CONGESTION MANAGEMENT PROCESS (CMP) UPDATE

Produced For

Tri-County Regional Planning Commission (TCRPC)

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01. INTRODUCTION

The Peoria-Pekin Urbanized Area has a population of 266,693 (2020 estimates[1]). As defined by the United States Census Bureau and designated by the Secretary of the U.S. Department of Transportation (USDOT), an urbanized area with a population of more than 200,000 is called a Transportation Management Area (TMA). The Tri-County Regional Planning Commission (TCRPC) is the designated Metropolitan Planning Organization (MPO) for the Peoria-Pekin Metropolitan Planning Area in Central Illinois. The TCRPC also serves as the designated TMA for the region. The TCRPC is required to develop a Congestion Management Process (CMP) as per the requirements of 23 Code of Federal Regulations (CFR) Part 450.322.

Federal guidance[2] describes that the intent of the CMP is to "address congestion management and operation of multimodal transportation system". TCRPC adopted its first CMP in 2011. This current update of the CMP would ensure that congestion management is an ongoing process as part of regional long-range transportation planning activities. Figure 1 shows the Peoria-Pekin Metropolitan Planning Area.

The Federal Highway Administration (FHWA) identified that the CMP should be a systematic process that facilitates safe and effective integrated management and operation of the multimodal transportation system. The CMP process includes[2]:

- Development of congestion management objectives
- Establishment of multimodal performance measures
- Collection of data and system performance monitoring for defining both the extent and duration of congestion and determining the causes of congestion
- Identifying regional congestion management strategies
- Finalizing an implementation schedule and possible funding sources for strategies
- Periodic evaluation of the effectiveness of implemented strategies

This report is organized into the following chapters:

Chapter Two – CMP Objectives – This chapter identifies the regional CMP objectives based on the vision and goals of the TCRPC 2045 Long Range Transportation Plan.

Chapter Three – CMP Network – This chapter defines the transportation network and transportation system elements for the CMP.

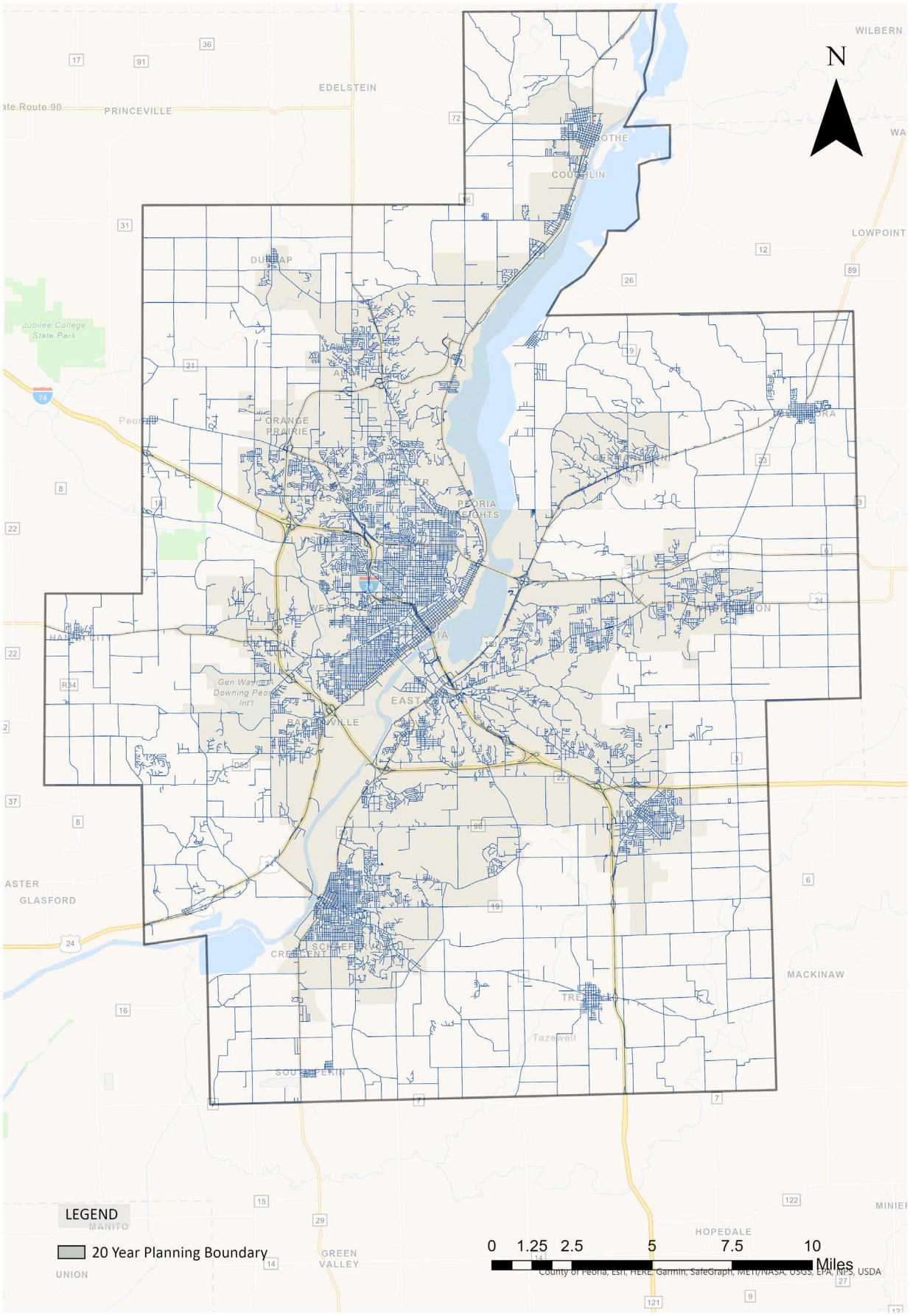
Chapter Four – System Evaluation – This chapter contains a system performance evaluation for congestion based on readily available data.

Chapter Five – Congestion Performance Measures and Strategies – This chapter identifies appropriate congestion performance measures and the regional congestion management strategies based on the updated objectives.

Chapter Six – Implementation Plan and Funding Sources – This chapter provides an implementation schedule and identifies possible funding sources.

1. Long-Range Transportation Plan 2045, Peoria Pekin Urbanized Area Transportation Study (TCRPC), June 2020.
2. Congestion Management Process: A Guidebook, Federal Highway Administration (FHWA), April 2011.

Figure 1: Peoria-Pekin Metropolitan Planning Area



02. CMP OBJECTIVES

The Tri-County Regional Planning Commission's (TCRPC) CMP objectives update includes a comprehensive review of the following:

- National performance-based planning factors established through the Moving Ahead for Progress in the 21st Century Act (MAP-21).
- Goals and objectives of the Illinois Long-Range Transportation Plan.
- Goals and Objectives of the TCRPC Long Range Transportation Plan 2045.
- Goals and Objectives of the previous CMP (completed in 2011).

