



Draft for Public Review  
May 29 through June 27, 2019

# Transportation Improvement Program

Adopted July 28, 2019

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**FISCAL YEARS 2020-2024**

Bloomington-Normal Urbanized Area

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June 28, 2019

Prepared by:  
McLean County Regional Planning Commission (MCRPC)

In cooperation with:  
Federal Highway Administration (FHWA)  
Federal Transit Administration (FTA)  
State of Illinois Department of Transportation (IDOT)  
Connect Transit (CT)  
Bloomington-Normal Airport Authority (CIRA)  
City of Bloomington  
Town of Normal  
McLean County



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

**RESOLUTION**

**June 28, 2019**

The McLean County Regional Planning Commission Transportation Policy Committee hereby approves the Fiscal Years 2019 - 2023 Transportation Improvement Program. The Annual Element of the Transportation Improvement Program includes projects for all transportation modes in the Bloomington-Normal Urbanized Area for the period July 1, 2018 through June 30, 2019.

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.

\_\_\_\_\_  
Carl Teichman – MCRPC

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Tari Renner – City of Bloomington

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Chris Koos – Town of Normal

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William Caisley – McLean County

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Scott Neihart – IDOT Region 3, District 5

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**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION**

(To be submitted with each Metropolitan Transportation Improvement Program)

In accordance with 23 CFR 450.334, the Illinois Department of Transportation and the McLean County Regional Planning Commission, Metropolitan Planning Organization for the Bloomington-Normal urbanized area hereby certify the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.334(a);
2. Sections 174 and 176 (c ) and (d) of the Clean Air Act, as amended [42 U.S.C. 7504, 7506 (c ) and (d) and 40 CFR part 93;
3. Title Vi of the Civil Rights Act of 1964, as amended [42 U.S.C. 2000d-1] and 49 CFR part 21;
4. 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, religion, national origin, sex or age in employment or business opportunity;
5. Section 1101-(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230 regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts;
7. The provisions of the American with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 *et seq*) and 49 CFR parts 27, 37 38;
8. The Older Americans Act, as amended (42 USC 6101) prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. 23 U.S.C. 324 regarding the prohibition against discrimination based on gender, and;
10. The Rehabilitation Act of 1973 (29 USC 794, §504) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

McLean County  
Regional Planning Commission

Illinois Department of Transportation

\_\_\_\_\_  
Vasudha Gadhiraju, AICP  
Executive Director

\_\_\_\_\_  
Holly A. Ostdick  
Bureau Chief, OP&P  
Illinois Department of Transportation

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Date

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Date

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# Preamble

## TRANSPORTATION IMPROVEMENT PROGRAM, FY 2020 - 2024 BLOOMINGTON-NORMAL URBANIZED AREA

The Transportation Improvement Program (TIP) is a five year record of road, bicycle and pedestrian transportation projects and transit capital and operations projects located within the 25-Year Planning Boundary of the Bloomington-Normal Urbanized Area<sup>1</sup>. 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 information is provided by Connect Transit, SHOW BUS, the YWCA of McLean County, Marcfirst, Advocate BroMenn and Homes of Hope. The five one-year periods reported in the TIP coincide with the State of Illinois fiscal cycle, which in any calendar year begins on July 1 and terminates on June 30.

The McLean County Regional Planning Commission is the designated Metropolitan Planning Organization (MPO) for the Bloomington-Normal Urbanized Area. As reported following a Federal Highway Administration program review in 2016, MCRPC is in compliance with the requirements for self-certification. During 2017 and 2018, MCRPC adopted BN Mobile: Long-Range Metropolitan Transportation Plan 2045, updated the MPO Cooperative Agreement and the MCRPC By-Laws. As of September 2018, MCRPC adopted an updated Title VI Plan, which incorporates the Public Participation Plan for Transportation and the Limited English Proficiency Assistance Plan.

The TIP is prepared by the staff of the McLean County Regional Planning Commission in cooperation with the Federal Highway Administration, the Federal Transit Administration, the Illinois Department of Transportation, the City of Bloomington, the Town of Normal, McLean County, the Bloomington-Normal Airport Authority, Connect Transit, and other urban and regional transit service providers.

The MPO provides the forum for regional comprehensive, coordinated and continuing planning and programming for the urbanized area. All projects included in this TIP have been reviewed for consistency with the adopted

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<sup>1</sup> see Appendix 4 for a map and description of the MPA boundary lines.

Long-Range Metropolitan Transportation Plan for the Bloomington-Normal Urbanized area. All significant federally-funded projects were found to be consistent with the plan. The project selection process conducted by the MPO Technical Committee has considered public safety, congestion, regional and local needs, and maintenance of the system, as well as the goals, strategies and tasks delineated in the Long Range Transportation Plan 2045. The TIP has been reviewed and approved by Technical and Policy committees, and by the Regional Planning Commission.

The existing transportation system within the MPO planning boundaries is being adequately operated and maintained with the revenue sources that are provided through federal, state and local jurisdictions. The 2020 - 2024 Transportation Improvement Program is fiscally constrained. Funding estimates are based on anticipated state, federal, and local sources for the region. Jurisdictions involved in TIP preparation maintain a realistic level of program flexibility. Local and regional priorities are subject to change during the time frame represented by the TIP.

As prescribed in 23 CFR 450.334 (a), the TIP:

- prioritizes transportation projects into five one-year periods;
- includes all projects utilizing Title 23 funds, and;
- includes all regionally significant projects that require Federal Highway Administration and/or Federal Transit Administration approval.

For informational purposes, the TIP includes all local and state projects programmed for roads functionally classified as collectors or arterials, and local projects planned for non-classified streets and roads.

The TIP has been prepared in accordance with the adopted Public Participation Statement of the MPO (see Appendix 7). Reasonable notice of the public comment period and the public hearing has been provided. The draft TIP was made available for public comment for a thirty-day period prior to its adoption and the TIP was presented at a public hearing conducted by the Technical Committee. Appendixes 8 through 10 include:

- the summary of the comments submitted regarding the TIP;
- the minutes of the MPO Policy and Technical Committee meetings where the comments were considered; and,

- the advertisement of the public hearing and the public comment period.

Title VI of the Civil Rights Act (42 U.S.C. 2000-1) states that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program, or activity receiving Federal financial assistance.”

The Executive Order on Environmental Justice further amplifies Title VI by providing that “each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” The Executive Order

Implementation of Title VI is conducted in part through the McLean County Regional Planning Commission Transportation Advisory Committee (TAC). The TAC is a collaborative coalition of diverse agencies and organizations that address ways in which local government and transportation service providers can cooperate to best utilize resources. The majority of the public agencies involved are human service organizations that serve persons that are part of a minority group, persons with disabilities, seniors and persons with low incomes pursuant to standards established by the U.S. Department of Housing and Urban Development. The Committee engages in continuous outreach efforts to involve underserved populations in the urbanized area.

The 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 committee, included the administration and updating of the regional plan, and mobility management and other tasks.

Additional outreach to underserved communities takes place through direct engagement with and participation in the work of community organizations, neighborhood groups, advocacy groups working on behalf of seniors, minority groups, including those whose members may have limited English proficiency, seniors, people with disabilities, low-income households and others. The 2018 Public Participation Plan, included in the MCRPC 2018 Title VI Plan, offers greater detail on public outreach, and engagement in the transportation planning process.

Each September the McLean County Regional Planning Commission issued a report on federally obligated projects for the prior Federal 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 OR AGENCY)

## POLICY COMMITTEE

Carl Teichman*	McLean County Regional Planning Commission, Chair
Tari Renner	City of Bloomington, Mayor
Scott Neihart	IDOT District 5
William Caisley	McLean County Board, Transportation Committee Chairman
Chris Koos	Town of Normal, Mayor

## TECHNICAL COMMITTEE

Vasudha Gadhiraaju*	McLean County Regional Planning Commission Executive Director
Carl Olson	Central Illinois Regional Airport, Executive Director
Tim Gleason	City of Bloomington, Interim City Manager
Jim Karch	City of Bloomington, Director of Public Works
Isaac Thorne	Connect Transit, General Manager
Robert Nelson	IDOT, District 5, Planning & Services Chief
Dan Magee	IDOT, District 5, Federal Aid Coordinator
Bill Wasson	McLean County, County Administrator
Jerry Stokes	McLean County, County Engineer
Pamela Reece	Town of Normal, City Manager
Wayne Aldrich	Town of Normal, Director of Public Works

*\*Committee chairs*

## MCLEAN COUNTY REGIONAL PLANNING COMMISSION STAFF

Vasudha P. Gadhiraaju, AICP	Executive Director
Jennifer A. Sicks, AICP	Transportation Planner
Lauren Gibson	Community Planner
Alyssa Cooper	Community Planner
Teresa Anderson	Assistant Planner
Jordan Brown	Office Manager

## LOCAL GOVERNMENT PLANNERS

Katie Simpson	City of Bloomington, City Planner
Mercy Davison, AICP	Town of Normal, Town Planner
Philip Dick, AICP	McLean County Building and Zoning Department, Director

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## Index of Abbreviations and Fund Categories

### GENERAL ABBREVIATIONS

<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>MAP-21</b>	Moving Ahead for Progress in the 21 <sup>st</sup> Century
<b>FASTact</b>	Fixing America's Surface Transportation (FAST) Act
<b>MCRPC</b>	McLean County Regional Planning Commission
<b>MPO</b>	Metropolitan Planning Organization
<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. See [Section One](#) for tables and charts delineating annual funding by fund source and type.

#### 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>	<i>Community Development Block Grant, from the U.S. Department of Housing and Urban Development</i>
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<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**

<b>C</b>	Construction
<b>E</b>	Engineering
<b>P</b>	Planning
<b>PE</b>	Preliminary Engineering
<b>ROW</b>	Right-of-way Acquisition

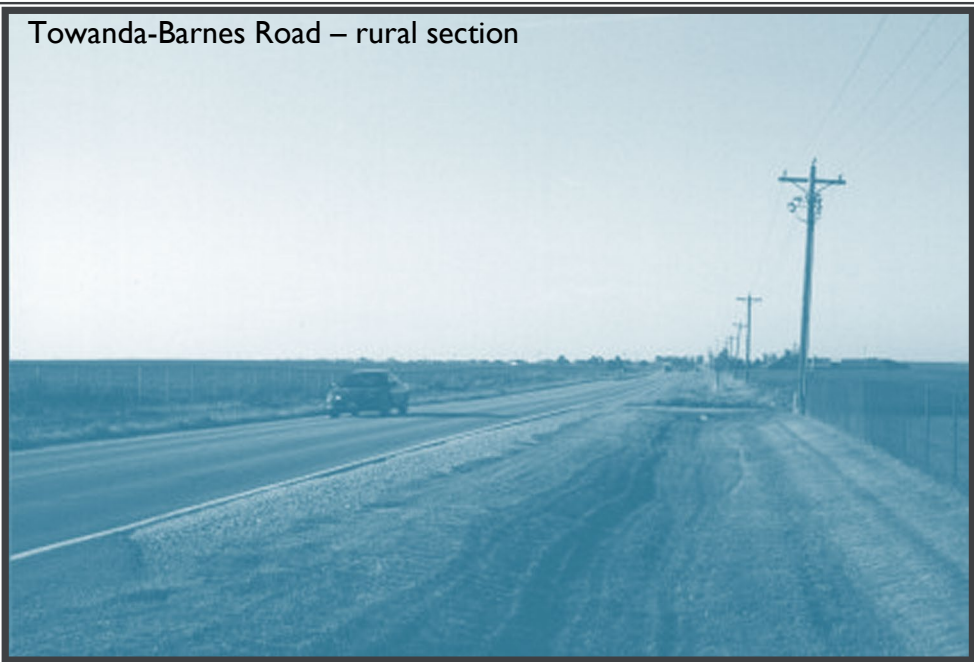
# Transportation Improvement Program Fiscal Years 2020- 2024

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

Hamilton Road – Southeast Bloomington



Towanda-Barnes Road – rural section





# Project Selection and Management

## Section 1: Project Prioritization, Selection and Approval

Early in each calendar year the McLean County Regional Planning Commission (MCRPC) initiates the update of the Transportation Improvement Program (TIP), the five-year compilation of transportation projects programmed by the participants in the metropolitan transportation planning process. These include projects to be undertaken by the City of Bloomington, the Town of Normal, McLean County and the Illinois Department of Transportation, as well as the programmed activities of urban area transit providers, both public transit and that conducted non-profit agencies.

MCRPC does not mandate or impose the selection of specific projects to the participating governments and agencies. Each participant develops a program of projects consistent with its goals and financial resources, and adopts it through its budget approval process. In most cases, that process includes public involvement through publication of proposed budgets and capital investments, public meetings and hearings, and votes to approve the program through legislative bodies or governing boards. MCRPC encourages the MPO participants' engagement in a continuing dialogue with MCRPC, District 5 staff and one another to develop the most effective regional program possible with the resources available.

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

This is done to reflect as closely as possible the true cost at the time of implementation, through calculation of anticipated cost changes based on its financial status, assumptions and past experience. These modifications of estimated cost may also consider other factors known to be relevant by the local staff.

The selection process begins in the local jurisdictions, but evaluation of projects **as elements of the overall transportation improvement program** continues through the deliberation of the Transportation Technical and Policy Committees.

Specifically, through the prioritization process described below on pages 2-4, each project is considered with respect to the contribution it is expected to make to the achievement of the goals, actions and state performance targets adopted by the MCRPC Transportation Policy Committee, or identified in the currently adopted Long Range Metropolitan Transportation Plan<sup>1</sup>. The performance metrics defined in the LRMTTP either directly cite or are amended to include the state target once it has been established and adopted by the MPO committees.

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

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

To attack the safety targets directly, MCRPC has recently obtained State Planning & Research funding for the development of a Vision Zero Action Plan, addressing the State goal of reducing and then eliminating crash fatalities, and also responsive to goals identified in the MCRPC Long Range Metropolitan Transportation Plan 2045 (LRMTTP). This plan will define a group of projects to pursue in the urbanized area and throughout the county, prioritized through an analysis of measurable safety impacts. Specifically, the project will draw from all available data to analyze locations controlled by local jurisdictions and the state to identify those most in need of modification to reduce fatalities and serious injuries.

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<sup>1</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.*

Responding to the high incidence of crashes resulting from distracted or impaired drivers, the Vision Zero project also includes an education function using locally produced public service announcements and social media outreach regarding distracted driving. The project will form the basis for creating a Vision Zero oversight committee for continued work on these issues. The Vision Zero plan and related projects will be amended into the TIP once contracts are secured and executed.

In the TIP projects list beginning on page 29, projects with a specific focus on safety for system users are indicated in the project description. These projects include bridge and culvert repair and reconstruction, improvements to street lighting, sidewalk and ADA ramp improvements, and others. This group of projects also includes an illustrative project in Uptown Normal, for stages of the construction of a below-grade plaza with facilities for pedestrians and bicycle users, with free flow under the railroad at Uptown Station. This is a substantial investment in pedestrian and bicycle safety, will avoid a majority of the potential at-grade interactions with rail traffic, and will serve as the gateway to the Uptown 2.0 redevelopment area.

In 2018, MCRPC staff and the Technical Committee developed and approved the project prioritization process for use in evaluating **all projects eligible for inclusion in the TIP which employ any form of federal funding**. The evaluation forms are included in this section of the TIP, following the annual project list tables.

The prioritization evaluation is based on three aspects of each project; relationship to a focus area identified in the LRMTTP project components indicative of focus on key goals and strategies of the LRMTTP 2045, and project readiness within the framework of the five-year TIP timeline. A sample of the scoring sheet used is shown on page 4. This process is not required of IDOT District 5, as the District program is not subject to MPO review.

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



MCRPC Federally Funded Project Scoring Formula

Data

*This form required only for projects using Federal funding*

						<b>Jurisdiction</b>	
						<b>Project ID #</b>	
						<b>in TIP FY:</b>	
						<b>Phase</b>	
	<b>System Preservation</b>	<b>Mobility, Access &amp; Choice</b>	<b>Health &amp; Safety</b>	<b>Sustainable Transportation</b>	<b>Freight</b>	<i>scoring example</i>	
<i>8 points per focus area</i>							
<i>Project Type/Focus Area</i>		8	8			<b>16</b>	☞ Focus Area total points (max. 40)

*Project Components - 10 points per component*

Complete Streets	Complete Streets elements, including alt modes*	10
Vision Zero	Advances Vision Zero and/or IDOT safety targets†	10
Environmental Impact	Creates improved environmental sustainability	
Regional Significance	Has impact beyond its native jurisdiction	
Equity in Access	Addresses inequity in transportation system‡	10
		<b>30</b>
		☞ Component total points (max. 50)

Type "readiness points" in the indicated green box according to which fiscal year in the 5-year program the project appears; 10 points for program year 1, 8 for year 2, 6 for year 3, 4 for year 4 and 2 for year 5.

