265,000	\$1,329,500	\$9,512,473
Normal Motor Fuel Tax	NMFT	\$1,902,500	\$6,638,897	\$2,427,500	\$1,710,000	\$2,244,200	\$14,923,097
Normal Community Investment Program	NCIP	\$181,060	\$149,850	\$151,850	\$250,235	\$85,000	\$817,995
Normal Community Development	NCD	\$197,000	\$197,000	\$197,000	\$197,000	\$197,000	\$985,000
Normal Stormwater	NSTWR	\$67,500	\$0	\$0	\$480,000	\$0	\$547,500
County Highway	County HW	\$1,049,000	\$524,000	\$400,000	\$300,000	\$500,000	\$2,773,000
Private Property Owner Contribution	PRV PROP	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$300,000
	Sub-total	\$32,411,131	\$19,665,885	\$15,096,873	\$16,562,235	\$13,015,700	\$96,751,824
STATE							
Rebuild Capital	Rebuild IL	\$0	\$2,000,000	\$3,000,000	\$0	\$0	\$5,000,000
Illinois Special Bridge Program	ISBP	\$0	\$0	\$0	\$1,560,000	\$0	\$1,560,000
Truck Access Remote Program	TARP	\$367,000	\$0	\$0	\$0	\$0	\$367,000
IL Dept of Commerce & Economic Oppor.	DCEO	\$600,000	\$0	\$0	\$0	\$0	\$600,000
State of Illinois Funds	STATE	\$1,475,600	\$2,903,000	\$1,621,000	\$7,388,000	\$170,000	\$13,557,600
Grade Crossing Protection Fund/ICC	GCPF (ICC)	\$1,945,207	\$0	\$1,250,000	\$0	\$0	\$3,195,207
	Sub-total	\$4,387,807	\$4,903,000	\$5,871,000	\$8,948,000	\$170,000	\$24,279,807
FEDERAL							\$48,559,614
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program	BUILD	\$1,708,028	\$5,221,057	\$9,070,877	\$0	\$0	\$15,999,962
Surface Transportation Program - State	STP-S	\$872,000	\$2,341,334	\$2,596,000	\$0	\$0	\$5,809,334
Surface Transportation Program - Urban	STP-U	\$8,464,000	\$3,000,000	\$0	\$0	\$0	\$11,464,000
Surface Transportation Program - Rural	STP-R	\$1,714,300	\$1,500,000	\$1,200,000	\$1,200,000	\$2,000,000	\$7,614,300
COVID 19 Relief Funding	COVID	\$273,392	\$468,353	\$0	\$0	\$0	\$741,745
State Planning & Research grants	SPR	\$80,000	\$0	\$0	\$0	\$0	\$80,000
National Highway Performance Program	NHPP	\$872,000	\$8,070,666	\$3,890,000	\$38,199,000	\$1,530,000	\$52,561,666
	Sub-total	\$13,983,720	\$20,601,410	\$16,756,877	\$39,399,000	\$3,530,000	\$95,330,067
Yearly totals		\$50,782,658	\$45,170,295	\$37,724,750	\$64,909,235	\$16,715,700	\$215,302,638

Road, Pedestrian, Bicycle and Other Surface Transportation Projects

5-Year Program Funding
\$215,302,638

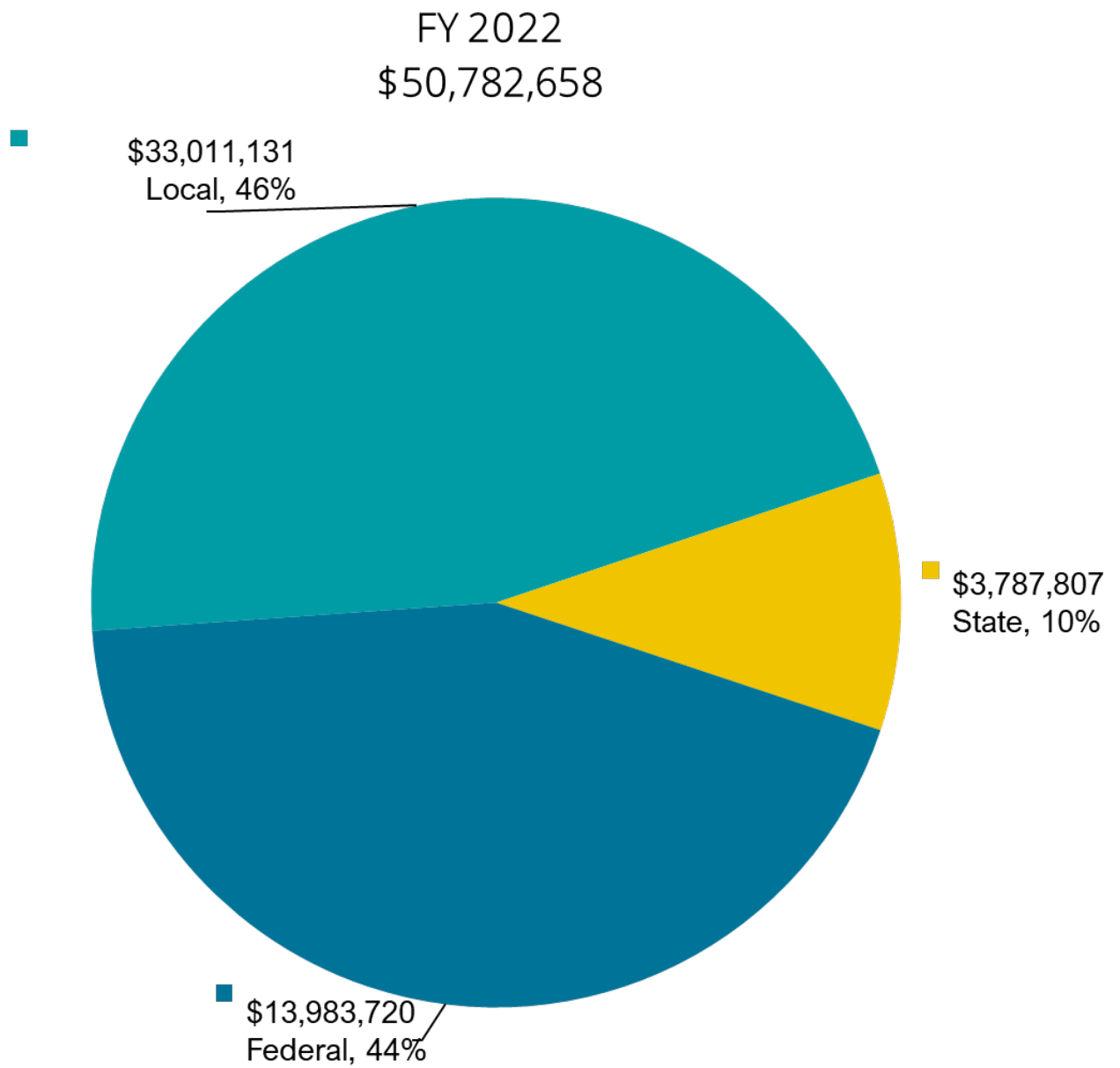


5-Year Program Funding
including Illustrative Projects
\$301,704,638



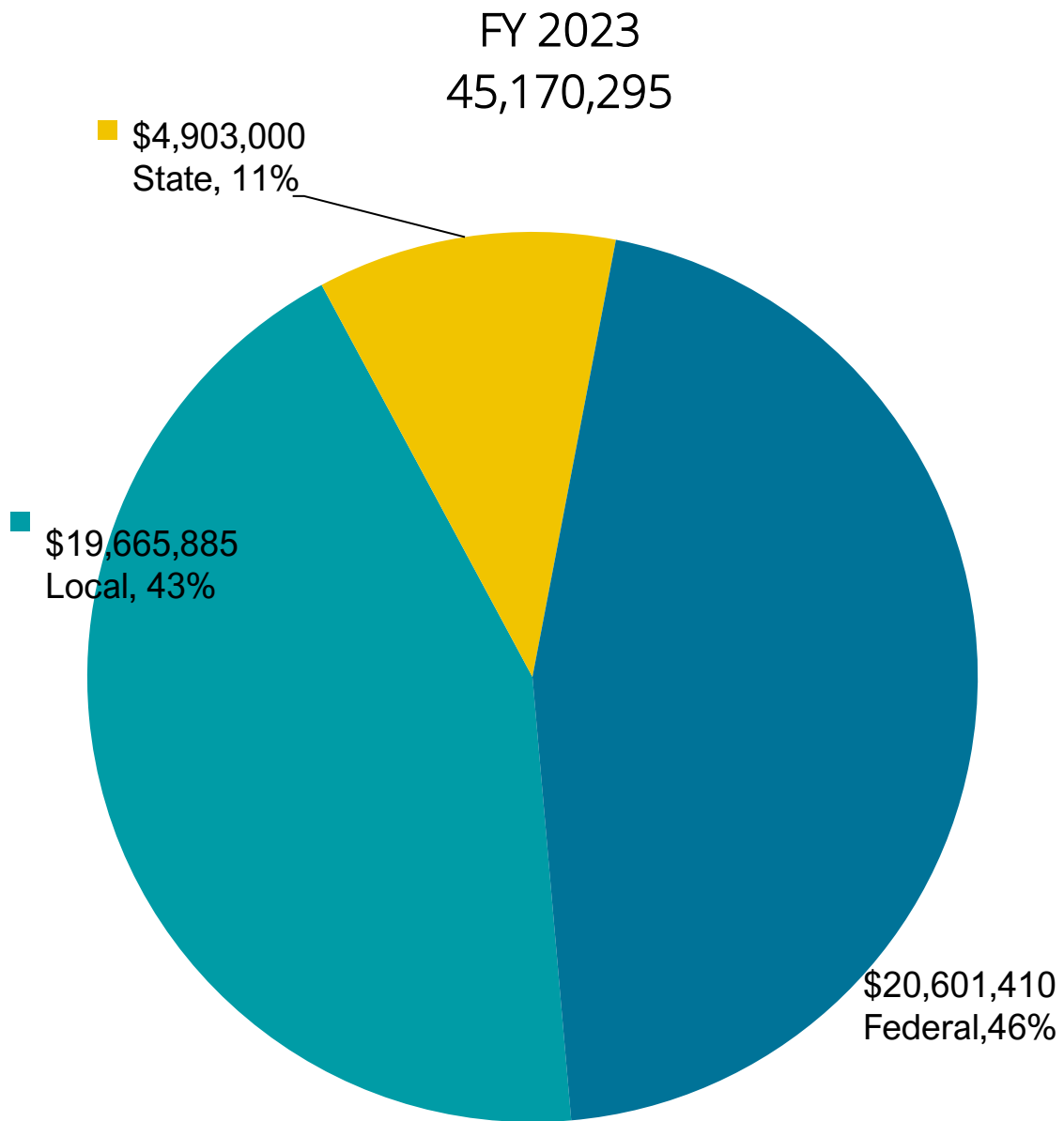
Sources of Funding by Level of Government 2022

		2022
LOCAL		
Bloomington Capital Improvement Fund	BCIF	\$3,685,000
Bloomington Motor Fuel Tax	BMFT	\$18,307,759
Bloomington Local Motor Fuel Tax	LMFT	\$3,600,000
Bloomington Stormwater plan	BSWMF	\$500,000
Normal Capital Improvement Fund	NCIF	\$2,861,312
Normal Motor Fuel Tax	NMFT	\$1,902,500
Normal Community Investment Program	NCIP	\$181,060
Normal Community Development	NCD	\$197,000
Normal Stormwater	NSTWR	\$67,500
County Highway	County HW	\$1,049,000
Private Property Owner Contribution	PRIV PROP	\$60,000
	Sub-total	\$32,411,131
STATE		
Re Build Capital	Rebuild IL	\$0
Illinois Special Bridge Program	ISBP	\$0
Truck Access Remote Program	TARP	\$367,000
IL Dept of Commerce & Economic Oppor.	DCEO	\$600,000
State of Illinois Funds	STATE MATCH	\$1,475,600
Grade Crossing Protection Fund/ICC	GCPF (ICC)	\$1,945,207
	Sub-total	\$4,387,807
FEDERAL		
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program	BUILD	\$1,708,028
Surface Transportation Program - State	STP-S	\$872,000
Surface Transportation Program - Urban	STP-U	\$8,464,000
Surface Transportation Program - Rural	STP-R	\$1,714,300
COVID 19 Relief Funding	COVID	\$273,392
State Planning & Research grants	SPR	\$80,000
National Highway Performance Program	NHPP	\$872,000
	Sub-total	\$13,983,720
	Yearly totals	\$50,782,658



