

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

Transportation Improvement Program

FISCAL YEARS 2023-2027

Approved June 24, 2022



Transportation Improvement Program



Prepared by:
McLean County Regional Planning Commission (MCRPC)

Adopted June 24, 2022

In cooperation with:
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Illinois Department of Transportation (IDOT)
City of Bloomington
Town of Normal
McLean County
Bloomington-Normal Public Transit System (Connect Transit)
Bloomington-Normal Airport Authority (Central Illinois Regional Airport)

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

RESOLUTION

June 24, 2022

The McLean County Regional Planning Commission Transportation Policy Committee hereby approves the Fiscal Years 2023 - 2027 Transportation Improvement Program. The State FY 2023 Annual Element of the Transportation Improvement Program includes projects for all transportation modes in the Bloomington-Normal Urbanized Area for the period July 1, 2022 through June 30, 2023.

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.

John Burrill, Chairperson
MCRPC

Mboka Mwilambwe, Mayor
City of Bloomington

Chris Koos, Mayor
Town of Normal

Jim Soeldner, Chairman,– McLean
County Board Transportation
Committee

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

Michael Vanderhoof
Bureau Chief, Planning
Office of Planning & Programming
Illinois Department of Transportation

Date

Date

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Preamble

Transportation Improvement Program, FY 2023 - 2027 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 and \$5310 agency information is provided by Connect Transit, SHOW BUS, Marcfirst 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 Long-Range Metropolitan Transportation Plan 2045. The TIP has been reviewed and

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

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 2023 - 2027 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 Joint Committees, 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 issues a report on federally obligated projects for the prior State 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

| | |
|-----------------|--|
| John Burrill* | McLean County Regional Planning Commission, Chair |
| Mboka Mwilambwe | City of Bloomington, Mayor |
| Chris Koos | Town of Normal, Mayor |
| Jim Soeldner | McLean County Board, Transportation Committee Chairman |
| Scott Neihart | IDOT District 5 |

TECHNICAL COMMITTEE

| | |
|------------------|--|
| Raymond Lai* | McLean County Regional Planning Commission Executive Director |
| Tim Gleason | City of Bloomington, City Manager |
| Craig Shonkwiler | City of Bloomington, City Engineer |
| Pamela Reece | Town of Normal, City Manager |
| Ryan Otto | Town of Normal, Town Engineer |
| Cassy Taylor | McLean County, County Administrator |
| Jerry Stokes | McLean County, County Engineer |
| Robert Nelson | Illinois DoT, District 5, Planning & Services Chief |
| Dan Magee | Illinois DoT, District 5, Federal Aid Coordinator |
| Carl Olson | Central Illinois Regional Airport, Executive Director |
| David Braun | Connect Transit, General Manager |

**Committee chairs*

MCLEAN COUNTY REGIONAL PLANNING COMMISSION STAFF

| | |
|-------------------------|-------------------------------|
| Raymond Lai, AICP | Executive Director |
| Jennifer A. Sicks, AICP | Senior Transportation Planner |
| Tessa Ferraro | Community Planner |
| Greg Huss | Community Planner |
| Tania Barreto | Assistant Planner |
| Ana Mendoza | Assistant Planner |
| Kathryn McShane | Office Manager |

LOCAL GOVERNMENT PLANNERS

| | |
|---------------------|---|
| Glen Wetterow | 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 |

TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2023- 2027

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

ROAD, PEDESTRIAN & BICYCLE PROJECTS



Project Selection and Management

Section 1: Project Prioritization, Selection and Approval

Early in each calendar year the McLean County Regional Planning Commission (MCRPC) initiates the update of the Transportation Improvement Program (TIP), the five-year compilation of transportation projects programmed or planned by the participants in the 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 another to develop the most effective regional program possible with the resources available.

¹ Determinations regarding qualification as an MPO derive from the Decennial Census.

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.

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

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.*

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.

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

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

To attack the safety targets directly, MCRPC 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. MCRPC is seeking additional grants to pursue the safety priorities described in the Go:Safe plan, and included in Federal guidance.

The TIP projects list beginning on page 33 emphasizes projects with a specific focus on safety for system users. 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 a project in Uptown Normal, for 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, and will circumvent a majority of the potential at-grade interactions with rail traffic.

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 LRMTTP project components indicative of focus on key goals and strategies of the LRMTTP 2045, and project readiness within the framework of the five-year TIP timeline. A sample of the scoring sheet used is shown on page 4. This process is not required of IDOT District 5, as the District program is not subject to MPO review.


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

The SFY 2023 – 2027 Transportation Improvement Program may also reference the McLean County Local Road Safety Plan (LRSP). 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 MLRSP, 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 updated Metropolitan Long-Range Transportation Plan 2050 was developed over recent months, the Technical Committee and its advisors from the Federal Highway

|  | | MCRPC Federally Funded Project Scoring Formula | | | | | |
|---|--|--|-----------------|----------------------------|---------|------------------------|-------------------------------------|
| | | Data | | | | | |
| | | This form required only for projects using Federal funding | | | | | |
| | | Jurisdiction | | | | | |
| | | Project ID # | | | | | |
| | | in TIP FY: | | | | | |
| | | Phase | | | | | |
| 8 points per focus area | System Preservation | Mobility, Access & Choice | Health & Safety | Sustainable Transportation | Freight | <i>scoring example</i> | |
| 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 LRMTF, strategy 2.2, pp.74 and following | | | | | | | |
| [†] See LRMTF, Chapter 5, §3, strategy 3.1, pp. 86 and following | | | | | | | |
| [‡] See Equity portions of strategies and performance measures in LRMTF, Chapters 5 & 6 | | | | | | | |

Administration evaluated how best to approach the determination of project priorities. The current prioritization form (shown on page 6) is based on addressing the primary goals of the Metropolitan Long-Range Transportation Plan 2050, combined with the focus areas reflected in the objectives and strategies. New goals and initiatives will inform the refinement of the project prioritization process.

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:

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.

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.

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

Changes in federal project funding sources that do not alter the total federal project cost.

Changes in state and local funding sources that do not alter the fiscal constraint of the project.

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.

A split or combination of individually listed projects; as long as cost, schedule, and scope remain unchanged. The addition or deletion of project phases from a TIP Project as long as the funding amounts for the new line items stay within the cost change limits and the new line item does not result in a significant change to the original intent of the TIP Project.³

Changes to the lead agency identified for a TIP Project or TIP Project Phase.

Additions, deletions, or corrections to projects listed in the Illustrative Table.

Data entry or typographical errors.

Administrative Modification Cost Change Limits

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.

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 | Total TIP Project Cost | Percent Change in Total TIP Project Cost | type |
|------|---------------------------|--|------|
| | \$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.

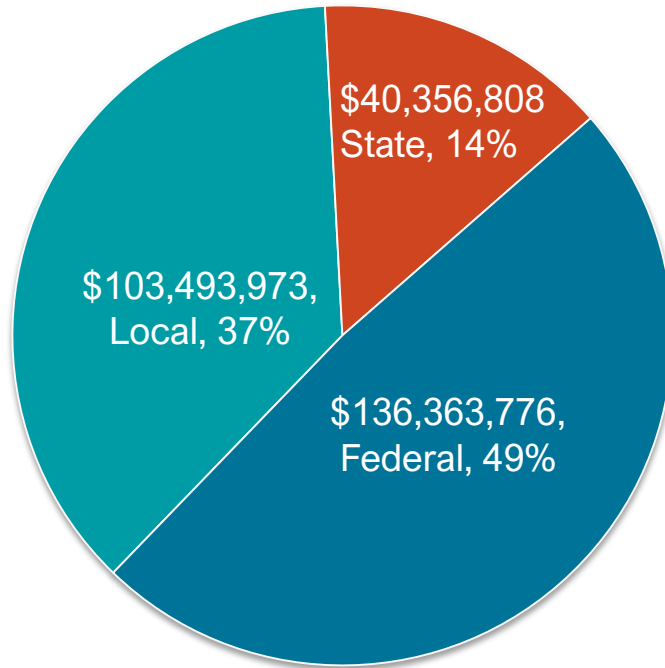
Section 4: East Side Highway Environmental Assessment

East Side Highway Monitoring Plan

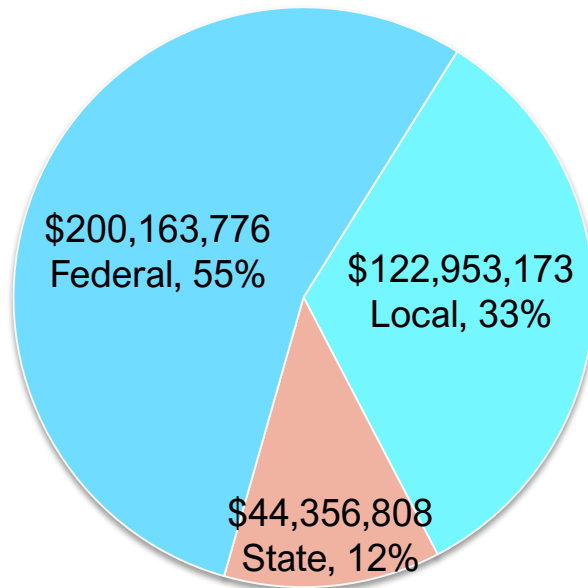
The Transportation Improvement Program does not currently include a funded project related to the East Side Highway studies conducted earlier in the decade, and MCRPC has been advised that the Illinois Department of Transportation is not expected to move forward with the project.

Road, Pedestrian, Bicycle and Other Surface Transportation Projects

5-Year Program Funding \$280,214,557



5-Year Program Funding including Illustrative Projects \$367,473,757



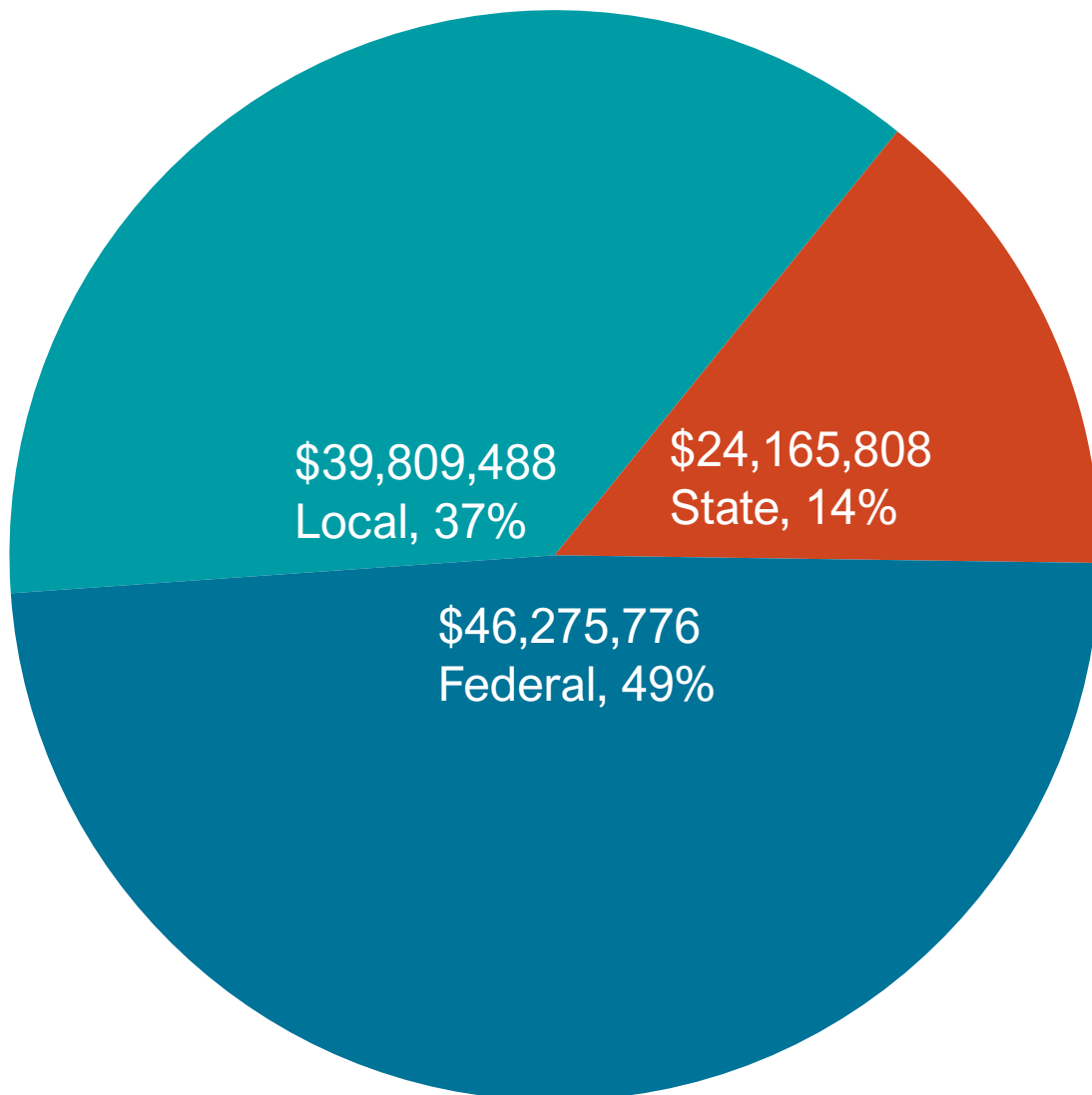
Fund Details by Year and Funding Source

| | | 2023 | 2024 | 2025 | 2026 | 2027 | 5-year |
|--|----------------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| | LOCAL | | | | | | |
| Bloomington Capital Improvement Fund | BCIF | \$3,595,555 | \$3,500,000 | \$900,000 | \$3,500,000 | \$2,925,000 | \$14,420,555 |
| Bloomington Motor Fuel Tax | BMFT | \$18,210,892 | \$1,000,000 | \$5,700,000 | \$1,000,000 | \$1,500,000 | \$27,410,892 |
| Bloomington Local Motor Fuel Tax | LMFT | \$3,500,000 | \$3,500,000 | \$6,100,000 | \$3,500,000 | \$4,075,000 | \$20,675,000 |
| Other Bloomington Funds | BLOOM OTHER | \$500,000 | \$0 | \$550,000 | \$60,000 | \$0 | \$1,110,000 |
| Normal Capital Improvement Fund | NCIF | \$4,586,700 | \$3,986,700 | \$1,750,000 | \$1,975,000 | \$2,150,000 | \$14,448,400 |
| Normal Motor Fuel Tax | NMFT | \$6,620,147 | \$800,000 | \$1,010,000 | \$2,997,500 | \$1,000,000 | \$12,427,647 |
| Normal Capital Improvement Program | NCIP | \$949,850 | \$151,850 | \$350,235 | \$154,700 | \$156,000 | \$1,662,635 |
| Normal Community Development Fund | NCD | \$190,844 | \$140,000 | \$140,000 | \$140,000 | \$140,000 | \$750,844 |
| Normal Stormwater Fund | NSTWR | \$387,500 | \$0 | \$480,000 | \$732,500 | \$0 | \$1,600,000 |
| Normal-American Rescue Plan Act | NORMAL OTHER | \$1,267,000 | \$2,000,000 | \$2,500,000 | \$0 | \$0 | \$5,767,000 |
| County Fund | County | \$15,000 | \$700,000 | \$0 | \$300,000 | \$640,000 | \$1,655,000 |
| Private Property Owner Contribution | PRIVATE PROP | \$60,000 | \$60,000 | \$60,000 | \$0 | \$60,000 | \$240,000 |
| Route 66 Trail Consortium | Rt 66 Cons. | \$120,000 | \$50,000 | \$600,000 | \$150,000 | \$500,000 | \$1,420,000 |
| Local Match Funds | LOCAL MATCH | \$26,000 | \$0 | \$0 | \$0 | \$0 | \$26,000 |
| Local Totals | | \$39,929,488 | \$15,888,550 | \$20,140,235 | \$14,509,700 | \$13,146,000 | \$103,613,973 |
| | STATE | | | | | | |
| Rebuild Illinois Capital Improvement Grant | Rebuild IL | \$11,298,901 | \$0 | \$0 | \$0 | \$0 | \$11,298,901 |
| Illinois Special Bridge Program | ISBP | \$0 | \$0 | \$1,560,000 | \$0 | \$0 | \$1,560,000 |
| Truck Access Route Program | TARP | \$531,900 | \$0 | \$0 | \$0 | \$0 | \$531,900 |
| Department of Commerce & Economic | DCEO | \$600,000 | \$300,000 | \$0 | \$0 | \$0 | \$900,000 |
| State Match to Federal Grant Funds | STATE MATCH | \$1,183,800 | \$2,642,000 | \$6,097,000 | \$2,562,000 | \$3,030,000 | \$21,514,800 |
| Grade Crossing Protection Fund | GC PF (ICC) | \$1,945,207 | \$0 | \$0 | \$0 | \$0 | \$1,945,207 |
| Other State Funds | STATE | \$2,006,000 | \$0 | \$0 | \$0 | \$0 | \$2,006,000 |
| State Totals | | \$23,565,808 | \$2,942,000 | \$7,657,000 | \$2,562,000 | \$3,030,000 | \$39,756,808 |
| | FEDERAL | | | | | | |
| Transportation Alternatives/Enhancement | TAP [ITEP] | \$1,444,000 | \$200,000 | \$2,400,000 | \$600,000 | \$2,000,000 | \$6,644,000 |
| Rebuilding American Infrastructure with | RAISE | \$13,000,000 | \$0 | \$0 | \$0 | \$0 | \$13,000,000 |
| Rail-Highway Grade Crossing \$130 | RHGC | \$4,573,831 | \$0 | \$0 | \$0 | \$0 | \$4,573,831 |
| Surface Transportation Program - Urban | STP-U | \$10,740,000 | \$4,480,000 | \$0 | \$0 | \$800,000 | \$16,020,000 |
| Surface Transportation Program - Rural | STP-R | \$6,169,600 | \$1,200,000 | \$1,200,000 | \$1,200,000 | \$2,560,000 | \$12,329,600 |
| COVID Recovery Funds | COVID | \$741,745 | \$0 | \$0 | \$0 | \$0 | \$741,745 |
| Highway Safety Improvement Program | HSIP | \$1,648,000 | \$0 | \$0 | \$0 | \$0 | \$1,648,000 |
| National Highway Performance Program | NHPP | \$8,438,600 | \$6,090,000 | \$30,390,000 | \$18,498,000 | \$18,470,000 | \$81,886,600 |
| Federal Totals | | \$46,755,776 | \$11,970,000 | \$33,990,000 | \$20,298,000 | \$23,830,000 | \$136,843,776 |
| Total annual funds | | \$110,251,072 | \$30,800,550 | \$61,787,235 | \$37,369,700 | \$40,006,000 | \$280,214,557 |

Sources of Funding by Level of Government 2023

| | | 2023 |
|--|--------------|----------------------|
| LOCAL | | |
| Bloomington Capital Improvement Fund | BCIF | \$3,595,555 |
| Bloomington Motor Fuel Tax | BMFT | \$18,210,892 |
| Bloomington Local Motor Fuel Tax | LMFT | \$3,500,000 |
| Other Bloomington Funds | BLOOM OTHER | \$500,000 |
| Normal Capital Improvement Fund | NCIF | \$4,586,700 |
| Normal Motor Fuel Tax | NMFT | \$6,620,147 |
| Normal Capital Improvement Program | NCIP | \$849,850 |
| Normal Community Development Fund | NCD | \$190,844 |
| Normal Stormwater Fund | NSTWR | \$387,500 |
| Normal-American Rescue Plan Act | NORMAL OTHER | \$1,267,000 |
| County Fund | County | \$15,000 |
| Private Property Owner Contribution | PRIVATE PROP | \$60,000 |
| Route 66 Trail Consortium | Rt 66 Cons. | \$120,000 |
| Local Match Funds | LOCAL MATCH | \$26,000 |
| Local Totals | | \$39,929,488 |
| STATE | | |
| Rebuild Illinois Capital Improvement Grant | Rebuild IL | \$11,298,901 |
| Illinois Special Bridge Program | ISBP | \$0 |
| Truck Access Route Program | TARP | \$531,900 |
| Department of Commerce & Economic | DCEO | \$600,000 |
| State Match to Federal Grant Funds | STATE MATCH | \$7,183,800 |
| Grade Crossing Protection Fund | GCPF (ICC) | \$1,945,207 |
| Other State Funds | STATE | \$2,006,000 |
| State Totals | | \$23,565,808 |
| FEDERAL | | |
| Transportation Alternatives/Enhancement | TAP [ITEP] | \$1,444,000 |
| Rebuilding American Infrastructure with | RAISE | \$13,000,000 |
| Rail-Highway Grade Crossing §130 | RHGC | \$4,573,831 |
| Surface Transportation Program - Urban | STP-U | \$10,740,000 |
| Surface Transportation Program - Rural | STP-R | \$6,169,600 |
| COVID Recovery Funds | COVID | \$741,745 |
| Highway Safety Improvement Program | HSIP | \$1,648,000 |
| National Highway Performance Program | NHPP | \$8,438,600 |
| Federal Totals | | \$46,755,776 |
| total annual funds | | \$110,251,072 |