National planning factors established through MAP-21 and supported by the Fixing America's Surface Transportation (FAST) Act include:

- **Safety**: Increase the safety of the transportation system for motorized and non-motorized users.
- **Economic Vitality**: Support economic vitality by enabling global competitiveness, productivity, and efficiency.
- **Security**: Increase security of all motorized and non-motorized users.
- **Accessibility and Mobility**: Increase accessibility and mobility of people and freight.
- **Environment**: Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and regional planned growth.
- **Connectivity**: Enhance integration and connectivity of the transportation system, across and between modes for people and freight.
- **Efficiency**: Promote efficient system management and operation.
- **Preservation**: Preserve existing transportation system.
- **Resiliency**: Improve the resiliency and reliability of the transportation system.
- **Travel and Tourism**: Enhance travel and tourism.

The Illinois Department of Transportation (IDOT) completed its Long Range Transportation Plan (LRTP) in Spring 2019. IDOT's LRTP includes five overarching goals which are in line with the national planning factors established through MAP-21. These five goals include:

- **Economy**: Improve Illinois' economy by providing transportation infrastructure that supports the efficient movement of people and goods.
- **Livability**: Enhance the quality of life across the state by ensuring that transportation investments advance local goals, provide multimodal options, and preserve the environment.
- **Mobility**: Support all modes of transportation to improve accessibility and safety by improving connections between all modes of transportation.
- **Resiliency**: Proactively assess, plan, and invest in the state's transportation system to ensure that our infrastructure is prepared to sustain and recover from extreme events and disruptions.
- **Stewardship**: Safeguard existing funding and increase revenues to support system maintenance, modernization, and strategic growth of Illinois' transportation system.

TCRPC updated its Long-Range Transportation Plan 2045 in 2020 and established five long-term goals to fulfill the regional vision. These five goals include:

- **Public Health**: Promote active, healthy living in the region by striving for safety, security, and accessibility in the regional transportation system
- **Mobility and Connectivity**: Enable people, goods, and information to travel efficiently throughout, to, and from the region.
- **Economy**: Maintain a transportation system that builds prosperity throughout the region.
- **Freight**: Provide strategic direction for freight movements to, from, and within the region's transportation system.
- **Environment**: Support the preservation of natural resources, build environmental resiliency, and improve quality of life through regional transportation decisions.

TCRPC 's prior CMP (completed in 2011) developed nine objectives through discussions with the CMP subcommittee and TCRPC staff, from the goals and objectives of the TCRPC Long Range Transportation Plan (2010-2035). These objectives include:

- **Single Occupancy Vehicle (SOV) Travel**: Reduce Vehicle Miles Traveled (VMT) by 5-10% over the next 25 years at a rate of 0.2-0.4% per year.
- **Access Management**: Over the next 25 years limit the number of access points on major collectors to no more than eight per mile, 4-6 on minor arterials, and 2-3 on major arterials for new construction projects.
- **Intersection Improvement**: Over the next 5 years improve intersections so that the delayed time is Level of Service C or better at all signalized intersections.
- **Traffic Signs**: Over the next 5 years evaluate the regional highway system to ensure that 90% of all traffic signs in the region are compliant with the latest Manual of Uniform Traffic Control Devices.
- **Traffic Signal Synchronization**: Over the next 5 years strive to have vehicle delays not exceed 2 traffic signal cycles at any federal-aid highway.
- **Traffic Flow**: Encourage the state of Illinois to implement 511, a traveler information system for real time congestion delay information.
- **Bus Bays**: Over the next 5 years install bus bays on all new or reconstructed major collectors or above where feasible and appropriate to reduce congestion.
- **Transit Service**: Over the next 3-5 years the Greater Peoria Mass Transit District (GPMTD) and TCRPC staff will work to implement at least 50% of the findings in the Comprehensive Operational Analysis completed in 2009.
- **Walkways & Bikeways**: TCRPC will encourage and help local municipalities, schools, etc. develop programs/projects and apply for SRTS and ITEP funds.

2.1 Establishing TCRPC CMP Objectives

TCRPC 's CMP objectives would reflect goals and objectives set in the latest TCRPC LRTP 2045, National and State planning goals, and guidance provided by the Federal Highway Administration's Congestion Management Process Guidebook (2011). These objectives should serve as a basis for developing strategies and identifying performance measures for CMP.

The proposed CMP objectives described in this section were developed to support a data-driven performance-based approach and possess FHWA's recommended "SMART" characteristics: Specific, Measurable, Agreed, Realistic, and Time-bound.

TCRPC CMP objectives are divided into the following transportation planning areas:

- Safety
- Mobility
- Multi-Modal
- Operations

Table 1 shows the proposed objectives of the CMP and the corresponding goals of the TCRPC LRTP 2045.

Table 1 : Proposed Objectives of CMP and corresponding goals of TCRPC LRTP 2045

TCRPC LRTP Goals	TCRPC CMP Proposed Objectives
Public Health	Safety
	1. Reduce fatal and severe injury crashes
Mobility and Connectivity, Economy, Freight	Mobility
	1. Improve travel time reliability for auto and trucks
	2. Reduce recurring congestion
Mobility and Connectivity, Environment	Multi-Modal
	1. Increase mode share of non-SOV modes
	2. Improve and expand pedestrian and bicycle infrastructure
	3. Enhance transit services in the region
Mobility and Connectivity, Economy, Freight	Operations
	1. Reduce the amount of congested roadways in the network
	2. Develop and maintain a signal retiming program

03. CMP NETWORK

TCRPC CMP network should involve two key aspects:

- The geographic boundaries of the network
- The system components of surface transportation facilities

3.1 Geographic Boundaries of the Network

TCRPC CMP network boundary corresponds to the MPA 20-Year planning boundary. **Figure 1** shows TCRPC ’s 20-year planning boundary.

3.2 The System Components of Surface Transportation Facilities

TCRPC ’s LRTP 2045 emphasized multi-modal transportation elements. TCRPC CMP network includes roadway, transit, pedestrian, and bicycle facilities.

The majority of congestion occurs on the regional roadway network. The congested roadway segments in the regional roadway network must be included in the CMP network. Roadways classified as higher functional class (e.g., Interstates, expressways, principal arterials, etc.) typically carry higher traffic flows and are essential for regional mobility. Managing congestion along higher functional class roadways is critical for an efficient and reliable transportation network. On the other hand, evaluating transit, pedestrian, and bicycle travel modes helps illustrate how alternative modes other than Single-Occupancy Vehicles (SOVs) may alleviate roadway congestions. Considering all these facts, the following criteria were recommended for TCRPC CMP network components:

- Roadways classified as Interstates, expressways, principal arterials, minor arterials, and major collectors in TCRPC LRTP 2045
- Roadways eligible to receive federal aid
- Fixed transit network
- Bicycle network
- Pedestrian network

Figure 2 shows roadways in the proposed TCRPC CMP network.

