

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 Plan¹. 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.

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

¹ 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.*

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 McLEAN COUNTY Regional Planning Commission		MCRPC Federally Funded Project Scoring Formula						Data
		This form required only for projects using Federal funding						
		Jurisdiction						
		Project ID #						
						in TIP FY:		
						Phase		
8 points per focus area	System Preservation	Mobility, Access & Choice	Health & Safety	Sustainable Transportation	Freight	<i>scoring example</i>		
Project Type/Focus Area		8	8			16	🔄 Focus Area total points (max. 40)	
Project Components - 10 points per component								
Complete Streets	Complete Streets elements, including alt modes [*]					10		
Vision Zero	Advances Vision Zero and/or IDOT safety targets [†]					10		
Environmental Impact	Creates improved environmental sustainability							
Regional Significance	Has impact beyond its native jurisdiction							
Equity in Access	Addresses inequity in transportation system [‡]					10		
						30	🔄 Component total points (max. 50)	
Type "readiness points" in the indicated green box according to which fiscal year in the 5-year program the project appears; 10 points for program year 1, 8 for year 2, 6 for year 3, 4 for year 4 and 2 for year 5.								
Project Readiness						10	🔄 Readiness points (max. 10)	
						56	Project Total points (max. 100)	
On the next worksheet, labeled StrategyMeasure, enter the following information:								
1 For each focus area chosen, list the strategies and/or tasks related to that focus area that will be used in implementing the project.								
2 List the performance measures for each strategy, wherein data will be available to determine the degree of progress made on achieving the target resulting from the project.								
3 Keep in mind that the strategies should also be consistent with the project components you have identified as relevant to the project.								
[*] See LRMTTP, strategy 2.2, pp.74 and following								
[†] See LRMTTP, Chapter 5, §3, strategy 3.1, pp. 86 and following								
[‡] See Equity portions of strategies and performance measures in LRMTTP, 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.

East Side Highway Monitoring Plan	RSA
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As indicated in the Environmental Assessment submitted to the Federal Highway Administration in 2017, and reflected in the LRMTTP, MCRPC will collect data and 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.

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

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.²

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.

² 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 the its ability to pay all of IDOT's bills on time, it would be possible—provided there is sufficient unobligated ceiling and program apportionments—to convert one or more projects from AC status, thereby capturing all of the federal reimbursement associated with spending to date on that project/those projects and placing that money in the Road Fund in a very short time frame. The key to making this work is to have projects on AC status.
- Subsequent Allocation of Discretionary Funds. As noted above, on rare occasions an allocation of funds from a discretionary program do not occur prior to the need to implement the project and the project is put on AC status by IDOT. In those cases, once the allocation has occurred, the project is converted to Current Funded status.

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

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 SFY 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. As of the middle of SFY 2020, there are no trends evident that suggest a need to move forward with the project.

The costs associated with this analysis 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.

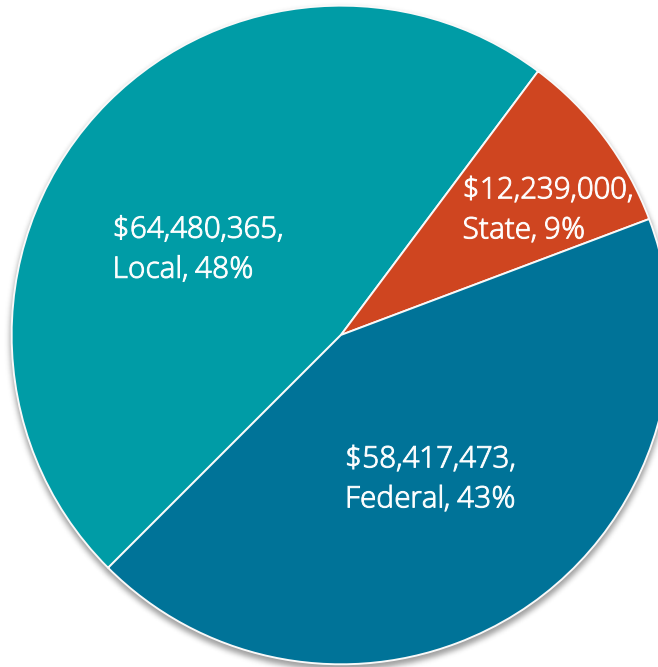
Fund Details by Year and Funding Source

Fund Allocation for FY 2020 – 2024 Term

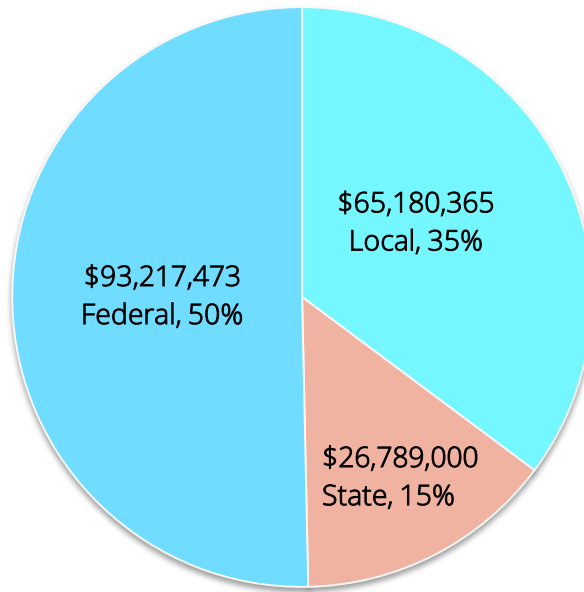
		2020	2021	2022	2023	2024	5-year
LOCAL							
Bloomington Capital Improvement Fund	BCIF	\$9,422,500	\$3,372,500	\$3,372,500	\$3,372,500	\$3,372,500	\$22,912,500
Bloomington Motor Fuel Tax	BMFT	\$1,125,000	\$1,780,000	\$100,000	\$1,800,000	\$0	\$4,805,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,372,500	\$3,372,500	\$3,372,500	\$3,372,500	\$3,372,500	\$16,862,500
Normal Capital Improvement Fund	NCIF	\$1,380,525	\$837,900	\$899,860	\$1,152,480	\$850,450	\$5,121,215
Normal Motor Fuel Tax	NMFT	\$2,562,500	\$1,389,675	\$1,382,415	\$400,000	\$1,069,200	\$6,803,790
Normal Community Development Fund	NCD	\$244,000	\$150,000	\$50,000	\$0	\$0	\$444,000
Normal Stormwater Fund	NSTWR	\$467,500	\$450,000	\$0	\$0	\$0	\$917,500
McLean County Motor Fuel Tax	MCMFT	\$0	\$650,000	\$766,860	\$0	\$0	\$1,416,860
County Highway Fund	County Highway	\$0	\$0	\$0	\$500,000	\$0	\$500,000
Other County Fund	County	\$462,000	\$650,000	\$1,250,000	\$0	\$500,000	\$2,862,000
County Bridge Fund	County Bridge	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
Township	TNSHP	\$80,000	\$0	\$0	\$0	\$0	\$80,000
Private Property Owner Contribution	PRIVATE PROP	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$275,000
Route 66 Bike Trail Consortium	Rt 66 Cons.	\$480,000	\$0	\$0	\$0	\$0	\$480,000
	Local Total	\$20,651,525	\$12,707,575	\$11,249,135	\$10,652,480	\$9,219,650	\$64,480,365
STATE							
State Matching Funds	STATE Match	\$1,820,000	\$2,199,000	\$504,000	\$3,696,000	\$1,720,000	\$9,939,000
State	State	\$0	\$0	\$650,000	\$200,000	\$0	\$850,000
Grade Crossing Protection Fund	GC PF (ICC)	\$1,450,000	\$0	\$0	\$0	\$0	\$1,450,000
	State Total	\$3,270,000	\$2,199,000	\$1,154,000	\$3,896,000	\$1,720,000	\$12,239,000
FEDERAL							
Transportation Alternative Program	TAP [ITEP]	\$1,920,000	\$0	\$0	\$0	\$1,500,000	\$3,420,000
National Highway Performance Program	NHPP	\$10,221,000	\$5,761,000	\$2,016,000	\$5,960,000	\$0	\$23,958,000
Surface Transportation - Urban	STP-U	2,400,000	8,960,000	1,500,000	5,480,000	3,880,000	\$22,220,000
Surface Transportation - Rural	STP-R	2,020,000	0	2,000,000	2,942,000	0	\$6,962,000
Surface Transportation - Bridge	STP-B	640,000	0	0	0	0	\$640,000
Safe Routes to School	SRTS	200,000	0	0	0	0	\$200,000
Highway Safety Improvement Plan	HSIP	509,333	0	508,140	0	0	\$1,017,473
	Federal Total	\$17,910,333	\$14,721,000	\$6,024,140	\$14,382,000	\$5,380,000	\$58,417,473
	Annual Total	\$41,831,858	\$29,627,575	\$18,427,275	\$28,930,480	\$16,319,650	\$135,136,838

