

Federal
Transportation
Investment
in the
Bloomington-Normal Urbanized Area
and
McLean County, Illinois
from July 1, 2021 through June 30, 2022

Information in this Report
IS PROVIDED BY THE
Federal Highway Administration
AND THE
Federal Transit Administration
[Maps by the McLean County Regional Planning Commission]
October 31, 2022



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The Transportation Planning Process

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

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

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

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

engagement with the public for information and opportunities for public input. Monitoring may resume to further assess need. Currently there is no indication that further investigation is needed.

In McLean County during the state fiscal year 2022 the following transportation investments took place:
\$10,977,311.00 in Federal funds obligated;
\$13,553,807.98 designated as Advanced Construction;
\$575,783.00 in state funds;
\$1,739,296.00 in local funds;
\$95,679.09 in other funds, and;
\$30,007,008.09 total cost of obligated projects.

What are “project obligations”?

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

Do project obligations mean the work is underway?

Prior to work getting underway, the federal funds must be obligated. However, the obligation of funds does not necessarily mean that work will begin immediately.

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

What are project phases?

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

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

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

which follows a standardized program of steps to evaluate project alternatives, impacts and design issues.

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

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

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

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

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

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

Advance Construction Projects¹

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

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

Advance Construction (AC) is a cash flow tool (not additional funding) used by IDOT that allows the preservation of a project's federal eligibility and quickly starts the federal obligation limitation ceiling as additional ceiling becomes available.

Projects that are so managed (or ACed) are all eligible for federal reimbursement (after being converted) and are authorized by FHWA in the same manner as all federally funded projects. (Note – just as in regular federally funded projects, no work may begin before FHWA authorizes the AC action on a project.) When a project is ACed, IDOT essentially provides funds up front and does not seek federal reimbursement until a later date (after conversion). If a locally sponsored project is ACed, the project sponsor does not notice any difference from a regular federally funded project. Projects are ACed for a number of reasons:

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.

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

Ordinarily, the first two events tend to happen closer to the end of the federal fiscal year, which concludes each year on September 30th. Individual projects are ACed because of timing issues.

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

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

Road Fund Cash Flow. By law, all federal reimbursements to IDOT for spending are deposited into the Road Fund. If the available balance in the Road Fund fell to levels that would jeopardize its ability to pay all of IDOT's bills on time, it would be possible—provided there is sufficient unobligated ceiling and program apportionments—to convert one or more projects from AC status, thereby capturing all of the federal reimbursement associated with spending to date on that project/those projects and placing that money in the Road Fund in a very short time frame. The key to making this work is to have projects on AC status.

Subsequent Allocation of Discretionary Funds. As noted above, on rare occasions an allocation of funds from a discretionary program do not occur prior to the need to implement the project and the project is put on AC status by IDOT. In those cases, once the allocation has occurred, the project is converted to Current Funded status.

The project funding in the following list reflects Federal allocations during the period from July 1, 2021 through June 30, 2022. In some instances, as noted above, funds may have been applied to projects during portions of the state fiscal year immediately before or after the time period encompassing the Federal fiscal year. Project listings include references to the Transportation Improvement Program, where relevant. The location of each project is shown on project maps, with the exception of projects consisting of data management, or for which multiple unspecified locations are included.

In some instances, additional funding from state or local sources may be identified in the FY 2022 – 2026 TIP, or in prior years. Some projects may also carry over into the current FY 2023 – 2027 TIP, with revisions to funding identified. Further information may be obtained from the TIP documents and associated amendments posted at www.mcplan.org.

Transit Investment

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

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

IL-2022-002-00 | ARP Act Section 5307: Operating Assistance

Summary Points of Contact Application Control Totals Application Projects Related Actions

Active

In-Progress Initial Review / Concurrence Final Concurrence Obligation Executed

Recipient Details

Recipient ID

1181 

Recipient Name

BLOOMINGTON-NORMAL PUBLIC TRANSIT SYSTEM

Award Status Information

Award Number

IL-2022-002-00

Last Disbursement Date

Aug 17, 2022

Award Name

ARP Act Section 5307: Operating Assistance

Period of Performance Start Date

Dec 20, 2021

Award Status

Active (Executed)

Original Period of Performance End Date

Mar 30, 2028

Award Date

Dec 20, 2021

Current Period of Performance End Date

Mar 30, 2028

Executed Date

Jan 04, 2022

Period of Performance Revision Number

0

Executive Summary

Purpose: Connect Transit is applying for FY21 ARP Act Section 5307 for the operating assistance for Connect Transit FY22 - 25 in the amount of \$6,876,361 apportioned to Bloomington-Normal PTS per Section 5307 Apportionments (Table 2) attached to this application. The funding will be used for transit operations at up to 100% federal share. This funding will be used to continue to provide public transit in the City of Bloomington and Town of Normal.

Activities to be Performed: Anticipated short-term activities include COVID-19 emergency response services and wages for employees and other operating expenses. Subsequent activities will be focused on providing transit service that help the community recover from severe social and economic impacts of COVID-19. Additionally, we will use these funds for other operating expenses associated with providing the support needed to provide public transportation.

Expected Outcomes: Connect Transit expects to use ARP funding as operating assistance to allow us to continue to provide excellent service while also continuing our enhanced cleaning and disinfecting of buses.

Per ARP, the project in this application is not required to be programmed in the Long-Range Transportation Plan, Statewide Transportation Plan, or Statewide Transportation Improvement Program.

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

Application Details

Type of Financial Assistance

Grant

Frequency of Milestone Progress Report

Quarterly

Frequency of Financial Federal Reports

Quarterly

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

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

Requires E.O. 12372 Review?

No

State Application ID

N/A

Date Submitted for State Review

N/A

Pre-Award Authority

Yes, this application is using Pre-Award authority.

Does this application include suballocation funds?

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

Will this Grant be using Lapsing funds?

No

Will indirect costs be applied to this application?

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

Indirect Cost Description

N/A

Delinquent Federal Debt

No, my organization does not have delinquent federal debt.

