



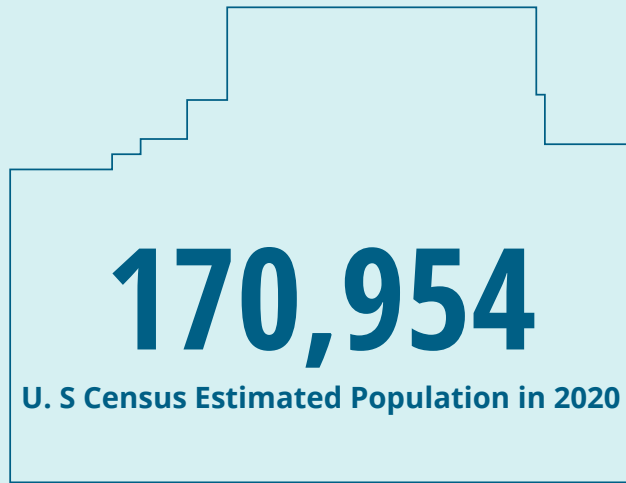
TRANSPORTATION IMPROVEMENT PROGRAM

STATE FISCAL YEARS 2026 - 2030

BLOOMINGTON - NORMAL, IL URBANIZED AREA



Approved On
Friday, June 27th, 2025



STATE FISCAL YEARS 2026 - 2030

TRANSPORTATION **I**MPROVEMENT **P**ROGRAM

Prepared by:

McLean County Regional Planning Commission (MCRPC)

Approval anticipated June 27, 2025

In cooperation with:

Federal Highway Administration (FHWA)

Federal Transit Administration (FTA)

State of Illinois Department of Transportation (IDOT)

City of Bloomington

Town of Normal

McLean County

Bloomington-Normal Public Transit System (Connect Transit)

Bloomington-Normal Airport Authority (CIRA)

As of the publication date of this draft, the Illinois Department of Transportation, District 5, has not yet identified projects in the Metropolitan Planning Area. State projects will be included in the FY 2026 – 2030 Transportation Improvement Program either through the public review process or through later amendment.

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RESOLUTION by the McLEAN COUNTY REGIONAL PLANNING COMMISSION
For the Adoption of the FY 2026 – 2030 Transportation Improvement Program
June 27, 2025


The McLean County Regional Planning Commission Transportation Policy Committee hereby approves the Fiscal Year 2026 – 2030 Transportation Improvement Program (TIP). for the period July 1, 2025 through June 30, 2026.

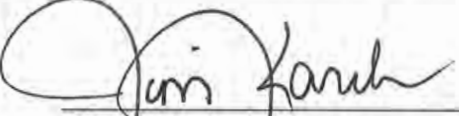
The planning process conducted by the McLean County Regional Planning Commission, under the direction of the Technical Committee and of the Policy Committee of the Metropolitan Planning Organization (MPO) of the Bloomington-Normal Urbanized Area in cooperation with the Illinois Department of Transportation, is carried out in conformance with the applicable requirements of:

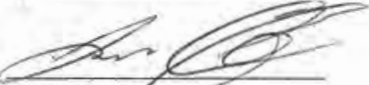
1. 23 U.S.C. 134, Section 8 of the Urban Mass Transportation Act (49 U.S.C.1607); and
2. Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 c and d), and;
3. 23 CFR 450.308.

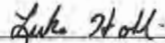
The MPO planning process is self-certified and is continuing, cooperative and comprehensive.

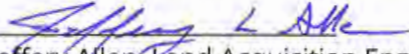
Approved by the McLean County Regional Planning Commission Transportation Policy Committee on June 27, 2025.


Carl Teichman, Chairperson
McLean County Regional Planning Commission
By _____


Dan Brady, Mayor,
City of Bloomington
By Jim Karch


Chris Koos, Mayor
Town of Normal
By Jason Comfort


Lea Cline – McLean County Board,
Chair, Land Use & Transportation Committee
By LUKE HONULIN


Jeffery Allen, Land Acquisition Engineer
IDOT Region 3, District 5
By _____

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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 this subpart;
2. In nonattainment and maintenance areas, 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, creed, 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 DOT 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 Americans with Disabilities Act of 1990 ([42 U.S.C. 12101 et seq.](#)) and [49 CFR parts 27, 37, and 38](#);
8. The Older Americans Act, as amended ([42 U.S.C. 6101](#)), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. [Section 324 of title 23 U.S.C.](#) regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 ([29 U.S.C. 794](#)) 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 2026 - 2030 Bloomington-Normal Urbanized Area

The Transportation Improvement Program (TIP) is a five-year statement of programmed and planned road, bicycle, pedestrian and multimodal transportation projects and transit capital and operations projects located within the Metropolitan Planning Area 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 and agencies receiving §5310 grant awards. 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. In October 2022, MCRPC adopted the Metropolitan Long-Range Transportation Plan 2050 (MLRTP 2050). An update of the MPO Cooperative Agreement was also approved and executed by the local parties to the agreement. As of **June 2024**, 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, the Bloomington-Normal Connect Transit, SHOW BUS 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. Projects included in this TIP have been reviewed for consistency with the adopted Metropolitan Long-Range Transportation Plan 2050 for the Bloomington-Normal Metropolitan Planning Area. All significant federally-funded projects were found to be consistent with the plan. The project selection process conducted by the MPO Technical Committee considers public safety, congestion, regional and local needs, and maintenance of the system, as well as the goals, strategies and tasks delineated in the MLRTP 2050. The TIP has been reviewed and approved by the MPO Technical and Policy committees, and by the Regional Planning Commission.

The existing transportation system within the MPO planning boundaries is being adequately operated and maintained with the revenue sources that are provided through federal, state and local jurisdictions. The FY 2026 - 2030 Transportation Improvement Program is fiscally constrained. Funding estimates are based on anticipated state, federal, and local funding

¹ See Appendix 5 for a map and description of the MPA boundary lines.

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, urban and rural public transit services, non-profit transportation services and jurisdiction-wide ongoing projects that address infrastructure sustainability.

The TIP has been prepared in accordance with the adopted MPO Public Participation Plan (see Appendix 8). 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 9 through 11 include:

- A summary of any comments submitted regarding the TIP;
- Minutes of the MPO Policy and Technical Committee meetings where the comments were considered; and,
- 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 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 and other federal authorities. 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 members 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 2024 Public Participation Plan, included in the MCRPC 2024 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 TRANSPORTATION COMMITTEES

POLICY COMMITTEE

Carl Teichman*

Chair, McLean County Regional Planning Commission

Dan Brady

Mayor, City of Bloomington

Chris Koos

Mayor, Town of Normal

Lea Cline

Chair, McLean County Board Transportation Committee

Jeffery Allen

Land Acquisition Engineer, IDOT, District 5

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City Manager, City of Bloomington

Pam Reece

City Manager, Town of Normal

Cassy Taylor

County Administrator, McLean County

Ryan Otto

Director of Engineering & Public Works, Town of Normal

Jim Karch

Director of Engineering, City of Bloomington

Jerry Stokes

County Engineer, McLean County

Derek Bridges

Planning and Services Chief, IDOT District 5

Dan Magee

Federal-Aid Coordinator, IDOT, District 5, Local Roads

Carl Olson

Executive Director, Bloomington-Normal Airport Authority

David Braun

Managing Director, Connect Transit

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Mercy Davison, AICP

Director of Planning & Zoning, Town of Normal

Phil Dick, AICP

Director of Building & Zoning, McLean County

MCLEAN COUNTY REGIONAL PLANNING COMMISSION

COMMISSIONERS

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Chairman
Town of Normal

Jim Fruin

Vice Chairperson
McLean County

Bart Bittner

McLean County

John Burrill

Bloomington-Normal Water Reclamation District

Amy Riser

McLean County Unit School District #5

Mark Wylie

Bloomington Public Schools District #87

Fred Grieder

McLean County

Carl Olson

Bloomington-Normal Airport Authority

Ron Lesser

City of Bloomington

Katie Ruder

City of Bloomington

TBD

Town of Normal

EXECUTIVE COMMITTEE

Carl Teichman

Chairperson

Jim Fruin

Vice-Chairperson

Katie Ruder

Commission Representative

Jeff Jurgens*

City Manager, City of Bloomington

Pam Reece*

City Manager, Town of Normal

Cassy Taylor*

County Administrator, McLean County

Raymond Lai, AICP*

Executive Director, MCRPC

* Non-voting members

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Executive Director

Katie McShane

Office Manager

Jennifer Sicks, AICP

Senior Planner, Transportation

Anthony Baumann

Community Planner

Luke Talavera

Community Planner

Thomas Valencia

Assistant Planner

Jake Crevoiserat

Assistant Planner

Alec Mudra

Planning Intern

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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
IJA	Infrastructure Improvement & Jobs 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



ROADWAY, PEDESTRIAN, & BICYCLE PROJECTS



STATE FISCAL YEARS 2026 - 2030

UPTOWN CIRCLE

TRANSPORTATION IMPROVEMENT PROGRAM



McLean County
ILLINOIS



Town of
Normal

Project Selection and Management

Project Selection, Approval and Priorities

Early in each calendar year, at the midpoint of the state fiscal 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 as the MPO 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 to the public the complete context regarding the transportation 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.

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. 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'

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

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

The transportation projects thus adopted by local jurisdictions and agencies are brought together in the Transportation Improvement Program. To be included in the TIP, each project listing must have a defined cost for implementation and identify the sources of funding required to meet that cost. In addition, each jurisdiction is tasked with determining Year-of-Expenditure costs for each project.

This is done to reflect as closely as possible the true cost at the time of implementation, through calculation of anticipated cost changes based on its financial status, assumptions and prior 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, projects are considered with respect to the contribution they are 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 Metropolitan Long-Range Transportation Plan 2050². The performance metrics defined in the MLRTP 2050 either directly cite or are amended to include the state target once it has been established and adopted by the MPO committees.

Many 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.

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.

Project selection by the Illinois Department of Transportation is managed by the staff of IDOT District 5, which covers an area that includes several metropolitan planning organizations (MPOs) in addition to the McLean County Regional Planning Commission. At the District level, the state program for allocation of federal transportation funding is determined based on factors such as project readiness, matching funding and budget restrictions. Some federal and state funding is allocated through centrally administered IDOT grant programs, such as the Illinois Transportation Enhancement Program through which the state allocates federal funds for transportation alternatives, and the Downstate Operating Assistance program, in which state funds are allocated to transit providers in small urban areas and rural regions.

As of the effective date of this TIP³, 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. In McLean County, there is an extensive network of state highways in our road network, and the urban center of Bloomington-Normal is served by Interstates 55, 74 and 39 and their connections.

The McLean County Go:Safe Action Plan recommends programs and projects to pursue in the urbanized area and throughout the county, prioritized through an analysis of measurable safety impacts. The plan is based on the Vision Zero concept⁴ that deaths and serious injuries caused within the transportation system can and should be prevented. With extensive recommendations for implementation, an implementation process and community guidance are being organized. In 2023, MCRPC was awarded a grant under the federal Safe Streets & Roads For All (SS4A) program, to enhance the Go:Safe Action through

³ July 1, 2025.

