



# McLean County Regional Planning Commission for the

## Bloomington-Normal Urbanized Area

Approval June 26, 2026

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# Transportation Improvement Program

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**STATE FISCAL YEARS 2027-2031**

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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 2027 - 2031 Transportation Improvement Program either through the public review process or through later amendment.



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

**RESOLUTION  
June 26, 2026**

The McLean County Regional Planning Commission Transportation Policy Committee hereby approves the Fiscal Years 2027 - 2031 Transportation Improvement Program. The State FY 2027 Annual Element of the Transportation Improvement Program includes projects for all transportation modes in the Bloomington-Normal Urbanized Area for the period July 1, 2027 through June 30, 2031.

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

1. 23 U.S.C. 134, Section 8 of the Urban Mass Transportation Act (49 U.S.C. 1607); and
2. Sections 174 and 176 (c) and (d) of the Clean Air Act (42 U.S.C. 7504, 7506 c and d).
3. Sections 450.334 (a) (1) - (5).

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

\_\_\_\_\_  
Katie Ruder, Chairperson  
McLean County Regional Planning Commission

By \_\_\_\_\_

\_\_\_\_\_  
Dan Brady, Mayor,  
City of Bloomington

By \_\_\_\_\_

\_\_\_\_\_  
Chris Koos, Mayor  
Town of Normal

By \_\_\_\_\_

\_\_\_\_\_  
Lea Cline – McLean County Board  
Chair, Transportation Committee

By \_\_\_\_\_

\_\_\_\_\_  
Jason Stults,  
Program Development 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

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Date

\_\_\_\_\_  
Date

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# Preamble

## Transportation Improvement Program, FY 2027 - 2031

### 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 Area. 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, 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 (MCRPC) 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 with 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, and other urban and regional transit service providers.

Beginning with FY 2027, we are joining a new process for the development and maintenance of the annual update of the Transportation Improvement Program. MCRPC has signed on to the process adopted by CMAP and other MPOs across the state to use the statewide electronic TIP project tracker created by EcoInteractive, Inc. for the Illinois Department of Transportation.

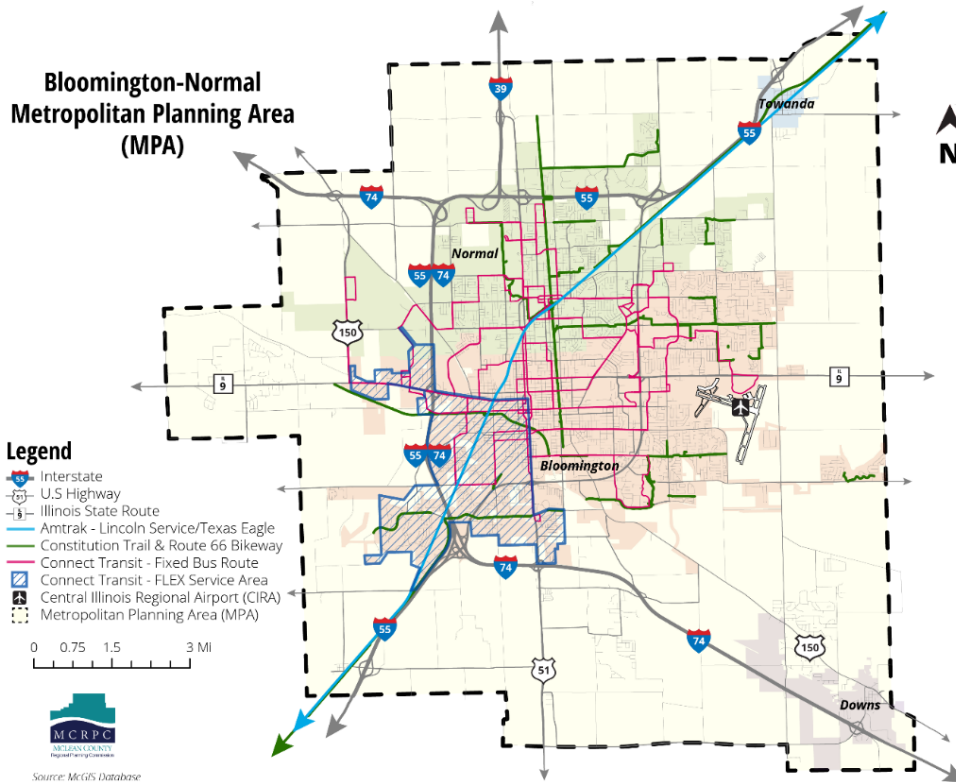
Use of the E-TIP offers significant advantages for transparency and efficiency. The platform allows the public to access details on projects as they enter the long path to implementation and throughout the life of the project. This includes easy access to detailed information regarding project funding sources and changes to project details and scope resulting from amendments to the project as represented in the TIP. Because project data is entered into the platform by the MPO participants, the platform can be updated continually and monitored by MCRPC rather than managed centrally. This offers much greater efficiency to the project management process at all levels of government and provides for public oversight of transportation investments.

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.

Data collection and project information regarding includes the area defined as the Metropolitan Planning area (MPA) defined by the U.S. Census bureau and the Illinois Department of Transportation, in consultation with MCRPC and local partners. Following each decennial Census count, the Census Bureau develops standards used to define geographic relationships between counties, cities, towns and villages to determine how they will be analyzed an ordered to inform the delineation of congressional districts, as well as whether locations and governments meet qualifications for federal program funding.

Our MPA, illustrated below, encompasses the City of Bloomington, the Town of Normal, and the Villages of Downs and Towanda. The population of the four municipalities, and the unincorporated area within the MPA boundary represent approximately 82% of the total population of McLean County.

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 2027 - 2031 Transportation Improvement Program is fiscally constrained. Funding estimates are based on anticipated state, federal, and local funding 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 8 through 10 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 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 serve as regional coordinators for the five-county Region Six Human Services Transportation Joint Committees, including 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](http://www.mcplan.org).

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# McLean County Regional Planning Commission Transportation Committees

(LISTED ALPHABETICALLY BY JURISDICTION/AGENCY, AS OF 6/30/2026)

## POLICY COMMITTEE

Katie Ruder*	McLean County Regional Planning Commission, Chair
Dan Brady	City of Bloomington, Mayor
Jeffery Allen	IDOT District 5, Program Development Engineer
Lea Cline	McLean County Board, Transportation Committee Chair
Chris Koos	Town of Normal, Mayor

## TECHNICAL COMMITTEE

Raymond Lai*	McLean County Regional Planning Commission Executive Director
Carl Olson	Central Illinois Regional Airport, Executive Director
Jeff Jurgens	City of Bloomington, City Manager
Jim Karch	City of Bloomington, Engineering Director
Brady Lange	Connect Transit, CEO
Derek Bridges	Illinois DoT, District 5, Planning & Services Chief
Dan Magee	Illinois DoT, District 5, Federal Aid Coordinator
Cassy Taylor	McLean County, County Administrator
Jerry Stokes	McLean County, County Engineer
Pamela Reece	Town of Normal, City Manager
Ryan Otto	Town of Normal, Public Works & Engineering Director

*\*Committee chairs*

## McLEAN COUNTY REGIONAL PLANNING COMMISSION STAFF

Raymond Lai, AICP	Executive Director
Jennifer A. Sicks, AICP	Senior Transportation Planner
Luke Talavera	Community Planner
Anthony Baumann	Community Planner
Thomas Valencia	Assistant Planner
Jake Crevoiserat	Assistant Planner
Kathryn McShane	Office Manager

## LOCAL GOVERNMENT PLANNERS

Kelly Pfeifer	Assistant Economic and Community Development Director, City of Bloomington
Mercy Davison, AICP	Town of Normal, Town Planner
Philip Dick, AICP	McLean County Building and Zoning Department, Director

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# INDEX OF ABBREVIATIONS AND FUND CATEGORIES

## GENERAL ABBREVIATIONS

<b>Bus.</b>	Business
<b>FY</b>	Fiscal Year
<b>FFY</b>	Federal Fiscal Year
<b>I-</b>	Interstate
<b>IL Rt.</b>	Illinois Route
<b>FASTact</b>	Fixing America's Surface Transportation (FAST) Act
<b>IJA</b>	Infrastructure Improvement & Jobs Act
<b>MCRPC</b>	McLean County Regional Planning Commission
<b>MPO</b>	Metropolitan Planning Organization
<b>SFY</b>	State Fiscal Year
<b>TIP</b>	Transportation Improvement Program
<b>US Rt.</b>	United States Route