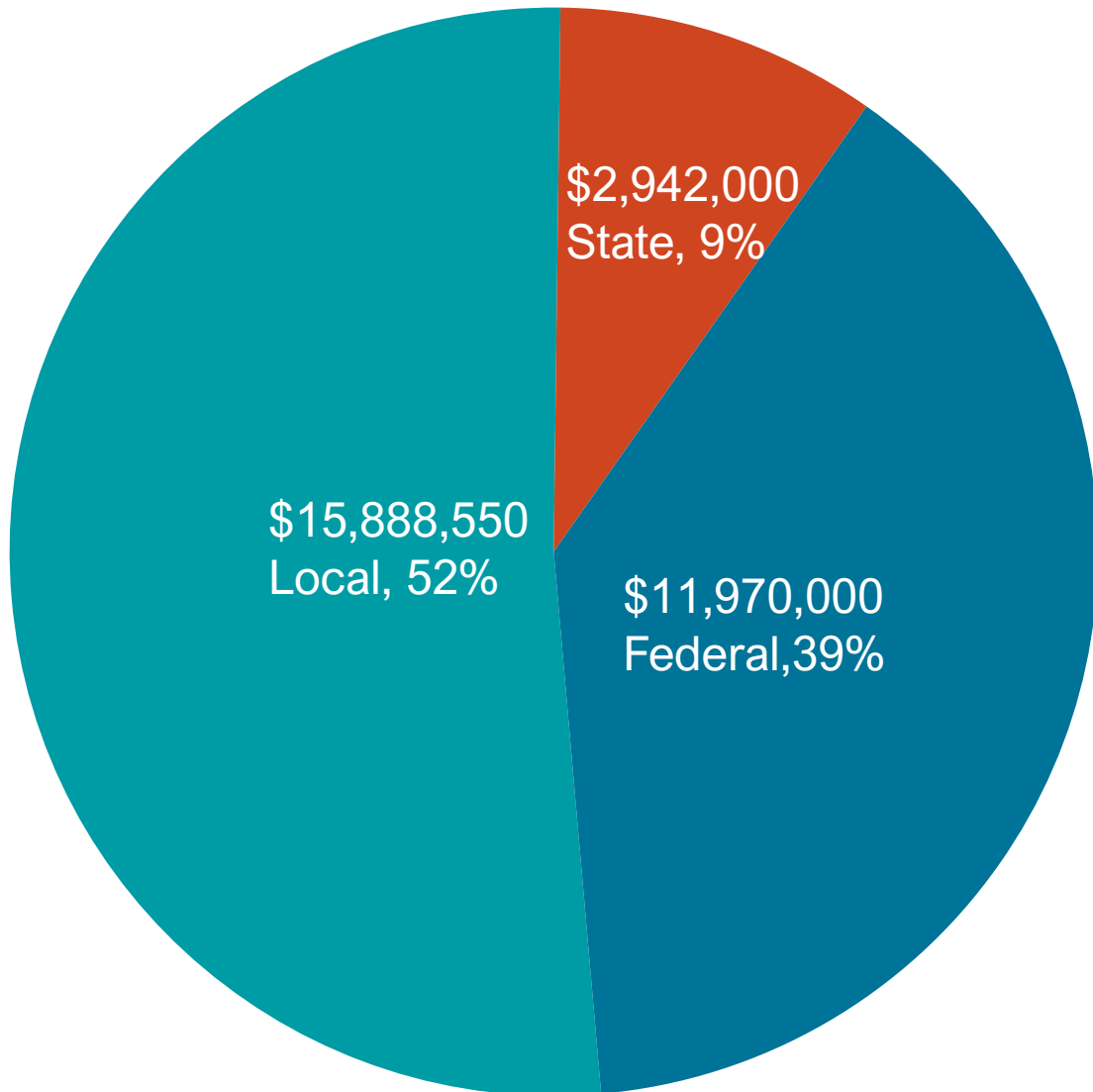
FY 2023
\$110,251,072



Sources of Funding by Level of Government 2024

| | | 2024 |
|--|---------------------------|---------------------|
| | LOCAL | |
| Bloomington Capital Improvement Fund | BCIF | \$3,500,000 |
| Bloomington Motor Fuel Tax | BMFT | \$1,000,000 |
| Bloomington Local Motor Fuel Tax | LMFT | \$3,500,000 |
| Other Bloomington Funds | BLOOM OTHER | \$0 |
| Normal Capital Improvement Fund | NCIF | \$3,986,700 |
| Normal Motor Fuel Tax | NMFT | \$800,000 |
| Normal Capital Improvement Program | NCIP | \$151,850 |
| Normal Community Development Fund | NCD | \$140,000 |
| Normal Stormwater Fund | NSTWR | \$0 |
| Normal-American Rescue Plan Act | NORMAL OTHER | \$2,000,000 |
| County Fund | County | \$700,000 |
| Private Property Owner Contribution | PRIVATE PROP | \$60,000 |
| Route 66 Trail Consortium | Rt 66 Cons. | \$50,000 |
| Local Match Funds | LOCAL MATCH | \$0 |
| Local Totals | | \$15,888,550 |
| | STATE | |
| Rebuild Illinois Capital Improvement Grant | Rebuild IL | \$0 |
| Illinois Special Bridge Program | ISBP | \$0 |
| Truck Access Route Program | TARP | \$0 |
| Department of Commerce & Economic | DCEO | \$300,000 |
| State Match to Federal Grant Funds | STATE MATCH | \$2,642,000 |
| Grade Crossing Protection Fund | GCPF (ICC) | \$0 |
| Other State Funds | STATE | \$0 |
| State Totals | | \$2,942,000 |
| | FEDERAL | |
| Transportation Alternatives/Enhancement | TAP [ITEP] | \$200,000 |
| Rebuilding American Infrastructure with | RAISE | \$0 |
| Rail-Highway Grade Crossing §130 | RHGC | \$0 |
| Surface Transportation Program - Urban | STP-U | \$4,480,000 |
| Surface Transportation Program - Rural | STP-R | \$1,200,000 |
| COVID Recovery Funds | COVID | \$0 |
| Highway Safety Improvement Program | HSIP | \$0 |
| National Highway Performance Program | NHPP | \$6,090,000 |
| Federal Totals | | \$11,970,000 |
| | | |
| | <u>total annual funds</u> | \$30,800,550 |

FY 2024
\$30,800,550

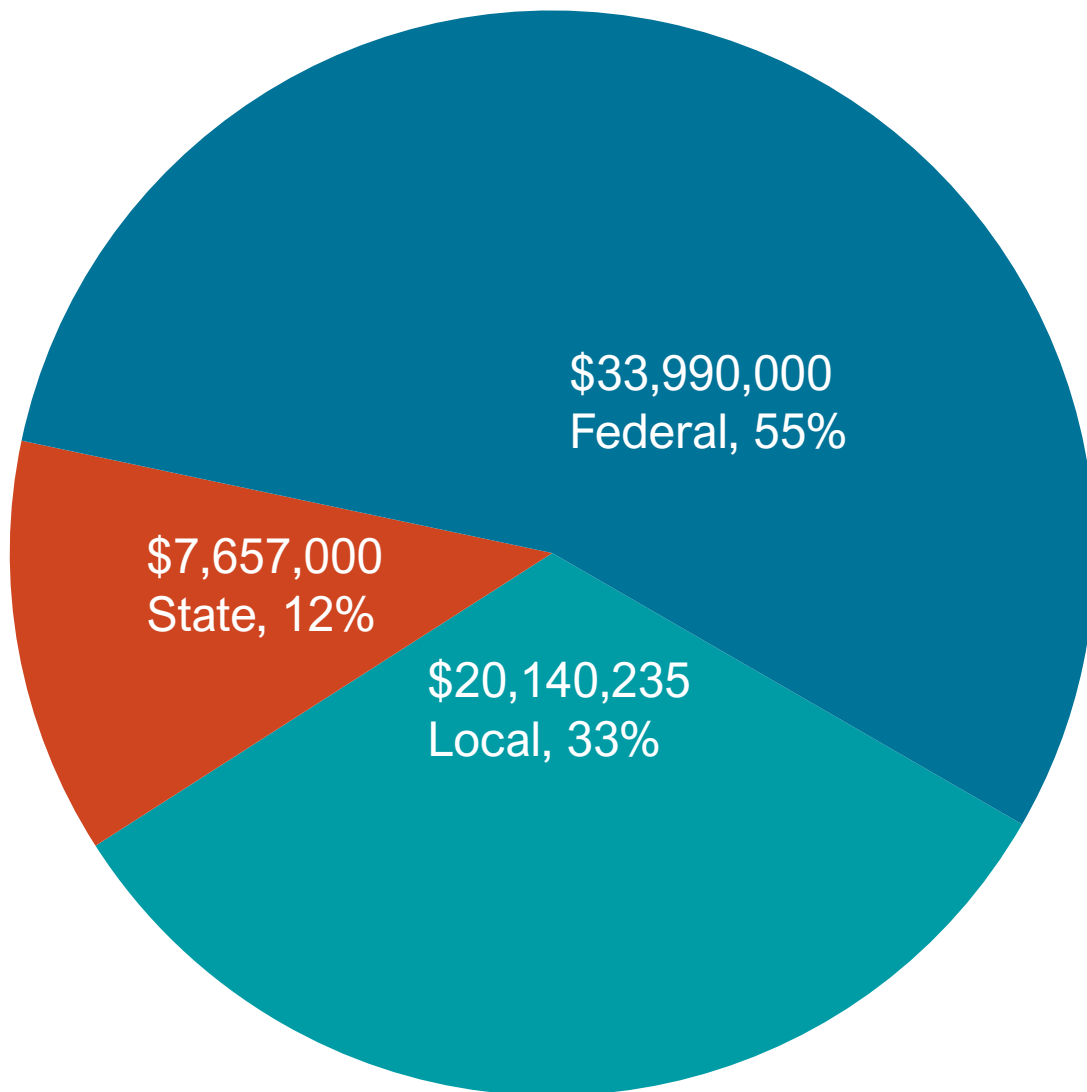


Sources of Funding by Level of Government

Sources of Funding by Level of Government 2025

| | | 2025 |
|--|---------------------------|---------------------|
| | LOCAL | |
| Bloomington Capital Improvement Fund | BCIF | \$900,000 |
| Bloomington Motor Fuel Tax | BMFT | \$5,700,000 |
| Bloomington Local Motor Fuel Tax | LMFT | \$6,100,000 |
| Other Bloomington Funds | BLOOM OTHER | \$550,000 |
| Normal Capital Improvement Fund | NCIF | \$1,750,000 |
| Normal Motor Fuel Tax | NMFT | \$1,010,000 |
| Normal Capital Improvement Program | NCIP | \$350,235 |
| Normal Community Development Fund | NCD | \$140,000 |
| Normal Stormwater Fund | NSTWR | \$480,000 |
| Normal-American Rescue Plan Act | NORMAL OTHER | \$2,500,000 |
| County Fund | County | \$0 |
| Private Property Owner Contribution | PRIVATE PROP | \$60,000 |
| Route 66 Trail Consortium | Rt 66 Cons. | \$600,000 |
| Local Match Funds | LOCAL MATCH | \$0 |
| Local Totals | | \$20,140,235 |
| | STATE | |
| Rebuild Illinois Capital Improvement Grant | Rebuild IL | \$0 |
| Illinois Special Bridge Program | ISBP | \$1,560,000 |
| Truck Access Route Program | TARP | \$0 |
| Department of Commerce & Economic | DCEO | \$0 |
| State Match to Federal Grant Funds | STATE MATCH | \$6,097,000 |
| Grade Crossing Protection Fund | GCPF (ICC) | \$0 |
| Other State Funds | STATE | \$0 |
| State Totals | | \$7,657,000 |
| | FEDERAL | |
| Transportation Alternatives/Enhancement | TAP [ITEP] | \$2,400,000 |
| Rebuilding American Infrastructure with | RAISE | \$0 |
| Rail-Highway Grade Crossing §130 | RHGC | \$0 |
| Surface Transportation Program - Urban | STP-U | \$0 |
| Surface Transportation Program - Rural | STP-R | \$1,200,000 |
| COVID Recovery Funds | COVID | \$0 |
| Highway Safety Improvement Program | HSIP | \$0 |
| National Highway Performance Program | NHPP | \$30,390,000 |
| Federal Totals | | \$33,990,000 |
| | | |
| | <u>total annual funds</u> | \$61,787,235 |

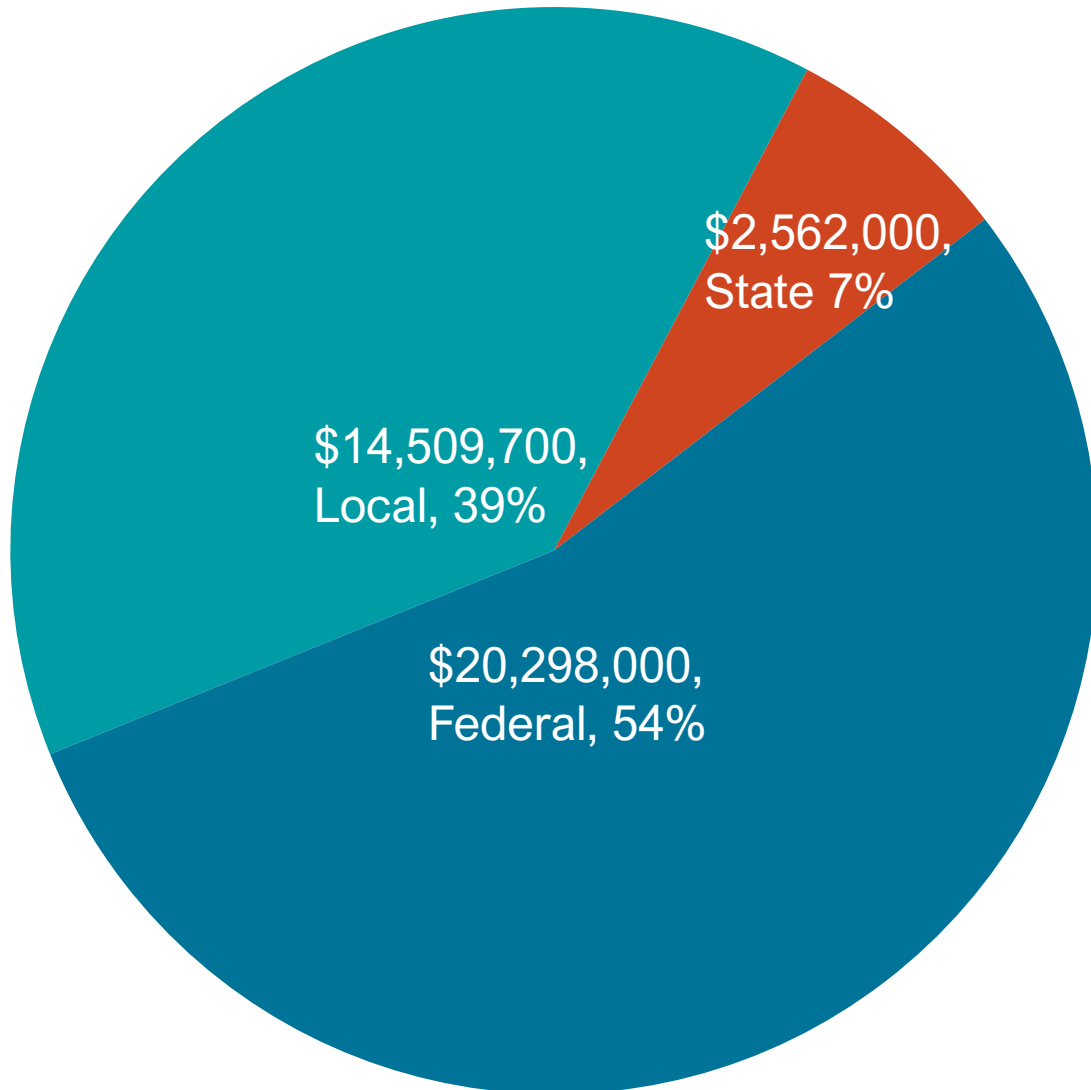
FY 2025
\$61,787,235



Sources of Funding by Level of Government 2026

| | | 2026 |
|--|---------------------------|---------------------|
| | LOCAL | |
| Bloomington Capital Improvement Fund | BCIF | \$3,500,000 |
| Bloomington Motor Fuel Tax | BMFT | \$1,000,000 |
| Bloomington Local Motor Fuel Tax | LMFT | \$3,500,000 |
| Other Bloomington Funds | BLOOM OTHER | \$60,000 |
| Normal Capital Improvement Fund | NCIF | \$1,975,000 |
| Normal Motor Fuel Tax | NMFT | \$2,997,500 |
| Normal Capital Improvement Program | NCIP | \$154,700 |
| Normal Community Development Fund | NCD | \$140,000 |
| Normal Stormwater Fund | NSTWR | \$732,500 |
| Normal-American Rescue Plan Act | NORMAL OTHER | \$0 |
| County Fund | County | \$300,000 |
| Private Property Owner Contribution | PRIVATE PROP | \$0 |
| Route 66 Trail Consortium | Rt 66 Cons. | \$150,000 |
| Local Match Funds | LOCAL MATCH | \$0 |
| Local Totals | | \$14,509,700 |
| | STATE | |
| Rebuild Illinois Capital Improvement Grant | Rebuild IL | \$0 |
| Illinois Special Bridge Program | ISBP | \$0 |
| Truck Access Route Program | TARP | \$0 |
| Department of Commerce & Economic | DCEO | \$0 |
| State Match to Federal Grant Funds | STATE MATCH | \$2,562,000 |
| Grade Crossing Protection Fund | GCPF (ICC) | \$0 |
| Other State Funds | STATE | \$0 |
| State Totals | | \$2,562,000 |
| | FEDERAL | |
| Transportation Alternatives/Enhancement | TAP [ITEP] | \$600,000 |
| Rebuilding American Infrastructure with | RAISE | \$0 |
| Rail-Highway Grade Crossing §130 | RHGC | \$0 |
| Surface Transportation Program - Urban | STP-U | \$0 |
| Surface Transportation Program - Rural | STP-R | \$1,200,000 |
| COVID Recovery Funds | COVID | \$0 |
| Highway Safety Improvement Program | HSIP | \$0 |
| National Highway Performance Program | NHPP | \$18,498,000 |
| Federal Totals | | \$20,298,000 |
| | | |
| | <u>total annual funds</u> | \$37,369,700 |