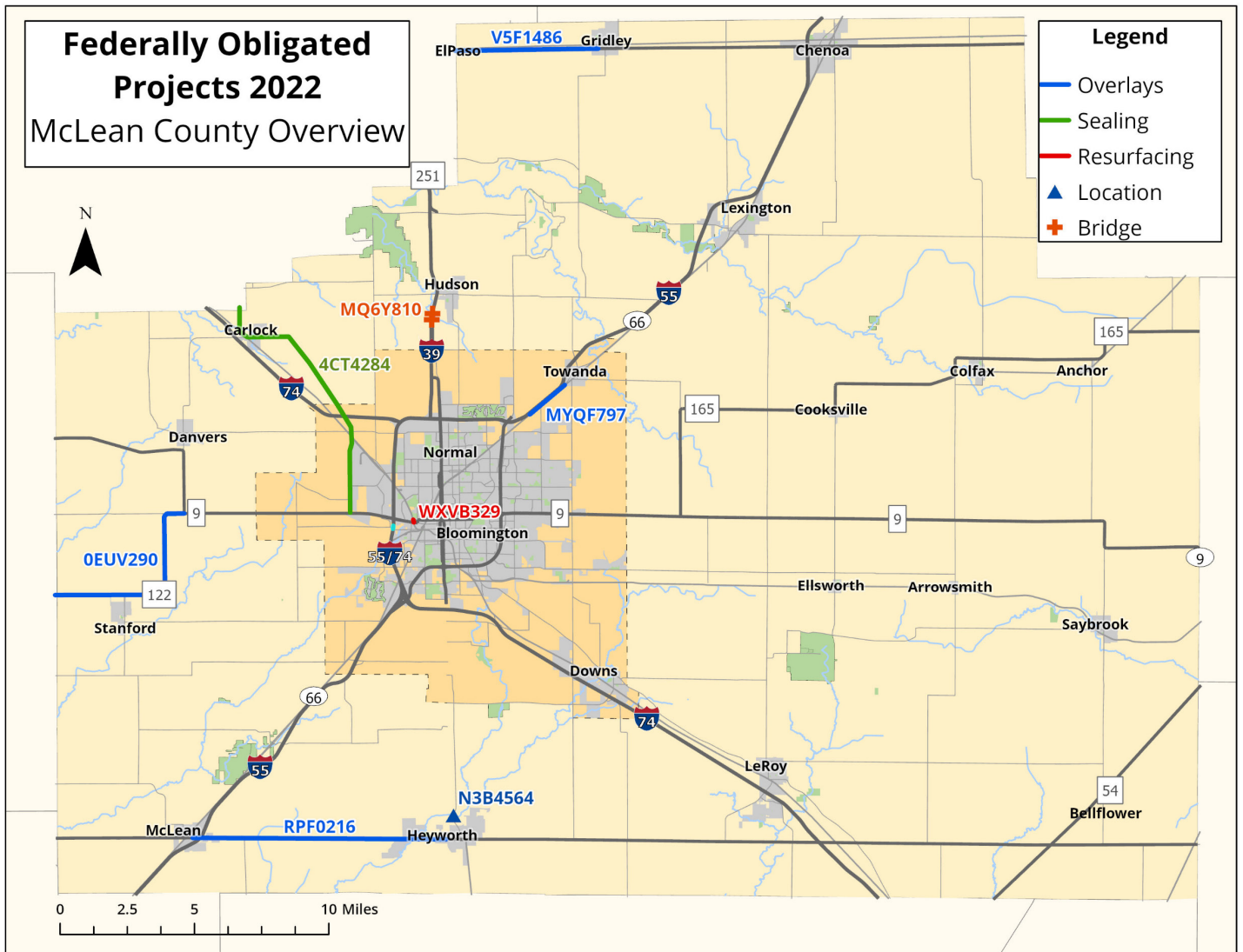
Delinquent Federal Debt Description

N/A

Federally-funded Obligated Projects In the Bloomington-Normal MPO and McLean County
 State Fiscal Year 2022, July 1, 2021 through June 30, 2022
 County-wide Investment Location Map

Each of the projects shown on this map are discussed in greater detail on the following pages. As noted in the introduction, for the State fiscal year, Federal Obligated projects in total had the following characteristics:

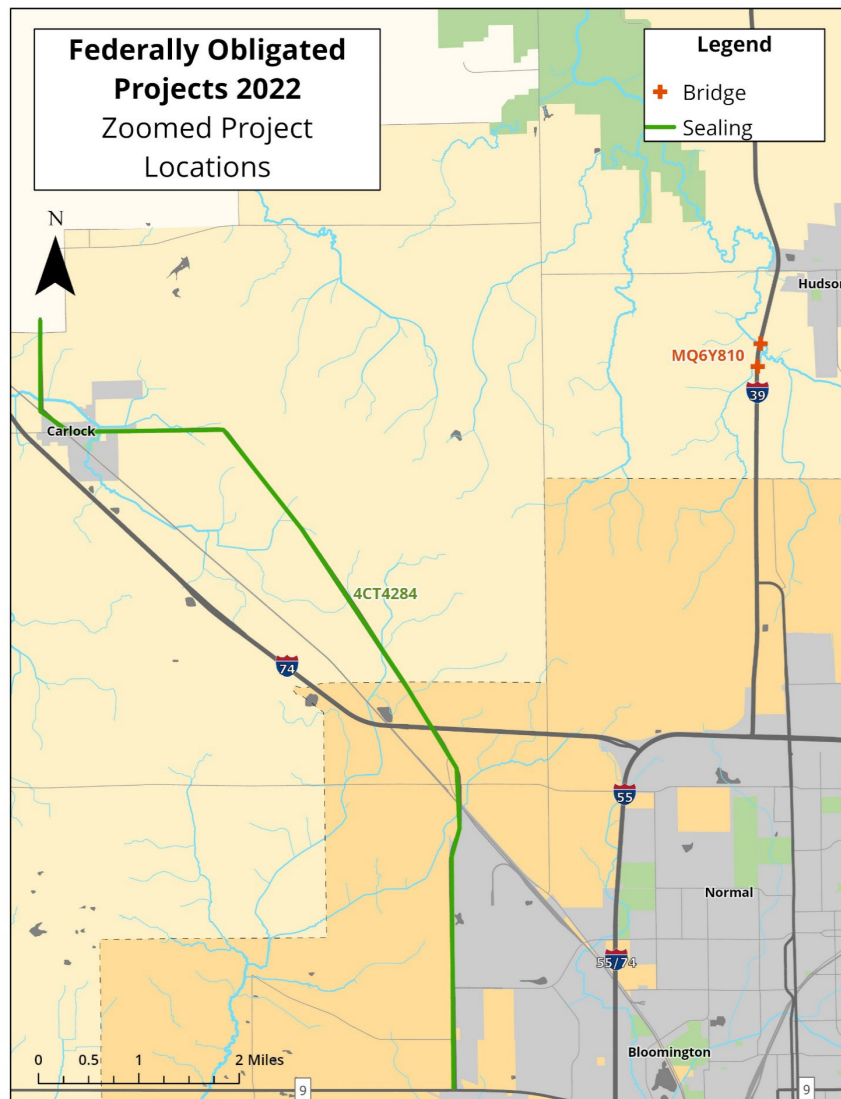
- \$10,977,311.00 in Federal funds obligated;
 - \$13,553,807.98 designated as Advanced Construction;
 - \$575,783.00 in state funds;
 - \$1,739,296.00 in local funds;
 - \$95,679.09 in other funds, and;
 - \$30,007,008.09 total cost of obligated projects.
- See the project pages for obligation and cost details.