Sources of Funding by Level of Government 2023

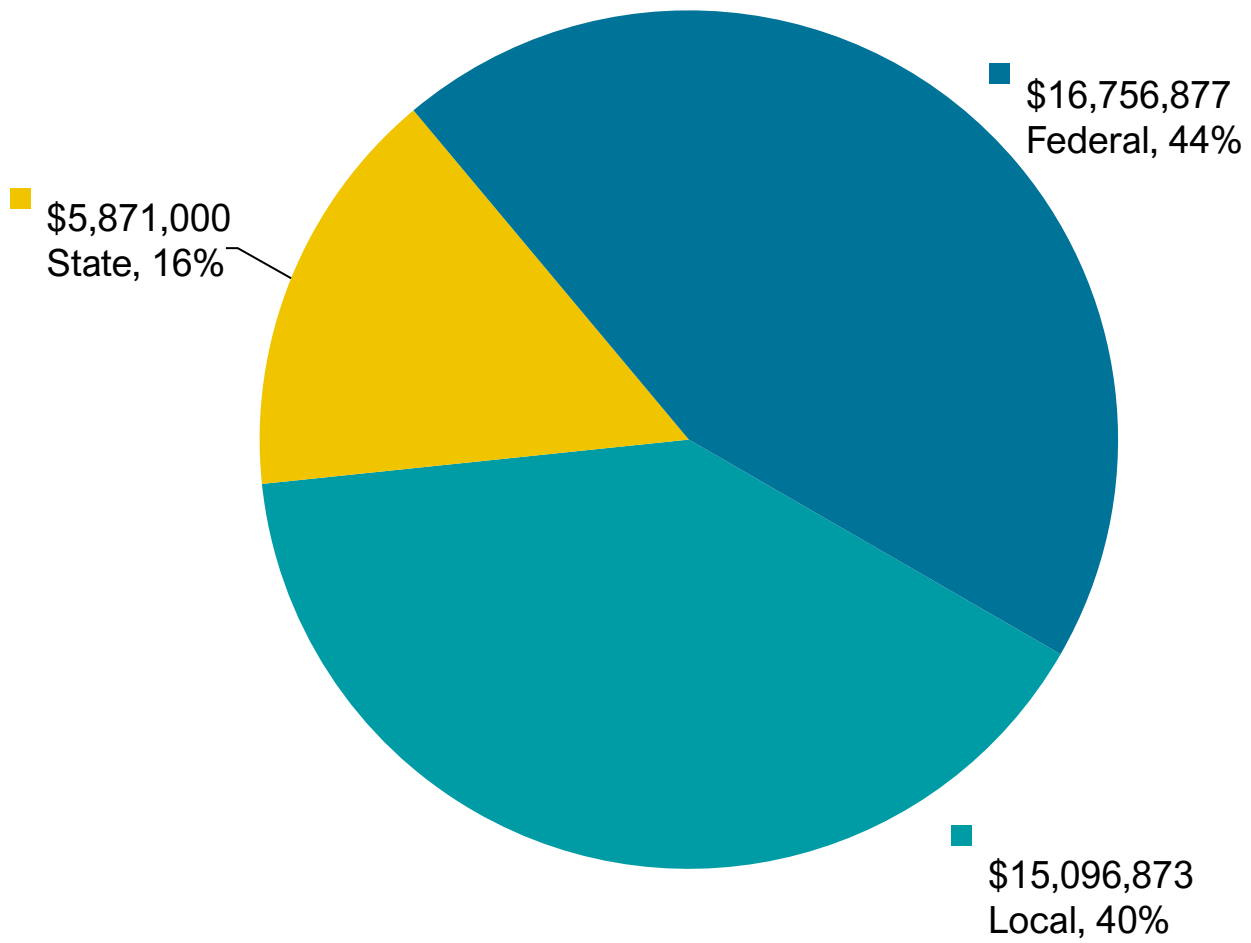
		2023
LOCAL		
Bloomington Capital Improvement Fund	BCIF	\$3,550,000
Bloomington Motor Fuel Tax	BMFT	\$3,200,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,550,000
Bloomington Stormwater plan	BSWMF	\$0
Normal Capital Improvement Fund	NCIF	\$1,796,138
Normal Motor Fuel Tax	NMFT	\$6,638,897
Normal Community Investment Program	NCIP	\$149,850
Normal Community Development	NCD	\$197,000
Normal Stormwater	NSTWR	\$0
County Highway	County HW	\$524,000
Private Property Owner Contribution	PRIV PROP	\$60,000
	Sub-total	\$19,665,885
STATE		
Re Build Capital	Rebuild IL	\$2,000,000
Illinois Special Bridge Program	ISBP	\$0
Truck Access Remote Program	TARP	\$0
IL Dept of Commerce & Economic Oppor.	DCEO	\$0
State of Illinois Funds	STATE MATCH	\$2,903,000
Grade Crossing Protection Fund/ICC	GCPF (ICC)	\$0
	Sub-total	\$4,903,000
FEDERAL		
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program	BUILD	\$5,221,057
Surface Transportation Program - State	STP-S	\$2,341,334
Surface Transportation Program - Urban	STP-U	\$3,000,000
Surface Transportation Program - Rural	STP-R	\$1,500,000
COVID 19 Relief Funding	COVID	\$468,353
State Planning & Research grants	SPR	\$0
National Highway Performance Program	NHPP	\$8,070,666
	Sub-total	\$20,601,410
	Yearly totals	\$45,170,295



Sources of Funding by Level of Government 2024

		2024
LOCAL		
Bloomington Capital Improvement Fund	BCIF	\$3,550,000
Bloomington Motor Fuel Tax	BMFT	\$2,500,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,550,000
Bloomington Stormwater plan	BSWMF	\$0
Normal Capital Improvement Fund	NCIF	\$2,260,523
Normal Motor Fuel Tax	NMFT	\$2,427,500
Normal Community Investment Program	NCIP	\$151,850
Normal Community Development	NCD	\$197,000
Normal Stormwater	NSTWR	\$0
County Highway	County HW	\$400,000
Private Property Owner Contribution	PRIV PROP	\$60,000
	Sub-total	\$15,096,873
STATE		
Re Build Capital	Rebuild IL	\$3,000,000
Illinois Special Bridge Program	ISBP	\$0
Truck Access Remote Program	TARP	\$0
IL Dept of Commerce & Economic Oppor.	DCEO	\$0
State of Illinois Funds	STATE MATCH	\$1,621,000
Grade Crossing Protection Fund/ICC	GCPF (ICC)	\$1,250,000
	Sub-total	\$5,871,000
FEDERAL		
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program	BUILD	\$9,070,877
Surface Transportation Program - State	STP-S	\$2,596,000
Surface Transportation Program - Urban	STP-U	\$0
Surface Transportation Program - Rural	STP-R	\$1,200,000
COVID 19 Relief Funding	COVID	\$0
State Planning & Research grants	SPR	\$0
National Highway Performance Program	NHPP	\$3,890,000
	Sub-total	\$16,756,877
	Yearly totals	\$37,724,750

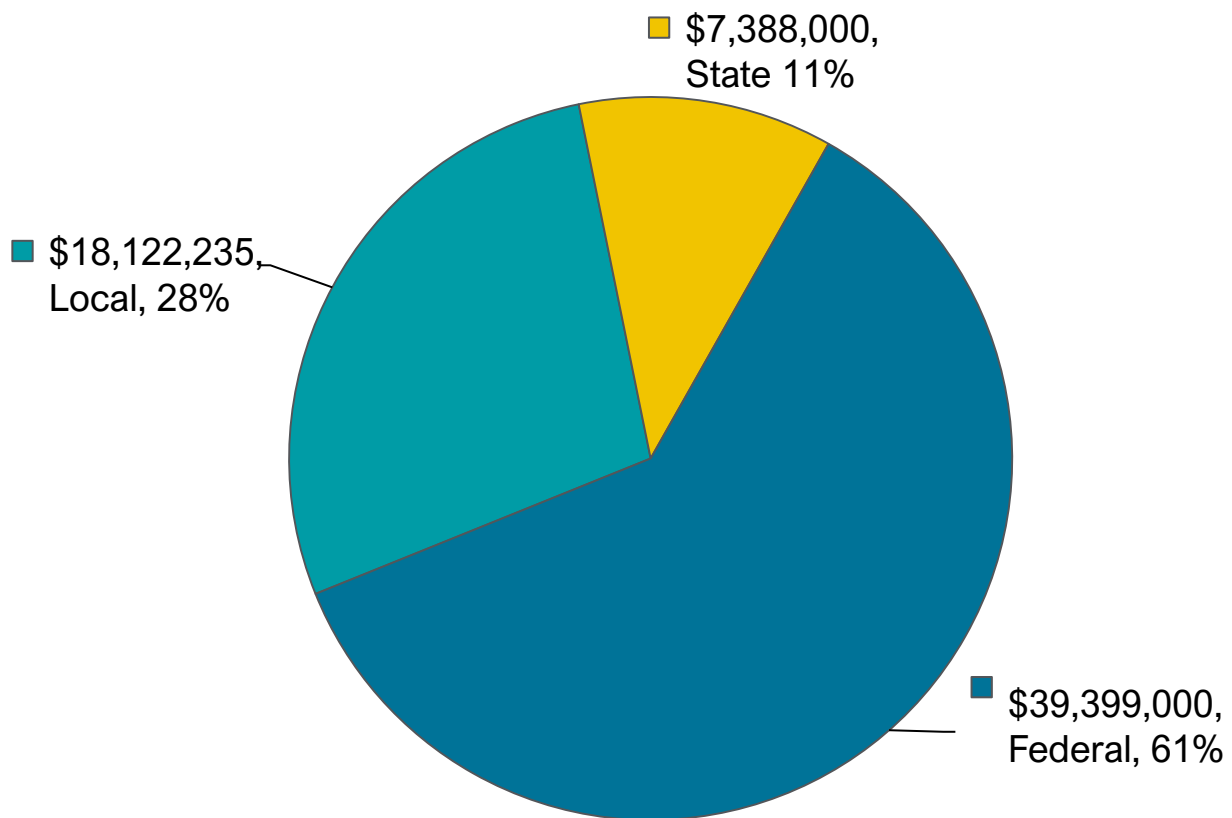
FY 2024
\$37,724,750



Sources of Funding by Level of Government 2025

		2025
LOCAL		
Bloomington Capital Improvement Fund	BCIF	\$3,550,000
Bloomington Motor Fuel Tax	BMFT	\$5,200,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,550,000
Bloomington Stormwater plan	BSWMF	\$0
Normal Capital Improvement Fund	NCIF	\$1,265,000
Normal Motor Fuel Tax	NMFT	\$1,710,000
Normal Community Investment Program	NCIP	\$250,235
Normal Community Development	NCD	\$197,000
Normal Stormwater	NSTWR	\$480,000
County Highway	County HW	\$300,000
Private Property Owner Contribution	PRIV PROP	\$60,000
	Sub-total	\$16,562,235
STATE		
Re Build Capital	Rebuild IL	\$0
Illinois Special Bridge Program	ISBP	\$1,560,000
Truck Access Remote Program	TARP	\$0
IL Dept of Commerce & Economic Oppor.	DCEO	\$0
State of Illinois Funds	STATE MATCH	\$7,388,000
Grade Crossing Protection Fund/ICC	GCPF (ICC)	\$0
	Sub-total	\$8,948,000
FEDERAL		
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program	BUILD	\$0
Surface Transportation Program - State	STP-S	\$0
Surface Transportation Program - Urban	STP-U	\$0
Surface Transportation Program - Rural	STP-R	\$1,200,000
COVID 19 Relief Funding	COVID	\$0
State Planning & Research grants	SPR	\$0
National Highway Performance Program	NHPP	\$38,199,000
	Sub-total	\$39,399,000
	Yearly totals	\$64,909,235

