

TIP

Transportation Improvement Program

Fiscal Year 2025 – 2028

July 1, 2024, through June 30, 2028

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TRI-COUNTY REGIONAL PLANNING COMMISSION

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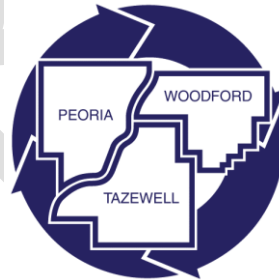
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Transportation Improvement Program

Fiscal Years 2025 – 2028

The Tri-County Regional Planning Commission is dedicated to providing access to the transportation planning process and associated planning documents to all people regardless of race, color, national origin, sex, socioeconomic status, English proficiency, or disability. This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Illinois Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent USDOT and IDOT.

Approved and adopted by the Commission on **MONTH, DAY, YEAR**



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Acknowledgments

The Tri-County Regional Planning Commission (Tri-County) prepared this document in cooperation with the Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) and in collaboration with its member agencies, partnership organizations, and local stakeholders.

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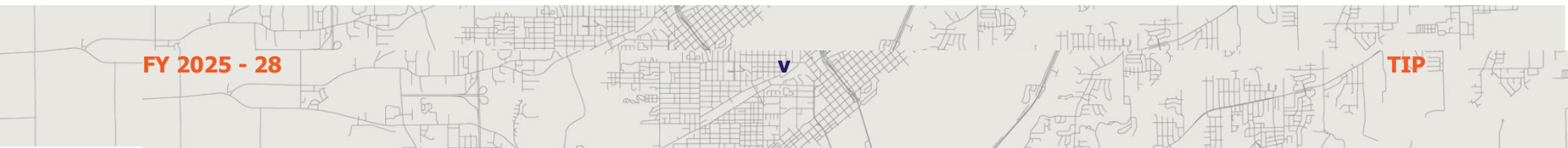
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Executive Summary

The Tri-County Regional Planning Commission (referenced here as TCRPC or Tri-County) serves as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area. As the MPO, TCRPC prepares the region's Transportation Improvement Program (TIP) annually. The TIP is a short-term plan with a detailed listing of near-term regionally significant projects and represents the programming of transportation improvements for the Peoria-Pekin Metropolitan Planning Area (MPA) from July 1, 2023, through June 30, 2027.

The Fiscal Year (FY) 2024 – 2027 TIP is a four-year program of highway, transportation alternatives, and transit projects developed to fulfill the requirements outlined in the current Federal infrastructure bill, the Infrastructure Investment and Jobs Act, 2021 (IIJA). The purpose of the TIP is to document highway, transportation alternatives, and transit projects programmed within the Peoria-Pekin Metropolitan Planning Area (MPA) for the next four FYs. This includes all surface transportation (highway and transportation alternatives) and public transportation (operations and capital) receiving federal and state funding or the project is regionally significant.

The FY 2024 - 2027 TIP is a result of the comprehensive, cooperative, and continuing (3-C) urban transportation planning process within the Peoria-Pekin MPA. The programs listed in this document have been locally vetted and approved by the Commission. Projects included in the Surface Transportation Project Table and the Mass Transit Project Table are eligible to receive federal funding. Project funding is derived mainly from four primary sources, in addition to previously obligated project funding:

- Local tax levies
- Motor fuel tax (MFT)
- State funding
- Federal funding

Additionally, an Illustrative Projects list is maintained to reflect projects that local agencies would like to see implemented but do not currently have a funding source. Therefore, these illustrative projects are not eligible to be included in the Surface Transportation and Mass Transit Project Tables because they are not fiscally constrained.

Overview

The Tri-County Regional Planning Commission (referenced here as TCRPC or Tri-County) was established in 1958 by Peoria, Tazewell, and Woodford counties. Tri-County services the three-county region, supporting 48 communities, and over 350,000 residents.

The primary function of TCRPC is to study the needs and conditions of our region and to develop strategies that enhance the region's communities. Tri-County seeks to promote intergovernmental cooperation, regional planning, and a vision for the future by offering a forum for leaders of local government, defining regional issues, setting goals, and cooperatively implementing plans for the region. Tri-County is the "Steward of the Regional Vision" in Greater Peoria.