## FUNDING SOURCES

Not all funding sources are accessed in a given program year

### Local

<b>BCIF</b>	Bloomington - Capital Improvements Fund
<b>BMFT</b>	Bloomington - Motor Fuel Tax
<b>LMFT</b>	Bloomington Local MFT
<b>BSWMF</b>	Bloomington Stormwater Municipal Fund
<b>BLM OTHER</b>	Other City of Bloomington funding sources
<b>BNWRD</b>	Bloomington/Normal Water Reclamation District
<b>Cbridge</b>	County Bridge Fund
<b>County</b>	McLean County Fund
<b>MCMFT</b>	County – Motor Fuel Tax
<b>NCD</b>	Normal-Community Development
<b>NCIF</b>	Normal - Capital Improvement Fund
<b>NMFT</b>	Normal - Motor Fuel Tax
<b>NSWF</b>	Normal Stormwater Fund
<b>NSRR</b>	Norfolk Southern Railroad
<b>PRIV PROP</b>	Participation in project funding by private property owners
<b>TNSHP</b>	Township Road Fund
<b>BOND</b>	Funding derived from government bonds
<b>Airport</b>	Airport Authority funding
<b>Rt 66 Cons.</b>	Route 66 Historic Bikeway Consortium
<b>Other</b>	Other local funding sources

### State

<b>DCEO</b>	Illinois Department of Commerce and Economic Opportunity
<b>GCPF (ICC)</b>	Grade Crossing Protection Fund – Illinois Commerce Commission
<b>IBPGP</b>	Illinois Department of Natural Resources Bicycle Path Grant Program
<b>IDOT (LA)</b>	Illinois Department of Transportation (Land Acquisition)
<b>IDOT (RR)</b>	Railroad Improvements
<b>IDOT</b>	Illinois Department of Transportation
<b>IHPA</b>	Illinois Historic Preservation Agency
<b>State (other)</b>	Other State Funds
<b>TARP</b>	Truck Access Route Program

### **Federal**

<b>BUILD</b>	Better Utilizing Investments to Leverage Development
<b>CDBG HUD</b>	Community Development Block Grant, from the U.S. Department of Housing and Urban Development
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>COVID R</b>	COVID Relief Fund
<b>HSR</b>	FHWA High Speed Rail
<b>HEF</b>	Hazard Elimination Fund
<b>HSIP</b>	Highway Safety Improvement Program
<b>HUD</b>	U.S. Department of Housing and Urban Development
<b>NHPP</b>	National Highway Performance Program
<b>RR</b>	Railroad Improvements
<b>SPR</b>	State Planning and Research Funds
<b>SRTS</b>	Safe Routes to School
<b>STP-B</b>	Surface Transportation Program (Bridge)
<b>STP-R</b>	Surface Transportation Program (Rural)
<b>STP-S</b>	Surface Transportation Program (State)
<b>STP-U</b>	Surface Transportation Program (Urban)
<b>TAP</b>	Transportation Alternatives Program (aka ITEP)
<b>OTHER FED</b>	Other Federal funding

### **PROJECT PHASES**

- C** Construction
- E** Engineering
- P** Planning
- PE** Preliminary Engineering
- ROW** Right-of-way Acquisition

# Project Selection and Management

## Project Selection, Approval and Priorities

Traditionally, 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, and the programmed activities of Connect Transit, our urban and rural transit provider,

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 people<sup>1</sup>. 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, providing 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'

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<sup>1</sup> 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 2050<sup>2</sup>. 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.

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<sup>2</sup> 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 TIP<sup>3</sup>, 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 concept<sup>4</sup> 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

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<sup>3</sup> July 1, 2026.

<sup>4</sup> 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 approved on September 25, 2025.

The TIP projects list beginning on page 15 of this report 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 2027 – 2031 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 recently completed 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 updates and enhances the adopted 2021 Go:Safe Action Plan and incorporates Federal Vision Zero-based standards to qualify for Federal implementation funding, through the September 24, 2025 adoption of the Go:Safe McLean County Action Plan 2025.

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. This plan is scheduled to go before the MCRPC Transportation Policy Committee for approval in September 2026.

### 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.

### Public Participation

MCRPC has solicited public comments, as it does each year with respect to the Transportation Improvement Program. The draft TIP based on both project submissions directly to MCRPC and through the statewide E-TIP process was published for public review and posted on the MCRPC website on May 26, 2026. A public hearing was conducted before the June 12, 2026 meeting of the MCRPC Transportation Technical Committee. All public comments submitted during the hearing and throughout the publication period of 30 days are available to the Transportation Policy Committee for review and inclusion. The public comment period was announced on the MCRPC website and in a legal advertisement in the *Daily Pantagraph*.

The Transportation Policy Committee holds the MPO's final approval authority with respect to the Transportation Improvement Program.

MCRPC is currently initiating development of the Metropolitan Transportation Plan 2055, which will include the update of the MCRPC Public Participation Plan.

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# Project Selection and Management

## Project Selection, Approval and Priorities

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<sup>1</sup> 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 2050<sup>2</sup>. 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.

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<sup>2</sup> 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 TIP<sup>3</sup>, 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, the 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 concept<sup>4</sup> 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

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<sup>3</sup> July 1, 2026.

<sup>4</sup> 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 approved on September 25, 2025.

The TIP projects list beginning on page 15 of this report 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 2027 – 2031 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 also adopts by resolution the Illinois Department of Transportation's performance measures with respect to safety, including metrics on fatalities and serious injuries

### **Air Pollution and Transportation**

MCRPC works with a local agency, the Ecology Action Center, to monitor emissions of greenhouse gases and other pollutants as generated by transportation activities.

## Public Participation

MCRPC has solicited public comments, as it does each year with respect to the Transportation Improvement Program. The draft TIP based on both project submissions directly to MCRPC and through the statewide E-TIP process was published for public review and posted on the MCRPC website on May 26, 2026. A public hearing was conducted before the June 12, 2026 meeting of the MCRPC Transportation Technical Committee. All public comments submitted during the hearing and throughout the publication period of 30 days are available to the Transportation Policy Committee for review and inclusion. The public comment period was announced on the MCRPC website and in a legal advertisement in the *Daily Pantagraph*.

The Transportation Policy Committee holds the MPO's final approval authority with respect to the Transportation Improvement Program.

MCRPC is currently in development of the Metropolitan Transportation Plan 2055, which will include the update of the MCRPC Public Participation Plan.

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## Financial Planning - Transportation Investment as a Regional Process

In each year, local and state governments engage in a continuing process of balancing existing projects and preparing for new projects to meet emerging needs. This practice is based on funding commitments from each level of government, and on the determination of each government or participating agency to fulfill its commitments and lead projects to completion.

It should also be noted that at this point in the year the Illinois Multi-year Program has not yet been released. With a very few exceptions, Illinois Department of Transportation projects, which for McLean County originate from IDOT District 5, bring a substantial amount of Federal funding into our annual and five-year program. Over the last several years we have adopted a TIP with locally defined expenditures to have the new TIP in place before the end of the state fiscal year on June 30. Once the state's program of projects in our area is available, we work with IDOT District 5 staff to incorporate their projects into the MCRPC TIP and manage their program within McLean County. This year, we are including the known projects fo District 5 at the beginning of the process, know that the It is relevant that virtually all TIP amendments forwarded for action by MCRPC come from IDOT District 5.