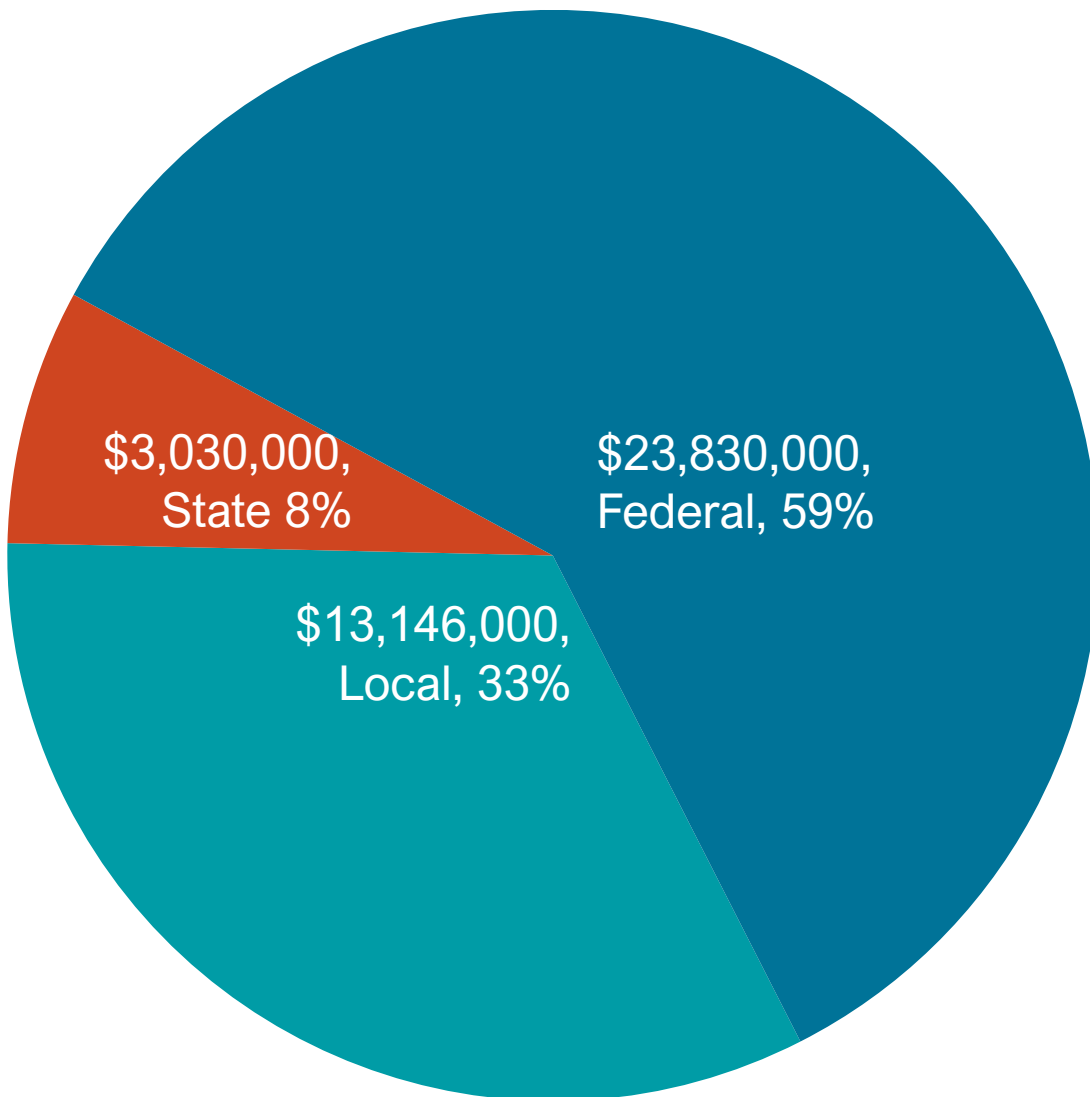
FY 2026
\$37,369,700



Sources of Funding by Level of Government 2027

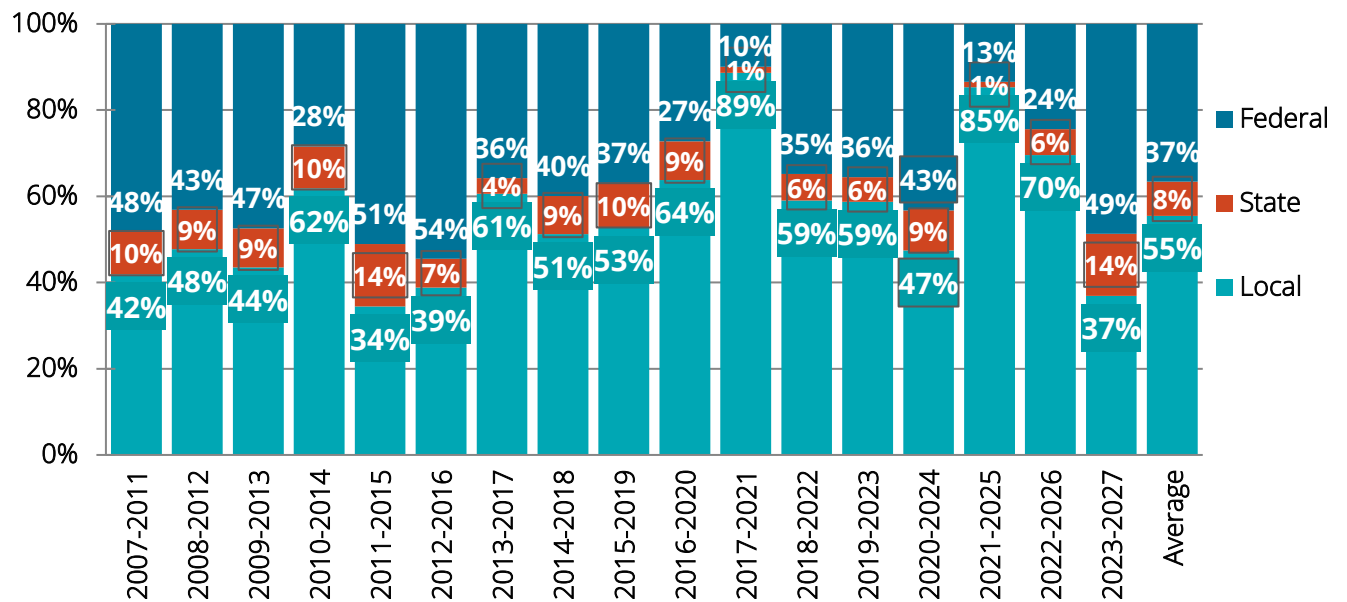
| | | 2027 |
|--|---------------------------|---------------------|
| | LOCAL | |
| Bloomington Capital Improvement Fund | BCIF | \$2,925,000 |
| Bloomington Motor Fuel Tax | BMFT | \$1,500,000 |
| Bloomington Local Motor Fuel Tax | LMFT | \$4,075,000 |
| Other Bloomington Funds | BLOOM OTHER | \$0 |
| Normal Capital Improvement Fund | NCIF | \$2,150,000 |
| Normal Motor Fuel Tax | NMFT | \$1,000,000 |
| Normal Capital Improvement Program | NCIP | \$156,000 |
| Normal Community Development Fund | NCD | \$140,000 |
| Normal Stormwater Fund | NSTWR | \$0 |
| Normal-American Rescue Plan Act | NORMAL OTHER | \$0 |
| County Fund | County | \$640,000 |
| Private Property Owner Contribution | PRIVATE PROP | \$60,000 |
| Route 66 Trail Consortium | Rt 66 Cons. | \$500,000 |
| Local Match Funds | LOCAL MATCH | \$0 |
| Local Totals | | \$13,146,000 |
| | STATE | |
| Rebuild Illinois Capital Improvement Grant | Rebuild IL | \$0 |
| Illinois Special Bridge Program | ISBP | \$0 |
| Truck Access Route Program | TARP | \$0 |
| Department of Commerce & Economic | DCEO | \$0 |
| State Match to Federal Grant Funds | STATE MATCH | \$3,030,000 |
| Grade Crossing Protection Fund | GCPF (ICC) | \$0 |
| Other State Funds | STATE | \$0 |
| State Totals | | \$3,030,000 |
| | FEDERAL | |
| Transportation Alternatives/Enhancement | TAP [ITEP] | \$2,000,000 |
| Rebuilding American Infrastructure with | RAISE | \$0 |
| Rail-Highway Grade Crossing §130 | RHGC | \$0 |
| Surface Transportation Program - Urban | STP-U | \$800,000 |
| Surface Transportation Program - Rural | STP-R | \$2,560,000 |
| COVID Recovery Funds | COVID | \$0 |
| Highway Safety Improvement Program | HSIP | \$0 |
| National Highway Performance Program | NHPP | \$18,470,000 |
| Federal Totals | | \$23,830,000 |
| | | |
| | <u>total annual funds</u> | \$40,006,000 |

FY 2027
\$40,006,000



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Percentage of Total 5-Year Program Funding by Source



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FY 2023-2027 TIP PROJECT INDEX (DRAFT FOR PUBLICATION)

For 2023-2027 projects: BLUE shaded projects - use Federal funds; GOLD shaded projects - illustrative in 2023-2027 TIP

| Project No. | Section | Jurisdiction | Project Location | Termini | | Description | Phase | Total Project Cost | Funding Source | | | Funding Detail |
|-------------|-------------------------------------|--------------|---------------------------------|--------------------------------|-----------------|---|-------|--------------------|----------------|-------------|-------------|---|
| | | | | Beginning (or cross street) | End | | | | Local | State | Federal | |
| 2023 | | | | | | | | | | | | |
| | | | | | | City of Bloomington | | | | | | |
| B-23-01 | 50-13-53002-23-00 | B | City wide | | | Sidewalk and Ramp Improvements | C | \$1,210,000 | \$1,210,000 | \$0 | \$0 | 1,150,000 - 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 | \$650,000 | \$650,000 | \$0 | \$0 | 650,000 - LMFT & BCIF |
| B-23-06 | 23-00000-00-GM | B | City wide | | | Street Lighting - Electricity & Maintenance | E | \$500,000 | \$500,000 | \$0 | \$0 | 500,000 - BMFT |
| B-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 |
| B-22-07 | | B | Constitution Trail | Lafayette Street | Hamilton Road | Phase I Design | E | \$95,555 | \$95,555 | \$0 | \$0 | 95,555 - BCIF |
| B-12-02 | 50-11-12535-13-00 06-00337-00-BR | B | Fox Creek Road & Bridge over RR | Danbury Drive | Beich Road | Phase II Design | E | \$110,000 | \$110,000 | \$0 | \$0 | 110,000-BMFT |
| B-12-02 | 50-11-12535-13-00 06-00337-00-BR | B | Fox Creek Road & Bridge over RR | Danbury Drive | Beich Road | Land Acquisition | ROW | \$170,000 | \$170,000 | \$0 | \$0 | 170,000-BMFT |
| B-12-02 | 50-11-12535-13-00 06-00337-00-BR | B | Fox Creek Road & Bridge over RR | Danbury Drive | Beich Road | Construction | C | \$9,545,000 | \$4,233,859 | \$5,311,141 | \$0 | 3,733,859-BMFT, 500,000-WATER, 3,365,934 - Rebuild Illinois, 1,945,207-ICC GCPF |
| B-03-09 | 50-01-42063-94-01 | B | Hamilton Road | Bunn Street | Morrissey Drive | Phase II Design | E | \$40,000 | \$40,000 | \$0 | \$0 | 40,000-BMFT |
| B-03-09 | 50-01-42063-94-01 | B | Hamilton Road | Bunn Street | Morrissey Drive | RR Relocation & Land Acquisition | ROW | \$5,695,000 | \$5,695,000 | \$0 | \$0 | 5,695,000 - BMFT |
| B-03-09 | 50-01-42063-94-01 | B | Hamilton Road | Bunn Street | Morrissey Drive | Construction | C | \$13,638,392 | \$5,762,033 | \$1,682,967 | \$6,193,392 | 5,920,000 - STU, 5,762,033 - BMFT, 1,682,967 - Rebuild Illinois, 273,392 - COVID Relief |
| | | | | | | McLean County | | | | | | |
| MC-9 | 20-00038-06-RS | C | Danvers-Yuton Road | Danvers | Route 150 | Resurfacing | C | \$3,222,900 | \$15,000 | \$531,900 | \$2,676,000 | 15,000 County Matching; 1,400,000 - STR, 276,000 COVID Relief; HSIP |

| | | | | | | | | | | | | |
|----------|--|---|--|--------------------------|------------------------------------|--|------|-------------|-------------|-----------|-------------|--|
| | | | | | | | | | | | | 1,000,000; TARP 531,900 |
| | | C | Route 66 Bike Trail | Funk's Grove | 1.5 miles south of Funk's Grove | Phase II - Design & Construction | D, C | \$600,000 | | \$600,000 | | 80% ITEP, 20% Route 66 Consortium (if needed) |
| | | | | | | Town of Normal | | | | | | |
| N-23-01V | | N | Various | | | Resurfacing of various city streets | C | \$2,000,000 | \$2,000,000 | \$0 | \$0 | 1,000,000 - NMFT; 1,000,000 - NCIF |
| N-23-02C | | N | City wide | | | Sidewalk and Ramp Improvements | C | \$645,844 | \$645,844 | \$0 | \$0 | 455,000 - NCIF; 190,844 - 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 | 0 | | Replace Deck | E | \$560,000 | \$560,000 | | | 240,000 - NMFT; 320,000 - NSTWR |
| | | 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 | \$782,850 | \$782,850 | \$0 | \$0 | 782,850 - NCIP |
| N-23-07 | | N | Various | | | Multi-Use Trail/ Street Crossing Safety Evaluation | E | \$300,000 | \$300,000 | | | 300,000 - NCIF |
| | | N | Various | | | Pavement Preservation | C,E | \$100,000 | \$100,000 | \$0 | \$0 | 100,000 - NCIF |
| | | N | Kerrick Road | BUS 51 (Main St) | 1,200' East | Reconstruction of Road and Traffic Signal | C,E | \$1,200,000 | \$600,000 | \$600,000 | | 600,000 - NCIF; 600,000 - DCEO Grant |
| N-20-05 | | N | Franklin Ave Bridge | | | Replace existing structure | E | \$270,000 | \$270,000 | \$0 | \$0 | 202,500 - NMFT; 67,500 - NSTWR |
| N-23-14 | | N | Adelaide Street | South of Hovey Avenue | College Avenue | Reconstruction of Adelaide Street from Hovey Avenue to College Avenue (approximately 2600 feet). | E | \$200,000 | \$200,000 | | | 200,000 - NCIF |
| N-23-15 | | 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 | \$300,000 | \$300,000 | | | 300,000 - NCIF |
| N-23-16 | | N | Savannah Green Subd. Road & Alley Repair | | | Rehabilitation of Road and Alley Pavements in Savannah Green Subdivision. | E | \$500,000 | \$500,000 | | | 500,000 - Normal American Rescue Plan Act |
| N-23-17 | | N | Fort Jesse Rd. | Greenbriar/Lan dmark | | Traffic Signal and Intersection Improvements at Fort Jesse-Greenbriar & Fort Jesse-Landmark Intersections | E | \$500,000 | \$500,000 | | | 500,000 - NARPA (Normal American Rescue Plan Act) |
| N-19-01I | | N | Uptown Normal | Uptown Connector | Uptown South | Grade Separated Pedestrian Rail Crossing - Phase 2 Engineering, Utility Design, Structural Design | E | \$3,147,720 | | | \$3,147,720 | 3,147,720 - Rail- Highway GC Safety Program (Sec 130); |

| | | | | | | | | | | | | |
|--------------|--|---|--------------------------|--|-------------------------|---|-------|--------------|-------------|-------------|--------------|---|
| N-19-01I | | N | Uptown Normal | Uptown Connector | Uptown South | Grade Separated Pedestrian Rail Crossing - Phase 1 Engineering | E | \$1,426,111 | | | \$1,426,111 | 1,426,111 - Rail-Highway GC Safety Program (Sec 130); |
| N-19-01I | | N | Uptown Normal | Uptown Connector | Uptown South | Grade Separated Pedestrian Rail Crossing, Construction | C, CE | \$20,794,400 | \$1,544,400 | \$6,250,000 | \$13,000,000 | 13,000,000 - BUILD, 6,250,000 - ICC GCPF - Rebuild Illinois; 1,544,400 - NCIF |
| N-23-08 | | N | Gregory Street Trail | Adelaide | Parkside | Trail extension and connection, Phases 1,2,3 | E,C | \$1,205,000 | | \$241,000 | \$964,000 | 964,000 - Federal ITEP, 241,000 - State ITEP |
| N-21-06I | | N | College Ave. | US 150 | White Oak Rd | Phase 1&2 - Reconstruction of PCC pavement, replacement of CC&G, turn lane improvements, multimodal improvements; Phase 3 engineering | E | \$1,450,000 | \$370,000 | | \$1,080,000 | 1,080,000 - STU; 370,000 - 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 | C | \$7,567,000 | \$4,074,647 | \$0 | \$3,492,353 | 267,000 - NOther 192,353 COVID Relief; 3,300,000 - STU; 3,807,647 - 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-23-09 | | 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-23-10 | | N | Shepard Rd. | Greenbriar Ave. | | Traffic Signal and Intersection Improvements | | \$1,000,000 | | | \$1,000,000 | Funding source TBD |
| N-23-11 | | N | Shelbourne Dr. | Constitution Trail | Linden | Reconstruction of PCC Pavement | E,C | \$550,000 | \$550,000 | | | Funding source TBD |
| N-23-12 | | N | Parkway Plaza Dr. | Landmark Cr. | | Intersection Improvements | C,E | \$150,000 | \$150,000 | | | Funding source TBD |
| | | | | | | IDOT District 5 | | | | | | |
| DG GR 2023-1 | | S | I-55 | NW of Normal Near I-55/I-74 Split | | Guardrail | | \$145,000 | | \$145,000 | | State Only |
| D082-2 | | S | I-55B (Veterans Parkway) | Clearwater Ave | Old Route 66 | Standard Overlay / ADA Improvements | | \$6,425,000 | \$26,000 | \$1,280,000 | \$5,119,000 | NHPP-STATE / NHPP-STATE-MATCH / LOCAL ONLY |
| A153 | | S | I-74 / US 51 / I-55B | I-74: 0.4 mi N of I-55 Bus to 0.3 mi E of US 51 at Bloomington: I-55 Bus: I-55 to 0.4 mi N | | SMART Overlay | | \$4,150,000 | | \$3,735,000 | \$415,000 | NHPP-STATE MATCH |
| H662 | | S | US 51B | Ditch 0.1 MI N of Raab Rd in Normal | | Culvert Replacement | | \$500,000 | | \$100,000 | \$400,000 | NHPP-STATE / NHPP-STATE-MATCH |
| K030 | | S | US 51 BUS | Gregory St / Bowls St in Normal | Olive St in Bloomington | PE (Phase I & II) | | \$2,000,000 | | \$400,000 | \$1,600,000 | NHPP-STATE / NHPP-STATE-MATCH |
| | | | | | | PE (Phase I & II) | | \$800,000 | | \$160,000 | \$640,000 | NHPP-STATE / NHPP-STATE MATCH |

| Project No. | Section | Jurisdiction | Project Location | Termini | | Description | Phase | Total Project Cost | Funding Source | | | Funding Detail |
|-------------|-------------------|--------------|--------------------------------|---------------------------------|-----------|---|-------|--------------------|----------------|-------|-------------|---|
| | | | | Beginning (or cross street) | End | | | | Local | State | Federal | |
| 2024 | | | | | | | | | | | | |
| | | | | | | City of Bloomington | | | | | | |
| B-24-01 | 50-13-53002-24-00 | B | City wide | | | Sidewalk and Ramp Improvements | C | \$1,210,000 | \$1,210,000 | \$0 | \$0 | 1,150,000 - LMFT & BCIF, 60,000 Priv Prop |
| B-24-00 | 50-01-53001-24-00 | B | City wide | | | General Resurfacing of Various City Streets | C | \$5,200,000 | \$5,200,000 | \$0 | \$0 | 5,200,000 - LMFT & BCIF |
| B-24-04 | 50-01-53183-24-01 | B | City wide | | | Pavement Preservation | C | \$650,000 | \$650,000 | \$0 | \$0 | 650,000 - 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 | \$500,000 | \$500,000 | \$0 | \$0 | 500,000 - BMFT |
| | | | | | | McLean County | | | | | | |
| MC-10 | | C | Colfax Road | Route 9 | Route 165 | Resurfacing | C | \$1,900,000 | \$700,000 | | \$1,200,000 | 700,000 County Matching; 1,200,000 - STR |
| | | C | Route 66 Bike Trail | 1.5 miles south of Funk's Grove | McLean | Phase II - Design | D | \$250,000 | \$50,000 | | \$200,000 | 80% ITEP, 20% Route 66 Consortium |
| | | | | | | Town of Normal | | | | | | |
| N-24-01V | | N | Various | | | Resurfacing of various city streets | C | \$1,900,000 | \$1,900,000 | \$0 | \$0 | 800,000 - NMFT; 1,100,000 - NCIF |
| N-24-02C | | N | City wide | | | Sidewalk and Ramp Improvements | C | \$615,000 | \$615,000 | \$0 | \$0 | 475,000 - NCIF; 140,000 - CD |
| N-24-03V | | N | Various | | | Concrete Pvmt Patching | C | \$91,700 | \$91,700 | \$0 | \$0 | 91,700 - NCIF |
| | | N | Traffic Signal Upgrading | | | Equipment & Structural Upgrades at Varous Locations | C | \$68,350 | \$68,350 | | | 68,350 - NCIP |
| | | N | Bridge Repair & Maint. | | | Maint. and Improvments at various structures | C | \$83,500 | \$83,500 | | | 83,500 - NCIP |

| | | | | | | | | | | | | |
|----------|--|------|--|--|---------------------------------|---|-----|--------------|-------------|-------------|--------------|---|
| N-23-14 | | N | Adelaide Street | South of Hovey Avenue | College Avenue | Reconstruction of Adelaide Street from Hovey Avenue to College Avenue (approximately 2600 feet). | C | \$1,320,000 | \$1,020,000 | \$300,000 | | 300,000 - State DCEO; 1,020,000 - NCIF |
| | | N | Various | | | Pavement Preservation | C,E | \$100,000 | \$100,000 | | | 100,000 - NCIF |
| N-23-16 | | N | Savannah Green Subd. Road & Alley Repair | | | Rehabilitation of Road and Alley Pavements in Savannah Green Subdivision. | C | \$1,500,000 | \$1,500,000 | | | 1,500,000 - NARPA (Normal American Rescue Plan Act) |
| | | N | Kerrick Road | 1,200' East of Main | Constitution Trail | Reconstruction of Road and Traffic Signal | C,E | \$1,200,000 | \$1,200,000 | | | 1,200,000 - NCIF |
| N-23-17 | | N | Fort Jesse Rd. | Greenbriar/Land mark | | Traffic Signal and Intersection Improvements at Fort Jesse-Greenbriar & Fort Jesse-Landmark Intersections | C | \$500,000 | \$500,000 | | | 500,000 - NARPA (Normal American Rescue Plan Act) |
| | | N | College Ave. | West of Blair | Veterans | Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement, Intersection Improvements at College & Landmark and various other intersections. | C,E | \$5,500,000 | \$5,500,000 | | | Funding source TBD |
| N-24-071 | | N | City-wide | | | Electric Vehicle Charging Infrastructure - Installation of EV charging infrastructure | C,E | \$4,300,000 | | | \$4,300,000 | Funding source TBD |
| N-22-071 | | N | Hovey Ave. | Kingsley | Cottage | Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement | C,E | \$4,000,000 | | \$4,000,000 | | Funding source TBD |
| N-22-081 | | 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-24-10 | | N | Fort Jesse Rd. | UPRR | Blair | Sidewalk Improvements - South Side | C,E | \$150,000 | \$150,000 | | | Funding source TBD |
| N-24-11 | | 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 | | | | | | |
| BP2023-1 | | S | I-55 Various | I-55 over White Oak Rd & NS RR 3.8 mi SW of US 51; I-55 Bus Loop Over NS Rail Corp 0.5 mi E of US 51 | | Bridge Painting | | \$2,000,000 | | \$400,000 | \$1,600,000 | NHPP-STATE / NHPP-STATE MATCH |
| Y089 | | S | US 150 (Morrissey Ave) | Oakland Ave | Veterans Parkway in Bloomington | Designed Overlay / ADA Improvements | | \$2,600,000 | | \$520,000 | \$2,080,000 | 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 |
| | | | | Over Sugar Creek 0.5 mi E of I-55 | | Bridge Deck Overlay | | \$750,000 | | \$150,000 | \$600,000 | |

| | | | | | | | | | | | | |
|------|--|---|--------------------------------------|------------------|--------------------|---------------|--|-------------|--|-----------|-------------|--------------------------------|
| C089 | | S | Old US 51, FAS 1476, SBI 2, FAU 6380 | 2.5 mi S of I-74 | 1 mi S of Heyworth | SMART Overlay | | \$3,000,000 | | \$600,000 | \$2,400,000 | STP-URB 5-200K-S / State Match |
|------|--|---|--------------------------------------|------------------|--------------------|---------------|--|-------------|--|-----------|-------------|--------------------------------|

| | | Total | Local | State | Federal |
|---|-------------|---------------------|---------------------|--------------------|---------------------|
| Unconstrained Preliminary Total | 2024 | \$79,250,550 | \$22,038,550 | \$6,942,000 | \$50,270,000 |
| Fiscally Constrained Cost | | \$30,800,550 | \$15,888,550 | \$2,942,000 | \$11,970,000 |
| % of Total by Jurisdiction | | | 52% | 10% | 39% |
| Projects with Federal Funds | | \$13,212,000 | \$0 | \$2,642,000 | \$10,570,000 |
| % of Total by Jurisdiction | | | 0% | 20% | 80% |
| Illustrative Projects Estimated Cost | | \$48,450,000 | \$6,150,000 | \$4,000,000 | \$38,300,000 |
| % of Total by Jurisdiction | | | 13% | 8% | 79% |

| Project No. | Section | Jurisdiction | Project Location | Termini | | Description | Phase | Total Project Cost | Funding Source | | | Funding Detail |
|-------------|-------------------|--------------|--------------------------------|--------------------------------|-----|---|-------|--------------------|----------------|-------|---------|---|
| | | | | Beginning (or cross street) | End | | | | Local | State | Federal | |
| 2025 | | | | | | | | | | | | |
| | | | | | | City of Bloomington | | | | | | |
| B-25-01 | 50-13-53002-25-00 | B | City wide | | | Sidewalk and Ramp Improvements | C | \$1,210,000 | \$1,210,000 | \$0 | \$0 | 1,150,000 - 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 | \$650,000 | \$650,000 | \$0 | \$0 | 650,000 - 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 | 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 | | | | | | |