Figure 2: Roadways in the TCRPC CMP Network

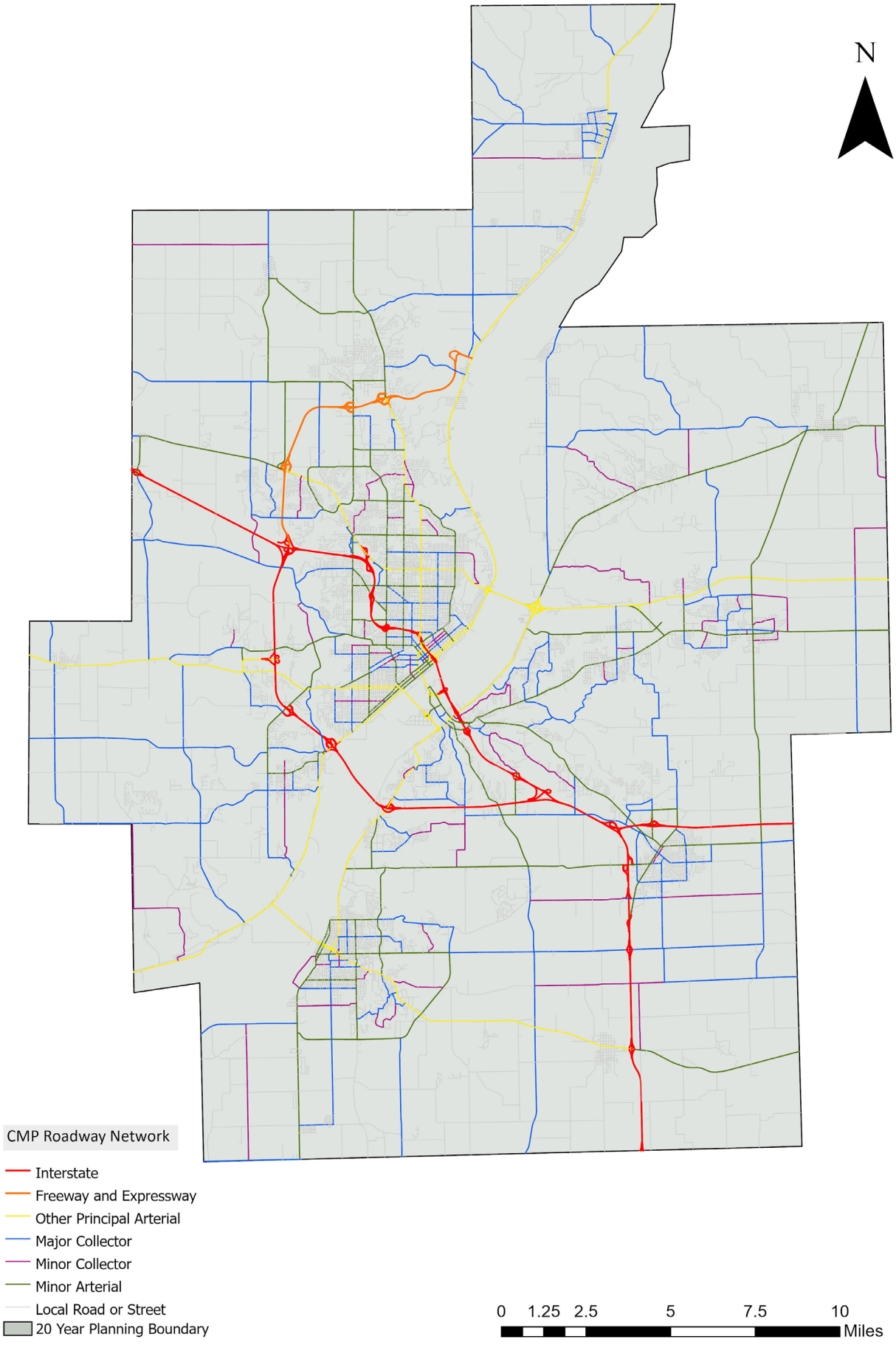


Figure 3 shows the fixed-route transit lines within the TCRPC MPA. These transit lines will also be part of the TCRPC CMP network.

Figure 3: Fixed Transit Routes in TCRPC CMP Network

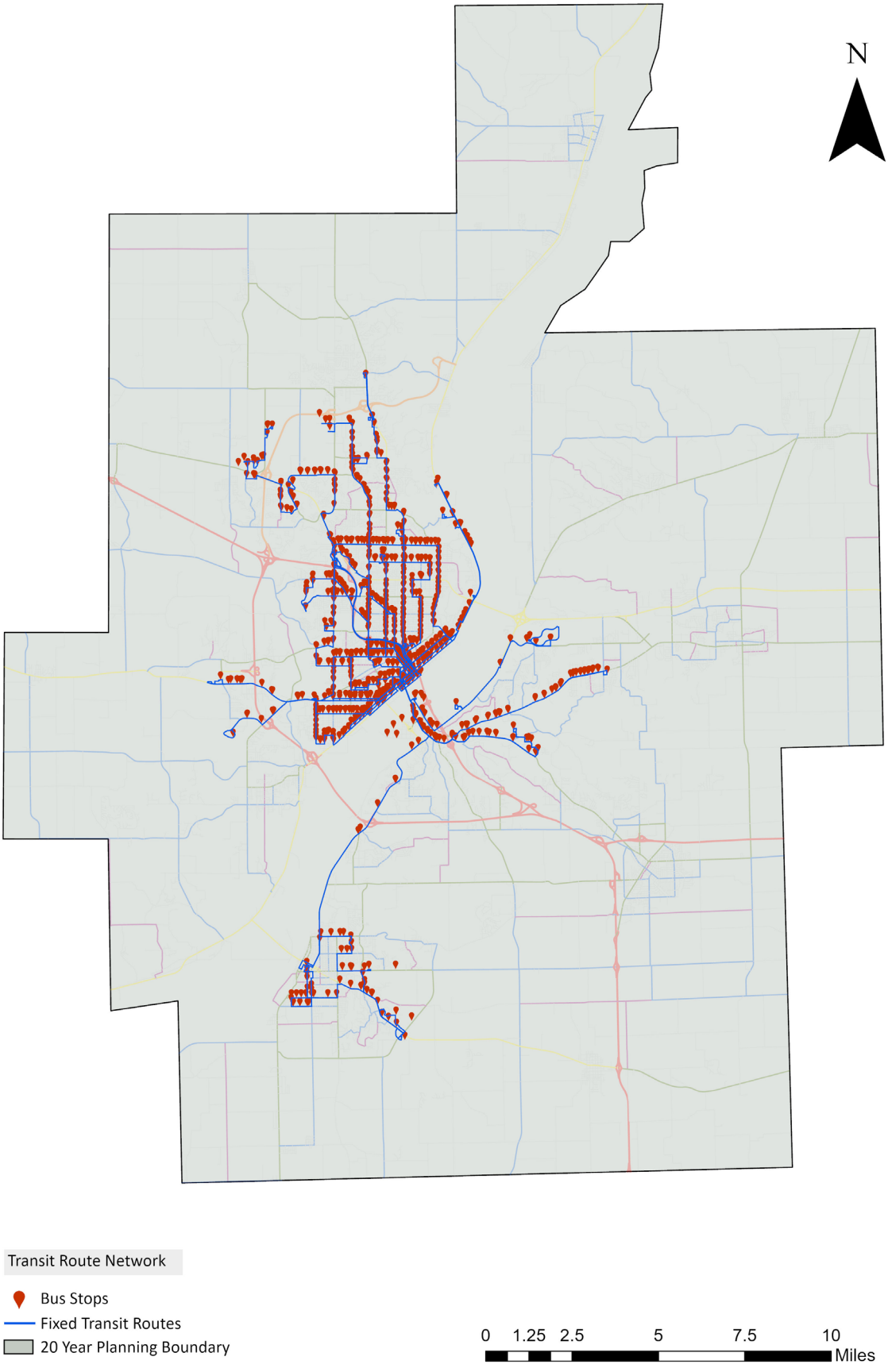
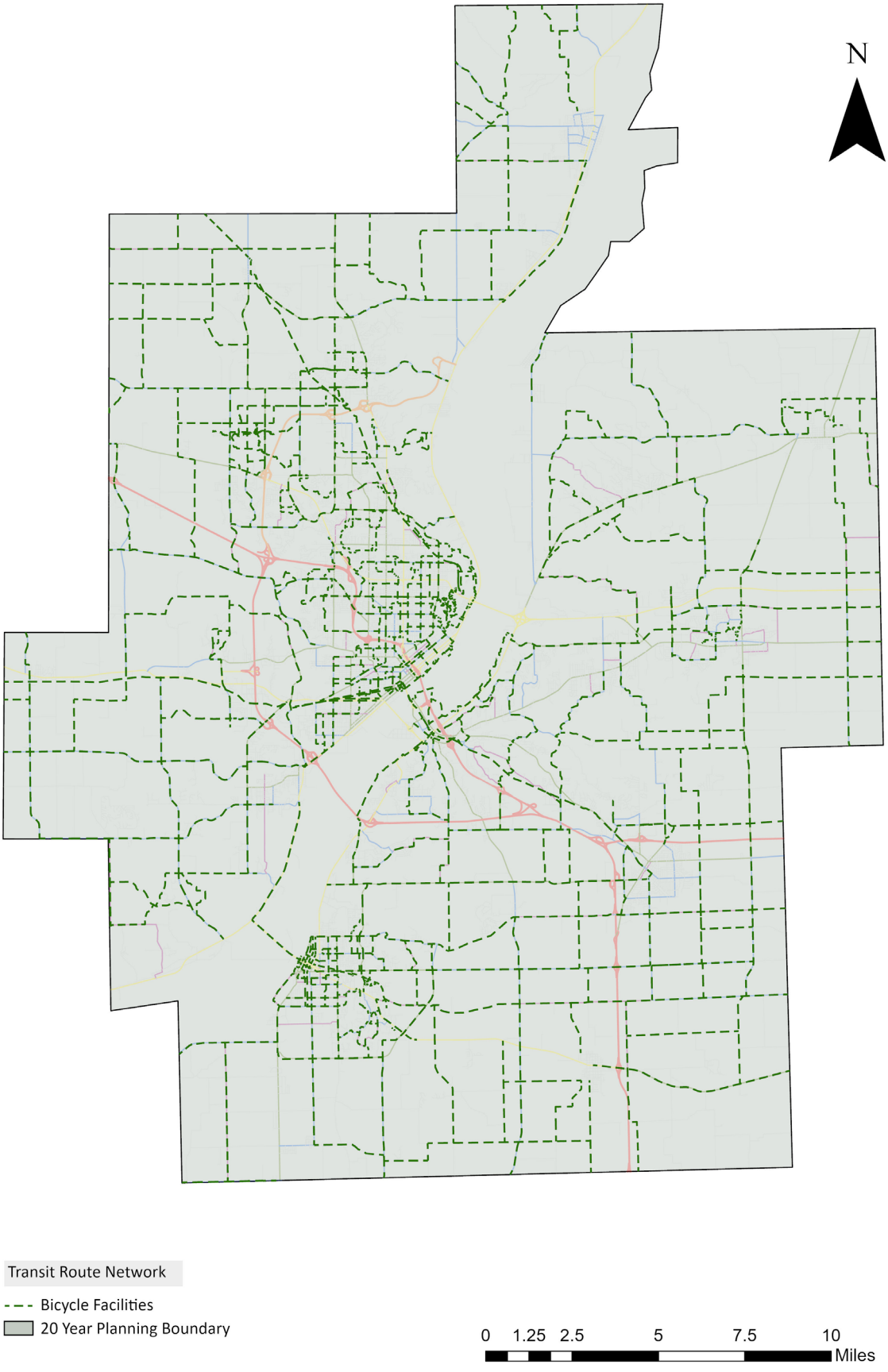