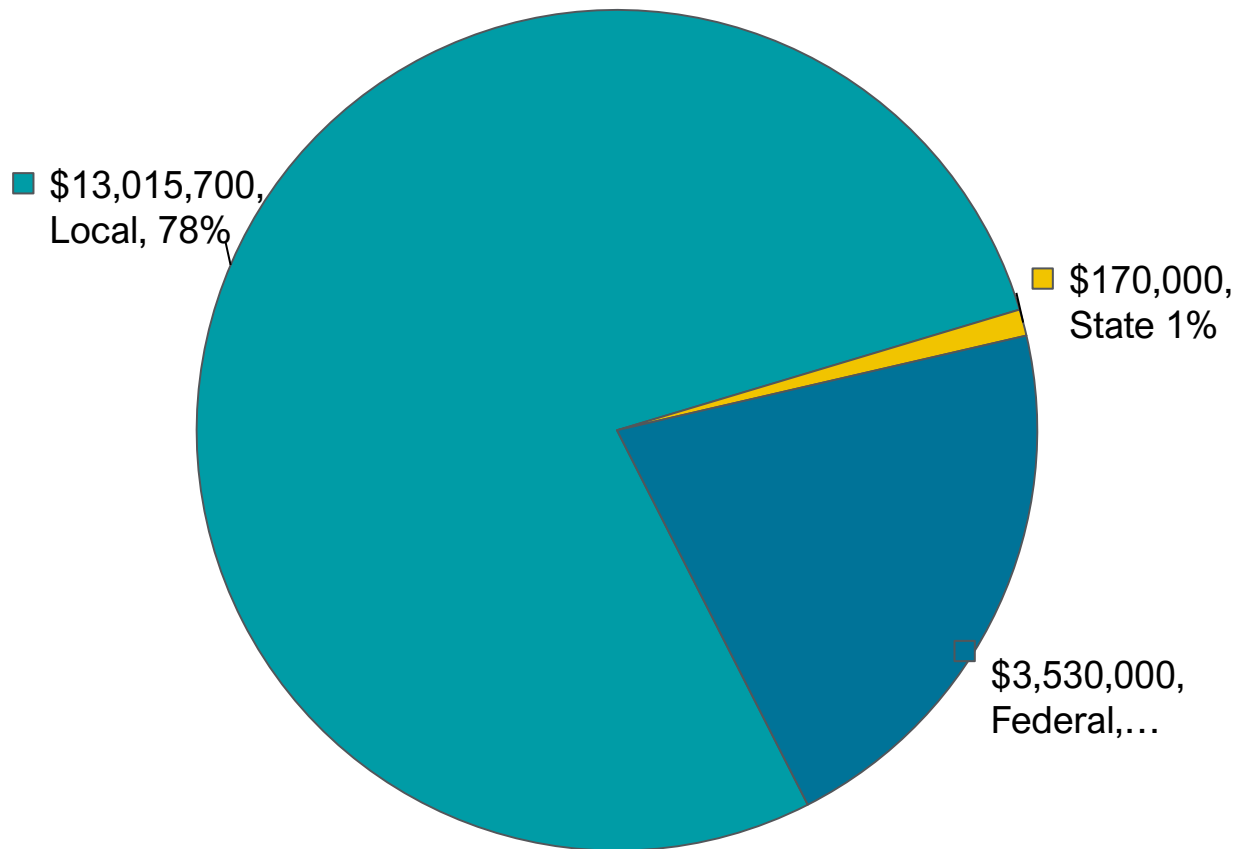
FY 2025
\$64,909,235



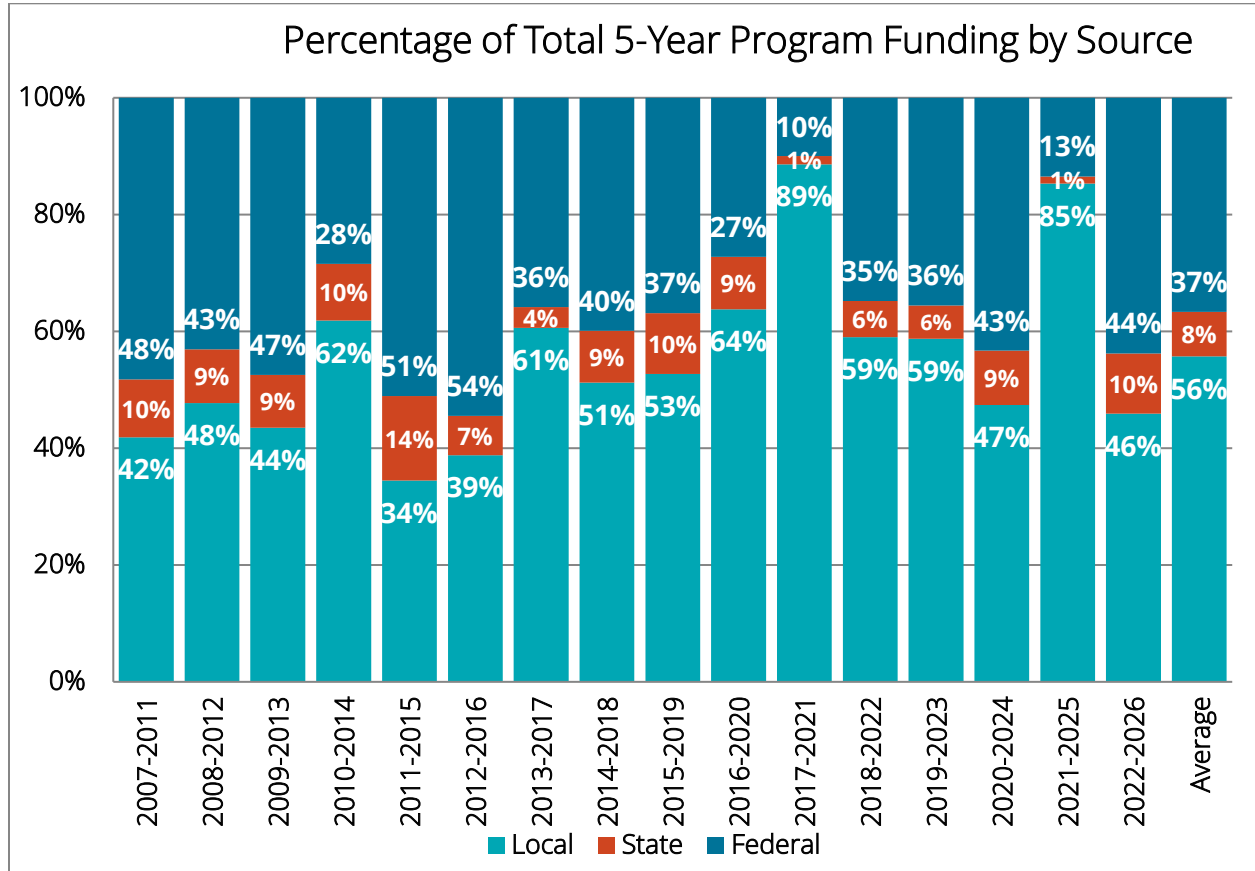
LOCAL		2026
Bloomington Capital Improvement Fund	BCIF	\$3,550,000
Bloomington Motor Fuel Tax	BMFT	\$1,500,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,550,000
Bloomington Stormwater plan	BSWMF	\$0
Normal Capital Improvement Fund	NCIF	\$1,329,500
Normal Motor Fuel Tax	NMFT	\$2,244,200
Normal Community Investment Program	NCIP	\$85,000
Normal Community Development	NCD	\$197,000
Normal Stormwater	NSTWR	\$0
County Highway	County HW	\$500,000
Private Property Owner Contribution	PRIV PROP	\$60,000
	Sub-total	\$13,015,700
STATE		
Re Build Capital	Rebuild IL	\$0
Illinois Special Bridge Program	ISBP	\$0
Truck Access Remote Program	TARP	\$0
IL Dept of Commerce & Economic Oppor.	DCEO	\$0
State of Illinois Funds	STATE MATCH	\$170,000
Grade Crossing Protection Fund/ICC	GCPF (ICC)	\$0
	Sub-total	\$170,000
FEDERAL		
Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program	BUILD	\$0
Surface Transportation Program - State	STP-S	\$0
Surface Transportation Program - Urban	STP-U	\$0
Surface Transportation Program - Rural	STP-R	\$2,000,000
COVID 19 Relief Funding	COVID	\$0
State Planning & Research grants	SPR	\$0
National Highway Performance Program	NHPP	\$1,530,000
	Sub-total	\$3,530,000
	Yearly totals	\$16,715,700

Sources of Funding by Level of Government
2026

FY 2026
\$16,715,700



Total Program Funding Year-to-Year Allocation by Source



FY 2022-2026 TIP PROJECT INDEX

For 2022-2026 projects: BLUE shaded projects - use Federal funds; GOLD 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 (2022)												
B-22-01	50-13-53002-22-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,260,000	\$1,260,000	\$0	\$0	1,200,000 - LMFT & BCIF, 60,000 Priv Prop
B-22-00	50-01-53001-22-00	B	City wide			General Resurfacing of Various City Streets	C	\$5,200,000	\$5,200,000	\$0	\$0	5,200,000 - LMFT & BCIF
B-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-12-02	50-11-12535-13-00 06-00337-00-BR	B	Fox Creek Road & Bridge over RR	Danbury Drive	Beich Road	Reconstruct as Urban Section	C	\$8,955,000	\$7,009,793	\$1,945,207	\$0	6,509,793-BMFT, 500,000-WATER, 1,945,207-ICC GCPF
B-22-07		B	Constitution Trail	Lafayette Street	Hamilton Road	Trail Connection and Extension	E	\$85,000	\$85,000	\$0	\$0	85,000 - BCIF
B-03-09	50-01-42063-94-01	B	Hamilton Road	Bunn Street	Morrissey Drive	Street Improvements Construction: RR relocation	ROW	\$4,880,000	\$4,880,000	\$0	\$0	RR Relocation 4,880,000 - BMFT
B-03-09	50-01-42063-94-01	B	Hamilton Road	Bunn Street	Morrissey Drive	Street Improvements Construction	C	\$12,611,358	\$6,417,966	\$0	\$6,193,392	5,920,000 - STU, 6,417,966 - BMFT, 273,392 - COVID Relief
						McLean County (2022)						
MC-5	13-00160-02-RS	C	Townline Road (Section V) (CH 24)	Tazewell County Line	IL Route 9	Resurfacing	C	\$2,216,000	\$349,000	\$367,000	\$1,500,000	349,000 County Matching; 1,500,000 - STR, 367,000 TARP
MC-6	20-00182-03-RS	C	White Oak Road (Old 150)	Empire St.	Route 150	CIR/Resurfacing	C	\$2,500,000	\$700,000		\$1,800,000	1,800,000 STU; 700,000 Matching
		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 2022-2026 TIP PROJECT INDEX

For 2022-2026 projects: BLUE shaded projects - use Federal funds; GOLD 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	
Town of Normal (2022)												
N-22-01V		N	Various			Resurfacing of various city streets	C	\$2,832,500	\$2,832,500	\$0	\$0	1,700,000 - NMFT; 1,132,500 - NCIF
N-22-02C		N	City wide			Sidewalk and Ramp Improvements	C	\$882,000	\$882,000	\$0	\$0	685,000 - NCIF; 197,000 - CD
N-22-03V		N	Various			Concrete Pvmt Patching	C	\$83,160	\$83,160	\$0	\$0	83,160 - NCIF
		N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	C	\$65,700	\$65,700			65,700 - NCIP
		N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$32,200	\$32,200			32,200 - NCIP
N-20-05		N	Franklin Ave Bridge			Replace existing structure	E	\$270,000	\$270,000	\$0	\$0	202,500 - NMFT; 67,500 - NSTWR
		N	City wide			Pavement Rating and Prioritization of Streets	E	\$100,000	\$20,000		\$80,000	20,000 - NCIF; 80,000 - SPR Grant
		N	Various			Multi-Use Trail/ Street Crossing Safety Evaluation	E	\$60,000	\$60,000			60,000 - NCIF
		N	Concrete Pavement Patching			Patching at Various Locations	C	\$83,160	\$83,160			83,160 - NCIP
		N	Various			Pavement Preservation	C,E	\$100,000	\$100,000			100,000 - NCIF
		N	Kerrick Road	BUS 51 (Main St)			C	\$1,200,000	\$1,200,000			600,000 - NCIF; 600,000 - DCEO Grant
N-19-01I		N	Uptown Normal	Uptown Connector	Uptown South	Grade Separated Pedestrian Rail Crossing - Phase 2 Engineering, Utility Design,	E	\$1,888,680	\$180,652		\$1,708,028	1,708,028 - BUILD/Local Rail-Highway GC Safety Program (Sec 130); 180,652 - NCIF
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

FY 2022-2026 TIP PROJECT INDEX

For 2022-2026 projects: BLUE shaded projects - use Federal funds; GOLD 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-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	Fort Jesse Rd.	UPRR	Blair	Sidewalk Improvements - South Side	C,E	\$150,000	\$150,000			Funding source TBD
IDOT District 5 (2022)												
D082-2		S	I-55B (Veterans Parkway)	Clearwater Ave	Old Route 66	Land Acquisition	LA	\$200,000		\$200,000		State Only
H662		S	US 51B	Ditch 0.1 MI N of Raab Rd in Normal		Utility Adjustment		\$50,000		\$50,000		State Only
K030		S	US 51B	College Ave in Normal	Olive St in Bloomington	Land Acquisition	LA	\$250,000		\$250,000		State Only
C086		S	US 150	Woodford Co Line	IL 9 W of Bloomington	Cape Seal		\$2,180,000		\$436,000	\$1,744,000	STP-RURAL-STATE / State Match / NHPP-STATE / NHPP-STATE MATCH
Y089		S	US 150 (Morrisey Ave)	Oakland Ave	Veterans Parkway in Bloomington	Land Acquisition	LA	\$300,000		\$300,000		State Only
C089		S	Old Route 66 (FAS 6348)	S of Veterans Parkway	1.7 MI SW of Towanda	Designed Overlay		\$930,000		\$186,000	\$744,000	STP-URB 5-200K-S / State Match
SP2022		S	Various	Structure Preservation - 45 locations within the MPA		Bridge Deck Sealing		\$267,900		\$53,600	\$214,300	STP-RURAL-STATE / State Match ; Total Project Cost = \$300,000
								Total	Local	State	Federal	
						Unconstrained Preliminary Total	2022	\$87,682,658	\$33,311,131	\$7,787,807	\$46,583,720	
						Fiscally Constrained Cost		\$50,782,658	\$33,011,131	\$3,787,807	\$13,983,720	
						% of Total by Jurisdiction			65.0%	7.5%	27.5%	
						Projects with Federal Funds		\$22,593,938	\$7,647,618	\$1,042,600	\$13,903,720	
						% of Total by Jurisdiction			33.8%	4.6%	61.5%	
						Illustrative Projects Estimated Cost		\$36,900,000	\$300,000	\$4,000,000	\$32,600,000	
						% of Total by Jurisdiction			0.8%	10.8%	88.3%	

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For 2022-2026 projects: BLUE shaded projects - use Federal funds; GOLD 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	
2023												
City of Bloomington (2023)												
B-23-01	50-13-53002-23-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,160,000	\$1,160,000	\$0	\$0	1,100,000 - LMFT & BCIF, 60,000 Priv Prop
B-23-00	50-01-53001-23-00	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	50-01-53183-23-00	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
		J	IL Rte 9 Corridor Improvements			City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0	500,000 - 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
B-22-07		B	Cottage Bridge Replacement			Bridge Repair	D	\$400,000	\$400,000	\$0	\$0	400,000 - BMFT
McLean County (2023)												
MC-9	20-00038-06-RS	C	Danvers-Yuton Road	Danvers	Route 150	Resurfacing	C	\$2,300,000	\$524,000		\$1,776,000	524,000 County Matching; 1,500,000 - STR, 276,000 COVID Relief
Town of Normal (2023)												
N-23-01V		N	Various			Resurfacing of various city streets	C	\$2,416,625	\$2,416,625	\$0	\$0	1,700,000 - NMFT; 716,625 - NCIF
N-23-02C		N	City wide			Sidewalk and Ramp Improvements	C	\$537,000	\$537,000	\$0	\$0	340,000 - NCIF; 197,000 - CD
N-23-03C		N	Various			Concrete Pvmt Patching	C	\$87,300	\$87,300	\$0	\$0	87,300 - NCIF
N-22-06		N	Vernon St. Culvert			Replace Deck	E	\$131,250	\$131,250			131,250 - NMFT