| | | | | | | | | | | | | |
|---------|--|---|--|------------------------------------|-----------|---|-------|-------------|-------------|-------------|-------------|--|
| MC-11 | | C | PJ Keller Highway | Lake Bloomington | 2225 East | Resurfacing | C | \$1,750,000 | \$550,000 | | \$1,200,000 | 550,000 County Matching; 1,200,000 - STR |
| | | C | Route 66 Bike Trail | 1.5 miles south of Funk's Grove | McLean | Construction | D | \$3,000,000 | \$600,000 | | \$2,400,000 | 80% ITEP, 20% Route 66 Consortium |
| | | | | | | Town of Normal | | | | | | |
| | | N | Various | | | Resurfacing of various city streets | C | \$2,250,000 | \$2,250,000 | \$0 | \$0 | 1,000,000 - NMFT; 1,250,000 - NCIF |
| | | N | City wide | | | Sidewalk and Ramp Improvements | C | \$640,000 | \$640,000 | \$0 | \$0 | 500,000 - NCIF; 140,000 - 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 | 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-23-16 | | N | Savannah Green Subd. Road & Alley Repair | | | Rehabilitation of Road and Alley Pavements in Savannah Green Subdivision. | C | \$1,500,000 | \$1,500,000 | | | 1,500,000 - NARPA (Normal American Rescue Plan Act) |
| N-23-17 | | N | Fort Jesse Rd. | Greenbriar/Land mark | | Traffic Signal and Intersection Improvements at Fort Jesse-Greenbriar & Fort Jesse-Landmark Intersections | C | \$1,000,000 | \$1,000,000 | | | 1,000,000 - NARPA (Normal American Rescue Plan Act) |
| N-20-05 | | N | Franklin Ave Bridge | | | Replace exisitng structure | C, CE | \$2,050,000 | \$490,000 | \$1,560,000 | \$0 | 10,000 - NMFT; 480,000 - NSTWR; 1,560,000 - ISBP IL Special Bridge Program |
| N-25-06 | | 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 |
| N-25-07 | | N | College Ave. | Beech St. | | Intersection Improvements | C,E | \$575,000 | \$575,000 | | | Funding source TBD |
| N-25-08 | | N | Linden Ave. | Vernon Ave. | | Traffic Signal and Intersection Improvements | C,E | \$1,000,000 | | | \$1,000,000 | Funding source TBD |
| N-25-09 | | 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 |
| N-25-10 | | N | Fort Jesse Rd. | Landmark | | Traffic Signal and Intersection Improvements | C,E | \$1,000,000 | \$1,000,000 | | | Funding source TBD |
| N-25-11 | | N | Linden | Vernon | | Traffic Signal and Intersection Improvements | C,E | \$1,000,000 | \$1,000,000 | | | Funding source TBD |
| N-25-12 | | N | Shepard Road | Greenbriar | | Traffic Signal and Intersection Improvements | C,E | \$1,000,000 | \$1,000,000 | | | Funding source TBD |
| N-25-13 | | N | Parkway Plaza Dr. | Landmark | | Intersection Improvements | C,E | \$150,000 | \$150,000 | | | Funding source TBD |

| | | | | | | IDOT District 5 | | | | | | | |
|--------|--|---|---|---|----------------------------|--|--------------------------------------|--------------|--------------|--------------|--------------|----------------------------------|--|
| A163 | | S | I-74 | TR 90 (725 E RD) S of Carlock | I-55 N of Normal | Standard Overlay / Resurfacing (INT-3RD) | | \$12,000,000 | | \$1,200,000 | \$10,800,000 | NHPP-STATE / NHPP-STATE MATCH | |
| K030 | | S | US 51 | Over Pedestrian Walkway 1.9 mi S of I-55 in Normal | | Bridge Deck Overlay | | \$750,000 | | \$150,000 | \$600,000 | NHPP-STATE / NHPP-STATE MATCH | |
| | | S | US 51 BUS | Gregory St / Bowles St 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 | |
| J043-2 | | S | IL 9 / US 51 BUS / US 150 / IL 9 B / US 150 F | IL 9: W Mulberry St to 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 | \$68,912,235 | \$24,265,235 | \$7,657,000 | \$36,990,000 | |
| | | | | | | | Fiscally Constrained Cost | | \$61,787,235 | \$20,140,235 | \$7,657,000 | \$33,990,000 | |
| | | | | | | | % of Total by Jurisdiction | | | 29% | 11% | 49% | |
| | | | | | | | Projects with Federal Funds | | \$40,287,000 | \$1,040,000 | \$7,657,000 | \$31,590,000 | |
| | | | | | | | % of Total by Jurisdiction | | | 3% | 19% | 78% | |
| | | | | | | | Illustrative Projects Estimated Cost | | \$7,125,000 | \$4,125,000 | \$0 | \$3,000,000 | |
| | | | | | | | % of Total by Jurisdiction | | | 58% | 0% | 42% | |

| Project No. | Section | Jurisdiction | Project Location | Termini | | Description | Phase | Total Project Cost | Funding Source | | | Funding Detail |
|-------------|-------------------|--------------|------------------|--------------------------------|-----|---|-------|--------------------|----------------|-------|---------|---|
| | | | | Beginning (or cross street) | End | | | | Local | State | Federal | |
| 2026 | | | | | | | | | | | | |
| | | | | | | City of Bloomington | | | | | | |
| B-26-01 | 50-13-53002-26-00 | B | City wide | | | Sidewalk and Ramp Improvements | C | \$1,210,000 | \$1,210,000 | \$0 | \$0 | 1,150,000 - 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 | \$650,000 | \$650,000 | \$0 | \$0 | 650,000 - 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 150 Corridor | | | City Share of IDOT Improvements | C | \$500,000 | \$500,000 | \$0 | \$0 | 500,000 - BMFT |
| | | | | | | McLean County | | | | | | |
| MC-12 | | C | Arrowsmith Road | 1000 North | Route 9 | Resurfacing | C | \$1,500,000 | \$300,000 | | \$1,200,000 | 300,000 County Matching; 1200000 - STR |
| | | 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 |
| | | | | | | Town of Normal | | | | | | |
| | | N | Various | | | Resurfacing of various city streets | C | \$2,150,000 | \$2,150,000 | \$0 | \$0 | 800,000 - NMFT; 1,350,000 - NCIF |
| | | N | City wide | | | Sidewalk and Ramp Improvements | C | \$665,000 | \$665,000 | \$0 | \$0 | 525,000 - NCIF; 140,000 - CD |
| | | N | Traffic Signal Upgrading | | | Equipment & Structural Upgrades at Varous Locations | E | \$69,700 | \$69,700 | | | 69,700 - NCIP |
| | | N | Bridge Repair & Maint. | | | Maint. and Improvments at various structures | C | \$85,000 | \$85,000 | | | 85,000 - NCIP |
| N-22-06 | | N | Vernon St. Culvert | | | Replace Deck | C | \$2,930,000 | \$2,930,000 | | | 2,197,500 - NMFT; 732,500 - NSTWR |
| | | N | Various | | | Pavement Preservation | C,E | \$100,000 | \$100,000 | | | 100,000 - NCIF |
| N-26-08 | | N | College Ave. | White Oak Road | Cottage | Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement | C,E | \$7,000,000 | | | \$7,000,000 | Funding source TBD |
| N-26-09 | | N | College Ave. | Cottage | Kingsley | Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement | C,E | \$5,000,000 | | | \$5,000,000 | Funding source TBD |
| N-26-10 | | 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 |
| N-26-11 | | N | University Street | College | Beaufort | Reconstruction of University Street from College Avenue to Beaufort Street (approximately 2600 feet). Including Beaufort & University Intersection | C,E | \$7,500,000 | \$7,500,000 | | | Funding source TBD |
| | | | | | | IDOT District 5 | | | | | | |
| H683H6 84 | | S | I-55 | Under CH 29 0.5 mi N of Towanda & At Money Creek 1.5 mi NE of Towanda | | Bridge Deck Overlay | | \$3,500,000 | | \$350,000 | \$3,150,000 | NHPP-STATE / NHPP-STATE MATCH |
| A155 | | S | I-74 | 0.4 MI E of US 51 Bus S of Bloomington | CH 36 (700 N Rd) At Downs | Standard Overlay / Resurfacing (INT-3rd) | | \$13,000,000 | | \$1,300,000 | \$11,700,000 | 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 |

| | | | | | |
|--|---|-------------|---------------------|---------------------|--------------------|
| | | | | | |
| | | | Total | Local | State |
| | Unconstrained Preliminary Total | 2026 | \$64,624,700 | \$22,264,700 | \$2,562,000 |
| | Fiscally Constrained Cost | | \$37,369,700 | \$14,509,700 | \$2,562,000 |
| | % of Total by Jurisdiction | | | 112% | 20% |
| | Projects with Federal Funds | | \$14,060,000 | \$0 | \$1,862,000 |
| | % of Total by Jurisdiction | | | 0% | 0% |
| | Illustrative Projects Estimated Cost | | \$27,255,000 | \$7,755,000 | \$0 |
| | % of Total by Jurisdiction | | | 12% | 0% |

| Project No. | Section | Jurisdiction | Project Location | Termini | | Description | Phase | Total Project Cost | Funding Source | | | Funding Detail |
|-------------|-------------------|--------------|--------------------------|--------------------------------|-----------|---|-------|--------------------|----------------|-------|-------------|---|
| | | | | Beginning (or cross street) | End | | | | Local | State | Federal | |
| 2027 | | | | | | | | | | | | |
| | | | | | | City of Bloomington | | | | | | |
| B-27-01 | 50-13-53002-27-00 | B | City wide | | | Sidewalk and Ramp Improvements | C | \$1,210,000 | \$1,210,000 | \$0 | \$0 | 1,150,000 - LMFT & BCIF, 60,000 Priv Prop |
| B-27-00 | 50-01-53001-27-00 | B | City wide | | | General Resurfacing of Various City Streets | C | \$5,200,000 | \$5,200,000 | \$0 | \$0 | 5,200,000 - LMFT & BCIF |
| B-27-04 | 50-01-53183-27-01 | B | City wide | | | Pavement Preservation | C | \$650,000 | \$650,000 | \$0 | \$0 | 650,000 - LMFT & BCIF |
| B-27-06 | 27-00000-00-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 | | | | | | |
| MC-13 | | C | Lexington-Leroy Road | Route 150 - Leroy | Route 9 | Resurfacing | C | \$3,200,000 | \$640,000 | | \$2,560,000 | 640,000 County Matching; 2,560,000 - STR |
| | | C | Route 66 Bike Trail | 2.5 miles north of Towanda | Lexington | Construction (1st Section) | C | \$2,500,000 | \$500,000 | | \$2,000,000 | 80% ITEP, 20% Route 66 Consortium |
| | | | | | | Town of Normal | | | | | | |
| | | N | Various | | | Resurfacing of various city streets | C | \$2,500,000 | \$2,500,000 | \$0 | \$0 | 1,000,000 - NMFT; 1,500,000 - NCIF |
| | | N | City wide | | | Sidewalk and Ramp Improvements | C | \$690,000 | \$690,000 | \$0 | \$0 | 550,000 - NCIF; 140,000 - CD |
| | | N | Traffic Signal Upgrading | | | Equipment & Structural Upgrades at Varous Locations | E | \$71,000 | \$71,000 | | | 71,000 - NCIP |

| | | | | | | | | | | | | |
|------------|--|---|------------------------|---|-------------|--|-----|-------------|-----------|-------------|-------------|------------------------------------|
| | | N | Bridge Repair & Maint. | | | Maint. and Improvments at various structures | C | \$85,000 | \$85,000 | | | 85,000 - NCIP |
| | | N | Various | | | Pavement Preservation | C,E | \$100,000 | \$100,000 | | | 100,000 - NCIF |
| N-03-1828 | | N | Towanda Avenue | Raab Road | | Traffic signal installation w/turn lanes | C | \$414,200 | \$414,200 | | | 414,200- NMFT |
| N-03-1828 | | N | Towanda Avenue | Raab Road | | Traffic signal installation w/turn lanes | E | \$65,000 | \$65,000 | | | 65,000 - NMFT |
| | | | | | | IDOT District 5 | | | | | | |
| H679 | | S | I-55 | Under Towanda Ave 1.7 mi E of US 51 | | Bridge Replacement | | \$5,000,000 | | \$500,000 | \$4,500,000 | NHPP-STATE / NHPP-STATE MATCH |
| H682 | | S | I-74 | Under US 150 NW of Normal | | Bridge Deck Overlay | | \$2,000,000 | | \$200,000 | \$1,800,000 | NHPP-STATE / NHPP-STATE MATCH |
| H674H675H6 | | S | I-74 | Under CH 29, CH 30 & CH 36 E of US 51 | | Bridge New Deck | | \$7,300,000 | | \$730,000 | \$6,570,000 | NHPP-STATE / NHPP-STATE MATCH |
| 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 | STBG PGM-50K TO 200K / STATE MATCH |
| J043-4 | | S | US 150 F / IL 9 B | N Center St | Towanda Ave | Reconstruction / ADA Improvements / Curb & Gutter / Traffic Signal Replacement | | \$7,000,000 | | \$1,400,000 | \$5,600,000 | NHPP-STATE / NHPP-STATE MATCH |
| | | | | | | | | | | | | |

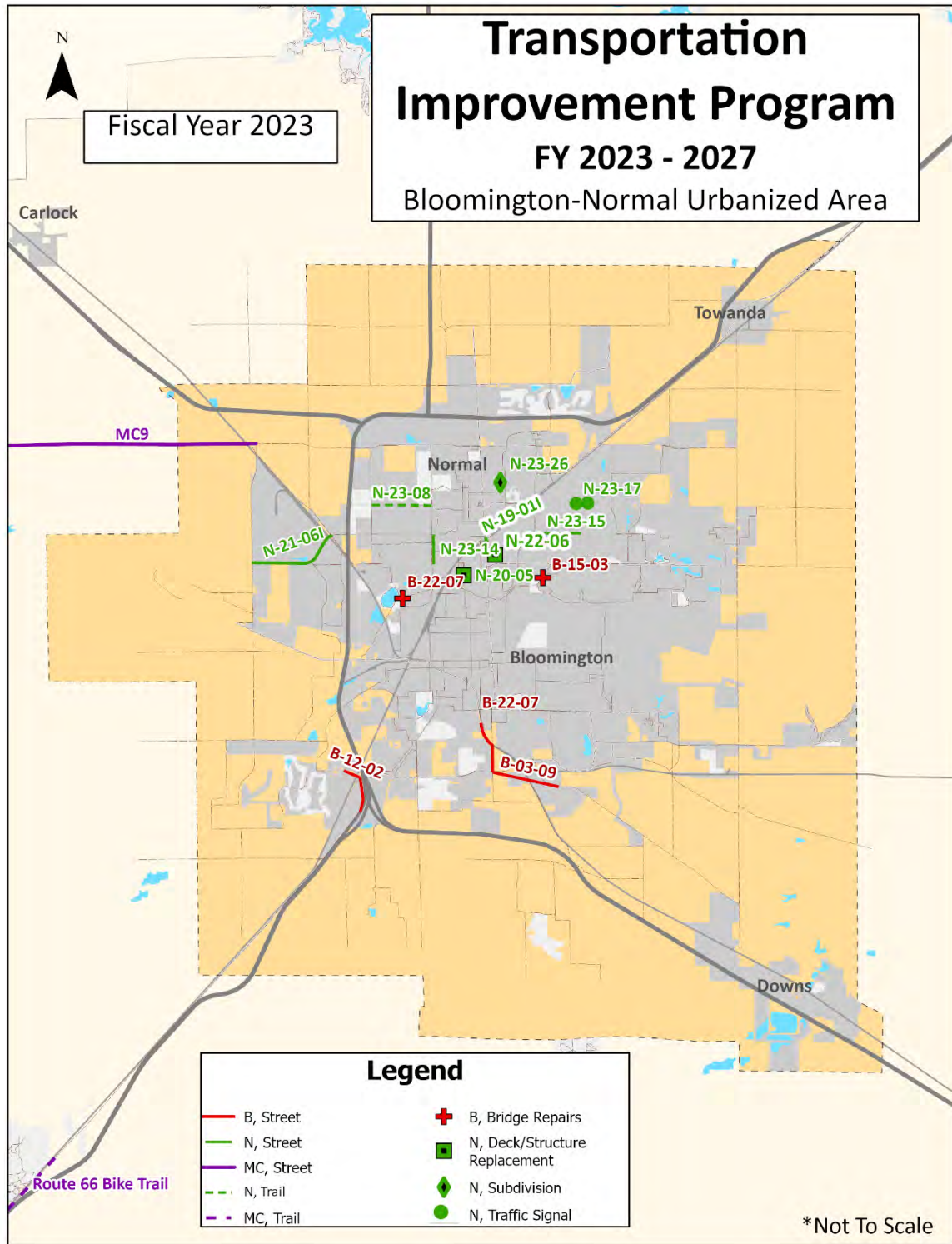
| | | Total | Local | State | Federal |
|---|-------------|---------------------|---------------------|--------------------|---------------------|
| Unconstrained Preliminary Total | 2027 | \$40,485,200 | \$13,625,200 | \$3,030,000 | \$23,830,000 |
| Fiscally Constrained Cost | | \$40,006,000 | \$13,146,000 | \$3,030,000 | \$23,830,000 |
| % of Total by Jurisdiction | | | 33% | 8% | 60% |
| Projects with Federal Funds | | \$25,500,000 | \$640,000 | \$3,030,000 | \$21,830,000 |
| % of Total by Jurisdiction | | | 3% | 12% | 86% |
| Illustrative Projects Estimated Cost | | \$479,200 | \$479,200 | \$0 | \$0 |
| % of Total by Jurisdiction | | | 100% | 0% | 0% |

Maps

| | |
|-------|---------------------|
| Map 1 | Projects in FY 2023 |
| Map 2 | Projects in FY 2024 |
| Map 3 | Projects in FY 2025 |
| Map 4 | Projects in FY 2026 |
| Map 5 | Projects in FY 2027 |
| Map 6 | State Projects |

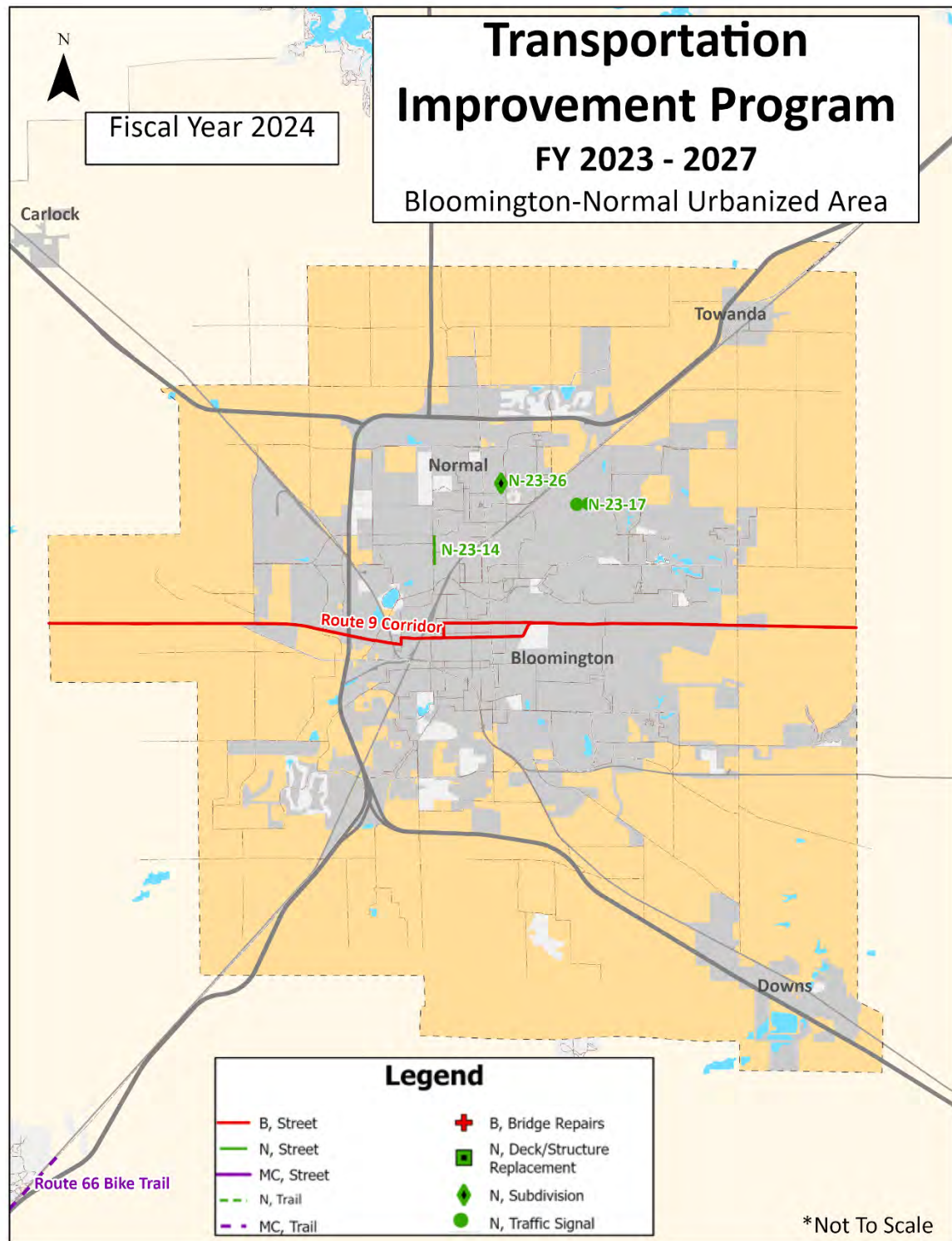
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Map 1
2023