Project Readiness	<b>10</b>	☞ Readiness points (max. 10)
	<b>56</b>	Project Total points (max. 100)

**On the next worksheet, labeled Strategy Measure, enter the following information:**

- For each focus area chosen, list the strategies and/or tasks related to that focus area that will be used in implementing the project.
- List the performance measures for each strategy, wherein data will be available to determine the degree of progress made on achieving the target resulting from the project.
- Keep in mind that the strategies should also be consistent with the project components you have identified as relevant to the project.

\* See LRMT, strategy 2.2, pp.74 and following

† See LRMT, Chapter 5, §3, strategy 3.1, pp. 86 and following

‡ See Equity portions of strategies and performance measures in LRMT, Chapters 5 & 6

Most TIP documents incorporate only those projects which use federal transportation funding, but the metropolitan transportation planning participants in our area elect to include all projects derived from their budget development processes, to provide the public with a complete picture of the levels of local, state and federal funding supporting the maintenance and improvement of the transportation network.

Project selection by the Illinois Department of Transportation is managed by the staff of IDOT District 5, which covers an area that includes several metropolitan planning organizations (MPOs) in addition to the McLean County Regional Planning Commission. At 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 provides in small urban areas and rural regions.

#### *MCRPC Planning Projects*

In addition to the local government and IDOT projects listed beginning on page 27, MCRPC will be conducting planning studies in support of initiatives identified in the Long-Range Metropolitan Transportation Plan adopted in November 2017. They include:

Vision Zero Action Plan	SPR-RSA	\$90,000
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This project is designed to implement strategies for Goal 3 of the LRMTTP, specifically the implementation of the Vision Zero approach to crash, injury and fatality reduction, and to establish Technical Oversight and Advisory committees. The project is funded by the State Planning & Research program, which will provide \$72,000 of the total project cost.

Rural-Urban Access Study	RSA
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This project will be jointly pursued by MCRPC, Connect Transit and SHOW BUS. Using new spatial analysis tools, this project will examine rural-urban accessibility and potential points of system integration, data development and validation, and testing of the analysis process for use in the remaining Region 6 counties.

As indicated in the Environmental Assessment submitted to the Federal Highway Administration in 2017, and reflected in the LRMTTP, MCRPC will collect data provide reports on the status of locations identified in the EA as critical to taking further steps with respect to the East Side Highway project based on traffic volume, and other criteria.

## Section 2: Managing Amendments and Administrative Modifications

### *Procedures*

Once adopted, the TIP requires ongoing maintenance as projects develop throughout the fiscal year. The TIP amendment process helps to balance the need to keep projects on schedule, while still providing fiscal constraint and a public input process. This section of the annual TIP establishes the procedures MCRPC staff and member agencies use in revising the MCRPC TIP.

The procedures described in this document for amending the multiyear TIP have been agreed upon by MCRPC member agencies through approval of the TIP document, and are consistent with federal transportation planning regulation and legislation. The procedures are meant to accommodate complex project changes or additions, as well as permitting a simplified procedure for smaller administrative changes. The process may be changed at the discretion of the Technical and Policy committees pursuant to applicable regulations.

### *Background*

Titles 23 and 49 of the United States Code require that every MPO produce a multi-year TIP that includes all projects which seek federal funding and other regionally significant transportation projects. The MCRPC TIP is updated annually and covers a five-year period. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) will only approve projects and grants for projects that are programmed into the current approved TIP. During a given fiscal year, MCRPC staff may amend the current TIP document to include new projects not originally programmed into a fiscal year. These revisions must maintain year-to-year fiscal constraint for the five years of the TIP. The project added to the TIP by amendment must also be in conformity with the approved urbanized area Long Range Transportation Plan.

Federal Transportation Planning Regulations in Title 23 provide the MPO with the discretion to create and approve alternative procedures to more effectively manage actions on the TIP that may occur during a given fiscal year. The regulations require the approval of any alternative procedures developed by the MPO, and that these procedures are documented in the annual TIP. This document lists the procedures for the MCRPC urbanized area regulating TIP amendments and administrative modifications that will be used to revise the TIP in accordance with federal regulations. There are two primary types of changes that can be made to the TIP: Administrative Modifications and Amendments. The policies and procedures for each process are outlined below.

*Administrative Modification*

An Administrative Modification is a TIP revision consisting of minor changes to project scope or phase costs, minor changes in project funding sources, minor changes to a project description, and the movement of an included project among fiscal years. An Administrative Modification is a revision that does not require public input, confirmation of fiscal constraint, or a formal approval by the Technical and Policy Committees. The following thresholds were established to determine whether an Administrative Modification is possible for a submitted TIP revision:

1. Modification of a TIP project description, as long as the modification does not significantly change the project’s intended function, nature, costs or environmental impact.
2. TIP Project Year of Expenditure federal aid cost changes that do not cause a change in funds allocated by the participating federal agencies exceeding the following thresholds for the Total TIP Project Cost (which may not be the same as the total project cost). The chart below sets out the range of project costs and the percentage change in funding below which an administrative modification is appropriate.

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)

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

4. Changes in federal project funding sources that do not alter the total federal project cost.
5. Changes in state and local funding sources that do not alter the fiscal constraint of the project.
6. Moving a project from future years of the TIP to the current fiscal year, or vice versa, as long as the project was in the originally approved TIP or was included through the TIP amendment process.
7. A split or combination of individually listed projects; as long as cost, schedule, and scope remain unchanged. The addition or deletion of project phases from a TIP Project as long as the funding amounts for the new line items stay within the cost change limits and the new line item does not result in a significant change to the original intent of the TIP Project.<sup>2</sup>
8. Changes to the lead agency identified for a TIP Project or TIP Project Phase.
9. Additions, deletions, or corrections to projects listed in the Illustrative Table.
10. Data entry or typographical errors.

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. Any Administrative Modifications will be forwarded to any agency involved with the modification and to IDOT.

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<sup>2</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.

## *Amendments*

A TIP Amendment refers to any major change to a TIP project, of sufficient scope that there must be an amendment. These may include the addition or deletion of a project, a major change in project cost, or a major change in design concept or project scope (e.g., changing project termini). The movement of a project from the Illustrative Table to a fiscal year in the TIP will require a TIP Amendment; however, changes to projects in the Illustrative Table will remain an Administrative Modification. A TIP Amendment requires a public meeting to confirm continued fiscal constraint and provide the public with the opportunity to provide input. The following changes will be considered grounds for a TIP Amendment:

1. Addition or deletion of a project (regardless of cost, except for project phases that are in accordance with the Administrative Modification thresholds).
2. Addition or deletion of a new project phase that is beyond the thresholds set for Administrative Modification.
3. Major changes to the project scope.
4. Major changes to the amount of federal aid funding for project costs exceeding the thresholds set for Administrative Modification.
5. Addition of a ROW phase that includes the taking of environmentally sensitive lands or residential/commercial structures.

Any agency requesting a TIP Amendment must submit a detailed description of the proposed changes to MCRPC staff including:

- A full project/projects phase description including termini or project location
- Cost changes, including costs by agency if more than one is involved
- Fund type
- Project completion status
- Lead agency and any other agencies involved

TIP Amendments are subject to the approval of the MCRPC Technical and Policy Committees. During these meetings, the public will have the opportunity to comment on the proposed amendment(s). Once approved, the amendments will be forwarded to IDOT. As with Administrative Modifications, any TIP Amendment will be posted online under a separate heading for amendments.

On rare occasions a participating agency may discover that a pending project requires an amendment before the next scheduled transportation committee meetings. In these instances, MCRPC staff will make every effort to accommodate these circumstances while adhering to the requirements of MPO procedures and the Illinois Open Meetings Act.

## Section 3: Advance Construction Funding

The state may also take advantage of Advance Construction (AC), a cash flow tool (not additional funding) used by IDOT that allows the preservation of a project's federal eligibility and quickly obligate federal obligation limitation ceiling as additional ceiling becomes available. Projects that are "ACed" (i.e., that employ the advance construction tool) are all eligible for federal reimbursement (after being converted) and are authorized by FHWA in the same manner as all federally funded projects. (Note – as in regular federally funded projects, no work may begin before FHWA authorizes the AC action on a project.) When a project is ACed, IDOT essentially fronts the funds and does not seek federal reimbursement until a later date (after conversion). If a locally sponsored project is ACed, the project sponsor does not notice any difference from a regular federally funded project.

Projects are ACed for a number of reasons:

- Insufficient Obligation Limitation. At the time project authorization is being sought from FHWA, there are more projects eligible for federal funding than the amount of obligation limitation IDOT has available;
- Insufficient Apportionment. At the time project authorization is being sought from FHWA, there are more projects eligible for a given federal fund type (NHPP, STP, etc.) than the amount of unobligated apportionments for that fund type;
- Discretionary Funds Allocation. On rare occasions a project is put on AC status when an allocation of funds from a discretionary program has not occurred, but it is certain will occur. In this case, the project remains in AC status only until the allocation occurs, generally a short amount of time.

Ordinarily, the first two events tend to happen closer to the end of the federal fiscal year. Essentially, individual projects are ACed because of timing issues.

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

- August Redistribution. Every year, the FHWA reallocates obligation limitation from those States that cannot use all of their ceiling to those that can demonstrate (a) that they can use additional ceiling and (b) that additional ceiling can be obligated before the end of the federal fiscal year. Having an inventory of projects on AC status allows the State to meet both conditions and capture additional federal funds.
- Road Fund Cash Flow. By law, all federal reimbursements to IDOT for spending are deposited into the Road Fund. If the available balance in the Road Fund fell to levels that would jeopardize its ability to pay all of IDOT's bills on time, it would be possible—provided there is sufficient unobligated ceiling and program apportionments—to convert one or more projects from AC status, thereby capturing all of the federal reimbursement associated with spending to date on that project/those projects and placing that money in the Road Fund in a very short time frame. The key to making this work is to have projects on AC status.
- Subsequent Allocation of Discretionary Funds. As noted above, on rare occasions an allocation of funds from a discretionary program do not occur prior to the need to implement the project and the project is put on AC status by IDOT. In those cases, once the allocation has occurred, the project is converted to Current Funded status.

The Illinois Department of Transportation has instituted a process to identify projects using advance construction in their funding profile, and to track the use of the tool and the eventual conversion to regular federal funds. IDOT staff will provide notification of the advance construction funding status to metropolitan planning organizations such as the McLean County Regional Planning Commission. In turn, the MPOs will execute administrative modifications to the project information in the Transportation Improvement Program to reflect the change in status and the funding associated with the change.

In this TIP document, these changes and administrative modifications will be recorded and revised in Appendix Four; MPO participants will be advised of modifications by MCRPC staff, and revisions of Appendix Ten will be posted on the MCRPC website page for the current Transportation Improvement Program.

## Section 4: East Side Highway Environmental Assessment East Side Highway Monitoring Plan

The Transportation Improvement Program does not currently include a funded project related to the East Side Highway studies conducted earlier in the decade. The Environmental Assessment conducted with respect to the project is complete and has been submitted to the Federal Highway Administration for review and decision. The Illinois Division of FHWA has advised that the project meets the criteria for “unusual circumstances,” allowing FHWA to render a NEPA decision on the Environmental Assessment, without a related project included in the MPO or Statewide TIP.

Beginning in FY 2018, MCRPC will carry out the continuing analysis of project status and community readiness described in the Monitoring Plan incorporated in the Environmental Assessment. MCRPC will prepare and distribute periodic reports regarding prevailing conditions in the urban area in connection with the East Side Highway. The costs associated with this work are incorporated in the MCRPC annual work program, and will continue indefinitely, until there is data to suggest that the EA be revisited, or that further consideration of the project is no longer consistent with the trends and growth patterns in the community.

## Fund Details by Year and Funding Source

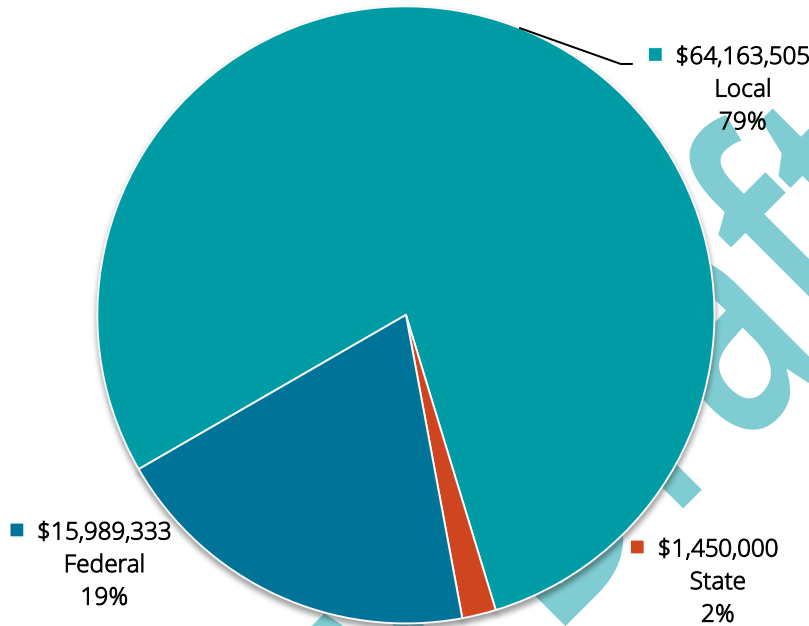
Review Draft

Fund Allocation for FY 2020 - 2024 Term

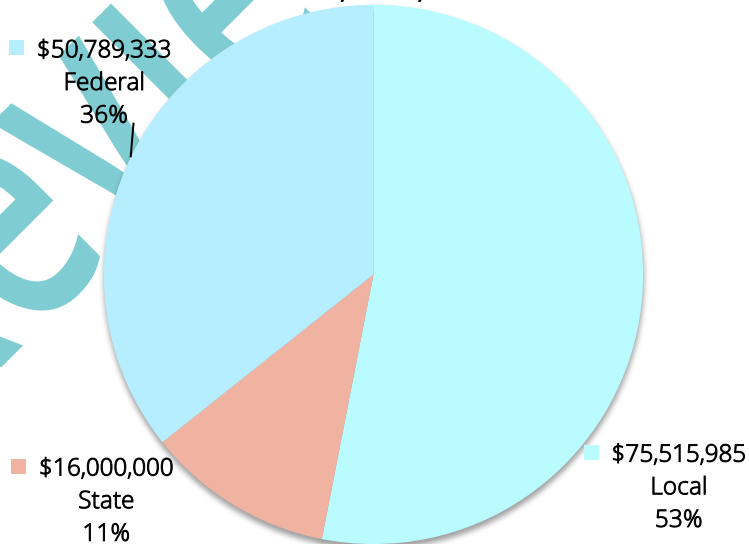
	2020	2021	2022	2023	2024	5-year
<b>LOCAL</b>						
Bloomington Capital Improvement Fund	\$9,422,500	\$3,372,500	\$3,372,500	\$3,372,500	\$3,372,500	\$22,912,500
Bloomington Motor Fuel Tax	\$925,000	\$1,780,000	\$100,000	\$1,800,000	\$0	\$4,605,000
Bloomington Local Motor Fuel Tax	\$3,372,500	\$3,372,500	\$3,372,500	\$3,372,500	\$3,372,500	\$16,862,500
Normal Capital Improvement Fund	\$1,380,525	\$837,900	\$899,860	\$1,152,480	\$850,450	\$5,121,215
Normal Motor Fuel Tax	\$1,962,500	\$1,389,675	\$1,382,415	\$400,000	\$1,069,200	\$6,203,790
Normal Community Development Fund	\$244,000	\$150,000	\$50,000	\$0	\$0	\$444,000
Normal Stormwater Fund	\$467,500	\$450,000	\$0	\$0	\$0	\$917,500
McLean County Motor Fuel Tax	\$0	\$650,000	\$750,000	\$0	\$0	\$1,400,000
County Highway Fund	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Other County Fund	\$462,000	\$650,000	\$1,750,000	\$0	\$500,000	\$3,362,000
County Bridge Fund	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Township	\$80,000	\$0	\$0	\$0	\$0	\$80,000
Private Property Owner Contribution	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$275,000
Route 66 Bike Trail Consortium	\$480,000	\$0	\$0	\$0	\$0	\$480,000
<b>Local Total</b>	<b>\$19,851,525</b>	<b>\$12,707,575</b>	<b>\$11,732,275</b>	<b>\$10,652,480</b>	<b>\$9,219,650</b>	<b>\$64,163,505</b>
<b>STATE</b>						
Grade Crossing Protection Fund	\$1,450,000	\$0	\$0	\$0	\$0	\$1,450,000
<b>State Total</b>	<b>\$1,450,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,450,000</b>
<b>FEDERAL</b>						
Transportation Alternative Program	\$1,920,000	\$0	\$0	\$0	\$1,500,000	\$3,420,000
Surface Transportation - Urban	\$1,600,000	\$5,920,000	\$1,500,000	\$0	\$0	\$9,020,000
Surface Transportation - Rural	\$1,300,000	\$0	\$1,000,000	\$0	\$0	\$2,300,000
Surface Transportation - Bridge	\$640,000	\$0	\$0	\$0	\$0	\$640,000
Safe Routes to School	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Highway Safety Improvement Plan	\$509,333	\$0	\$0	\$0	\$0	\$509,333
<b>Federal Total</b>	<b>\$6,169,333</b>	<b>\$5,920,000</b>	<b>\$2,500,000</b>	<b>\$0</b>	<b>\$1,500,000</b>	<b>\$16,089,333</b>
<b>Annual Total</b>	<b>\$27,470,858</b>	<b>\$18,627,575</b>	<b>\$14,232,275</b>	<b>\$10,652,480</b>	<b>\$10,719,650</b>	<b>\$81,702,838</b>