Road, Pedestrian, Bicycle and Other Surface Transportation Projects

5-Year Program Funding
\$135,136,838

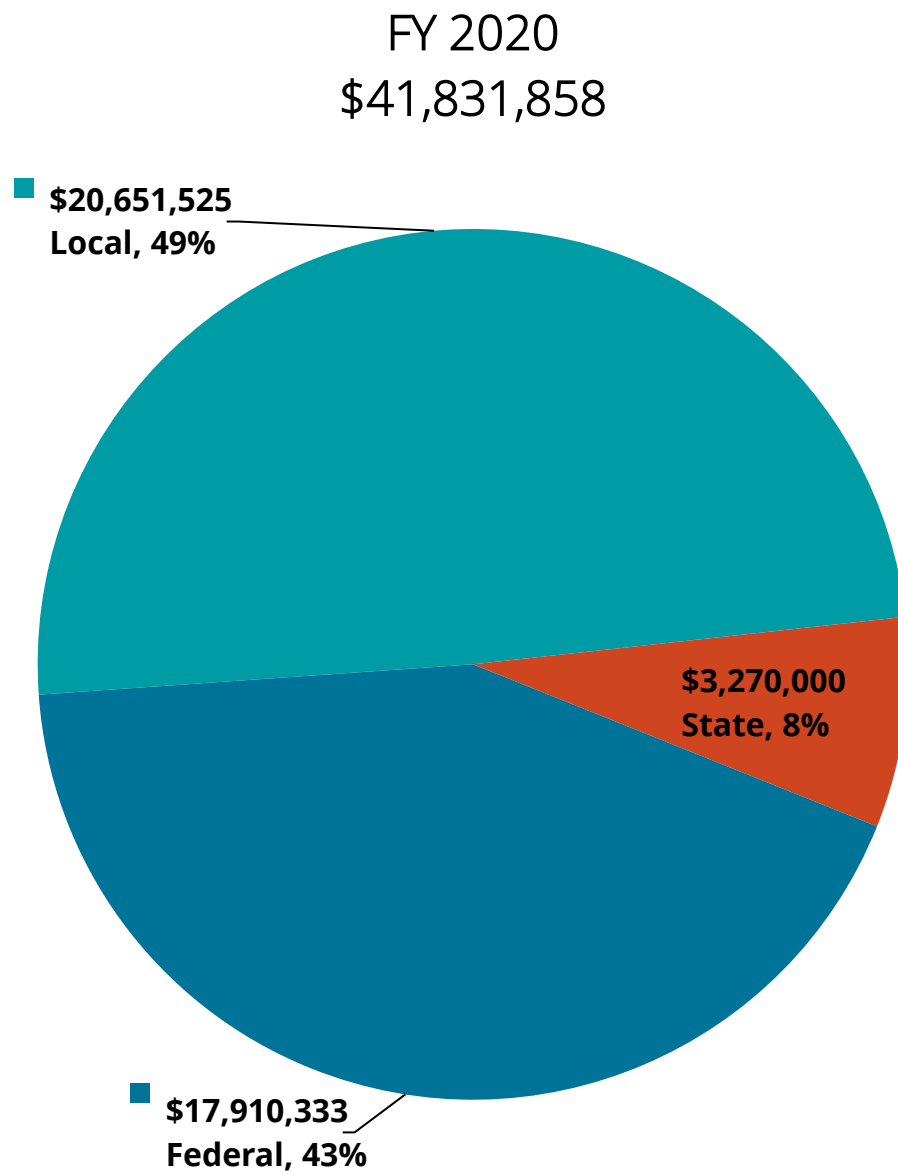


5-Year Program Funding
including Illustrative Projects
\$185,186,838



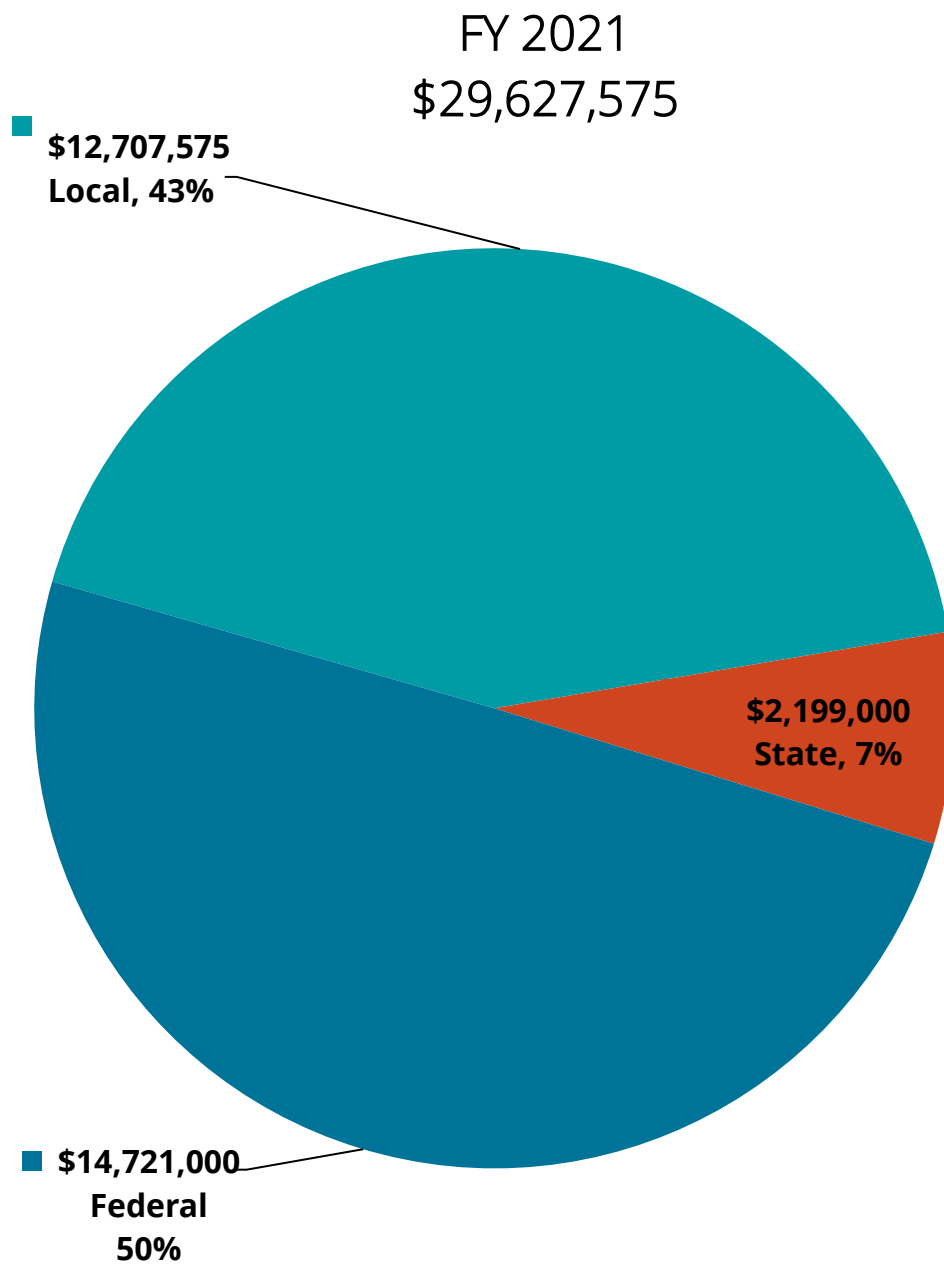
Sources of Funding by Level of Government 2020