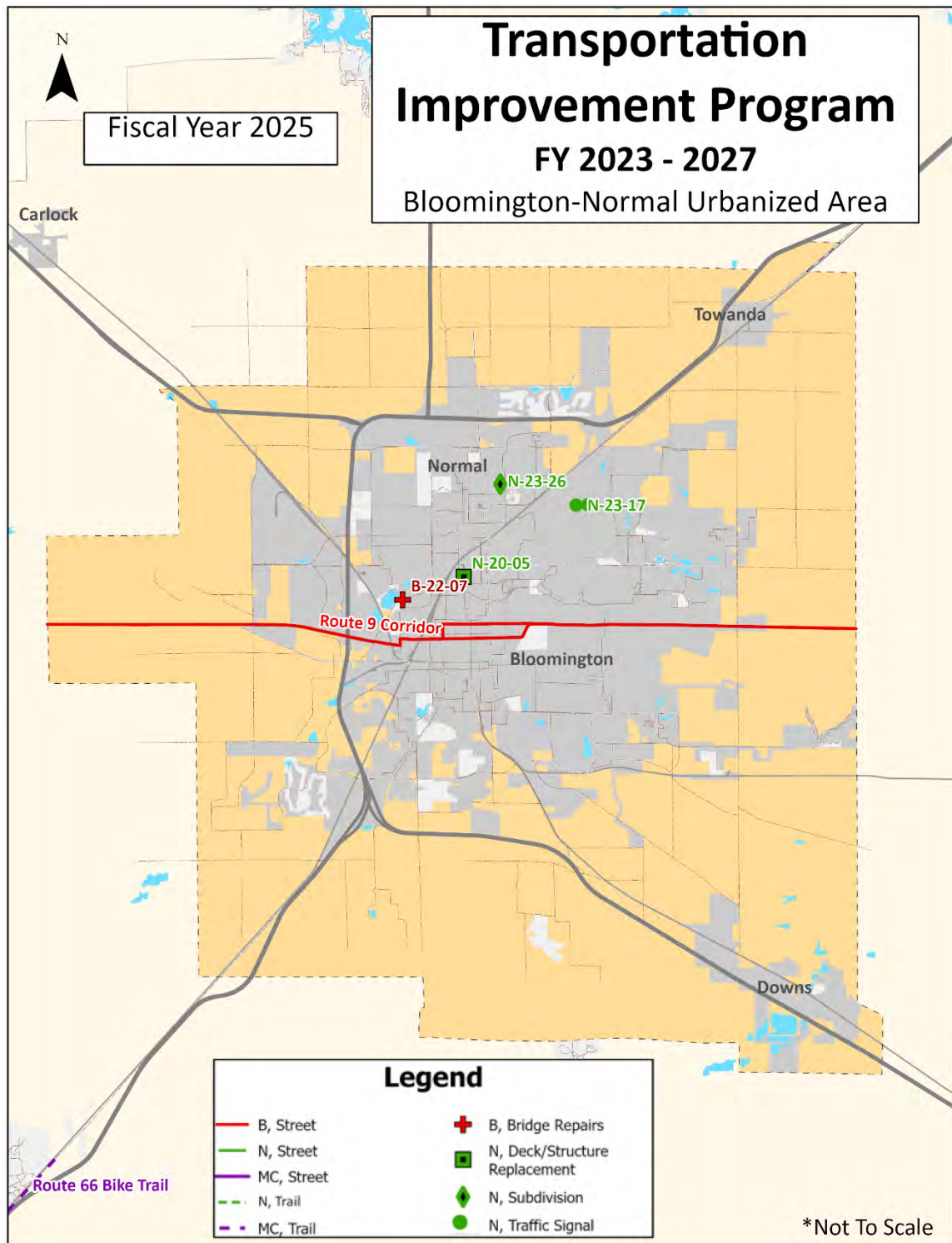
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Map 2
2024



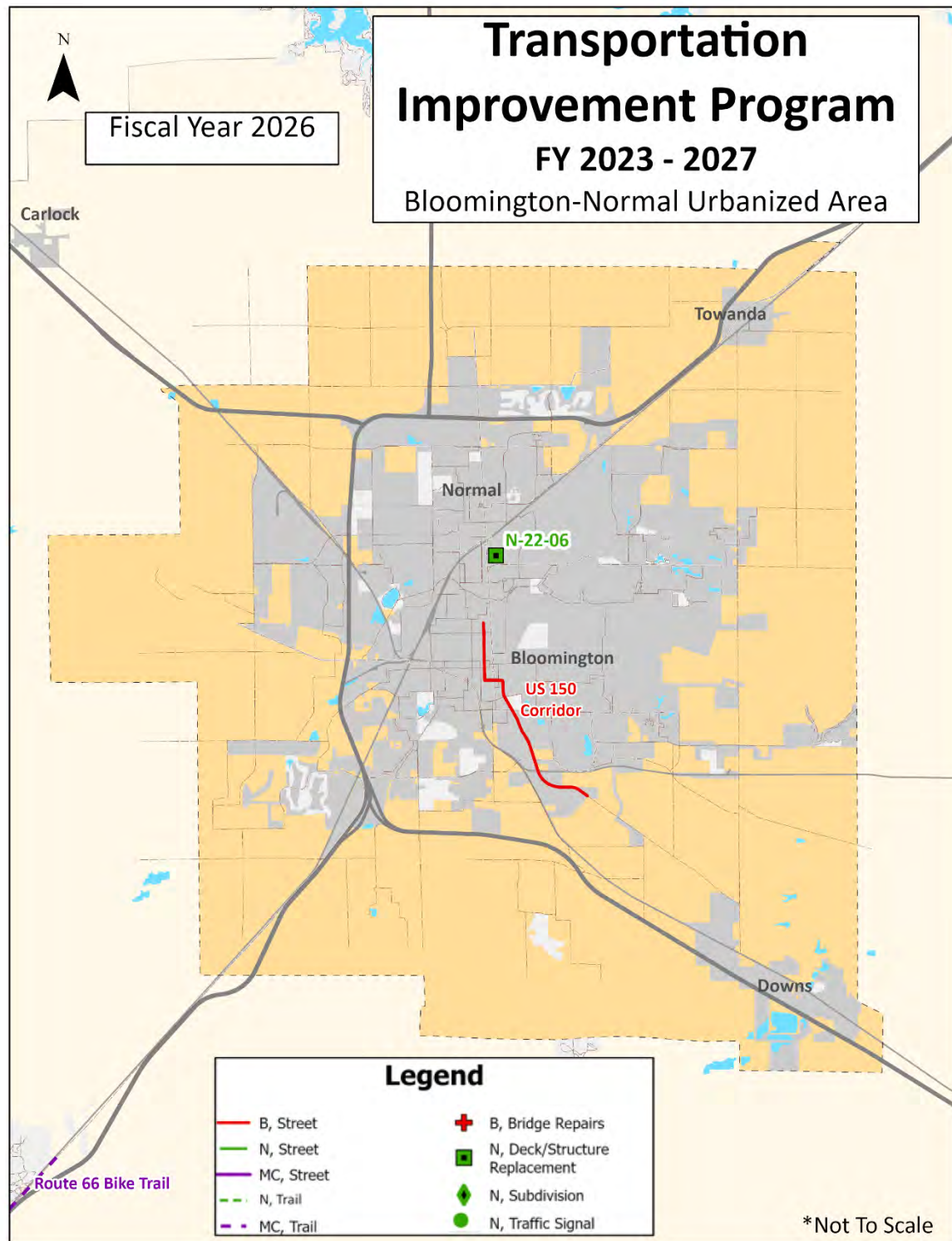
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Map 3
2025



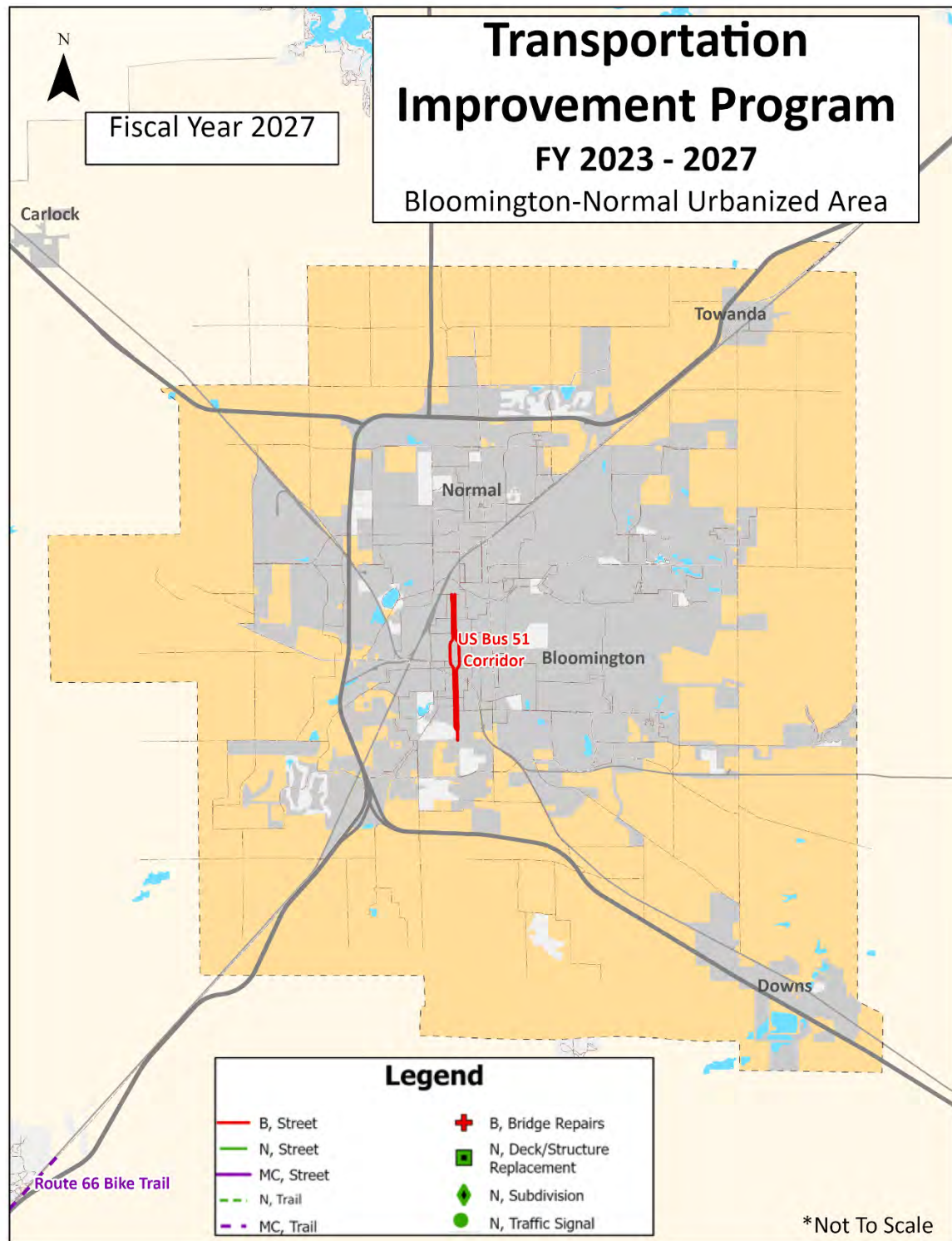
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Map 4
2026



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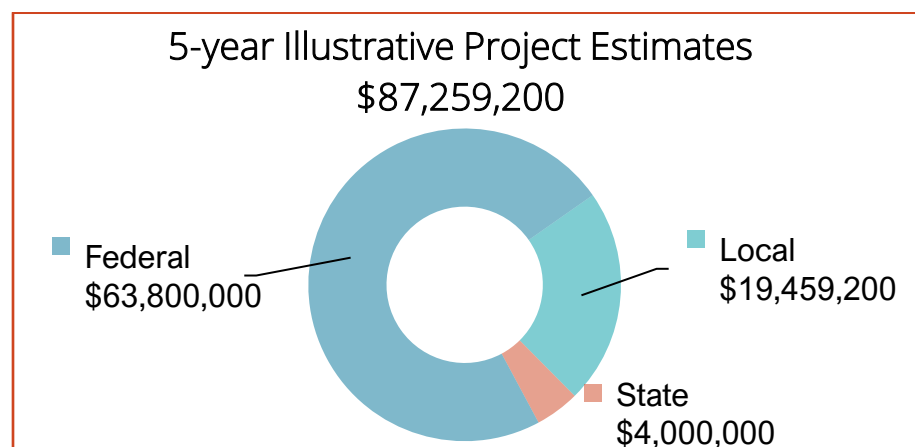
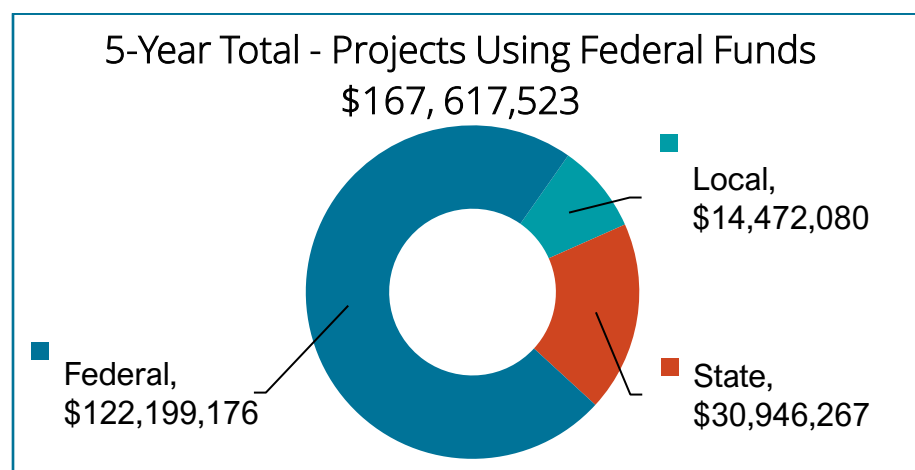
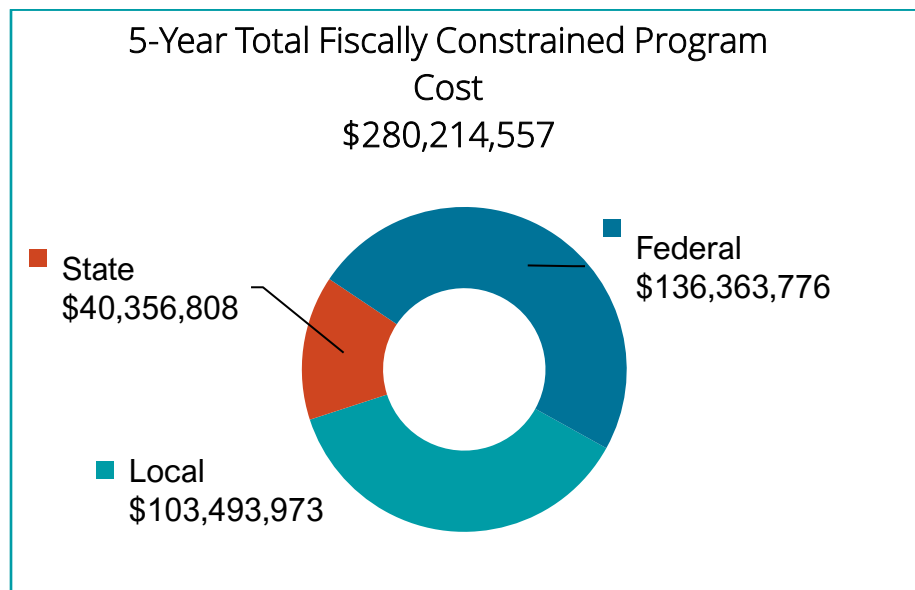
Map 5
2027



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Map 6
State Projects – All Years

Pending



TRANSPORTATION IMPROVEMENT PROGRAM FISCAL YEARS 2023- 2027

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 Bloomington-Normal 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.

In an early example of this cooperation, 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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TRANSPORTATION IMPROVEMENT PROGRAM
FY 2023 - 2027
TOTAL EXPENSES, REVENUES AND FUNDING

Federal Funding Projections

| FTA 5307 | | FY22 | FY23 | FY24 | FY25 | FY26 | FY27 |
|--------------------------------|--|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|----------------------------|
| Total Appropriation | | \$ 4,749,414 | \$ 4,749,414 | \$ 4,749,414 | \$ 4,749,414 | \$ 4,749,414 | \$ 4,749,414 |
| Total Funds Available | | \$ 4,749,414 | \$ 4,749,414 | \$ 4,749,414 | \$ 4,749,414 | \$ 4,749,414 | \$ 4,749,414 |
| Prior Year Carryover Operating | | \$ 23,348,539 | \$ 23,816,158 | \$ 24,065,848 | \$ 23,619,062 | \$ 22,501,226 | \$ 23,104,715 |
| Prior Year Carryover Capital | | | | | | | |
| Total Funds | | \$ 28,097,953 | \$ 28,565,572 | \$ 28,815,262 | \$ 28,368,476 | \$ 27,250,640 | \$ 27,854,129 |
| Uses | | Estimated FFY22 | Estimated FFY23 | Estimated FFY24 | Estimated FFY25 | Estimated FFY26 | Estimated FFY27 |
| Contract (Federal Dollars) | | \$ 4,281,795 | \$ 4,499,724 | \$ 5,196,200 | \$ 5,867,250 | \$ 4,145,925 | \$ 4,342,721 |
| Operating Capital | | \$ 3,600,000 | \$ 3,400,000 | \$ 3,570,000 | \$ 3,748,500 | \$ 3,935,925 | \$ 4,132,721 |
| | | \$ 681,795 | \$ 1,099,724 | \$ 1,626,200 | \$ 2,118,750 | \$ 210,000 | \$ 210,000 |
| Carryover | | Estimated | Estimated | Estimated | Estimated | Estimated | Estimated |
| Current FFY Carryover | | \$ 23,816,158 | \$ 24,065,848 | \$ 23,619,062 | \$ 22,501,226 | \$ 23,104,715 | \$ 23,511,408 |
| Prior FFY Carryover | | | | | | | |
| Total Remaining | | \$ 23,816,158 | \$ 24,065,848 | \$ 23,619,062 | \$ 22,501,226 | \$ 23,104,715 | \$ 23,511,408 |

CONNECT TRANSIT

| FY 2023 - 2027 | | | | |
|--|--|---------------------------|------------------|---------------|
| CAPITAL AND FUNDING PROJECTIONS - FY 2023 | | | | |
| PROJECT | DESCRIPTION | FUNDING SOURCE | | TOTAL COST |
| Administration Facility Repairs / Improvements | Various admin building repairs & improvements | FTA 5307 | \$ 70,000 | \$ 87,500 |
| | | Local | \$ 17,500 | |
| | | | | |
| Server Replacements | Replace 2 general servers | FTA 5307 CARES | \$ 22,974 | \$ 65,640 |
| | | IDOT Debt Service | \$ 42,666 | |
| | | | | |
| Service Vehicle - Maintenance Trucks | Replace 1 vehicle and expand by 1 vehicle | FTA 5307 | \$ 31,500 | \$ 90,000 |
| | | IDOT Debt Service | \$ 58,500 | |
| | | | | |
| Maintenance Rehab - In-Ground Lift Install | Fill two maintenance pits with in-ground lifts | IDOT Capital (Rebuild R2) | \$ 370,000 | \$ 370,000 |
| | | | | |
| | | | | |
| Mid-Life Overhaul - 2015/16 New Flyer Buses | Overhaul 12 diesel buses | FTA 5307 | \$ 399,000 | \$ 1,140,000 |
| | | IDOT Debt Service | \$ 741,000 | |
| | | | | |
| Administration Building Roof Replacement | | FTA 5307 | \$ 70,000 | \$ 232,500 |
| | | IDOT Debt Service | \$ 162,500 | |
| | | | | |
| Replacement Electric Buses | Eight (8) 40' Electric Proterra Buses E2 Max | FTA 5339 | \$ 5,382,560 | \$ 9,032,280 |
| | | IDOT Capital (Rebuild R1) | \$ 2,360,000 | |
| | | IDOT Capital (Rebuild R2) | \$ 1,289,720 | |
| Electric Bus Infrastructure | Eight (8) Dispensers & Installation | FTA 5339 | \$ 160,000 | \$ 300,000 |
| | | IDOT Capital (Rebuild R1) | \$ 40,000 | |
| | | IDOT Capital (Rebuild R2) | \$ 100,000 | |
| Short Range Transportation Plan | | FTA 5307 | \$ 200,000 | \$ 250,000 |
| | | Local | \$ 50,000 | |
| | | | | |
| Messaging Consultant | | FTA 5307 | \$ 120,000 | \$ 150,000 |
| | | Local | \$ 30,000 | |
| | | | | |
| Vehicle Access Control Systems | Replacement gate hardware and electronics | FTA 5307 | \$ 26,250 | \$ 75,000 |
| | | IDOT Debt Service | \$ 48,750 | |
| | | | | |
| ITS Consultants | Task order contracts for software replacement | FTA 5307 | \$ 160,000 | \$ 200,000 |
| | | Local | \$ 40,000 | |
| | | | | |
| Downtown Transit Center - NEPA / Land Acquisition / A&E / Construction | | FTA 5339 | \$ 8,000,000 | \$ 18,000,000 |
| | | IDOT Capital (Rebuild R1) | \$ 7,000,000 | |
| | | IDOT DCEO | \$ 3,000,000 | |
| Better Bus Stops - Design | 165 remiaining stops | FTA 5339 | \$ 201,418 | \$ 412,500 |
| | | IDOT Debt Service | \$ 211,082 | |
| | | | | |
| Better Bus Stops - Construction | FY22 Construction (approx 100 stops) | FTA 5339 | \$ 157,500 | \$ 450,000 |
| | | IDOT Debt Service | \$ 292,500 | |
| | | | | |
| | | FTA 5307 | \$ 1,076,750.00 | |
| | | FTA 5307 CARES | \$ 22,974.00 | |
| | | FTA 5339 | \$ 13,901,478.00 | |
| | | IDOT Capital (Rebuild R1) | \$ 9,400,000.00 | |
| | | IDOT Capital (Rebuild R2) | \$ 1,759,720.00 | |
| | | IDOT DCEO | \$ 3,000,000.00 | |
| | | IDOT Debt Service | \$ 1,556,998.00 | |
| | | Local | \$ 137,500.00 | |
| | | TOTAL | \$ 30,855,420.00 | |