# Road, Pedestrian, Bicycle and Other Surface Transportation Projects

## 5-Year Program Funding \$81,602,838



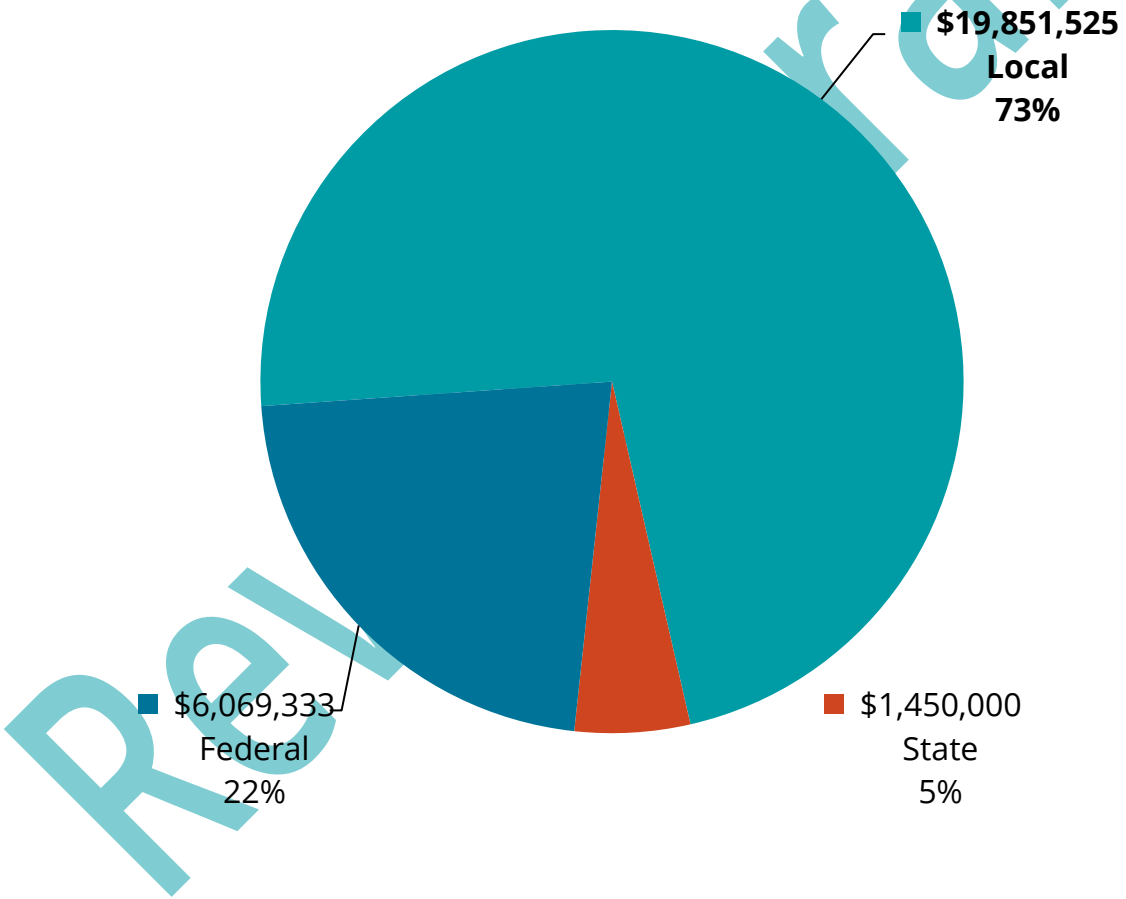
## 5-Year Program Funding including Illustrative Projects \$142,305,318



Sources of Funding by Level of Government  
2020

<u>LOCAL</u>		<b>2020</b>
Bloomington Capital Improvement Fund	BCIF	\$9,422,500
Bloomington Motor Fuel Tax	BMFT	\$925,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,372,500
Normal Capital Improvement Fund	NCIF	\$1,380,525
Normal Motor Fuel Tax	NMFT	\$1,962,500
Normal Community Development Fund	NCD	\$244,000
Normal Stormwater Fund	NSTWR	\$467,500
Other County Fund	County	\$462,000
County Bridge Fund	County Bridge	\$1,000,000
Township	TNSHP	\$80,000
Private Property Owner Contribution	PRIVATE PROP	\$55,000
Route 66 Bike Trail Consortium	Rt 66 Cons.	\$480,000
	Local Total	\$19,851,525
<b><u>STATE</u></b>		
Grade Crossing Protection Fund	GCPF (ICC)	\$1,450,000
	State Total	\$1,450,000
<b><u>FEDERAL</u></b>		
Transportation Alternative Program	TAP [ITEP]	\$1,920,000
Surface Transportation - Urban	STP-U	\$1,600,000
Surface Transportation - Rural	STP-R	\$1,300,000
Surface Transportation - Bridge	STP-B	\$640,000
Safe Routes to School	SRTS	\$200,000
Highway Safety Improvement Plan	HSIP	\$509,333
	Federal Total	\$6,169,333
	Annual Total	\$27,470,858

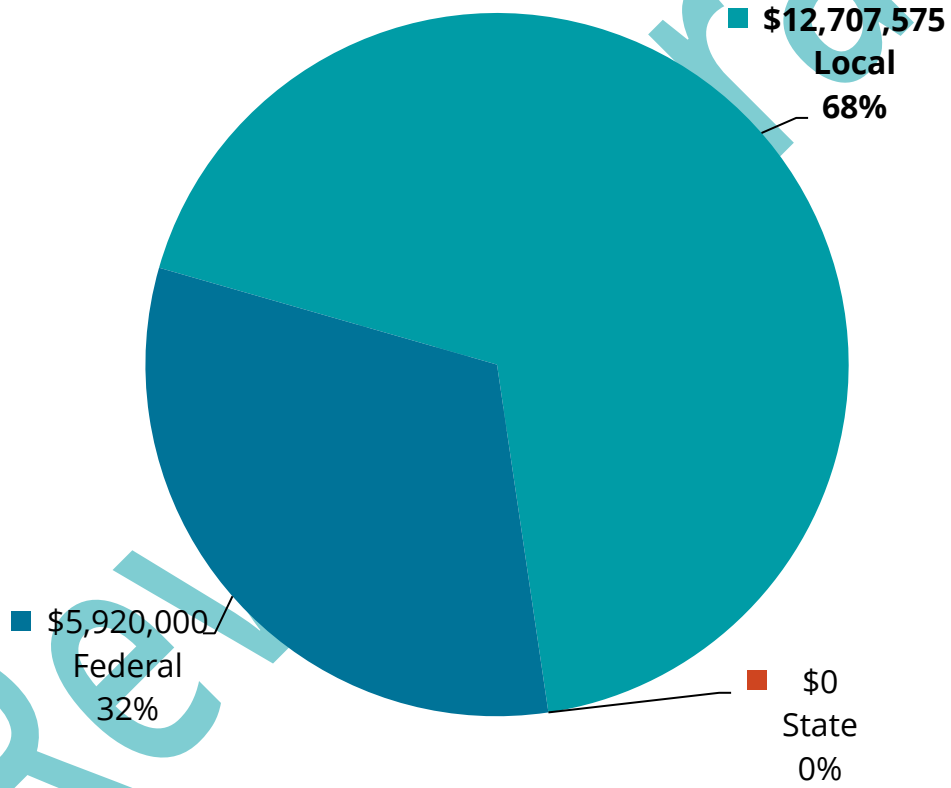
FY 2020



Sources of Funding by Level of Government  
2021

<b>LOCAL</b>		<b>2021</b>
Bloomington Capital Improvement Fund	BCIF	\$3,372,500
Bloomington Motor Fuel Tax	BMFT	\$1,780,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,372,500
Normal Capital Improvement Fund	NCIF	\$837,900
Normal Motor Fuel Tax	NMFT	\$1,389,675
Normal Community Development Fund	NCD	\$150,000
Normal Stormwater Fund	NSTWR	\$450,000
McLean County Motor Fuel Tax	MCMFT	\$650,000
Other County Fund	County	\$650,000
Private Property Owner Contribution	PRIVATE PROP	\$55,000
	Local Total	\$12,707,575
<b>STATE</b>		
	State Total	\$0
<b>FEDERAL</b>		
Surface Transportation - Urban	STP-U	\$5,920,000
	Federal Total	\$5,920,000
	Annual Total	\$18,627,575

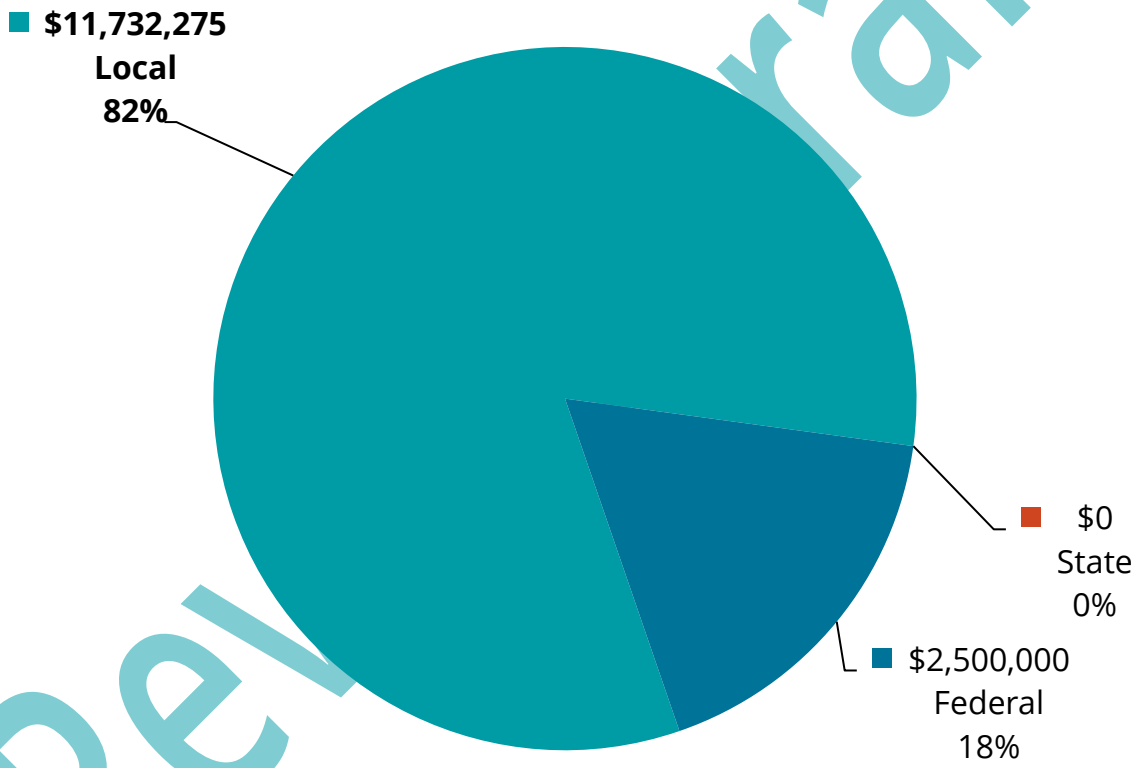
FY 2021



Sources of Funding by Level of Government  
2022

<u>LOCAL</u>		<b>2022</b>
Bloomington Capital Improvement Fund	BCIF	\$3,372,500
Bloomington Motor Fuel Tax	BMFT	\$100,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,372,500
Normal Capital Improvement Fund	NCIF	\$899,860
Normal Motor Fuel Tax	NMFT	\$1,382,415
Normal Community Development Fund	NCD	\$50,000
Normal Stormwater Fund	NSTWR	\$0
McLean County Motor Fuel Tax	MCMFT	\$750,000
County Highway Fund	County Highway	\$0
Other County Fund	County	\$1,750,000
County Bridge Fund	County Bridge	\$0
Township	TNSHP	\$0
Private Property Owner Contribution	PRIVATE PROP	\$55,000
Route 66 Bike Trail Consortium	Rt 66 Cons.	\$0
	Local Total	\$11,732,275
<u>STATE</u>		
	State Total	\$0
<u>FEDERAL</u>		
Surface Transportation - Urban	STP-U	\$1,500,000
Surface Transportation - Rural	STP-R	\$1,000,000
	Federal Total	\$2,500,000
	Annual Total	\$14,232,275

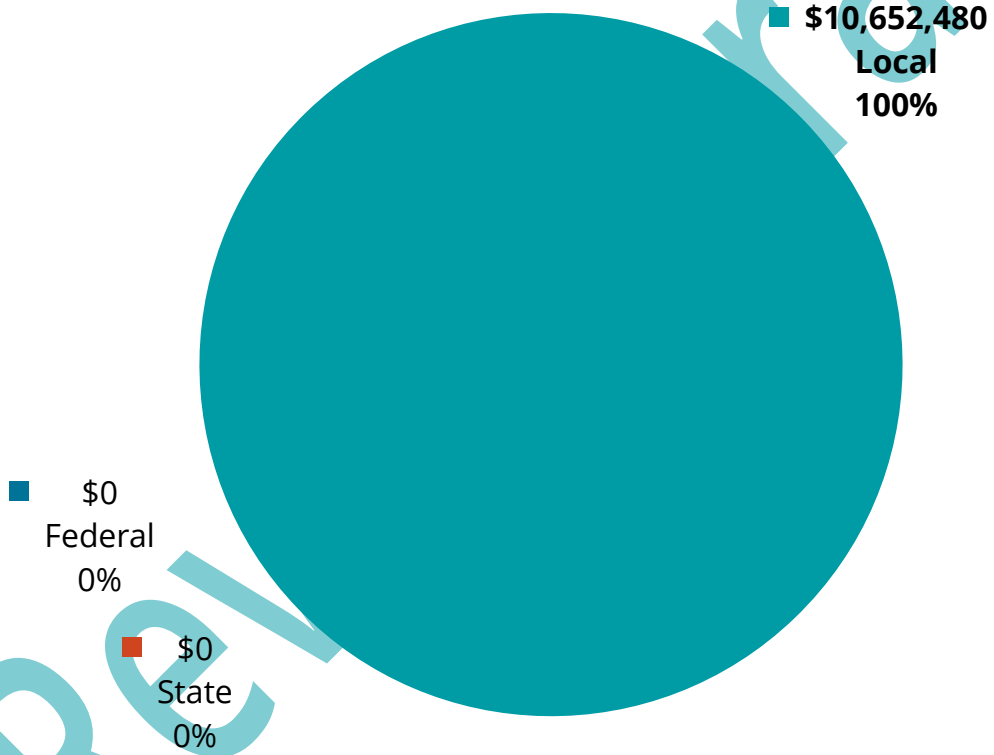
FY 2022



Sources of Funding by Level of Government  
2023

<u>LOCAL</u>		2023
Bloomington Capital Improvement Fund	BCIF	\$3,372,500
Bloomington Motor Fuel Tax	BMFT	\$1,800,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,372,500
Normal Capital Improvement Fund	NCIF	\$1,152,480
Normal Motor Fuel Tax	NMFT	\$400,000
County Highway Fund	County Highway	\$500,000
Private Property Owner Contribution	PRIVATE PROP	\$55,000
	Local Total	\$10,652,480
<u>STATE</u>		
	State Total	\$0
<u>FEDERAL</u>		
	Federal Total	\$0
	Annual Total	\$10,652,480