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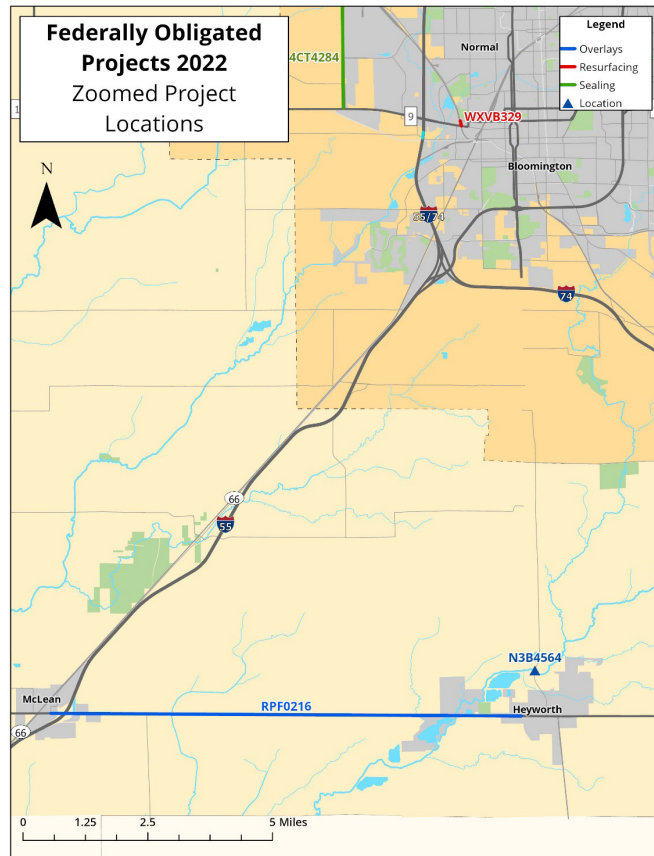
IDOT District 5: Cape Sealing on US 150

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description			
Rural 70E03	C-95-043-21	4CT4284	Cape sealing on US 150 from Woodford County Line to IL 9 W of Bloomington			
Program Code & Description						Earliest Authorization Date
Z0E1: NATIONAL HIGHWAY PERF FAST EXT						03/14/2022
Z2E2: STBG <5K POP - FAST EXT						03/14/2022
Program Code	Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
Z0E1	\$0.00	\$589,600.00	\$147,400.00	\$0.00	\$0.00	\$737,000.00
Z2E2	\$0.00	\$1,003,200.00	\$250,800.00	\$0.00	\$0.00	\$1,254,000.00
Total	\$0.00	\$1,592,800.00	\$398,200.00	\$0.00	\$0.00	\$1,991,000.00



IDOT District 5: Bridge Preservation

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description			
Rural B/2021	P-95-028-19	N3B4564	Preliminary engineering services required for rehabilitation of the structure carrying Old US 51 over Kickapoo Creek, one mile north of US 136. Includes but is not limited to: review traffic and pedestrian & bicycle counts, review & compile crash data and review as-built drawings; prepare project report & attachments which include pay items & quantities, typical sections, preliminary plan sheets and traffic management analysis; scoping field check with information packets & lead discussion; prepare bi-monthly coordination meeting packet; prepare bridge conditions & hydraulic reports, TS&L and structure report; administration coordination; meetings; and quality control & quality assistance.			
Program Code & Description						Earliest Authorization Date
Y238: STBG <5K POP - IJA						07/27/2021
Z2E2: STBG <5K POP - FAST EXT						07/27/2021
Program Code	Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
Y238	\$96,368.00	\$0.00	\$24,092.00	\$0.00	\$0.00	\$120,460.00
Z2E2	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$96,368.00	\$0.00	\$24,092.00	\$0.00	\$0.00	\$120,460.00