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For 2022-2026 projects: BLUE shaded projects - use Federal funds; GOLD 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	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	C	\$67,000	\$67,000	\$0	\$0	67,000 - NCIP
		N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$82,850	\$82,850	\$0	\$0	82,850 - NCIP
		N	Various			Pavement Preservation	C,E	\$100,000	\$100,000	\$0	\$0	100,000 - NCIF
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	\$7,000,000	\$3,807,647	\$0	\$3,192,353	3,000,000 - STU; 192,353 COVID Relief; 3,807647 - NMFT
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	CE	\$1,000,000	\$1,000,000	\$0		1,000,000 - NMFT
N-19-01I		N	Uptown Normal	Uptown Connector	Uptown South	Grade Separated Pedestrian Rail Crossing, Phase 2 Engineering	E	\$1,259,120	\$120,435	\$0	\$1,138,685	1,138,685 - BUILD, 120,435- NCIF
N-19-01I		N	Uptown Normal	Uptown Connector	Uptown South	Grade Separated Pedestrian Rail Crossing, Construction	C	\$6,514,150	\$431,778	\$2,000,000	\$4,082,372	4,082,372 - BUILD, 2,000,000 - ICC CSIP - Rebuild Illinois; 431,778 - NCIF
		N	Adelaide Street	South of Hovey Avenue	College Avenue	Reconstruction of Adelaide Street from Hovey Avenue to College Avenue (approximately 2600 feet).	E,C	\$4,000,000			\$4,000,000	Funding source TBD
		N	E. College Avenue	West of Blair Drive	BUS 55 (Veterans Parkway)	Rehabilitation of E. College Avenue from West of Blair to Veteran's Parkway (BUS 55) (approximately 4,580 feet).	E,C	\$4,900,000	\$1,900,000		\$3,000,000	Funding source TBD
		N	E. Raab Road	Hershey	Northpointe	Improve to standard Town X-Section	C,E	\$2,250,000	\$250,000		\$2,000,000	Funding source TBD
		N	Fort Jesse Rd.	Greenbriar		Traffic Signal and Intersection Improvements	C,E	\$1,000,000	\$1,000,000			Funding source TBD
		N	Fort Jesse Rd.	Landmark Dr.		Traffic Signal and Intersection Improvements	C,E	\$1,000,000			\$1,000,000	Funding source TBD
		N	Shepard Rd.	Greenbriar Ave.		Traffic Signal and Intersection Improvements		\$1,000,000			\$1,000,000	Funding source TBD

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For 2022-2026 projects: BLUE shaded projects - use Federal funds; GOLD 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	Shelbourne Dr.	Constitution Trail	Linden	Reconstruction of PCC Pavement	E,C	\$550,000	\$550,000			Funding source TBD	
		N	Parkway Plaza Dr.	Landmark Cr.		Intersection Improvements	C,E	\$150,000	\$150,000			Funding source TBD	
IDOT District 5 (2023)													
D082-2		S	I-55B (Veterans Parkway)	Clearwater Ave	Old Route 66	Standard Overlay / ADA Improvements		\$6,425,000		\$1,285,000	\$5,140,000	NHPP-STATE / NHPP-STATE-MATCH	
H662		S	US 51B	Ditch 0.1 MI N of Raab Rd in Normal		Culvert Replacement		\$300,000		\$60,000	\$240,000	NHPP-STATE / NHPP-STATE-MATCH	
K030		S	US 51 BUS	College Ave in Normal	Olive St in Bloomington	PE (Phase I & II)		\$2,000,000		\$400,000	\$1,600,000	NHPP-STATE / NHPP-STATE-MATCH	
						Utility Adjustment		\$200,000		\$200,000		State Only	
Y089		S	US 150 (Morrisey Ave)	Oakland Ave	Veterans Parkway in Bloomington	Utility Adjustment		\$100,000		\$100,000		State Only	
C095		S	IL 9	IL 122	Walton Dr in Bloomington	Standard Overlay		\$4,090,000		\$818,000	\$3,272,000	STP-URB 5-200K-S / STP-RURAL-STATE / NHPP-STATE / STATE MATCH / NHPP-STATE MATCH	
				Stream 0.2 MI W of Jct US 150 W of Bloomington		Culvert Repair		\$200,000		\$40,000	\$160,000	STP-URB 5-200K-S / State Match	
						Total		Local	State	Federal			
						Unconstrained Preliminary Total	2023	\$60,020,295	\$23,515,885	\$4,903,000			\$31,601,410
						Fiscally Constrained Cost		\$45,170,295	\$19,665,885	\$4,903,000			\$20,601,410
						% of Total by Jurisdiction			43.5%	10.9%			45.6%
						Projects with Federal Funds		\$23,315,000	\$5,331,647	\$2,603,000			\$15,380,353
						% of Total by Jurisdiction			22.9%	11.2%			66.0%
						Illustrative Projects Estimated Cost		\$14,850,000	\$3,850,000	\$0			\$11,000,000
% of Total by Jurisdiction			25.9%	0.0%	74.1%								

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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	
2024												
City of Bloomington (2024)												
B-24-01	50-13-53002-24-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,160,000	\$1,160,000	\$0	\$0	1,100,000 - LMFT & BCIF, 60,000 Priv Prop
B-24-00	50-01-53001-24-00	B	City wide			General Resurfacing of Various City Streets	C	\$6,200,000	\$6,200,000	\$0	\$0	5,200,000 - LMFT & BCIF 1,000,000 - 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	IL Rte 9 Corridor Improvements			City Share of IDOT Improvements	C	\$1,000,000	\$1,000,000	\$0	\$0	1,000,000 - BMFT
McLean County (2024)												
MC-10		C	Colfax Road	Route 9	Route 165	Resurfacing	C	\$1,600,000	\$400,000		\$1,200,000	400,000 County Matching; 1,200,000 - STR
		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 (2024)												
N-24-01V		N	Various			Resurfacing of various city streets	C	\$2,452,450	\$2,452,450	\$0	\$0	1,700,000 - NMFT; 752,450 - NCIF
N-24-02C		N	City wide			Sidewalk and Ramp Improvements	C	\$554,000	\$554,000	\$0	\$0	357,000 - NCIF; 197,000 - CD
N-24-03V		N	Various			Concrete Pvmt Patching	C	\$91,700	\$91,700	\$0	\$0	91,700 - NCIF
N-22-06		N	Vernon St. Culvert			Replace Deck	C	\$727,500	\$727,500			727,500 - NMFT
		N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	C	\$68,350	\$68,350			68,350 - NCIP

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For 2022-2026 projects: BLUE shaded projects - use Federal funds; GOLD 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	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$83,500	\$83,500			83,500 - NCIP
		N	Various			Pavement Preservation	C,E	\$100,000	\$100,000			100,000 - NCIF
N-19-01I		N	Uptown Normal	Uptown Connector	Uptown South	Grade Separated Pedestrian Rail Crossing, Construction	C	\$14,280,250	\$959,373	\$4,250,000	\$9,070,877	9,070,877 - BUILD/Local Rail-Highway GC Safety (Sec. 130); 3,000,000 - ICC CSIP Rebuild Illinois; 1,250,000 - ICC-GCPF; 959,373- NCIF
		N	College Ave.	West of Blair	Veterans	Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement	C,E	\$3,500,000	\$500,000		\$3,000,000	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	Lincoln Street	School	Beech	Reconstruction of PCC Pavement and Complete Streets Improvements	E,C	\$2,500,000	\$500,000		\$2,000,000	Funding source TBD
IDOT District 5 (2024)												
Y089-2		S	US 150 / US 150 F	Empire St to Oakland Ave & Clinton St to Hannah St in Bloomington		PE (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 Parkway in Bloomington	Designed Overlay / ADA Improvements		\$2,245,000		\$449,000	\$1,796,000	STP-URB 5-200K-S / State Match
J043		S	IL 9 / US 150	IL 9: Martin Luther King Dr to N Hinshaw Ave; N Hinshaw Ave: IL 9 to W Mulberry St; W Locust St: N Hinshaw Ave to White Oak Dr; White Oak Dr: W Locust St to IL 9 (All in Bloomington)		Designed Overlay / ADA Improvements / Traf Signal Replacement		\$4,862,000		\$972,000	\$3,890,000	NHPP-STATE / NHPP-STATE MATCH

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For 2022-2026 projects: BLUE shaded projects - use Federal funds; GOLD 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	
								Total	Local	State	Federal	
						Unconstrained Preliminary Total	2024	\$47,046,750	\$19,218,873	\$5,871,000	\$21,956,877	
						Fiscally Constrained Cost		\$37,724,750	\$15,096,873	\$5,871,000	\$16,756,877	
						% of Total by Jurisdiction			40.0%	15.6%	44.4%	
						Projects with Federal Funds		\$23,987,250	\$1,359,373	\$5,871,000	\$16,756,877	
						% of Total by Jurisdiction			5.7%	24.5%	69.9%	
						Illustrative Projects Estimated Cost		\$9,322,000	\$4,122,000	\$0	\$5,200,000	
						% of Total by Jurisdiction			44.2%	0.0%	55.8%	

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For 2022-2026 projects: BLUE shaded projects - use Federal funds; GOLD shaded projects - illustrative in 2021-2025 TIP; GREEN shaded projects - amendments

2025												
City of Bloomington (2025)												
B-25-01	50-13-53002-25-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,160,000	\$1,160,000	\$0	\$0	1,100,000 - LMFT & BCIF, 60,000 Priv Prop
B-25-00	50-01-53001-25-00	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-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	2,200,000 - BMFT
		J	US 150 Corridor			City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
McLean County (2025)												
MC-11		C	PJ Keller Highway	Lake Bloomington	2225 East	Resurfacing	C	\$1,500,000	\$300,000		\$1,200,000	300,000 County Matching; 1,200,000 - STR
Town of Normal (2025)												
		N	Various			Resurfacing of various city streets	C	\$2,490,000	\$2,490,000	\$0	\$0	1,700,000 - NMFT; 790,000 - NCIF
		N	City wide			Sidewalk and Ramp Improvements	C	\$572,000	\$572,000	\$0	\$0	375,000 - NCIF; 197,000 - CD
		N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	C	\$69,700	\$69,700			69,700 - NCIP
		N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$84,250	\$84,250			84,250 - NCIP
N-20-05		N	Franklin Ave Bridge			Replace exisitng structure	C	\$2,050,000	\$2,050,000	\$0	\$0	10,000 - NMFT; 480,000 - NSTWR; 1,560,000 - ISBP
		N	Various			Concrete Pvmt Patching	C	\$96,285	\$96,285			96,285 - NCIP
		N	Various			Pavement Preservation	C,E	\$100,000	\$100,000			100,000 - NCIF
		N	Linden Ave.	Mulberry St.	Raab Rd.	Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement	C,E	\$2,150,000	\$150,000		\$2,000,000	Funding source TBD

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		N	College Ave.	Beech St.		Intersection Improvements	C,E	\$575,000	\$575,000			Funding source TBD
		N	Linden Ave.	Vernon Ave.		Traffic Signal and Intersection Improvements	C,E	\$1,000,000			\$1,000,000	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
IDOT District 5 (2025)												
A163		S	I-74	TR 90 (725 E RD) S of Carlock	I-55 N of Normal	Standard Overlay / Resurfacing (INT- 3RD)		\$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 (700 N Rd) 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 / Widening Existing Pavement / ADA Improvements / Traf Signal Modernization		\$18,000,000		\$3,600,000	\$14,400,000	NHPP-STATE / NHPP-STATE MATCH
J043-3		S	IL 9 / US 150 / IL 9 B	N Main St	E Empire St in Bloomington	Designed Overlay / ADA Improvements / Curb and Gutter		\$4,560,000		\$912,000	\$3,648,000	NHPP-STATE / NHPP-STATE MATCH
J043-2		S	IL 9 / US 51 BUS / US 150 / IL 9 B / US 150 F	IL 9: W Mulberry to St N Main St; US 51 BUS: Locust St to Empire St; US 150: N Center St to W Locust St in Bloomington		Designed Overlay / ADA Improvements / Curb and Gutter / Traf Signal Replacement		\$5,737,000		\$1,147,000	\$4,590,000	NHPP-STATE / NHPP-STATE MATCH
								Total	Local	State	Federal	
						Unconstrained Preliminary Total	2025	\$68,884,235	\$19,097,235	\$7,388,000	\$42,399,000	
						Fiscally Constrained Cost		\$64,909,235	\$18,122,235	\$7,388,000	\$39,399,000	
						% of Total by Jurisdiction			27.9%	11.4%	60.7%	
						Projects with Federal Funds		\$47,087,000	\$300,000	\$7,388,000	\$39,399,000	
						% of Total by Jurisdiction			0.6%	15.7%	83.7%	
						Illustrative Projects Estimated Cost		\$3,975,000	\$975,000.0	\$0	\$3,000,000	
						% of Total by Jurisdiction			24.5%	0.0%	75.5%	

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2026												
City of Bloomington (2026)												
B-26-01	50-13-53002-26-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,160,000	\$1,160,000	\$0	\$0	1,100,000 - LMFT & BCIF, 60,000 Priv Prop
B-26-00	50-01-53001-26-00	B	City wide			General Resurfacing of Various City Streets	C	\$5,200,000	\$5,200,000	\$0	\$0	5,200,000 - LMFT & BCIF
B-26-04	50-01-53183-26-01	B	City wide			Pavement Preservation	C	\$800,000	\$800,000	\$0	\$0	800,000 - LMFT & BCIF
B-26-06	26-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
		J	US Bus 51 Corridor			City Share of IDOT Improvements	C	\$1,000,000	\$1,000,000	\$0	\$0	1,000,000 - BMFT
McLean County (2026)												
MC-12		C	Lexington-Leroy Road	Route 150 - Leroy	Route 9	Resurfacing	C	\$2,500,000	\$500,000		\$2,000,000	500,000 County Matching; 2,000,000 - 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 (2026)												
		N	Various			Resurfacing of various city streets	C	\$2,529,500	\$2,529,500	\$0	\$0	1,700,000 - NMFT; 829,500 - NCIF
		N	City wide			Sidewalk and Ramp Improvements	C	\$597,000	\$597,000	\$0	\$0	400,000 - NCIF; 197,000 - CD
		N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	E	\$65,000	\$65,000			65,000 - NMFT
N-03-1828		N	Towanda Avenue	Raab Road		Traffic signal installation w/turn lanes	C	\$414,200	\$414,200			414,200- NMFT
		N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$85,000	\$85,000			85,000 - NCIP
N-03-1828		N	Towanda Avenue	Raab Road		Traffic signal installation w/turn lanes	E	\$65,000	\$65,000			65,000 - NMFT
		N	Various			Pavement Preservation	C,E	\$100,000	\$100,000			100,000 - NCIF
		N	College Ave.	White Oak Road	Cottage	Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement	C,E	\$6,600,000			\$6,600,000	Funding source TBD