Congress passed the Federal-Aid Highway Act of 1962, requiring the formation of Metropolitan Planning Organizations (MPOs) in urbanized areas (UZA) with a population of 50,000+ to provide multi-modal transportation planning. Furthermore, all UZA with over 200,000 in population are classified as a Transportation Management Area (TMA). MPOs were created to ensure that existing and future expenditures for transportation projects and programs are based on a continuing, cooperative, and comprehensive (3C) planning process. Federal funding for transportation projects and programs in a metropolitan area is allocated through the MPO.

As a result, TCRPC was designated as the federally recognized MPO for the Greater Peoria area by Illinois Governor Dan Walker in 1976. As the MPO, Tri-County is responsible for the multi-modal transportation planning process outlined in Title 23 Code of Federal Regulations Part 450 Subpart C¹. The transportation planning process brings together local governments, transportation authorities, and interested parties to create transportation policies and develop comprehensive plans that reflect the region's transportation vision.

¹ 23 CFR 450: <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#subpart-C>

MPO Organization and Duties

The same year Tri-County was federally designated as the MPO for the Greater Peoria area (1976), TCRPC created the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) to carry out the work of the MPO. PPUATS was comprised of two committees: the Policy Committee and the Technical Committee.

From 1976 to 2021, the PPUATS Policy Committee functioned as the MPO. On July 1, 2021, the PPUATS Policy Committee merged with TCRPC. Following the merger, the Full Commission assumed the MPO's role, duties, and responsibilities. The Technical Committee continues preparing, reviewing, and recommending actions to the Full Commission for approval.

The Full Commission directs the transportation planning activities of the urbanized area. The Commission is responsible for adopting and implementing policies and plans to meet federal guidelines, including but not limited to the Long-Range Transportation Plan, the Transportation Improvement Program, and the annual Unified Planning Work Program. It is comprised of elected leaders and senior administrators of the urbanized area's major jurisdictions.

The Technical Committee provides technical expertise to the planning process under the direction of the Commission. The Technical Committee prepares, reviews, and recommends actions to the Commission for approval. The Technical Committee is composed of staff from the urbanized area's jurisdictions.

The MPO coordinates and completes many transportation plans, projects, and studies, some required by federal law. These plans and programs result from the inclusive transportation planning process and delineate the region's future transportation vision, help implement and monitor projects, and provide financial guidance for the MPO.

Metropolitan Planning Area

The Greater Peoria area, also known as the Peoria-Peking UZA, spans three counties, incorporates 16 municipalities, and services over 240,000 residents. The region's UZA includes larger communities like Peoria and Pekin, as well as smaller communities like Bartonville and Germantown Hills. Essentially, the UZA represents the built-up core of the Greater Peoria region. Additionally, the Metropolitan Planning Area (MPA), which is the UZA plus the adjacent area expected to urbanize within 20 years, incorporates eight additional municipalities and increases the population by over 55,000.

The MPA is the full jurisdictional area of the MPO. The US Census Bureau defines the Peoria-Pekin UZA utilizing Decennial Census data. The Census Bureau defines a UZA as "a densely settled [area] that meets minimum population density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core."

The MPO and IDOT collaborate to create an adjusted UZA for the purpose of transportation planning. The adjusted UZA includes the Census Bureau UZA, small areas necessary to round off jagged or irregular boundaries, other contiguous areas that the MPO and IDOT consider to be urbanized, and areas likely to be developed within the next five years.

The current adjusted UZA was developed in 2023. The Adjusted UZA is used primarily to determine which roadways are eligible for federal urban funding assistance. Roadways inside the MPA but outside the Adjusted UZA are eligible for both urban and rural funding assistance. A map of the Adjusted UZA and MPA is included in [Appendix C](#).

Federal Legislation & Transportation Funding

Federal funding for transportation projects is programmed through the transportation planning process. Tri-County receives federal funding on an annual basis to carry out a Continuing, Cooperative, and Comprehensive transportation planning process, also known as the 3Cs, in the Tri-County MPA as outlined in federal legislation. The amount and allocation of federal transportation funds are determined through the current legislation. The federal funds come from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the U.S. Department of Transportation through the Illinois Department of Transportation (IDOT).