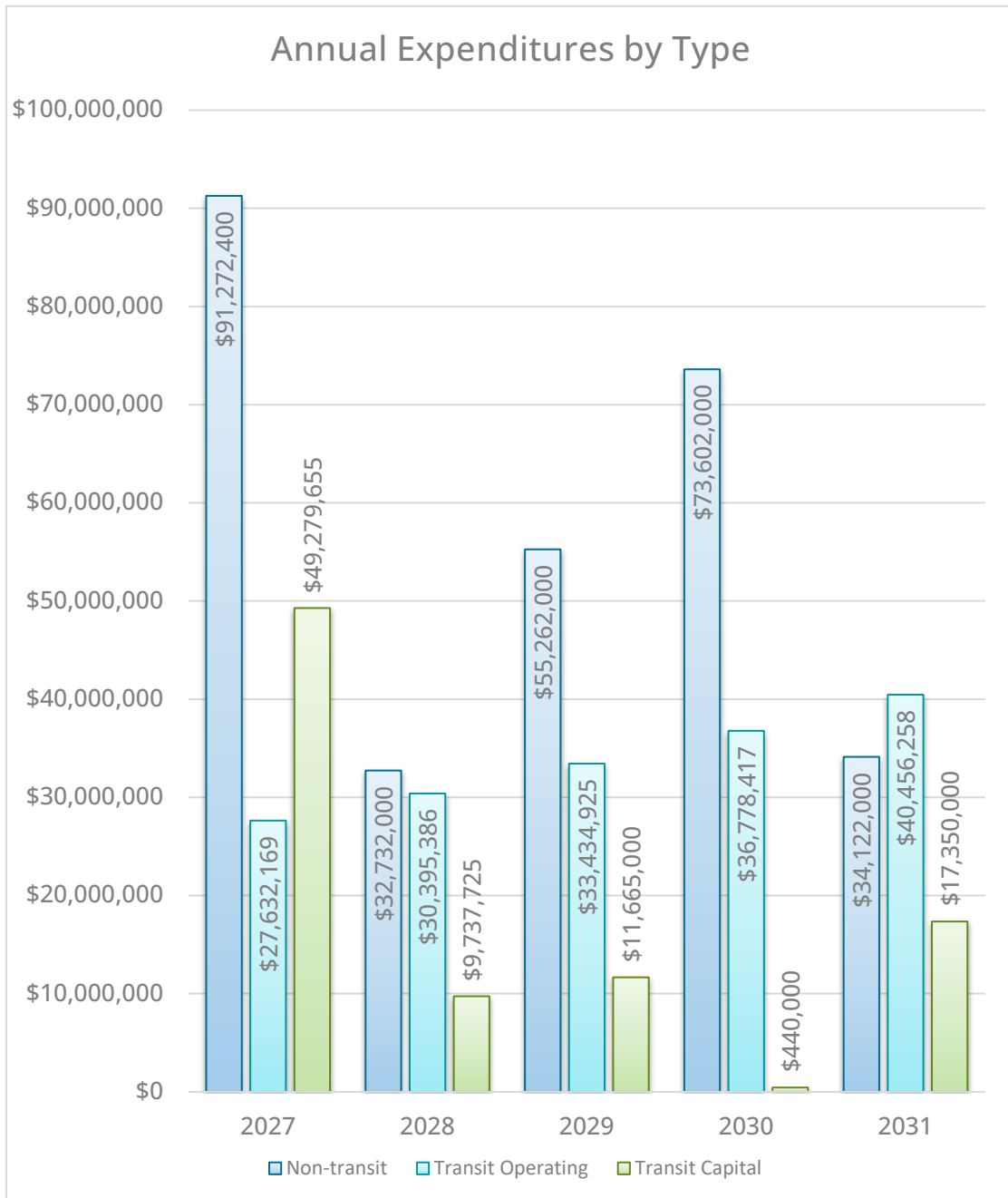
In recent years a new trend has developed. As we reach the end of the commitments first made under ILJA and designated as BUILD grants, the availability of federal funds is less certain in anticipation of reauthorization redefining how programs function. It should also be noted that the budgeted funds for our transit agency have been brought into the overall picture.

There are very large commitment of funds in fiscal year 2027, larger than in each of the following three years. There are specific projects in the coming year that account for the heavy expenditures as compared to the rest of the transportation program.

The Town of Normal is proceeding with the Grade Separated Pedestrian Rail Crossing, Construction project in Uptown Normal, at Uptown Station, which serves Amtrak traffic as well as other rail services. The project total cost of \$26,092,400 includes \$16,157,375 in federal BUILD funding, representing nearly 70% of the total project cost. State funds provide an additional 29.8% and the Town provides the remaining amount. (It should be noted that Normal has contributed in greater proportion to earlier phases of the project.) This contribution represents slightly more than 38% of total FHWA funding in FY 2027.

Also in FY 2027, Connect Transit, which provides public transit service to both urban and rural McLean County, will embark on the construction of its downtown Bloomington Transit Center. Federal contributions to this project in FY 2027 total \$20,200,000, nearly 67% of the total capital project cost of \$30,200,000.

It is also important to examine the breakdown of operating costs for Connect Transit. In each fiscal year, state Downstate Operating Assistance Program funds provide 80% of total funding for operating expenses. The remaining 20% is shared between FTA funds, and local funds such as fare revenue. In FY 2027 the local share of operating expenses is expected to be 12%, but by FY 2031 it is estimated to decline to 8%.



The chart on page 8 illustrates the use of funds by type of investment. Except for the final and most conjectural year of the program, expenditures on road and highway project, expenditures on road and highway projects exceeds the spending expected on either transit category.

Across the five years of this TIP, \$257,169,535 is invested in transit operating and capital costs, with 80% of operating funding derived from the State of Illinois Downstate Operating Assistance Program commonly referred to as DOAP.

Although the investment in transit may seem disproportionate, the breakdown in the chart below between operating costs and capital investments helps in the understanding of the numbers. As noted above, nearly \$135 million of the nearly \$169 million five-year operating cost is from DOAP, at 80%. Local funding for transit

Year	Non-transit	Transit Operating	Transit Capital	Annual total
2027	\$91,272,400	\$27,632,169	\$49,279,655	\$168,184,224
2028	\$32,732,000	\$30,395,386	\$9,737,725	\$72,865,111
2029	\$55,262,000	\$33,434,925	\$11,665,000	\$100,361,925
2030	\$73,602,000	\$36,778,417	\$440,000	\$110,820,417
2031	\$34,122,000	\$40,456,258	\$17,350,000	\$91,928,258
5-year total	\$286,990,400	\$168,697,155	\$88,472,380	\$544,159,935

The table on page 10 summarizes all funds contributing to the FY 2020 – 2031 from all levels of government to projects from local, state and federal sources. As noted in the table, this TIP includes \$544,159,935 of fiscally constrained projects across five years, of which \$64,094,900 is expended on projects which include federal funding.

Altogether, the current TIP for presentation to the MCRPC Policy Committee represents the investment of \$544,159,935 in our transportation system.

2027 - 2031 Transportation Improvement Program Funds Employed	Abbreviations in this Document	2027	2028	2029	2030	2031	5-year total expenditure
Bloomington Capital Improvement Fund	BCIF	\$1,418,000	\$255,000	\$0	\$100,000	\$445,000	\$2,218,000
Bloomington Motor Fuel Tax	BMFT	\$1,000,000	\$1,550,000	\$3,935,000	\$3,800,000	\$500,000	\$10,785,000
Bloomington Local Motor Fuel Tax	LMFT	\$10,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$46,000,000
Normal Capital Improvement Fund	NCIF	\$17,143,625	\$4,400,000	\$3,475,000	\$3,475,000	\$3,475,000	\$31,968,625
Normal Motor Fuel Tax	NMFT	\$4,850,000	\$1,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$13,850,000
Normal Capital Improvement Program	NCIP	\$3,515,000	\$975,000	\$225,000	\$225,000	\$225,000	\$5,165,000
Normal Community Development	NCD	\$374,000	\$0	\$177,000	\$177,000	\$177,000	\$905,000
Normal Stormwater Fund	NSTWR	\$1,280,000	\$0	\$0	\$0	\$0	\$1,280,000
McLean County Fund	County	\$0	\$1,375,000	\$2,750,000	\$725,000	\$1,500,000	\$6,350,000
Other Local Funds	Other	\$138,000	\$0	\$0	\$0	\$0	\$138,000
Fare Revenue	FARE REVENUE	\$1,524,000	\$1,218,300	\$1,256,415	\$1,296,435	\$1,338,457	\$6,633,607
Local Funds for Transit	TRANSIT LOCAL	\$1,737,800	\$3,589,655	\$4,797,155	\$1,642,000	\$5,820,000	\$17,586,610
Other Funds for Transit	TRANSIT OTHER	\$228,000	\$228,000	\$228,000	\$228,000	\$228,000	\$1,140,000
<b>Local Total</b>		<b>\$43,208,425</b>	<b>\$24,090,955</b>	<b>\$28,343,570</b>	<b>\$23,168,435</b>	<b>\$25,208,457</b>	<b>\$144,019,842</b>
Illinois Historic Preservation Agency	IHPA	\$1,544,400	\$0	\$0	\$0	\$0	\$1,544,400
Rebuild Illinois Capital Fund Program	Rebuild IL	\$16,450,965	\$1,045,655	\$142,345	\$0	\$0	\$17,638,965
Illinois Downstate Assistance Program	IL DOAP	\$22,105,735	\$24,316,309	\$26,747,940	\$29,422,734	\$32,365,007	\$134,957,725
Illinois Special Bridge Program	ISBP	\$1,560,000	\$0	\$0	\$0	\$0	\$1,560,000
State Planning & Research	SPR	\$360,000	\$0	\$0	\$0	\$0	\$360,000
Truck Access Rout Program	TARP	\$7,000	\$0	\$0	\$0	\$0	\$7,000
Dept. of Commerce & Economic Opportunity	IL DCEO	\$3,000,000	\$0	\$0	\$0	\$0	\$3,000,000
State Matching Funds	STATE MATCH	\$4,564,000	\$900,000	\$3,790,000	\$7,020,000	\$2,310,000	\$18,584,000
Grade Crossing Protection Fund	GCPF (ICC)	\$6,250,000	\$0	\$0	\$0	\$0	\$6,250,000
Other State Funds	State	\$399,715	\$1,000,000	\$0	\$0	\$0	\$1,399,715
<b>State Total</b>		<b>\$56,241,815</b>	<b>\$27,261,964</b>	<b>\$30,680,285</b>	<b>\$36,442,734</b>	<b>\$34,675,007</b>	<b>\$185,301,805</b>
Better Utilizing Investments to Leverage Development	BUILD	\$16,205,375	\$0	\$0	\$0	\$0	\$16,205,375
Surface Transportation Formula - State	STP-S	\$9,040,000	\$0	\$0	\$14,880,000	\$0	\$23,920,000
Surface Transportation Formula - Urban	STP-U	\$0	\$1,500,000	\$3,000,000	\$0	\$6,000,000	\$10,500,000
Surface transportation Formula - Rural	STP-R	\$0	\$2,000,000	\$4,560,000	\$2,000,000	\$1,500,000	\$10,060,000
Congressionally Directed Funding	Congress	\$4,770,000	\$177,000	\$0	\$0	\$0	\$4,947,000
Urbanized Area Formula Grants	FTA 5307	\$8,788,390	\$8,556,683	\$11,643,976	\$4,345,154	\$17,770,700	\$51,104,903
Formula Grants for Rural Areas	FTA 5311	\$284,094	\$284,094	\$284,094	\$284,094	\$284,094	\$1,420,470
Buses and Bus Facilities Formula Grants	FTA 5339	\$20,181,125	\$894,415	\$0	\$0	\$0	\$21,075,540
Safe Routes to School	SRTS	\$250,000	\$0	\$0	\$0	\$0	\$250,000
National Highway Performance Program	NHPP	\$9,215,000	\$8,100,000	\$5,200,000	\$29,700,000	\$6,490,000	\$58,705,000
Other Federal Funding	Other Federal	\$0	\$0	\$16,650,000	\$0	\$0	\$16,650,000
<b>Federal Total</b>		<b>\$68,733,984</b>	<b>\$21,512,192</b>	<b>\$41,338,070</b>	<b>\$51,209,248</b>	<b>\$32,044,794</b>	<b>\$214,838,288</b>
<b>Overall Total of Local, State &amp; Funding</b>		<b>\$168,184,224</b>	<b>\$72,865,111</b>	<b>\$100,361,925</b>	<b>\$110,820,417</b>	<b>\$91,928,258</b>	<b>\$544,159,935</b>