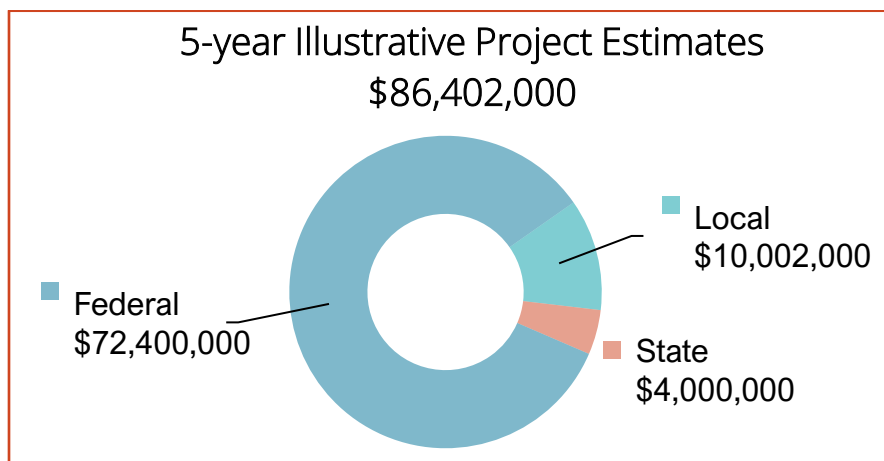
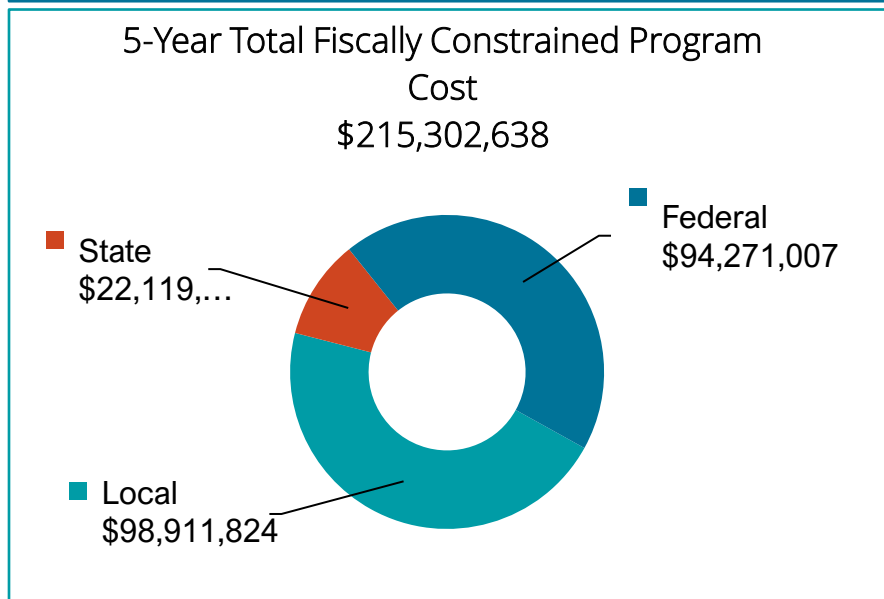
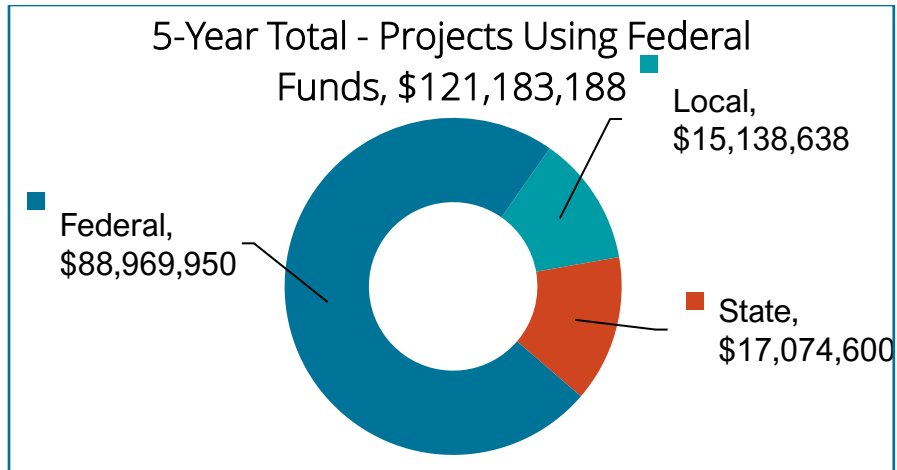
FY 2022-2026 TIP PROJECT INDEX

For 2022-2026 projects: BLUE shaded projects - use Federal funds; GOLD shaded projects - illustrative in 2021-2025 TIP; GREEN shaded projects - amendments

		N	College Ave.	Cottage	Kingsley	Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement	C,E	\$4,500,000			\$4,500,000	Funding source TBD
		N	University St.	College Ave.	Beaufort St.	Reconstruction of University St. from College Ave. to Beaufort St. (approximately 2,600 ft)., including Beaufort and University intersection	C,E	\$7,500,000			\$7,500,000	Funding source TBD
N-24-04		N	Towanda Avenue	Raab Road	I-55	Reconstruct to 2-lane urban section	E	\$255,000	\$255,000			255,000 - NMFT
IDOT District 5 (2026)												
A163		S	I-74	Under US 150 NW of Normal		Bridge Deck Overlay		\$1,700,000		\$170,000	\$1,530,000	NHPP-STATE / NHPP-STATE MATCH
								Total	Local	State	Federal	
						Unconstrained Preliminary Total	2026	\$38,070,700	\$13,770,700	\$170,000	\$24,130,000	
						Fiscally Constrained Cost		\$16,715,700	\$13,015,700	\$170,000	\$3,530,000	
						% of Total by Jurisdiction			77.9%	1.0%	21.1%	
						Projects with Federal Funds		\$4,200,000	\$500,000	\$170,000	\$3,530,000	
						% of Total by Jurisdiction			11.9%	4.0%	84.0%	
						Illustrative Projects Estimated Cost		\$21,355,000	\$755,000	\$0	\$20,600,000	
						% of Total by Jurisdiction			3.5%	0.0%	96.5%	

FY 2022-2026 TIP PROJECT INDEX

For 2022-2026 projects: **BLUE** shaded projects - use Federal funds; **GOLD** shaded projects - illustrative in 2021-2025 TIP; **GREEN** shaded projects - amendments



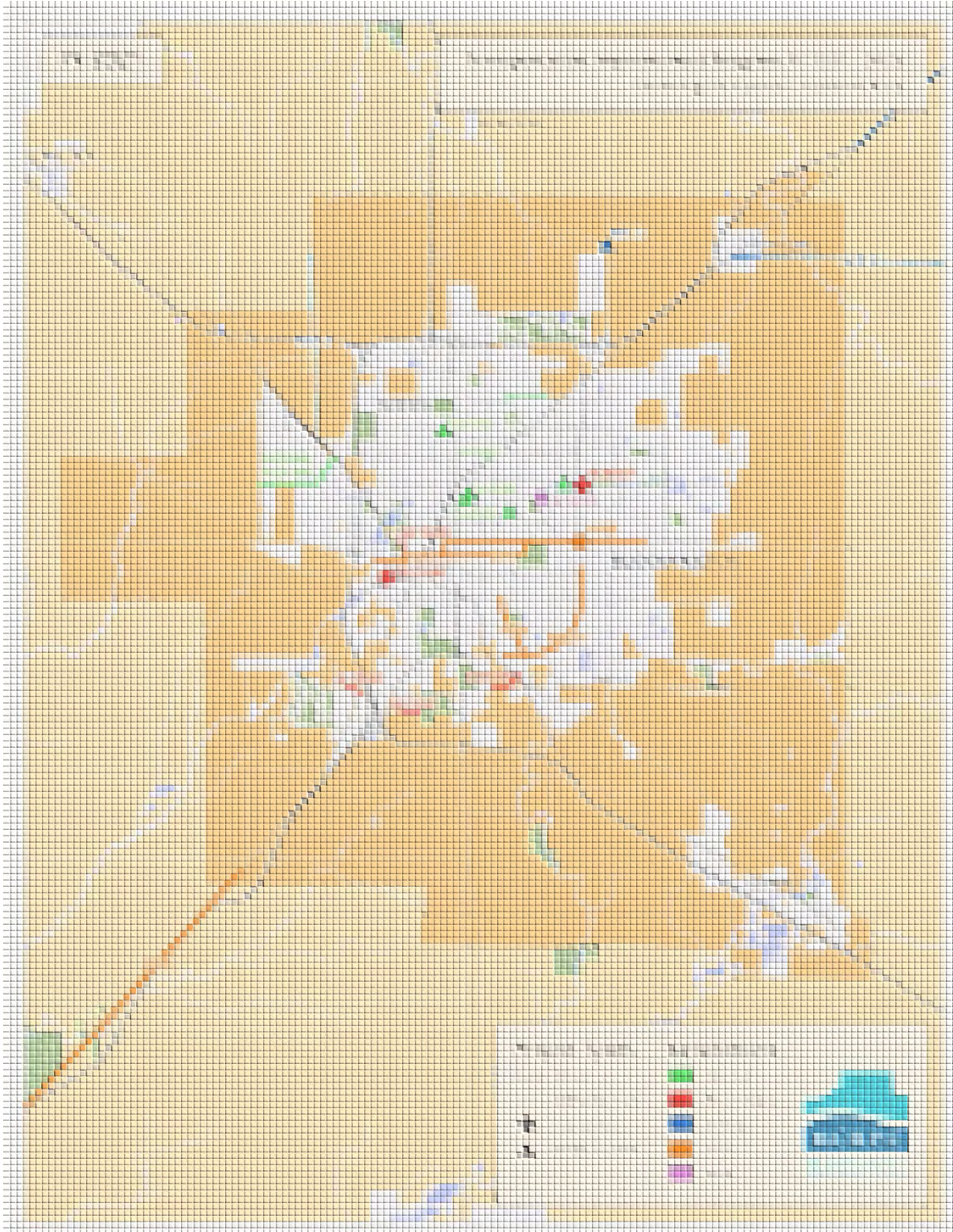
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Maps

Map 1	Projects in FY 2022
Map 2	Projects in FY 2023
Map 3	Projects in FY 2024
Map 4	Projects in FY 2025
Map 5	Projects in FY 2026
Map 6	County Projects Outside the MPA (all years)

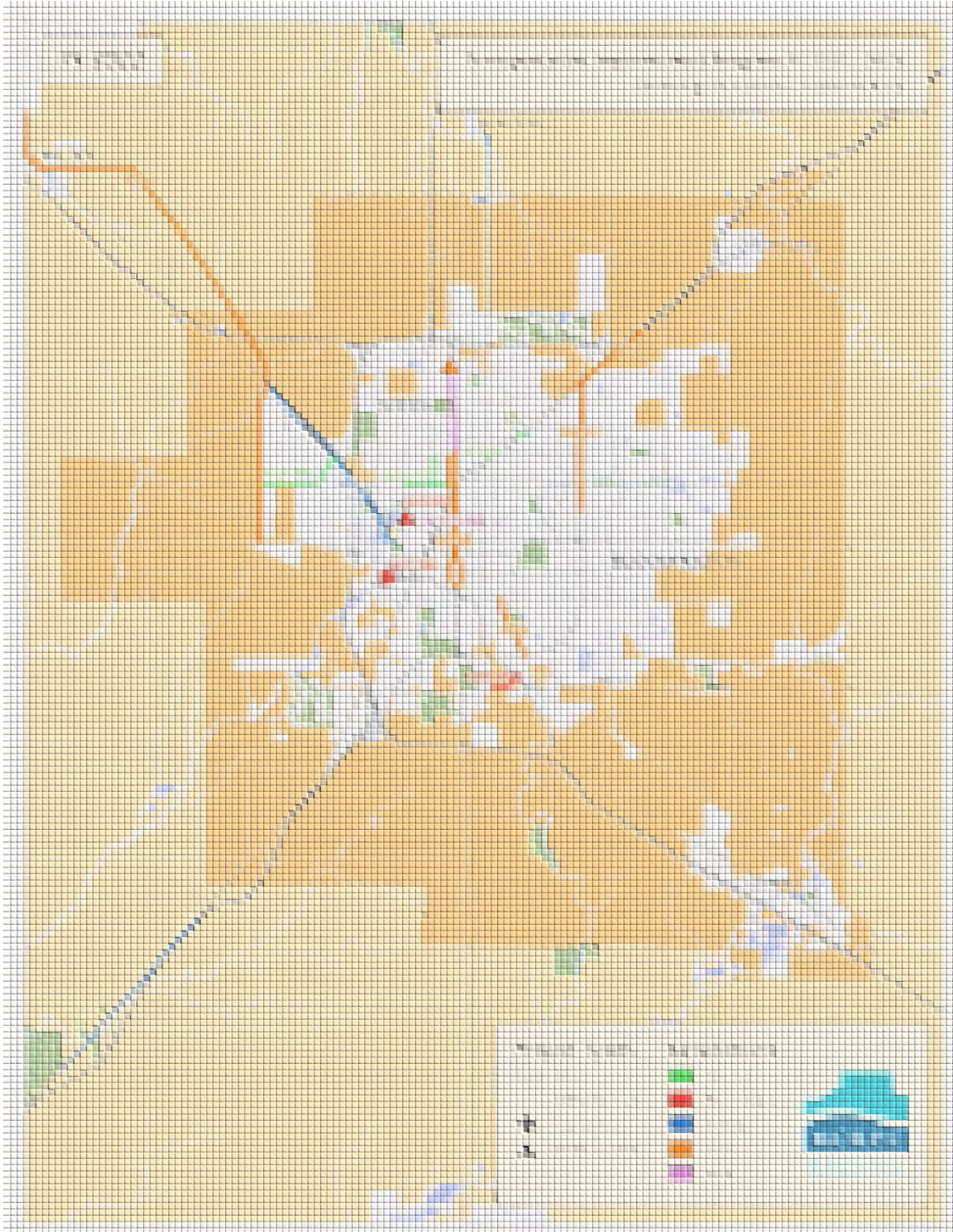
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Map 1
2022