<u>LOCAL</u>		2020
Bloomington Capital Improvement Fund	BCIF	\$9,422,500
Bloomington Motor Fuel Tax	BMFT	\$1,125,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,372,500
Normal Capital Improvement Fund	NCIF	\$1,380,525
Normal Motor Fuel Tax	NMFT	\$2,562,500
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	\$20,651,525
<u>STATE</u>		
State	STATE Match	\$1,820,000
Grade Crossing Protection Fund	GCPF (ICC)	\$1,450,000
	State Total	\$3,270,000
<u>FEDERAL</u>		
	TAP [ITEP]	\$1,920,000
Transportation Alternative Program	NHPP	\$10,221,000
National Highway Performance Program	STP-U	2,400,000
Surface Transportation - Urban	STP-R	2,020,000
Surface Transportation - Rural	STP-B	640,000
Surface Transportation - Bridge	SRTS	200,000
Safe Routes to School	HSIP	509,333
Highway Safety Improvement Plan	Federal Total	\$17,910,333
	Annual Total	\$41,831,858



Sources of Funding by Level of Government 2021

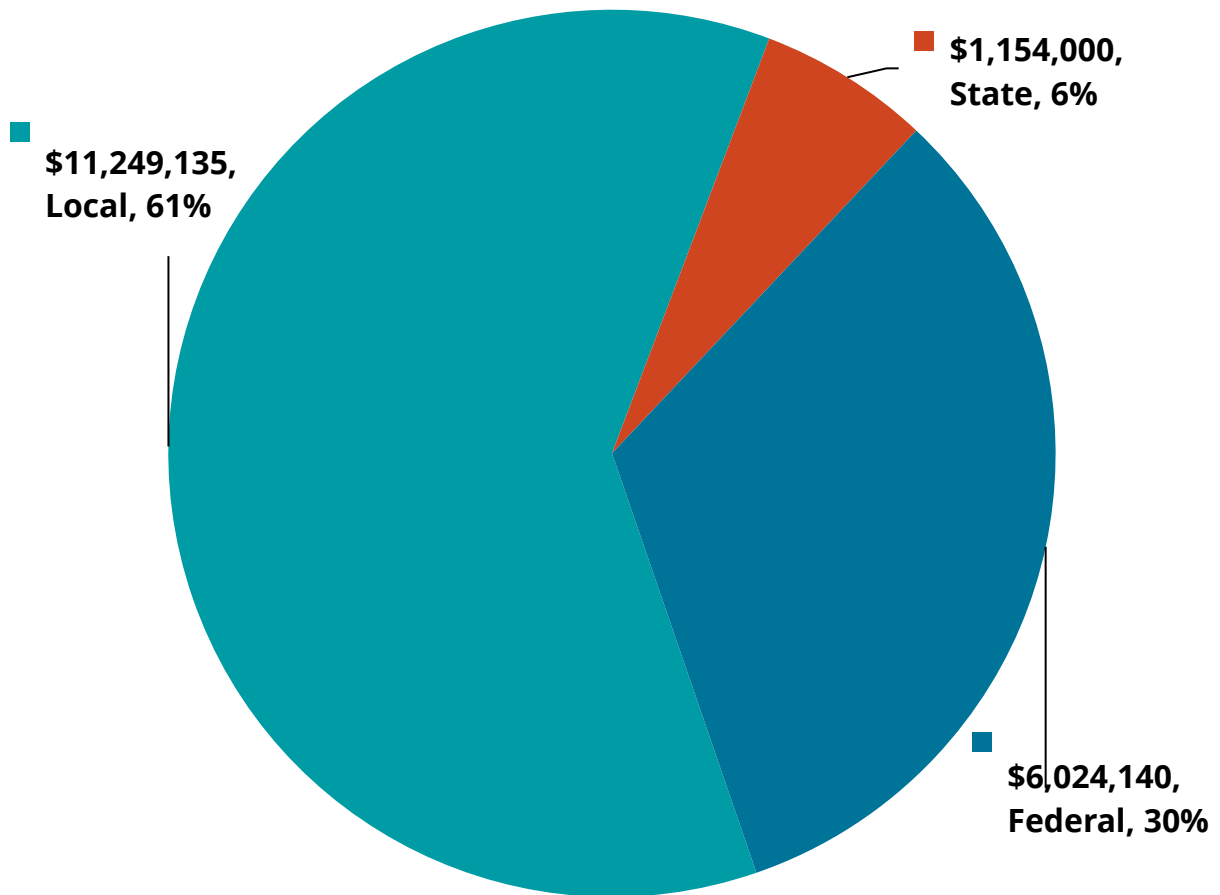
<u>LOCAL</u>		2021
Bloomington Capital Improvement Fund	BCIF	\$3,372,500
Bloomington Motor Fuel Tax	BMFT	\$1,780,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,372,500
Normal Capital Improvement Fund	NCIF	\$837,900
Normal Motor Fuel Tax	NMFT	\$1,389,675
Normal Community Development Fund	NCD	\$150,000
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
<u>STATE</u>		
State Matching Funds	STATE Match	\$2,199,000
Grade Crossing Protection Fund	State Total	\$2,199,000
<u>FEDERAL</u>		
National Highway Performance Program	NHPP	\$5,761,000
Surface Transportation - Urban	STP-U	8,960,000
	Federal Total	\$14,721,000
	Annual Total	\$29,627,575



Sources of Funding by Level of Government
2022

<u>LOCAL</u>		2022
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
McLean County Motor Fuel Tax	MCMFT	\$766,860
Other County Fund	County	\$1,250,000
Private Property Owner Contribution	PRIVATE PROP	\$55,000
	Local Total	\$11,249,135
<u>STATE</u>		
State Matching Funds	STATE Match	\$504,000
State	State	\$650,000
	State Total	\$1,154,000
<u>FEDERAL</u>		
National Highway Performance Program	NHPP	\$2,016,000
Surface Transportation - Urban	STP-U	1,500,000
Surface Transportation - Rural	STP-R	2,000,000
Highway Safety Improvement Plan	HSIP	508,140
	Federal Total	\$6,024,140
	Annual Total	\$18,427,275