Figure 4 shows bicycle facilities within the TCRPC MPA. These bicycle facilities will also be part of the TCRPC CMP network.

Figure 4: Bicycle Facilities in TCRP CMP Network



04. SYSTEM EVALUATION

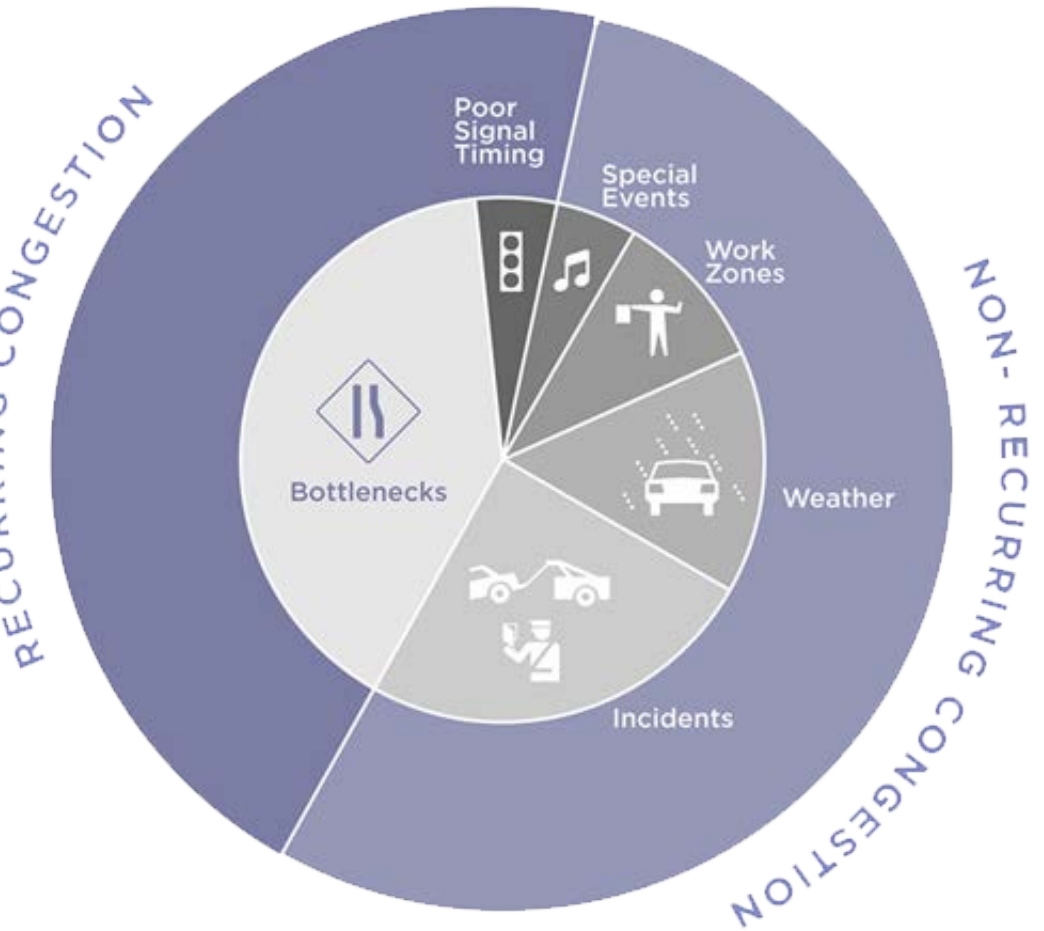
Federal Highway Administration (FHWA) has defined traffic congestion as the build-up of vehicles on a certain portion of the regional transportation network system resulting in travel speeds that are much slower than the normal or “free flow” speeds. Congestion can be categorized as:

- Recurring Congestion
- Non-Recurring Congestion

Recurring congestion is typically a daily phenomenon on weekdays at certain time periods in the regional roadway network. It commonly occurs during the morning and evening peak periods when traffic volume exceeds roadway capacity. In urban areas, recurring congestion comprises 45 percent of all congestion (Source: FHWA).