For the convenience of readers, presented below is the summary of funding across the five years of this Transportation Improvement Program:

2027		Total	Local	State	Federal
Fiscally Constrained Cost		\$168,184,224	\$42,106,425	\$56,983,815	\$69,093,984
% of Total by Jurisdiction			25.0%	33.9%	41.1%
Projects with Federal Funds		\$30,935,900	\$3,291,125	\$7,939,400	\$19,705,375
% of Total by Jurisdiction			10.6%	25.7%	63.7%
Transit Operating & Capital		\$76,911,824	\$3,489,800	\$41,768,415	\$31,653,609
% of Total by Jurisdiction			4.5%	54.3%	41.2%
2028		Total	Local	State	Federal
Fiscally Constrained Cost		\$72,865,111	\$24,029,146	\$27,500,773	\$21,335,192
% of Total by Jurisdiction			33.0%	37.7%	29.3%
Projects with Federal Funds		\$4,875,000	\$1,375,000	\$0	\$3,500,000
% of Total by Jurisdiction			28.2%	0.0%	71.8%
Transit Operating & Capital		\$40,133,111	\$5,035,955	\$25,361,964	\$9,735,192
% of Total by Jurisdiction			12.5%	63.2%	24.3%
2029		Total	Local	State	Federal
Fiscally Constrained Cost		\$100,361,925	\$28,343,570	\$30,680,285	\$41,338,070
% of Total by Jurisdiction			28.2%	30.6%	41.2%
Projects with Federal Funds		\$7,759,000	\$2,750,000	\$0	\$5,000,000
% of Total by Jurisdiction			35.4%	0.0%	64.4%
Transit Operating & Capital		\$45,099,925	\$6,281,570	\$26,890,285	\$11,928,070
% of Total by Jurisdiction			13.9%	59.6%	26.4%
	2030	Total	Local	State	Federal
Fiscally Constrained Cost		\$110,820,417	\$23,068,435	\$36,542,734	\$51,209,248
% of Total by Jurisdiction			20.8%	33.0%	46.2%
Projects with Federal Funds		\$2,725,000	\$725,000	\$0	\$2,000,000
% of Total by Jurisdiction			26.6%	0.0%	73.4%
Transit Operating & Capital		\$37,218,417	\$3,166,435	\$29,422,734	\$4,629,248
% of Total by Jurisdiction			8.5%	79.1%	12.4%
2031		Total	Local	State	Federal
Fiscally Constrained Cost		\$91,928,258	\$25,208,457	\$34,675,007	\$32,044,794
% of Total by Jurisdiction			27.4%	37.7%	34.9%
Projects with Federal Funds		\$17,800,000	\$1,500,000	\$2,310,000	\$13,990,000
% of Total by Jurisdiction			8.4%	13.0%	78.6%
Transit Operating & Capital		\$57,806,258	\$7,386,457	\$32,365,007	\$18,054,794
% of Total by Jurisdiction			12.8%	56.0%	31.2%

## 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 eventual 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.<sup>5</sup>

### 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)

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<sup>5</sup> 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.

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.

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
			<b>2027</b>								
<b>City of Bloomington</b>											
B-27-06	B	The Grove on Kickapoo Creek Trail			The Grove on Kickapoo Creek Sub. Pavement Oversizing	C	\$205,000	\$205,000	\$0	\$0	205,000-BCIF
B-24-05	B	Constitution Trail	Lafayette	Hamilton	Land Acquisition	ROW	\$2,000		\$2,000		2,000 - BCIF
B-25-06	B	Hershey & Hamilton Road Trail and Ireland Grove Road Sidewalk Improvements	Hershey	Ireland Grove	Hershey & Hamilton Road Trail and Ireland Grove Road Sidewalk Improvements	C	\$600,000	\$100,000	\$500,000	\$0	600,000-BCIF
B-24-06	B	Airport & Cornelius Traffic Signal Improvements		Cornelius Drive	Airport Rd & Cornelius Dr Traffic Signal Improvements - Design / Construction Oversight	E	\$64,000	\$11,000	\$53,000	\$0	64,000-BCIF
B-24-06	B	Airport & Cornelius Traffic Signal Improvements	Airport Rd	Cornelius Drive	Airport Rd & Cornelius Dr Traffic Signal Improvements - Construction	C	\$547,000		\$547,000	\$0	547,000 - BCIF
B-27-00	B	City wide			General Resurfacing & Pavement Preservation of Various City Streets	C	\$6,350,000	\$6,350,000	\$0	\$0	6,350,000 - LMFT
B-27-01	B	City wide			Sidewalk and Ramp Improvements	C	\$2,050,000	\$2,050,000	\$0	\$0	2,050,000 - LMFT
B-27-02	B	City wide			Pavement & Sidewalk Maintenance	C	\$600,000	\$600,000	\$0	\$0	600,000 - LMFT
B-27-04	B	City wide			Concrete Subdivision Repair Program	C	\$1,000,000	\$1,000,000	\$0	\$0	1,000,000-LMFT
B-27-03	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
B-27-05	J	IL Route 9 Corridor Improvements	East Street	Towanda Avenue	City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
<b>McLean County</b>											

MCRPC											
RPC-RAISE		Veterans Parkway Corridor Study	Northtown Rd	Hamilton Road	Corridor Study		\$324,000	\$138,000	\$138,000	\$48,000	138,000 - Local; 138,000 - State; 48,000 - Fed
Town of Normal											
N-Var	N	Various			Resurfacing of various city streets	C	\$6,300,000	\$6,300,000	\$0	\$0	1,500,000 - NMFT; 4,800,000 - NCIF
N-Var	N	City wide			Sidewalk and Ramp Improvements	C	\$827,000	\$827,000	\$0	\$0	650,000 - NCIF; 177,000 - CD
N-Var	N	Various			Concrete Pvmnt 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	\$2,865,000	\$2,865,000	\$0	\$0	2,865,000 - 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 Pvmnt 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-Var	N	Various			Pavement Preservation (Contracted Only)	C,E	\$450,000	\$450,000	\$0	\$0	450,000 - NCIF
N-Var	N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$150,000	\$150,000	\$0	\$0	150,000 - NCIP
N-31-06	N	Main (BUS 51)	Division	Gregory	Town share of IDOT Rehabilitation Project	C	\$650,000	\$650,000			650,000- NCIF
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-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-20-05	N	Franklin Ave Bridge			Replace existng 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-19-011	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-31-03	N	Uptown Normal	Street Lighting		Streeting Lighting Safety Upgrades	E	\$100,000	\$100,000			100,000 - NCIF