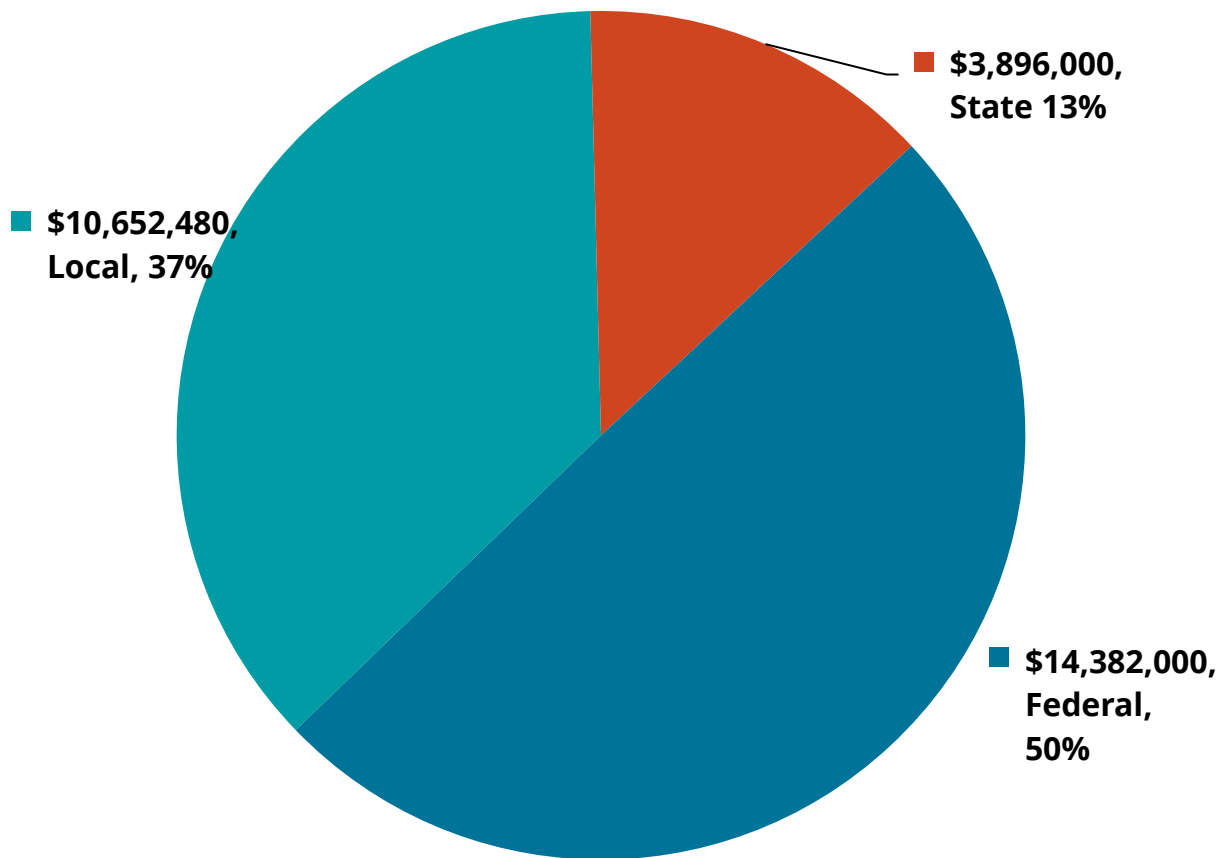
FY 2022
\$18,427,275



Sources of Funding by Level of Government 2023

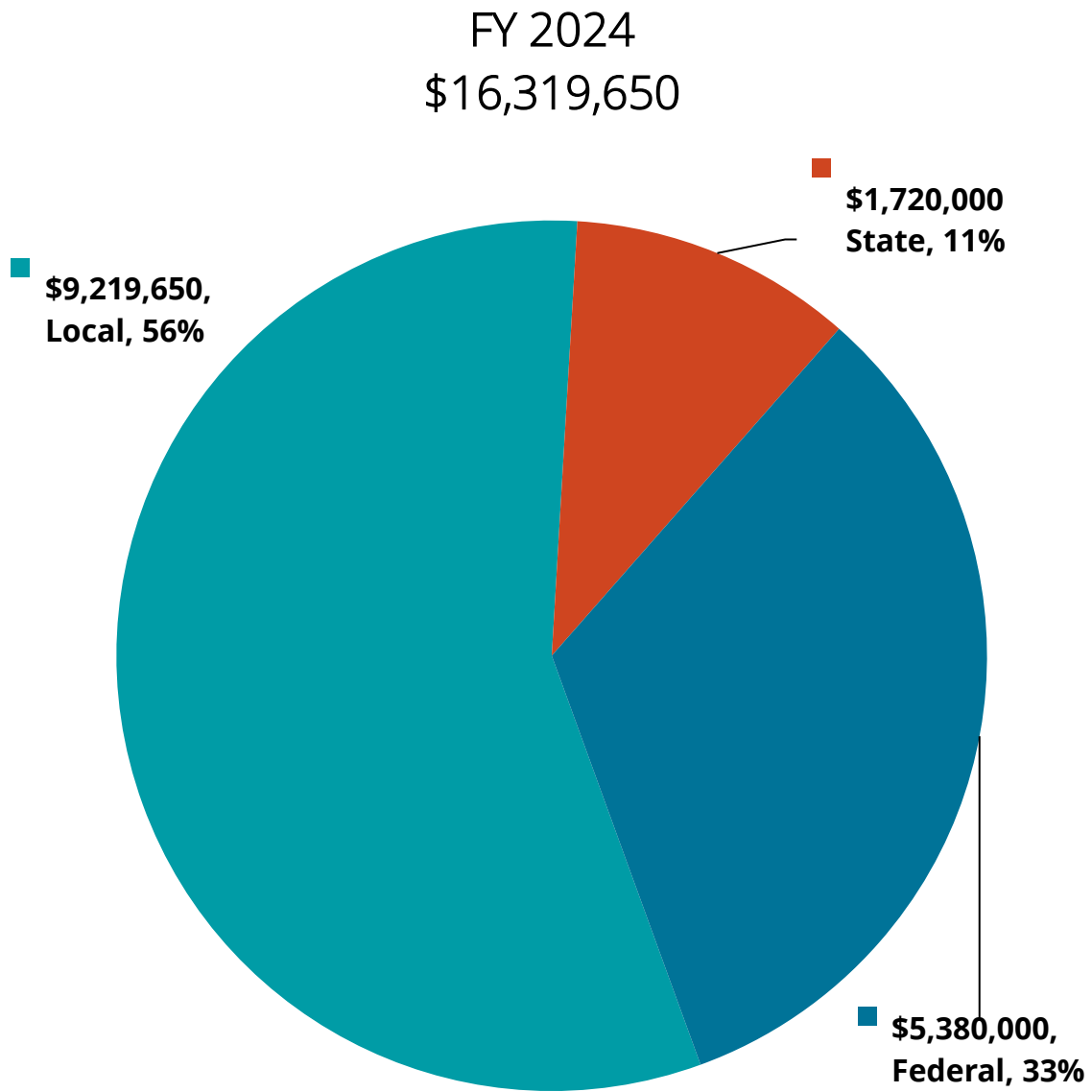
<u>LOCAL</u>		2023
Bloomington Capital Improvement Fund	BCIF	\$3,372,500
Bloomington Motor Fuel Tax	BMFT	\$1,800,000
Bloomington Local Motor Fuel Tax	LMFT	\$3,372,500
Normal Capital Improvement Fund	NCIF	\$1,152,480
Normal Motor Fuel Tax	NMFT	\$400,000
County Highway Fund	County Highway	\$500,000
Private Property Owner Contribution	PRIVATE PROP	\$55,000
	Local Total	\$10,652,480
<u>STATE</u>		
State Matching Funds	STATE Match	\$3,696,000
State	State	\$200,000
	State Total	\$3,896,000
<u>FEDERAL</u>		
National Highway Performance Program	NHPP	\$5,960,000
Surface Transportation - Urban	STP-U	5,480,000
Surface Transportation - Rural	STP-R	2,942,000
	Federal Total	\$14,382,000
	Annual Total	\$28,930,480

