

Federal Transportation Investment

in the
Bloomington-Normal Urbanized Area
and
McLean County, Illinois

September 2021

Information in this Report
IS PROVIDED BY THE
Federal Highway Administration
AND THE
Federal Transit Administration
Maps by the McLean County Regional Planning Commission



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The Transportation Planning Process

Planning our transportation system is a complicated task that involves ongoing coordination between governments and associated agencies at every level.

This is done through a Metropolitan Planning Organization (MPO). These organizations are charged with maintaining a continuing, cooperative and comprehensive transportation planning process, engaging local governments and other institutions or organizations as appropriate. The intent of this process is to develop a plan for the transportation system that meets needs sustainably, and that reflects areas of focus established by the U.S. Department of Transportation for the use of federal transportation funding.

For McLean County, the City of Bloomington and the Town of Normal, MPO functions are carried out by the McLean County Regional Planning Commission. MCRPC staff consult with the local MPO participants and the District 5 office of the Illinois Department of Transportation, and from that process, develop both short- and long-term programs and plans setting a direction for the transportation system and its components.

For example, our area has experienced these complexities through three studies, of feasibility, engineering and environmental impact, and extensive public involvement carried out in investigating a potential East Side Highway. This project employed many of the procedures characteristic of planning a major transportation infrastructure element, including a phased approach which becomes more specific and detailed

with each phase of study, and an ongoing engagement with the public for information and opportunities for public input. Monitoring continues to determine if further action is needed, although to date there is no indication that more work is required.

In McLean County during the state fiscal year 2021, a total of \$23,499,842.61 in Federal funds was obligated, with an additional \$3,130,775.08 designated as advanced construction. With \$4,672,740.81 in state funds, and \$1,089,841.87 in local funds, the total cost of the obligated projects was \$32,393,200.37.

What are “project obligations”?

You might think of this as setting up a checking account for a specific purpose and then making an initial deposit. In order to begin work on any phase of a federally-funded transportation project, the federal funds must first be obligated. This means that the money is set aside for that particular piece of work. Project expenses such as preliminary engineering, design, right-of-way acquisition or construction that are first paid for by the project sponsor can then be reimbursed from the obligated funds for the project.

Do project obligations mean the work is underway?

Prior to work getting underway, the federal funds must be obligated. However, the obligation of funds does not necessarily mean that work will begin immediately. Many times, funds are obligated only for initial phases of a project (preliminary engineering, right-of-way acquisition, etc.),

and it may take time to determine the proper entity to do the work. Similarly, the annual program of planned projects included in the Transportation Improvement Program includes projects for which Federal funds have been obligated, but which may not be undertaken as originally scheduled due to altered priorities, diversion of non-Federal funds needed to match the Federal investment, or ancillary project elements such as land acquisition not proceeding as anticipated. Generally, projects which could not be carried out as originally programmed are continued in the Transportation Improvement Program until such time as they can be completed.

What are “project phases?”

Any transportation project, large or small, begins with an idea or plan and ends with construction. Here are the steps:

SCOPING: Meetings are held with project developers and designers, local government representatives, and other involved parties. Decisions are made about the specific elements that will be included in the project and the range of design alternatives that will be investigated.

PRELIMINARY DESIGN: This phase includes basic engineering work on each alternative, traffic studies, environmental analyses, and other work specific to the project. Public outreach is used to gain community input into project design. This phase ends with the selection and approval of a project alternative. This may take place in the context of a Phase 1 engineering study, which follows a standardized program of steps to evaluate

project alternatives, impacts and design issues.

FINAL DESIGN: In this phase, the actual plans and specifications that the construction contractor will work from are created.

RIGHT OF WAY INCIDENTALS: Preparation work done prior to the acquisition of the right-of-way.

RIGHT OF WAY ACQUISITION: In this phase, right-of-way necessary for the completion of the project is acquired either through purchase or easements.

CONSTRUCTION: This encompasses all of the work to build the project, whether it is done by a contractor or an agency's own staff.

CONSTRUCTION INSPECTION: In order to make sure that the work is being done properly and conforms to specifications, there is ongoing inspection. Sometimes this work is performed by local or state agency staff, but it may be contracted out.

OTHER: This phase is associated with transit projects, and corresponds to the construction phase of the highway improvements, in that it represents that phase of the project wherein the proposed improvement is actually implemented. For transit projects, this usually involves the actual operation of transit service, and the resultant costs that are incurred, or the purchase and acquisition of equipment or facilities.