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		\$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		\$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			\$250,000	250,000 - SRTS
N-31-02	N	Adelaide Culvert	at N. Branch Sugar Creek at Oakdale School		Replace Culvert Structure	E	\$200,000	\$200,000			200,000 -NCIF
N-26-18	N	Linden Street Constitution Trail Bridge			Pedestrian bridge for Constitution Trail over Lindent Street at Underwood Park	C, E	\$2,400,000	\$2,400,000			2,400,000 - NCIF
<b>Connect Transit</b>											
CT-O-27-01	CT	N/A			Operating Assistance - FY 2027		\$27,632,169	\$3,252,000	\$22,105,735	\$2,274,434	DOAP - 22,105,735, Fare Revenue 1,524,000; FTA 5307 - 1,990,340; FTA 5311 - 284,094; Local - 1,500,000 Other - 228,000
CT-C-27-01	CT	Microtransit Rolling Stock			Five (5) light-duty battery electric vans		\$1,549,125		\$800,000	\$749,125	FTA 5339 - 749,125; Rebuild Illinois Rd. 3 - 800,000
CT-C-27-03	CT	Four Paratransit Vehicles			Four Paratransit Vehicles		\$350,000	\$70,000		\$280,000	FTA 5307 - 280000; Local - 70,000

CT-C-27-04	CT	Facility Expansion - Wylie Drive HQ			New vehicle storage, training & operations facility Administration facility renovations and addition		\$14,360,000		\$8,000,000	\$6,360,000	FTA 5339 - 6,360,000; Rebuild Illinois Rd. 1 - 8,000,000
CT-C-27-05	CT	Facility Security Upgrades - Wylie HQ			Upgrade proximity locking systems and security camera systems.		\$409,000	\$81,800		\$327,200	CDF - 327,200; Local - 81,800
CT-C-27-06	CT	Better Bus Stops			A & E for 52 bus stops (FY27) in preparation for Construction for 52 bus stops (FY28),A&E for bus stops (FY28), Construction for bus stops (FY29)		\$200,000		\$128,000	\$72,000	FTA 5339 - 72,000; Rebuild Illinois Rd. 1 - 128,000
CT-C-27-08	CT	Roof Replacement			Administration facility roof replacement		\$635,765		\$162,965	\$472,800	FTA 5307 - 472,800; IDOT Debt Service - 162,965
CT-C-27-11	CT	Fuel Management Software			Service lane software for fueling and fluids.		\$60,000	\$60,000			Local Funds - 60,000
CT-C-27-12	CT	Man Lift			Two (2) person man lift.		\$30,000	\$6,000		\$24,000	FTA 5307 - 24,000; Local - 6,000
CT-C-27-13	CT	Floor Scrubber			Maintenance bus storage and garage floor scrubber.		\$75,000		\$48,750	\$26,250	FTA 5307 - 26,250; IDOT Debt Service - 48,750
CT-C-27-14	CT	Maintenance Lifts and Jack Stands			Fill two maintenance pits with in-ground lifts and purchase jack stands.		\$675,000		\$360,000	\$315,000	FTA - 315,000; Rebuild Illinois Rd. 2 - 360,000
CT-C-27-15A	CT	Downtown Bloomington Transit Center			Construction of Downtown Bloomington Transit Center		\$24,547,358		\$9,000,000	\$15,547,358	FTA 5339 - 8,347,358; FTA 5307- 5,600,000; CDF - 1,600,000; Rebuild Illinois Rd. 1 -6,000,000; DCEO - 3,000,000
CT-C-27-15B	CT	Downtown Bloomington Transit Center			A&E for Downtown Bloomington Transit Center		\$3,152,642		\$500,000	\$2,652,642	FTA 5339 - 2,652,642; Rebuild Illinois Rd. 1 - 500,000
CT-C-27-15C	CT	Downtown Bloomington Transit Center			Construction Oversight for the Downtown Bloomington Transit Center		\$2,500,000		\$500,000	\$2,000,000	FTA 5339 - 2,000,000; Rebuild Illinois Rd. 1 - 500,000

CT-C-27-16	CT	Radio System Replacement			Complete radio system hardware and software replacement.		\$635,765		\$162,965	\$472,800	CDF - 472,800; Rebuild Illinois Rd. 1 - 162,965
CT-C-27-17	CT	Dispatch Update - Wylie Drive HQ			Updated furniture in the dispatch area of the Wylie Drive HQ.		\$100,000	\$20,000		\$80,000	FTA 5307 - 80,000; Local - 20,000

**IDOT District 5**

Y089		US 150 (Morrisey Ave)	OAKLAND AVE	0.1 MI N OF E LINCOLN ST IN BLOOMINGTON	Reconstruction / ADA Improvements		\$6,200,000		\$1,240,000	\$4,960,000	STBG 50-200K-S-URBAN/ STATE MATCH
Y089		US 150 (Morrisey Ave)	0.1 MI N OF E LINCOLN ST	VETERANS PKWY IN BLOOMINGTON	Standard Overlay / ADA Improvements		\$5,100,000		\$1,020,000	\$4,080,000	STP-URB 5-200K-S / STATE MATCH
J043-3		IL 9 / US 150 / IL 9 B	N Main St	E Empire St in Bloomington	Designed Overlay / ADA Improvements / Curb and Gutter		\$11,519,000		\$2,304,000	\$9,215,000	NHPP-STATE / NHPP-STATE MATCH
J043-3		IL 9 / US 150 / IL 9 B	N Main St	E Empire St in Bloomington	Utility Adjustment		\$50,000		\$50,000		STATE ONLY

					2027		<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	
					<b>Fiscally Constrained Cost</b>		<b>\$168,184,224</b>	<b>\$42,106,425</b>	<b>\$56,983,815</b>	<b>\$69,093,984</b>	
					<b>% of Total by Jurisdiction</b>			25%	34%	41%	
					<b>Projects with Federal Funds</b>		<b>\$52,680,900</b>	<b>\$2,923,125</b>	<b>\$12,365,400</b>	<b>\$37,392,375</b>	
					<b>% of Total by Jurisdiction</b>			6%	23%	71%	
					<b>Transit Operating &amp; Capital</b>		<b>\$76,911,824</b>	<b>\$3,489,800</b>	<b>\$41,768,415</b>	<b>\$31,653,609</b>	
					<b>% of Total by Jurisdiction</b>			5%	54%	41%	

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
<b>2028</b>											
<b>City of Bloomington</b>											
B-15-03	J	Jersey Avenue Bridge Replacement	Sugar Creek		Bridge Design	E	\$50,000	\$50,000	\$0	\$0	50,000 - BMFT
B-24-05		Constitution Trail	Lafayette	Hamilton	Const. Trail Extension: Construction Inspection (Phase III Services)	C	\$90,000	\$16,191	\$73,809	\$0	90,000 - BCIF
B-24-05		Constitution Trail	Lafayette	Hamilton	Const. Trail Extension: Construction (ITEP Grant City Share)	C	\$165,000	\$0	\$165,000	\$0	165,000-BCIF
B-26-05	J	US 150 Corridor Improvements	Oakland Avenue	North of Lincoln St.	City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
B-28-05	J	US 150 Corridor Improvements	N. of Lincoln St.	Veterans Parkway	City Share of IDOT Improvements	C	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
B-28-00	B	City wide			General Resurfacing & Pavement Preservation of Various City Streets	C	\$5,850,000	\$5,850,000	\$0	\$0	5,850,000 - LMFT
B-28-01	B	City wide			Sidewalk and Ramp Improvements	C	\$1,550,000	\$1,550,000	\$0	\$0	1,550,000 - LMFT
B-28-02	B	City wide			Pavement & Sidewalk Maintenance	C	\$600,000	\$600,000	\$0	\$0	600,000 - LMFT
B-28-04	B	City wide			Concrete Subdivision Repair Program	C	\$1,000,000	\$1,000,000	\$0	\$0	1,000,000-LMFT
B-28-03	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
<b>McLean County</b>											
MC-18	C	Danvers-Carlock Road	North edge of Danvers	I-74	CIR/Resurfacing	C	\$3,000,000	\$1,000,000		\$2,000,000	2,000,000 - STR; 1,000,000 - Local
MC-16	C	Shirley Road	1500 East	1350 East	FDR/Resurface	C	\$1,875,000	\$375,000		\$1,500,000	1,500,000 - STU; 375,000 - Local
<b>MCRPC</b>											
<b>Town of Normal</b>											
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 - NCIF
N-Var	N	City wide			Sidewalk and Ramp Improvements	C	\$827,000	\$827,000	\$0	\$0	650,000 - NCIF; 177,000 - CD
N-Var	N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$900,000	\$900,000			900,000 - NCIP
N-Var	N	Various			Pavement Preservation (Contracted Only)	C,E	\$500,000	\$500,000			500,000 - NCIF
N-Var	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	E	\$75,000	\$75,000			75,000 - NCIP