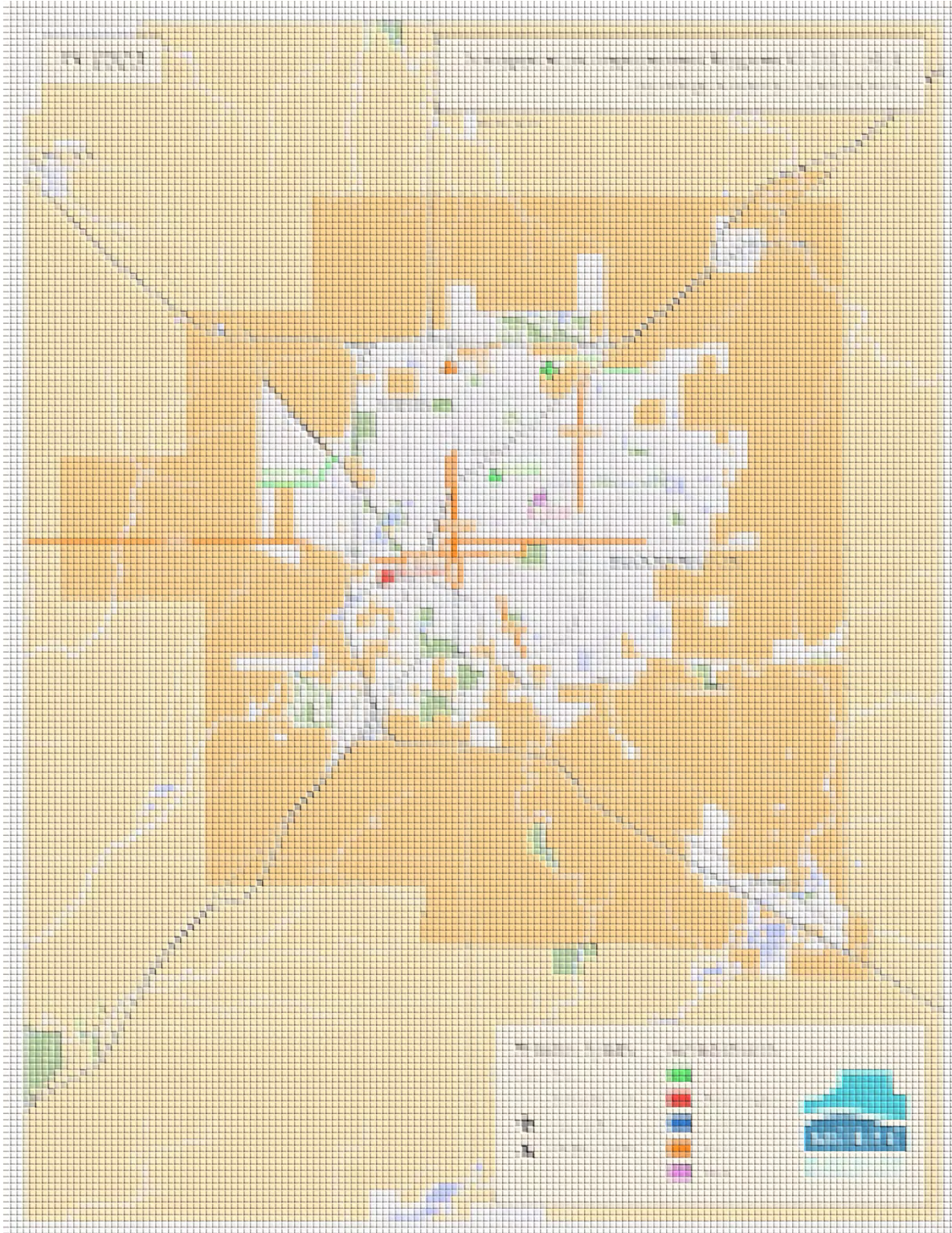
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Map 2
2023



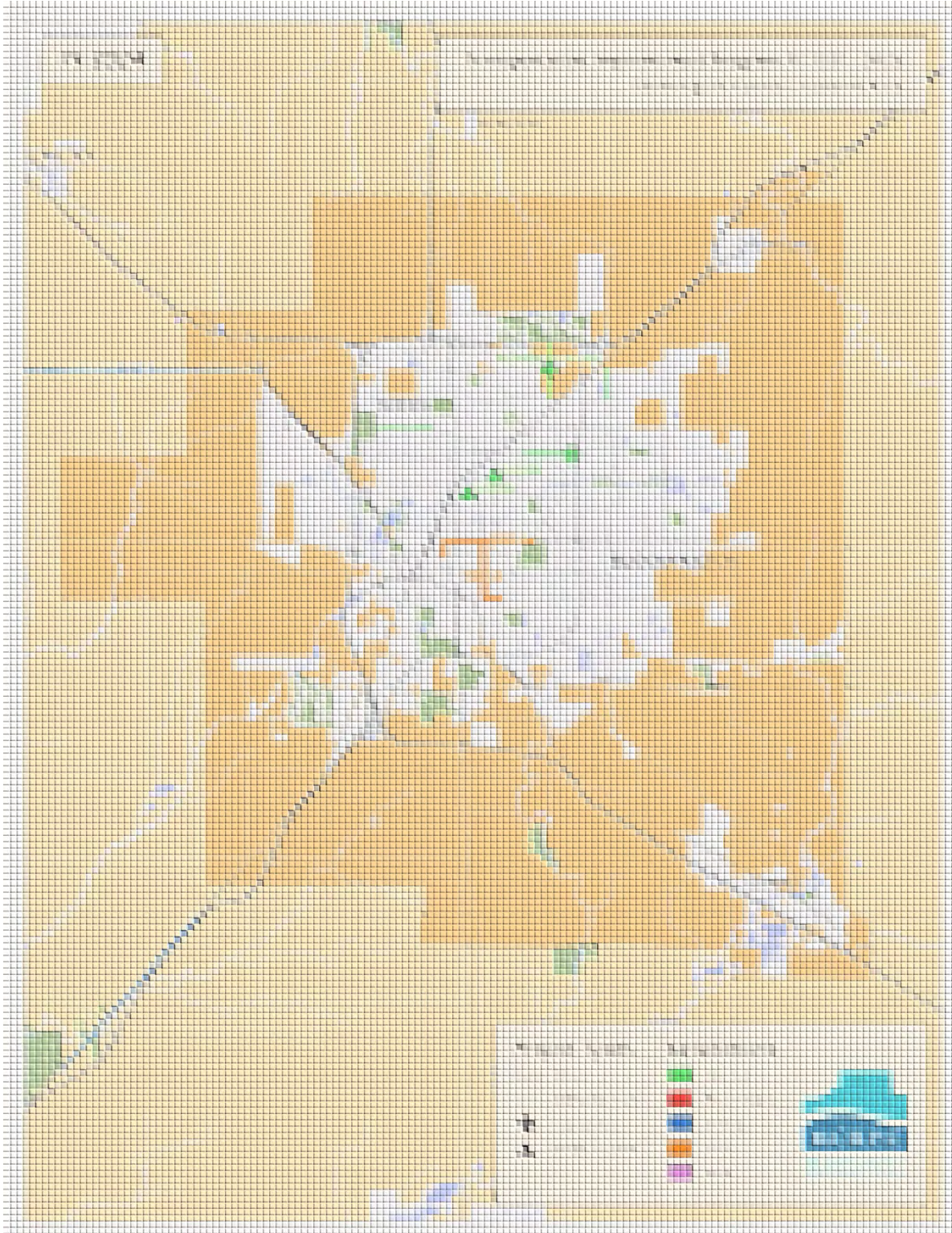
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Map 3
2024



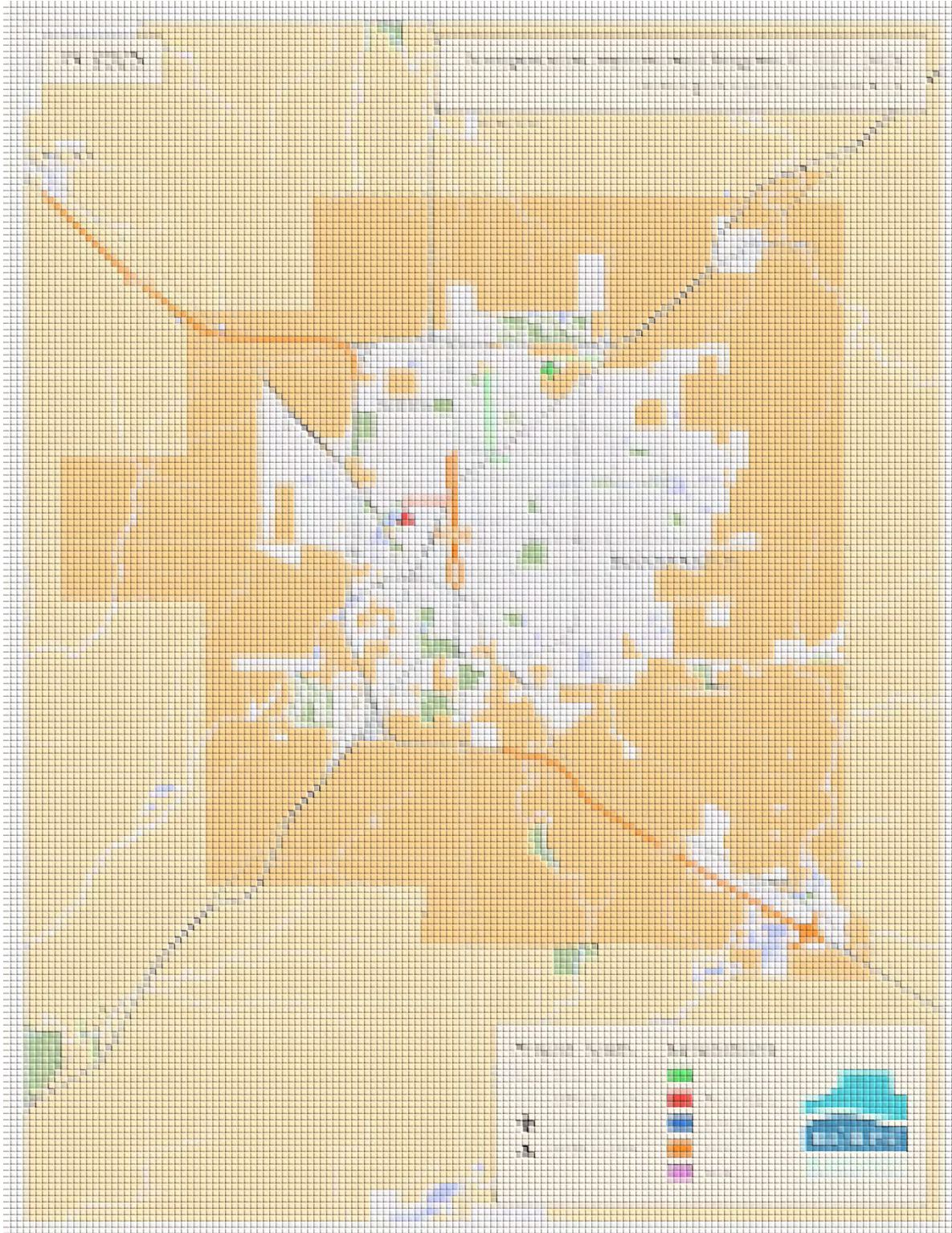
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Map 4
2025



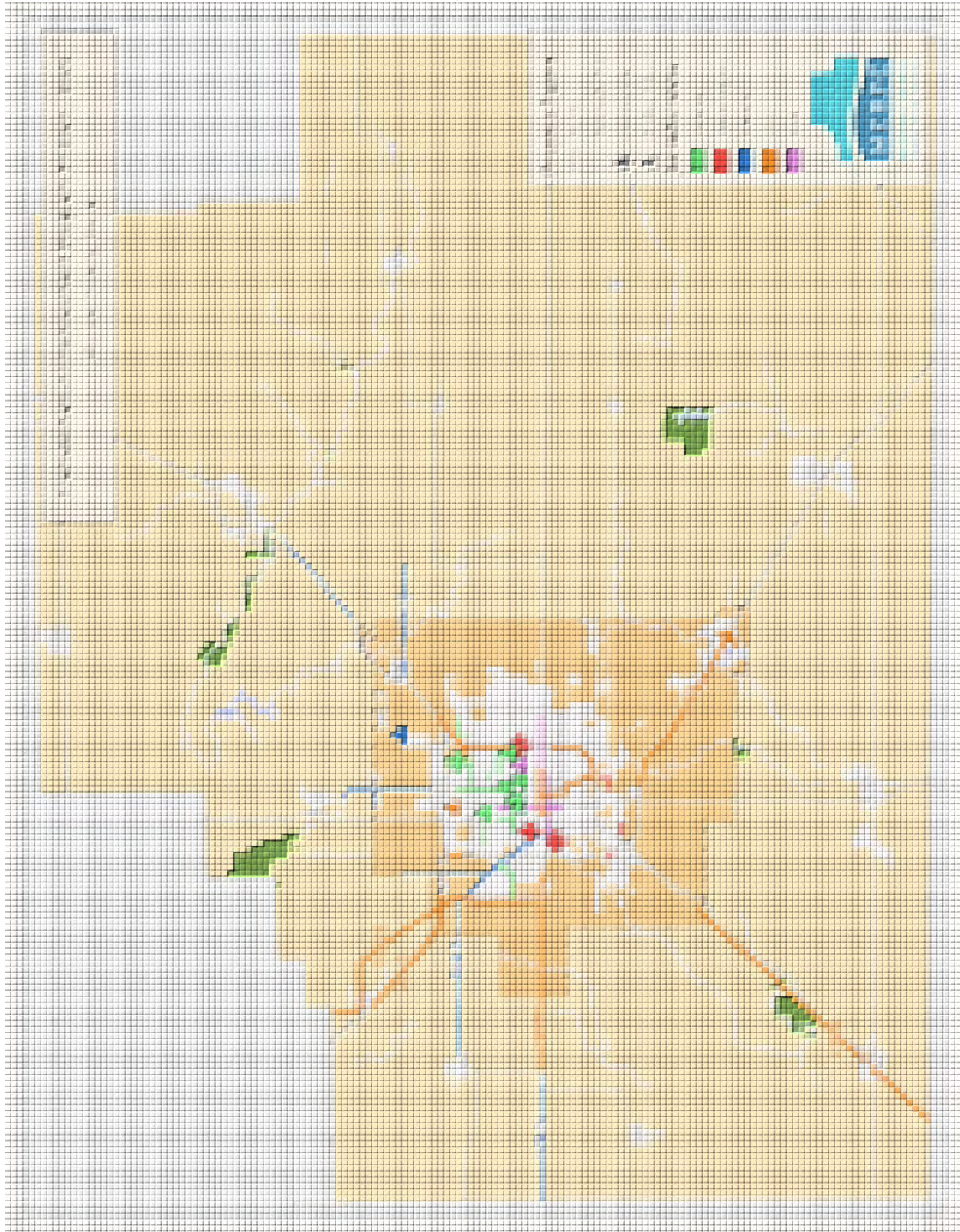
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Map 5
2026