Advance Construction Projects¹

Advance construction allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. Advance construction eliminates the need to set aside full obligational authority before starting projects. Thus, the state can undertake a greater number of concurrent projects than would otherwise be possible. In addition, advance construction helps facilitate construction of large projects, while maintaining obligational authority for smaller ones. At a future date when the state does have sufficient obligation authority, it may convert an advance-constructed project to a Federal-aid project by obligating the permissible share of its Federal-aid funds and receiving subsequent reimbursements. Advance construction allows a state to conserve obligation authority and maintain flexibility in its transportation funding program.

There is no obligation or guarantee on either side. If Federal funds are not available, the state will not be able to convert the project to a Federal-aid project. In some cases, the state may choose not to convert the project, if state funds are sufficient.

Advance Construction (AC) is a cash flow tool (not additional funding) used by IDOT that allows the preservation of a project's federal eligibility and quickly starts the federal obligation limitation ceiling as additional ceiling becomes available. Projects that are so managed (or ACed) are all eligible for federal reimbursement (after

being converted) and are authorized by FHWA in the same manner as all federally funded projects. (Note – just 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 provides funds up front 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:

1. 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;
2. 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;
3. 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, which concludes on September 30th. Essentially, individual projects are ACed because of timing issues.

¹ Additional information currently posted at https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_aid/ac_pcac/

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

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

Road Fund Cash Flow. By law, all federal reimbursements to IDOT for spending are deposited into the Road Fund. If the available balance in the Road Fund fell to levels that would jeopardize 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 project funding in the following list reflects Federal allocations during the period from July 1, 2020 through June 30, 2021. In some instances, as noted above, funds may have been applied to projects during portions of the state fiscal year immediately before or after the time period encompassing the Federal fiscal year. Project listings include references to the Transportation Improvement Program, where relevant. The location of each project is shown on project maps, with the exception of projects consisting of data management.

In some instances, additional funding from state or local sources may be identified in the FY 2021 – 2025 TIP, or in prior years. Some projects may also carry over into the current FY 2022 – 2026 TIP, with revisions to funding identified. Further information may be obtained from the TIP documents and associated amendments posted at www.mcplan.org.

Transit Investment

Federal investment is a critical element in supporting transit services in Bloomington – Normal, particularly in light of the central role the transit system plays in mobility. The principal transit provider in the Twin Cities is Connect Transit, which operates fourteen fixed transit routes, provides paratransit services as Connect Mobility, and provides additional transit services to Illinois State University through the operation of the Redbird Express Route. Transit budgets and programs are reported in the annual TIP.

Connect Transit receives Federal operating assistance, and state and local sources provide the remainder of operating funds for the transit system. Federal funds are also used to purchase vehicles and other equipment for the transit system as needed. Federal grants allocated during the relevant state fiscal year are outlined below, derived from the FTA Transit Award Management System.

IL-2020-048-01 | CARES Act Section 5307 Operating Funds

Concurrence

Final Concurrence Obligation Executed Active

Recipient Details

Award Status Information

Award Number IL-2020-048-01

Award Name CARES Act Section 5307 Operating Funds

Award Status In-Progress

Award Date N/A

Executed Date N/A

Amendment Details

Amendment Created Date Sep 10, 2021

Amendment Created By Brady Lange

Last Updated Date Sep 10, 2021

Last Updated By Brady Lange

Recipient Name Bloomington-normal Public Transit System

Last Disbursement Date Jun 28, 2021

Period of Performance Start Date Jul 09, 2020

Original Period of Performance End Date Mar 30, 2024

Current Period of Performance End Date Mar 30, 2024

Period of Performance Revision Number 0

Application Tasks for Completion Status Annual C&As COMPLETED

Executive Summary COMPLETED

Connect Transit is requesting an amendment to this grant to add an ALI for purchase and installation of bus operator protective barriers that will be installed to aid in ongoing COVID-19 mitigation tactics as well as provide increased protection from driver assaults.

Executive Summary

Connect Transit is applying for CARES ACT FY.2020 Section 5307 funding for the operating assistance in the amount of \$931,939 from \$9,179,551 apportioned to Bloomington-Normal PTS per Section 5307 Apportionments (Table 2) attached to this application. The funding will be used for transit operations at 100% federal share.

This funding will be used to continue to provide public transit in the City of Bloomington and Town of Normal. Anticipated short-term activities include COVID-19 emergency response services and wages for employees on paid administration leave due to service reductions. Subsequent activities will be focused on providing transit service that help the community recover from severe social and economic impacts of COVID-19.