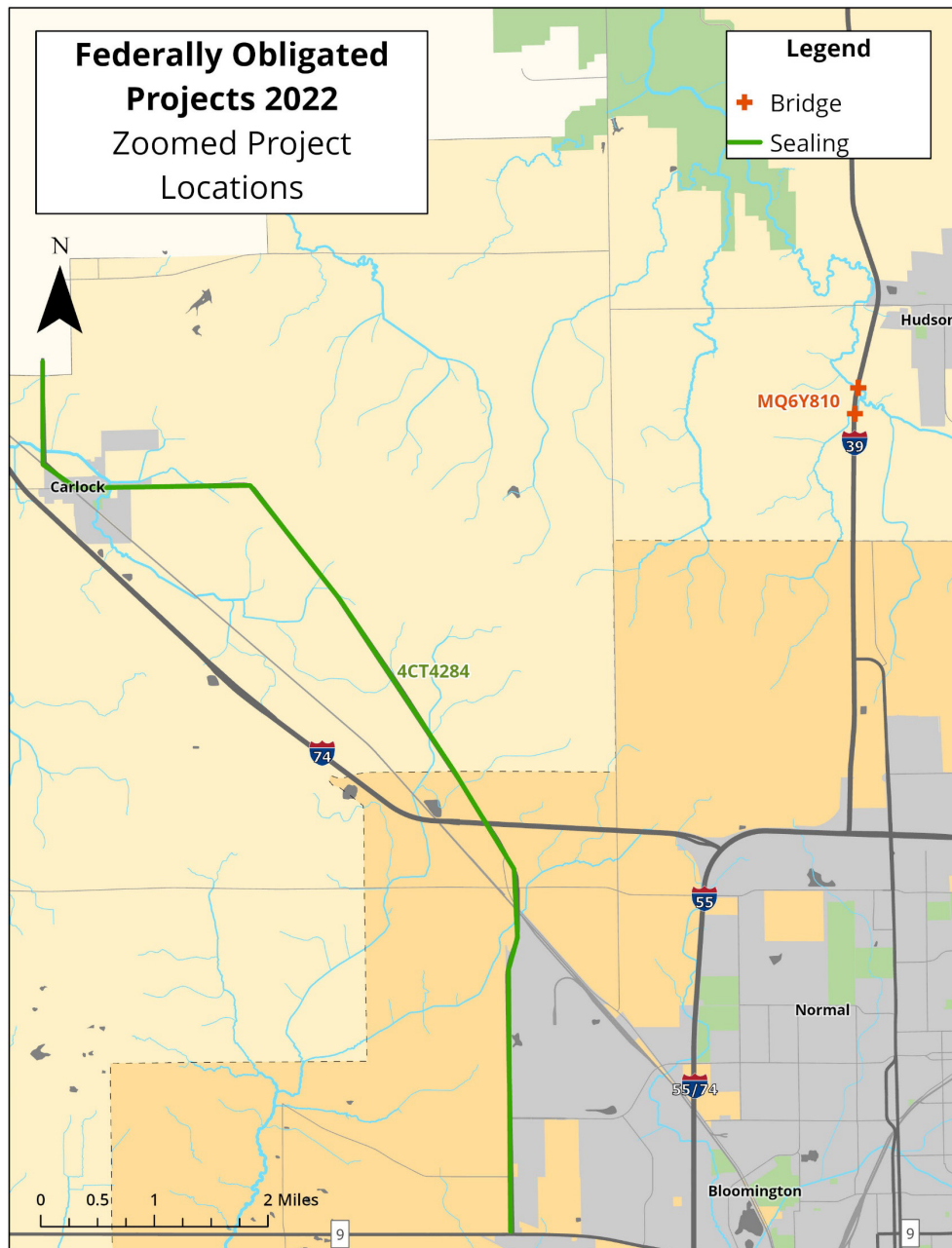
District 5; Bridge Deck Overlay on I-55

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description			
Rural B/2022	C-95-025-19	DM2U328	Bridge deck overlay on various bridges on I-55 from N of Lexington to Livingston County Line			
Program Code & Description					Earliest Authorization Date	
Y001: NATIONAL HIGHWAY PERF IIJA					11/02/2021	
Z0E1: NATIONAL HIGHWAY PERF FAST EXT					11/02/2021	
Program Code	Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
Y001	\$7,099,292.00	\$0.00	\$788,810.00	\$0.00	\$0.00	\$7,888,102.00
Z0E1	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Total	\$7,099,292.00	\$0.00	\$788,810.00	\$0.00	\$0.00	\$7,888,102.00

Structure locations are not specified, and thus cannot be mapped.

IDOT District 5: Bridge Preservation on I-39

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description			
BP2022	C-95-044-21	MQ6Y810	Bridge preservation of structures on I-39 over Six Mile Creek, 3.9 Mi N of I-55 and over Tributary Six Mile Creek, 3.7 Mi N of I-55			
Program Code & Description					Earliest Authorization Date	
Z0E2: National Highway Performance; FAST EXT					02/16/2022	
Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount	
\$0.00	\$765,000.00	\$85,000.00	\$0.00	\$0.00	\$850,000.00	



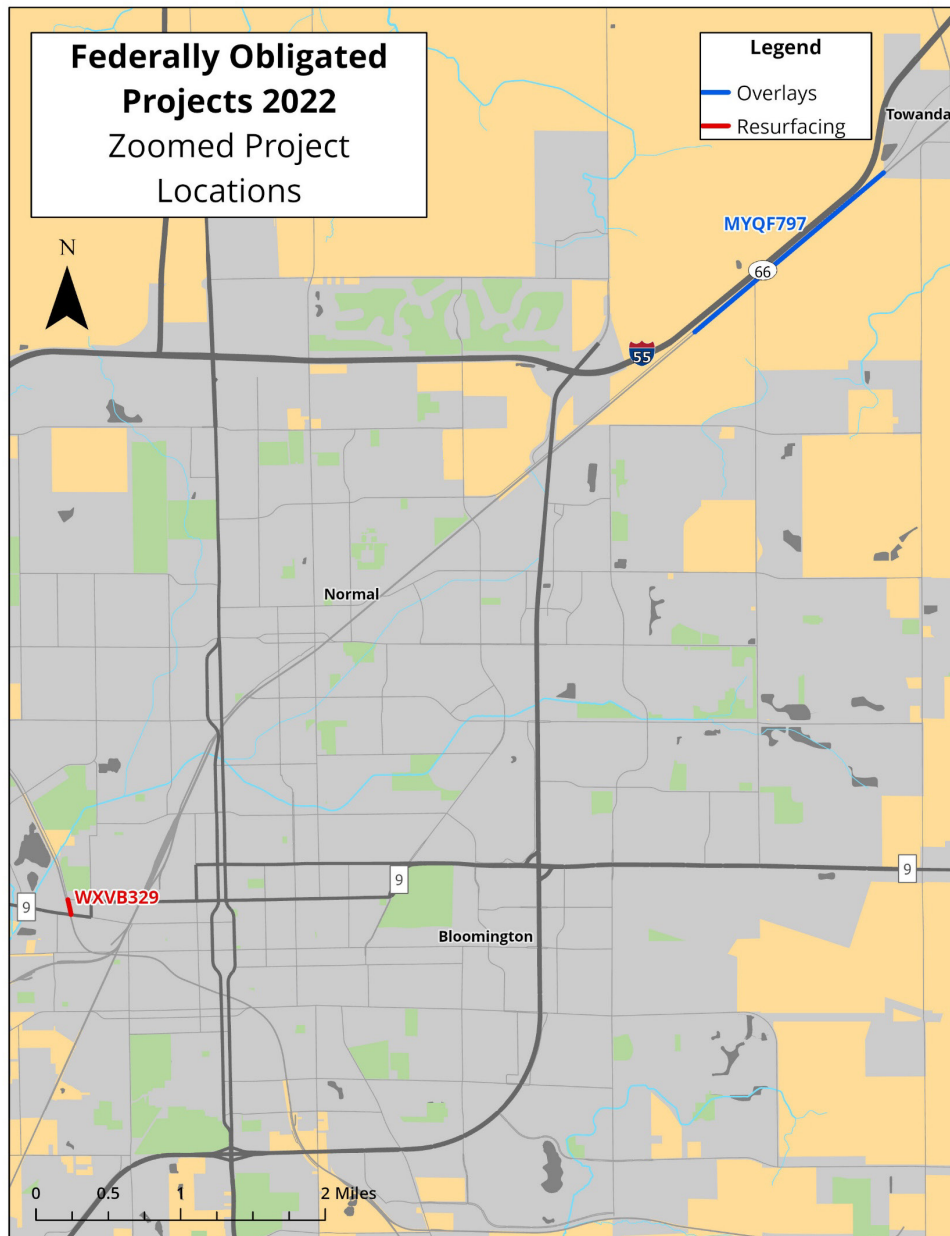
IDOT District 5: Interstate Bridge Painting at Various Locations on I-74 and I-39