CONNECT TRANSIT

| CAPITAL AND FUNDING PROJECTIONS - FY 2024 | | | | |
|---|--|---------------------------|-------------------------|--------------|
| PROJECT | DESCRIPTION | FUNDING SOURCE | | TOTAL COST |
| ITS Software | Various software systems replacements | FTA 5307 | \$ 525,000 | \$ 1,500,000 |
| | | IDOT Debt Service | \$ 975,000 | |
| | | | | |
| Micro Transit Rolling Stock | Five (5) vans | FTA 5307 | \$ 262,500 | \$ 750,000 |
| | | IDOT Debt Service | \$ 487,500 | |
| | | | | |
| Uptown Passenger Amenity Upgrades | | FTA 5307 | \$ 52,500 | \$ 150,000 |
| | | IDOT Debt Service | \$ 97,500 | |
| | | | | |
| Better Bus Stops - Construction | Approx 165 stops | FTA 5339 | \$ 68,950 | \$ 742,500 |
| | | IDOT Capital (Rebuild | \$ 447,050 | |
| | | IDOT Debt Service | \$ 226,500 | |
| Green Energy Consultant | | FTA 5307 | \$ 80,000 | \$ 100,000 |
| | | Local | \$ 20,000 | |
| | | | | |
| Facility LED Lighting Upgrades | Upgrade existing facilities to LED lighting | FTA 5307 | \$ 60,000 | \$ 75,000 |
| | | IDOT Debt Service | \$ 15,000 | |
| | | | | |
| Pedestrian and Cyclist Warning System | Retrofit existing fleets with pedestrian and cyclist warning systems | FTA 5307 | \$ 211,200 | \$ 264,000 |
| | | IDOT Debt Service | \$ 52,800 | |
| | | | | |
| Radio System Replacement | Complete radio system hardware replacement | FTA 5307 | \$ 175,000 | \$ 500,000 |
| | | IDOT Debt Service | \$ 325,000 | |
| | | | | |
| Single Mobile App for All Services | | FTA 5307 | \$ 60,000 | \$ 75,000 |
| | | Local | \$ 15,000 | |
| | | | | |
| Expansion Zero-Emission Buses | Expansion of Five (5) Zero-Emission Buses for Additional Service | FTA 5339 | \$ 4,741,948 | \$ 5,927,435 |
| | | IDOT Debt Service | \$ 1,185,487 | |
| | | | | |
| Electric Bus Infrastructure | Five (5) Dispensers & Installation | FTA 5339 | \$ 240,000 | \$ 300,000 |
| | | IDOT Debt Service | \$ 60,000 | |
| | | | | |
| Electric Bus Charger - Maintenance Facility | Install a single electric bus charger in maintenance garage | FTA 5307 | \$ 200,000 | \$ 250,000 |
| | | Local | \$ 50,000 | |
| | | | | |
| | | FTA 5307 | \$ 1,626,200.00 | |
| | | FTA 5307 CARES | \$ - | |
| | | FTA 5339 | \$ 5,050,898.00 | |
| | | IDOT Capital (Rebuild R1) | \$ 447,050.00 | |
| | | IDOT Capital (Rebuild R2) | \$ - | |
| | | IDOT DCEO | \$ - | |
| | | IDOT Debt Service | \$ 3,424,787.00 | |
| | | Local | \$ 85,000.00 | |
| | | TOTAL | \$ 10,633,935.00 | |

CONNECT TRANSIT

| CAPITAL AND FUNDING PROJECTIONS - FY 2025 | | | | |
|--|--|---------------------------|--------------|---------------|
| PROJECT | DESCRIPTION | FUNDING SOURCE | | TOTAL COST |
| Replacement Zero-Emission Buses | Five (5) 40' zero-emission buses | IDOT Capital (Rebuild R2) | \$ 5,927,435 | |
| | | | | |
| | | | | \$ 5,927,435 |
| Electric Bus Infrastructure | Five (5) Dispensers & Installation | IDOT Capital (Rebuild R2) | \$ 300,000 | |
| | | | | |
| | | | | \$ 300,000 |
| Micro Transit Rolling Stock | Five (5) vans | FTA 5307 | \$ 262,500 | |
| | | IDOT Debt Service | \$ 487,500 | |
| | | | | \$ 750,000 |
| Service Vehicle Replacement | Replace two (2) service vehicles | FTA 5307 | \$ 21,000 | |
| | | IDOT Debt Service | \$ 39,000 | |
| | | | | \$ 60,000 |
| Mid-Life Overhaul - 2018 New Flyer Buses | Overhaul ten (10) diesel buses | FTA 5307 | \$ 324,000 | |
| | | IDOT Debt Service | \$ 598,000 | |
| | | | | \$ 922,000 |
| Electric Infrastructure for Vehicle Charging | Chargers and infrastructure for two (2) CT chargers for cars & two (2) public chargers | FTA 5307 | \$ 26,250 | |
| | | IDOT Debt Service | \$ 48,750 | |
| | | | | \$ 75,000 |
| VR Driver Training Equipment | | FTA 5307 | \$ 70,000 | |
| | | IDOT Debt Service | \$ 130,000 | |
| | | | | \$ 200,000 |
| Overhead Charging - Downtown Transit Center | Installation of overhead charging and load balancing storage at Transit Center | FTA 5307 | \$ 1,050,000 | |
| | | IDOT Debt Service | \$ 1,950,000 | |
| | | | | \$ 3,000,000 |
| Automatic Wheel Chair Securement Retrofit | Nine (9) 2018 New Flyer Buses | FTA 5307 | \$ 35,000 | |
| | | IDOT Debt Service | \$ 65,000 | |
| | | | | \$ 100,000 |
| Zero Emission Connect Mobility Rolling Stock | Four (4) vehicles | FTA 5307 | \$ 210,000 | |
| | | IDOT Debt Service | \$ 390,000 | |
| | | | | \$ 600,000 |
| Dispatch Update | Furniture and emergency egress | FTA 5307 | \$ 120,000 | |
| | | Local | \$ 80,000 | |
| | | | | \$ 200,000 |
| | | FTA 5307 | \$ | 2,118,750.00 |
| | | FTA 5307 CARES | \$ | - |
| | | FTA 5339 | \$ | - |
| | | IDOT Capital (Rebuild R1) | \$ | - |
| | | IDOT Capital (Rebuild R2) | \$ | 6,227,435.00 |
| | | IDOT DCEO | \$ | - |
| | | IDOT Debt Service | \$ | 3,708,250.00 |
| | | Local | \$ | 80,000.00 |
| | | TOTAL | \$ | 12,134,435.00 |

CONNECT TRANSIT

| CAPITAL AND FUNDING PROJECTIONS - FY 2026 | | | | | | |
|--|--|-------------------|--|---------------------------|-----------------|--------------|
| PROJECT | | DESCRIPTION | | FUNDING SOURCE | | TOTAL COST |
| Micro Transit / Paratransit Storage Facility | | | | FTA 5339 | \$ 4,000,000 | \$ 8,000,000 |
| | | | | IDOT Debt Service | \$ 4,000,000 | |
| | | | | | | |
| Zero Emission Connect Mobility Rolling Stock | | Four (4) vehicles | | FTA 5307 | \$ 210,000 | \$ 600,000 |
| | | | | IDOT Debt Service | \$ 390,000 | |
| | | | | | | |
| | | | | | | \$ - |
| | | | | | | |
| | | | | | | |
| | | | | | | \$ - |
| | | | | | | |
| | | | | | | |
| | | | | FTA 5307 | \$ 210,000.00 | |
| | | | | FTA 5307 CARES | \$ - | |
| | | | | FTA 5339 | \$ 4,000,000.00 | |
| | | | | IDOT Capital (Rebuild R1) | \$ - | |
| | | | | IDOT Capital (Rebuild R2) | \$ - | |
| | | | | IDOT DCEO | \$ - | |
| | | | | IDOT Debt Service | \$ 4,390,000.00 | |
| | | | | Local | \$ - | |
| | | | | TOTAL | \$ 8,600,000.00 | |

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 | 15,764 |
| Ford | 486 | 13,155 |
| Iroquois | 1,117 | 27,437 |
| Livingston | 1,044 | 35,757 |
| Macon (rural only) | 581 | 25,109 |
| McLean (rural only) | 1,183 | 39,718 |
| Core Service Area Totals | 3,809 | 156,940 |

*updated to **2020** Census results for counties.

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 to form the rural HSTP Region 6, for which SHOW BUS is the sole public rural provider. SHOW BUS also provides service in Logan and Mason counties, creating a nine-county service area that extends from the Indiana state line in Kankakee County to the Illinois River at Havana, spanning 170 miles and crossing nearly three-quarters of Central Illinois. The SHOW BUS service area includes three of the four largest counties in Illinois by land area.

COVID-19 Impacts

SHOW BUS has continued to be adversely affected by the pandemic, both in terms of ridership access and in program changes to accommodate COVID restrictions. Significant limitations in vehicle capacities were imposed by the requirements for social distancing. Until the Centers for Disease Control (CDC) guidance for mask use was reinforced by the legal mandate, compliance by riders was limited, although SHOW BUS made masks available for all riders. The intensive vehicle cleaning protocols instituted required that they be carried out by a single employee who was trained in the use of the toxic materials needed. However, SHOW BUS adapted to COVID by launching new

services, including the delivery of meals for COVID-bound recipients; this program variation ended in February 2022. SHOW BUS continues to widen services as partner agencies open and reestablish their rural transportation needs, and as the general public increases transit use.

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 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) and the East Central Illinois Area Agency on Aging (ECIAAA). 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 have come from the Illinois Department of Transportation (Section 5311 of the Federal Transit Act, as amended, and the Downstate Operating Assistance Program), 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 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 FY2022

GRANTEE: McLean County

| COUNTY | SU | MON | TUE | WED | THUR | FRI | SAT | ANNUAL PASSENGER TRIPS | ANNUAL VEHICLE MILES | NUMBER VEHICLE |
|------------------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|------------------------|----------------------|----------------|
| <i>Example</i> | | | | | | | | | | |
| <i>Hartford County</i> | <i>7a - 4p</i> | <i>6a - 7p</i> | <i>6a - 7p</i> | <i>6a - 7p</i> | <i>6a - 7p</i> | <i>6a - 7p</i> | <i>6a - 11p</i> | 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 | |
| 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 | 41 peak |

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, Life

Center for Independent Living (LIFE-CIL), Homes of Hope, Marcfirst, Faith in Action, McLean County Regional Planning Commission and the East Central Illinois Area Agency on Aging (ECIAAA). 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 Committee 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).

Vehicle Inventory

FY2022
APPLICATION

GRANTEE NAME: MCLEAN COUNTY

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

VEH. CONDITION CODEVEH. STATUS CODE

| 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 DATE | Useful Life (mileage/year) | FTA ELIGIBLE REPLACEMENT DATE | CURRENT MILEAGE | CURRENT VEH CONDITION | DATE OF LAST DOT INSPECTION | VEHICLE STATUS | Disposition Amount | Method Used to Determine Fair Mkt Val | Use of Disposition Proceeds | Date of DOT Notice to FTA | |
|--|------------------|------------------|----------|--|----------------|-----------------|----------------------|-----------------|---------------------|---------------|-----------------------|---------------------|---------------------|--|-------------------------------|---|----------------------------------|-------------------------------------|--------------------|---------------------------------|-----------------------------------|-------------------|-----------------------|---|-----------------------------------|---------------------------------|--|
| Paratransit Vehicles: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1FDXE40F39H81379 | McLean | McLean | SHOW BUS | Meadows | 15 | 1998 | Ford | MD | 14 | 23 | CAP-88-816 | | \$ 53,197.00 | \$ 0 | 0% | 12/14/98 | 150,000 | 1998 | 217,006 | INOP | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| 1FDXE45F30H88038 | McLean | McLean | SHOW BUS | Wataska | 24 | 2003 | Ford | MD | 14 | 23 | CAP-93-856-CVP | IL-18-X018 | \$ 54,403.53 | \$ 43,523.63 | 80% | 02/14/04 | 150,000 | 2004 | 290,638 | INOP | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| 1FDXE45P9H81762 | McLean | McLean | SHOW BUS | Wataska | 27 | 2006 | Ford | MD | 14 | 23 | CAP-04-876-CVP | IL-18-X030 | \$ 58,435.00 | \$ 48,435.00 | 100% | 01/20/05 | 150,000 | 2005 | 239,857 | INOP | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| 1FDXE45F15H88633 | McLean | McLean | SHOW BUS | Meachos | 29 | 2012 | Ford | MD | 23 | 33 | CAP-04-876-CVP | IL-18-X021 | \$ 92,999.00 | \$ 58,435.00 | 100% | 11/04/12 | 150,000 | 2012 | 176,617 | INOP | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| 1FDXE3L98DA1350 | McLean | McLean | SHOW BUS | Meadows | 34 | 2008 | Ford | LD | 11 | 20 | CAP-07-899-CVP | IL-18-0023 | \$ 48,866.00 | \$ 48,866.00 | 100% | 05/20/08 | 150,000 | 2008 | 251,556 | INOP | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| 1FDXE3L98DA1351 | McLean | McLean | SHOW BUS | Meadows | 35 | 2008 | Ford | LD | 11 | 20 | CAP-07-899-CVP | IL-18-0023 | \$ 48,866.00 | \$ 48,866.00 | 100% | 05/20/08 | 150,000 | 2008 | 271,285 | INOP | 01/02/20 | O | | | | | |
| 1FDXE45H88X3037 | McLean | McLean | SHOW BUS | Meachos | 36 | 2008 | Ford | MD | 14 | 23 | CAP-04-876-CVP | IL-18-X021 | \$ 92,999.00 | \$ 58,435.00 | 100% | 06/17/08 | 150,000 | 2008 | 204,752 | INOP | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| 1FDXE45P9X03628 | McLean | McLean | SHOW BUS | Chenosa | 37 | 2008 | Ford | MD | 14 | 23 | CAP-07-879-CVP | IL-18-0024 | \$ 58,551.00 | \$ 58,551.00 | 93% | 12/04/08 | 150,000 | 2008 | 203,585 | POOR | 09/14/20 | R | | | | | |
| 1FDXE45P10B03629 | McLean | McLean | SHOW BUS | Meadows | 38 | 2008 | Ford | MD | 14 | 23 | CAP-07-879-CVP | IL-18-0024 | \$ 62,733.00 | \$ 62,733.00 | 93% | 12/04/08 | 150,000 | 2008 | 173,826 | INOP | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| 1FDXE45F12H84577 | McLean | McLean | SHOW BUS | Meadows | 39 | 2002 | Ford | MD | 14 | 23 | | | \$ 58,435.00 | \$ 58,435.00 | 100% | 12/26/09 | 150,000 | 2009 | 255,388 | INOP | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| 1FDXE45P9H81351 | McLean | McLean | SHOW BUS | Chenosa | 40 | 2005 | Ford | MD | 14 | 23 | | | \$ 58,435.00 | \$ 58,435.00 | 100% | 12/26/09 | 150,000 | 2009 | 240,801 | INOP | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| 1FDXE45F32H84060 | McLean | McLean | SHOW BUS | Chenosa | 41 | 2002 | Ford | MD | 14 | 23 | | | \$ 58,435.00 | \$ 58,435.00 | 100% | 12/26/09 | 150,000 | 2009 | 241,936 | INOP | 01/08/19 | O | | | | | |
| 1FDXE3L9X0D41095 | McLean | McLean | SHOW BUS | Meadows | 43 | 2009 | Ford | LD | 11 | 20 | CAP-04-879-CVP | IL-18-0025 | \$ 50,944.00 | \$ 50,944.00 | 100% | 10/30/09 | 150,000 | 2009 | 271,622 | INOP | 01/08/19 | O | | | | | |
| 1GBE5V16H9140247 | McLean | McLean | SHOW BUS | Wataska | 45 | 2008 | Chevrolet | SMD | 22 | 29 | | | \$ 92,999.00 | \$ 92,999.00 | 100% | 12/03/09 | 150,000 | 2009 | 193,371 | POOR | 08/01/20 | A | | | | | |
| 1FDG5F57C6C5312 | McLean | McLean | SHOW BUS | Chenosa | 53 | 2012 | Ford | SMD | 28 | 33 | CAP-12-999-FED | | \$ 97,999.00 | \$ 97,999.00 | 100% | 10/15/12 | 200,000 | 2012 | 159,214 | FAIR | 09/06/20 | A | | | | | |
| 1FDG5F57C6C5316 | McLean | McLean | SHOW BUS | Clinton | 60 | 2012 | Ford | SMD | 28 | 33 | CAP-12-999-FED | IL-18-X027 | \$ 97,999.00 | \$ 97,999.00 | 100% | 10/15/12 | 200,000 | 2012 | 222,464 | FAIR | 11/18/20 | A | | | | | |
| 1FDG5F57C6C5323 | McLean | McLean | SHOW BUS | Wataska | 61 | 2012 | Ford | SMD | 28 | 33 | CAP-12-999-FED | IL-18-X061-01 | \$ 97,999.00 | \$ 97,999.00 | 100% | 10/15/12 | 200,000 | 2012 | 159,441 | FAIR | SHOP | O | | | | | |
| 1FDEE4L3E0A85118 | McLean | McLean | SHOW BUS | Wataska | 62 | 2014 | Ford | MD | 14 | 23 | CAP-13-1022-CVP | IL-18-X030 | \$ 54,435.00 | \$ 54,435.00 | 100% | 06/19/14 | 150,000 | 2014 | 137,158 | FAIR | SHOP | O | | | | | |
| 1FDEE4L3E0A8285 | McLean | McLean | SHOW BUS | Chenosa | 63 | 2014 | Ford | MD | 14 | 23 | CAP-13-1022-CVP | IL-18-X030 | \$ 54,435.00 | \$ 54,435.00 | 100% | 06/19/14 | 150,000 | 2014 | 166,787 | FAIR | 10/06/20 | A | | | | | |
| 1FDAF5G7TE0B7849 | McLean | McLean | SHOW BUS | Wataska | 64 | 2013 | Ford | SMD | 26 | 33 | CAP-13-1020 | IL-18-X028 | \$ 88,967.00 | \$ 88,967.00 | 100% | 06/25/14 | 200,000 | 2014 | 87,737 | GOOD | 12/30/20 | A | | | | | |
| 1FDAF5G7TE0B8349 | McLean | McLean | SHOW BUS | Wataska | 65 | 2013 | Ford | SMD | 26 | 33 | CAP-13-1020 | IL-18-X029 | \$ 88,967.00 | \$ 88,967.00 | 100% | 06/25/14 | 200,000 | 2014 | 136,646 | GOOD | 12/30/20 | A | | | | | |
| 1FDG4F3E3A03069 | Advocate BroMenn | Advocate BroMenn | SHOW BUS | Chenosa | 66 | 2014 | Ford | MD | 14 | 23 | CAP-13-1021-CVP | IL-18-X031 | \$ 56,113.00 | \$ 56,113.00 | 100% | 06/10/14 | 150,000 | 2014 | 182,113 | FAIR | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| 1FDXE4F3YH887070 | Advocate BroMenn | Advocate BroMenn | SHOW BUS | Meadows | 67 | 2000 | Ford | MD | 14 | 23 | CAP-00-685-FED | IL-18-0024 | \$ 58,435.00 | \$ 58,435.00 | 100% | 09/10/14 | 150,000 | 2014 | 160,266 | FAIR | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| 1FDFE4F3AGD0C4200 | Advocate BroMenn | Advocate BroMenn | SHOW BUS | Chenosa | 68 | 2016 | Ford | MD | 14 | 23 | CAP-13-1021-CVP | IL-18-X006 | | | | 07/24/15 | 150,000 | 2015 | 165,943 | FAIR | 09/20/20 | A | | | | | |
| 1FDXE4F3AGD3978 | McLean | McLean | SHOW BUS | Chenosa | 69 | 2016 | Ford | MD | 14 | 23 | CAP-15-1085-CVP | IL-34-0009 | \$ 56,755.00 | \$ 56,755.00 | 100% | 03/24/16 | 150,000 | 2016 | 164,800 | FAIR | 12/03/20 | A | | | | | |
| ARRA Vehicles: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1GBE5V19A9F409053 | McLean | McLean | SHOW BUS | Chenosa | 47 | 2009 | Chevrolet | SMD | 22 | 29 | CAP-04-879-FED | IL-86-X001 | \$ 92,915.00 | \$ 92,915.00 | 100.00% | 12/10/09 | 07/30/47 | 2009 | 171,510 | FAIR | 09/01/20 | A | | | | | |
| 1FDXE45P9H84597 | McLean | McLean | SHOW BUS | Chenosa | 49 | 2009 | Ford | MD | 14 | 29 | CAP-04-879-FED | IL-86-X001 | \$ 64,904.00 | \$ 64,904.00 | 100.00% | 04/01/10 | 09/07/10 | 2010 | 213,764 | FAIR | 01/08/19 | O | | | | | |
| 5309 Vehicles: All Vehicles Funded with Federal Sec. 5309 funds and awarded under State of Illinois grant contracts. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1FDXE45F10A08970 | McLean | McLean | SHOW BUS | Chenosa | 42 | 2009 | Ford | MD | 14 | 23 | CAP-04-879-CVP | IL-03-0225 | \$ 64,904.00 | \$ 51,923.00 | 80.00% | 09/25/09 | 09/07/10 | 2010 | 185,580 | INOP | 07/06/17 | D | 350.00 | MTWT | over grant exp | | |
| DISPOSED VEH: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VIN | TITLE HOLDER | OWNER | OPERATOR | Vehicle Location (stored when not in use) | BUS FLEET # | CHASSIS YEAR | CHASSIS MANUFACT. | 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 DATE | Life (mileage/year) | FTA ELIGIBLE REPLACEMENT DATE | CURRENT MILEAGE | CURRENT VEHICLE CONDITION | DATE OF DISPOSITION | VEHICLE STATUS | Disposition Amount | Method Used to Determine Fair Mkt Val | Use of Disposition Proceeds | Date of DOT Notice to FTA | |
| 1FTJ3429P9H000000 | McLean | McLean | SHOW BUS | Chenosa | 19 | 1994 | Ford | RR | 10 | 20 | CAP-90-482-LLD | | \$ 35,397.00 | \$ 0.00 | 0% | 12/01/94 | 120,111 | 1994 | 96,165 | SOLD | 06/16/05 | SOLD | \$ 1,000.00 | IDOT transfer | Over above Gr | | |
| 4CND45E22P10A0428 | Meadows/SHOW BUS | SHOW BUS | | | 11 | 1993 | MST | HD | 12 | 13 | CAP-92-401 FED | IL-16-0016 | \$ 65,152.00 | \$ 52,122.00 | 80.00 | 05/93 | MST Spec. Settlem | 1993 | N/A | 02/28/05 | SOLD | 02/28/05 | SOLD | \$ 1,500.00 | Advertising | Over above Gr | |
| 1FDLE4F2VH832790 | Meadows/SHOW BUS | SHOW BUS | | | 14 | 1997 | Ford | MD | 14 | 23 | IL-87-559 FED | IL-16-0021 | \$ 52,857.00 | \$ 42,126.00 | 80.00 | 07/87 | Mileage | 1997 | 185,200 | 02/28/05 | SOLD | 02/28/05 | SOLD | \$ 1,500.00 | Advertising | Over above Gr | |
| 1FDWE3L52E852792 | McLean County | McLean County | SHOW BUS | | 21 | 2003 | Dodge | RR | 11 | 20 | CAP-02-791-CVP | IL-03-0225 | \$ 44,353.00 | \$ 35,482.00 | 80.00 | 12/02 | Wrecked | 2002 | 01/18/07 | SOLD | 01/18/07 | SOLD | \$ 23,000.00 | Insurance Set | Bus 42 12,981 Tools 10,010 | | |
| 28BK83124T184688 | Meadows/SHOW BUS | SHOW BUS | | | 4 | 1996 | Dodge | RR | 10 | 20 | CAP-95-635 | IL-16-0015 | \$ 33,233.00 | \$ 26,586.00 | 80.00 | 10/17/96 | Years | 1996 | 106,645 | 12/08/11 | SOLD | 12/08/11 | SOLD | \$ 225.00 | MTWT | | |