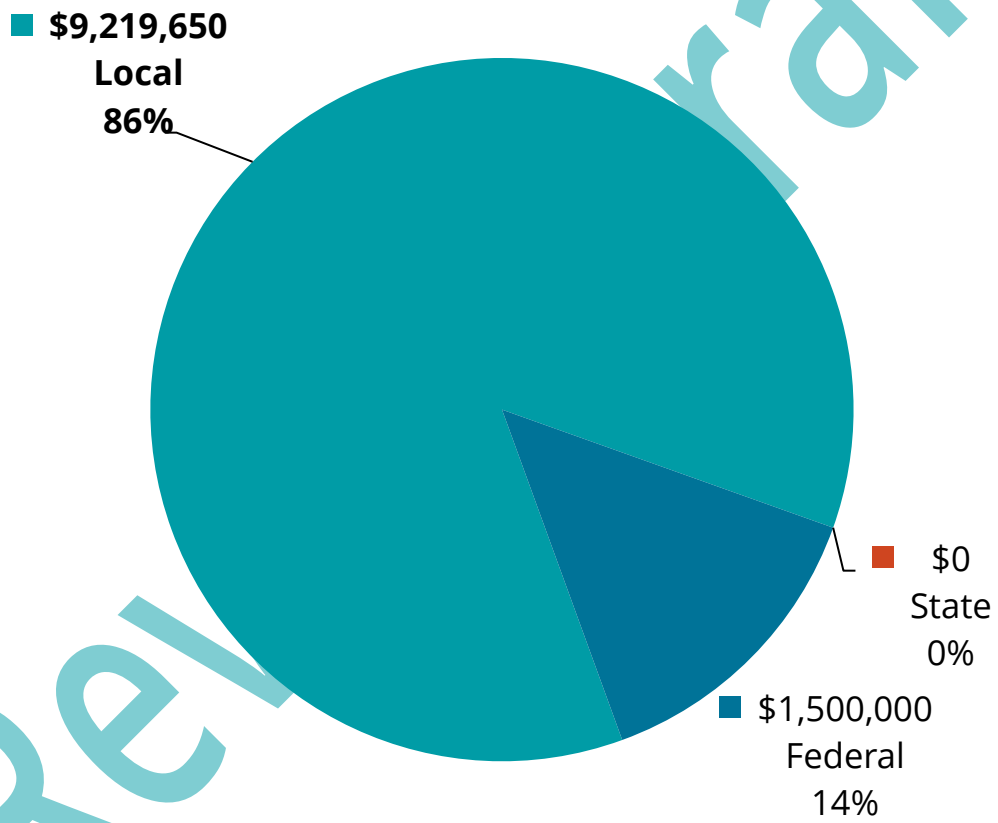
FY 2023



Sources of Funding by Level of Government  
2024

<b>LOCAL</b>		<b>2024</b>
Bloomington Capital Improvement Fund	BCIF	\$3,372,500
Bloomington Local Motor Fuel Tax	LMFT	\$3,372,500
Normal Capital Improvement Fund	NCIF	\$850,450
Normal Motor Fuel Tax	NMFT	\$1,069,200
Other County Fund	County	\$500,000
Private Property Owner Contribution	PRIVATE PROP	\$55,000
	Local Total	\$9,219,650
<b>STATE</b>		
	State Total	\$0
<b>FEDERAL</b>		
Transportation Alternative Program	TAP [ITEP]	\$1,500,000
	Federal Total	\$1,500,000
	Annual Total	\$10,719,650

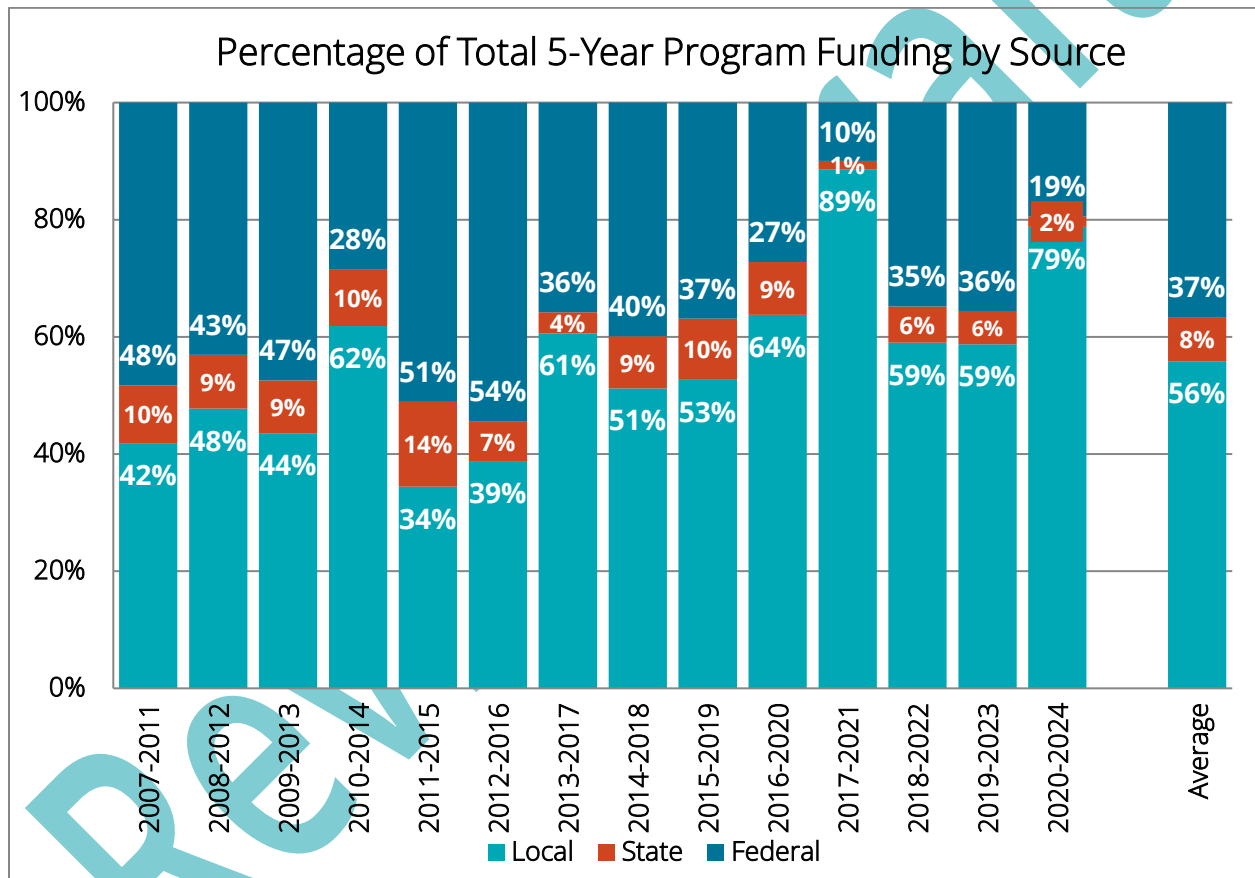
FY 2024



Review Draft

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## Total Program Funding Year-to-Year Allocation by Source



Review Draft

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**FY 2020-2024 TIP PROJECT INDEX (DRAFT FOR PUBLICATION)**

For 2020-2024 projects: **BLUE** shaded projects - use Federal funds; **GREEN** shaded projects - amendments

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
						<b>2020</b>						
						<b>City of Bloomington</b>						
B-03-09	50-01-42063-94-01	B	Hamilton Road	Bunn Street	Commerce Drive	Street Improvements Construction	ROW	\$4,500,000	\$900,000	\$0	\$3,600,000	ROW 1,600,000 - STU, 400,000 - BMFT; RR Relocation 2,000,000 - STU, 500,000 - BMFT
B-20-01	50-13-53002-20-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,250,000	\$1,250,000	\$0	\$0	1,195,000 - LMFT & BCIF, \$55,000 Priv Prop
B-20-00	50-01-53001-20-00	B	City wide			General Resurfacing of Various City Streets	C	\$5,150,000	\$5,150,000	\$0	\$0	5,150,000 - LMFT & BCIF
B-20-05	50-01-53183-20-00	B	City wide			Pavement Preservation	C	\$400,000	\$400,000	\$0	\$0	\$400,000 - LMFT & BCIF
B-20-06	20-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance	E	\$500,000	\$500,000	\$0	\$0	500,000 - BMFT
B-19-09	50-13-23017-19-00	B	Sidewalk near Sheridan School			Safe Routes to School grant used near Sheridan School	C	\$225,000	\$25,000	\$0	\$200,000	200,000 - SRTS, 25,000 - BMFT
B-12-02	50-11-12535-13-00 06-00337-00-BR	B	Fox Creek Road & Bridge over RR	Danbury Drive	Union Pacific Railroad Bridge	Reconstruct as Urban Section	C	\$7,500,000	\$6,050,000	\$1,450,000	\$0	6,050,000-BCIF, 1,450,000-ICC GCPF

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects

**2020**

<b>McLean County</b>												
	17-00001-05-BT	C	Route 66 Bike Trail	1 mile south of Shirley	Funks Grove	Bike Trail Construction	C	\$2,400,000	\$480,000		\$1,920,000	80% ITEP, 20% Route 66 Consortium
MC-1	10-11127-00-BR	T	Dale Township Bridge	0.20 North of 1200 North		Bridge Replacement	C	\$800,000	\$160,000		\$640,000	STP Bridge Funds, 10% County, 10% Twp
MC-2	15-00027-06-RS	C	Towanda East	Towanda (CH 29)	2300 East	Resurfacing	C	\$2,191,333	\$382,000		\$1,809,333	382,000 County Matching; 1,300,000 STR; 509333 HSIP
MC-3	19-00123-01-BR	C	Pipeline Road Box Culvert (CH 31)	.10 Mile North of 1900 North		Replace Box Culvert/Road Re-alignment	C	\$1,000,000	\$1,000,000			County Bridge

**2020**

<b>Town of Normal</b>												
N-20-01V		N	Various			Resurfacing of various city streets	C	\$1,298,000	\$1,298,000	\$0	\$0	500,000 - NMFT; 604,000 - NCIF; 194,000-CD
N-20-02		N	Glenn Ave Bridge	Franklin	Glenn Ave Bridge	Replace existng structure	C	\$1,660,000	\$1,660,000	\$0	\$0	1,260,000 - NMFT; 400,000 - NSTWR
N-20-03C		N	City wide			Sidewalk and Ramp Improvements	C	\$201,125	\$201,125	\$0	\$0	151,125 - NCIF; 50000 - CD
N-20-04V		N	Various			Concrete Pvmt Patching	C	\$75,400	\$75,400	\$0	\$0	75,400 - NCIF
N-20-05		N	Franklin Ave Bridge			Replace existing structure	E	\$270,000	\$270,000	\$0	\$0	202,500 - NMFT; 67,500 - NSTWR

**2020**

<b>IDOT District 5</b>												
<b>PENDING</b>												

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

<b><i>Unconstrained Preliminary Total</i></b>		<b>\$29,970,858</b>	<b>\$20,351,525</b>	<b>\$1,450,000</b>	<b>\$8,169,333</b>
<b>Fiscally Constrained Cost</b>		<b>\$27,470,858</b>	<b>\$19,851,525</b>	<b>\$1,450,000</b>	<b>\$6,169,333</b>
<b>% of Total by Jurisdiction</b>			72%	5%	22%
		<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>
<b>Projects with Federal Funds</b>		<b>\$7,616,333</b>	<b>\$1,447,000</b>	<b>\$0</b>	<b>\$6,169,333</b>
<b>% of Total by Jurisdiction</b>			<b>19%</b>	<b>0%</b>	<b>81%</b>

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
						<b>2021</b>						
						<b>City of Bloomington</b>						
B-21-01	50-13-53002-21-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,250,000	\$1,250,000	\$0	\$0	1,195,000 - LMFT & BCIF, \$55,000 Priv Prop
B-21-00	50-01-53001-21-00	B	City wide			General Resurfacing of Various City Streets	C	\$5,150,000	\$5,150,000	\$0	\$0	5,150,000 - LMFT & BCIF
B-21-05	50-01-53183-21-00	B	City wide			Pavement Preservation	C	\$400,000	\$400,000	\$0	\$0	\$400,000 - LMFT & BCIF
B-21-06	21-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance	E	\$300,000	\$300,000	\$0	\$0	300,000 - BMFT
B-03-09	50-01-42063-94-01	B	Hamilton Road	Bunn Street	Commerce Drive	Street Improvements Construction	C	\$7,400,000	\$1,480,000	\$0	\$5,920,000	5,920,000 - STU, 1,480,000 - BMFT
						<b>2021</b>						
						<b>McLean County</b>						
MC-4		C	Ropp Road	White Oak Road	Ziebarth Road	Cold in Place Recycling Project	C	\$1,300,000	\$1,300,000			650,000 County Matching 650,000 County MFT
						<b>2021</b>						
						<b>Town of Normal</b>						
N-21-01V		N	Various			Resurfacing of various city streets	C	\$1,200,000	\$1,200,000	\$0	\$0	500,000 - NMFT; 600,000 - NCIF; 100,000-CD
N-21-02C		N	City wide			Sidewalk and Ramp Improvements	C	\$208,700	\$208,700	\$0	\$0	158,700 - NCIF; 50000 - CD

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

**Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects**

N-21-03V		N	Various		Concrete Pavement Patching	C	\$79,200	\$79,200	\$0	\$0	79,200 - NCIF
N-20-05		N	Franklin Ave Bridge		Replace existing structure	C	\$1,300,000	\$1,300,000	\$0	\$0	850,000 - NMFT; 450,000 - NSTWR
N-21-05		N	Gregory St. Culvert		Replace Deck	E	\$39,675	\$39,675			39,675 - NMFT
						<b>2021</b>					
						<b>IDOT District 5</b>					
						<b>PENDING</b>					
						<b><i>Unconstrained Preliminary Total</i></b>	<b>\$25,677,575</b>	<b>\$12,757,575</b>	<b>\$6,800,000</b>	<b>\$6,120,000</b>	
						<b>Fiscally Constrained Cost</b>	<b>\$18,627,575</b>	<b>\$12,707,575</b>	<b>\$0</b>	<b>\$5,920,000</b>	
						<b>% of Total by Jurisdiction</b>		68%	0%	32%	
							<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	
						<b>Projects with Federal Funds</b>	<b>\$7,400,000</b>	<b>\$1,480,000</b>	<b>\$0</b>	<b>\$5,920,000</b>	
						<b>% of Total by Jurisdiction</b>		20%	0%	80%	

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
						<b>2022</b>						
						<b>City of Bloomington</b>						
B-22-01	50-13-53002-22-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,250,000	\$1,250,000	\$0	\$0	1,195,000 - LMFT & BCIF, \$55,000 Priv Prop
B-22-00	50-01-53001-22-00	B	City wide			General Resurfacing of Various City Streets	C	\$5,150,000	\$5,150,000	\$0	\$0	5,150,000 - LMFT & BCIF
B-22-05	50-01-53183-22-00	B	City wide			Pavement Preservation	C	\$400,000	\$400,000	\$0	\$0	\$400,000 - LMFT & BCIF
B-22-06	22-00000-00-GM	B	City wide			Street Lighting - Electricity & Maintenance	E	\$100,000	\$100,000	\$0	\$0	100,000 - BMFT
						<b>2022</b>						
						<b>McLean County</b>						
MC-5	13-00160-00-RS	C	Townline Road (Section V) (CH 24)	Tazewell County Line	IL Route 9	Resurfacing	C	\$1,250,000	\$250,000		\$1,000,000	250,000 County Matching; 1,000,000 - STR
MC-6		C	White Oak Road (Old 150)	Empire St.	Route 150	Resurfacing	C	\$2,500,000	\$1,000,000		\$1,500,000	1,500,000 STU; 1,000,000 Matching
MC-7		C	Linden St.	Northtown Road	Hudson	Resurfacing	C	\$1,250,000	\$1,250,000			750,000 County MFT 500,000 County Matching
						<b>2022</b>						