N-31-02	N	Adelaide Culvert	at N. Branch Sugar Creek at Oakdale School		Replace Culvert Structure	C	\$750,000	\$750,000		750,000 -NCIF	
<b>Connect Transit</b>											
CT-O-28-01	CT				Annual Operating expense in FY 2028		\$30,395,386	\$2,946,300	\$24,316,309	\$3,132,777	DOAP - 24,316,309; FTA 5307 - 2,848,683; FTA 5311 - 284,094; Local - 1,500,000; Fare Rev. - 1,218,300; Other - 228,000
CT-C-28-01	CT	Microtransit Rolling Stock			5 light-duty vans		\$1,548,125		\$800,000	\$748,125	FTA 5339 - 748,125; Rebuilds Illinois Rd. 3 - 800,000
CT-C-28-02	CT	Service vehicles			Replace 2 service vehicles		\$90,000	\$72,000		\$18,000	FTA 5307 - 18,000; Local - 72,000
CT-C-28-03	CT	Four paratransit vehicles			Acquire four paratransit vehicles		\$350,000	\$70,000		\$280,000	FTA 5307 - 280,000; Local - 70,000
CT-C-28-04	CT	5 heavy-duty replacement buses			replacement of 2015 buses		\$7,000,000	\$1,750,000		\$5,250,000	FTA 5307 - 5,250,000; Local - 1,750,000
CT-C-28-05	CT	Better Bus Stops Design			A & E for bus stops		\$300,000	\$157,655	\$142,345		Rebuild Illinois Rd. 1 - 142,345; Local - 157,655
CT-C-28-06	CT	Better Bus Stops Construction			Construction for 54 bus stops		\$249,600		\$103,310	\$146,290	FTA 5339 - 146,290; Rebuild Illinois Rd. 1 - 103,310
CT-C-28-07	CT	Uptown Station			Upgrade of passenger amenities and waiting area		\$200,000	\$40,000		\$160,000	FTA 5307 - 160000; Local - 40,000
<b>IDOT District 5</b>											
A161		I-39 / US 51	AT I-55 (OVERHEAD) 0.4 MI W OF US 51 BUS; I-39 RAMP (SB) TO I-55 (SB) 0.1 MI N OF I-55; AT NORTHTOWN RD (TR 201B) (OVERHEAD) 0.5 MI N OF I-55		Bridge Deck Overlay		\$5,000,000		\$500,000	\$4,500,000	NHPP-STATE / NHPP-STATE MATCH
H682		I-74	Under US 150 NW of Normal		Bridge Deck Overlay		\$4,000,000		\$400,000	\$3,600,000	NHPP-STATE / NHPP-STATE MATCH
Y089-2		US 150 / US 150 F	Empire St to Oakland Ave & Clinton St to Hannah St in Bloomington		PE (Phase I & II)		\$1,000,000		\$1,000,000		STATE ONLY



Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
<b>2029</b>											
<b>City of Bloomington</b>											
B-15-03	J	Jersey Avenue Bridge Replacement	Sugar Creek		Reconstruct Bridge	C	\$2,850,000	\$2,850,000	\$0	\$0	2,850,000 - BMFT
		Jersey Avenue Bridge Replacement	Sugar Creek		Phase III Construction Observation	E	\$285,000	\$285,000	\$0	\$0	285,000 - 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	\$5,850,000	\$5,850,000	\$0	\$0	5,850,000 - LMFT
B-29-01	B	City wide			Sidewalk and Ramp Improvements	C	\$1,550,000	\$1,550,000	\$0	\$0	1,550,000 - LMFT
B-29-02	B	City wide			Pavement & Sidewalk Maintenance	C	\$600,000	\$600,000	\$0	\$0	600,000 - LMFT
B-29-04	B	City wide			Concrete Subdivision Repair Program	C	\$1,000,000	\$1,000,000	\$0	\$0	1,000,000 - LMFT
B-29-03	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
<b>McLean County</b>											
MC-13	C	Lexington-Leroy Road	North edge of Leroy	Route 9	Resurfacing	C	\$4,000,000	\$2,000,000		\$2,000,000	2,000,000 - STR; 2,000,000 - Local
MC-15	C	Towanda-Barnes Road	Route 150	Ireland Grove Rd	Resurfacing	C	\$3,750,000	\$750,000		\$3,000,000	3,000,000 - STU; 750,000 - Local
<b>Town of Normal</b>											
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 - NCIF
N-Var	N	City wide			Sidewalk and Ramp Improvements	C	\$827,000	\$827,000	\$0	\$0	650,000 - NCIF; 177,000 - CD
N-Var	N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$150,000	\$150,000			150,000 - NCIP
N-Var	N	Various			Pavement Preservation (Contracted Only)	C,E	\$325,000	\$325,000			325,000 - NCIF
N-Var	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	E	\$75,000	\$75,000			75,000 - NCIP
<b>Connect Transit</b>											

CT-O-29-01	CT			Annual Operating expense in FY 2029		\$33,434,925	\$2,984,415	\$26,747,940	\$3,702,570	DOAP - 26,747,940; FTA 5307 - 3,418,476; FTA 5311 - 284,094; Local - 1,500,000; Fare Revenue - 1,256,415; Other - 228,000
CT-C-29-01	CT	Paratransit Vehicles		Purchase of 4 paratransit vehicles		\$350,000	\$70,000		\$280,000	FTA 5307 - 280,000; Local - 70000
CT-C-29-02	CT	Heavy-duty buses		acquisition of 7 heavy-duty buses, replacing 2016 vehicles		\$9,800,000	\$2,450,000		\$7,350,000	FTA 5307 - 7,350,000; Local - 2,450,000
CT-C-29-03	CT	Service Vehicles		2 service vehicle replacements		\$90,000	\$72,000		\$18,000	FTA 5307 - 18,000; Local - 72,000
CT-C-29-04	CT	Video camera system		Fleetwide upgrade - digital video recording systems including live video monitoring		\$400,000	\$80,000		\$320,000	FTA 5307-320,000; Local - 80,000
CT-C-29-05	CT	Real Time Signage		Upgrades to signage at high traffic bus stops		\$150,000	\$30,000		\$120,000	FTA 5307 - 120,000; Local - 30,000
CT-C-29-06	CT	Better Bus Stops		Bus stop construction		\$600,000	\$457,655	\$142,345		Rebuild Illinois Rd 1 - 142,345; Local - 457,655
CT-C-29-07	CT	EV charging upgrades		Installation of chargers & related equipment for 2 service vehicles and 2 public chargers		\$75,000	\$37,500		\$37,500	FTA 5307 - 37,500; Local - 37,500
CT-C-29-08	CT	Wylie Dr. HQ upgrades		Wylie Dr. Administration upgrades to admin. Bus operator and public bathrooms		\$200,000	\$100,000		\$100,000	FTA 5307 - 100,000; Local - 100,000
<b>IDOT District 5</b>										
H588		I-55	At Towanda Ave (Overhead) 1.7 Miles East of US 51	Bridge Replacement		\$6,500,000		\$650,000	\$5,850,000	HWY-INF-BFP-S/ STATE MATCH
H674H675H676		I-74	At CH 29, CH 30, 700N & 2600 E Rd (All Overheads) East of US 51	New Bridge Decks		\$12,000,000		\$1,200,000	\$10,800,000	HWY-INF-BFP-S/ STATE MATCH
C090		US 150	0.1 mi SE of Downs to Hemlock St in Leroy	Standard Overlay		\$3,200,000		\$640,000	\$2,560,000	STP-RURAL-STATE / STATE MATCH
D082		I-55 Business (Veterans)	At US 51 & NS Railroad S of Bloomington	Bridge Deck Overlay		\$6,500,000		\$1,300,000	\$5,200,000	NHPP-STATE / NHPP-STATE MATCH