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description		
Rural BP2022-1	C-95-082-20	ZWCU271	Bridge painting at 10 structure locations on I-74 and I-39 in McLean County		
Program Code & Description					Earliest Authorization Date
Z001: NATIONAL HIGHWAY PERF FAST					08/25/21
Z0E1: NATIONAL HIGHWAY PERF FAST EXT					08/25/21
Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$354,407.74	\$0.00	\$39,378.74	\$0.00	\$0.00	\$393,786.480
\$1,525,993.26	\$0.00	\$169,555.26	\$0.00	\$0.00	\$1,695,548.52
\$1,880,401.00	\$0.00	\$208,934.00	\$0.00	\$0.00	\$2,089,335.00

Structure locations are not specified, and thus cannot be mapped.

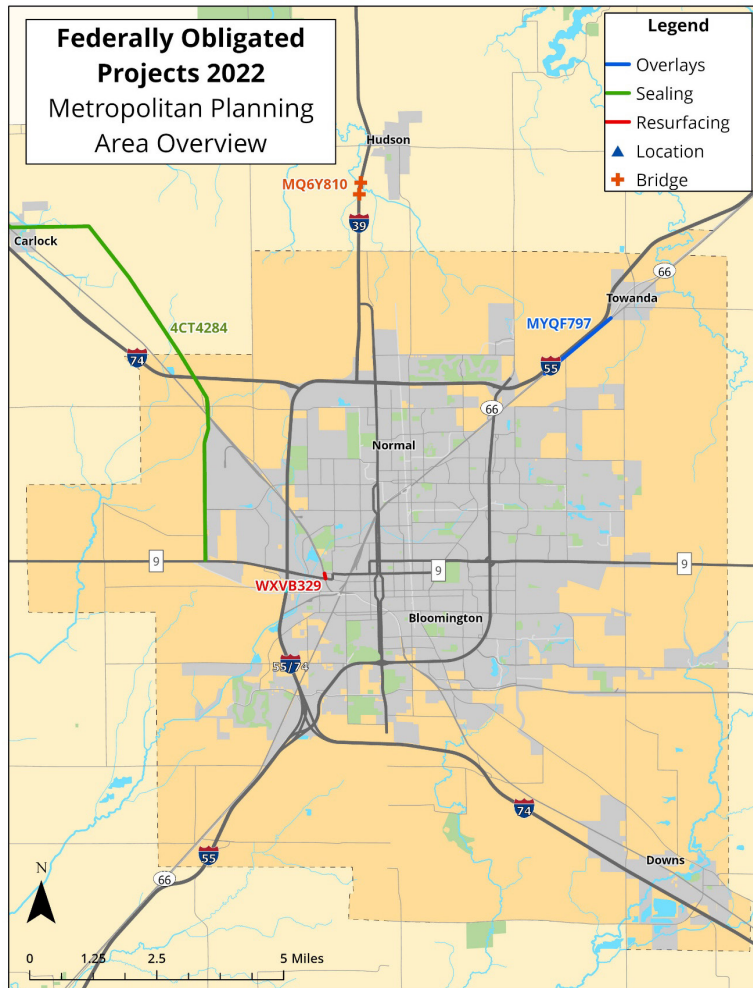
IDOT District 5: Old Route 66 Overlay

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description		
MPO C089	C-95-014-20	MYQF797	Designed overlay on Old Route 66 from S of Veterans Parkway to 1.7 Mi SW of Towanda		
Program Code & Description					Earliest Authorization Date
Z2E1: STBG 5-200K POP FAST EXT					01/05/2022
Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$746,360.00	\$186,591.00	\$0.00	\$0.00	\$932,951.00