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Map 6
County Projects – All Years



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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)

Transportation Improvement Program Fiscal Years 2022- 2026

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 2022 – 2026
TOTAL EXPENSES, REVENUES AND FUNDING

Federal Funding and Projections

FTA Funding Source

	FY21	FY22	FY23	FY24	FY25	FY26
Total Appropriation	\$10,123,968	\$ 3,247,607	\$ 3,247,607	\$ 3,247,607	\$ 3,247,607	\$ 3,247,607
Total Funds Available	\$10,123,968	\$ 3,247,607	\$ 3,247,607	\$ 3,247,607	\$ 3,247,607	\$ 3,247,607
Prior Year Carryover Operating	\$14,323,137	\$21,062,460	\$21,149,127	\$21,220,584	\$21,595,741	\$21,508,598
Prior Year Carryover Capital						
Total Funds	\$24,447,105	\$24,310,067	\$24,396,734	\$24,468,191	\$24,843,348	\$24,756,205
Uses	Estimated FFY19	Estimated FFY20	Estimated FFY21	Estimated FFY22	Estimated FFY23	Estimated FFY24
Contract (Federal Dollars)	\$ 3,384,645	\$ 3,160,940	\$ 3,176,150	\$ 2,872,450	\$ 3,334,750	\$ 3,324,875
Operating	\$ 2,702,850	\$ 2,711,300	\$ 2,661,300	\$ 2,872,450	\$ 3,093,250	\$ 3,324,875
Capital	\$ 681,795	\$ 449,640	\$ 514,850	\$ -	\$ 241,500	\$ -
Carryover	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated
Current FFY Carryover	\$21,062,460	\$21,149,127	\$21,220,584	\$21,595,741	\$21,508,598	\$21,431,330
Prior FFY Carryover	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Remaining	\$21,062,460	\$21,149,127	\$21,220,584	\$21,595,741	\$21,508,598	\$21,431,330

Capital Projects and Funding Projects

CAPITAL PROJECTS AND FUNDING PROJECTIONS – FY 2022

Project	Description	Action / Comments	Funding Source		Total Cost
Administration Facility Repairs / Improvements			FTA 5307 CARES	\$15,750	\$45,000
			IDOT Debt Service	\$29,250	
			Local	\$0	
Replacement Laptops			FTA 5307 CARES	\$9,100	\$26,000
			IDOT Debt Service	\$16,900	
			Local	\$0	
Server Replacements	1 of 2 General Servers & SQL Server		FTA 5307 CARES	\$14,000	\$40,000
			IDOT Debt Service	\$26,000	
			Local	\$0	
Bus Driver & Passenger Safety Provisions	Driver Barrier Doors & Air Purification Systems for 27 buses		FTA 5307 CARES	\$324,000	\$324,000
			IDOT Debt Service	\$0	
			Local	\$0	
Service Vehicle - Maintenance Truck	New Additional Service Truck		FTA 5307 CARES	\$10,950	\$45,000
			FTA5307	\$4,800	
			IDOT Debt Service	\$29,250	
Maintenance Rehab - In-Ground Lift Install			FTA 5307 CARES	\$64,750	\$185,000
			IDOT Debt Service	\$120,250	
			Local	\$0	
Replacement Electric Buses	Four (4) 35' Electric Proterra Buses, 2 Chargers & Installation		FTA 5339 (Low-No)	\$1,200,000	\$4,390,913
			FTA 5339	\$336,819	
			IDOT Debt Service	\$2,854,094	
Bus Stop Improvements - Construction / Amenities	Approximately 100 Stops		IDOT Capital	\$157,500	\$450,000
			IDOT Debt Service	\$292,500	
			Local	\$0	
Bus Stop Improvements - Site Design for FY23	Approximately 100 Stops		IDOT Capital	\$105,000	\$300,000
			IDOT Debt Service	\$195,000	
			Local	\$0	
Mid-Life Overhaul - 2015 New Flyer Buses	Overhaul 5 Diesel Buses		FTA 5307	\$161,000	\$460,000
			IDOT Debt Service	\$299,000	
			Local	\$0	
Administration Building Roof Replacement			FTA 5307 CARES	\$100,000	\$250,000
			IDOT Debt Service	\$150,000	
			Local	\$0	

FTA 5339 (Low-No)	\$1,200,000
FTA 5339	\$336,819
FTA5307	\$165,800
FTA 5307 CARES	\$538,550
IDOT Capital	\$262,500
IDOT Debt Service	\$4,012,244
Local	\$0
Total	\$6,515,913

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	1FD4E45P29DA75261	Gas
92	2009	Startrans	Supreme	1FD4E4FL8ADB00732	Gas
113	2011	Eldorado	Aerotech	1FD4E4FSXBDA45577	Gas
114	2011	Eldorado	Aerotech	1FD4E4FS1BDA45578	Gas
115	2011	Eldorado	Aerotech	1FD4E4FS3BDA45579	Gas
1701	2017	Ford	E-450	1FD4E4FS1HDC03166	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

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

(ECIAAAA) 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 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)	FLEET #	CHASSIS YEAR	CHASSIS MANUF.	Vehicle Type	Seating Capacity	VEH LENGTH	STATE GRANT NUMBER	(FAN) FED GRANT NUMBER	ACQUISITION COST	Dollars OF FEDERAL PARTICIPATION	% of Federal Participation	DATE IN SERVICE/ PURCHASE	Useful Life (miles/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 Value	Use of Disposition Proceeds	Date of IDOT Notice to FTA
Paratransit Vehicles:																									
1F0E4F3M491379	McLean	SHOW BUS	Meadows	15	1999	Ford	MD	14	23	CAP-08-416		\$ 53,187.00	\$-	0%	12/14/99	150,000	1999	217,005	INOP	07/09/17	D	350.00	MWT	over grant exp	
1F0E4F3D388038	McLean	SHOW BUS	Watseka	24	2003	Ford	MD	14	23	CAP-03-456-CVP	IL-16-10216	\$ 54,404.00	\$ 43,523.00	80%	02/20/04	150,000	2004	290,638	INOP	07/09/17	D	350.00	MWT	over grant exp	
1F0E4F3D388038	McLean	SHOW BUS	Meadows	27	2005	Ford	MD	14	23	CAP-04-479-CVP	IL-16-10330	\$ 58,435.00	\$ 58,435.00	100%	11/04/05	150,000	2005	239,857	INOP	07/09/17	D	350.00	MWT	over grant exp	
1F0E4F3D388038	McLean	SHOW BUS	Meadows	28	2005	Ford	MD	14	23	CAP-04-479-CVP	IL-16-10321	\$ 58,435.00	\$ 58,435.00	100%	11/04/05	150,000	2005	217,544	INOP	07/09/17	D	350.00	MWT	over grant exp	
1F0E3SL30D413250	McLean	SHOW BUS	Meadows	34	2006	Ford	LD	11	20	CAP-07-489-CVP	IL-16-10329	\$ 48,866.00	\$ 48,866.00	100%	05/20/08	150,000	2008	251,556	INOP	07/09/17	D	350.00	MWT	over grant exp	
1F0E3SL30D413351	McLean	SHOW BUS	Decatur	35	2008	Ford	LD	11	20	CAP-07-489-CVP	IL-16-10329	\$ 48,866.00	\$ 48,866.00	100%	05/20/08	150,000	2008	269,751	POOR	01/02/20	R				
1F0E4F3D388038	McLean	SHOW BUS	Chenoa	36	2008	Ford	MD	14	23	CAP-07-479-CVP	IL-16-10324	\$ 62,733.00	\$ 58,551.00	93%	12/04/08	150,000	2008	304,752	INOP	01/08/19	O				
1F0E4F3D388038	McLean	SHOW BUS	Meadows	37	2008	Ford	MD	14	23	CAP-07-479-CVP	IL-16-10324	\$ 62,733.00	\$ 58,551.00	93%	12/04/08	150,000	2008	200,680	POOR	02/05/20	R				
1F0E4F3D388038	McLean	SHOW BUS	Meadows	38	2008	Ford	MD	14	23	CAP-07-479-CVP	IL-16-10324	\$ 62,733.00	\$ 58,551.00	93%	12/04/08	150,000	2008	173,825	INOP	07/09/17	D	350.00	MWT	over grant exp	
1F0E4F3D388038	SHOW BUS	SHOW BUS	Meadows	39	2002	Ford	MD	14	23						10/26/09	150,000	2009	295,366	INOP	07/09/17	D	350.00	MWT	over grant exp	
1F0E4F3D388038	SHOW BUS	SHOW BUS	Meadows	40	2005	Ford	MD	14	23						10/26/09	150,000	2009	240,801	INOP	07/09/17	D	350.00	MWT	over grant exp	
1F0E4F3D388038	SHOW BUS	SHOW BUS	Chenoa	41	2002	Ford	MD	14	23						10/26/09	150,000	2009	241,936	INOP	01/08/19	O				
1F0E3SL30D413355	McLean	SHOW BUS	Decatur	43	2009	Ford	LD	11	20	CAP-04-479-CVP	IL-16-10325	\$ 50,944.00	\$ 50,944.00	100%	10/30/09	150,000	2009	271,289	INOP	01/08/19	O				
1GEEV198F432427	SHOW BUS	SHOW BUS	Watseka	45	2008	Chevrolet	SMD	22	29						12/03/09	200,000	2009	192,202	POOR	08/11/19	A				
1F0E4F3D388038	McLean	SHOW BUS	Chenoa	59	2012	Ford	SMD	28	33	CAP-12-998-FED	IL-16-10327	\$ 97,999.00	\$ 97,999.00	100%	10/15/2012	200,000	2012	182,428	FAIR	10/08/19	A				
1F0E4F3D388038	McLean	SHOW BUS	Chenoa	60	2012	Ford	SMD	28	33	CAP-12-998-FED	IL-16-10327	\$ 97,999.00	\$ 97,999.00	100%	10/15/2012	200,000	2012	216,509	FAIR	11/04/19	A				
1F0E4F3D388038	McLean	SHOW BUS	Chenoa	61	2012	Ford	SMD	28	33	CAP-12-998-FED	IL-16-10327	\$ 97,999.00	\$ 97,999.00	100%	10/15/12	200,000	2012	155,803	FAIR	01/02/20	A				
1F0E4F3D388038	McLean	SHOW BUS	Watseka	62	2014	Ford	MD	14	23	CAP-13-1022-CVP	IL-16-10330	\$ 54,435.00	\$ 54,435.00	100%	06/19/14	150,000	2014	133,330	FAIR	12/07/19	A				
1F0E4F3D388038	McLean	SHOW BUS	Chenoa	63	2014	Ford	MD	14	23	CAP-14-1022-CVP	IL-16-10330	\$ 54,435.00	\$ 54,435.00	100%	06/19/14	150,000	2014	150,921	FAIR	10/01/19	A				
1F0E4F3D388038	McLean	SHOW BUS	Watseka	64	2013	Ford	SMD	26	33	CAP-13-1020	IL-16-10328	\$ 88,967.00	\$ 88,967.00	100%	06/25/14	200,000	2014	80,693	GOOD	12/04/19	A				
1F0E4F3D388038	McLean	SHOW BUS	Chenoa	65	2013	Ford	SMD	26	33	CAP-13-1020	IL-16-10328	\$ 88,967.00	\$ 88,967.00	100%	06/25/14	200,000	2014	131,001	GOOD	12/04/19	A				
1F0E4F3D388038	Advocate BroMens	SHOW BUS	Chenoa	66	2014	Ford	MD	14	23	CAP-15-942-CVP	IL-16-10304				08/01/14	150,000	2014	180,424	FAIR	12/03/19	A				
1F0E4F3D388038	Advocate BroMens	SHOW BUS	Meadows	67	2000	Ford	MD	14	23	CAP-05-485-FED	IL-16-10324				08/01/14	150,000	2014	160,265	INOP	07/09/17	D	350.00	MWT	over grant exp	
1F0E4F3D388038	Advocate BroMens	SHOW BUS	Chenoa	68	2016	Ford	MD	14	23	CAP-15-1021-CVP	IL-16-10306				07/24/15	150,000	2015	154,154	FAIR	12/05/19	A				
1F0E4F3D388038	McLean	SHOW BUS	Chenoa	69	2016	Ford	MD	14	23	CAP-15-1026-CVP	IL-16-10305	\$ 58,755.00	\$ 58,755.00	100%	03/24/16	150,000	2016	148,831	GOOD	09/09/19	A				
ARRA Vehicles:																									
1GEEV198F432427	McLean	SHOW BUS	Chenoa	47	2009	Chevrolet	SMD	22	29	CAP-04-479-FED	IL-16-10301	\$ 92,915.00	\$ 92,915.00	100.00%	12/16/09	07/30/47	2009	169,261	FAIR	03/20/20	A				
1F0E4F3D388038	McLean	SHOW BUS	Chenoa	49	2009	Ford	MD	14	23	CAP-04-479-FED	IL-16-10301	\$ 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.																									
1F0E4F3D388038	McLean	SHOW BUS	Chenoa	42	2009		MD	14	23	CAP-04-479-CVP	IL-16-10325	\$ 64,904.00	\$ 61,823.00	80.00%	08/25/09	08/07/10	2010	185,580	INOP	07/09/17	D	350.00	MWT	over grant exp	