Non-recurring congestion occurs due to work zones, traffic crashes, inclement weather, and special events. Nationally, non-recurring congestion causes more delay than recurring congestion (Source: FHWA). **Figure 5** shows the two types of congestion and common sources based on FHWA research.

Figure 5: Types of Congestion and Causes of Congestion (Source: FHWA)



4.1 Measuring Congestion

The study team utilized the existing TCRPC Travel Demand Model (TDM) to identify levels of congestion within the TCRPC regional transportation network. The TDM is only capable of identifying recurring congestion. Due to its infrequent and randomized nature, non-recurring congestion is not typically estimated using state of the practice modeling tools.

A key output from the TDM is the peak period Volume-to-Capacity (V/C) ratio for each roadway segment. The TDM calculates these V/C ratios in its traffic assignment step. They are provided as a link attribute in the assigned network outputs. V/C is a conventional level-of-service measure for roadways, comparing roadway demand (traffic volume) with roadway supply (traffic capacity).

Each V/C ratio can be approximately correlated with Levels of Service (LOS). LOS is a qualitative measure of traffic flow describing traffic operating conditions. Six LOS are defined by the Transportation Research Board in the Highway Capacity Manual for use in evaluating roadway operating conditions. They are represented by letter designations from A to F, with LOS A representing the best operating conditions and LOS F the worst.

Congested roadway segments are identified as those with levels of service corresponding to LOS E or LOS F. LOS E typically represents a roadway nearing its capacity (which often experiences congestion), whereas LOS F represents a roadway that is over capacity. LOS E was assumed to correspond to V/C ratios ranging from 0.84 to 1, and LOS F was assumed to correspond to V/C ratios above 1, as is commonly accepted in planning practice.

Figure 6 highlights the roadway segments that are LOS E and LOS F based on the existing (2020) peak period within the TCRPC MPA transportation network. As can be seen in Figure 6, congested roadways tend to be concentrated in the central portion of the region clustered around the I-74 corridor; however, no interstate segments in the region were found to be congested. Other areas of congestion include the McClugage Bridge and connecting roadways to its east, roadways in the Morton area, and east-west corridors such as Adams St, MLK Dr, and Farmington Rd.

Figure 7 shows the roadway segments that are LOS E and LOS F for the horizon year 2045 peak period within the TCRPC MPA transportation network. This reflects anticipated increases in congestion in the future as a result of traffic growth in the region. Note that the regional traffic growth was determined from the TDM 2045 scenario (new traffic forecasts were not generated as part of this exercise). As shown in Figure 7, the number of congested roadway segments would be expected to increase significantly by the 2045 horizon year.

Table 2 shows congested roadway segments within the Peoria-Pekin MPA roadway network for the base year 2020 and horizon year 2045. As shown in Table 1, the total length of congested roadways during the peak period would increase threefold from the base year 2020 to the horizon year 2045.

Table 2: Total Length of Congested Roadways

LOS	Total Length (Miles)		% Increase
	2020	2045	
LOS E	27.8	44.9	62%
LOS F	8.1	46.9	479%
Total Congested	**35.9**	**91.8**	