The Recipient agrees that if it receives Federal funding from the Federal Emergency Management Agency (FEMA) or through a pass-through entity the Robert T. Stafford Disaster Relief and Emergency Assistance Act, a different Federal agency, or insurance proceeds for any portion of a project activity approved for FTA funding under this Grant agreement, it will provide written notification to FTA, and reimburse FTA for any Federal share that duplicates funding provided by FEMA, another Federal agency or an insurance company.

Application Details

Type of Financial Assistance Grant

Pre-Award Authority Yes, this application is using Pre-Award authority.

Frequency of Milestone Progress Report; Annual

Frequency of Financial Federal Reports; Annual

Does this application include funds for research and/or development

activities? No, this application does not include funds for research and/or development activities.

Requires E.O 12372 Review? No

State Application ID N/A

Date Submitted for State Review N/A

Does this application include suballocation funds? Recipient organization is the Designated Recipient to apply for and receive these apportioned funds.

Will this Grant be using Lapsing funds? No

Will indirect costs be applied to this application? No, indirect costs will not be applied to this application.

Indirect Cost Description N/A

Delinquent Federal Debt No, my organization does not have delinquent federal debt.

Delinquent Federal Debt Description N/A

IL-2021-030-00 | Section 5307 Electrical Infrastructure to Support Battery Electric Bus Charging

Award Status Information

Award Number IL-2021-030-00

Award Name Section 5307 Electrical Infrastructure to Support Battery Electric Bus Charging

Award Status Active (Executed)

Award Date Jun 01, 2021

Executed Date Jun 04, 2021

Executive Summary

Obligation Active

Recipient Name BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM

Last Disbursement Date Sep 20, 2021

Period of Performance Start Date Jun 01, 2021

Original Period of Performance End Date Mar 30, 2023

Current Period of Performance End Date Mar 30, 2023

Period of Performance Revision Number 0

This grant provides \$421,722 of FY2019 Section 5307 funds for the installation of solar array, charging stations, and electrical infrastructure such as electric panels and a transformer to charge electric buses. The local match in the amount of \$650,465 from the State of Illinois - IDOT Debt Service, and \$17,868 from the City of Bloomington and the Town of Normal will be used.

Attachments to this application include the TIP Table referencing FY2021 Capital Items, FY 20-19 Section 5307 Apportionment, FTA STIP Amendment Approval Letter dated 2/1/2021, and TIP modification letter dated May 7, 2021

Application Details

Type of Financial Assistance Grant

Frequency of Milestone Progress Report Annual

Frequency of Financial Federal Reports Annual

Does this application include funds for research and/or development activities?

No, this application does not include funds for research and/or development activities.

Requires E.O 12372 Review? No

State Application ID N/A

Date Submitted for State Review N/A

Pre-Award Authority Yes, this application is using Pre-Award authority.

Does this application include suballocation funds? Recipient organization is directly allocated these funds and is eligible to apply for the funds directly.

Will this Grant be using lapsing funds? No

Will indirect costs be applied to this application? No, indirect costs will not be applied to this application.

Indirect Cost Description N/A

Delinquent Federal Debt No, my organization does not have delinquent federal debt.

Delinquent Federal Debt Description N/A

IL-2021-032-00 I FY18 Section 5339(b) Electric Battery Powered Bus

Recipient Details

Award Status Information

Award Number

IL-2021-032-00

Award Name

FY1 8 Section 5339(b) Electric Battery Powered Bus Replacements & Related Electrical Infrastructure (LAPSING)

Award Status

Active (Executed)

Award Date

Jun 03, 2021

Executed Date

Jun 04, 2021

Executive Summary

Recipient Name Bloomington-Normal Public Transit System

Last Disbursement Date *N/A*

Active

Period of Performance Start Date Jun 03, 2021

Original Period of Performance End Date Mar 30, 2027

Current Period of Performance End Date Mar 30, 2027

Period of Performance Revision Number 0

This grant provides \$6,000,000 of FY2018 Bus and Bus Facilities Infrastructure Investment Program Section 5339 (b) lapsing funds for the purchase of 35-foot and 40-foot battery electric replacement buses and installation of related charging equipment. The local match in the amount of \$4,862,670 from the State of Illinois IDOT Debt Service will be used.

Documents included in this application include: SFY 2021-2025 STIP, TIP Table referencing the line items, TIP Administrative Modification, FTA STIP Approval Letter, and FY201 S Section 5339 (b) apportionment table.