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

**Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects**

						<b>Town of Normal</b>						
N-22-01V		N	Various			Resurfacing of various city streets	C	\$1,150,000	\$1,150,000	\$0	\$0	500,000 - NMFT; 650,000 - NCIF
N-22-02C		N	City wide			Sidewalk and Ramp Improvements	C	\$216,700	\$216,700	\$0	\$0	166,700 - NCIF; 50000 - CD
N-22-03V		N	Various			Concrete Pvmt Patching	C	\$83,160	\$83,160	\$0	\$0	83,160 - NCIF
N-20-05		N	Franklin Ave Bridge			Replace existng structure	C	\$500,000	\$500,000	\$0	\$0	500,000 - NMFT
N-22-05		N	Gregory St. Culvert			Replace Deck	C	\$357,075	\$357,075			357,075 - NMFT
N-22-06		N	Vernon St. Culvert			Replace Deck	E	\$25,340	\$25,340			25,340 - NMFT
						<b>2022</b>						
						<b>IDOT District 5</b>						
						<b>PENDING</b>						
						<b>Unconstrained Preliminary Total</b>		<b>\$54,232,275</b>	<b>\$11,782,275</b>	<b>\$7,750,000</b>	<b>\$34,700,000</b>	
						<b>Fiscally Constrained Cost</b>		<b>\$14,232,275</b>	<b>\$11,732,275</b>	<b>\$0</b>	<b>\$2,500,000</b>	
						<b>% of Total by Jurisdiction</b>			82%	0%	18%	
								<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	
						<b>Projects with Federal Funds</b>		<b>\$3,750,000</b>	<b>\$1,250,000</b>	<b>\$0</b>	<b>\$2,500,000</b>	
						<b>% of Total by Jurisdiction</b>			33%	0%	67%	

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
						<b>2023</b>						
						<b>City of Bloomington</b>						
B-23-01	50-13-53002-20-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,250,000	\$1,250,000	\$0	\$0	1,195,000 - LMFT & BCIF, \$55,000 Priv Prop
B-23-00	50-01-53001-20-00	B	City wide			General Resurfacing of Various City Streets	C	\$5,150,000	\$5,150,000	\$0	\$0	5,150,000 - LMFT & BCIF
B-23-05	50-01-53183-20-00	B	City wide			Pavement Preservation	C	\$400,000	\$400,000	\$0	\$0	\$400,000 - LMFT & BCIF
B-15-03	50-11-32007-92-01 15-00355-00-BR	J	Jersey Avenue Bridge	Sugar Creek		Reconstruct bridge	C	\$1,800,000	\$1,800,000	\$0	\$0	1,800,000 - BMFT
						<b>2023</b>						
						<b>McLean County</b>						
MC-8		C	Seminary St. (in Downs)	Franklin St.	Route 150	Resurfacing	C	\$500,000	\$500,000	\$0	\$0	500,000 Highway Fund
						<b>2023</b>						
						<b>Town of Normal</b>						
N-23-01V		N	Various			Resurfacing of various city streets	C	\$1,000,000	\$1,000,000	\$0	\$0	400,000 - NMFT; 600,000 - NCIF
N-23-02C		N	City wide			Sidewalk and Ramp Improvements	C	\$175,000	\$175,000	\$0	\$0	175,000 - NCIF
N-23-03C		N	Various			Concrete Pvmt Patching	C	\$87,300	\$87,300	\$0	\$0	87,300 - NCIF

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

**Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects**

N-03-1828		N	Towanda Avenue	Raab Road		Traffic signal installation w/turn lanes	C	\$62,130	\$62,130			62,130 - NMFT
N-22-06		N	Vernon St. Culvert			Replace Deck	C	\$228,050	\$228,050			228,050 - NMFT
						<b>2023</b>						
						<b>IDOT District 5</b>						
						<b>PENDING</b>						
						<b><i>Unconstrained Preliminary Total</i></b>		\$10,652,480	\$10,652,480	\$0	\$0	
						<b>Fiscally Constrained Cost</b>		\$10,652,480	\$10,652,480	\$0	\$0	
						<b>% of Total by Jurisdiction</b>			<b>100%</b>	<b>0%</b>	<b>0%</b>	
								<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	
						<b>Projects with Federal Funds</b>		\$0	\$0	\$0	\$0	
						<b>% of Total by Jurisdiction</b>			<b>0%</b>	<b>0%</b>	<b>0%</b>	

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail
				Beginning (or cross street)	End				Local	State	Federal	
						<b>2024</b>						
						<b>City of Bloomington</b>						
B-24-01	50-13-53002-24-00	B	City wide			Sidewalk and Ramp Improvements	C	\$1,250,000	\$1,250,000	\$0	\$0	1,195,000 - LMFT & BCIF, \$55,000 Priv Prop
B-24-00	50-01-53001-24-00	B	City wide			General Resurfacing of Various City Streets	C	\$5,150,000	\$5,150,000	\$0	\$0	5,150,000 - LMFT & BCIF
B-24-05	50-01-53183-24-00	B	City wide			Pavement Preservation	C	\$400,000	\$400,000	\$0	\$0	\$400,000 - LMFT & BCIF
						<b>2024</b>						
						<b>McLean County</b>						
MC-9		C	Danvers-Yuton Road	Danvers	Route 150	Resurfacing	C	\$2,000,000	\$500,000		\$1,500,000	500,000 County Matching; 1,000,000 - STR
						<b>2024</b>						
						<b>Town of Normal</b>						
N-24-01V		N	Various			Resurfacing of various city streets	C	\$975,000	\$975,000	\$0	\$0	400,000 - NMFT; 575,000 - NCIF
N-24-02C		N	City wide			Sidewalk and Ramp Improvements	C	\$183,750	\$183,750	\$0	\$0	183,750 - NCIF
N-24-03V		N	Various			Concrete Pvmt Patching	C	\$91,700	\$91,700	\$0	\$0	91,700 - NCIF
N-03-1828		N	Towanda Avenue	Raab Road		Traffic signal installation w/turn lanes	C	\$414,200	\$414,200			414,200- NMFT

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

**Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects**

N-24-04		N	Towanda Avenue	Raab Road	I-55	Reconstruct to 2-lane urban section	E	\$255,000	\$255,000			255,000 - NMFT
							<b>2024</b>					
							<b>IDOT District 5</b>					
							<b>PENDING</b>					
							<b><i>Unconstrained Preliminary Total</i></b>	<i>\$11,219,650</i>	<i>\$9,319,650</i>	<i>\$0</i>	<i>\$1,900,000</i>	
							<b>Fiscally Constrained Cost</b>	<b>\$10,719,650</b>	<b>\$9,219,650</b>	<b>\$0</b>	<b>\$1,500,000</b>	
							<b>% of Total by Jurisdiction</b>		<b>87%</b>	<b>0%</b>	<b>14%</b>	
								<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	
							<b>Projects with Federal Funds</b>	<b>\$2,000,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$1,500,000</b>	
							<b>% of Total by Jurisdiction</b>		<b>25%</b>	<b>0%</b>	<b>75%</b>	

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects

For 2020-2024 projects: **ORANGE** shaded projects - illustrative in 2020-2024 TIP (see page 42 for description)

Project No.	Section	Jurisdiction	Project Location	Termini		Description	Phase	Total Project Cost	Funding Source			Funding Detail	
				Beginning (or cross street)	End				Local	State	Federal		
						<b>2020</b>							
						<b>City of Bloomington</b>							
B-03-09	50-01-42063-94-01	B	Hamilton Road	Bunn Street	Commerce Drive	Street Improvements Construction: RR relocation	ROW	\$2,500,000	\$500,000	\$0	\$2,000,000	RR Relocation 2,000,000 - STU, 500,000 - BMFT	
						<b>McLean County</b>							
						<b>Town of Normal</b>							
						<b>IDOT District 5</b>							
								<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>		
								<b>Illustrative Projects Estimated Cost</b>	<b>\$2,500,000</b>	<b>\$500,000</b>	<b>\$0</b>	<b>\$2,000,000</b>	
								<b>% of Total by Jurisdiction</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>		
						<b>2021</b>							
						<b>City of Bloomington</b>							
						<b>McLean County</b>							
		C	Route 66 Bike Trail	Funk's Grove	McLean	Phase II	C, B, N	\$250,000	\$50,000		\$200,000	80% ITEP, 20% Route 66 Consortium	
						<b>Town of Normal</b>							
N-19-011			Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing, Safety	E,C	\$0	\$0		\$0	0-NCIF	
N-21-061		N	College Ave.	US 150	White Oak Rd	Reconstruction of PCC pavement, replacement of CC&G, turn lane improvements, multimodal improvements	C,E	\$6,800,000		\$6,800,000		Funding source TBD	
						<b>IDOT District 5</b>							
								<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>		
								<b>Illustrative Projects Estimated Cost</b>	<b>\$7,050,000</b>	<b>\$50,000</b>	<b>\$6,800,000</b>	<b>\$200,000</b>	
								<b>% of Total by Jurisdiction</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>		

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments

Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects

						2022						
						City of Bloomington						
						McLean County						
						Town of Normal						
		C	Route 66 Bike Trail	Funk's Grove	McLean	Phase II	C, B, N	\$250,000	\$50,000		\$200,000	80% ITEP, 20% Route 66 Consortium
N-19-011			Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing, Safety	C	\$1,250,000	\$0	\$1,250,000	\$0	0-NCIF, 1,250,000 GCPF (ICC)
N-22-071		N	Hovey Ave.	Kingsley	White Oak Rd	Rehabilitation of PCC/HMA Pavement, Multimodal Improvements, CC&G replacement	C,E	\$6,500,000		\$6,500,000		Funding source TBD
N-22-081		N,B	Main St. (BUS 51)	Raab Rd, Normal	Olive, Bloomington	Multimodal Improvements, Rehabilitation of PCC/HMA Pavement, CC&G replacement	C,E	\$32,000,000			\$32,000,000	Funding source TBD
						IDOT District 5						
								<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	
								<b>\$40,000,000</b>	<b>\$50,000</b>	<b>\$7,750,000</b>	<b>\$32,200,000</b>	
								<b>% of Total by Jurisdiction</b>		<i>0%</i>	<i>19%</i>	<i>81%</i>

						2023						
						City of Bloomington						
						McLean County						
						Town of Normal						
N-19-011			Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing, Safety	C	\$0	\$0	\$0	\$0	0-NCIF
						IDOT District 5						
								<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	
								<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	
								<b>% of Total by Jurisdiction</b>		<i>0%</i>	<i>0%</i>	<i>0%</i>

Projects highlighted in BLUE use federal funds; GREEN are amendments

Transportation Improvement Program FY 2020 – 2024 Road, Pedestrian and Bicycle Projects

						2024						
						City of Bloomington						
						McLean County						
		C	Route 66 Bike Trail	2.5 miles north of Towanda	Lexington	Phase I & II	C,B,N	\$500,000	\$100,000		\$400,000	80% ITEP, 20% Route 66 Consortium
						Town of Normal						
N-19-011			Uptown Normal	Uptown Gateway Plaza	Uptown South	Grade Separated Pedestrian Rail Crossing, Safety	C	\$0	\$0	\$0	\$0	0-NCIF
						IDOT District 5						
								<b>Total</b>	<b>Local</b>	<b>State</b>	<b>Federal</b>	
						<b>Illustrative Projects Estimated Cost</b>		<b>\$500,000</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$400,000</b>	
						<b>% of Total by Jurisdiction</b>			<b>20%</b>	<b>0%</b>	<b>80%</b>	

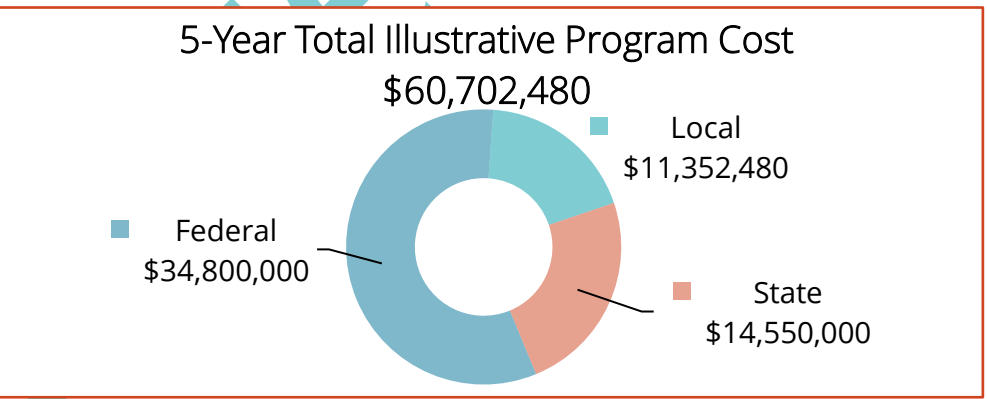
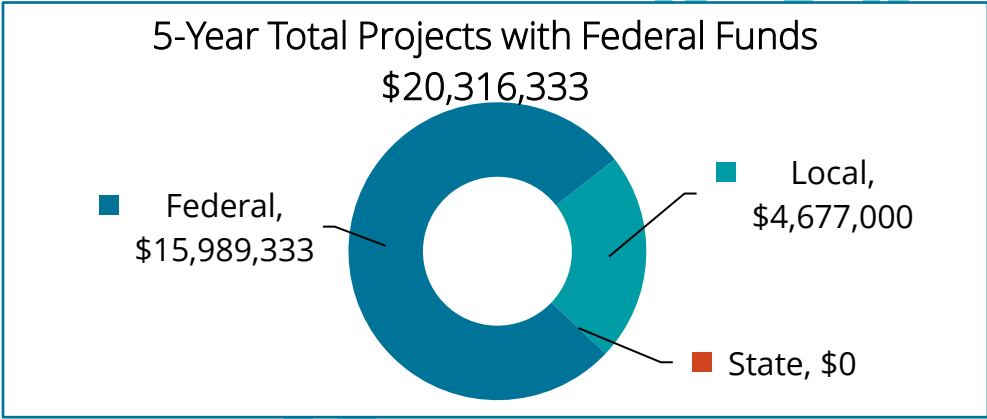
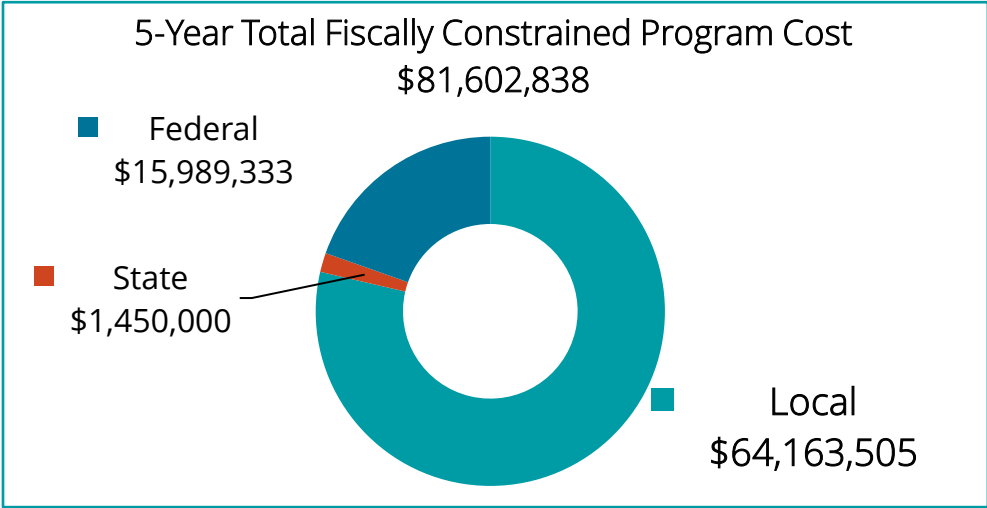


ILLUSTRATIVE PROJECTS

Projects identified in the five-year TIP document are required to be fiscally constrained; that is, for each project, adequate funding from whatever sources are used must be specified. This ensures that the program as set forth can be implemented as listed. Should there be changes in a project, they can be reflected in an amendment or administrative modification.

On occasion, our participating jurisdictions wish to provide additional context by identifying projects for which funding has not yet been confirmed, and thus not fiscally constrained. These may be listed as “illustrative projects,” indicating that while they are not yet eligible for inclusion in the TIP projects overall, they are activities that the participants wish to pursue. Should funding become available, these projects can be incorporated into the main project list by amendment to the TIP.