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law or BIL, is the most recent funding and authorization bill for federal surface transportation spending. President Joe Biden signed the bill on November 15, 2021. The IIJA authorizes approximately \$550 billion in federal money over five years for a variety of funding streams: bridges, mass transit, roads, broadband, water infrastructure, resilience, and more. Within these funds, IIJA authorizes approximately \$350 billion for federal highway programs, also for five years ending in fiscal year 2026. Tri-County receives a portion of the money from the IIJA via IDOT to program for roadway, transit, bicycle-pedestrian infrastructure, and other types of surface transportation projects in the MPA.

Ten Planning Factors

The MPO's overall transportation planning goal is to provide for the adequate, safe, and efficient movement of persons and goods in the UZA. In concert with the IIJA, the MPO utilizes the ten thematic areas included to help reach this goal:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;

- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

The degree of consideration and analysis of the planning factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.

Performance-Based Planning

The overarching purpose of planning is to guide communities in establishing priorities and to provide direction toward shared goals and objectives. Without a data-driven framework, it can be difficult to understand the progress toward such goals and the value of contributing planning efforts.

At the federal level, transportation legislation has mandated the use of performance measures to better assess federal transportation investments' progress toward achieving national transportation goals. The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, passed in 2012, is the federal transportation legislation that established the national performance measurement system for the highway and transit programs. The Fixing America's Surface Transportation Act (FAST Act) and IIJA continued the performance-based planning requirements.

The National Federal-aid Highway Program performance goals² as established by Congress are:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
- **System Reliability** - To improve the efficiency of the surface transportation system
- **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The performance-based planning requires State DOTs and MPOs to set specific targets and report progress in related transportation documents. Moving forward this can create a feedback loop and help guide future transportation investment decision-making.

In general, State DOTs will need to set targets for each measure one year from the date on which the Final Rule became effective. MPOs have 180 days from the time the State DOTs set their targets to choose

² 23 USC 150: [https://uscode.house.gov/view.xhtml?req=\(title:23%20section:150%20edition:prelim\)](https://uscode.house.gov/view.xhtml?req=(title:23%20section:150%20edition:prelim))

whether they will support their state's targets or develop their own targets. State targets are monitored by FHWA; MPO targets are monitored by State DOTs.

Based on the transportation legislation, the US Department of Transportation (DOT) established performance measures in the following categories:

- Highway safety,
- Highway asset condition,
- System performance,
- Transit Asset management,
- Transit safety, and
- Greenhouse gas

For most of the highway measures, MPOs can either choose to set quantitative targets for their MPA or commit to the state's targets. For the highway measures, at the conclusion of each performance period, the DOT assesses whether "significant progress" has been made toward achieving the highway targets, which is defined differently depending on the measure. If State DOTs do not make significant progress, they are required to submit documentation to FHWA on how they will reach the targets; in certain cases, State DOTs are also required to program more federal funds toward improving conditions. No penalties are assessed on MPOs or transit agencies.

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation to create a Transit Asset Management (TAM) Plan. Agencies can meet this requirement either through an Individual or Group TAM Plan. Group TAM Plans are meant to collect TAM information about groups (typically small subrecipients of 5311 or 5310 grant programs) that do not have a direct financial relationship with FTA.

The Public Transportation Agency Safety Plans (PTASP) Final Rule (49 CFR Part 673) requires certain operators of public transportation systems that are recipients or subrecipients of federal financial

assistance under U.S.C Chapter 53 to develop safety plans that include processes and procedures necessary for implementing Safety Management Systems (SMS), a comprehensive, collaborative, and systematic approach to managing safety.

As part of complying with the national performance measurement system established by MAP-21, IDOT, the MPOs, and the transit agencies have established a process for data sharing, target setting, and reporting. An Intergovernmental Agreement for Transportation Performance Management was created to comply with 23 CFR 450.314(h).

This Agreement between IDOT, the MPO, and the local transit agency defines rights and obligations for each agency in terms of cooperatively developing and sharing information related to transportation performance management data and transit asset management data, performance target setting, reporting of performance targets, and tracking progress toward attainment of critical outcomes for the MPO region.