In executing this grant, Connect Transit agrees to abide by Section 3011 of the FAST Ace (49 U.S.C. 53230)(2)(i) regarding the phased increase in domestic content under the Buy America statute for rolling stock.

As Grant Agreement includes an FTA-funded transit vehicle purchase, Recipient agrees to comply with the related requirements set forth in 49 CFR § 26.49(a). Specifically, Recipient must ensure as a condition of being authorized to bid or propose on FTA-assisted transit vehicle procurements that each transit vehicle manufacturer certified that it complied with DOT requirements for submitting a DBE program and goal to FTA prior to bidding. Recipient is also required to submit the name of the successful bidder and the total dollar value of the contract within 30 days of making an FTA-assisted transit vehicle award using the required FTA reporting tool. Recipient understands that failure to comply with these requirements may result in formal enforcement action or appropriate sanction as determined by FTA, including reimbursement of FTA funds used for the vehicle procurement.

Application Details

Type of Financial Assistance Grant

Frequency of Milestone Progress Report Quarterly

Frequency of Financial Federal Reports Quarterly

Does this application include funds for research and/or development activities?

No, this application does not include funds for research and/or development activities.

Requires E.O 12372. Review? No

State Application ID N/A

Pre-Award Authority

Yes, this application **is using** Pre-Award authority.

Does this application include suballocation funds?

Recipient organization is directly allocated these funds and is eligible to apply for the funds directly.

Will this Grant be using Lapsing funds? Yes

Will indirect costs be applied to this application? No, indirect costs will not be applied to this application.

Indirect Cost Description N/A

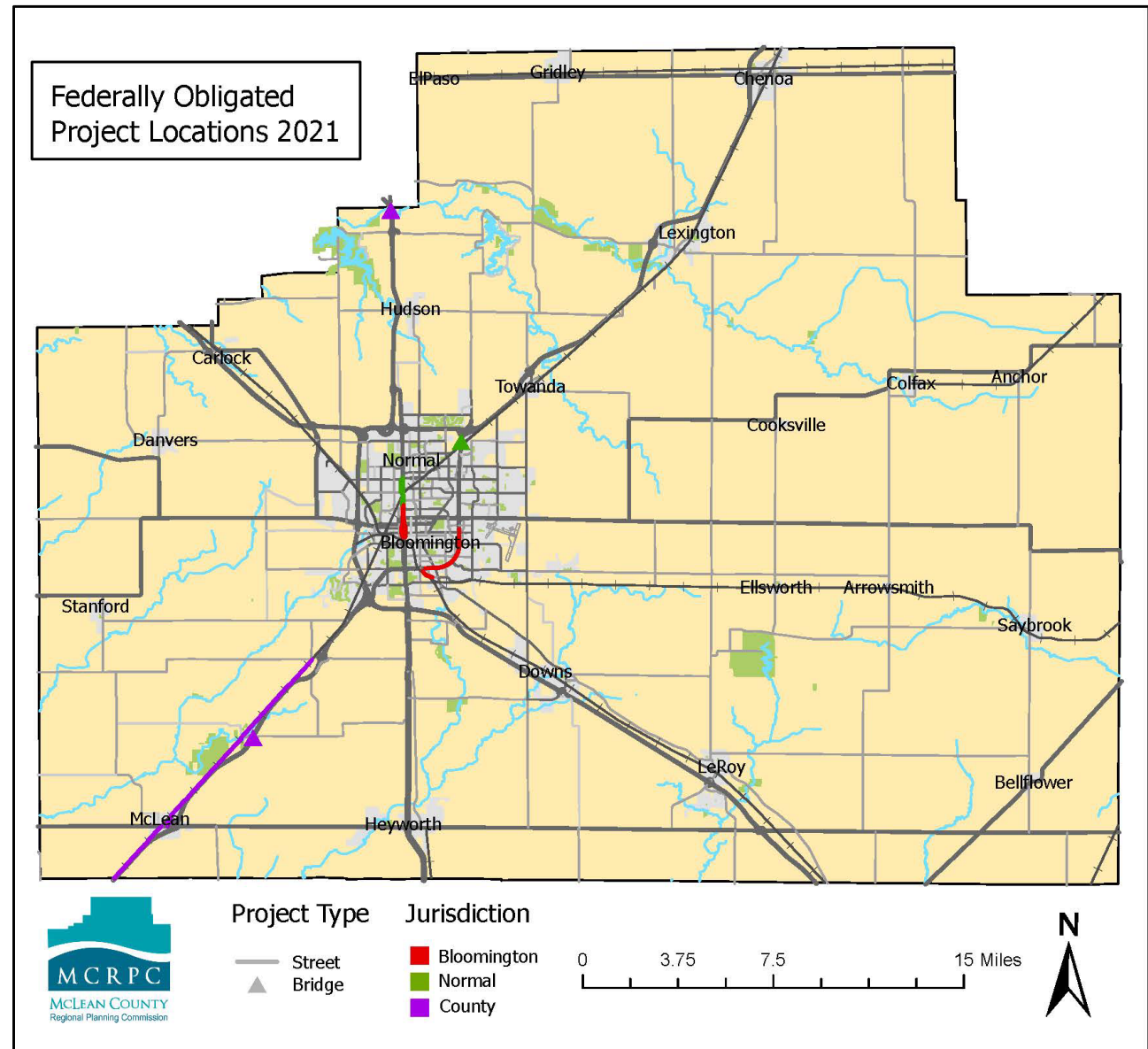
Delinquent Federal Debt No, my organization does not have delinquent federal debt.