Projects highlighted in **BLUE** use federal funds; **GREEN** are amendments



Review Draft

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## Maps

Map 1	Projects in FY 2020
Map 2	Projects in FY 2021
Map 3	Projects in FY 2022
Map 4	Projects in FY 2023
Map 5	Projects in FY 2024
Map 6	State Projects

Review Draft

Review Draft

Map 1: 2020

PENDING

Review Draft

Review Draft

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Map 2: 2021

PENDING

Review Draft

Review Draft

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Map 3: 2022

PENDING

Review Draft

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Map 4: 2023

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Review Draft

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Map 5: 2024

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# State project map

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Review Draft

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## Applying the Project Selection Process

### The Regional Selection Process

Each of the three local governments participating in the MPO, Bloomington, Normal and McLean County, conducts an annual budget development process in which senior staff project program needs and costs, and Councils and the County Board review and adopt the program elements they deem necessary.

This budget information, along with the state program for District 5, is the basis for the annual update of the Transportation Improvement Program. Each of the local governments is tasked with coordinating between their TIP projects and whatever related instruments their jurisdiction has adopted, such as a capital improvement plan. From these materials MCRPC staff compiles the draft five-year road, bridge, street and trail program in the final TIP document.

For the TIP update beginning with program year FY 2019, the MCRPC Technical and Policy committees adopted a priority review process applicable to projects that utilize federal funds. These projects are a small percentage of the numerical total of projects, but due to the inclusion of federal funding, often represent a notable portion of the total program cost.

The prioritization evaluation is based on three aspects of each project:

1. Relationship to a focus area identified in the MCRPC Long Range Transportation Plan 2045;
2. Project components indicative of focus on key goals and strategies of the LRTP 2015, and;
3. Project readiness within the framework of the five-year TIP timeline.

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

A sample of the scoring sheet used is shown on page 2. This process is not required of IDOT District 5, as the District program of projects is not subject to MPO review. In this initial year of the prioritization process, the MCRPC Technical Committee will conduct an in-depth assessment of the prioritization process in practice. This will

include a review of the associations in each projects to performance measures adopted or amended into the LRTP. Any revisions the Committee decides to include will be adopted before the development of the FY 2020-2024 TIP document.

A summary of the project scoring appears below, and the scoring sheets follow.

### Summarized Scoring Results for Federally Funded Projects - FY 2020 – 2024

Project			Scoring			
Entity	I.D No.	TIP Year	Type/Focus	Component	Readiness	Total
MC	MC-6	2022	24	10	6	40
N	N-19-01	2019	24	48	8	80
B	B-03-09	2022	33	41	8	82
B	SRTS	2020	32	34	10	76

Review Draft



MCRPC Federally Funded Project Scoring Formula Data

*This form required only for projects using Federal funding*

Jurisdiction	McLean County
Project ID #	MC-6
in TIP FY:	2022
Phase	Construction

	System Preservation	Mobility, Access & Choice	Health & Safety	Sustainable Transportation	Freight		
<i>8 points per focus area</i>							
<i>Project Type/Focus Area</i>	8			8	8	<b>24</b>	Focus Area total points (max. 40)
<i>Project Components - 10 points per component</i>							
Complete Streets	Complete Streets elements, including all modes*						
Vision Zero	Advances Vision Zero and/or IDOT safety targets †						
Environmental Impact	Creates improved environmental sustainability						
Regional Significance	Has impact beyond its native jurisdiction					10	
Equity in Access	Addresses inequity in transportation system ‡						
						<b>10</b>	Component total points (max. 50)
Type "readiness points" in the indicated green box according to which fiscal year in the 5-year program the project appears; 10 points for program year 1, 8 for year 2, 6 for year 3, 4 for year 4 and 2 for year 5.							
Project Readiness						<b>6</b>	Readiness points (max. 10)
						<b>40</b>	Project Total points (max. 100)

On the next worksheet, labeled **StrategyMeasure**, enter the following information:

- 1 For each focus area chosen, list the strategies and/or tasks related to that focus area that will be used in implementing the project.
- 2 List the performance measures for each strategy, wherein data will be available to determine the degree of progress made on achieving the target resulting from the project.
- 3 Keep in mind that the strategies should also be consistent with the project components you have identified as relevant to the project.

† See LRMTF, Chapter 5, §3, strategy 3.1, pp. 86 and following

‡ See Equity portions of strategies and performance measures in LRMTF, Chapters 5 & 6



MCRPC Federally Funded Project Scoring Formula Data

*This form required only for projects using Federal funding*

<b>Jurisdiction</b>	Normal
<b>Project ID #</b>	N-19-01
<b>in TIP FY:</b>	2019
<b>Phase</b>	1

<i>8 points per focus area</i>	System Preservation	Mobility, Access & Choice	Health & Safety	Sustainable Transportation	Freight	
<i>Project Type/Focus Area</i>	8	8	8			<b>24</b> Focus Area total points (max. 40)

*Project Components - 10 points per component*

Complete Streets	Complete Streets elements, including alt modes*	10	Component total points (max. 50)
Vision Zero	Advances Vision Zero and/or IDOT safety targets†	10	
Environmental Impact	Creates improved environmental sustainability	8	
Regional Significance	Has impact beyond its native jurisdiction	10	
Equity in Access	Addresses inequity in transportation system‡	10	
		<b>48</b>	

Type "readiness points" in the indicated green box according to which fiscal year in the 5-year program the project appears; 10 points for program year 1, 8 for year 2, 6 for year 3, 4 for year 4 and 2 for year 5.

Project Readiness		<b>8</b>	Readiness points (max. 10)
		<b>80</b>	Project Total points (max. 100)

**On the next worksheet, labeled StrategyMeasure, enter the following information:**

- For each focus area chosen, list the strategies and/or tasks related to that focus area that will be used in implementing the project.
- List the performance measures for each strategy, wherein data will be available to determine the degree of progress made on achieving the target resulting from the project.
- Keep in mind that the strategies should also be consistent with the project components you have identified as relevant to the project.

\* See LRMTF, strategy 2.2, pp.74 and following  
 † See LRMTF, Chapter 5, §3, strategy 3.1, pp. 86 and following  
 ‡ See Equity portions of strategies and performance measures in LRMTF, Chapters 5 & 6



MCRPC Federally Funded Project Scoring Formula Data

*This form required only for projects using Federal funding*

							<b>Jurisdiction</b>	Bloomington
							<b>Project ID #</b>	B-03-09
							<b>in TIP FY:</b>	2003-2022
							<b>Phase</b>	
	<b>System Preservation</b>	<b>Mobility, Access &amp; Choice</b>	<b>Health &amp; Safety</b>	<b>Sustainable Transportation</b>	<b>Freight</b>			
<i>8 points per focus area</i>								
<b>Project Type/Focus Area</b>	6	7	7	6	7	<b>33</b>	🔴 Focus Area total points (max. 40)	
<b>Project Components - 10 points per component</b>								
Complete Streets	Complete Streets elements, including alt modes*					10		
Vision Zero	Advances Vision Zero and/or IDOT safety targets†					8		
Environmental Impact	Creates improved environmental sustainability					8		
Regional Significance	Has impact beyond its native jurisdiction					8		
Equity in Access	Addresses inequity in transportation system‡					7		
						<b>41</b>	🔵 Component total points (max. 50)	
Type "readiness points" in the indicated green box according to which fiscal year in the 5-year program the project appears; 10 points for program year 1, 8 for year 2, 6 for year 3, 4 for year 4 and 2 for year 5.								
<b>Project Readiness</b>						<b>8</b>	🟢 Readiness points (max. 10)	
						<b>82</b>	Project Total points (max. 100)	

**On the next worksheet, labeled StrategyMeasure, enter the following information:**

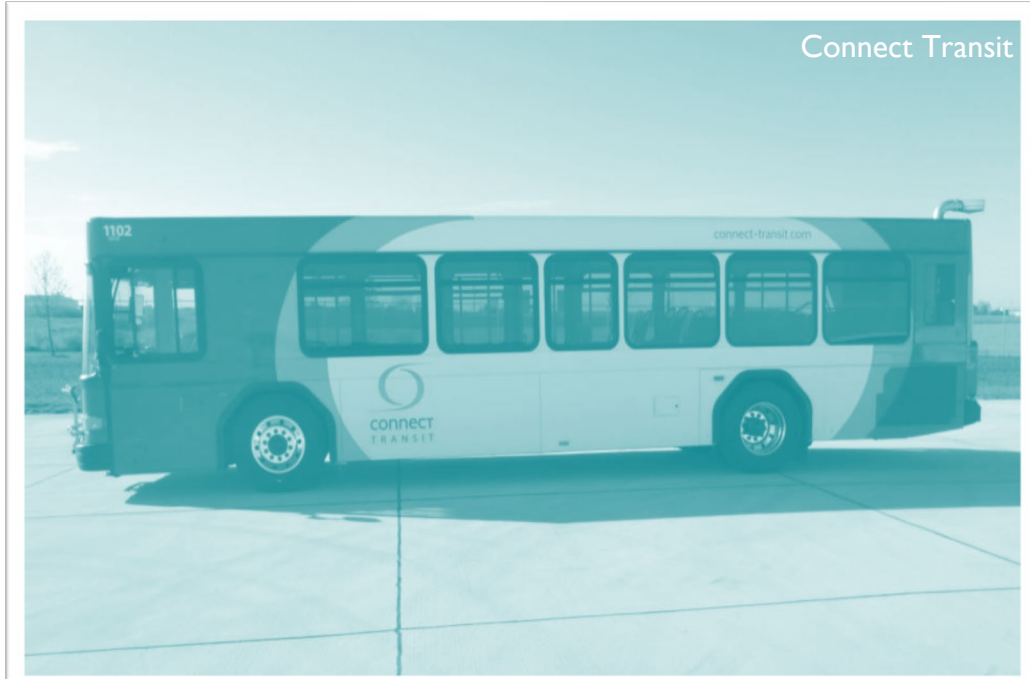
- 1 For each focus area chosen, list the strategies and/or tasks related to that focus area that will be used in implementing the project.
- 2 List the performance measures for each strategy, wherein data will be available to determine the degree of progress made on achieving the target resulting from the project.
- 3 Keep in mind that the strategies should also be consistent with the project components you have identified as relevant to the project.

\* See LRMTF, strategy 2.2, pp.74 and following  
 † See LRMTF, Chapter 5, §3, strategy 3.1, pp. 86 and following  
 ‡ See Equity portions of strategies and performance measures in LRMTF, Chapters 5 & 6



# Transportation Improvement Program Fiscal Years 2020- 2024

## Transit Projects for the Bloomington-Normal Urbanized Area





## Transit Program

The Bloomington-Normal urbanized area is served by two public transit providers and several agencies and institutions that provide transportation services to program recipients and/or the general public. There is continuing cooperation between the public providers and the agencies, with many of the latter relying on the public transit agencies to supplement their transportation resources. Much of this coordination originates or is facilitated through the MCRPC Transportation Advisory Committee, a group focused on coordination between public transit, social service agencies with transportation programs and advocacy agencies representing groups with specific transportation needs.

The public providers are Connect Transit in the urban area, and SHOW BUS for rural public transit. Because the Connect Transit charter limits it to service only within the incorporated areas of Bloomington and Normal, there are areas within the MPA in which SHOW BUS can provide service. These agencies are in an ongoing conversation regarding opportunities to improve services through coordination and cooperation.

Occasionally non-profit program providers elect to rely on the public transit agencies to operate their transportation programs, which in some instances they must provide under contract terms with state or federal funders. As an example, the Advocate BroMenn Adult Day program, which had been using IDOT-sourced vehicles to operate its program in conjunction with Connect Transit paratransit, has in recent years contracted with SHOW BUS to operate its program. This has allowed the program to expand its catchment area throughout McLean County and this expanded the number of clients it can serve. As this contract was initiated, IDOT vehicles awarded to Advocate were made available to SHOW BUS to facilitate program delivery.

In another instance, the YWCA of McLean County had used IDOT vehicles in its JARC program, and later in taking on a non-emergency medical transport program called Medivan, having received one of the first New Freedom grants in the state. When the various section 5310 programs were consolidated, IDOT elected to focus such funding on the Consolidated Vehicle Purchase program and to end funding for operations. For the YWCA, this led to several years of running Medivan at a loss, circumstances which became unsustainable. The operation of the program was turned over to Connect Transit, and is now managed through Connect Mobility.

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## CONNECT TRANSIT



Connect Transit is the public transit provider for the Bloomington-Normal urbanized area. Due to the terms of its charter, the service area is limited to the incorporation boundaries of the City of Bloomington and the Town of Normal.

Connect Transit operates fourteen fixed routes in the service area, plus the Redbird Express, which provides services tailored to the Illinois State University campus and related areas. Routes are served by two primary transfer centers, at Uptown Station in Normal, and in Downtown Bloomington, and a third transfer point at College Hills Mall. Transfer opportunities are available at other locations where certain routes intersect. A guide to the system is available on the Connect Transit website at [https://www.connect-transit.com/routes/routes\\_and\\_maps.asp](https://www.connect-transit.com/routes/routes_and_maps.asp).

Connect Transit and several of the university-community college institutions have established universal access for students, faculty and staff at Illinois State University, Heartland Community College and Lincoln College. This arrangement requires that eligible persons simply show a valid I.D. to ride the system.

Service frequency varies among the fixed routes, with the central and most traveled routes operating at fifteen minute intervals at during some periods of the day. On other routes, service intervals may be as long as one hour.

Connect Mobility is the paratransit element of the Connect Transit service. Mobility provides demand response service to qualified riders. Prospective riders undergo an eligibility review. The regular Mobility service operates within three-quarters of a mile on either side of the fixed routes. Premium services extend Mobility service to within 1.25 miles on either side of fixed routes.



FISCAL YEAR 2020-2024  
TOTAL EXPENSES, REVENUES AND FUNDING

<b>Federal Funding and Projections</b>							
<b>FTA Funding Source</b>							
	<b>FY19</b>	<b>FY20</b>	<b>FY21</b>	<b>FY22</b>	<b>FY23</b>	<b>FY24</b>	
<b>Total Appropriation:</b>	<b>\$2,848,990</b>	<b>\$3,153,909</b>	<b>\$3,153,909</b>	<b>\$3,153,909</b>	<b>\$3,153,909</b>	<b>\$3,153,909</b>	<b>\$3,153,909</b>
Total Funds Available:	\$2,848,990	\$3,153,909	\$3,153,909	\$3,153,909	\$3,153,909	\$3,153,909	\$3,153,909
Prior Year Carryover Operating:	\$4,507,340	\$5,354,330	\$6,127,939	\$6,914,848	\$7,470,757	\$1,991,666	
Prior Year Carryover Capital:							
Total Funds:	\$7,356,330	\$8,508,239	\$9,281,848	\$10,068,757	\$10,624,666	\$5,145,575	
<b>Uses</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>
	<u>FFY19</u>	<u>FFY20</u>	<u>FFY21</u>	<u>FFY22</u>	<u>FFY23</u>	<u>FFY24</u>	
Contract (Federal Dollars):	\$2,002,000	\$2,380,300	\$2,367,000	\$2,598,000	\$8,633,000	\$4,553,000	
Operating:	\$2,002,000	\$2,118,000	\$2,277,000	\$2,441,000	\$2,633,000	\$2,853,000	
Capital:	\$0	\$262,300	\$90,000	\$157,000	\$6,000,000	\$1,700,000	
<b>Carryover</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>	<b>Estimated</b>
Current FFY Carryover:	\$5,354,330	\$6,127,939	\$6,914,848	\$7,470,757	\$1,991,666	\$592,575	
Prior FFY Carryover:		\$0	\$0	\$0	\$0	\$0	
Total Remaining:	\$5,354,330	\$6,127,939	\$6,914,848	\$7,470,757	\$1,991,666	\$592,575	