⁴ This concept has been widely adopted in the United States and is referred to under several program names. In Illinois, the *Driving Zero Fatalities to a Reality* is an example. Other organizations and governments refer to Towards Zero Deaths, Road to Zero and other names. The Federal Highway Administration offers substantial resources and information connecting its Safe Systems approach to Vision Zero implementation.

inclusion of Federal criteria for such plans, with the new plan expected to be complete by September 2025.

The TIP projects list beginning on page 11 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 includes the Uptown Normal project to build 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.

The SFY 2026 – 2030 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.

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.

MCRPC Planning Projects

MCRPC is generally the managing agency for regional planning studies and plans. Currently underway or pending are the following;

SPR (SFY 2024 - 2026)	
Grant Year	Total
Total Local Contributions	\$ -
Grant Award	\$ 288,000
Total Funding	\$ 288,000

Funded by IDOT with State Planning & Research funds, the Go:Safe McLean County Implementation & Outreach Project will conduct community-wide outreach to advance the implementation of the McLean County Go:Safe Action Plan.

SS4A (SFY 2024 - 2025)	
Grant Year	Total
Total Local Contributions	\$ 183,118
Grant Award	\$ 151,593
Total Funding	\$ 334,711

The federal Safe Streets & Roads For All (SS4A) grant project will update and enhance the adopted Go:Safe Action Plan and incorporate Federal Vision Zero-based standards to qualify for Federal implementation funding.

RAISE (SFY 2024 - 2026)	
Grant Year	Total
Total Local Contributions	\$ 575,000
Grant Award	\$ 100,000
Total Funding	\$ 675,000

The Veterans Parkway Corridor Plan, funded under the federal Rebuilding American Infrastructure with Sustainability and Equity (RAISE) is a major review of Veterans Parkway, prompted by the numerous incidences of

serious crashes at multiple locations. The project will look at safety improvements as well as reconfiguring Veterans Parkway to safely accommodate all modes of traffic. The project will also consider economic, demographic and social equity data to evaluate availability of the resources and opportunities to underserved communities. The plan as anticipated will establish a framework for infrastructure improvements to take the corridor forward to serve the entire community.

East Side Highway Monitoring Plan

The Transportation Improvement Program does not currently include a funded project related to the East Side Highway studies conducted between 2010 and 2016, and MCRPC has been advised that the Illinois Department of Transportation is not expected to move forward with the project.

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Managing Amendments and Administrative Modifications

Procedures

Once adopted, the TIP requires ongoing revision 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 local 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.

The Background of the TIP Process

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 is permitted, 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 if the total cost meets the cost change limits.

Changes in federal project funding sources that do not alter the total federal project cost and changes in state and local funding sources that do not alter the fiscal constraint of the project can be managed through amendments or similar actions.

Moving a project from future years of the TIP to the current fiscal year, or vice versa, is also permissible in cases where 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 if 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.⁵

Administrative Modification Cost Change Limits

Total TIP Project Cost	Percent Change in Total TIP Project Cost
\$0 - \$249,999	25%
\$250,000 - \$999,999	20%
\$1,000,000 - \$2,999,999	15%
\$3,000,000+	10% (capped at \$5 million)

⁵ 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 type

MPO-approved Administrative Modifications will be published online separately from TIP amendments. Staff will provide a summary of modifications made at the next Technical and Policy meetings following the administrative modification. 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

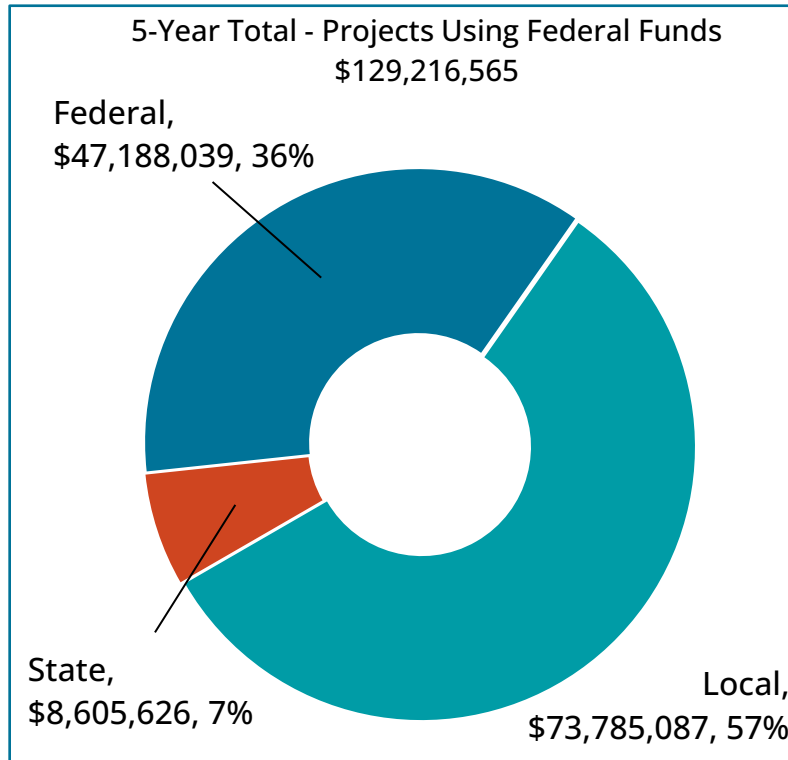
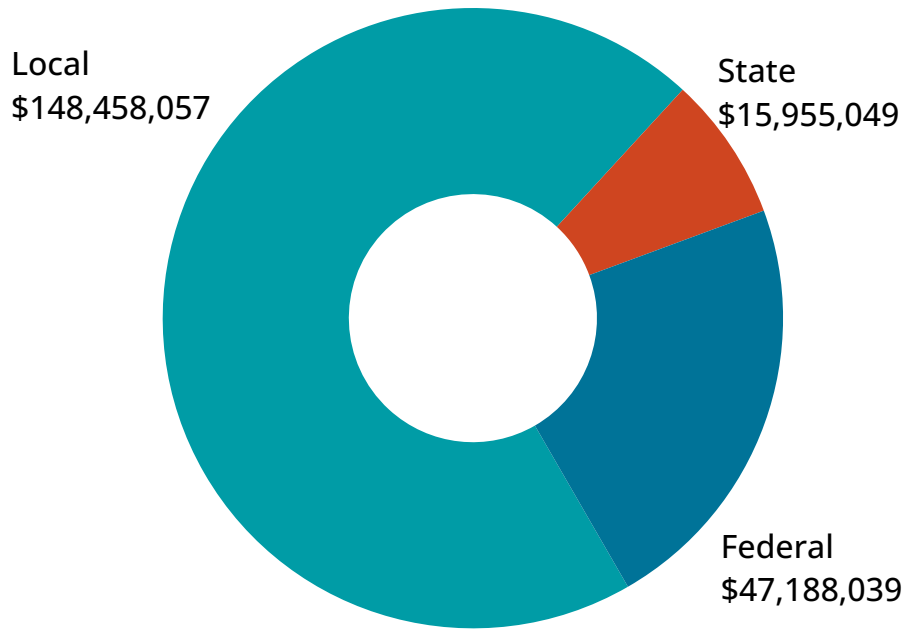
Administrative Modifications, any TIP Amendment will be posted online under a separate heading for amendments.

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.

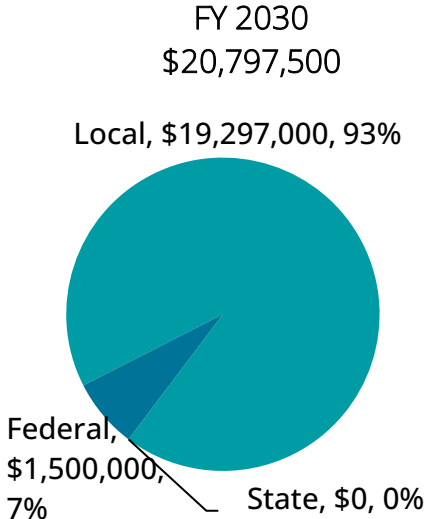
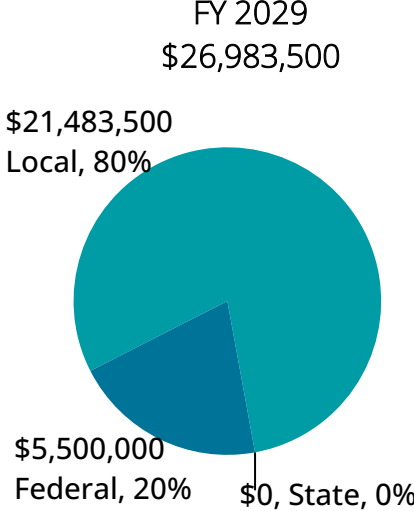
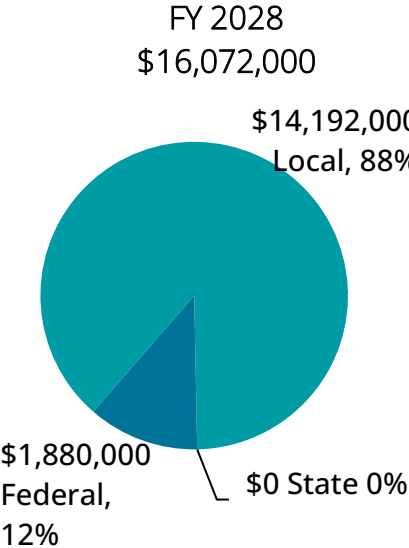
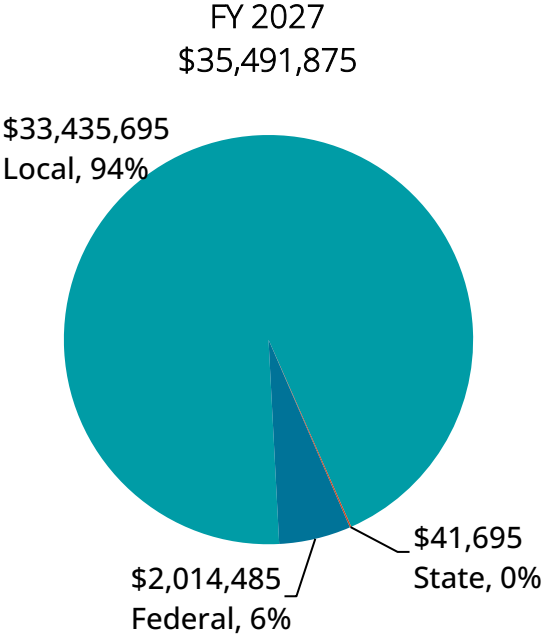
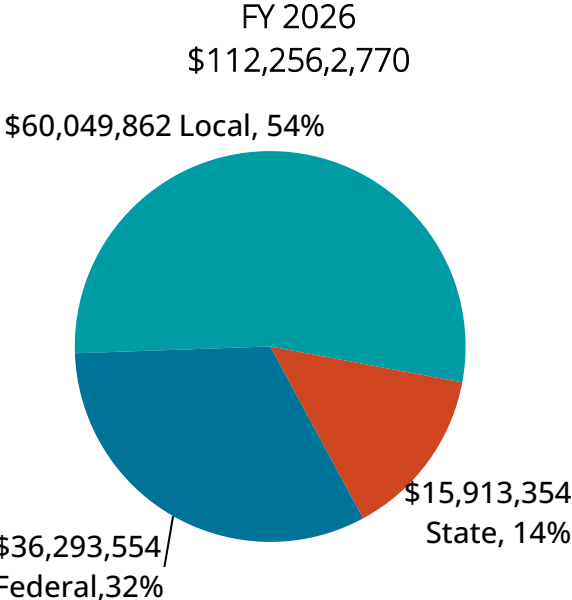
Fund Details by Year and Funding Source