Figure 6: Congested Roadways in the Existing (2020) Roadway Network

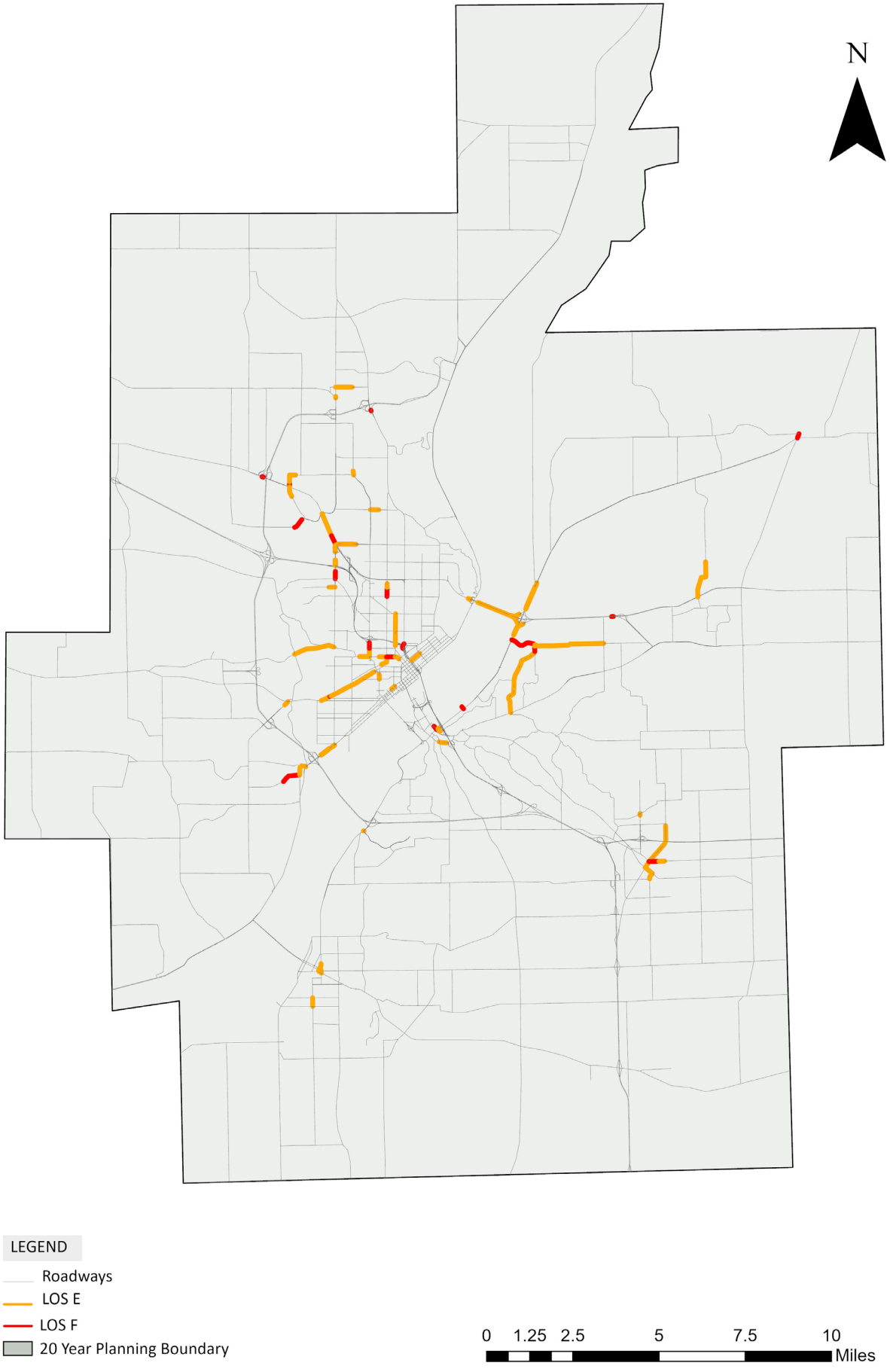
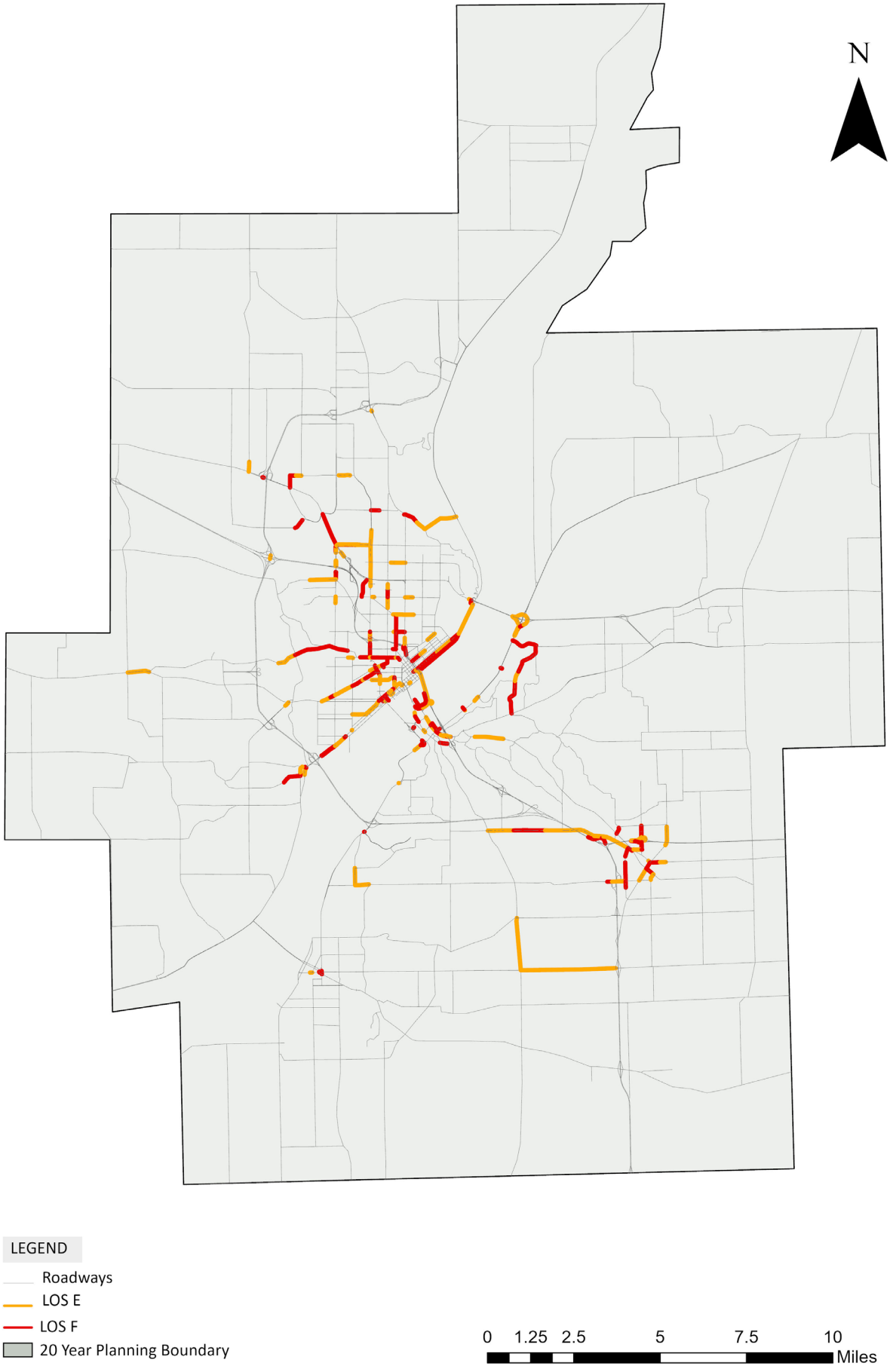


Figure 7: Congested Roadways in the Horizon Year (2045) Network



05. CONGESTION PERFORMANCE MEASURES AND MONITORING

Integrating reliable performance measures for identifying congestion within the regional transportation network is critical for the long-range transportation planning process. A set of performance matrices are recommended for the Peoria-Pekin MPA for measuring both recurring and non-recurring congestion.

Table 3 shows a set of direct performance measures recommended for TCRPC CMP for evaluating congestion. Direct performance measures typically clearly identify congestion issues in the regional transportation network.

Table 3: CMP Direct Performance Indicators

CMP Indicator	Description	Congestion Type	Source
Travel Time Index (TTI)	Ratio of travel time during the peak period to the travel time at free-flow speeds.	Recurring	NPMRDS
Vehicle Miles Traveled	Miles traveled by vehicles within a specific region over a particular period (daily, annual).	Recurring	TCRPC , IDOT
Travel Time Reliability (TTR)	It measures unexpected/ non-recurring delay. It is the consistency in travel times, as measured from day to day and/or across different times of the day.	Non-Recurring	FHWA, NPMRDS, IDOT
Truck Travel Time Reliability (TTTR)	It is the ratio of 95th percentile travel time to 50th percentile travel time.	Recurring	NPMRDS, IDOT

Figure 8 shows the Travel Time Index (TTI) for the Interstate, Freeway, and Principal Arterials in the Peoria-Pekin Metropolitan Planning Area for typical weekdays (Tuesday to Thursday) during the first two weeks of September 2021. Travel speed information was obtained from the National Performance Management Research Data Set (NPMRDS) for the Peoria-Pekin Metropolitan Planning Area.

As shown in **Figure 8**, some roadways, including Boyd Parkway east of US 150 and US 150 north of I-74 experienced TTI of 1.5 or higher. A TTI value of 1.5 on a roadway segment means that a trip would take 50% more time to complete during the peak period compared to free-flow speed condition.

Figure 8: Travel Time Index for the Major Roadways (Source: NPMRDS)