Delinquent Federal Debt Description N/A

Federally-funded Obligated Projects In the Bloomington-Normal MPO and McLean County
 State Fiscal Year 2021, July 1, 2020 through June 30, 2021
 County-wide Investment Location Map

For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>



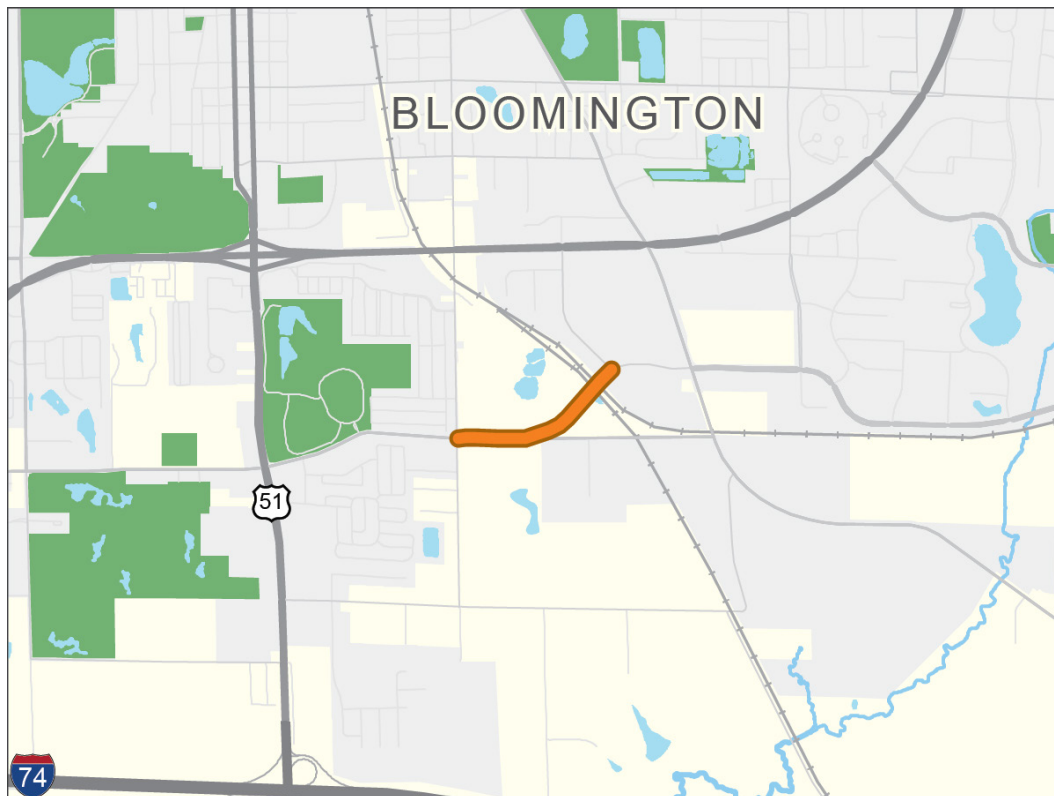
Each of the projects shown on this map are discussed in greater detail on the following pages. As noted in the introduction, for the State fiscal year, Federal Obligated projects in total had the following characteristics: \$23,499,842.61 in Federal funds were obligated, with an additional \$3,130,775.08 designated as advanced construction. With \$4,672,740.81 in state funds, and \$1,089,841.87 in local funds, the total cost of the obligated projects was \$32,393,200.37. See the project pages for obligation and cost details.