LOCAL		FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	5-year
Bloomington Capital Improvement Fund	BCIF	\$1,430,335	\$9,525,000	\$0	\$0	\$0	\$10,955,335
Bloomington Motor Fuel Tax	BMFT	\$31,898,475	\$1,500,000	\$1,050,000	\$4,561,500	\$4,300,000	\$43,309,975
Bloomington Local Motor Fuel Tax	LMFT	\$8,000,000	\$8,000,000	\$7,250,000	\$7,250,000	\$7,250,000	\$37,750,000
Bloomington Stormwater	BSTWR	\$1,066,836	\$0	\$0	\$0	\$0	\$1,066,836
Normal Capital Improvement Fund	NCIF	\$10,916,345	\$10,100,000	\$3,500,000	\$3,325,000	\$3,325,000	\$31,166,345
Normal Motor Fuel Tax	NMFT	\$3,850,000	\$2,500,000	\$1,500,000	\$2,500,000	\$2,500,000	\$12,850,000
Normal Capital Improvement Program	NCIP	\$325,000	\$650,000	\$225,000	\$225,000	\$225,000	\$1,650,000
Normal Community Development Fund	NCD	\$197,000	\$394,000	\$197,000	\$197,000	\$197,000	\$1,182,000
Normal Stormwater Fund	NSTWR	\$1,280,000	\$0	\$0	\$0	\$0	\$1,280,000
County Fund	County	\$850,000	\$725,000	\$470,000	\$3,425,000	\$1,500,000	\$6,970,000
Private Property Owner Contribution	PRIV PROP	\$235,871	\$41,695	\$0	\$0	\$0	\$277,566
Rebuild Illinois Capital Improvement Grant	Rebuild IL	\$1,544,400	\$0	\$0	\$0	\$0	\$1,544,400
		\$61,594,262	\$33,435,695	\$14,192,000	\$21,483,500	\$19,297,000	\$150,002,457
STATE							
Illinois Special Bridge Program	ISBP	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
Truck Access Route Program	TARP	\$7,000	\$0	\$0	\$0	\$0	\$7,000
Dept.Commerce & Economic Opportunity	DCEO	\$1,100,000	\$0	\$0	\$0	\$0	\$1,100,000
Grade Crossing Protection Fund	GCPF (ICC)	\$11,551,954	\$0	\$0	\$0	\$0	\$11,551,954
Other State Funds	State	\$150,000	\$41,695	\$0	\$0	\$0	\$191,695
		\$14,368,954	\$41,695	\$0	\$0	\$0	\$14,410,649
FEDERAL							
Transportation Alternatives/Enhancement	TAP [ITEP]	\$2,039,076	\$0	\$0	\$0	\$0	\$2,039,076
Rebuilding American Infrastructure with Sustainability & Equity	RAISE	\$48,000	\$14,485	\$0	\$0	\$0	\$62,485
Safe Streets & Roads for All	SS4A	\$90,955	\$0	\$0	\$0	\$0	\$90,955
Railroad-Highway Grade Crossing Safety	RHGC	\$4,888,000	\$0	\$0	\$0	\$0	\$4,888,000
TIGER & BUILD Legacy Funding	BUILD	\$16,157,375	\$0	\$0	\$0	\$0	\$16,157,375
Surface Transportation Program - Urban	STP-U	\$5,920,000	\$0	\$1,880,000	\$3,000,000	\$0	\$10,800,000
Surface Transportation Program - Rural	STP-R	\$2,000,000	\$2,000,000	\$0	\$2,500,000	\$1,500,000	\$8,000,000
Congressional Directed Funds	CD	\$4,370,000	\$0	\$0	\$0	\$0	\$4,370,000
Safe Routes To School	SRTS	\$250,000	\$0	\$0	\$0	\$0	\$250,000
State Planning & Research Program	SPR	\$530,148	\$0	\$0	\$0	\$0	\$530,148
		\$36,293,554	\$2,014,485	\$1,880,000	\$5,500,000	\$1,500,000	\$47,188,039
Annual & Five-Year Totals		\$112,256,770	\$35,491,875	\$16,072,000	\$26,983,500	\$20,797,000	\$211,601,145

5-Year Total Fiscally Constrained Program Cost
\$211,601,145



Annual Fund Sources by Year



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FY 2026 - 2030 Transportation Improvement Program PROJECT INDEX

Project No.	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-03-09	B	Hamilton Road Phase 2	Bunn Street	Commerce Pkwy	Construction	C	\$22,276,623	\$13,733,047	\$623,576	\$7,920,000	5,920,000 - STU, 2,000,000 - USDOT, 12,666,211 - BMFT, 1,066,836 - Water, 623,576 - ICC GCPF
B-03-09	B	Hamilton Road Phase 2	Bunn Street	Commerce Pkwy	Phase III Construction Observation	E	\$1,605,050	\$1,605,050	\$0	\$0	1,605,050-BMFT
B-12-02	B	Fox Creek Road & Bridge over RR	Danbury Drive	Beich Road	Construction, Utility Relocation	C	\$16,482,720	\$11,804,342	\$4,678,378	\$0	11,804,342-BMFT, 4,678,378-ICC GCPF
B-12-02	B	Fox Creek Road & Bridge over RR	Danbury Drive	Beich Road	Phase III Construction Observation	E	\$1,507,872	\$1,507,872	\$0	\$0	1,507,872-BMFT
B-24-05	B	Constitution Trail	Lafayette Street	Hamilton Road	Land Acquisition	ROW	\$8,000	\$4,000	\$0	\$4,000	4,000 - BCIF, 4,000 - ITEP
B-24-05	B	Constitution Trail	Lafayette Street	Hamilton Road	Multi-use path construction	C	\$1,000,000	\$220,000	\$0	\$780,000	220,000 - BCIF, 780,000 - ITEP
B-24-05	B	Constitution Trail	Lafayette Street	Hamilton Road	Phase III Construction Observation	E	\$90,000	\$18,000	\$0	\$72,000	18,000 - BCIF, 72,000 - ITEP
B-24-06	B	Airport Road	Cornelius Drive		New Traffic Signals	C,E	\$611,000	\$11,000	\$600,000	\$0	11,000 - BCIF, 600,000 - DCEO
B-25-06	B	Hershey Road	Hamilton Road	Ireland Grove Road	Multi-use path and Sidewalk / ADA Improvements	C	\$500,000	\$0	\$500,000	\$0	500,000 - DCEO
B-25-09	J	US 51 Bus Improvements	Olive Street	Gregory Street	City Share of IDOT Improvements	C	\$2,315,000	\$2,315,000	\$0	\$0	2,315,000 - BMFT
B-25-11	B	Downtown Bloomington Market Street	Main Street	Prairie Street	Streetscape Improvements	E	\$840,000	\$840,000	\$0	\$0	840,000 - BCIF
B-26-00	B	City wide			General Resurfacing & Pavement Preservation of Various City Streets	C	\$4,500,000	\$4,500,000	\$0	\$0	4,500,000 - LMFT
B-26-01	B	City wide			Sidewalk and Ramp Improvements	C	\$2,800,000	\$2,800,000	\$0	\$0	2,800,000 - LMFT
B-26-02	B	City wide			Pavement & Sidewalk Maintenance	C	\$700,000	\$700,000	\$0	\$0	700,000 - LMFT
B-26-03	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
B-26-05	J	IL Route 9 Corridor Improvements	Hinshaw Avenue	Center Street	City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
B-26-06	J	IL Route 9 Corridor Improvements	Lee Street	Towanda Avenue	City Share of IDOT Improvements	C	\$1,000,000	\$1,000,000	\$0	\$0	1,000,000 - BMFT
B-26-07	J	Route 66 Trail	Funks Grove	McLean	Multi-use path construction	C	\$130,000	\$130,000	\$0	\$0	130,000 - BCIF
B-26-08	J	Route 66 Trail	Towanda	Lexington	Design	E	\$13,700	\$13,700	\$0	\$0	13,700 - BCIF

FY 2026 - 2030 Transportation Improvement Program PROJECT INDEX

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
B-26-09	B	Constitution Trail	Morris Avenue	Beich Road	Multi-use path resurfacing	C	\$193,635	\$193,635	\$0	\$0	193,635 - BCIF
McLean County											
MC-14	C	Anchor Road	Route 9	Route 165	Resurfacing	C	\$2,850,000	\$850,000		\$2,000,000	2,000,000 - STR; 850,000 - Local
McLean County Regional Planning Commission											
RPC-RAISE		Veterans Parkway Corridor Study	Northtown Rd	Hamilton Road	Corridor Study	P	\$324,000	\$138,000	\$138,000	\$48,000	138,000 - Local; 138,000 - State; 48,000 - Fed
RPC-SS4A		Safe Streets & Roads for All Study			Implementation of Go:Safe Plan throughout McLean County	P	\$200,826	\$97,871	\$12,000	\$90,955	200,826 - Local; 12,000 - State; 90,955
RPC-SPR		Implementation of Go:Safe Plan				P	\$170,148	\$0	\$0	\$170,148	170148 - Federal SS4A
Town of Normal											
N-Var	N	Various			Resurfacing of various city streets	C	\$6,800,000	\$6,800,000	\$0	\$0	1,500,000 - NMFT; 5,300,000 - NCIF
N-Var	N	City wide			Sidewalk and Ramp Improvements	C	\$697,000	\$697,000	\$0	\$0	500,000 - NCIF; 197,000 - CD
N-Var	N	Various			Concrete Pavement Patching	C	\$100,000	\$100,000	\$0	\$0	100,000 - NCIP
N-Var	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	E	\$75,000	\$75,000	\$0	\$0	75,000 - NCIP
N-Var	N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$150,000	\$150,000	\$0	\$0	150,000 - NCIP
N-22-06	N	Vernon St. Culvert			Replace Deck	C	\$3,100,000	\$3,100,000	\$0	\$0	2,300,000 - NMFT; 800,000 - NSTWR
N-Var	N	Various			Pavement Preservation (Contracted Only)	C,E	\$425,000	\$425,000	\$0	\$0	425,000 - NCIF
N-23-07	N	Various			Multi-Use Trail/ Street Crossing Safety Evaluation	E	\$450,000	\$90,000		\$360,000	90,000 - NCIF; 360,000 - State Planning & Research Grant (SPR)
N-24-13	N	College Ave.	Landmark Dr.		Intersection Improvements at College & Landmark and various other intersections.	C,E	\$1,300,000	\$1,300,000			1,300,000 - NCIF
N-20-05	N	Franklin Ave Bridge			Replace existing structure	C, CE	\$2,090,000	\$530,000	\$1,560,000	\$0	50,000 - NMFT; 480,000 - NSTWR; 1,560,000 - ISBP IL Special Bridge Program
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	\$147,720		\$3,000,000	3,000,000 - Rail-Highway Crossings Program (Sec 130); 147,720 - NCIF
N-19-01I	N	Uptown Normal	Uptown Connector	Uptown South	Grade Separated Pedestrian Rail Crossing - Phase 1 Engineering	E	\$1,888,000	\$0	\$0	\$1,888,000	1,888,000 - Rail-Highway GC Safety Program (Sec 130);