FY 2023
\$28,930,480

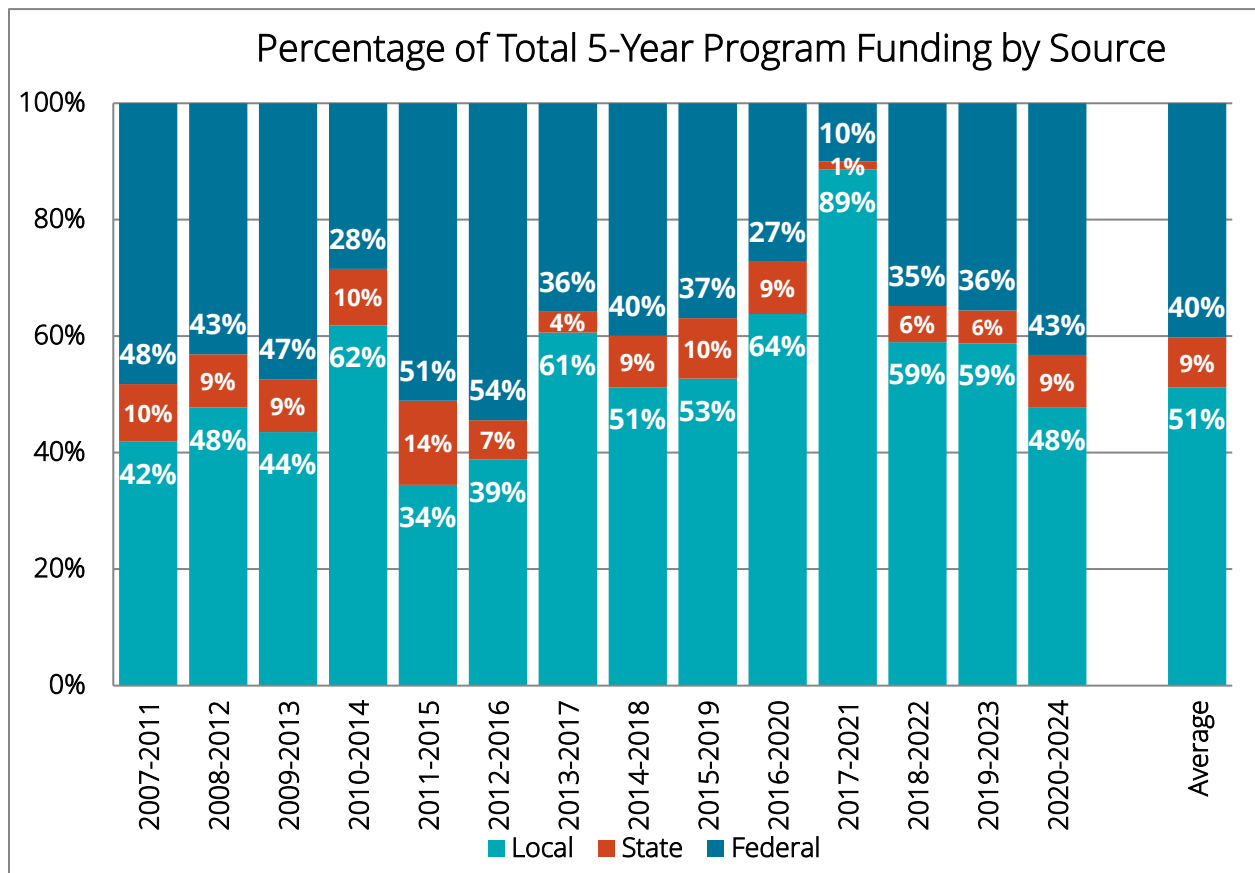


Sources of Funding by Level of Government 2024

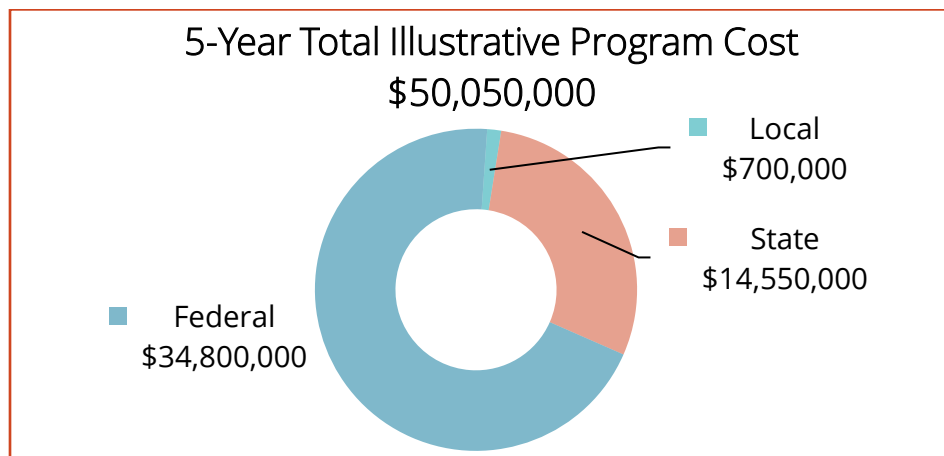
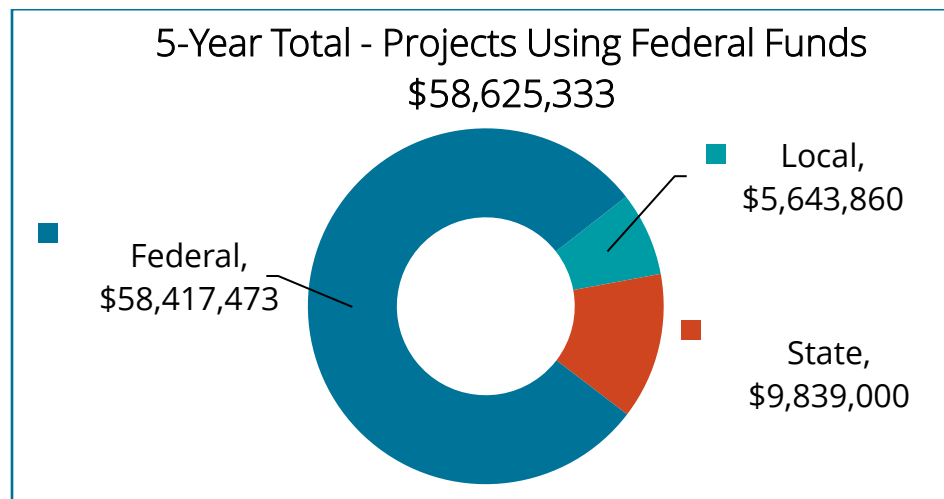
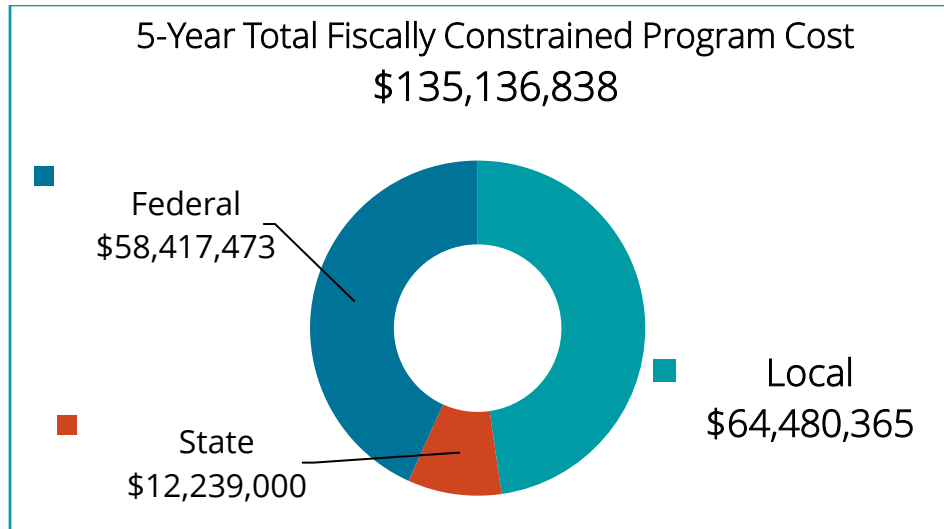
<u>LOCAL</u>		2024
Bloomington Capital Improvement Fund	BCIF	\$3,372,500
Bloomington Local Motor Fuel Tax	LMFT	\$3,372,500
Normal Capital Improvement Fund	NCIF	\$850,450
Normal Motor Fuel Tax	NMFT	\$1,069,200
Other County Fund	County	\$500,000
Private Property Owner Contribution	PRIVATE PROP	\$55,000
	Local Total	\$9,219,650
<u>STATE</u>		
State Matching Funds	STATE Match	\$1,720,000
	State Total	\$1,720,000
<u>FEDERAL</u>		
Transportation Alternative Program	TAP [ITEP]	\$1,500,000
Surface Transportation - Urban	STP-U	3,880,000
	Federal Total	\$5,380,000
	Annual Total	\$16,319,650