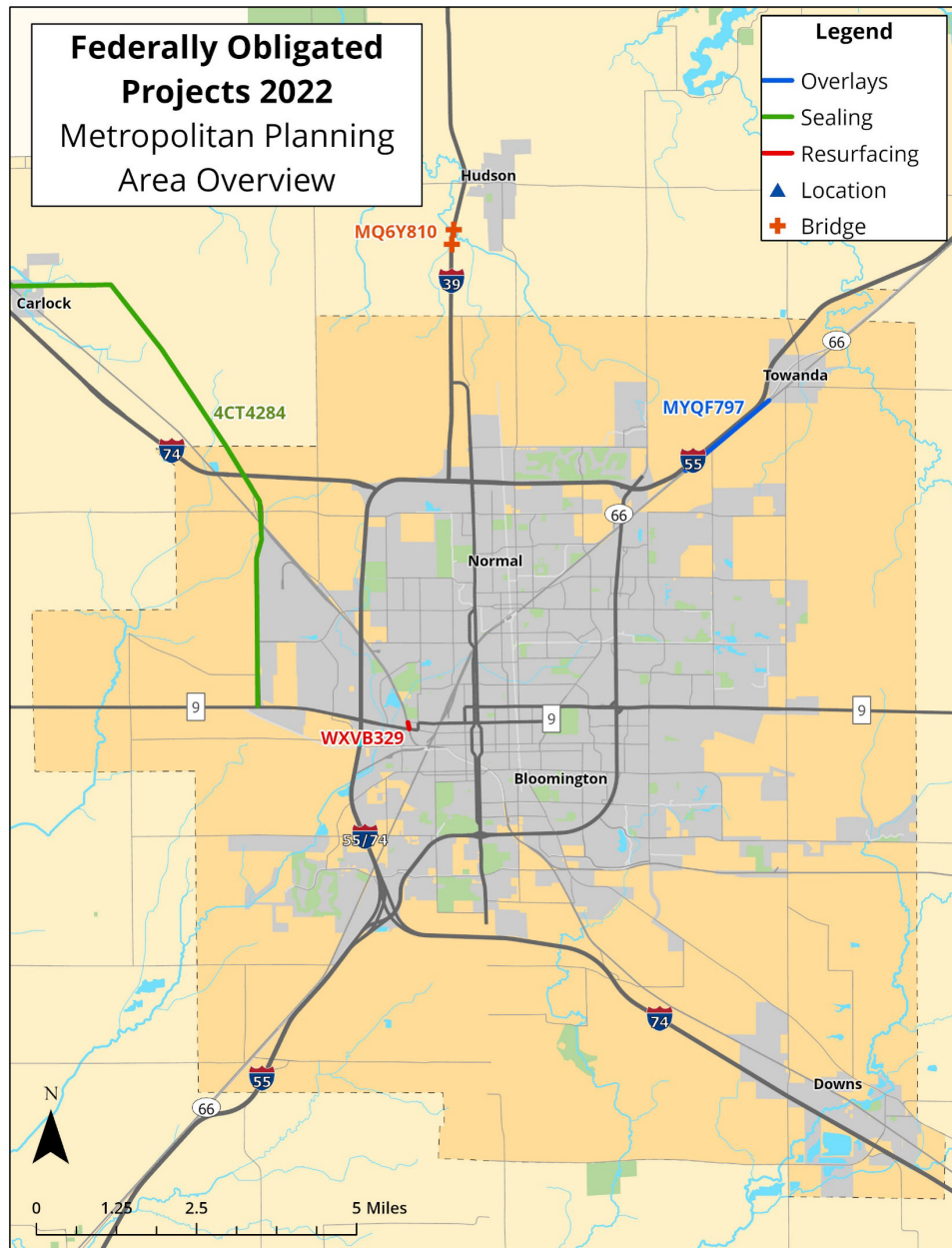
McLean County; White Oak Road

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description			
MPO MC-6	C-95-005-22	WXVB329	Resurfacing, Aggregate Shoulders, Sidewalk Replacement, Curb and Gutter Replacement, Guardrail And Pavement Markings - FAU 6385 (White Oak Road) From Locust St. In Bloomington To US Route 150			
Program Code & Description					Earliest Authorization Date	
Z2E1 - STBG 5-200K POP FAST EXT					01/26/2022	
Z906 - HIGHWAY INFRA 5K TO 200K POP					01/26/2022	
Z911 - HIGHWAY INFRA 5K TO 200K POP					01/26/2022	
Z918 - HIGHWAY INFRASTRUCTURE ANY					01/26/2022	
Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount	
\$711,844.07	\$0.00	\$0.00	\$427,911.03	\$0.00	\$1,139,555.10	
\$86,417.39	\$0.00	\$0.00	\$21,604.34	\$0.00	\$108,021.73	
\$872,905.62	\$0.00	\$0.00	\$218,226.40	\$0.00	\$1,091,132.02	
\$129,032.92	\$0.00	\$0.00	\$32,258.23	\$0.00	\$161,291.15	
\$1,800,000.00	\$0.00	\$0.00	\$700,000.00	\$0.00	\$2,500,000.00	



MPO MCRPC; Planning Throughout the Metropolitan Planning Area

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description		
MPO/ 2023	HPR-66-002- 23	ZYNC463	P02 Bloomington/Normal McLean County Regional Planning Commission FY 23 3 - C		
Program Code & Description				Earliest Authorization Date	
Z450: METROPOLITAN PLANNING FAST				06/28/2022	
Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$ 348,120.98	\$ 110,950.02	\$0.00	\$ 95,679.09	\$ 554,750.09