FY 2026 - 2030 Transportation Improvement Program PROJECT INDEX

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
N-19-011	N	Uptown Normal	Uptown Connector	Uptown South	Grade Separated Pedestrian Rail Crossing, Construction	C, CE	\$26,092,400	\$2,140,625	\$7,794,400	\$16,157,375	16,157,375 - BUILD, 6,250,000 - ICC GCPF, Rebuild Illinois - 1,544,400, NCIF - 2,140,625
N-23-08	N	Gregory Street Trail	Adelaide	Parkside	Trail extension and connection, Phases 1,2,3	C,C E	\$1,183,076	\$0	\$0	\$1,183,076	1,183,076 - ITEP
N-21-071	N	College Ave.	NSRR	White Oak Rd	Phase 3 - Reconstruction of PCC pavement, replacement of CC&G, turn lane improvements, multimodal improvements; crossing improvements at NSRR; 190' - Total Project Phase II Length	C	\$1,257,000	\$250,000	\$7,000	\$1,000,000	250,000 - NCIF; 7,000 - IDOT TARP 1,000,000 - CDS
N-21-071	N	College Ave.	NSRR	White Oak Rd	Phase 3 - Reconstruction of PCC pavement, replacement of CC&G, turn lane improvements, multimodal improvements; Phase 3 engineering	CE	\$320,500	\$320,500	\$0	\$0	320,500 - NCIF
N-24-14	N	Northwest Normal Infrastructure Planning			Planning study to identify infrastructure needs, including transportation needs	E	\$750,000	\$230,000	\$0	\$520,000	520,000 - CDS; 230,000 - NCIF
N-24-12	N	Vernon	Grandview	Towanda	Complete Streets Improvements & Rehabilitation - Engineering (PH I & II) and Construction	E,C	\$1,062,500	\$212,500	\$0	\$850,000	850,000 - CDS; 212,500 - NCIF
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	\$250,000	\$0	\$0	\$250,000	250,000 - SRTS
IDOT District 5											
IDOT projects pending											
2026 Funding Summary											
							Total	Local	State	Federal	
							\$112,256,770	\$60,049,862	\$15,913,354	\$36,293,554	
							% of Total by Jurisdiction	53.49%	14.18%	32.33%	
							Projects with Federal Funds	\$9,747,741	\$8,074,783	\$37,037,783	
							% of Total by Jurisdiction	18%	15%	68%	

FY 2026 - 2030 Transportation Improvement Program PROJECT INDEX

Project No.	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-24-04	B	Constitution Trail	Lincoln Street	Lafayette Street	Design	E	\$100,000.00	\$100,000.00	\$0.00	\$0.00	100,000- BCIF
B-24-04	B	Constitution Trail	Lincoln Street	Lafayette Street	Land Acquisition	ROW	\$20,000.00	\$20,000.00	\$0.00	\$0.00	20,000- BCIF
B-24-04	B	Constitution Trail	Lincoln Street	Lafayette Street	Construction	C	\$405,000	\$405,000	\$0	\$0	405,000- BCIF
B-27-00	B	City wide			General Resurfacing & Pavement Preservation of Various City Streets	C	\$5,500,000	\$5,500,000	\$0	\$0	5,500,000- LMFT
B-27-01	B	City wide			Sidewalk and Ramp Improvements	C	\$2,000,000	\$2,000,000	\$0	\$0	2,000,000- LMFT
B-27-02	B	City wide			Pavement & Sidewalk Maintenance	C	\$500,000	\$500,000	\$0	\$0	500,000- LMFT
B-27-03	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000- BMFT
B-26-05	J	US 150 Improvements	Oakland Avenue	Anglers Lake Road	City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0	500,000- BMFT
B-27-05	J	IL Route 9 Corridor Improvements	Center Street	Towanda Avenue	City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0	500,000- BMFT
B-25-11	B	Downtown Bloomington Market St	Main Street	Prairie Street	Streetscape Improvements	C	\$7,550,000	\$7,550,000	\$0	\$0	7,550,000- BCIF
B-26-06	B	Downtown Bloomington Main / Center St	Jefferson Street	Washington Street	Streetscape Improvements	E	\$1,450,000	\$1,450,000	\$0	\$0	1,450,000- BCIF
McLean County											
MC-12	C	Arrowsmith Road	1000 North	Route 9	Resurfacing	C	\$2,225,000	\$725,000	\$0	\$1,500,000	1,500,000 - STR; 725,000 - Local
McLean County Regional Planning Commission											
RPC-RAISE		Veterans Parkway	Northtown Rd	I55/74 interchange	Veterans Parkway Corridor Study		\$97,875	\$41,695	\$41,695	\$14,485	41,695- LOCAL; 41,695- State; 14,485- RAISE
Town of Normal											
N-Var	N	Various			Resurfacing of various city streets	C	\$6,000,000	\$6,000,000	\$0	\$0	1,500,000 - NMFT; 4,500,000 - NCIF
N-Var	N	City wide			Sidewalk and Ramp Improvements	C	\$697,000	\$697,000	\$0	\$0	500,000 - NCIF; 197,000 - CD
N-Var	N	Various			Concrete Pavement Patching	C	\$100,000	\$100,000	\$0	\$0	100,000 - NCIP

FY 2026 - 2030 Transportation Improvement Program PROJECT INDEX

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
N-Var	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Various Locations	E	\$75,000	\$75,000	\$0	\$0	75,000 - NCIP
N-Var	N	Bridge Repair & Maint.			Maint. and Improvements at various structures	C	\$150,000	\$150,000	\$0	\$0	150,000 - NCIP
N-Var	N	Various			Pavement Preservation (Contracted Only)	C,E	\$450,000	\$450,000	\$0	\$0	450,000 - NCIF
N-Var	N	Various			Resurfacing of various city streets	C	\$4,600,000	\$4,600,000	\$0	\$0	1,000,000 - NMFT; 3,600,000 - NCIF
N-Var	N	City wide			Sidewalk and Ramp Improvements	C	\$797,000	\$797,000	\$0	\$0	600,000 - NCIF; 197,000 - CD
N-Var	N	Various			Concrete Pavement Patching	C	\$100,000	\$100,000	\$0	\$0	100,000 - NCIP
N-Var	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Various Locations	E	\$75,000	\$75,000	\$0	\$0	75,000 - NCIP
N-Var	N	Bridge Repair & Maint.			Maint. and Improvements at various structures	C	\$150,000	\$150,000	\$0	\$0	150,000 - NCIP
N-Var	N	Various			Pavement Preservation (Contracted Only)	C,E	\$450,000	\$450,000	\$0	\$0	450,000 - NCIF

IDOT District 5

IDOT projects pending

2027 Funding Summary

	Total	Local	State	Federal
Fiscally Constrained Cost	\$35,491,875	\$33,435,695	\$41,695	\$2,014,485
% of Total by Jurisdiction		94.2%	0.1%	5.7%
Projects with Federal Funds	\$2,822,875	\$766,695	\$41,695	\$2,014,485
% of Total by Jurisdiction		27%	1%	71%

FY 2026 - 2030 Transportation Improvement Program PROJECT INDEX

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
2028											
City of Bloomington											
B-15-03	J	Jersey Avenue Bridge Replacement	Sugar Creek		Bridge Design	E	\$50,000	\$50,000	\$0	\$0	50,000 - BMFT
B-28-00	B	City wide			General Resurfacing & Pavement Preservation of Various City Streets	C	\$5,250,000	\$5,250,000	\$0	\$0	5,250,000 - LMFT
B-28-01	B	City wide			Sidewalk and Ramp Improvements	C	\$1,500,000	\$1,500,000	\$0	\$0	1,500,000 - LMFT
B-28-02	B	City wide			Pavement & Sidewalk Maintenance	C	\$500,000	\$500,000	\$0	\$0	500,000 - LMFT
B-28-03	B	City wide			Street Lighting - Electricity & Maintenance	E	\$1,000,000	\$1,000,000	\$0	\$0	1,000,000 - BMFT
McLean County											
MC-16	C	Shirley Road	1500 East	1350 East	FDR/Resurface	C	\$1,750,000	\$350,000	\$0	\$1,400,000	1,400,000 - STU; 350,000 - Local
	C	Route 66 Bike Trail	2.5 miles north of Towanda	One mile south of Dameron Rd	Phase II - Design	D	\$600,000	\$120,000	\$0	\$480,000	
Town of Normal											
N-Var	N	Various			Resurfacing of various city streets	C	\$4,000,000	\$4,000,000	\$0	\$0	1,500,000 - NMFT; 2,500,000 - NDF
N-Var	N	City wide			Sidewalk and Ramp Improvements	C	\$697,000	\$697,000	\$0	\$0	500,000 - NDF; 197,000 - CD
N-Var	N	Bridge Repair & Maint.			Maint. and Improvements at various structures	C	\$150,000	\$150,000	\$0	\$0	150,000 - NDP
N-Var	N	Various			Pavement Preservation (Contracted Only)	C,E	\$500,000	\$500,000	\$0	\$0	500,000 - NDF
N-Var	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Various Locations	E	\$75,000	\$75,000	\$0	\$0	75,000 - NDP
IDOT District 5											
IDOT projects pending											

2028 Funding Summary

	Total	Local	State	Federal
Fiscally Constrained Cost	\$16,072,000	\$14,192,000	\$0	\$1,880,000
% of Total by Jurisdiction		88%	0%	12%
Projects with Federal Funds	\$2,350,000	\$470,000	\$0	\$1,880,000
% of Total by Jurisdiction		20%	0%	80%