Exhibit J (5311)OP-6E & OP-6G (DOAP)

revised 1/29/17

FY2022
APPLICATION

GRANTEE NAME: MCLEAN COUNTY

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

VEH. CONDITION CODE
EXCELLENT
GOOD
FAIR
POOR
INOPERABLE

VEH. STATUS CODE
ACTIVE
RESERVE
OUT OF SERVICE
REPLACED
DISPOSED

Use of IDOT Notice to FTA
A
RV
O
RPL
D

| VIN | TITLE HOLDER OWNER | OPERATOR | Vehicle Location (stored when not in use) | BUS FLEET # | CHASSIS YEAR | CHASSIS MANUF. | Vehicle Type | Seating Capacity | VEH LENGTH | STATE GRANT NUMBER | (FAIN) FED GRANT NUMBER | ACQUISITION COST | Dollars OF FEDERAL PARTICIPATION | % of Federal Participation | DATE IN SERVICE/ PURCHASE | Useful Life (mileage/years) | FTA ELIGIBLE REPLACE DATE | CURRENT MILEAGE | CURRENT VEH CONDITION | DATE OF LAST IDOT INSPECTION | VEHICLE STATUS | Disposition Amount | Method Used to Determine Fair Mkt Valu | Use of Disposition Proceeds | Date of IDOT Notice to FTA |
|---|-----------------------|----------|--|-------------------|-----------------|-------------------------|-----------------|---------------------|---------------|-----------------------|-------------------------------|---------------------|--|-------------------------------|---------------------------------|-----------------------------------|-------------------------------------|--------------------|---------------------------------|------------------------------------|-------------------|-----------------------|--|-----------------------------------|----------------------------------|
| Paratransit Vehicles: | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1FDAF5GT3GEA29680 | McLean | SHOW BUS | Watseka | 70 | 2016 | Ford | SMD | 26 | 29 | CAP-15-1085-CVP | IL-34-0005 | \$ 91,451.00 | \$ 91,451.00 | 100.00% | 04/05/16 | 200,000 | 2016 | 91,209 | GOOD | 09/03/20 | A | | | | |
| 1FDAF5GT3GEA29691 | McLean | SHOW BUS | Watseka | 71 | 2016 | Ford | SMD | 26 | 29 | CAP-15-1085-CVP | IL-34-0005 | \$ 91,451.00 | \$ 91,451.00 | 100.00% | 04/05/16 | 200,000 | 2016 | 91,462 | GOOD | 09/11/20 | A | | | | |
| 1FDAF5GT3GEA29692 | McLean | SHOW BUS | Watseka | 72 | 2016 | Ford | SMD | 26 | 29 | CAP-15-1085-CVP | IL-34-0005 | \$ 91,451.00 | \$ 91,451.00 | 100.00% | 04/05/16 | 200,000 | 2016 | 94,556 | GOOD | 09/14/20 | A | | | | |
| 1FDAF5GT3GEA29695 | McLean | SHOW BUS | Watseka | 73 | 2016 | Ford | SMD | 26 | 29 | CAP-15-1085-CVP | IL-34-0005 | \$ 91,451.00 | \$ 91,451.00 | 100.00% | 04/05/16 | 200,000 | 2016 | 91,657 | GOOD | 09/08/20 | A | | | | |
| 1FDAF5GT3GEA29700 | McLean | SHOW BUS | Watseka | 74 | 2016 | Ford | SMD | 26 | 29 | CAP-15-1085-CVP | IL-34-0005 | \$ 91,451.00 | \$ 91,451.00 | 100.00% | 04/05/16 | 200,000 | 2016 | 84,425 | GOOD | 09/28/20 | A | | | | |
| 1FDAF5GT3GEA29213 | McLean | SHOW BUS | Watseka | 75 | 2016 | Ford | SMD | 26 | 29 | CAP-14-1080-CVP | | \$ 92,000.00 | | | 06/22/16 | 200,000 | 2016 | 97,687 | GOOD | 12/23/20 | A | | | | |
| 1FDAF5GT3GEA29215 | McLean | SHOW BUS | Watseka | 76 | 2016 | Ford | SMD | 26 | 29 | CAP-14-1080-CVP | | \$ 92,000.00 | | | 06/22/16 | 200,000 | 2016 | 85,984 | GOOD | 12/15/20 | A | | | | |
| 1FDAF5GT3GEA29216 | McLean | SHOW BUS | Watseka | 77 | 2016 | Ford | SMD | 26 | 29 | CAP-14-1080-CVP | | \$ 92,000.00 | | | 06/22/16 | 200,000 | 2016 | 91,249 | GOOD | 12/16/20 | A | | | | |
| 1FDAF5GT3GEA29217 | McLean | SHOW BUS | Watseka | 78 | 2016 | Ford | SMD | 26 | 29 | CAP-14-1080-CVP | | \$ 92,000.00 | | | 06/22/16 | 200,000 | 2016 | 78,966 | GOOD | 12/20/20 | A | | | | |
| 1FDAF5GT3GEA29226 | McLean | SHOW BUS | Watseka | 79 | 2016 | Ford | SMD | 26 | 29 | CAP-14-1080-CVP | | \$ 92,000.00 | | | 06/22/16 | 200,000 | 2016 | 73,944 | GOOD | 12/11/20 | A | | | | |
| 1FDAF5GT3GEA29227 | McLean | SHOW BUS | Chenoo | 80 | 2016 | Ford | SMD | 26 | 29 | CAP-14-1080-CVP | | \$ 92,000.00 | | | 06/22/16 | 200,000 | 2016 | 102,155 | GOOD | 01/08/21 | A | | | | |
| 1FDAF5GT3GEA29234 | McLean | SHOW BUS | Chenoo | 81 | 2016 | Ford | SMD | 26 | 29 | CAP-14-1080-CVP | | \$ 92,000.00 | | | 06/22/16 | 200,000 | 2016 | 95,545 | GOOD | 12/29/20 | A | | | | |
| 1FDAF5GT3GEA29235 | McLean | SHOW BUS | Chenoo | 82 | 2016 | Ford | SMD | 26 | 29 | CAP-14-1080-CVP | | \$ 92,000.00 | | | 06/22/16 | 200,000 | 2016 | 100,257 | GOOD | 12/04/20 | A | | | | |
| 1FDAF5GT3GEA29218 | McLean | SHOW BUS | Chenoo | 84 | 2016 | Ford | SMD | 26 | 29 | CAP-14-1080-CVP | | \$92,000.00 | | | 07/27/16 | 200,000 | 2016 | 96,728 | GOOD | 01/08/21 | A | | | | |
| 2C7WDGCG8GR364475 | McLean | SHOW BUS | Watseka | 85 | 2016 | Ford | MV | 6 | 17 | CAP-14-1080-CVP | | \$40,000.00 | | | 08/23/16 | 120,000 | 2016 | 39,495 | EXCELLENT | 12/03/20 | A | | | | |
| 2C7WDGCG8GR364482 | McLean | SHOW BUS | Watseka | 86 | 2016 | Ford | MV | 6 | 17 | CAP-14-1080-CVP | | \$40,000.00 | | | 08/23/16 | 120,000 | 2016 | 28,740 | EXCELLENT | 08/10/20 | A | | | | |
| 1FDXE40FXHA86482 | McLean | SHOW BUS | Decatur | 87 | 1999 | Ford | MD | 14 | 23 | CAP-98-637-FED | IL-16-X023 | \$ 58,376.00 | \$ 46,701.00 | 80.00% | 10/10/16 | 150,000 | 2016 | 127,573 | FAIR | 10/06/20 | A | | | | |
| 1FDXE40FXHJDC36477 | McLean | SHOW BUS | Chenoo | 88 | 2018 | Ford | MD | 14 | 23 | Pending | Pending | \$ 60,158.00 | Pending | Pending | 09/28/18 | 150,000 | 2018 | 68,757 | EXCELLENT | 09/01/20 | A | | | | |
| 1FDXE4589D4A8391 | McLean | SHOW BUS | Chenoo | 89 | 2009 | Ford | MD | 14 | 23 | CAP-09-696-CVP | IL-16-X001 | \$ 57,140.00 | \$ 46,171.00 | 80.00% | 10/11/18 | 150,000 | 2018 | 105,033 | INOP | 01/08/19 | O | | | | |
| 1FDXE3SL19DA22345 | McLean | SHOW BUS | Chenoo | 90 | 2009 | Ford | LD | 12 | 20 | CAP-09-673-CVP | IL-16-X002 | \$ 50,944.00 | \$ 40,755.00 | 80.00% | 10/11/18 | 150,000 | 2018 | 115,481 | FAIR | 10/08/20 | A | | | | |
| 1FDXE3SL49DA80996 | McLean | SHOW BUS | Chenoo | 91 | 2009 | Ford | LD | 12 | 20 | CAP-09-673-CVP | IL-16-X024 | \$ 50,944.00 | \$ 40,755.00 | 80.00% | 10/11/18 | 150,000 | 2018 | 123,147 | FAIR | 11/18/20 | A | | | | |
| 1FDWE3SL05H33047 | McLean | SHOW BUS | Chenoo | 92 | 2005 | Ford | LD | 12 | 20 | CAP-04-876-CVP | IL-16-0029 | \$48,396.00 | \$ 38,716.80 | 80.00% | 11/18/19 | 150,000 | 2019 | 107,251 | FAIR | 08/03/20 | A | | | | |
| 1FDXE45FXH824357 | McLean | SHOW BUS | Chenoo | 93 | 2005 | Ford | MD | 14 | 23 | CAP-04-876-CVP | IL-16-0030 | \$58,435.29 | \$ 46,748.23 | 80.00% | | 150,000 | 2020 | 84,512 | INOP | pending rebuild | O | | | | |
| 1FDXE45FXH824353 | McLean | SHOW BUS | Chenoo | 94 | 2005 | Ford | MD | 14 | 23 | CAP-04-876-CVP | IL-16-0030 | \$58,435.00 | \$ 46,748.00 | 80.00% | | 150,000 | 2020 | 80,040 | INOP | pending rebuild | O | | | | |
| 1FDXE4FNMDC011109 | McLean | SHOW BUS | Chenoo | 95 | 2021 | Ford | MD | 14 | 23 | CVP-20-1103-CAP | IL-2019-017 | \$ 64,000.00 | Pending | | 10/15/20 | 150,000 | 2020 | 295 | EXCELLENT | 10/15/20 | A | | | | |
| 1FDXE4FN7MDC011118 | McLean | SHOW BUS | Chenoo | 96 | 2021 | Ford | MD | 14 | 23 | CVP-20-1103-CAP | IL-2019-017 | \$ 64,000.00 | Pending | | 10/15/20 | 150,000 | 2020 | 271 | EXCELLENT | 10/15/20 | A | | | | |
| 3309 Vehicles: | | | | | | | | | | | | | | | | | | | | | | | | | |
| All Vehicles Funded with Federal Sec. 5309 funds and awarded under State of Illinois grant contracts. | | | | | | | | | | | | | | | | | | | | | | | | | |
| DISPOSED VEH: VIN | TITLE HOLDER OWNER | OPERATOR | Vehicle Location (stored when not in use) | BUS FLEET # | CHASSIS YEAR | CHASSIS MANUFACTURER | VEHICLE TYPE | Seating Capacity | VEH LENGTH | STATE GRANT NUMBER | (FAIN) FED GRANT NUMBER | Acquisition COST | Dollars OF FEDERAL Participation | % of Federal Participation | DATE IN SERVICE/ PURCHASE | Life (mileage/years) | FTA ELIGIBLE REPLACEMENT DATE | CURRENT MILEAGE | CURRENT VEHICLE CONDITION | DATE OF DISPOSITION | VEHICLE STATUS | Disposition Amount | Method Used to Determine Fair Mkt Val | Use of Disposition Proceeds | Date of IDOT Notice to FTA |
| 2B7LB31Z9WK158253 | McLean County | SHOW BUS | | 16 | 1998 | Dodge | RR | 10 | 20 | CAP-98-616 | | \$ 36,417.00 | \$ - | 0% | 12/14/98 | Mileage | 1998 | 176,473 | | 12/9/2011 | SOLD | \$ 210.00 | MWTransit | Above Op | |
| 2B7LB31Z7YK168458 | McLean County | SHOW BUS | | 18 | 2000 | Dodge | RR | 10 | 20 | CAP-00-690-ILL | | \$ 37,694.00 | \$ - | 0% | 07/20/00 | Age | 2000 | 110,113 | | 12/09/11 | SOLD | \$ 210.00 | MWTransit | Above Op | |
| 1FDXE45FXH824353 | McLean County | SHOW BUS | | 22 | 2002 | Ford | MD | 14 | 23 | CAP-02-791-CVP | IL-03-0226 | \$ 52,561.00 | \$ 42,048.00 | 80% | 01/24/03 | Mileage | 2003 | 171,310 | | 12/09/11 | SOLD | Parted out 00 | MWTransit | | |
| 1FDXE45FXH824353 | McLean County | SHOW BUS | | 23 | 2002 | Ford | MD | 14 | 23 | CAP-01-743-CVP | IL-03-0213 | \$ 52,561.00 | \$ 42,048.00 | 80% | 01/24/03 | Mileage | 2003 | 171,935 | | 12/09/11 | SOLD | Parted out 00 | MWTransit | | |
| 1GBE9V1999F408285 | McLean County | SHOW BUS | | 46 | 2009 | Chevy | SMD | 22 | 29 | CAP-04-879-FED | IL-86-X001 | \$ 92,915.00 | \$ 92,915.00 | 100% | 12/10/09 | Wrecked | 2009 | | | 10/22/14 | SOLD | \$ 54,148.50 | MWTransit | Major Rep | |
| New Veh Res | | | | | | | | | | | | | | | | | | | | | | | | | |

EXHIBIT J (03/11/09) 4E & 0F-60 (DOAP)

Revised 1/20/17

FY2022
APPLICATION

GRANTEE NAME: MCLEAN COUNTY

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

VEH. CONDITION CODE
EXCELLENT
GOOD
FAIR
POOR
INOPERABLE

VEH. STATUS CODE
ACTIVE
RESERVE
OUT OF SERVICE
REPLACED
DISPOSED

Use of IDOT Notice to FTA
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| VIN | TITLE HOLDER OWNER | OPERATOR | Vehicle Location (stored when not in use) | BUS FLEET # | CHASSIS YEAR | CHASSIS MANUF. | Vehicle Type | Seating Capacity | VEH LENGTH | STATE GRANT NUMBER | (FAIN) FED GRANT NUMBER | ACQUISITION COST | Dollars OF FEDERAL PARTICIPATION | % of Federal Participation | DATE IN SERVICE/ PURCHASE | Useful Life (mileage/years) | FTA ELIGIBLE REPLACE DATE | CURRENT MILEAGE | CURRENT VEH CONDITION | DATE OF LAST IDOT INSPECTION | VEHICLE STATUS | Disposition Amount | Method Used to Determine Fair Mkt Valu | Use of Disposition Proceeds | Date of IDOT Notific to FTA |
|---|-----------------------|----------|--|-------------------|-----------------|-------------------------|-----------------|---------------------|---------------|-----------------------|-------------------------------|---------------------|--|-------------------------------|---------------------------------|-----------------------------------|-------------------------------------|--------------------|---------------------------------|------------------------------------|-------------------|-----------------------|--|-----------------------------------|-----------------------------------|
| Paratransit Vehicles: | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fixed Route Vehicles: | | | | | | | | | | | | | | | | | | | | | | | | | |
| ARRA Vehicles: | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3309 Vehicles: | | | | | | | | | | | | | | | | | | | | | | | | | |
| All Vehicles Funded with Federal Sec. 5309 funds and awarded under State of Illinois grant contracts. | | | | | | | | | | | | | | | | | | | | | | | | | |
| DISPOSED VEH: VIN | TITLE HOLDER OWNER | OPERATOR | Vehicle Location (stored when not in use) | BUS FLEET # | CHASSIS YEAR | CHASSIS MANUFACTURER | VEHICLE TYPE | Seating Capacity | VEH LENGTH | STATE GRANT NUMBER | (FAIN) FED GRANT NUMBER | Acquisition COST | Dollars OF FEDERAL Participation | % of Federal Participation | DATE IN SERVICE/ PURCHASE | Life (mileage/years) | FTA ELIGIBLE REPLACEMENT DATE | CURRENT MILEAGE | CURRENT VEHICLE CONDITION | DATE OF DISPOSITION | VEHICLE STATUS | Disposition Amount | Method Used to Determine Fair Mkt Valu | Use of Disposition Proceeds | Date of IDOT Notific to FTA |
| 1FDXE45FYHC01202 | McLean County | SHOW BUS | | 19 | 2000 | Ford | MD | 14 | 23 | CAP-00-690-ILL | | \$ 53,197.00 | \$ - | | 12/14/98 | Mileage | 1998 | 193,911 | | 9/13/2016 | SOLD | \$ 500.00 | MWTransit | Above Op | |
| 1FDXE45FYHC01227 | McLean County | SHOW BUS | | 20 | 2000 | Ford | MD | 14 | 23 | CAP-00-690-ILL | | \$ 54,698.00 | \$ - | | 11/03/00 | Mileage | 2000 | 286,287 | | 09/13/16 | SOLD | \$ 600.00 | MWTransit | Above Op | |
| 1FDWE3SL33H88076 | McLean County | SHOW BUS | | 25 | 2003 | Ford | LD | 14 | 20 | AP-03-856-CV | IL-18-X018 | \$ 45,619.83 | \$ 36,495.86 | 80% | 4/8/2004 | Mileage | 2004 | 209,448 | | 09/13/16 | SOLD | \$ 500.00 | MWTransit | Above Op | |
| | | | | | | | | | | | | | | | | | | | | | | | | | |

GRANTEE NAME: MCLEAN COUNTY

FTA, State, & Local Funded Transit

| (FAIN) | Total | | | | | |
|------------|----------|-------|-------|------|------|-----|
| End. Grant | Purchase | State | State | End. | End. | Lea |

Revised 1-9-17

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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, in recent years contracted with SHOW BUS to operate its program. This 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. With the acquisition of BroMenn by Carle Health in 2020, and the COVID-related suspension of the BroMenn Adult Day Services, this relationship was also suspended.

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. 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,

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.

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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

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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

Page 2 of 34

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

Unobligated Projects with anticipated Balances*

| Allotment | Progra | Section | Yr | Expenditure | Rtotal | MYPUnob | Unob Bal | Tip No |
|----------------|--------|----------------|----|----------------|-----------------|-----------------|------------------|----------|
| \$1,672,109.90 | 2022 | 20-00182-03-RS | 0 | \$1,800,000.00 | \$1,800,000.00 | \$2,471,453.21 | \$671,453.21 | MC-6 |
| \$1,672,109.90 | 2022 | 20-00271-00-PV | 0 | (\$234,472.54) | \$1,565,527.46 | \$2,471,453.21 | \$905,925.75 | N-21-06I |
| \$1,672,109.90 | 2022 | 16-00360-00-PV | 0 | \$5,920,000.00 | \$7,485,527.46 | \$2,471,453.21 | (\$5,014,074.25) | B-03-09 |
| \$1,672,109.90 | 2023 | 20-00271-00-PV | 1 | \$3,000,000.00 | \$10,485,527.46 | \$4,143,563.11 | (\$6,341,964.35) | N-21-06I |
| \$1,672,109.90 | 2024 | No Project | 2 | \$0.00 | \$10,485,527.46 | \$5,815,673.01 | (\$4,669,854.45) | |
| \$1,672,109.90 | 2025 | No Project | 3 | \$0.00 | \$10,485,527.46 | \$7,487,782.91 | (\$2,997,744.55) | |
| \$1,672,109.90 | 2026 | No Project | 4 | \$0.00 | \$10,485,527.46 | \$9,159,892.81 | (\$1,325,634.65) | |
| \$1,672,109.90 | 2027 | No Project | 5 | \$0.00 | \$10,485,527.46 | \$10,832,002.71 | \$346,475.25 | |

* 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.