City of Bloomington: Land Acquisition – Hamilton Road

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|---|
| B-03-09 | R-95-002-18 | 8MDZ002 | Land acquisition for the realignment of FAU 6371 (Hamilton Road) from 0.10 mile east of Bunn Street to Commerce Parkway in the City of Bloomington. |

| Program Code & Description | Earliest Authorization Date |
|----------------------------|-----------------------------|
| Z231: STBG 5-200K POP FAST | 08/21/2020 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|-------------|--------------|-------------|-------------------|
| \$0.00 | \$400,000.00 | \$0.00 | \$100,000.00 | \$0.00 | \$500,000.00 |



For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>

District 5; Bridge Preservation

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|--|
| B/2021 | C-95-089-20 | DR3G309 | Interstate Bridge Preservation/Bridge Deck overlay on I 39 over Mackinaw River North of Hudson; AC Conversion being done to move Z0E1 AC to Z0E1. Current funding also increasing costs. |

| Program Code & Description | Earliest Authorization Date |
|--|-----------------------------|
| Z0E1: National Highway Performance; FAST Act extension | 03/09/2021 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|--------------|-------------|-------------|-------------------|
| \$3,673,391.00 | \$0.00 | \$408,155.00 | \$0.00 | \$0.00 | \$4,081,546.00 |

For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>

District 5; Bridge Deck at Funks Grove

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|--|
| B/2021 | C-95-066-20 | E88M879 | Bridge deck overlay on I-55 at Funks Grove Rest Area; AC Conversion being done to move Z001 AC to Z0E1. Current funding also increasing costs. |

| Program Code & Description | Earliest Authorization Date |
|--------------------------------------|-----------------------------|
| Z001: NATIONAL HIGHWAY PERF FAST | 10/28/2020 |
| Z0E1: NATIONAL HIGHWAY PERF FAST EXT | 10/28/2020 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|--------------|-------------|-------------|-------------------|
| \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| \$3,631,634.00 | \$0.00 | \$403,514.00 | \$0.00 | \$0.00 | \$4,035,148.00 |

For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>

District 5; Interstate bridge painting

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|---|
| BP2020-1 | C-95-036-19 | ZXCE603 | Bridge paintings at various locations on I-39 and I-55 in McLean County |

| Program Code & Description | Earliest Authorization Date |
|--|-----------------------------|
| Z001: National Highway Performance; FAST Act | 09/16/2020 |
| Z0E2: National Highway Performance; EXM FAST EXT | 09/16/2020 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|--------------|-------------|-------------|-------------------|
| \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| \$1,721,585.00 | \$0.00 | \$191,287.00 | \$0.00 | \$0.00 | \$1,912,872.00 |

For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>

District 5; Route 66 Overlay

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|--|
| C099 | C-95-015-20 | RXJB980 | Designed overlay on Old Route 66 from Logan County Line to Shirley |

| Program Code & Description | Earliest Authorization Date |
|---|-----------------------------|
| Z2E2: Surface Transportation Block Grant 5-200K POP; FAST Act | 02/16/21 |
| Z918: Highway Infrastructure Any | 02/16/21 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|----------------|-------------|-------------|-------------------|
| \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| \$4,605,505.00 | \$0.00 | \$1,151,377.00 | \$0.00 | \$0.00 | \$5,756,882.00 |

For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>

District 5; Veterans Parkway Resurfacing & ADA Improvements

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|---|
| D082-1 | C-95-047-18 | 3LY5973 | Resurfacing project with ADA improvements on I-55 Business/Veterans Pkwy from W. of Commerce Parkway to 0.1 mi N of E Washington St |

| Program Code & Description | Earliest Authorization Date |
|--------------------------------------|-----------------------------|
| Z001: National Highway Perf FAST | 09/23/2020 |
| Z0E1: National Highway Perf FAST EXT | 09/23/2020 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|----------------|-------------|-------------|-------------------|
| \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |
| \$5,696,950.00 | \$0.00 | \$1,424,238.00 | \$0.00 | \$0.00 | \$7,121,188.00 |