Total Program Funding Year-to-Year Allocation by Source



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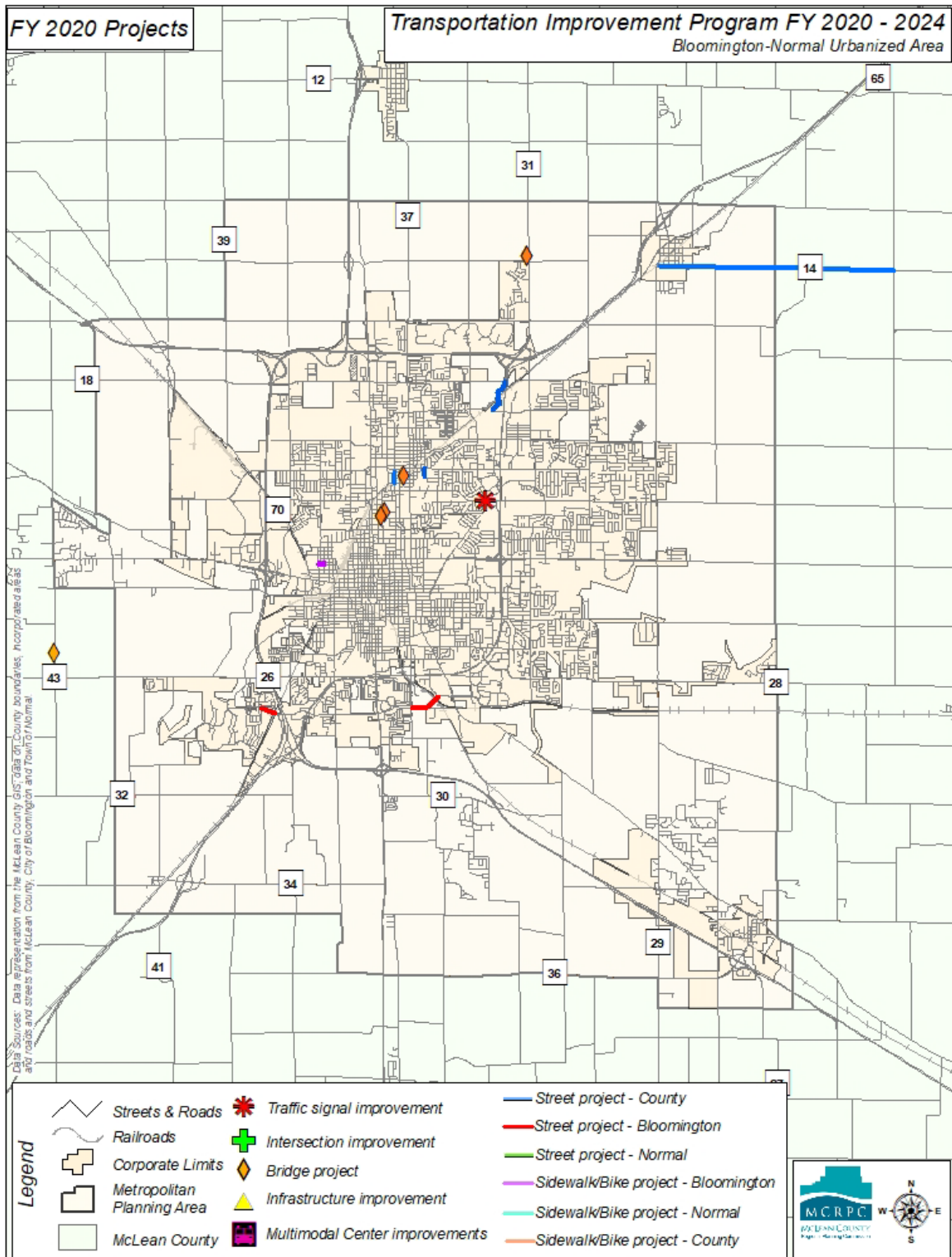


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Maps

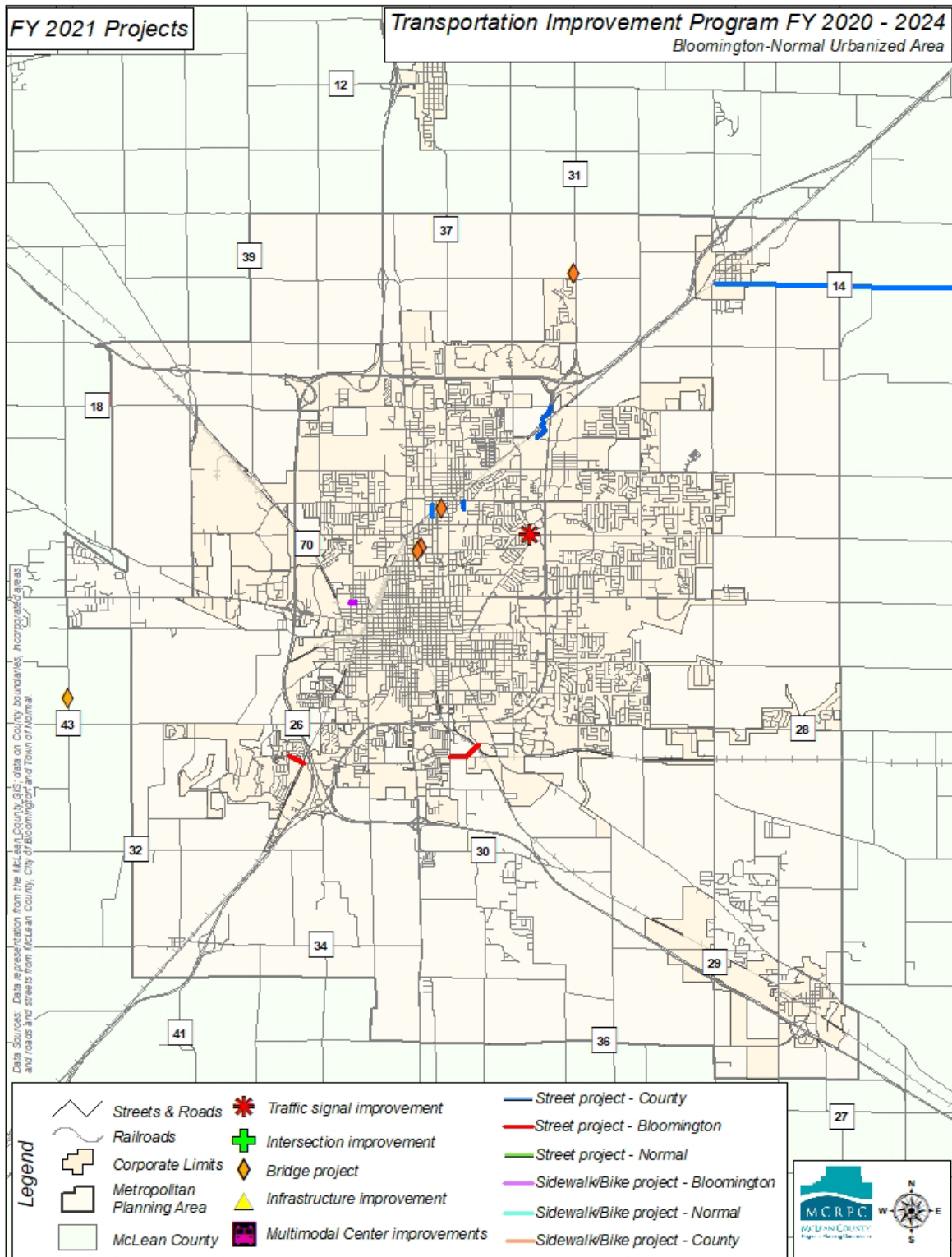
Map 1	Projects in FY 2020
Map 2	Projects in FY 2021
Map 3	Projects in FY 2022
Map 4	Projects in FY 2023
Map 5	Projects in FY 2024
Map 6	State Projects