				2029	Total	Local	State	Federal
				<b>Fiscally Constrained Cost</b>	<b>\$100,361,925</b>	<b>\$28,343,570</b>	<b>\$30,680,285</b>	<b>\$41,338,070</b>
				<b>% of Total by Jurisdiction</b>		28%	31%	41%
				<b>Projects with Federal Funds</b>	<b>\$35,950,000</b>	<b>\$2,750,000</b>	<b>\$3,790,000</b>	<b>\$29,410,000</b>
				<b>% of Total by Jurisdiction</b>		8%	11%	82%
				<b>Transit Operating &amp; Capital</b>	<b>\$45,099,925</b>	<b>\$6,281,570</b>	<b>\$26,890,285</b>	<b>\$11,928,070</b>
				<b>% of Total by Jurisdiction</b>		14%	60%	26%

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
<b>2030</b>											
<b>City of Bloomington</b>											
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-24-04	B	Constitution Trail	Lincoln Street	Lafayette Street	Design	E	\$100,000		\$100,000	\$0	100,000 - BCIF
B-30-00	B	City wide			General Resurfacing & Pavement Preservation of Various City Streets	C	\$5,850,000	\$5,850,000	\$0	\$0	5,850,000 - LMFT
B-30-01	B	City wide			Sidewalk and Ramp Improvements	C	\$1,550,000	\$1,550,000	\$0	\$0	1,550,000 - LMFT
B-30-02	B	City wide			Pavement & Sidewalk Maintenance	C	\$600,000	\$600,000	\$0	\$0	600,000 - LMFT
B-30-04	B	City wide			Concrete Subdivision Repair Program	C	\$1,000,000	\$1,000,000	\$0	\$0	1,000,000-
B-30-03	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
<b>McLean County</b>											
MC-12	C	Arrowsmith Road	1000 North	Route 9	Resurfacing	C	\$2,725,000	\$725,000		\$2,000,000	2,000,000 - STR; 725,000 - Local
<b>Town of Normal</b>											
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 - NCIF
N-Var	N	City wide			Sidewalk and Ramp Improvements	C	\$827,000	\$827,000	\$0	\$0	650,000 - NCIF; 177,000 - CD
N-Var	N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$150,000	\$150,000			150,000 - NCIP
N-Var	N	Various			Pavement Preservation (Contracted Only)	C,E	\$325,000	\$325,000			325,000 - NCIF
N-Var	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	E	\$75,000	\$75,000			75,000 - NCIP
<b>Connect Transit</b>											

CT-O-30-01	CT				Annual Operating expense in FY 2030		\$36,778,417	\$3,024,435	\$29,422,734	\$4,331,248	DOAP - 29,422,734; FTA 5307 - 4,047,154; FTA 5311 - 284,094; Local - 1,500,000; Fare Revenue - 1,296,435; Other - 228,000
CT-C-30-01	CT	Paratransit Vehicles			Purchase of 4 paratransit vehicles		\$350,000	\$70,000		\$280,000	FTA 5307 - 280,000; Local - 70000
CT-C-30-02	CT	Service vehicles			acquisition of 2 service vehicles		\$90,000	\$72,000		\$18,000	FTA 5307 - 18,000; Local - 72,000

IDOT District 5											
A159	S	I-55	0.9 Mi N of Pipeline Rd NE of Normal	0.4 Mi S of CH 8 S of Lexington	Designed Overlay / Resurfacing (INT-3rd)		\$26,000,000		\$2,600,000	\$23,400,000	NHPP - STATE / NHPP - STATE MATCH
H697	S	I-55 BUS	At UPRR and Old Route 66 2.8 Mi N of IL 9		Bridge Deck Overlay		\$8,600,000		\$1,720,000	\$6,880,000	STBG 50-200K-S-Urban (IIJA) / State Match
H700	S	I-74	At 1200E Rd (Overhead) 1 Mi W of I-55 in Bloomington/Normal		Bridge Replacement		\$4,500,000		\$450,000	\$4,050,000	NHPP - STATE / NHPP - STATE MATCH
H701	S	I-74	At Little Kickapoo Creek 0.7 Mi E of 700N at Downs		New Bridge Deck and Beam Replacement		\$2,500,000		\$250,000	\$2,250,000	NHPP - STATE / NHPP - STATE MATCH
D084	S	US 51 Bus	Olive St	Woodrig Rd in Bloomington	Designed Overlay		\$10,000,000		\$2,000,000	\$8,000,000	STBG 50-200K-S-Urban (IIJA) / State Match
						2030	Total	Local	State	Federal	
							\$110,820,417	\$23,068,435	\$36,542,734	\$51,209,248	
							% of Total by Jurisdiction	21%	33%	46%	
							Projects with Federal Funds	\$725,000	\$7,020,000	\$46,580,000	
							% of Total by Jurisdiction	1%	13%	86%	
							Transit Operating & Capital	\$3,166,435	\$29,422,734	\$4,629,248	
							% of Total by Jurisdiction	9%	79%	12%	

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
			Beginning (or cross street)	End				Local	State	Federal	
<b>City of Bloomington</b>											
B-30-00	B	City wide			General Resurfacing & Pavement Preservation of Various City Streets	C	\$5,850,000	\$5,850,000		\$0	5,850,000 - LMFT
B-30-01	B	City wide			Sidewalk and Ramp Improvements	C	\$1,550,000	\$1,550,000	\$0	\$0	1,550,000 - LMFT
B-30-02	B	City wide			Pavement & Sidewalk Maintenance	C	\$600,000	\$600,000	\$0	\$0	600,000 - LMFT
B-31-04	B	City wide			Concrete Subdivision Repair Program	C	\$1,000,000	\$1,000,000	\$0	\$0	1,000,000-LMFT
B-30-03	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
B-24-04	B	Constitution Trail	Lincoln Street	Lafayette Street	Land Acquisition	ROW	\$20,000	\$20,000	\$0	\$0	20,000 - BCIF
B-24-04	B	Constitution Trail	Lincoln Street	Lafayette Street	Construction	C	\$425,000	\$425,000	\$0	\$0	425,000 - BCIF
<b>McLean County</b>											
MC-17	C	Downs Road	Route 51	2000 East	Resurfacing	C	\$3,000,000	\$1,500,000		\$1,500,000	1,500,000 - STR; 1,500,000 - Local
<b>Town of Normal</b>											
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 - NCIF
N-Var	N	City wide			Sidewalk and Ramp Improvements	C	\$827,000	\$827,000	\$0	\$0	650,000 - NCIF; 177,000 - CD
N-Var	N	Bridge Repair & Maint.			Maint. and Improvments at various structures	C	\$150,000	\$150,000			150,000 - NCIP
N-Var	N	Various			Pavement Preservation (Contracted Only)	C,E	\$325,000	\$325,000			325,000 - NCIF
N-Var	N	Traffic Signal Upgrading			Equipment & Structural Upgrades at Varous Locations	E	\$75,000	\$75,000			75,000 - NCIP
<b>Connect Transit</b>											
CT-O-31-01	CT				Annual Operating expense in FY 2031		\$40,456,258	\$3,066,457	\$32,365,007	\$5,024,794	DOAP - 32,365,007 FTA 5307 - 4,740,700; FTA 5311 - 284,094; Local - 1,500,000; Fare Revenue - 1,338,457; Other - 228,000
CT-C-31-01	CT	Paratransit Vehicles			Purchase of 4 paratransit vehicles		\$350,000	\$70,000		\$280,000	FTA 5307 - 280,000; Local - 70000



Illustrative Projects in FY 2027 – 2031

Project No.	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail Project Location
			Beginning (or cross street)	End				Local	State	Federal	
<b>Illustrative Town of Normal FY 2027</b>											
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	\$4,500,000		\$4,500,000		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.		Intersection Improvements		\$1,850,000			\$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-25-11	N	Linden	Vernon		Traffic Signal and Intersection Improvements	C,E	\$1,000,000	\$1,000,000			Funding source TBD
N-26-14	N	Raab	Parkside	Gregory	Intersection Improvements at Raab & Parkside Intersection and trail	E,C	\$4,500,000	\$4,500,000			Funding source TBD
N-31-05	N	Raab	Parkside	Towanda	Pavement Repairs and Complete Streets Improvements	E,C	\$6,500,000	\$6,500,000			Funding source TBD
N-26-21	N	Raab	Rockingham	Linden	Street improvements, trail crossing safety improvements, accessible traffic signal upgrades	E,C	\$1,500,000	\$1,500,000			Funding source TBD