For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>

District 5; Main Street Corridor PE I

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|--|
| K030 | P-95-015-21 | XF3Q109 | Preliminary Engineering services required for 3R standard overlay on US 51 Business from College Avenue in Normal to Olive Street in Bloomington. Work includes but is not limited to: widening existing pavement, coordination for bicycle accommodations, intersection design studies & reconstruction, determine retaining wall locations, ADA improvements, new curb & gutter, prepare drainage report & determine drainage areas, environmental documentation, complete crash analysis for traffic impact study, review traffic counts & signal timing reports for traffic signal modernization, lighting improvements, utility coordination, repair structure # 057-0194, prepare meeting exhibits & attend three public meetings and administer project kick-off meeting with design team. Total length of project improvement is approximately 2.8 miles. |

| Program Code & Description | Earliest Authorization Date |
|--|-----------------------------|
| Z0E1: National Highway Performance; FAST Act Extension | 03/09/2021 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|--------------|-------------|-------------|-------------------|
| \$2,404,693.00 | \$0.00 | \$601,174.00 | \$0.00 | \$0.00 | \$3,005,867.00 |

For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>

District 5; Bridge joint repair on Raab Road

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|--|
| MBPM 2021-1 | C-95-087-20 | KQW2159 | Bridge joint repair on Raab Road 3 miles north of Illinois 9 over I-55 |

| Program Code & Description | Earliest Authorization Date |
|----------------------------------|-----------------------------|
| Z001: National Highway Perf FAST | 08/11/2020 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|-------------|-------------|-------------|-------------------|
| \$228,977.00 | \$0.00 | \$25,442.00 | \$0.00 | \$0.00 | \$254,419.00 |

For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>

McLean County; Safety Improvements on County Highway 39

This project lies within the metropolitan planning area, and thus is included in the TIP as part of the District 5 program.

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|--|
| MC-04 | C-95-014-21 | RLNU879 | Cold in-place recycling, HMA binder, and surface course, aggregate; shoulder, curb & gutter and guardrail installation on FAS 1473 (CH 39) from White Oak Road to Ziebarth Road. |

| Program Code & Description | Earliest Authorization Date |
|--------------------------------|-----------------------------|
| Z2E1: STBG 5-200K POP FAST EXT | 02/23/2021 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|--------------|-------------|-------------|-------------------|
| \$1,160,000.00 | \$0.00 | \$279,100.00 | \$0.00 | \$0.00 | \$1,450,000.00 |

For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>

McLean County; Safety Improvements on County Highway 37

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|---|
| MC-7 | C-95-001-22 | 236S023 | Hot Mix Asphalt widening, resurfacing, shoulder, rumble strips, guardrail, traffic barrier terminals and pavement markings on FAS 480 (CH 37) from north of Northtown Road to CH 12 in the village of Hudson. |

| Program Code & Description | Earliest Authorization Date |
|--|-----------------------------|
| Z2E2: Surface Transportation Block Grant <5K POP; FAST Act Ext | 04/16/2021 |
| ZS3E: Highway Safety Improvement Program FAST Act Ext | 04/16/2021 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|-------------|--------------|-------------|-------------------|
| \$0.00 | \$1,000,000.00 | \$0.00 | \$250,000.00 | \$0.00 | \$1,250,000.00 |
| \$0.00 | \$508,140.00 | \$0.00 | \$517,450.00 | \$0.00 | \$1,025,600.00 |
| | \$1,505,140.00 | | \$767,450.00 | \$0.00 | \$2,275,600.00 |

For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>

Town of Normal: West College Avenue Reconstruction Preliminary Engineering

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|--|
| N-21-06I | P-95-003-21 | 96QE739 | Preliminary engineering for the reconstruction of the concrete pavement, replacement of the curb and gutter, storm sewer and inlets, median improvements and improved turn lanes. Also has complete streets initiatives including multi-use path. Termini is from Rivian Motorway (FAP 0676) to White Oak Road (FAU 6385/Co Hwy 70). Note from IDOT - This project involves both Phases 1 and 2 Preliminary Engineering but only Phase 1 authorization is being requested at this time. The environmental date is today's date and applies to Phase 1 only. |

| Program Code & Description | Earliest Authorization Date |
|--------------------------------|-----------------------------|
| Z2E1: STBG 5-200K POP FAST EXT | 04/05/2021 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|-------------|--------------|-------------|-------------------|
| \$0.00 | \$845,527.46 | \$0.00 | \$211,381.87 | \$0.00 | \$1,056,909.33 |

For the interactive map, please follow the link below:

<https://mcleangis.maps.arcgis.com/apps/mapviewer/index.html?webmap=946bc8ce73f0456abde995ad76c4f429>