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Safety Performance Targets

Performance Measure	2023 Target	TIP Project(s) for this Target
Number of Fatalities	1,088.1	W-24-03
Rate of Fatalities	1.06	W-24-03
Number of Serious Injuries	9,316.7	W-24-03
Rate of Serious Injuries	9.0	W-24-03
Number of Non-Motorized and Serious Injuries	1,438.9	S-24-13; S-24-14

Table 1: Safety Performance Measures 2023 Targets

Infrastructure Condition Targets

Performance Measure	2024 Target	2026 Target	TIP Project(s)
% of Interstate Pavement in Good Condition	65.0%	66.0%	S-27-06
% of Interstate Pavement in Poor Condition	1.0%	0.7%	S-27-06
% of non-Interstate NHS Pavements in Good Condition	29.0%	30.0%	S-24-10
% of non-Interstate NHS Pavements in Poor Condition	8.9%	8.5%	S-24-22
% of NHS bridges classified as in Good condition	18.5%	15.8%	S-24-15
% of NHS bridges classified as in Poor condition	12.4%	12.0%	S-24-08

Table 2: Infrastructure Condition Performance Measures 2024 & 2026 Targets

System Performance Targets

Performance Measure	2024 Target	2026 Target	TIP Project(s)
% person-miles traveled on reliable interstates	80.0%	79.0%	S-24-18
% person-miles traveled on reliable non-interstate NHS	91.0%	90.0%	S-24-03
Truck Travel Time Reliability Index	1.37	1.37	S-24-10

Table 3: System Performance Targets

Transit Asset Management

Facility Type	Facilities Rated Below 3.0	Total Facilities	% Rated Below 3.0	FY23 Target	TIP Project(s)
Admin/Maintenance	10	62	16%	10%	CL-24-06
Passenger/Parking	2	27	7%	7%	
Total	12	89	13%	9%	

Revenue Vehicle (Rolling Stock) Type	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB	FY23 Target	TIP Project(s)
Articulated bus	8	18	44%	22%	
Automobile	4	5	80%	80%	
Bus	133	508	26%	32%	CL-24-04
Cutaway	307	967	32%	35%	
Ferryboat	3	3	100%	100%	
Minivan	161	229	70%	74%	
Van	13	47	28%	71%	
Total	883	1827	48%	59%	

Service Vehicle (Equipment) Type	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB	FY23 Target	TIP Project(s)
Automobile	13	46	28%	27%	
Other rubber tire vehicles	38	134	28%	26%	CL-25-06
Total	51	180	28%	26%	

Table 4: FY 2023 Tier 2 Group Plan Targets - Facilities, Revenue Vehicles, and Service Vehicles

Public Transportation Agency Safety Plan

Performance Measure	Fixed Route Target	Demand Response Target	TIP Project(s)
Fatalities	0	0	CL-25-06
Rate of Fatalities	0	0	CL-25-06
Injuries	12	3	CL-24-07
Rate of Injuries	0.6	0.31	CL-24-07
Safety Event	10	3	CL-24-08
Rate of Safety Event	0.5	0.31	CL-24-08
System Reliability	2,977	83,794	CL-23-11

Table 5: GPMTD PTASP Performance Targets

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Transportation Improvement Program Process

The Fiscal Year (FY) 2025 – 2028 Transportation Improvement Program (TIP) summarizes all federally funded transportation-related projects within the MPA to be carried out each fiscal year of the four-year program period. These projects have been identified for funding from the FY 2020-2045 Long-Range Transportation Plan, which was adopted in May 2020 and amended in February 2023.

The TIP is financially constrained, meaning that all projects listed in the present fiscal year (FY 2025) have verified funding sources. In addition, the three subsequent fiscal years' listings (FY 2026, FY 2027, and FY 2028) have "reasonably available" funding sources associated with them.

The existing transportation system within Greater Peoria UZA is being adequately operated and maintained with resources that are provided through federal, state, and local jurisdictions. All funding estimates in this document are based on anticipated state, federal, and local sources for the region. It is anticipated that funding will be available for all projects included in the TIP, other than the Illustrative Project Listing. The Illustrative Project Listing (future projects) is maintained to reflect local jurisdictions' projects that would be in the TIP if reasonable funding sources were available.

Public Involvement

To the greatest extent possible, TCRPC strives to make all documents and information readily available to the public. Upon completion, draft copies of the TIP are distributed to various sites located throughout the UZA for public review. Extra copies of the draft TIP are available for the public at the TCRPC office and online at tricotyrpc.org. Draft copies of the TIP may also be mailed to individuals and/or organizations on request.