FY 2026 - 2030 Transportation Improvement Program PROJECT INDEX

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
2029											
City of Bloomington											
B-15-03	J	Jersey Avenue Bridge Replacement	Sugar Creek		Reconstruct Bridge	C	\$2,965,000	\$2,965,000	\$0	\$0	2,965,000 - BMFT
B15-03		Jersey Avenue Bridge Replacement	Sugar Creek		Phase III Construction Observation	E	\$296,500	\$296,500	\$0	\$0	296,500 - BMFT
B-22-07	B	Cottage Avenue Bridge Replacement	Sugar Creek		Bridge Design	E	\$300,000	\$300,000	\$0	\$0	300,000 - BMFT
B-29-00	B	City wide			General Resurfacing & Pavement Preservation of Various City Streets	C	\$5,250,000	\$5,250,000	\$0	\$0	5,250,000 - LMFT
B-29-01	B	City wide			Sidewalk and Ramp Improvements	C	\$1,500,000	\$1,500,000	\$0	\$0	1,500,000 - LMFT
B-29-02	B	City wide			Pavement & Sidewalk Maintenance	C	\$500,000	\$500,000	\$0	\$0	500,000 - LMFT
B-29-03	B	City wide			Street Lighting - Electricity & Maintenance	E	\$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	\$5,175,000	\$2,675,000	\$0	\$2,500,000	2,500,000 - STR; 2,675,000 - Local
MC-15	C	Towanda-Barnes Road	Route 150	Ireland Grove Rd	Resurfacing	C	\$3,750,000	\$750,000	\$0	\$3,000,000	3,000,000 - STU; 750,000 - Local
Town of Normal											
N-Var	N	Various			Resurfacing of various city streets	C	\$5,000,000	\$5,000,000	\$0	\$0	2,500,000 - NMFT; 2,500,000 - NDF
N-Var	N	City wide			Sidewalk and Ramp Improvements	C	\$697,000	\$697,000	\$0	\$0	500,000 - NDF; 197,000 - CD
N-Var	N	Bridge Repair & Maint.			Maint. and Improvements at various structures	C	\$150,000	\$150,000	\$0	\$0	150,000 - NDF
N-Var	N	Various			Pavement Preservation (Contracted Only)	C,E	\$325,000	\$325,000	\$0	\$0	325,000 - NDF
N-Var	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	E	\$75,000	\$75,000	\$0	\$0	75,000 - NDF
IDOT District 5											
IDOT projects pending											

FY 2026 - 2030 Transportation Improvement Program PROJECT INDEX

2029 Funding Summary

	Total	Local	State	Federal
Fiscally Constrained Cost	\$26,983,500	\$21,483,500	\$0	\$5,500,000
% of Total by Jurisdiction		80%	0%	20%
Projects with Federal Funds	\$8,925,000	\$3,425,000	\$0	\$5,500,000
% of Total by Jurisdiction		38%	0%	62%

FY 2026 - 2030 Transportation Improvement Program PROJECT INDEX

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
2030											
City of Bloomington											
B-22-07	B	Cottage Bridge Replacement	Sugar Creek		Reconstruct Bridge	C	\$3,000,000	\$3,000,000	\$0	\$0	3,000,000 - BMFT
B-22-07	B	Cottage Avenue Bridge Replacement	Sugar Creek		Phase III Construction Observation	E	\$300,000	\$300,000	\$0	\$0	300,000 - BMFT
B-30-00	B	City wide			General Resurfacing & Pavement Preservation of Various City Streets	C	\$5,250,000	\$5,250,000	\$0	\$0	5,250,000 - LMFT
B-30-01	B	City wide			Sidewalk and Ramp Improvements	C	\$1,500,000	\$1,500,000	\$0	\$0	1,500,000 - LMFT
B-30-02	B	City wide			Pavement & Sidewalk Maintenance	C	\$500,000	\$500,000	\$0	\$0	500,000 - LMFT
B-30-03	B	City wide			Street Lighting - Electricity & Maintenance	E	\$1,000,000	\$1,000,000	\$0	\$0	1,000,000 - BMFT
McLean County											
MC-17	C	Downs Road	Route 51	2000 East	Resurfacing	C	\$3,000,000	\$1,500,000	\$0	\$1,500,000	1,500,000 - STR, 1,500,000 - Local
Town of Normal											
N-Var	N	Various			Resurfacing of various city streets	C	\$5,000,000	\$5,000,000	\$0	\$0	2,500,000 - NMFT; 2,500,000 - NDF
N-Var	N	City wide			Sidewalk and Ramp Improvements	C	\$697,000	\$697,000	\$0	\$0	500,000 - NDF; 197,000 - CD
N-Var	N	Bridge Repair & Maint.			Maint. and Improvements at various structures	C	\$150,000	\$150,000	\$0	\$0	150,000 - NDF
N-Var	N	Various			Pavement Preservation (Contracted Only)	C,E	\$325,000	\$325,000	\$0	\$0	325,000 - NDF
N-Var	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Various Locations	E	\$75,000	\$75,000	\$0	\$0	75,000 - NDF
IDOT District 5											
IDOT projects pending											
2030 Funding Summary											

	Total	Local	State	Federal
Fiscally Constrained Cost	\$20,797,000	\$19,297,000	\$0	\$1,500,000
% of Total by Jurisdiction		93%	0%	7%
Projects with Federal Funds	\$3,000,000	\$1,500,000	\$0	\$1,500,000
% of Total by Jurisdiction		50%	0%	50%

FY 2026 - 2030 Transportation Improvement Program PROJECT INDEX

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PENDING

Section will continue through page 36

Maps

Map 1 Projects in FY 2026

Map 2 Projects in FY 2027

Map 3 Projects in FY 2028

Map 4 Projects in FY 2029

Map 5 Projects in FY 2030



CT-C-04,
 CT-C-05,
 CT-C-08,
 & CT-C-09

B-26-06

B-24-04

B-26-05









B-27-05

RPC-RAISE

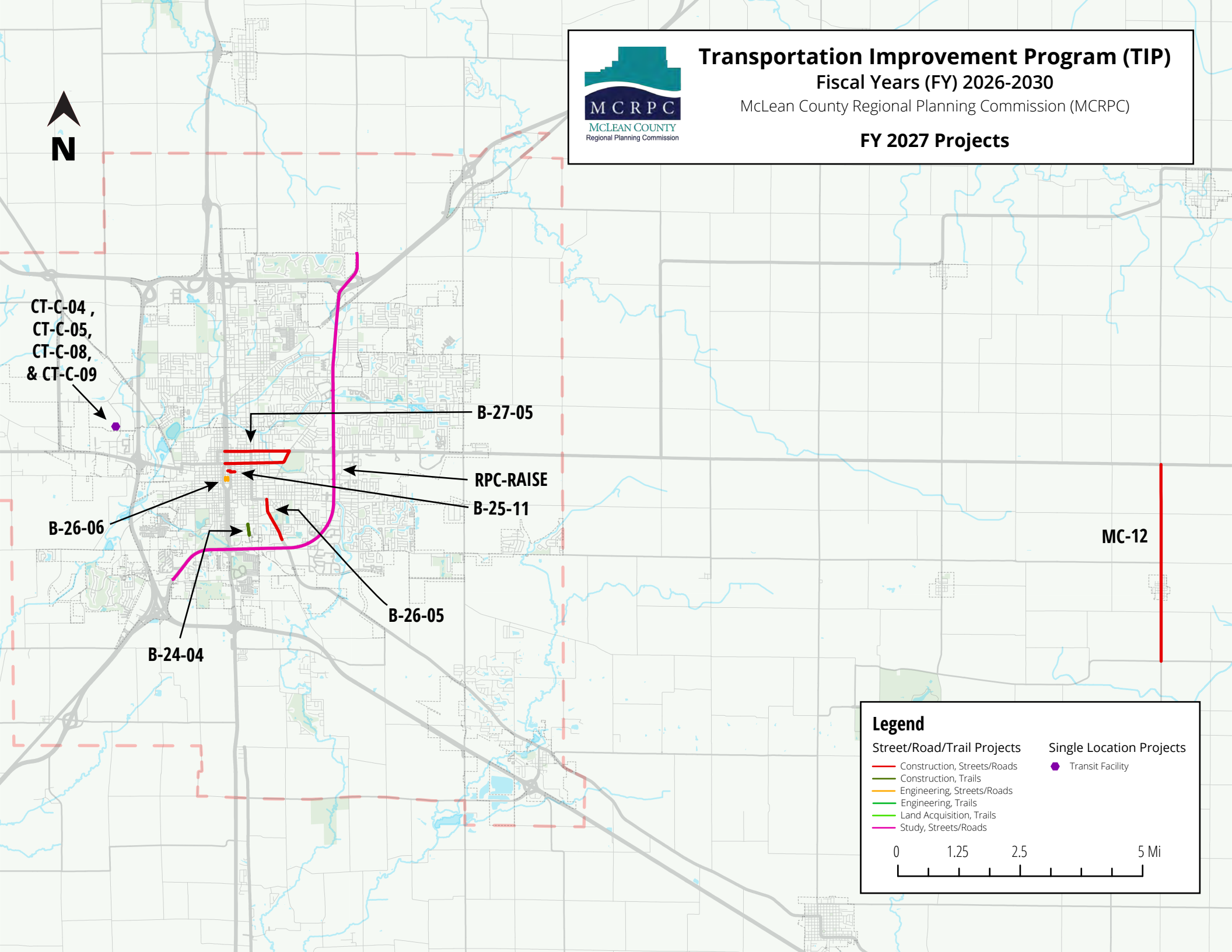
B-25-11

MC-12

Legend

 Construction, Streets/Roads	 Single Location Projects
 Construction, Trails	 Transit Facility
 Engineering, Streets/Roads	
 Engineering, Trails	
 Land Acquisition, Trails	
 Study, Streets/Roads	

0 1.25 2.5 5 Mi





Transportation Improvement Program (TIP)

Fiscal Years (FY) 2026-2030

McLean County Regional Planning Commission (MCRPC)

FY 2028 Projects



MC-xx

CT-C-02

B-15-03

MC-16

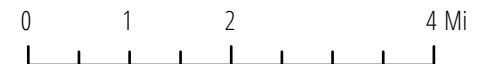
Legend

Street/Road/Trail Projects

- Construction, Streets/Roads
- Engineering, Trails

Single Location Projects

- Bridge Replacement
- Transit Facility





Transportation Improvement Program (TIP)

Fiscal Years (FY) 2026-2030

McLean County Regional Planning Commission (MCRPC)