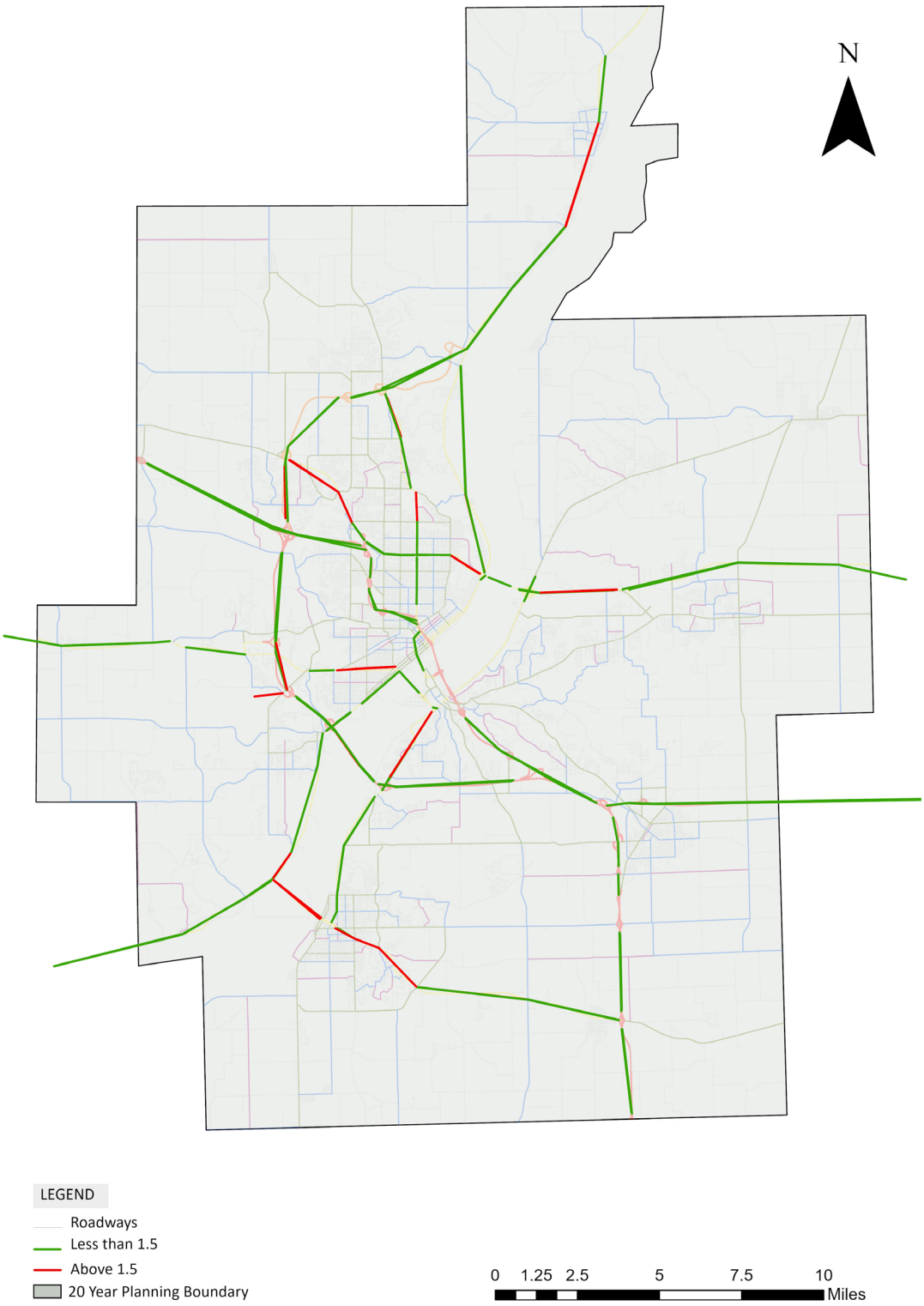


Figure 9 shows VMT trends for the Peoria-Pekin MPA from 2010 to 2018. As shown in **Figure 9**, the regional VMT has experienced a declining trend since 2016. However, overall regional VMT increased by approximately 5% between 2010 and 2018.

Figure 9: Regional VMT Trends (Source: IDOT)

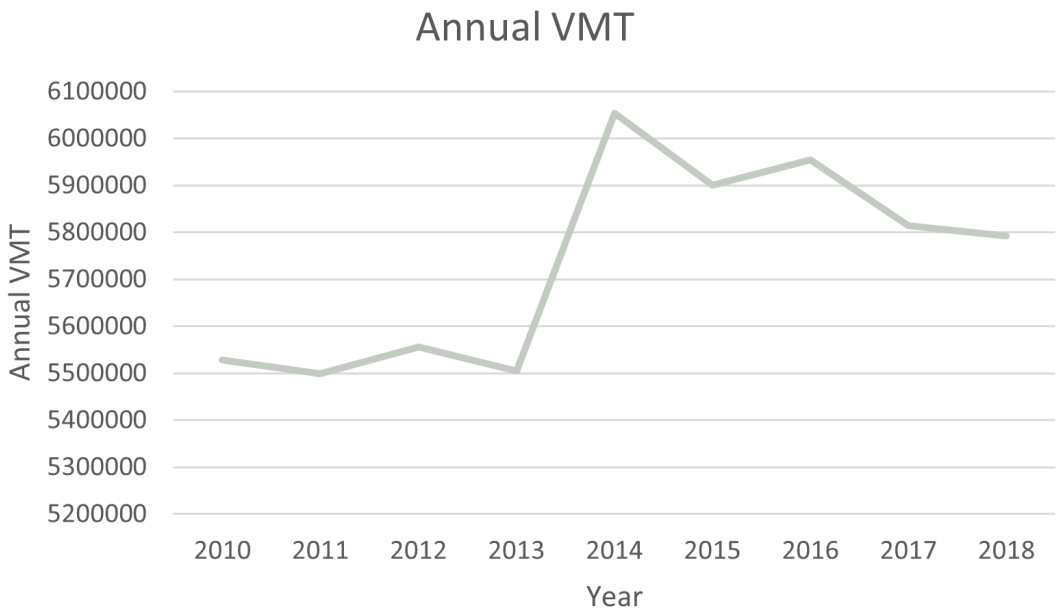


Table 4 shows the recommended indirect performance measures for the TCRPC CMP. Indirect performance measures help identify the effectiveness of congestion management strategies targeted for safety improvements and travel mode shifts from SOV.

Table 4: CMP Indirect Performance Indicators

CMP Indicator	Description	Congestion Type	Source
Crash Frequency	The number of traffic crashes over a specific period (per year)	Non-Recurring	IDOT, TCRPC
Transit Ridership Per Capita	The number of unlinked week-day transit trips per resident within the transit provider's service area	Recurring	GPMTD, TCRPC
Addition of Pedes-trian and Bicycle Facilities Per Year	Miles of pedestrian and bicycle facilities added to the regional transportation network per year.	Recurring and Non-Re-curring	TCRPC
Increase in non-SOV Commute Trips	Increase in non-SOV commute trips within the MPA per year.	Recurring	US Census, TCRPC

5.1 Performance Monitoring Program

Monitoring system performance is essential for a CMP to effectively identify congestion issues and making appropriate investment decisions for transportation improvements.

As per federal rule 23 CFR 450.322, a CMP should establish a coordinated program for data collection and system performance monitoring for identifying the extent and duration of congestion. Such a program will be able to identify the causes of congestion and evaluate the effectiveness of congestion mitigation strategies.

Table 5 shows the proposed performance measures and recommended data collection details for the TCRPC CMP.

Table 5: CMP Proposed Performance Measures and Recommended Data Collection Details

Performance Measures	Source	Analysis Responsibility	Frequency of Reporting
Travel Time Index (TTI)	NPMRDS	TCRPC	Every Two Years
Vehicle Miles Traveled	TCRPC , IDOT	IDOT	Annually
Travel Time Reliability (TTR)	FHWA, NPMRDS, IDOT	IDOT	Every Two Years
Truck Travel Time Reliability (TTTR)	NPMRDS, IDOT	IDOT	Every Two Years
Crash Frequency	IDOT, TCRPC	TCRPC	Annually
Transit Ridership Per Capita	GPMTD, TCRPC	TCRPC	Annually
Addition of Pedestrian and Bicycle Facilities Per Year	TCRPC	TCRPC	Annually
Increase in non-SOV Commute Trips	US Census, TCRPC	US Census, TCRPC	Every Five Years

5.2 Congestion Management Strategies

Identifying and implementing appropriate congestion mitigation strategies is a critical element of the regional CMP. FHWA recommends the following five categories of strategies for a regional CMP:

- Demand management measures, including growth management and congestion pricing
- Traffic operational improvements
- Public transportation improvements
- ITS technologies related to regional ITS architecture
- Additional system capacity (need-based)

For the TCRPC CMP, congestion mitigation strategies are divided into five categories broadly in line with the FHWA recommendations. These five categories include:

The following section identifies congestion management strategies in each of the five categories recommended for the TCRPC based on detailed analysis of TCRPC LRTP 2045 goals, objectives, and action items.