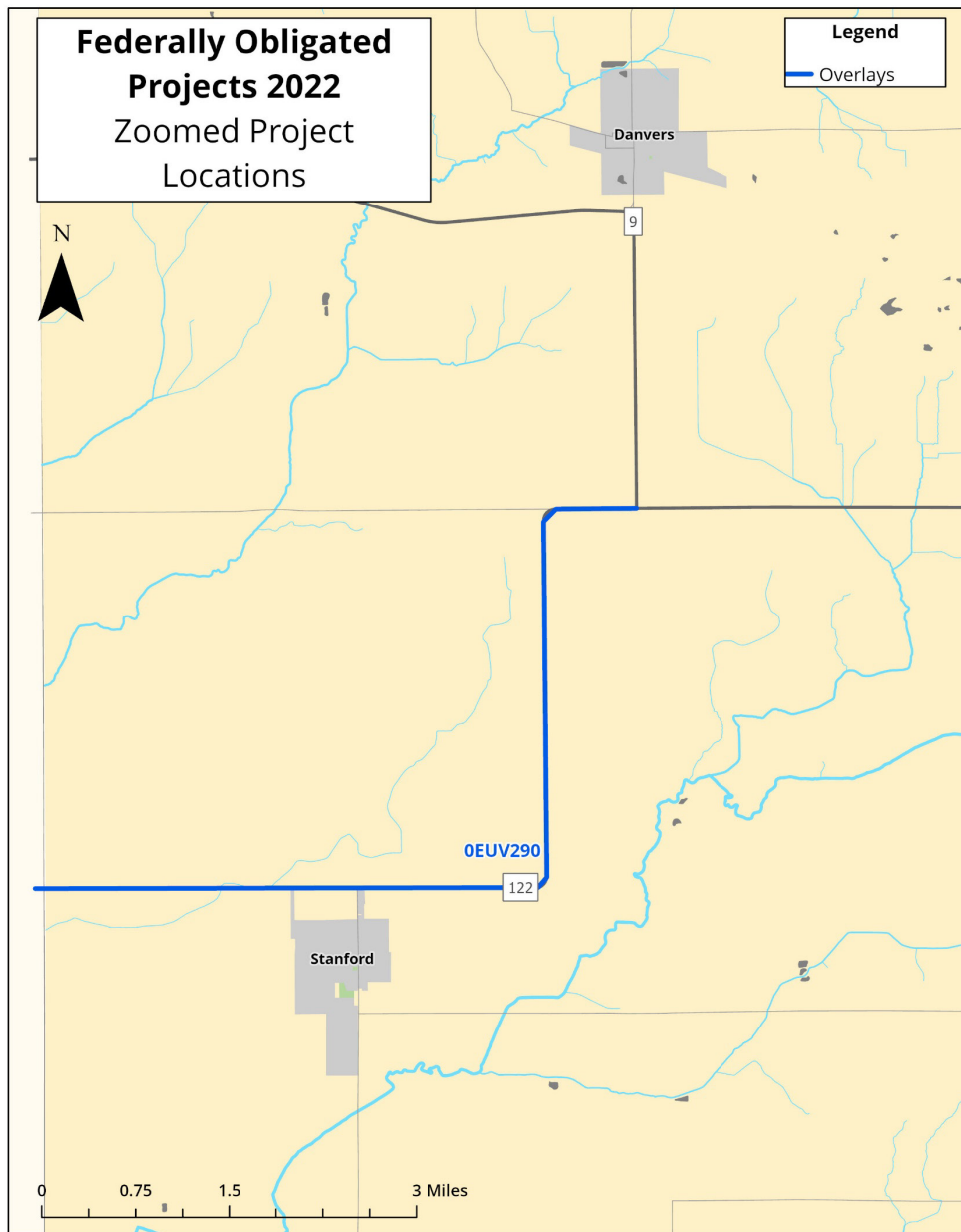
IDOT District 5: Resurfacing & Other Improvements

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description		
O-R/2022	C-95-309-16	UPMV809	Resurfacing, HMA Shoulders with Rumble Strips, Guardrail and Pavement Markings; Location not provided.		
Program Code & Description					Earliest Authorization Date
Z2E2: STBG <5K POP - FAST EXT					04/22/2022
Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$1,500,000.00	\$366,300.00	\$ 349,700.00	\$0.00	\$2,216,000.00

Locations are not specified, and thus cannot be mapped.

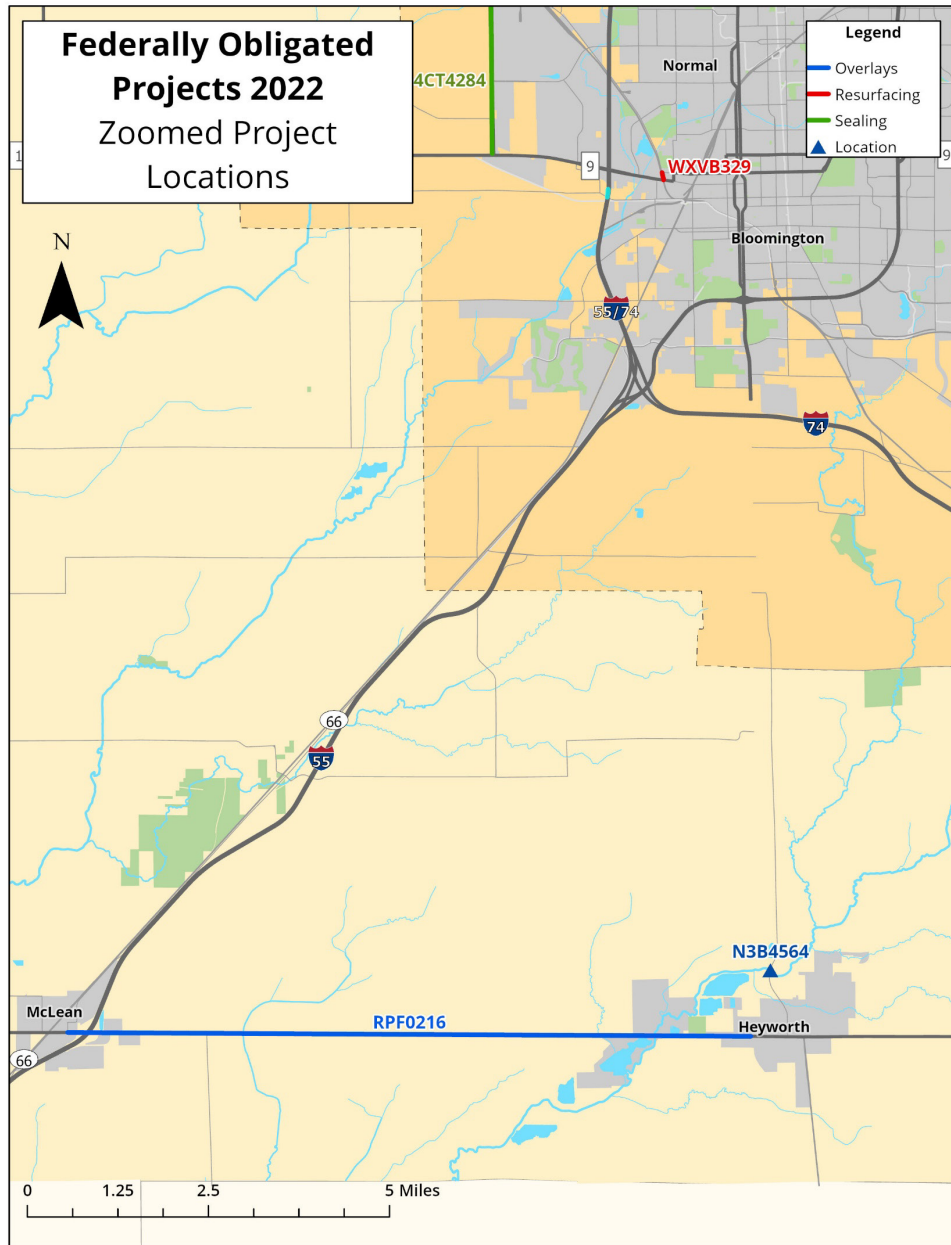
IDOT District 5: IL 122 Standard Overlay