Sheet 1 of 1 (for 1044-1044-0000)

Printed: 08/01/2021

FY2021
APPLICATION

GRANTEE NAME: MCLEAN COUNTY

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

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 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:																									
1FDAF5GT3GEA2988	McLean	SHOW BUS	Watsoka	70	2016	Ford	SMD	25	29	CAP-15-1085-CP	IL-34-0005	\$ 91,451.00	\$ 91,451.00	100.00%	04/05/16	200,000	2016	61,062	Excellent	03/05/20	A				
1FDAF5GT3GEA2989	McLean	SHOW BUS	Watsoka	71	2016	Ford	SMD	25	29	CAP-15-1085-CP	IL-34-0005	\$ 91,451.00	\$ 91,451.00	100.00%	04/05/16	200,000	2016	79,404	Excellent	09/27/19	A				
1FDAF5GT3GEA2989	McLean	SHOW BUS	Watsoka	72	2016	Ford	SMD	25	29	CAP-15-1085-CP	IL-34-0005	\$ 91,451.00	\$ 91,451.00	100.00%	04/05/16	200,000	2016	83,510	Good	03/04/20	A				
1FDAF5GT3GEA2989	McLean	SHOW BUS	Watsoka	73	2016	Ford	SMD	25	29	CAP-15-1085-CP	IL-34-0005	\$ 91,451.00	\$ 91,451.00	100.00%	04/05/16	200,000	2016	80,702	Good	09/17/19	A				
1FDAF5GT3GEA2970	McLean	SHOW BUS	Watsoka	74	2016	Ford	SMD	25	29	CAP-15-1085-CP	IL-34-0005	\$ 91,451.00	\$ 91,451.00	100.00%	04/05/16	200,000	2016	73,962	Excellent	09/24/19	A				
1FDAF5GT3GEB89213	McLean	SHOW BUS	Watsoka	75	2016	Ford	SMD	25	29	CAP-14-1980-CP		\$ 92,000.00			06/22/16	200,000	2016	84,257	Good	12/17/19	A				
1FDAF5GT3GEB89215	McLean	SHOW BUS	Watsoka	76	2016	Ford	SMD	25	29	CAP-14-1980-CP		\$ 92,000.00			06/22/16	200,000	2016	76,711	Excellent	12/09/19	A				
1FDAF5GT3GEB89216	McLean	SHOW BUS	Watsoka	77	2016	Ford	SMD	25	29	CAP-14-1980-CP		\$ 92,000.00			06/22/16	200,000	2016	66,787	Excellent	12/16/19	A				
1FDAF5GT7GEB89217	McLean	SHOW BUS	Watsoka	78	2016	Ford	SMD	25	29	CAP-14-1980-CP		\$ 92,000.00			06/22/16	200,000	2016	64,924	Excellent	12/19/19	A				
1FDAF5GT8GEB83226	McLean	SHOW BUS	Watsoka	79	2016	Ford	SMD	25	29	CAP-14-1980-CP		\$ 92,000.00			06/22/16	200,000	2016	61,214	Excellent	12/12/19	A				
1FDAF5GT3GEB88227	McLean	SHOW BUS	Chenoa	80	2016	Ford	SMD	25	29	CAP-14-1980-CP		\$ 92,000.00			06/22/16	200,000	2016	83,266	Good	01/02/20	A				
1FDAF5GT7GEB83234	McLean	SHOW BUS	Chenoa	81	2016	Ford	SMD	25	29	CAP-14-1980-CP		\$ 92,000.00			06/22/16	200,000	2016	75,979	Excellent	12/04/19	A				
1FDAF5GT3GEB83235	McLean	SHOW BUS	Chenoa	82	2016	Ford	SMD	25	29	CAP-14-1980-CP		\$ 92,000.00			06/22/16	200,000	2016	80,970	Good	12/05/19	A				
1FDAF5GT8GEB89218	McLean	SHOW BUS	Chenoa	84	2016	Ford	SMD	25	29	CAP-14-1980-CP		\$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-14-1980-CP		\$40,000.00			08/23/16	120,000	2016	18,650	Excellent	12/04/19	A				
2C7WDGCG8GR364492	McLean	SHOW BUS	Watsoka	86	2016	Ford	MV	6	17	CAP-14-1980-CP		\$40,000.00			08/23/16	120,000	2016	25,430	Excellent	02/26/20	A				
1FDXE40F6XHA86482	McLean	SHOW BUS	Decatur	87	1999	Ford	MD	14	23	CAP-98-637-FED	IL-16-X023	\$ 58,378.00	\$ 46,701.00	80.00%	10/10/16	150,000	2016	124,029	Good	10/11/19	A				
1FDXE40F6XJDC36477	McLean	SHOW BUS	Chenoa	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				
1FDXE688D4A83391	McLean	SHOW BUS	Chenoa	89	2009	Ford	MD	14	23	CAP-07-899-CP	IL-16-X001	\$ 57,714.00	\$ 46,171.00	80.00%	10/11/18	150,000	2018	105,033	INOP	01/08/19	O				
1FDEE3SL18D482345	McLean	SHOW BUS	Decatur	90	2009	Ford	LD	12	20	CAP-04-479-CP	IL-07-X00204	\$ 50,944.00	\$ 40,755.00	80.00%	10/11/18	150,000	2018	112,554	Fair	10/16/19	A				
1FDEE3SL48D4A82996	McLean	SHOW BUS	Decatur	91	2009	Ford	LD	12	20	CAP-04-479-CP	IL-07-8324	\$ 50,944.00	\$ 40,755.00	80.00%	10/11/18	150,000	2018	120,032	Fair	11/01/19	A				
1FDWE3SL06HB39047	McLean	SHOW BUS	Chenoa	92	2005	Ford	LD	12	20	CAP-04-479-CP	IL-16-0029	\$48,356.00	\$ 38,716.80	80.00%	11/18/19	150,000	2019	100,666	Fair	02/20/20	A				

Sheet 1 of 1 (3/17/2021 10:46 AM)

Printed 1/18/21

GRANTEE NAME: MCLEAN COUNTY

EXHIBIT J

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

[illegible]

Revised 1/2017

GRANTEE NAME: MCLEAN COUNTY

EXHIBIT I

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,

Carle BroMenn Adult Day Services

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.

Appendices

Appendix 1

Title VI Compliance

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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Civil Rights 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.

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

Page 3 of 40

Civil Rights Complaint Form

Section 3

4. Have you previously filed a civil rights 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

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MCRPC Civil Rights Complaint Form

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.

Region 3/District 5 Local Roads Future/Unobligated Program Data 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 2022, July 1, 2021 – June 30, 2022.

Date Approval Anticipated: June 25, 2021

2. Long-Range Metropolitan Transportation Plan (LRMTP)

Details how the urbanized area transportation system will evolve over the next 25 years. The current LRMTP 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 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, the general public, environmental, state, other transportation, historical, local land use and economic development agencies. 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 will be updated in FY 2022, starting a new update cycle. It will be re-titled as the MCRPC Civil Rights Plan, to address the civil rights of all disadvantaged and protected populations. The update will have the benefit of the 2020 Census data and recent American Community Survey data, as well as updated local information, and will incorporate updates to the Public Participation Plan and the Limited English Proficiency Assistance Plan.

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 25, 2021

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.

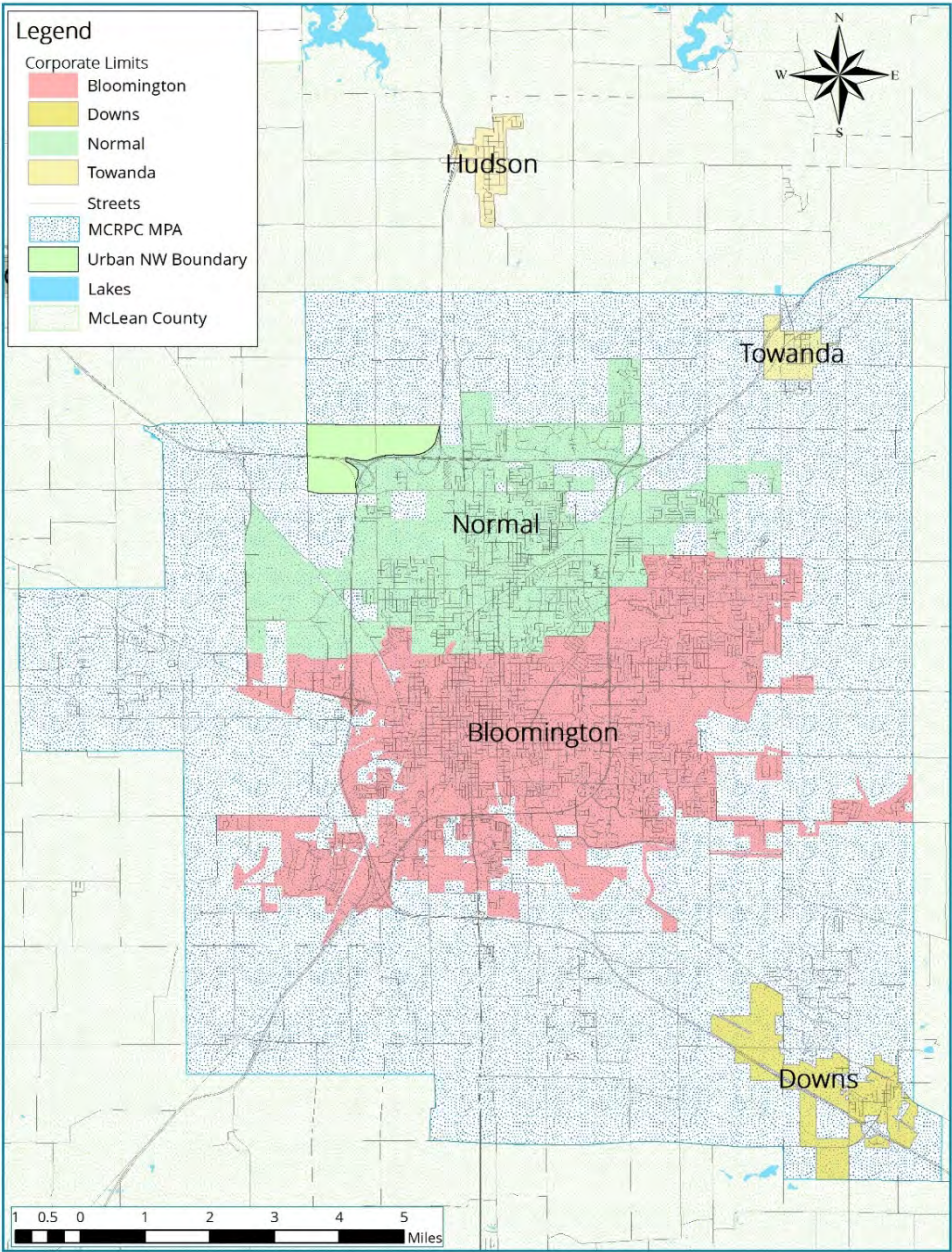
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Appendix 5

Metropolitan Planning Area (MPA) Boundary

In compliance with the provisions of the Transportation Equity Act for the 21st Century, and later legislation supplanting it, 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 2013 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 U.S. 150
- The boundary then runs .3 mile southeast along U.S. 150, to the eastern edge of Parcel I.D. No. 29-03-100-006; from this point the boundary runs south 1.08 miles from U.S. 150 to 650N
- The boundary then runs west 2.25 miles along and beyond 650N to 1900E (County Highway 29; Towanda-Barnes Road)
- At 1900E the boundary runs north .5 mile to 700N (County Highway 36)
- From the intersection of 1900E and 700N, the boundary runs west 5.5 miles along 700N to its intersection with 1375E
- From the intersection of 700N and 1375E the boundary runs 1.09 miles north to the southern boundary of Bloomington township
- From that point the boundary runs 3.85 miles west; it then runs 4.04 miles north to Six Points Road
- From Six Points Road the boundary continues north along 1000E to West Washington Street.
- The boundary extends west along Washington Street to County Highway 43, Covell Road.
- The boundary continues north along County Highway 43 to a point 150 feet north of 1650 N,
And continues east to 975E
- On 975E the boundary runs north for 3.39 miles to Northtown Road. On Northtown Road the boundary runs east 2.47 miles to 1200E Road.
- On 1200E Rd (County Highway 39, Ropp Road), the boundary continues north for 2.05 miles to 2000N Road.

Appendix 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 2022 – 2026 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 and posted at the MCRPC office and online. 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/Metropolitan 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 MCRPC Public Participation Plan provides 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 Metropolitan 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) and reauthorizations thereof. 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
 - members of the public

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/Social Media Outreach	<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 2022 – 2026 Transportation Improvement Plan will be held on June 18, 2021 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 18, 2021

Appendix 9

Minutes

McLEAN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION TECHNICAL COMMITTEE

PENDING, FINAL SUBJECT TO COMMITTEE APPROVAL



TO BE UPDATED FOLLOWING THE MEETING

Minutes of Transportation Policy Committee
June 25, 2021

Minutes

McLEAN COUNTY REGIONAL PLANNING COMMISSION
TRANSPORTATION POLICY COMMITTEE

PENDING, FINAL SUBJECT TO COMMITTEE APPROVAL

Appendix 10
Certificates of Publication

TO BE UPDATED FOLLOWING PUBLICATION

First Notice:

Second Notice:

Appendix 10



WWW.MCPLAN.ORG

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