FY 2029 Projects



C-CT-03

B-15-03

B-22-07

MC-15

MC-13

Legend

Street/Road/Trail Projects

— Construction, Streets/Roads

Single Location Projects

▲ Bridge Replacement

● Transit Facility

0 1.25 2.5 5 Mi





▲ B-22-07

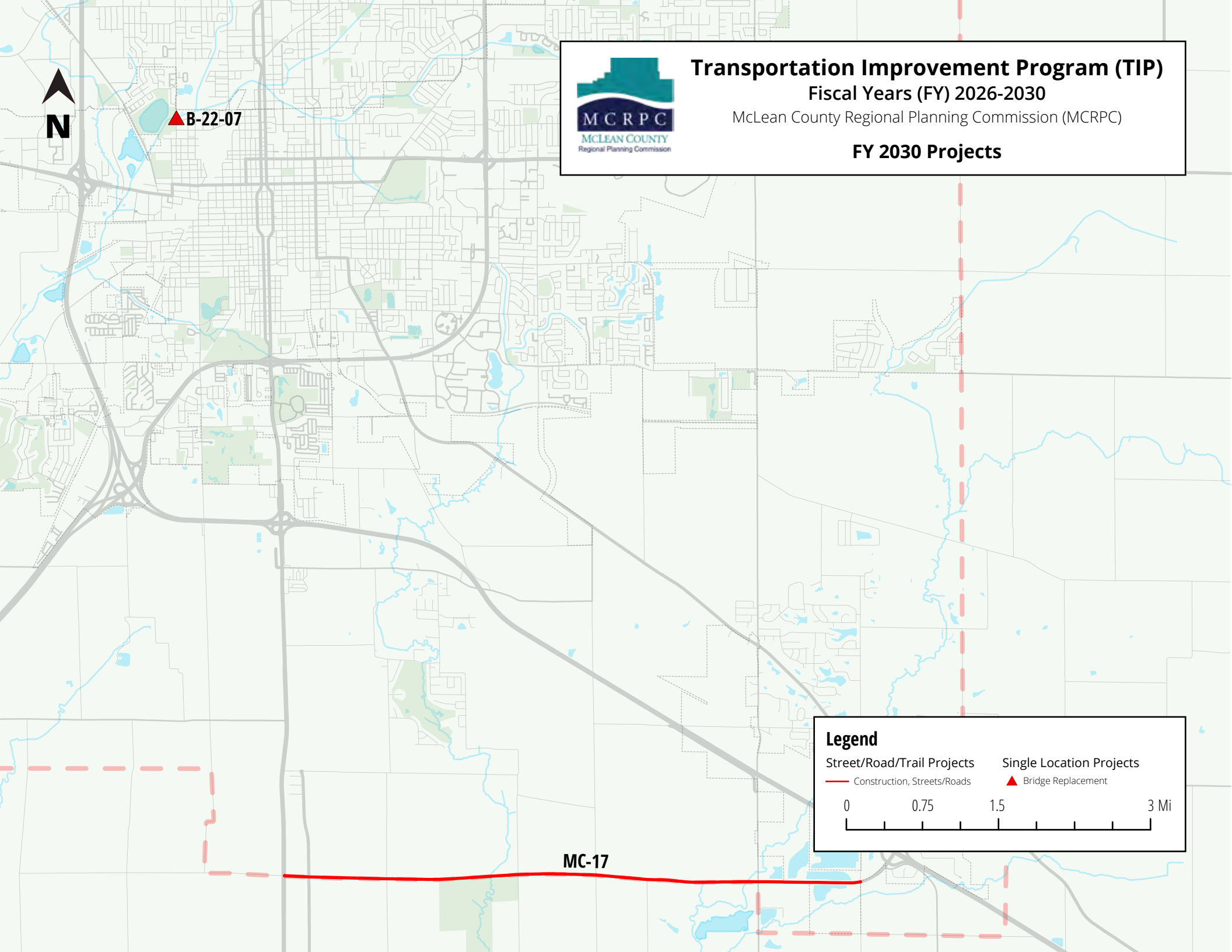


Transportation Improvement Program (TIP)

Fiscal Years (FY) 2026-2030

McLean County Regional Planning Commission (MCRPC)

FY 2030 Projects



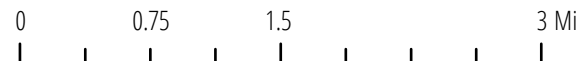
Legend

Street/Road/Trail Projects

— Construction, Streets/Roads

Single Location Projects

▲ Bridge Replacement



MC-17

FY 2026 – 2030 Index of Illustrative Projects

The MCRPC participating jurisdictions often make use of a tool for longer for supplementing the fiscally constrained projects each year. These are known as illustrative projects, and those included by the local jurisdictions for the fiscal years 2026 through 2030. Funding possibilities range from the listing of local funding sources where the funds are not yet allocated to the project, and to state or federal funds not yet requested or allocated.

Project No.	Jurisdiction	Project Location	Termini		Illustrative Projects Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
2026											
City of Bloomington											
					None Identified.						
McLean County											
MC-X	C	Route 66 Bike Trail	2.5 miles north of Towanda	Chenoa	Phase I	D	\$750,000	\$150,000	\$0	\$600,000	TBD
Town of Normal											
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-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-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
N-25-15	N	Northtown Road	West of Main	Linden	Complete Streets Improvements & Rehabilitation	C,E	\$3,500,000	\$3,500,000			Funding source TBD
N-24-12	N	Vernon	Grandview	Towanda	Complete Streets Improvements & Rehabilitation	C, CE	\$4,200,000	\$4,200,000			Funding source TBD
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-25-11	N	Linden	Vernon		Traffic Signal and Intersection Improvements	C,E	\$1,000,000	\$1,000,000			Funding source TBD
							Total Annual Cost	Local	State	Federal	
							\$27,475,000	\$10,575,000	\$4,000,000	\$12,900,000	
							<i>percent of total</i>	38%	15%	47%	

Project No.	Jurisdiction	Project Location	Termini		Illustrative Projects Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
2027											
City of Bloomington											
None Identified.											
McLean County											
None Identified.											
Town of Normal											
N-25-14	N	Vernon	Beaufort	Linden	Complete Streets Improvements & Rehabilitation	E	\$450,000	\$450,000			Funding source TBD
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-26-12	N	College Ave.	White Oak Road	Parkside Road	Multi-use trail-Maxwell Park Connection	C,E	\$1,500,000			\$1,500,000	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	NB Left Turn Lane Onto Beech	E	\$900,000	\$900,000			Funding source TBD
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
N26-20	N	Illinois State Campus Transportation Safety Improvments			Safety improvements at various intersection and street segments.	C,E	\$4,500,000	\$4,500,000			Funding source TBD
N-24-15	N	Main St. (BUS 51)	Division	Gregory	Streetscape Study/Design	E	\$450,000	\$450,000			Funding source TBD
							Total Annual Cost	Local	State	Federal	
							\$34,800,000	\$13,800,000	\$0	\$21,000,000	
							<i>percent of total</i>	50%	0%	76%	

Project No.	Jurisdiction	Project Location	Termini		Illustrative Projects Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
2028											
City of Bloomington											
B-26-06	B	Downtown Bloomington Main / Center St	Jefferson Street	Washington Street	Streetscape Improvements	C	\$13,000,000	\$13,000,000	\$0	\$0	13,000,000 - BCIF
B-27-06	B	Downtown Bloomington Front, Jefferson & Market	Madison Street	East Street	Streetscape Improvements	E	\$1,120,000	\$1,120,000	\$0	\$0	1,120,000 - BCIF
McLean County											
None Identified.											
Town of Normal											
N-25-14	N	Vernon	Beaufort	Linden	Complete Streets Improvements & Rehabilitation	C,CE	\$4,750,000	\$4,750,000			Funding source TBD
N-03-1828	N	Towanda Avenue	Raab Road		Intersection Improvements	C	\$1,250,000	\$1,250,000			Funding source TBD
N-03-1828	N	Towanda Avenue	Raab Road		Intersection Improvements	E	\$65,000	\$65,000			Funding source TBD
N-03-1829	N	Linden	Jersey		Intersection Improvements	E, C	\$450,000	\$450,000			Funding source TBD
N-03-1830	N	Linden	Parkinson	Dawes-Maple	Street improvements	E, C	\$3,250,000	\$3,250,000			Funding source TBD
							Total Annual Cost	Local	State	Federal	
							\$23,885,000	\$23,885,000	\$0	\$0	
							<i>percent of total</i>	<i>100%</i>	<i>0%</i>	<i>76%</i>	

Project No.	Jurisdiction	Project Location	Termini		Illustrative Projects Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
2029											
City of Bloomington											
B-27-06	B	Downtown Bloomington Front, Jefferson & Market	Madison Street	East Street	Streetscape Improvements	C	\$10,000,000	\$10,000,000	\$0	\$0	10,000,000 - BCIF
B-28-04	B	Downtown Bloomington Monroe / Washington St	Madison Street	East Street	Streetscape Improvements	E	\$600,000	\$600,000	\$0	\$0	600,000 - BCIF

McLean County											
None Identified.											
Town of Normal											
N-28-10	N	Towanda Avenue	Shelbourne	Raab Rd.	Pavement Widening and Improvements	C,E	\$3,500,000	\$3,500,000			Funding source TBD
N-28-14	N	Vernon	Linden	Grandview	Complete Streets Improvements & Rehabilitation	E	\$250,000	\$250,000			Funding source TBD
							Total Annual Cost	Local	State	Federal	
							\$14,350,000	\$14,350,000	\$0	\$0	
							<i>percent of total</i>	<i>100%</i>	<i>0%</i>	<i>0%</i>	

Project No.	Jurisdiction	Project Location	Termini		Illustrative Projects Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
2030											
City of Bloomington											
B-27-06	B	Downtown Bloomington Front, Jefferson & Market	Madison Street	East Street	Streetscape Improvements	C	\$10,000,000	\$10,000,000	\$0	\$0	10,000,000 - BCIF
B-28-04	B	Downtown Bloomington Monroe / Washington St	Madison Street	East Street	Streetscape Improvements	E	\$600,000	\$600,000	\$0	\$0	600,000 - BCIF
McLean County											
None Identified.											

Town of Normal											
N-28-14	N	Vernon	Linden	Grandview	Complete Streets Improvements & Rehabilitation	E	\$250,000	\$250,000			Funding source TBD
							Total Annual Cost	Local	State	Federal	
							\$8,200,000	\$8,200,000	\$0	\$0	
							<i>percent of total</i>	<i>100%</i>	<i>0%</i>	<i>0%</i>	
								Overall Total	Local	State	Federal
								\$108,710,000	\$70,810,000	\$4,000,000	\$33,900,000



TRANSIT



PROJECTS

STATE FISCAL YEARS 2026 - 2030

TRANSPORTATION IMPROVEMENT PROGRAM



Transit Program Activities

The Bloomington-Normal urbanized and rural areas will both be served by Connect Transit and several agencies and institutions that provide transportation services to program recipients and/or the 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 provider is Connect Transit in the Bloomington-Normal urban area, as well as rural public transit. Connect Transit will begin service in rural McLean County on July 1, 2025. In preparation for this transition, there have been extensive conversations between Connect Transit, McLean County Administration, the former provider SHOW BUS and MCRPC.

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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Connect Transit

Following are budgets for each year referenced in the current TIP, summarized below. Over the 5-year period, Connect Transit has budgeted \$120,865,750 for operating costs, and \$82,039,356 for capital expenses, for a 5-year total of \$202,905,106.

CONNECT TRANSIT FY 2025 - 2029 TIP SUMMARY

OPERATING	FY25	FY26	FY27	FY28	FY29	TOTAL
IDOT DOAP	\$14,683,371	\$14,983,589	\$15,718,819	\$16,490,810	\$17,301,400	\$79,177,989
FTA 5307	\$4,427,840	\$4,807,180	\$5,200,773	\$5,611,861	\$6,046,032	\$26,093,686
Local	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$7,500,000
Fare Revenue	\$1,391,075	\$1,391,075	\$1,391,075	\$1,391,075	\$1,386,075	\$6,950,375
Other	\$226,900	\$224,600	\$226,900	\$231,500	\$233,800	\$1,143,700
TOTAL	\$22,229,186	\$22,906,444	\$24,037,567	\$25,225,246	\$26,467,307	\$120,865,750

CAPITAL	FY25	FY26	FY27	FY28	FY29	TOTAL
FTA 5339	\$8,820,125	\$12,659,891	\$0	\$0	\$0	\$21,480,016
FTA 5307	\$1,821,645	\$308,000	\$539,000	\$4,060,000	\$5,180,000	\$11,908,645
CDS / CPF (Earmarks)	\$2,868,916	\$0	\$0	\$0	\$0	\$2,868,916
IDOT Capital (RR1)	\$7,128,000	\$245,655	\$142,345	\$0	\$0	\$7,516,000
IDOT Capital (RR2)	\$5,803,135	\$1,882,945	\$0	\$0	\$0	\$7,686,080
IDOT Capital (RR3)	\$800,000	\$12,200,000	\$0	\$0	\$0	\$13,000,000
IDOT Debt Service	\$4,033,020	\$923,369	\$84,500	\$0	\$0	\$5,040,889
IL DCEO	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
Local	\$42,000	\$227,655	\$609,155	\$3,690,000	\$4,970,000	\$9,538,810
TOTAL	\$34,316,841	\$28,447,515	\$1,375,000	\$7,750,000	\$10,150,000	\$82,039,356

Detailed budgets for each year follow.