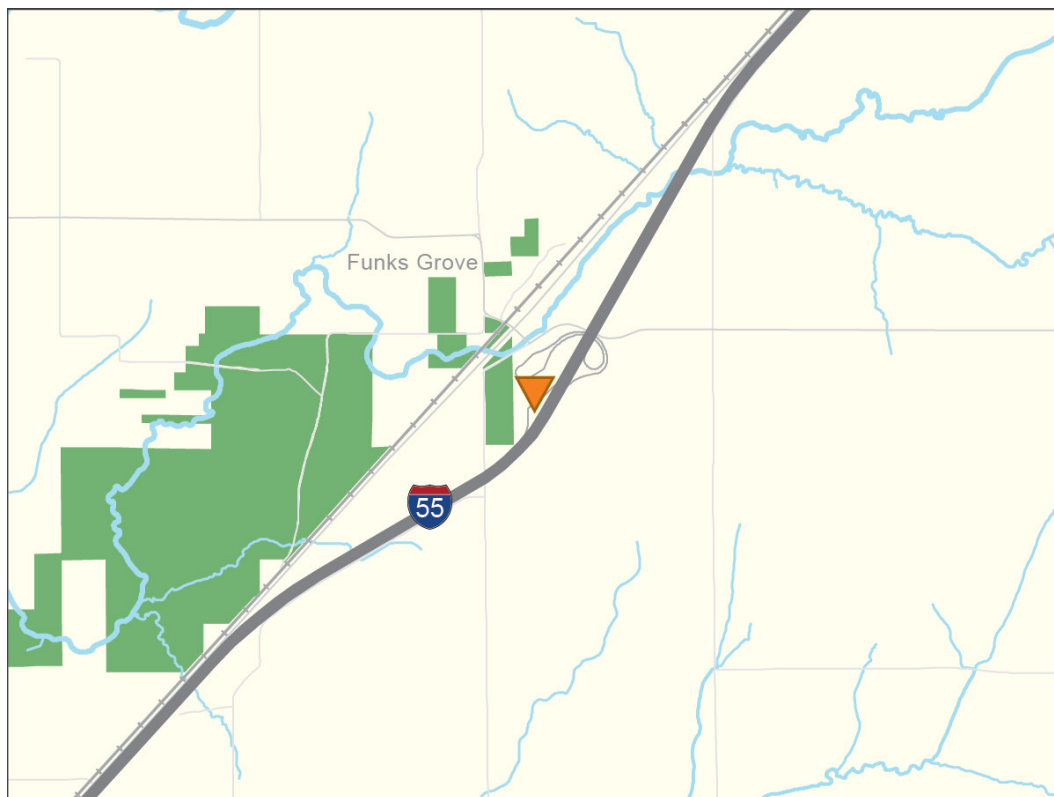
District 5; Rest Area Improvement, Funk's Grove

This project lies outside the metropolitan planning area.

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|--|
| SIG/2020 | C-95-031-19 | 6C4C089 | Rest area improvement (parking expansion) at Funks Grove Rest Area on I-55 in McLean County. |

| Program Code & Description | Earliest Authorization Date |
|--|-----------------------------|
| Z460: National Highway Freight Program; FAST Act | 03/11/2020 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|--------------|-------------|-------------|-------------------|
| \$1,112,629.00 | \$0.00 | \$123,626.00 | \$0.00 | \$0.00 | 1,236,255.00 |



District 5; MPO Federal Program Funding

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|---|
| SPR/FY2021 | HPR-66-001-21 | N5ZA565 | McLean County Regional Planning Commission FY21 3-C PL & FTA funds |

| Program Code & Description | Earliest Authorization Date |
|----------------------------------|-----------------------------|
| Z450: Metropolitan Planning FAST | 08/13/2020 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|-------------|-------------|-------------|-------------------|
| \$377,107.61 | \$0.00 | \$94,276.90 | \$0.00 | \$0.00 | 471,384.51 |

District 5; FY 2022 Metropolitan Planning

| TIP # STIP Ref. | IDOT Job Number | Federal Number | Project Description |
|--------------------|--------------------|-------------------|--|
| MPO/2022 | HPR-66-001-22 | SQDT904 | Function P02 - This is the annual PL & FTA funded agreement for McLean County Regional Planning Commission |

| Program Code & Description | Earliest Authorization Date |
|----------------------------------|-----------------------------|
| Z450: Metropolitan Planning FAST | 05/25/2021 |

| Total Federal Obligation | Advance Construction | State Funds | Local Funds | Other Funds | Total Cost Amount |
|-----------------------------|-------------------------|-------------|-------------|-------------|-------------------|
| \$0.00 | \$377,107.62 | \$94,276.91 | \$0.00 | \$0.00 | \$471,384.53 |

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