## CAPITAL PROJECTS AND FUNDING PROJECTS

<b>Budget for FY2020:</b>					
<b>Project</b>	<b>Description</b>	<b>Action/Comments</b>	<b>Funding Source</b>		<b>Cost</b>
Bus Stop Infrastructure Improvements		Occur through 2020	Local	\$105,000	<b>\$105,000</b>
Maintenance Rehab	Install solar arrays and charging stations maintenance garage	Occur through 2020	FTA 5339	\$250,000	<b>\$1,200,000</b>
			IDOT Debt Service	\$780,000	
			Local	\$170,000	
Customer Service Center - Uptown Station	Construct a Customer Service Center in Uptown Station	Occur through 2020	FTA 5307	\$87,500	<b>\$250,000</b>
			IDOT Debt Service	\$162,500	
			Local	\$0	
Maintenance Rehab	Install showers in Maintenance Garage	Occur through 2020	FTA 5307	\$80,000	<b>\$100,000</b>
			IDOT	\$0	
			Local	\$20,000	
Administration HVAC	Replace HVAC System	Occur through 2020	FTA 5307	\$70,000	<b>\$200,000</b>
			IDOT Debt Service	\$130,000	
			Local	\$0	
Service Vehicle - Maintenance Truck	Replace Service Truck	Occur through 2020	FTA 5307	\$4,800	<b>\$24,000</b>
			IDOT Debt Service	\$15,600	
			Local	\$3,600	
Service Vehicle	Replace Relief Vehicles	Occur through 2020	FTA 5307	\$20,000	<b>\$100,000</b>
			IDOT Debt Service	\$65,000	
			Local	\$15,000	
				FTA 5307	\$262,300
				FTA 5339	\$250,000
				Local	\$313,600
				IDOT DS	\$1,153,100
				<b>Total Cost</b>	<b>\$1,979,000</b>

<b>Budget for FY2021:</b>					
<b>Project</b>	<b>Description</b>	<b>Action/Comments</b>	<b>Funding Source</b>		<b>Cost</b>
Bus Stop Infrastructure Improvements		Occur through 2021	FTA 5307	\$0	<b>\$187,000</b>
			IDOT Debt Service	\$121,550	
			Local	\$65,450	
Replacement Electric Buses	Purchase (4) electric buses	Occur through 2021	FTA 5339	\$1,400,000	<b>\$4,000,000</b>
			IDOT Debt Service	\$2,600,000	
			Local	\$0	
Mid-Life Overhaul - Fixed Route Buses	Overhaul (5) fixed route buses	Occur through 2021	FTA 5307	\$90,000	<b>\$450,000</b>
			IDOT Debt Service	\$292,500	
			Local	\$67,500	
				FTA 5307	\$90,000
				FTA 5339	\$1,400,000
				IDOT DS	\$3,014,050
				Local	\$65,450
				<b>Total Cost</b>	<b>\$4,637,000</b>
<b>Budget for FY2022:</b>					
<b>Project</b>	<b>Description</b>	<b>Action/Comments</b>	<b>Funding Source</b>		<b>Cost</b>
Bus Stop Infrastructure Improvements		Occur through 2022	FTA 5307	\$0	<b>\$71,000</b>
			IDOT Debt Service	\$46,150	
			Local	\$24,850	
Replacement Electric Buses	Purchase (4) electric buses	Occur through 2022	FTA 5339	\$1,400,000	<b>\$4,120,000</b>
			IDOT Debt Service	\$2,678,000	
			Local	\$42,000	
Mid-Life Overhaul - Fixed Route Buses	Overhaul (7) fixed route buses	Occur through 2022	FTA 5307	\$133,000	<b>\$665,000</b>
			IDOT Debt Service	\$332,500	
			Local	\$199,500	
Service Vehicles	Replace Relief Vehicles	Occur through 2022	FTA 5307	\$24,000	<b>\$120,000</b>
			IDOT Debt Service	\$78,000	
			Local	\$18,000	
				FTA 5307	\$157,000
				FTA 5339	\$1,400,000
				Local	\$284,350
				IDOT DS	\$3,134,650
				<b>Total Cost</b>	<b>\$4,976,000</b>

<b>Budget for FY2023:</b>					
<b>Project</b>	<b>Description</b>	<b>Action/Comments</b>	<b>Funding Source</b>		<b>Cost</b>
Build Downtown Transfer Center		Replaced throughout 2023	FTA 5307	\$6,000,000	<b>14,000,000</b>
			FTA 5339	\$3,000,000	
			IDOT Capital	\$3,000,000	
			Local	\$2,000,000	
Replacement Electric Buses	Purchase (4) electric buses	Occur through 2023	FTA 5339	\$1,400,000	<b>\$4,243,600</b>
			IDOT Debt Service	\$2,758,340	
			Local	\$85,260	
			FTA 5307	\$6,000,000	
			FTA 5339	\$4,400,000	
			IDOT DS	\$2,758,340	
			IDOT Capital	\$3,000,000	
			Local	\$2,085,260	
			<b>Total Cost</b>		<b>\$18,243,600</b>
<b>Budget for FY2024:</b>					
<b>Project</b>	<b>Description</b>	<b>Action/Comments</b>	<b>Funding Source</b>		<b>Cost</b>
Bus Stop Infrastructure Improvements		Occur through 2024	FTA 5307	\$0	<b>\$120,000</b>
			Local	\$120,000	
Replacement Electric Buses	Purchase (4) electric buses	Occur through 2024	FTA 5307	\$1,400,000	<b>\$4,370,908</b>
			IDOT Debt Service	\$2,841,090	
			Local	\$129,818	
Mid-Life Overhaul - Fixed Route Buses	Overhaul (10) fixed route buses	Occur through 2022	FTA 5307	\$300,000	<b>\$1,000,000</b>
			IDOT Debt Service	\$300,000	
			Local	\$400,000	
			FTA 5307	\$1,700,000	
			IDOT DS	\$3,141,090	
			Local	\$649,818	
			<b>Total Cost</b>		<b>\$5,490,908</b>

## Vehicle Inventory

FIXED ROUTE VEHICLES					
Vehicle Number	Year	Make	Model	Length	Fuel Type
301	2003	New Flyer		40' Low Floor	Diesel
302	2003	New Flyer		40' Low Floor	Diesel
303	2003	New Flyer		40' Low Floor	Diesel
304	2003	New Flyer		40' Low Floor	Diesel
305	2003	New Flyer		40' Low Floor	Diesel
306	2003	New Flyer		40' Low Floor	Diesel
307	2003	New Flyer		40' Low Floor	Diesel
308	2003	New Flyer		40' Low Floor	Diesel
309	2003	New Flyer		40' Low Floor	Diesel
310	2003	New Flyer	Community Bus	40' Low Floor	Diesel
311	2003	New Flyer		40' Low Floor	Diesel
1001	2010	Gillig	Low Floor		Diesel
1101	2011	Gillig	Low Floor		Diesel
1102	2011	Gillig	Low Floor		Diesel
1103	2011	Gillig	Low Floor		Diesel
1104	2011	Gillig	Low Floor		Diesel
1501	2015	New Flyer	Xcelsior	40' Low Floor	Diesel
1502	2015	New Flyer	Xcelsior	40' Low Floor	Diesel
1503	2015	New Flyer	Xcelsior	40' Low Floor	Diesel
1504	2015	New Flyer	Xcelsior	40' Low Floor	Diesel
1505	2015	New Flyer	Xcelsior	40' Low Floor	Diesel
1601	2016	New Flyer	Xcelsior	40' Low Floor	Diesel
1602	2016	New Flyer	Xcelsior	40' Low Floor	Diesel
1603	2016	New Flyer	Xcelsior	40' Low Floor	Diesel
1604	2016	New Flyer	Xcelsior	40' Low Floor	Diesel
1605	2016	New Flyer	Xcelsior	40' Low Floor	Diesel
1606	2016	New Flyer	Xcelsior	40' Low Floor	Diesel
1607	2016	New Flyer	Xcelsior	40' Low Floor	Diesel
1801	2018	New Flyer	Xcelsior	40' Low Floor	Diesel
1802	2018	New Flyer	Xcelsior	40' Low Floor	Diesel
1803	2018	New Flyer	Xcelsior	40' Low Floor	Diesel
1804	2018	New Flyer	Xcelsior	40' Low Floor	Diesel
1805	2018	New Flyer	Xcelsior	40' Low Floor	Diesel
1806	2018	New Flyer	Xcelsior	40' Low Floor	Diesel
1807	2018	New Flyer	Xcelsior	40' Low Floor	Diesel
1808	2018	New Flyer	Xcelsior	40' Low Floor	Diesel
1809	2018	New Flyer	Xcelsior	40' Low Floor	Diesel
1810	2018	New Flyer	Xcelsior	40' Low Floor	Diesel

<b>DEMAND RESPONSE VEHICLES</b>					
<b>Vehicle Number</b>	<b>Year</b>	<b>Make</b>	<b>Model</b>	<b>Length</b>	<b>Fuel Type</b>
91	2009	Ford	E450		Gas
92	2009	Ford	E450		Gas
113	2011	Ford	E450		Gas
114	2011	Ford	E450		Gas
115	2011	Ford	E450		Gas
1201	2013	Chevrolet	Express 4500		Diesel
1202	2012	Chevrolet	Express 4500		Diesel
1203	2012	Chevrolet	Express 4500		Diesel
1204	2012	Chevrolet	Express 4500		Diesel
1205	2012	Chevrolet	Express 4500		Diesel
1206	2012	Chevrolet	Express 4500		Diesel
1207	2012	Chevrolet	Express 4500		Diesel
1208	2012	Chevrolet	Express 4500		Diesel
1701	2017	Ford	E450	Low Floor	Propane
1702	2017	Ford	E450	Low Floor	Propane
1703	2017	Ford	E450	Low Floor	Propane
1704	2017	Ford	E450	Low Floor	Propane



# SHOW BUS

## Rural Public Transportation

SHOW BUS offers general public transportation to persons of all ages and income levels in rural and small urban areas in six central Illinois counties: DeWitt, Ford, Iroquois, Livingston, Macon and McLean. For FY 2017, SHOW BUS projected nearly 130,000 passenger boardings.

### Core Service Area

County Serviced	Square Mileage	Population
DeWitt	398	16,561
Ford	486	14,081
Iroquois	1,117	29,718
Livingston	1,044	38,950
Macon (rural only)	581	18,000
McLean (rural only)	1,183	40,465

### Services Provided Outside the Core Service Area

SHOW BUS has taken on extensive service commitments beyond the core service area. Under separate contract, SHOW BUS provides rural service in Kankakee County. Ford, Iroquois, Kankakee, Livingston and McLean counties combine the rural HSTP Region 6, for which SHOW BUS is the sole public rural provider. Recently, SHOW BUS has added service in Logan and Mason counties, creating a nine-county service area that extends from the Indiana state line south of Chicago to the Illinois River southwest of Havana and spanning nearly two hundred miles.

SHOW BUS participates in **McLean County's** Transportation Advisory Committee which meets monthly and includes representatives from the following entities, some of which may receive Federal assistance for passenger transportation: Bloomington-Normal's Connect Transit, Illinois Department of Human Services, Life Center for Independent Living (LIFE-CIL), Advocate BroMenn Adult Day Services, Marc First, Faith in Action, McLean County Regional Planning Commission, East Central Illinois Area Agency on Aging (ECIAAA) and the YWCA of McLean County. The committee explores transportation needs, emphasizing coordination of services and review of any transportation gaps.

Since its inception in 2009, SHOW BUS has played a central role on the Region 6 HSTP Joint Committee, leading the regional effort supporting rural public transit and the thoughtful coordination of rural and urban public transit services.

Operating funds come from the Illinois Department of Transportation (Section 5311 of the Federal Transit Act, as amended), East Central Illinois Area Agency on Aging (Older Americans Act funds in part), units of local government, churches, civic groups, businesses, individuals and passenger donations, fees and contracts. Capital funds come from Section 5311, Section 5310 and private sources.

Since 2001, SHOW BUS has participated in the Administration of Aging Model State Performance Outcomes Measurement System Project, and uses project results in its planning strategy. Participation has included rider surveys.

From 2001 to 2006, SHOW BUS participated in the Administration on Aging's Model State Performance Outcomes Measurement System Project (POMP). The project studied client satisfaction and needs over a broad spectrum of services. SHOW BUS, as a participant, received annual reports summarizing client comments and findings. The results became part of the planning strategy for SHOW BUS.

In January, 2007, with the technical assistance of IRTAC, SHOW BUS began a system wide survey of transportation needs. Over 700 surveys were sent to social service agencies, transportation providers, medical providers, churches and governmental agencies. A second wave of surveys involved community riders. In March of 2008, public meetings were held in communities in the Ford, Iroquois, Livingston and McLean Counties with populations over 1,500. Some of those meetings resulted in further interest in the county based transportation committees. As mentioned previously, planning in DeWitt County and Macon County followed the "ICCT" process as implemented by IRTAC.

As noted in various sections of the FY 2020 application for §5311 funding:

"SHOW BUS participates in McLean County's Transportation Advisory Council which meets monthly/quarterly and includes representatives from the following entities, some of which may receive Federal assistance for passenger transportation: Bloomington-Normal's Connect Transit, Illinois Department of Human Services, Life Center for Independent Living (LIFE-CIL), Homes of Hope, Advocate BroMenn Adult Day Services, Marc First, Faith in Action, McLean County Regional Planning Commission, East Central Illinois Area Agency on Aging (ECIAAA) and YWCA. The

council explores transportation needs, emphasizing coordination of services and review of any transportation gaps.

SHOW BUS also participates in the United Way of McLean County's Executive Council, which is made up of executives from thirty area social service agencies, some of which may receive Federal transportation assistance for passenger transportation.

In Livingston County, SHOW BUS participates in a Transportation Committee hosted by LIFE-CIL and Futures. The committee has similar aims as McLean County's Transportation Advisory Council and involves representatives from the local hospital (St. James), Livingston County Public Health Department, LIFE-CIL, Futures and Mosaic (two entities serving individuals with disabilities), Institute for Human Resources (a mental health center), local taxi services and local governmental representatives. Some of these entities may receive Federal assistance for passenger transportation.

In DeWitt County, SHOW BUS participates in a monthly meeting of representatives from local social service agencies and other interested partners to share information and to coordinate service efforts. Participating entities include Friendship Senior Center, University of Illinois Extension, DeWitt County Human Resource Center (serving individuals with disabilities), Faith in Action, DeWitt County Housing Authority, Community Action, Liberty Village and Farmer City Rehab (both nursing homes) and United Way. Some of these entities may receive Federal assistance for passenger transportation.

In Ford County, the Ford County Network Panel involving such entities as Ford County Public Health Department, Community Resources and Counseling Center, local school and governmental officials holds monthly meetings to review transportation needs. Some of these entities may receive Federal assistance for passenger transportation.

In Iroquois County, the Iroquois County Transportation Committee, made up of such social service agencies as Iroquois County Public Health Department, Iroquois Mental Health Center, Options, Catholic Charities and the Watseka Senior Center, the Iroquois Memorial Hospital and governmental entities, has been holding monthly meetings since May, 2009. Some of these entities may receive Federal assistance for passenger transportation."

“SHOW BUS has been active in the Region Six and Region Eight Human Services Transportation Plan (HSTP), with the SHOW BUS Director acting as Chair of the Technical Committee in Region Six.”

“SHOW BUS is included in McLean County's TIP annually. As indicated above, SHOW BUS participates in various transportation related organizations that are all open to public participation. Through county-based transportation committees, information is funneled to the HSTPs 6 and 8 in order to be included in those plans. In addition, SHOW BUS has maintained relationships with various county boards and township, village and city officials in the relevant counties.”

“This service is made available in DeWitt, Ford, Iroquois, Livingston, Logan, Macon, Mason & McLean Counties by funding through the Illinois Department of Transportation (Sec. 5309, 5310, 5311 & 5339 of the Federal Transit Act, as amended), the Downstate Operating Assistance Program and the following: United Way and community funds, units of local government, churches, civic groups, businesses, individuals and passenger donations, fees and contracts.”