Public notices announcing the review of all TCRPC documents are published in the Peoria Journal Star and Pekin Daily Times. The public review period is 30 days. TCRPC's 20 public review sites are selected to ensure accessibility to all, including the area's minority populations, low-income populations, and people with disabilities. Most of the public review sites are accessible by mass transit. A complete list of public review sites is located in Appendix G.

During the 30-day public review period, at least one public meeting is held. Public meeting locations are selected with capabilities to accommodate persons with disabilities. Verbal comments and written submissions presented at the public meetings are generally responded to immediately or the topic is flagged for later response. Minutes are compiled for all public meetings, where public comments and responses are recorded therein.

However, if an individual and/or organization would like more time to address a specific item in the draft TIP, it is recommended that the individual and/or organization contact TRCPC at least two weeks ahead of the scheduled public meeting at which they would like to speak. Appropriate time will then be afforded on the meeting's agenda for their presentation.

Comments and input are accepted from the public through a variety of means:

- Members of the public may make comments by calling the Tri-County Regional Planning Commission by phone at (309) 673-9330.
- Written comments may be
 - emailed to input@tricountyrpc.org
 - Mailed or hand delivered to TCRPC offices at 456 Fulton Street, Suite 401, Peoria, Illinois 61602
- The public may submit comments to their respective Commission representative(s) for transmittal to the respective Full Commission.
- Comments on the draft TIP may be made at public meetings. TCRPC ensures that all public meeting locations are accessible in accordance with the Americans with Disabilities Act (ADA).
- Time scheduled on the Commission or Technical agendas may be requested by members of the public or a representative of a group to offer input to the full committees.
- General comments by the public and/or organization can be made at any Commission or Technical Committee meeting. All Commission and Technical meetings are open to the public, and public comment is allowed on all matters. Open discussion, under "Public Comment" is permitted on any transportation-related matter at every meeting.

Tri-County responds to all public input received during the planning and program development of the TIP. These documents are not adopted and are not considered complete until all comments are responded to, or changes have been made to the documents to accommodate the comments.

TIP Revisions

In certain cases, a revision to a project must occur between regular TIP updates. Revisions in these cases fall into two categories: amendments, which require action by the Commission, or administrative modifications, which are performed by TCRPC staff and require no committee action.

Amendment

An amendment represents a major change to the TIP that requires approval by the Commission. Amendments are most often presented to the Technical Committee for recommendation for approval before being sent to the Commission.

Should a federally funded project be added to or removed from the TIP, such a change constitutes an amendment. In addition, changes to listed projects constitute an amendment when the amount of federal aid being revised is greater than 50% of the previous amount, when the scope of a project is being changed significantly, or when an additional funding source is being added to a project. The movement of a project from the Illustrative Project Table (future projects) to a fiscal year in the TIP also requires a formal amendment by the Commission.

Administrative Modification

An administrative modification represents a minor change to the TIP that does not require approval by the Commission. Any change that does not represent an amendment, defined prior, is considered an administrative modification. Some examples of administrative modifications are:

- Moving a project from one fiscal year to another;
- Adding, removing, or changing a project in the Illustrative Project Table (future projects); and
- Adding clarifications for better project description and understanding.

An administrative modification would also be appropriate in the case of advanced construction. Advanced construction is a technique by which IDOT may initiate a project with non-federal funds while maintaining eligibility for federal aid funds in the future. In such a case, FHWA has indicated that the project qualifies for federal aid, but no present or future federal funds are committed to it.

Once the project is authorized for advanced construction, IDOT may convert it to a regular federal aid project when funds become available. This conversion is illustrated as “current status” in the TIP Project Listing. The full project may be converted all at once, or piecemeal as additional funds become available. A project must be included in the TIP to be eligible for advanced construction.

Federally Obligated Projects

TIP documents prepared before the FY 2016 – 2019 TIP included a section containing a “Status of Previously Obligated Federal and State Projects.” The section listed all projects that had received federal funds during the past fiscal year.