WILL BE UPDATED FOR THE JUNE 17, 2022 Public Hearing

Past Projects

| Agency | Street | Year | STU Project Cost | Total Project Cost |
|-------------|--------------------|--------|------------------------|------------------------|
| Bloomington | Constitution Trail | 2001 | \$537,036.19 | \$671,295.32 |
| Bloomington | Hamilton Rd | 2004 | \$2,974,987.23 | \$5,721,047.41 |
| Bloomington | Hamilton Rd | 2010 | \$2,183,824.91 | \$2,982,449.97 |
| Bloomington | White Oak Rd | 2007 | \$599,090.03 | \$748,865.54 |
| Bloomington | Hamilton Rd | 2006 | \$2,374,275.24 | \$3,742,424.42 |
| Bloomington | W Washington St | 1996 | \$1,278,770.83 | \$1,598,737.18 |
| McLean | Towanda-Barnes Rd | 2015 | \$2,300,000.00 | \$7,132,158.39 |
| McLean | White Oak Rd | 2006 | \$1,426,484.32 | \$1,783,105.40 |
| Normal | Raab Rd | 2001 | \$800,000.00 | \$1,222,402.14 |
| Normal | Raab Rd | 2016 | \$1,188,000.00 | \$1,958,638.52 |
| Normal | Northtown Rd | 2004 | \$1,234,000.00 | \$2,143,890.99 |
| Normal | Northtown Rd | 2013 | \$3,223,458.88 | \$4,029,323.67 |
| Normal | Linden St | 1996 | \$151,818.40 | \$191,470.05 |
| Normal | Beech St | 1996 | \$970,855.16 | \$1,213,924.86 |
| Normal | Linden St | 1994 | \$181,246.03 | \$258,945.92 |
| | | Total: | \$21,423,847.22 | \$35,398,679.78 |

Authorized

| | | | | |
|-------------|-----------------|--------|-----------------------|-----------------------|
| Bloomington | Hamilton Rd | 2020 | \$446,414.35 | \$558,017.94 |
| Bloomington | Hamilton Rd | 2021 | \$3,600,000.00 | \$4,500,000.00 |
| McLean | Ropp Road | 2021 | \$1,160,000.00 | \$1,171,000.00 |
| Normal | W. College Ave. | 2021 | \$845,527.46 | \$1,056,909.33 |
| | | Total: | \$6,051,941.81 | \$7,285,927.27 |

Estimate

| | | | | |
|-------------|-------------|--------|-----------------------|-----------------------|
| Bloomington | Hamilton Rd | 2022 | \$5,920,000.00 | \$7,400,000.00 |
| McLean | Mabel Rd | 2022 | \$1,500,000.00 | \$2,500,000.00 |
| | | Total: | \$7,420,000.00 | \$9,900,000.00 |

Not Programmed

| | | | | |
|--------|---------------|--------|-----------------------|-----------------------|
| Normal | W College Ave | 2023 | \$3,000,000.00 | \$7,000,000.00 |
| | | Total: | \$3,000,000.00 | \$7,000,000.00 |

WILL BE UPDATED FOR THE JUNE 17, 2022 Public Hearing

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: October 31, 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 Approved: September 25, 2020

Title: Annual Listing of Federally Obligated Projects, Federal Fiscal Year 2021

Date Approved: September 24, 2021

Title: Annual Listing of Federally Obligated Projects, Federal Fiscal Year 2022

Date Anticipated: September 23, 2022

MPO Self-Certification – to be renewed June 24, 2022

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 7 through 10 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.

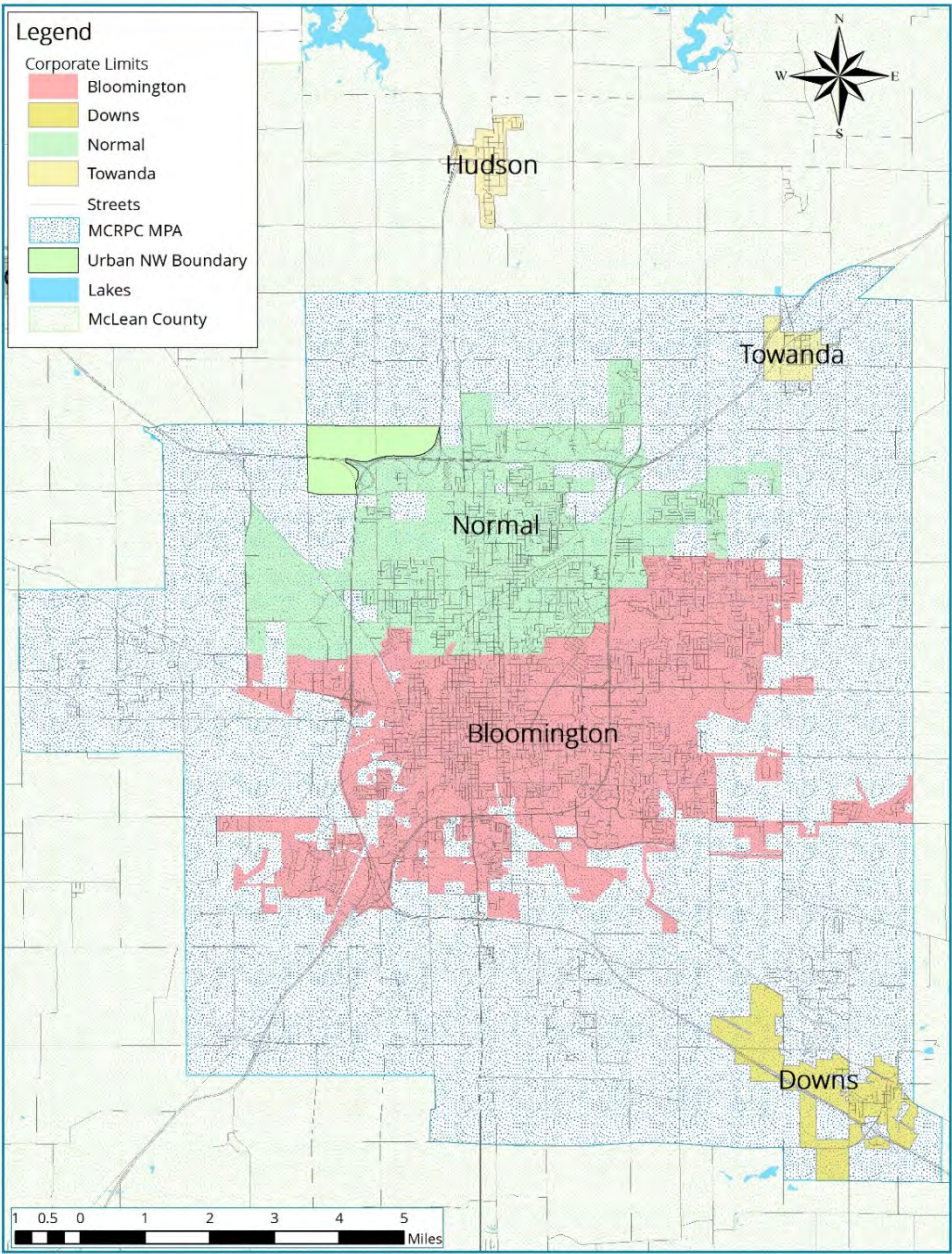
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APPENDIX 5

Metropolitan Planning Area (MPA) Boundary

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

APPENDIX 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 Improvement 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.

Metropolitan Long-Range Transportation Plan

The plan will be available to the general public for a 45-day review and comment period. At this time, written comments will be accepted. A public hearing will be held for the Metropolitan 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 Metropolitan 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 the FAST Act and the Bipartisan Infrastructure Law, 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 Metropolitan Long-Range Transportation Plan.

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

Components or objectives of the existing public involvement process followed by the McLean County Regional Planning Commission have been revised to incorporate elements required of a Participation Plan process by 23 CFR Part 450.316 pursuant to Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), (Public Law 109-59, August 10, 2005) 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 metropolitan long range transportation plan updates, transportation improvement programs, and where 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 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 Metropolitan 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 MCRPC website at mcplan.org, 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 Policy Committee meeting, at the discretion of the Chairperson.
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 long-range 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 support 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 Metropolitan 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 Metropolitan 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 (Connect Transit) and SHOW BUS programs 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

A public hearing regarding the draft FY 2023 – 2027 Transportation Improvement Plan was held on June 17, 2022 during a scheduled meeting of the Transportation Technical Committee.

No comments were provided to MCRPC staff by members of the public during 30-day review period, or during the public hearing held on June 17th. No requests were made to participate in the virtual meeting of the Technical Committee.

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APPENDIX 9

Appendix 9



Minutes McLEAN COUNTY REGIONAL PLANNING COMMISSION Transportation Technical Committee of the Metropolitan Planning Organization Government Center, Room 404 Bloomington, Illinois

Friday, June 17, 2022
10:30 a.m.

Hybrid Meeting, in-person and through GoToMeeting®

Committee Members Present (*Italics indicate representation by proxy*):

| | |
|---------------------|--|
| Raymond Lai | MCRPC, Executive Director, Technical Committee Chair |
| <i>Tim Gleason</i> | City of Bloomington, City Manager, proxy by Kevin Kothe |
| Kevin Kothe | City of Bloomington, Director of Public Works |
| Craig Shonkwiler | City of Bloomington, City Engineer |
| <i>Pam Reece</i> | Town of Normal, City Manager, proxy by Ryan Otto |
| Ryan Otto* | Town of Normal, Public Works & Engineering Director |
| <i>Cassy Taylor</i> | McLean County, County Administrator, proxy by Jerry Stokes |
| Jerry Stokes | McLean County Highway Department, County Engineer |
| Robert Nelson | IDOT District 5, Planning & Services Chief |
| Dan Magee | IDOT District 5, Federal Aid Coordinator |
| David Braun | Connect Transit, General Manager |

Committee Members Absent:

| | |
|------------|---|
| Carl Olson | Central Illinois Regional Airport, Executive Director |
|------------|---|

Others Present

| | | | |
|---------------|----------------------|-----------------|-------|
| Robert Innis | IDOT, OP&P (virtual) | Jennifer Sicks | MCRPC |
| Tom Caldwell | IDOT, OP&P (virtual) | Tania Barreto | MCRPC |
| James Kyte | FHWA (virtual) | Greg Huss | MCRPC |
| Eric Herbst | Town of Normal | Ana Mendoza | MCRPC |
| Glen Wetterow | City of Bloomington | Kathryn McShane | MCRPC |



1. Call to Order

Mr. Lai called the hybrid meeting to order at 10:32 a.m.

2. Attendance

A quorum was present as listed above.

3. Public Comment

Ms. Sicks advised that no request for public comment was received, no one has requested to be present to offer comment, and there is no one attending in person asking to offer comment.

4. Minutes

Mr. Shonkwiler moved for approval of the minutes of the May 20, 2022 meeting, and was seconded by Mr. Magee. The motion was unanimously approved.

Public Hearing for the FY 2023-2027 Transportation Improvement Program

Mr. Lai opened the public hearing at 10:34 a.m., and inquired if there was anyone present who wished to comment regarding the draft TIP. There were no members of the public present. Mr. Lai closed the public hearing at 10:37 a.m.

Items for Action

5. Approval of the FY 2023 – 2027 Transportation Improvement Program

Mr. Lai and Ms. Sicks advised the Committee regarding the content of the annual TIP update, containing both fiscally constrained and illustrative projects, and information regarding the programmed work by Connect Transit and SHOW BUS. The document also refers to the \$5310 non-profit agencies receiving funding for agency and community-based transportation. Ms. Sicks noted that as of this date, the IDOT program of projects for the TIP has not been released. When the State program is available, a revised version of the TIP will incorporate that information, and will be released as an amendment to the TIP. Without the State projects, the total program funding over the 5-term of the TIP will be \$163,884,557. Ms. Sicks also noted that the contents of some appendices to the TIP will be added when available.

Mr. Stokes moved for the recommendation for Policy Committee approval of the FY 2023 – 2027 Transportation Improvement Program, and was seconded by Mr. Braun. The motion was unanimously approved.

6. Approval of the FY 2023 Unified Work Program

Mr. Lai noted that the FY 2023 Unified Work Program includes the budget and project descriptions for the MCRPC FY 2023 work, advising that the budget is valid for the work elements for which funding is derived from the MCRPC MPO tasks covered in the 3-C agreement with IDOT. Other transportation projects are included to provide a complete view of the work program, including the Region 6 HSTP and the RAISE grant funding the Veterans Parkway Corridor Study, but are funding through other IDOT grants and not included in the budget totals in the UWP. Total funding for the MPO program is \$691,850.

Mr. Caldwell noted that the use of state funds in place of local contributions to match the federal funds.



This use of state funding as “local match” funding is at the state’s discretion. Mr. Lai noted that that the UWP will go before the McLean County Board, the Bloomington City Council and the Normal Town Council.

Mr. Nelson moved for the recommendation for Policy Committee approval of the FY 2023 – 2027 Unified Work Program and was seconded by Mr. Kothe. The motion was unanimously approved.

Items of Information or Discussion

7. That Which May Arise

- a. Mr. Lai noted that the MLRTP update is continuing. The Project Steering Committee meets monthly to review sections of the draft plan, and to learn about focus group discussions. Work continues to promote the public survey, which will close at the end of June. There have been public events at which staff have promoted the survey. Four of the five focus groups have met, and the final group, discussing Connected & Autonomous Vehicles and Intelligent Transportation Systems, will meet before the end of the month.
- b. Mr. Kyte advised that the MCRPC program review is scheduled for July 21st and 22nd. He also advised that the FHWA is generating a great deal of information and guidance regarding new programs and funding that may be of benefit to the MPO participants.
- c. Ms. Sicks advised that the fiscal year 2023 meeting of the transportation committees will retain their current schedule, with the Technical Committee meeting on the 3rd Friday of each month, followed by the Policy Committee meeting on the 4th Friday. Staff is working with County Administration to extend our use of Room 404 for these meetings. A list of meeting dates and adjusted to accommodate holidays will be sent to Committee members, proxies and interested parties.

8. Next Meeting

The Committee is next scheduled to meet at 10:30 am on Friday, July 18, 2022.

9. Adjournment

Mr. Stokes moved for adjournment, and was seconded by Mr. Magee. The motion carried unanimously, and the meeting adjourned at 11:05 a.m.

Jennifer A. Sicks
Senior Transportation Planner
McLean County Regional Planning Commission



Minutes

McLEAN COUNTY REGIONAL PLANNING COMMISSION

Transportation Policy Committee

Government Center, Room 404

115 East Washington Street

Bloomington, Illinois 61701

In-person & Virtual

Friday, June 24, 2022

11:30 a.m.

Attendance by Committee Members (In person - Italics indicate representation by proxy)

| | |
|------------------------|---|
| John Burrill | Chair, Transportation Policy Committee and McLean County Regional Planning Commission |
| Jim Soeldner* | Chair, McLean County Board Transportation Committee, proxy by Jerry Stokes |
| <i>Mboka Mwilambwe</i> | Mayor, City of Bloomington, proxy by Craig Shonkwiler |
| <i>Chris Koos</i> | Mayor, Town of Normal, proxy by Ryan Otto |
| Scott Neihart | IDOT District 5 |

Others Present

| | | | |
|----------------|---------------------|----------------|-------|
| Bob Innis | IDOT OP&P* | Ana Mendoza | MCRPC |
| Phil Allyn | City of Bloomington | Tania Barreto | MCRPC |
| Raymond Lai | MCRPC | Greg Huss | MCRPC |
| Jennifer Sicks | MCRPC | Katie McShane* | MCRPC |

[*virtual attendance](#)

1. Call to Order

Mr. Burrill called the meeting to order at 11:30 a.m.

2. Attendance

Attendance by Committee members and proxies was determined and is listed above. A quorum was present in person with proxies for Mayors Mwilambwe and Koos.

3. Public Comment

Ms. Sicks advised that no request for public comment was received, and no one is present to offer comment.

4. Minutes

Mr. Neihart offered a motion to approve the minutes of the May 27, 2022 meeting, and was seconded by Mr. Otto. The motion was unanimously approved.

Items for Action, as recommended for approval by the Technical Committee

5. Approval of the FY 2023 – 2027 Transportation Improvement Program

Mr. Lai advised to the content of the TIP, noting that it reflects programmed projects anticipated over the next five years. The Committee was advised that the State has not yet released its program of projects. When it becomes available, it will be incorporated into the TIP as amendment 1.

Mr. Stokes moved for approval of the FY 2023 – 2027 Transportation Improvement Program, and was seconded by Mr. Neihart. The motion was unanimously approved.

6. Approval of the FY 2023 Unified Work Program

Mr. Lai reviewed the content of the FY 2023 Unified Work Program (UWP), noting in particular the table and chart on page 18. Both illustrations apply only to work elements that are funded by the MCRPC agreement with IDOT for funding of the MPO activities. The UWP does contain task and cost information regarding transportation projects funded through other IDOT and Federal grant funds; these projects include the Region 6 HSTP administration, and the pending RAISE-funded Veterans Parkway corridor study.

Mr. Shonkwiler noted some formatting issues in the document, which will be corrected before the final version is sent to IDOT.

Mr. Shonkwiler moved for approval of the FFY 2023 Unified Work Program, and was seconded by Mr. Otto. The motion was unanimously approved.

Items of Information or Discussion

7. FY 2023 Policy Committee Meeting Schedule

Ms. Sicks advised that meetings of the Policy Committee will continue to be held on the fourth Friday of each month. Adjustments will be made to avoid the November and December holidays, and a final list of dates will be sent to Committee members and proxies.

8. That Which May Arise

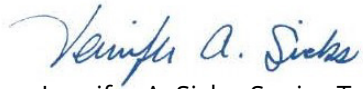
Mr. Lai provided an update on the Metropolitan Long-Range Transportation Plan 2050, noting that the number of responses to the public survey is approaching 700. The survey remains open until June 30th. Drafting of report chapters continues, review and analysis of the survey results received to date, and monthly meetings of the Project Steering Committee (PSC).

9. Next Meeting

The Committee is next scheduled to meet at 11:30 am on July 22, 2022.

10. Adjournment

Mr. Otto moved for adjournment and was seconded by Mr. Neihart. The motion passed unanimously. Mr. Burrill adjourned the meeting at 11:43 a.m.



Jennifer A. Sicks, Senior Transportation Planner,
McLean County Regional Planning Commission

APPENDIX 10

Certificates of Publication

Appendix 10

FIRST NOTICE - THE FOLLOWING WAS PUBLISHED ON MAY 25TH, 2022 .

*** Proof of Publication ***

THE PANTAGRAPH
PO Box 2907
Bloomington, IL 61702-2907
Ph: 309-829-9000

STATE OF ILLINOIS
COUNTY OF McLEAN } SS:
CITY OF BLOOMINGTON

McLean County Regional Planning Commission
Accounts Payable
115 E. Washington Street, Suite M103
Bloomington, IL 61701

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

Section: Legals
Category: 0991 Legal Inside
PUBLISHED ON: 05/25/2022

TOTAL AD COST: 322.32
FILED ON: 5/25/2022

By

Date

***** Proof of Publication *****

PUBLIC NOTICE
McLean County Regional Planning Commission Transportation Improvement Program FY 2022 - 2026 PUBLIC HEARING - June 17, 2021 10:30 a.m. Location/virtual meeting to be announced 2 weeks prior to the hearing. The McLean County Regional Planning Commission (MCRPC), in accord with the FAST Act, has prepared a draft Transportation Improvement Program for FY 2022 - 2026. The draft document is available for public review from May 24, 2021 to June 22, 2021, inclusive, at the MCRPC office in Government Center, 115 East Washington Street, Suite M103, Bloomington, Illinois, if open to the public, M-F from 8:30 a.m. to 4:30 p.m., and on the MCRPC web site at www.mcplan.org. Additions to the draft proposed during the public comment period will be posted on the MCRPC website and made available at the Commission office. In the course of the public review period and pursuant to the adopted MCRPC Public Participation Plan, MCRPC will hold a public hearing concerning the FY 2023 - 2027 Transportation Improvement Program (TIP), on June 17, 2022, with details to be announced by website notice no later than June 3, 2022. Final action by the MCRPC Transportation Policy Committee is scheduled for June 24, 2022. The Transportation Improvement Program is a five-year summary for urban area road, trail and pedestrian improvement projects and public transit projects and at minimum reflects all projects expected to utilize Federal transportation funding. It incorporates the Programs of Projects for public transit providers, including Connect Transit and SHOW BUS. If no changes to the Transportation Improvement Program are made pursuant to public comment during the public review period or the public hearing, the project and transit projects included in the draft document will constitute the Final Program of Projects. Agencies receiving Federal Transit Administration funds are required to comply with certain public participation requirements, including those specified with respect to Urbanized Area Formula Grants made pursuant to 49 USC 5307. For transit providers operating in the Bloomington - Normal Metropolitan Planning Area, and represented in the Transportation Improvement Program, the Regional Planning Commission process for public review, participation and comment on the Transportation Improvement Program serves as the public participation process regarding the program of projects for such providers. Individual providers may also conduct additional public hearings. These include but are not limited to Connect Transit and SHOW BUS. Comments on the draft should be submitted in writing to the MCRPC during the comment period, or at the public hearing. Comments on the Transportation Improvement Program will be considered for inclusion in the final TIP, as directed by the MCRPC Transportation Policy Committee following the public hearing.

***** Proof of Publication *****

For information on the public hearing. Please direct questions to Jennifer Sicks, Senior Transportation Planner, MCRPC, by mail, by telephone at 309-828-4331, or by email to jsicks@mcplan.org. 5/25, 131248

SECOND NOTICE

THE FOLLOWING WAS PUBLISHED ON JUNE 16TH.

***** Proof of Publication *****

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Bloomington, IL 61701

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Section: Legals

Category: 0991 Legal Inside

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Akilah Saunders
By

6.16.2022
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