* Single- Occupancy Vehicle ** High- Occupancy Vehicle

Category 1: Direct Strategies to Reduce VMT

These strategies focus on reducing travel demand for SOVs. The following strategies are recommended for the Peoria-Pekin MPA:

- Updating parking policies in high-demand areas (e.g., downtowns, educational institute campuses) to promote reduced/free parking for high occupancy vehicles.
- Promoting federally funded Safe Routes to School Program.
- Encouraging telecommuting policies. Remote/telecommuting increased during the Covid pandemic. Employers within the region should take steps to keep this provision for their workers.
- Promoting infill developments to increase land use density in urbanized areas.
- Promoting mixed-use and Transit-Oriented Developments (TODs).

Category 2: Strategies to Promote Shifting Auto Trips to Other Modes

These strategies are focused on enhancing transit and non-motorized transportation modes. The following strategies can be effectively utilized for the Peoria-Pekin MPA:

- Enhancing transit services within the region by adding more capacity, especially in areas with high travel demand (e.g.large employment centers, Bradley University campus, downtown areas).
- Promoting transit-friendly infrastructures including dedicated bus lanes and transit signal priority options at traffic signals.
- Adding and improving pedestrian and bicycle facilities within the urbanized areas.
- Promoting Complete Streets Policies.
- Implementing road diets on corridors with excess vehicular capacity to encourage alternative modes.

Category 3: Strategies to Shift SOV Trips to HOV Trips

These strategies are focused on reducing SOV demand during peak travel demand. The following strategies can be effectively utilized for the Peoria-Pekin MPA:

- Promoting ridesharing service for the region. For example, one way to promote ridesharing services would be to provide preferred parking for ridesharing vehicles.
- Promoting parking management strategies to discourage free parking and increase the number of parking spaces for HOVs.

Category 4: Strategies to Improve Roadway Operations and Safety

These strategies would help reduce both recurring and non-recurring congestion through improved operations and safety conditions for all travel modes. The following strategies are recommended:

- Improving signage to clearly communicate travel and safety- related information to all travelers.
- Perform periodic regional safety analysis using the latest 5-year traffic crash data to identify intersections and corridors with traffic safety concerns.
- Developing Roundabout Implementation Guidelines for the region to promote feasibility checking for installing roundabouts within the regional transportation network.
- Developing Access Management Guidelines for the region to recommend access point density, median treatments, and turning lanes along roadway segments based on functional class to improve traffic safety and mobility.
- Incorporating a Traffic Signal Retiming Program for the region. Old and inadequate signal timing often causes vehicle idling and travel delays during peak periods. A traffic signal retiming program that integrates all jurisdictions in the region could foster improved travel times.

Category 5: Strategies to Add Capacity

These strategies should be appropriate for addressing severe congestion due to lack of capacity in the existing transportation network. The following strategies are recommended in this category for the Peoria-Pekin MPA:

- Providing intersection Improvements by widening/adding lanes to enhance capacity and safety.
- Reallocating current Right-of-Way for specific roadway segments experiencing congestion by restriping and adjusting widths.
- Adding more lanes to roadway segments experiencing severe congestion.
- Building new roadways if warranted by analysis of future regional travel demands.

06. IMPLEMENTATION PLAN AND FUNDING SOURCES

Managing congestion is the key aspect of the regional CMP. Effectively managing and mitigating congestion in the Peoria-Pekin MPA requires a collaborative approach including all the TCRPC member agencies. Objectives and strategies identified in the CMP were carefully selected to be in compliance with the TCRPC Long-Range Transportation Plan 2045 Goals and Objectives.

TCRPC LRTP and Transportation Improvement Program (TIP) will serve as the primary instruments for implementing the CMP objectives and strategies. Fiscally constrained projects listed in the LRTP and TIP will guide the investment of federal transportation funds to address regional transportation needs including projects listed for congestion management and mitigation.

Some CMP strategies listed in Chapter 5 will need collaboration with private employers (e.g., incentives for using alternative transportation modes). The following steps are recommended for the successful implementation of CMP objectives and strategies:

- Monitor CMP Performance Measures outlined in Chapter 5 and create a performance report every year.
- Add congestion management as one of the scoring criteria in the Project Priority Review process.
- During the public engagement process for the long-range planning process, educate local residents and organizations on congestion management strategies.
- Work with the MPO member agencies to identify opportunities for land use planning and development that complements the goals of this CMP.
- Explore funding opportunities from federal, state, and local levels to implement the CMP strategies.

6.1 Funding Sources

There are several federal and state-level funding sources available for implementing the CMP. At the federal level, the following two types of funding programs can be utilized for CMP implementation for Peoria-Pekin MPA:

- Surface Transportation Block Grant (STBG)
- Transportation Alternatives (TA) Program

6.1.1 Surface Transportation Block Grant (STBG)

FHWA's STBG funding is a flexible funding source available for the states and localities for projects aimed to preserve and improve any federal-aid highway, bridge, and tunnel, any public road, pedestrian / bicycle facility, or transit facilities including intercity bus terminals[3]. Typical projects eligible for STBG funding that are also CMP strategies include:

- Pedestrian Infrastructure
- Bicycle Infrastructure
- Access Management

3. Surface Transportation Block Grant Program (STBG), FHWA Office of Stewardship, Oversight, and Management. https://www.fhwa.dot.gov/specialfunding/stp/ Accessed 05/25/22.

- Roadway Expansion
- New Roadways

6.1.2 Transportation Alternatives (TA) Program

The Transportation Alternatives (TA) Program is also a federally funded program of surface transportation improvements for supporting non-motorized transportation[4]. Typical projects eligible for TA funding that are also CMP strategies include:

- Pedestrian Infrastructure
- Bicycle Infrastructure

6.2 State-Level Funding

The Illinois Department of Transportation's (IDOT) Statewide Planning and Programming & Research (SPR) funds are available for planning and research activities[5]. This fund is available for TCRPC and its member agencies and can be used for transportation planning and research projects. Typical projects for SPR funding that are also CMP strategies include:

- Planning Studies (e.g., pedestrian and bicycle plans, safety plans, etc.)
- Data Purchase and Collection, and/or Analysis
- Research Activities
- Performance Management Activities
- Coordination/Outreach Activities

4. Transportation Alternatives, FHWA Office of Planning, Environment, and Realty (HEP). https://www.fhwa.dot.gov/environment/transportation_alternatives/ Accessed on 05/25/22.
5. Statewide Planning and Research Funds, Illinois Department of Transportation. https://idot.illinois.gov/transportation-system/transportation-management/planning/index Accessed on 05/25/22.

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