Due to conflicts in timing, not all applicable projects would be able to be included in the listing. Because of this, the Annual Listing of Federally Obligated Projects is now its own separate document. The document is traditionally released by September 30th. Any person requesting a copy of the Annual Listing of Federally Obligated Projects may contact TCRPC or may visit: <https://tricountyrpc.org/documents/pop/>

Financial Plan

Federal transportation legislation and regulations require TIP documents to include a financial plan to demonstrate how to implement the four-year program. The TIP project list is required to be “fiscally constrained”, meaning the cost of projects programmed in the planning horizon cannot exceed the amount of funding reasonably expected to be available for surface transportation projects. The financial plan indicates reasonably expected resources from public and private sources available to carry out the TIP. The analysis is based largely on revenue and expenditure information supplied to TCRPC by the IDOT, Greater Peoria Mass Transit District (GPMTD), and local governments.

Funding Source

There are many different funding sources that IDOT, counties, and municipalities use to maintain and expand their transportation systems, including federal, state, and local funding sources. Typically, local funding sources are derived from MFT and local tax levies.

The financial plan will focus on federal funding sources. The primary source of federal funds for transportation projects is the IIJA. The IIJA was signed into law on November 15, 2021, and provides funding through the federal Fiscal Year 2026. Prior to this, The FAST Act, enacted in December 2015 and extended through September 2021, by the Continuing Appropriations Act, provided the primary source of funding for federal transportation projects.

To build and maintain roads and bridges in the transportation systems IDOT relies primarily on federal funds. Additionally, IDOT relies on the State of Illinois to provide the matching funds needed for these projects, as most federal transportation programs require a 20 percent match. The State uses funds received from the MFT and vehicle registration to provide the match.

Both the federal government and the State of Illinois tax motor fuel, the federal government at \$0.184 per gallon on gasoline and \$0.244 per gallon on diesel, and Illinois at \$0.454 per gallon on gasoline and \$0.529 per gallon on diesel.

There are several federal funds that IDOT can use to grow and maintain its transportation system. Some funds, such as the Major Bridge Fund, can be used only for bridges, while other funds are unrestricted. Certain funds, such as STBG-Urban (formerly referred to as STU), can be used only in the MPA. Other funds, such as STBG-Rural (formerly referred to as STR), must be used outside the urbanized area, but can also be used within the MPA that is currently not urban but is expected to urbanize in the next 20.

Counties also receive dedicated federal funds. Peoria, Tazewell, and Woodford counties receive an annual allotment of federal bridge funds known as the Highway Bridge Program (HBP). Each county's allotment is based on the total need for deficient local bridges in the county as compared to statewide. These funds are limited to use on existing local structures within the county that meet eligibility criteria. These criteria are solely on bridges' deficient needs and are only authorized by counties in coordination with IDOT. Funds are distributed regardless of whether bridges are within the MPA.

Additionally, counties are allotted a portion of federal STBG-Rural funds which may only be used to address needs on county highways or other rural federal-aid-eligible routes outside the urbanized area. These are only eligible when authorized in coordination with IDOT. Counties may compete for other statewide transportation funds such as the Highway Safety Improvement Program (HSIP). They are also eligible to apply for STBG-Urban funds that are programmed by the MPO and must be used within the MPA. The required match for these grant programs comes from the county's share of MFT and tax levies.

Municipalities do not receive automatic individual allocations of federal funds to build and maintain infrastructure. Municipalities are eligible to apply for STBG-Urban funds that are allocated to the MPO. Additionally, municipalities can apply for competitive grants such as Rebuilding American Infrastructure with Sustainability and Equity (RAISE), HSIP, and Safe Streets and Roads for All (SS4A). The required match for these grant programs comes from the jurisdiction's share of MFT revenues, and a combination of sales taxes and/or property taxes.

Mass Transit Districts rely on federal funds allocated through the FTA. In addition, they receive funding through the state of Illinois and property tax revenue to fund the required match. Public transportation

agencies that offer services in the MPA are eligible to apply for Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities funds that are programmed by the MPO.

In addition to the federal funding sources discussed above, there are other, smaller sources of federal funds for transportation projects. For example, local jurisdictions can compete for funding through the Transportation Alternatives (TA) set-aside program programmed by the MPO and the Illinois Transportation Enhancement Program (ITEP) administered by IDOT for projects related to alternative, non-motorized transportation projects.

See [Appendix E](#) for a list of funding sources for additional details and information on federal grant sources and their prerequisites.