SHOW BUS 5311 Formula Grant FY 2020

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**Exhibit B**  
**REVENUES AND EXPENSES**

Item	Description	Agency Total (All Transit)	Total Budgeted	Program Income (Proposed)	Local Match (Proposed)
401.01	Full Adult Fare		\$92,500.00	\$92,500.00	
401.02	Senior Citizen Fare		\$103,450.00	\$103,450.00	
401.03	Student Fares		\$600.00	\$600.00	
401.04	Child Fares				
401.05	Disabled Fare				
401.06	Parking Lot Fares				
401.99	Other Rider Fares				
402.00	Special Transit Fares				
404.00	Freight Tariff				
405.00	Charter Service Revenue				
406.00	Auxiliary Revenue				
407.01	Sales of Maintenance Services				
407.02	Rental of Revenue Vehicles				
407.03	Rental of Buildings & Property				
407.99	Other Non-Transportation Revenue				
408.00	Taxes Levied by Transit System				
409.00	Local Cash Grants		\$69,000.00		\$69,000.00
410.01	Local Disabled Fare Assistance				
410.02	Local Senior Fare Assistance				
410.03	Local Student Fare Assistance				
410.99	Other Local Special Fare Assistance				
411.00	State Cash Grants		\$2,560,253.00		\$2,560,253.00
412.00	State Special Fare Assistance				
413.00	Federal Cash Grants		\$497,138.00		\$497,138.00
413.99	Other Federal Financial Assistance				
414.00	Interest Income				
430.01	Contributed Services - Allowable				
430.03	Contributed Services - Non-Allowable				
430.04	Contra Account for 430.03				
431.00	Contributed Cash		\$129,993.00		\$129,993.00
440.00	Subsidy From Other Sources		\$384,000.00		\$384,000.00
	<b>TOTAL REVENUE</b>		<b>\$3,836,934.00</b>	<b>\$196,550.00</b>	<b>\$3,143,246.00</b>

Item	Description	Administration Expenses (Proposed)	Operations Expense (Proposed)	Total Budgeted (Administration + Operations)	Total Transportation Budget
<b>501 - Labor</b>					
501.01	Operator's Salaries & Wages		\$1,051,120.00	\$1,051,120.00	
501.02	Training Salaries & Wages				
501.03	Dispatcher's Salaries & Wages		\$36,920.00	\$36,920.00	
501.04	Administrative Salaries & Wages	\$457,130.00		\$457,130.00	
501.99	Other Salaries & Wages	\$12,000.00	\$144,408.00	\$156,408.00	
	<b>Subtotal - 501</b>	\$469,130.00	\$1,232,448.00	\$1,701,578.00	
<b>502 - Fringe Benefits</b>					
502.01	FICA	\$35,888.00	\$94,282.00	\$130,170.00	
502.02	Pensions & Long-Term Disability	\$28,750.00	\$8,865.00	\$37,615.00	
502.03	Health Insurance	\$80,261.00	\$201,710.00	\$281,971.00	
502.04	Dental Plans	\$3,594.00	\$9,572.00	\$13,166.00	
502.05	Life Insurance	\$3,605.00	\$6,744.00	\$10,349.00	
502.06	Short-Term Disability				
502.07	Unemployment Insurance	\$3,500.00	\$12,500.00	\$16,000.00	
502.08	Worker's Compensation	\$3,583.00	\$110,380.00	\$113,963.00	
502.09	Sick Leave				
502.10	Holiday				
502.11	Vacation	\$40,434.00	\$77,881.00	\$118,315.00	
502.12	Other Paid Absences				
502.13	Uniform Allowance	\$1,240.00	\$12,000.00	\$13,240.00	
502.99	Other Fringe Benefits	\$4,100.00	\$5,300.00	\$9,400.00	
	<b>Subtotal - 502</b>	\$204,955.00	\$539,234.00	\$744,189.00	
<b>503 - Professional Services</b>					
503.01	Management Services				
503.02	Advertising Services	\$2,475.00		\$2,475.00	
503.03	Professional & Technical Services	\$56,888.00		\$56,888.00	
503.04	Temporary Services	\$7,081.00	\$8,500.00	\$15,581.00	
503.05	Contract Maintenance	\$4,758.00	\$170,000.00	\$174,758.00	
503.06	Custodial Services				
503.07	Security Services				
503.99	Other Services	\$1,478.00	\$35,693.00	\$37,171.00	
	<b>Subtotal - 503</b>	\$72,680.00	\$214,193.00	\$286,873.00	
<b>504 - Materials &amp; Supplies</b>					
504.01	Fuels & Lubricants Consumed		\$485,844.00	\$485,844.00	
504.02	Tires & Tubes Consumed		\$28,708.00	\$28,708.00	
503.03	Inventory Purchases	\$40,729.00	\$73,074.00	\$113,803.00	

Item	Description	Administration Expenses (Proposed)	Operations Expense (Proposed)	Total Budgeted (Administration + Operations)	Total Transportation Budget
504.99	Other Materials & Supplies				
	<b>Subtotal - 504</b>	\$40,729.00	\$587,626.00	\$628,355.00	
<b>505 - Utilities</b>					
505.02	Telephone	\$28,444.00	\$1,916.00	\$30,360.00	
505.99	Other, i.e., Natural Gas, Electric	\$6,202.00	\$31,014.00	\$37,216.00	
	<b>Subtotal - 505</b>	\$34,646.00	\$32,930.00	\$67,576.00	
<b>506 - Casualty &amp; Liability</b>					
506.01	Physical Damage Insurance	\$119,000.00		\$119,000.00	
506.03	Liability & Property Insurance	\$142,000.00		\$142,000.00	
506.04	Uninsured Settlements				
506.05	Provisions for Uninsured Settlements				
506.06	Recoveries of Settlements				
506.08	Other Corporate Insurance				
506.99	Other Insurance				
	<b>Subtotal - 506</b>	\$261,000.00		\$261,000.00	
<b>507 - Taxes</b>					
507.00	Taxes		\$4,500.00	\$4,500.00	
	<b>Subtotal - 507</b>		\$4,500.00	\$4,500.00	
<b>508 - Purchased Transportation</b>					
508.00	Purchased Transportation				
	<b>Subtotal - 508</b>				
<b>509 - Miscellaneous Expenses</b>					
509.01	Dues & Subscriptions	\$5,593.00		\$5,593.00	
509.02	Travel & Meetings	\$13,000.00		\$13,000.00	
509.03	Bridge, Tunnel & Highway Tolls				
509.04	Entertainment Expenses				
509.05	Charitable Donations				
509.06	Fines & Penalties				
509.07	Bad Debt Expense				
509.08	Advertising/Promotion Media	\$20,000.00		\$20,000.00	
509.99	Other Miscellaneous Expenses				
	<b>Subtotal - 509</b>	\$38,593.00		\$38,593.00	
<b>511 - Interest Expense</b>					
511.01	Long-Term Debt Obligation				
511.02	Short-Term Debt Obligation		\$21,974.00	\$21,974.00	
	<b>Subtotal - 511</b>		\$21,974.00	\$21,974.00	
<b>512 - Leases &amp; Rentals</b>					

Item	Description	Administration Expenses (Proposed)	Operations Expense (Proposed)	Total Budgeted (Administration + Operations)	Total Transportation Budget
512.01	Transit Way Structures				
512.02	Passenger Stations				
512.03	Passenger Parking Facilities				
512.04	Passenger Revenue Vehicles				
512.05	Service Vehicles				
512.06	Operating Yards & Stations		\$65,886.00	\$65,886.00	
512.07	Maintenance Facilities				
512.10	Data Processing Facilities				
512.11	Revenue Collection Facilities				
512.12	Other Administrative Facilities	\$16,410.00		\$16,410.00	
	<b>Subtotal - 512</b>	\$16,410.00	\$65,886.00	\$82,296.00	
<b>513 - Depreciation &amp; Amortization</b>					
513.00	Depreciation & Amortization				
	<b>Subtotal - 513</b>				
<b>530 - Contributed Services</b>					
530.00	Contributed Services				
	<b>Subtotal - 530</b>				
<b>550 - Ineligible Expenses</b>					
550.00	Ineligible Expenses				
	<b>Subtotal - 550</b>				
	<b>DIRECT EXPENSE TOTAL</b>	<b>\$1,138,143.00</b>	<b>\$2,698,791.00</b>	<b>\$3,836,934.00</b>	
		Approved Indirect Cost Rate		Base	Amount
	Approved ICR (from GATA Form):				
		Allocation of Indirect Costs to Operations/Administration			
	<b>INDIRECT COSTS</b>				
	<b>TOTAL ALLOWABLE EXPENSES 501-530 &amp; ICR</b>	<b>\$1,138,143.00</b>	<b>\$2,698,791.00</b>	<b>\$3,836,934.00</b>	

This service is made available in DeWitt, Ford, Iroquois, Livingston, Logan, Macon, Mason & McLean Counties by funding through the Illinois Department of Transportation (Sec. 5309, 5310, 5311 & 5339 of the Federal Transit Act, as amended), the Downstate Operating Assistance Program and the following: United Way and community funds, units of local government, churches, civic groups, businesses, individuals and passenger donations, fees and contracts.

5311 PROPOSED SYSTEM SERVICE LEVEL BY COUNTY FY2020

GRANTEE: McLean County

COUNTY	MON	TUE	WED	THUR	FRI	ANNUAL TRIPS	ANNUAL VEH. MILES
DeWitt	7:00-4:30	7:00-4:30	7:00-4:30	7:00-4:30	7:00-4:30	37.246	218.900
Ford	7:00-4:30	7:00-4:30	7:00-4:30	7:00-4:30	7:00-4:30	16.637	106.810
Iroquois	7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00	66.550	335.610
Livingston	7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00	31.945	197.120
Macon*	8:00-4:00	8:00-4:00	8:00-4:00	8:00-4:00	8:00-4:00	23.292	174.350
McLean**	7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00	7:00-5:00	44.330	177.210
						220,000	1,210,000

\*Hours still being developed

\*\*Hours may be affected by the addition of the Section 5311f

**Section A: State of Illinois Funds**

Fiscal Year:

Fiscal Year 2019

<b>REVENUES</b>			<b>Total Revenue</b>
State of Illinois Grant Requested		\$	2,418,790.00
<b>Budget Expenditure Categories</b>		<b>OMB Uniform Guidance Federal Awards Reference 2 CFR 200</b>	<b>Total Expenditures</b>
1. Personnel (Salary and Wages)	200.430	\$	2,277.00
2. Fringe Benefits	200.431	\$	
3. Travel	200.474	\$	
4. Equipment	200.439	\$	
5. Supplies	200.94	\$	
6. Contractual Services and Subawards	200.318 & 200.92	\$	2,416,513.00
7. Consultant (Professional Service)	200.459	\$	
8. Construction		\$	
9. Occupancy (Rent and Utilities)	200.465	\$	
10. Research and Development (R&D)	200.87	\$	
11. Telecommunications		\$	
12. Training and Education	200.472	\$	
13. Direct Administrative Costs	200.413 (c)	\$	
14. Miscellaneous Costs		\$	
15. A. Grant Exclusive Line Item(s)		\$	
15. B. Grant Exclusive Line Item(s)		\$	
16. Total Direct Costs (add lines 1-15)	200.413	\$	2,418,790.00
17. Total Indirect Costs	200.414	\$	
Rate %:			
Base:			
18. Total Costs State Grant Funds (Lines 16 and 17) <b>MUST EQUAL REVENUE TOTALS ABOVE</b>		\$	2,418,790.00

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**Section B: Non-State of Illinois Funds**

Fiscal Year:

Fiscal Year 2019

<b>REVENUES</b>			<b>Total Revenue</b>
Grantee Match Requirement %:		(Agency to Populate)	
b) Cash		\$	195,738.00
c) Non-Cash		\$	
d) other Funding and Contributions		\$	1,210,238.00
Total Non-State Funds (lined b through d)		\$	1,405,976.00
<b>Budget Expenditure Categories</b>		<b>OMB Uniform Guidance Federal Awards Reference 2 CFR 200</b>	<b>Total Expenditures</b>
1. Personnel (Salaries and Wages)	200.430	\$	1,323.00
2. Fringe Benefits	200.431	\$	
3. Travel	200.474	\$	
4. Equipment	200.439	\$	
5. Supplies	200.94	\$	
6. Contractual Services and Subawards	200.318 & 200.92	\$	1,404,653.00
7. Consultant (Professional Services)	200.459	\$	
8. Construction		\$	
9. Occupancy (Rent and Utilities)	200.465	\$	
10. Research and Development (R&D)	200.87	\$	
11. Telecommunications		\$	
12. Training and Education	200.472	\$	
13. Direct Administrative Costs	200.413 (c)	\$	
14. Miscellaneous Costs		\$	
15. A. Grant Exclusive Line Item(s)		\$	
15. B. Grant Exclusive Line Item(s)		\$	
16. Total Direct Costs (add lines 1-15)	200.413	\$	1,405,976.00
17. Total indirect Costs	200.414	\$	
Rate %:			
Base:			
18. Total Costs State Grant Funds (Lines 16 and 17) <b>MUST EQUAL REVENUE TOTALS ABOVE</b>		\$	1,405,976.00

# SHOW BUS Vehicle Inventory

TRUCKS/BUCKETS

COUNT

RELATIONS CODE

COUNT

FY, Make, & Model Number

RELATIONS CODE

MAKE

MODEL

RELATIONS CODE

YEAR

TYPE

RELATIONS CODE

QUANTITY

RELATIONS CODE

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## Section 5310 Transportation Providers Public and Social Service Transit Programs

### UPDATE PENDING

The Bloomington-Normal urbanized area is served by two public transit providers and several agencies and institutions that provide transportation services to their program recipients and/or the general public. There is continuing cooperation between the public providers and the agencies, with many of the latter relying on the public transit agencies to supplement their transportation resources. Much of this coordination originates or is facilitated through the MCRPC Transportation Advisory Committee, an advisory committee to the Commission focused on coordination between public transit, social service agencies with transportation programs and advocacy agencies representing groups with specific transportation needs.

The public providers are Connect Transit in the urban area, and SHOW BUS in rural public transit. Because the Connect Transit charter limits it to service only within the incorporated areas of Bloomington and Normal, there are areas within the metropolitan planning area in which SHOW BUS can provide service. The public transit agencies engage in ongoing conversations regarding opportunities to improve services through coordination and cooperation.

Occasionally non-profit program providers elect to rely on the public transit agencies to operate their transportation programs, which in some instances they must provide under contract terms with state or federal funders. As an example, the Advocate BroMenn Adult Day program, which had been using IDOT-sourced vehicles to operate its program in conjunction with Connect Transit paratransit, has in recent years contracted with SHOW BUS to operate its program. This has allowed the program to expand its catchment area throughout McLean County and this expanded the number of clients it can serve. As this contract was initiated, IDOT vehicles awarded to Advocate were made available to SHOW BUS to facilitate program delivery.

In another instance, the YWCA of McLean County had used IDOT vehicles in its Wheels-to-Work program, and later in providing non-emergency medical transport in the Medivan program, having received one of the first New Freedom grants in the state. When the various section 5310 programs were consolidated, IDOT elected to focus such funding on the Consolidated Vehicle Purchase program and

to end funding for program operations. For the YWCA, this led to several years of running Medivan at a loss, met through its foundation, circumstances which became unsustainable. The operation of the program was turned over to Connect Transit, and is now managed through Connect Mobility.

Several non-profit agencies in the community operate transportation programs, some using 5310-funded vehicles. Although past 5310 recipient agencies have provided services to the public as well as agency clients, that arrangement is now less common. For the most part, these agencies focus their attention on providing transportation resources to their agency clients,

#### Advocate BroMenn Adult Day Services

Advocate BroMenn Adult Day Services operates under contracts with the Illinois Department of Aging and the Illinois Department of Humans Services Department of Rehabilitation to provide transportation services to and from the service center for approved clients.

In February 2014, Advocate BroMenn Medical Center Adult Day Services begin contracting with SHOW BUS to provide door-to-door transportation in accessible vehicles according to client attendance schedules and plans of care. Advocate BroMenn Adult Day Services continues to independently provide transportation between Advocate BroMenn facilities, as well as social/recreational trips for program participants.

Advocate BroMenn Adult Day Service collaborates with Show Bus to transport clients to the facility. Show Bus is contracted to provide round trip service into the Advocate BroMenn Adult Day Service which has allowed the service to expand throughout McLean County. Show Bus provides transportation to approximately 34 ADS clients each month with an average of 45 trips per day. Advocate BroMenn Adult Day Service agrees to lease three Medium Duty Buses to Show Bus to assist in completing these transportation routes. Show Bus charges Advocate BroMenn a set monthly rate for the transportation agreement.

Adult Day Services also coordinates transportation with Connect Transit and the YWCA of McLean County Senior Services program for participants unable to be accommodated with the provided transportation service per the participant's request. SHOW BUS is the contracted provider for transportation within the service area as this allows access to the program for both local and rural participants.

SHOW BUS also provides coordinated services for those participants outside of McLean County as needed.

#### Marcfirst

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

From March of 2016 through March of 2017, we provided over 16,000 trips to adults and high school students who participate in our various programs. Nearly 100,000 miles were logged on our vehicles taking people to work, appointments and recreational activities. We also put into service 2 new vehicles acquired from IDOT to enhance our transportation services.

#### YWCA of McLean County

Effective June 30, 2017, the YWCA of McLean County ceased operation of the Medivan non-emergency medical transportation service. As of July 1, 2017, the services Medivan provided were incorporated into the Connect Mobility paratransit service of Connect Transit, the public transportation system for the Bloomington – Normal Urbanized Area. The YWCA will continue to provide service to destinations within a 60-mile radius of Bloomington – Normal but outside of McLean County.