Map 1 2020



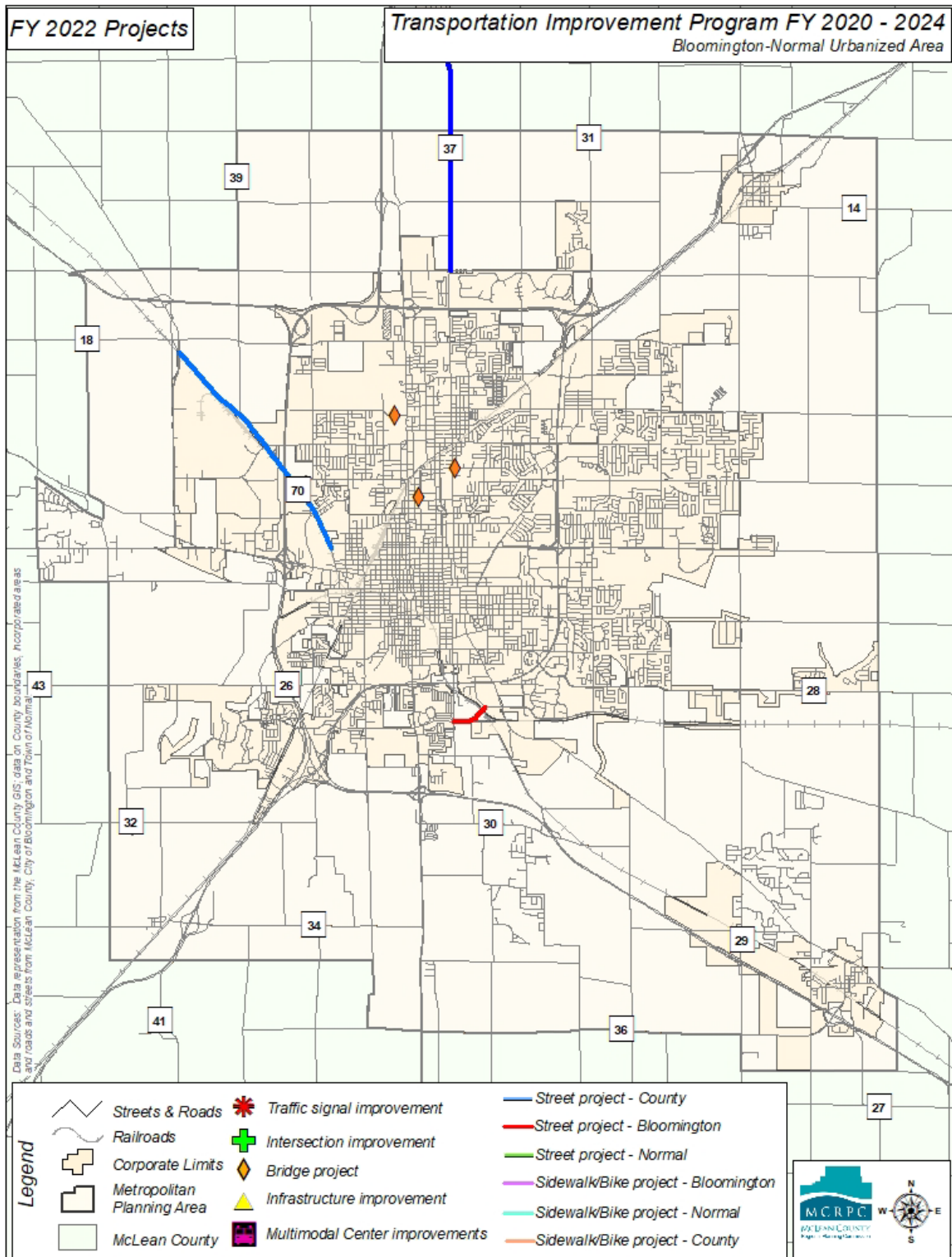
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Map 2 2021



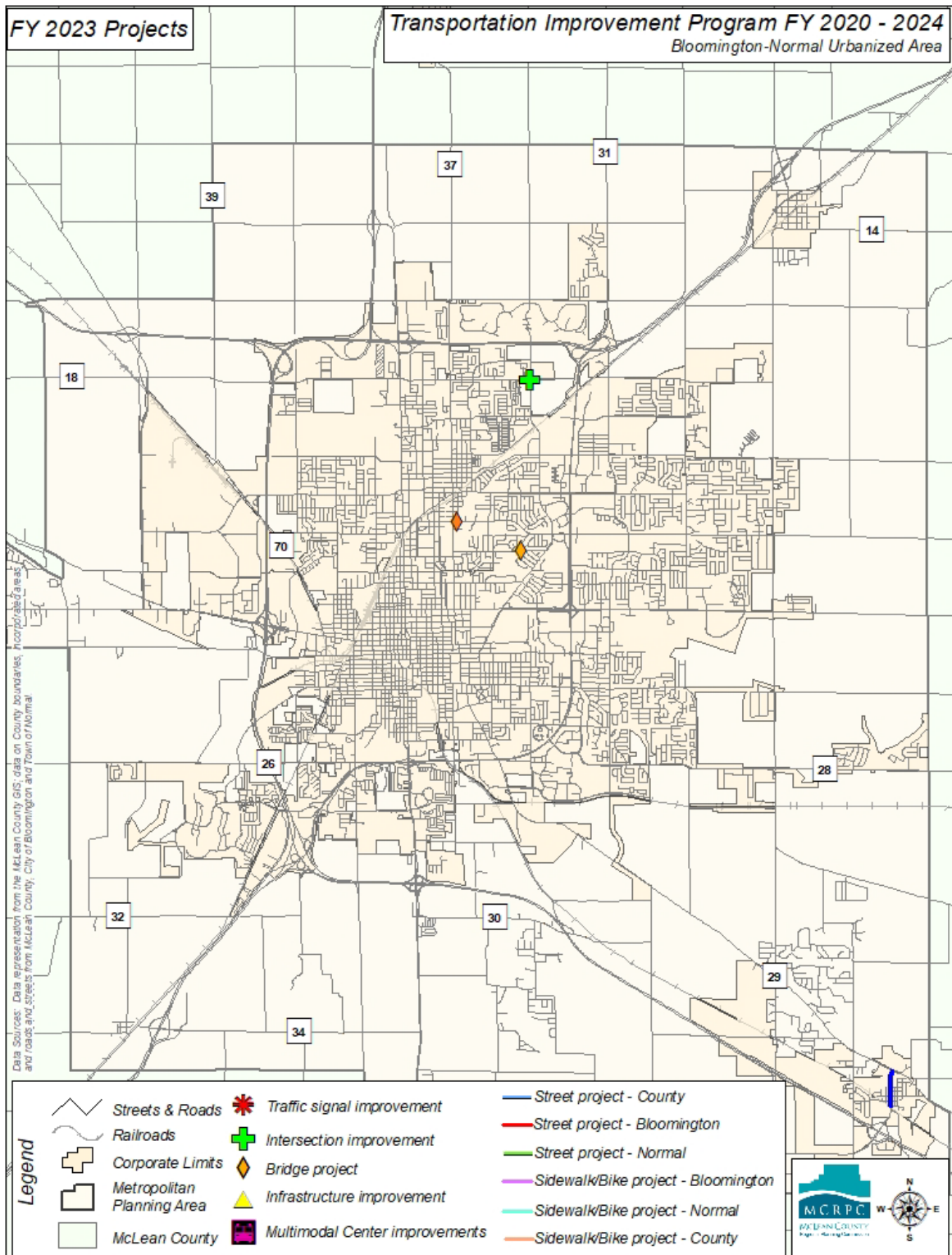
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Map 3 2022