N-26-16	N	College - Mulberry	School		Intersection Improvements	C, E	\$4,100,000	\$4,100,000			Funding source to be determined
N-26-17	N	Oakdale School Bridge	Ruston	Oakdale	Pedestrian bridge	C, E	\$850,000	\$850,000			Funding source to be determined
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-27-01	N	College Ave.	Adelaide	Kingsley	Complete Streets Improvements and Intersection Improvements at Kingsley	C,E	\$1,500,000			\$1,500,000	Funding source TBD
N-26-10	N	University St.	Willow St.	Beaufort St.	Reconstruction of University St. from Willow St. 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-26-20	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

**Illustrative - McLean County in 2028**

	C	Route 66 Bike Trail	2.5 miles north of Towanda	One mile south of Dameron Rd	Construction	C	\$3,000,000	\$600,000		\$2,400,000	
<b>Illustrative Town of Normal FY 2028</b>											
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	\$150,000	\$150,000			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
<b>Illustrative Town of Normal FY 2029</b>											
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
<b>Illustrative Town of Normal FY 2030</b>											
N-28-14	N	Vernon	Linden	Grandview	Complete Streets Improvements & Rehabilitation	C,CE	\$2,200,000	\$2,200,000			Funding source TBD
<b>Illustrative Town of Normal FY 2031</b>											
N-31-01	N	Wylie	Enterprise	W. College	Pavement Rehabilitation and Complete Streets Improvements	C,CE	\$2,200,000	\$2,200,000			Funding source TBD

	<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>
<b>Across Five Program Years</b>	<b>\$86,075,000</b>	<b>\$44,525,000</b>	<b>\$4,500,000</b>	<b>\$36,200,000</b>

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](http://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*

Page 2 of 29

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.)

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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.)

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### 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:

\_\_\_\_\_

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#### For MCRPC Use Only

Date Received: \_\_\_\_\_ Notes \_\_\_\_\_  
Received by: \_\_\_\_\_ Title \_\_\_\_\_  
Action by: \_\_\_\_\_ Date \_\_\_\_\_

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## APPENDIX 2

### 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](http://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

Approved: 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

Approved: September, 2025

## 8. MPO Self-Certification – 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.

#### *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 3

### 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](http://www.mcplan.org).

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## APPENDIX 4

### 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 5

# 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](http://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](http://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"> <li>• Number of Additions to Mailing List</li> <li>• Diversity of Representation</li> <li>• Quantity of Educational Materials Distributed</li> </ul>	<ul style="list-style-type: none"> <li>• Concise and Clear Information Portrayed</li> <li>• Effectiveness of Newsletter</li> <li>• Format</li> </ul>
Public Forums	<ul style="list-style-type: none"> <li>• Number of Events/Opportunities for Public Participation</li> <li>• Number of Comments Received</li> <li>• Number of Participants</li> <li>• Number of Methods Used to Reach Disadvantaged/Disabled Citizens</li> <li>• Diversity of Attendees</li> </ul>	<ul style="list-style-type: none"> <li>• Effectiveness of Meeting Format</li> <li>• Public Understanding of Process</li> <li>• Quality of Response Obtained</li> <li>• Timing of Public Participation</li> <li>• Meeting Convenience, i.e. Time, Location and Accessibility</li> <li>• Use of Public Input in Developing Plan</li> </ul>
Commission/Committee Meetings	<ul style="list-style-type: none"> <li>• Number of Comments Received</li> <li>• Number of Participants</li> <li>• Number of Methods Used to Reach Disadvantaged and/or Disabled Citizens</li> <li>• Diversity of Attendees</li> </ul>	<ul style="list-style-type: none"> <li>• Effectiveness of Meeting Format</li> <li>• Public Understanding of Process</li> <li>• Quality of Response Obtained</li> <li>• Meeting Convenience, i.e. Time, Location and Accessibility</li> <li>• Use of Public Input in Developing Plan</li> </ul>
MCRPC Website/Social Media Outreach	<ul style="list-style-type: none"> <li>• Number of MPO Documents</li> <li>• Number of Site "Hits" per Quarter</li> <li>• Number of Comments and Suggestions Submitted</li> </ul>	<ul style="list-style-type: none"> <li>• Timeliness of Document Updates</li> <li>• Announcement of Meetings</li> <li>• Accessibility of Information (Site Format)</li> <li>• Quality of Response Obtained</li> </ul>

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 6

### Public Comments

A public hearing regarding the draft FY 2027 – 2031 Transportation Improvement Plan will be held on June 12, 2026 during a scheduled meeting of the Transportation Technical Committee.

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

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APPENDIX 7

MINUTES OF THE POLICY COMMITTEE  
MEETING HELD JUNE 26, 2026.

Appendix 7

This appendix will be completed following approval of the relevant meeting minutes, and completed resolution.

# APPENDIX 8

## Certificate of Publication

Appendix 8



**AFFIDAVIT OF PUBLICATION**

State of Florida, County of Orange, ss:

Edmar Corachia, being first duly sworn, deposes and says: That (s)he is a duly authorized signatory of Column Software, PBC, duly authorized agent of The Pantagraph, a newspaper printed and published in the City of Bloomington, County of McLean, State of Illinois, and that this affidavit is Page 1 of 2 with the full text of the sworn-to notice set forth on the pages that follow, and the hereto attached:

**PUBLICATION DATES:**  
May 26, 2026

**NOTICE ID:** 177eYDMT1w6cZpkzqZp2  
**PUBLISHER ID:** COL-9301937  
**NOTICE NAME:** Draft TIP Public Notice 2027-2031  
**Publication Fee:** 386.84

Under penalties as provided by Illinois law, the undersigned certifies that the statements set forth in this instrument are true and correct.

*Edmar Corachia*

(signature)

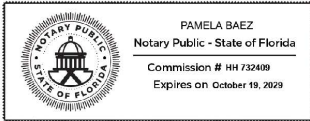
**VERIFICATION**

State of Florida  
County of Orange

Subscribed in my presence and sworn to before me on this: 05/26/2026

*[Signature]*

Notary Public  
Notarized remotely online using communication technology via Proof.



**Public Notice**  
McLean County Regional Planning Commission  
Transportation Improvement Program FY 2027 - 2031  
**PUBLIC REVIEW PERIOD** May 28 through June 24, 2026  
**PUBLIC HEARINGS** - June 12, 2026 10:30 a.m.

The McLean County Regional Planning Commission (MCRPC) in accord with relevant Federal law has prepared a draft Transportation Improvement Program (TIP) for FY 2027 - 2031. The draft document is available for public review from May 24, 2026 through June 25, 2026. At the MCRPC office in Government Center, 115 East Washington Street, Suite M103, Bloomington, Illinois, M-F from 8:30 a.m. to 4:30 p.m., and on the MCRPC web site at [www.mcrpc.org](http://www.mcrpc.org). Additions to the draft proposed during the public comment period will be made available at the Commission office. During the public review period and pursuant to the adopted MCRPC Public Participation Plan, MCRPC will hold a hybrid public hearing concerning the FY 2027 - 2031 Transportation Improvement Program (TIP) on June 12, 2026, with details to be announced by newspaper advertisement and specific notice. This meeting will be livestreamed on the MCRPC website. If you wish to participate in the meeting virtually, please contact Jennifer Scott at [jscott@mcrc.org](mailto:jscott@mcrc.org) for details. Comments on the draft should be submitted in writing to the MCRPC during the comment period, or at the public hearing. Comments on the Transportation Improvement Program will be considered for inclusion in the final TIP as directed by the MCRPC Transportation Policy Committee following the public hearing. Please direct questions to Jennifer Scott, Senior Transportation Planner, MCRPC, by email at [jscott@mcrc.org](mailto:jscott@mcrc.org), by phone at 309-829-4323, or by email to [jscott@mcrc.org](mailto:jscott@mcrc.org). The Transportation Improvement Program is a five-year summary for urban area road, trail, pedestrian improvement and public transit projects. At minimum it reflects all projects expected to utilize Federal transportation funding. It incorporates the Program of Projects for public transit provider Connect Transit. If no changes to the Transportation Improvement Program are made pursuant to public comment during the public review period or the public hearing, the project and transit projects included in the draft document will constitute the Final Program of Projects. Agencies receiving Federal Transportation Administration funds are required to comply with certain public participation requirements, including those specified with respect to Urbanized Area Formula Grants made pursuant to 49 USC 5307. For transit providers operating in the Bloomington - Normal Metropolitan Plan-

Planning Area, and represented in the Transportation Improvement Program, the Regional Planning Commission process for public review, participation and comment on the Transportation Improvement Program serves as the public participation process regarding the program of projects for such providers. Individual providers may also conduct additional public hearings. This inclusion list is not limited to Connect Transit.  
5/26 COL-9301937





MCLEAN COUNTY  
Regional Planning Commission

[WWW.MCPLAN.ORG](http://WWW.MCPLAN.ORG)

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