CONNECT TRANSIT - FY2026 TRANSPORTATION IMPROVEMENT PLAN

OPERATING PLAN & FUNDING PROJECTIONS

Line	Project	Description	Funding Source		Total Cost
1	Operating Assistance	General breakdown of operating budget for the year	IDOT DOAP	\$14,683,371	\$22,513,186
			FTA 5307	\$4,427,840	
			FTA 5311	\$284,000	
			Local	\$1,500,000	
			Fare Revenue	\$1,391,075	
			Other	\$226,900	
TOTAL OPERATING					\$22,513,186

CAPITAL PLAN & FUNDING PROJECTIONS

Line	Project	Description	Funding Source		Total Cost
1	Heavy-Duty Buses	Eight (8) heavy-duty hybrid diesel buses	CDS / CPF (Earmarks)	\$2,781,416	\$8,709,016
			IDOT Debt Service	\$484,465	
			IDOT Capital (RR2)	\$5,443,135	
2	Micro Transit Rolling Stock	Five (5) light-duty battery vans	FTA 5339	\$748,125	\$1,548,125
			IDOT Capital (RR3)	\$800,000	
3	Wylie Drive Facility Security Upgrades	Upgrade proximity locking systems systems Upgrade security camera systems	CDS / CPF (Earmarks)	\$87,500	\$250,000
			IDOT Debt Service	\$162,500	
4	Floor Scrubber - Maintenance	Bus storage and garage floor scrubber	FTA 5307	\$26,250	\$75,000
			IDOT Debt Service	\$48,750	
5	Better Bus Stops - Design	A & E for 52 bus stops	FTA 5339	\$72,000	\$200,000
			IDOT Capital (RR1)	\$128,000	
6	Service Vehicles	Replace two (2) service vehicles Add three (3) service vehicles	FTA 5307	\$71,554	\$204,440
			IDOT Debt Service	\$132,886	
7	Mid-Life Overhaul	Overhaul ten (10) heavy-duty 40' New Flyer diesel buses	FTA 5307	\$562,716	\$1,607,760
			IDOT Debt Service	\$1,045,044	
8	ITS Software	Various replacement software for ERP systems	FTA 5307	\$525,000	\$1,500,000
			IDOT Debt Service	\$975,000	
			Local	\$0	
9	Man Lift	Two (2) person man lift	FTA 5307	\$24,000	\$30,000
			Local	\$6,000	
10	Radio System Replacement	Complete radio system hardware replacement	FTA 5307	\$258,125	\$737,500
			IDOT Debt Service	\$479,375	
11	Maintenance Lifts and Jack Stands	Fill two maintenance pits with in-ground lifts & purchase jack stands	IDOT Capital (RR2)	\$360,000	\$675,000
			IDOT Debt Service	\$315,000	
12	Roof Replacement	Administration facility roof replacement	FTA 5307	\$210,000	\$600,000
			IDOT Debt Service	\$390,000	
13	DT Bloomington Transit Center	A & E and Construction of Downtown Bloomington Transit Center	FTA 5339	\$8,000,000	\$18,000,000
			IDOT Capital (RR1)	\$7,000,000	
			IL DCEO	\$3,000,000	
14	Live Video Monitoring	Live video monitoring hardware, software and service for all rolling stock vehicles	FTA 5307	\$144,000	\$180,000
			Local	\$36,000	
			FTA 5339	\$8,820,125	
			FTA 5307	\$1,821,645	
			CDS / CPF (Earmarks)	\$2,868,916	
			IDOT Capital (RR1)	\$7,128,000	
			IDOT Capital (RR2)	\$5,803,135	
			IDOT Capital (RR3)	\$800,000	
			IDOT Debt Service	\$4,033,020	
			IL DCEO	\$3,000,000	
			Local	\$42,000	
TOTAL CAPITAL					\$34,316,841

CONNECT TRANSIT - FY 2027 TRANSPORTATION IMPROVEMENT PLAN

OPERATING PLAN & FUNDING PROJECTIONS

Line	Project	Description	Funding Source		Total Cost
1	Operating Assistance	General breakdown of operating budget for the year	IDOT DOAP	\$14,983,589	\$23,190,444
			FTA 5307	\$4,807,180	
			FTA 5311	\$284,000	
			Local	\$1,500,000	
			Fare Revenue	\$1,391,075	
			Other	\$224,600	
TOTAL OPERATING				\$23,190,444	

CAPITAL PLAN & FUNDING PROJECTIONS

Line	Project	Description	Funding Source		Total Cost
1	Microtransit Rolling Stock	Five (5) light-duty battery electric vans	FTA 5339	\$748,125	\$1,548,125
			IDOT Capital (RR3)	\$800,000	
2	Service Vehicles	Replace two (2) service vehicles	FTA 5307	\$28,000	\$80,000
			IDOT Debt Service	\$52,000	
3	Paratransit Vehicles	Four Paratransit Vehicles	FTA 5307	\$280,000	\$350,000
			Local	\$70,000	
4	Wylie Drive Facility Expansion	New vehicle storage, training & operations facility Administration facility renovations and addition	FTA 5339	\$8,800,000	\$20,200,000
			IDOT Capital (RR3)	\$11,400,000	
5	Wylie Drive Charging Infrastructure	Charging infrastructure to support expanding EV fleet.	IDOT Capital (RR2)	\$1,500,000	\$1,500,000
6	Better Bus Stops - Design	A & E for bus stops	IDOT Capital (RR1)	\$142,345	\$300,000
			Local	\$157,655	
7	Heavy-Duty Rolling Stock	Five (5) heavy-duty diesel buses	FTA 5339	\$2,965,476	\$3,706,845
			IDOT Debt Service	\$741,369	
8	Electric Bus Charging Infrastructure	Remaining infrastructure to support electric bus charging in existing facility	IDOT Capital (RR2)	\$382,945	\$382,945
9	Bathroom Updates	Wylie Drive Administration building bathroom updates to public, administration, and bus operator bathrooms.	IDOT Debt Service	\$130,000	\$200,000
				\$70,000	
10	Better Bus Stops - Construction	Construction for 52 bus stops	FTA 5339	\$146,290	\$249,600
			IDOT Capital (RR1)	\$103,310	
			FTA 5339	\$12,659,891	
			FTA 5307	\$308,000	
			CDS / CPF (Earmarks)	\$0	
			IDOT Capital (RR1)	\$245,655	
			IDOT Capital (RR2)	\$1,882,945	
			IDOT Capital (RR3)	\$12,200,000	
			IDOT Debt Service	\$923,369	
			IL DCEO	\$0	
			Local	\$227,655	
TOTAL CAPITAL				\$28,447,515	

CONNECT TRANSIT - FY 2028 TRANSPORTATION IMPROVEMENT PLAN

OPERATING PLAN & FUNDING PROJECTIONS

Line	Project	Description	Funding Source		Total Cost
1	Operating Assistance	General breakdown of operating budget for the year	IDOT DOAP	\$15,718,819	\$24,321,567
			FTA 5307	\$5,200,773	
			FTA 5311	\$284,000	
			Local	\$1,500,000	
			Fare Revenue	\$1,391,075	
			Other	\$226,900	
TOTAL OPERATING				\$24,321,567	

CAPITAL PLAN & FUNDING PROJECTIONS

Line	Project	Description	Funding Source		Total Cost
1	Paratransit Vehicles	Four Paratransit Vehicles	FTA 5307	\$280,000	\$350,000
			Local	\$70,000	
2	EV Charging Upgrades	Installation of chargers and associated infrastructure for two (2) service vehicles and two (2) public chargers	FTA 5307	\$37,500	\$75,000
			Local	\$37,500	
3	Service Vehicles	Replace two (2) service vehicles	FTA 5307	\$28,000	\$80,000
			IDOT Debt Service	\$52,000	
4	Vehicle Camera System Upgrades	Digital video recording system upgrades for entire rolling stock fleets	FTA 5307	\$176,000	\$220,000
			Local	\$44,000	
5	Real Time Signage Upgrades	Upgrades to bus stops with real time signage at high traffic bus stops	IDOT Debt Service	\$32,500	\$50,000
			FTA 5307	\$17,500	
6	Better Bus Stops - Construction	Construction for bus stops	IDOT Capital (RR1)	\$142,345	\$600,000
			Local	\$457,655	
			FTA 5339	\$0	
			FTA 5307	\$539,000	
			CDS / CPF (Earmarks)	\$0	
			IDOT Capital (RR1)	\$142,345	
			IDOT Capital (RR2)	\$0	
			IDOT Capital (RR3)	\$0	
			IDOT Debt Service	\$84,500	
			IL DCEO	\$0	
			Local	\$609,155	
TOTAL CAPITAL				\$1,375,000	

CONNECT TRANSIT - FY 2029 TRANSPORTATION IMPROVEMENT PLAN

OPERATING PLAN & FUNDING PROJECTIONS

Line	Project	Description	Funding Source		Total Cost
1	Operating Assistance	General breakdown of operating budget for the year	IDOT DOAP	\$16,490,810	\$25,509,246
			FTA 5307	\$5,611,861	
			FTA 5311	\$284,000	
			Local	\$1,500,000	
			Fare Revenue	\$1,391,075	
			Other	\$231,500	
TOTAL OPERATING				\$25,509,246	

CAPITAL PLAN & FUNDING PROJECTIONS

Line	Project	Description	Funding Source		Total Cost
1	Paratransit Vehicles	Four Paratransit Vehicles	FTA 5307	\$280,000	\$350,000
			Local	\$70,000	
2	Heavy-Duty Buses	Five (5) replacement heavy-duty zero-emission buses (replacing 2015 New Flyer diesel buses)	FTA 5307	\$3,500,000	\$7,000,000
			Local	\$3,500,000	
3	Passenger Amenity Upgrades	Upgrade passenger amenities and waiting areas in Uptown Station	FTA 5307	\$160,000	\$200,000
			Local	\$40,000	
4	Dispatch Update	Install emergency egress door Updated furniture	FTA 5307	\$120,000	\$200,000
			Local	\$80,000	
			FTA 5339	\$0	
			FTA 5307	\$4,060,000	
			CDS / CPF (Earmarks)	\$0	
			IDOT Capital (RR1)	\$0	
			IDOT Capital (RR2)	\$0	
			IDOT Capital (RR3)	\$0	
			IDOT Debt Service	\$0	
			IL DCEO	\$0	
			Local	\$3,690,000	
TOTAL CAPITAL				\$7,750,000	