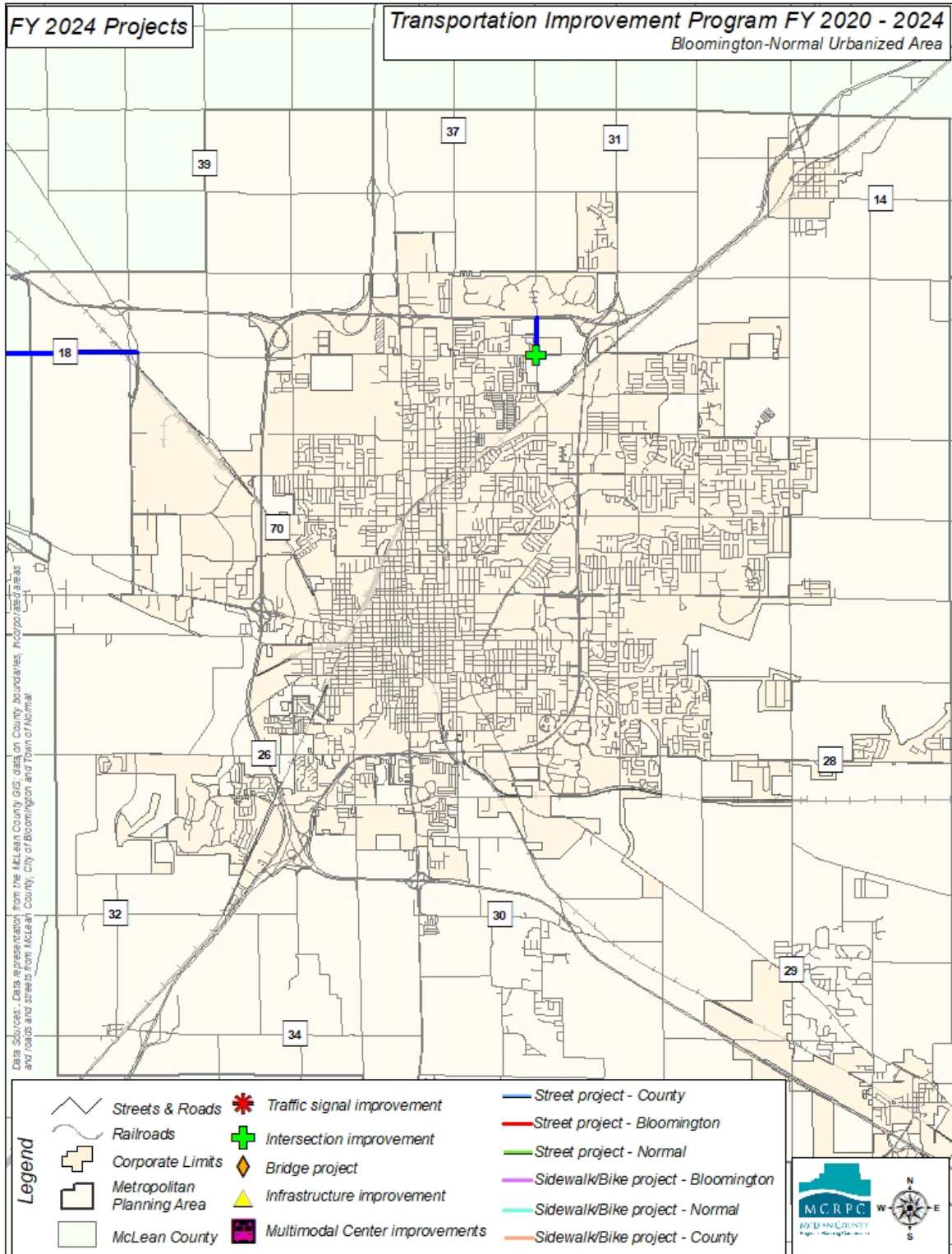
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Map 4 2023



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Map 5 2024



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State project map

PENDING

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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 project 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
(Local Projects Only)

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



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		
8 points per focus area							
Project Type/Focus Area	8			8	8	24	Focus Area total points (max. 40)
Project Components - 10 points per component							
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‡						
						10	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						6	Readiness points (max. 10)
						40	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					
		Jurisdiction		Normal			
		Project ID #		N-19-01			
		in TIP FY:		2019			
		Phase		1			
8 points per focus area		System Preservation	Mobility, Access & Choice	Health & Safety	Sustainable Transportation	Freight	
Project Type/Focus Area	8	8	8			24	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					8	
Regional Significance	Has impact beyond its native jurisdiction					10	
Equity in Access	Addresses inequity in transportation system‡					10	
						48	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						8	Readiness points (max. 10)
						80	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							

 MCRPC MCLEAN COUNTY Regional Planning Commission		MCRPC Federally Funded Project Scoring Formula Data					
		This form required only for projects using Federal funding					
		Jurisdiction		Bloomington			
		Project ID #		B-03-09			
		in TIP FY:		2003-2022			
		Phase					
	System Preservation	Mobility, Access & Choice	Health & Safety	Sustainable Transportation	Freight		
8 points per focus area							
Project Type/Focus Area	6	7	7	6	7	33	🔄 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†					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	
						41	🔄 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						8	🔄 Readiness points (max. 10)
						82	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							

 MCRPC McLEAN COUNTY Regional Planning Commission		MCRPC Federally Funded Project Scoring Formula Data <i>This form required only for projects using Federal funding</i>					
						Jurisdiction	Bloomington
						Project ID #	SRTS
						in TIP FY:	2020
						Phase	
<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	8	0	32	 Focus Area total points (max. 40)
Project Components - 10 points per component							
Complete Streets	Complete Streets elements, including alt modes*					8	
Vision Zero	Advances Vision Zero and/or IDOT safety targets†					8	
Environmental Impact	Creates improved environmental sustainability					10	
Regional Significance	Has impact beyond its native jurisdiction					0	
Equity in Access	Addresses inequity in transportation system‡					8	
						34	 Component total points (max. 50)
Type "readiness points" in the indicated green box according to which fiscal year in the 5-year program the project appears; 10 points for program year 1, 8 for year 2, 6 for year 3, 4 for year 4 and 2 for year 5.							
Project Readiness						10	 Readiness points (max. 10)
						76	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							