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description			
Rural R/2022	C-95-064-21	0EUV290	Standard overlay on IL 122 from Tazewell County Line to IL 9			
Program Code & Description			Earliest Authorization Date			
Z2E2: Surface Transportation Block Grant <5K POP; FAST Ext			02/16/2022			
Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount	
\$0.00	\$2,720,000.00	\$680,000.00	\$0.00	\$0.00	\$3,400,000.00	



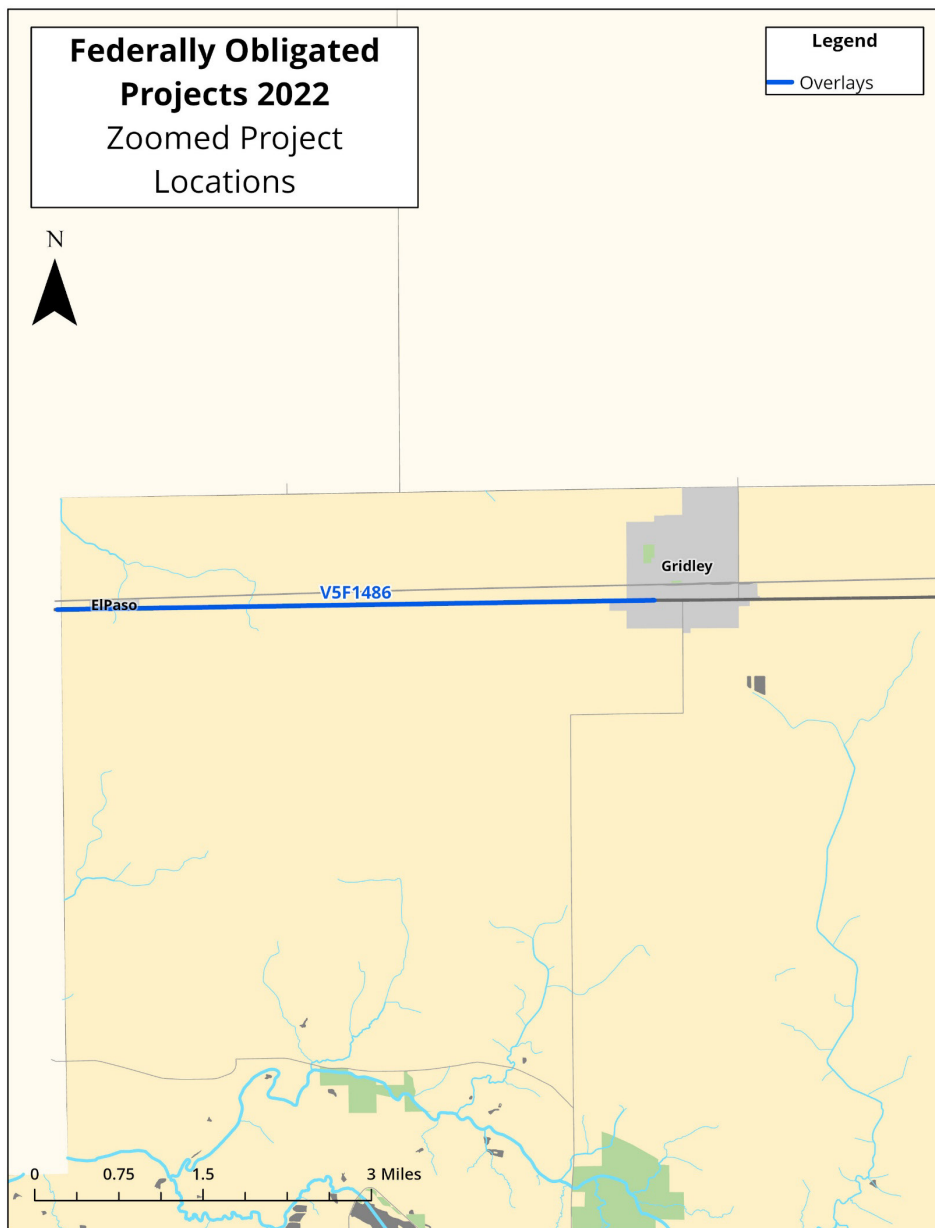
IDOT District 5: Standard Overlay on US 136

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description		
Rural	C-95-052-20	RPF0216	Standard overlay on US 136 from S Main St in McLean to US 51 in Heyworth		
Program Code & Description					Earliest Authorization Date
Z0E1: NATIONAL HIGHWAY PERF FAST EXT					02/16/2022
Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$0.00	\$ 3,360,000.00	\$840,00.00	\$0.00	\$0.00	\$ 4,200,000.33



IDOT District 5: Standard Overlay Gridley to Woodford County

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description			
Rural R-B/2022	C-95-012-14	V5F1486	Standard overlay on Woodford Co line to McLean St in Gridley and box culvert replacement , 0.1 Mi W of Woodford St in Gridley			
Program Code & Description					Earliest Authorization Date	
Z0E1: NATIONAL HIGHWAY PERF FAST EXT					01/26/2022	
Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount	
\$0.00	\$2,303,127.00	\$575,783.00	\$0.00	\$0.00	\$2,878,910.00	



IDOT District 5; Flashing Stop Sign Procurement

TIP # STIP Ref.	IDOT Job Number	Federal Number	Project Description		
Rural S/2022	C-95-010-22	SGZW061	Procurement of Flashing Stop Ahead Signs to be Installed at various locations In McLean County.		
Program Code & Description				Earliest Authorization Date	
ZS3E: HIGHWAY SFTY IMP PRG FAST EXT				09/23/2021	
Total Federal Obligation	Advance Construction	State Funds	Local Funds	Other Funds	Total Cost Amount
\$101,250.00	\$0.00	\$0.00	\$11,250.00	\$0.00	\$112,500.00

Locations are not specified, and thus cannot be mapped.

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