CONNECT TRANSIT - FY 2030 TRANSPORTATION IMPROVEMENT PLAN

OPERATING PLAN & FUNDING PROJECTIONS

Line	Project	Description	Funding Source		Total Cost
1	Operating Assistance	General breakdown of operating budget for the year	IDOT DOAP	\$17,301,400	\$26,751,307
			FTA 5307	\$6,046,032	
			FTA 5311	\$284,000	
			Local	\$1,500,000	
			Fare Revenue	\$1,386,075	
			Other	\$233,800	
TOTAL OPERATING				\$26,751,307	

CAPITAL PLAN & FUNDING PROJECTIONS

Line	Project	Description	Funding Source		Total Cost
1	Paratransit Vehicles	Four Paratransit Vehicles	FTA 5307	\$280,000	\$350,000
			Local	\$70,000	
2	Heavy-Duty Buses	Seven (7) replacement heavy-duty zero-emission buses (replacing 2016 New Flyer diesel buses)	FTA 5307	\$4,900,000	\$9,800,000
			Local	\$4,900,000	
			FTA 5339	\$0	
			FTA 5307	\$5,180,000	
			CDS / CPF (Earmarks)	\$0	
			IDOT Capital (RR1)	\$0	
			IDOT Capital (RR2)	\$0	
			IDOT Capital (RR3)	\$0	
			IDOT Debt Service	\$0	
			IL DCEO	\$0	
			Local	\$4,970,000	
TOTAL CAPITAL				\$10,150,000	

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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 provider is Connect Transit in the Bloomington-Normal urban area, and effective on July 1, 2025, in rural McLean County.

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.

Lifelong Access

Since 1955, Lifelong Access (formerly known as Marcfirst) has been connecting people with developmental disabilities to their community through a lifetime of meaningful supports. Services currently provided include early intervention and pediatric therapy programs for children with developmental disabilities and delays. High school students with disabilities are given the opportunity to participate in our transition program. For adults, residential, developmental training and supported employment services are provided. Each year, Marcfirst supports over 700 children and adults in McLean County. The transportation services we provide play a vital role in achieving our mission. For many of the adults supported, independent use of public transportation is not an option due to physical and/or intellectual disabilities. Our fleet of vehicles gives individuals with disabilities opportunities to access their community for work, education, medical services and recreation locally and throughout the State.

Appendices

APPENDIX 1
Title VI Compliance
Complaint Form for Discrimination Claim

The Transportation Policy Committee has approved the form on pages A-3 through A-5 below for the reporting of discrimination claims to MCRPC. The Policy Committee and the McLean County Regional Planning Commission are dedicated to open access to MCRPC for all. This form and information on MCRPC's policies relating to Title VI of the Civil Rights Act of 1964, and to all other federal, state and local laws and regulations regarding civil right compliance are available on the Commission website at mcplan.org. Please see Appendix 3 to this Transportation Improvement Program for additional information regarding the MCRPC transportation planning program.

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

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MCRPC Civil Rights Complaint Form

Please describe the alleged incident on which this complaint is based, and how you feel you were discriminated against, including how others may have been treated differently than you. (If you require additional space or have additional written material pertaining to your complaint, please attach to this form.)

Provide the names and titles of person(s) who allegedly discriminated against you. (If you require additional space or have additional written material pertaining to your complaint, please attach to this form.)

Section 5

I affirm that I have read the above charge and that it is true to the best of my knowledge, information, and belief.

Complainant's Signature:

_____ Date: _____

Print or Type Name of Complainant:

For MCRPC Use Only

Date Received: _____ Notes _____

Received by: _____ Title _____

Action by: _____ Date _____

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Appendix 2

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. This information is updated periodically.

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

UPDATE PENDING

\$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.

UPDATES PENDING

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

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 2026, July 1, 2025 – June 30, 2026.

Date Approval Anticipated: June 27, 2025

2. Metropolitan Long-Range Transportation Plan 2050 (MLRTP 2050)

Details how the urbanized area transportation system will evolve over the next 20-25 years. The current MLRTP 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 MLRTP 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: Metropolitan Long-Range Transportation Plan 2050

Date Approved: October 31, 2022.

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 2026-2030

Date Approval Anticipated: June 27, 2025

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

Update Available for Public Review: June 3, 2024 through July 18, 2024

Public Hearing: July 19, 2024, MCRPC Transportation Technical Committee

Adopted: July 26, 2024, MCRPC Transportation Policy Committee

The Title VI Plan was updated in FY 2024. The update had 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:

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

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. The Public Participation Plan

Title: MCRPC Public Participation Plan

7. 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 Approved: September 23, 2022

Title: Annual Listing of Federally Obligated Projects, Federal Fiscal Year 2023

Date Approved: September 29, 2023

Title: Annual Listing of Federally Obligated Projects, Federal Fiscal Year 2024

Date Approved: September 27, 2024

Title: Annual Listing of Federally Obligated Projects, Federal Fiscal Year 2025

Date Approval Anticipated: September, 2025

8. MPO Self-Certification – to be renewed June 27, 2025

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:

Selected Legislative and Regulatory Citations

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.

Please note that MCRPC continues adherence with the above Federal requirements.

With respect to actions to limit or remove these provisions by presidential executive order on or following January 20, 2025 is being monitored for disposition by the Federal Courts.

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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, or a resolution of the Committee.

Administrative Modifications

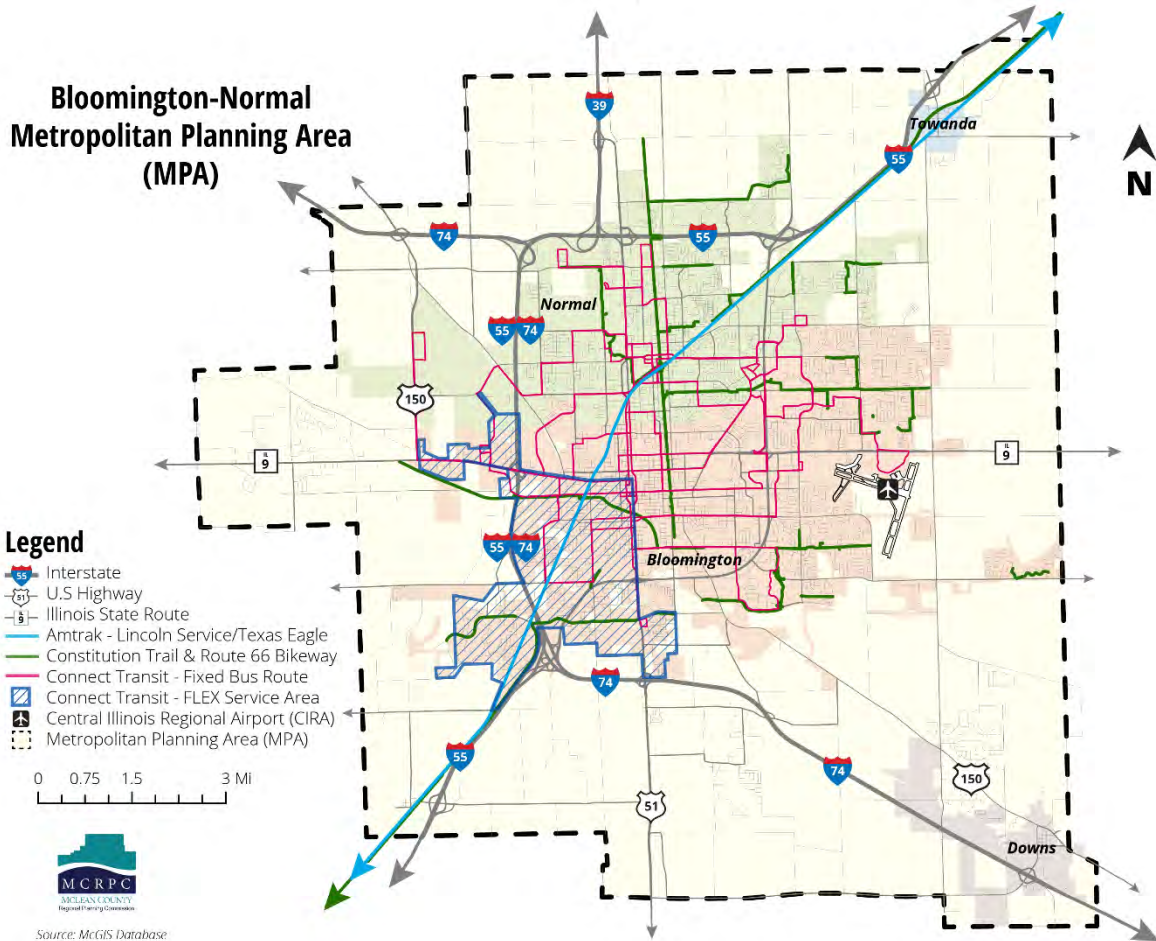
Administrative modifications to the TIP are published on the MCRPC website, www.mcplan.org.

Advance Construction Projects and Status Modifications, pursuant to IDOT Advanced Construction Notifications (See also Appendix 6)

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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 current federal transportation planning legislation. 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.

The Technical and Policy Committees may consider revisions to the metropolitan planning area based on the Census 2020 determination of the Bloomington-Normal urbanized area. As of the approval date of this report, the metropolitan planning area has not been modified.

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

Advance Construction Funding

Although the use of advance construction funding is no longer common practice, the State of Illinois may 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 can 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 the 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.

APPENDIX 7

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. In the recommendations issued by the Federal Highway Administration following 2022 review of the MCRPC MPO planning process, it was suggested that the evaluation and scoring process be eliminated, and it no longer used by MCRPC.

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 8

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 Infrastructure Investment and Jobs Act (IIJA) and related federal transportation legislation, 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 2010 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 Infrastructure Investment and Jobs Act (IIJA), 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 2050.

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 the Infrastructure Investment and Jobs Act (IIJA) and reauthorizations thereof. Sections A thru C of the Participation Plan address the participation process. Section D addresses the agency consultation process required by IIJA relating to 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 2050 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. 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 9

Public Comments

A public hearing regarding the draft FY 2026 – 2030 Transportation Improvement Plan will be held on June 20, 2025 during a scheduled meeting of the Transportation Technical Committee.

No public comments were offered, and there were no attendees at the hearing requesting the opportunity to offer comments.

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APPENDIX 10

MINUTES OF THE POLICY COMMITTEE
MEETING HELD JUNE 27, 2025.

Appendix 10

This appendix will be completed following approval of the relevant meeting minutes in July 2025.

Please see page iii in the main document for a facsimile of the resolution adopting the FY 2026-2030 Transportation Improvement Program as executed by the Policy Committee during its meeting held on June 27, 2025.

APPENDIX 11
Certificate of Publication

This appendix will be completed when certified meeting notices are available.



MCLEAN COUNTY
Regional Planning Commission

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