Fiscal Constraint

The TIP must be financially constrained by year using estimates of current and/or reasonably available revenues. Federal regulation 23 CFR 450.104 states that the TIP must include sufficient financial information to demonstrate that included projects can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federal transportation system is adequately operated and maintained. Additionally, an Illustrative projects list is included to demonstrate projects that local agencies would like to see implemented but do not currently have available funding. These projects are not included in the TIP project table because they are not fiscally constrained.

Project costs often increase or decrease after being programmed in the TIP. Project Managers at IDOT evaluate projects in the TIP to make sure there are sufficient funds available to complete projects. If additional funding is required, the MPO must process an amendment. If the additional funding needed is less than 50% of the total project cost, TCRPC staff can amend the TIP through an Administrative Modification. If the additional funding is over 50 percent of the total cost or is adding an additional federal funding source, a TIP Amendment is required, which needs formal approval by the Commission. Those processes are detailed under TIP revisions in the introduction section.

Also included in the TIP for illustrative purposes is a list of potential future projects in the region that would be funded if reasonable resources beyond those identified in the Financial Plan were to become available. The Illustrative Project Listing is available after the Surface Transportation Project Listing and Mass Transit Project Listing.

No formal amendments are required for projects to be added or removed from the Illustrative Project List. All modifications are completed by TCRPC staff as Administrative Modifications. For projects to move from the Illustrative List to the active TIP, formal approval by the Commission is required.

Financial Summary of Programmed Projects

The following tables and graphs summarize programmed surface transportation and public transit projects from FY 2021 – 2027 in the Tri-County MPO. During these seven program years, the average funding for each program year was \$106,772,806.14. Of this, \$83,448,879.57 is federal funding, \$16,094,918.14 is state funding, and the remaining is local/other funding.

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Programmed Surface Transportation Projects by Fiscal Year and Source							
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
BFP				\$ 257,000.00	\$ 1,464,000.00		\$ 7,650,000.00
Earmarks				\$ 13,370,000.00	\$ 1,705,000.00		
HSIP	\$ 8,864,500.00		\$ 1,679,309.00	\$ 12,925,025.00			
ITEP	\$ 519,406.00		\$ 1,185,250.00	\$ 480,000.00			
Major Bridge				\$ 2,653,000.00			
NHPP	\$ 69,248,000.00	\$ 19,880,000.00	\$ 24,920,000.00	\$ 124,518,000.00	\$ 106,800,000.00	\$ 78,256,000.00	\$ 30,086,000.00
Section 130				\$ 2,018,997.01			
SRTS	\$ 200,000.00		\$ 522,880.00				
STBG-U	\$ 1,600,000.00	\$ 9,982,993.00	\$ 767,747.00	\$ 10,728,815.00	\$ 9,276,320.00	\$ 3,560,000.00	
STBG-R		\$ 2,400,000.00	\$ 4,500,000.00	\$ 1,760,000.00	\$ 3,856,841.00		\$ 5,800,000.00
STBG-Bridge	\$ 11,200,000.00	\$ 1,520,000.00	\$ 2,384,000.00	\$ 1,760,000.00		\$ 1,472,000.00	
TA	\$ 912,915.00			\$ 915,000.00	\$ 543,159.00		
State	\$ 16,610,000.00	\$ 4,965,000.00	\$ 6,380,156.00	\$ 29,358,271.00	\$ 28,266,000.00	\$ 19,564,000.00	\$ 7,521,000.00
Local/Other	\$ 24,374.00	\$ 6,241,234.00	\$ 5,053,066.00	\$ 20,972,305.00	\$ 12,339,080.00	\$ 3,823,000.00	\$ 1,450,000.00
Total	\$ 109,879,195.00	\$ 44,989,227.00	\$ 47,392,408.00	\$ 221,716,413.01	\$ 164,250,400.00	\$ 106,675,000.00	\$ 52,507,000.00

Table 6: FY 2021-27 Programmed Surface Transportation Project Funding Source

Programmed Surface Transportation Projects by Fiscal Year and Funding Type							
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Federal	\$ 92,544,821.00	\$ 33,782,993.00	\$ 35,959,186.00	\$ 171,385,837.01	\$ 123,645,320.00	\$ 83,288,000.00	\$ 43,536,000.00
State	\$ 16,610,000.00	\$ 4,965,000.00	\$ 6,380,156.00	\$ 29,358,271.00	\$ 28,266,000.00	\$ 19,564,000.00	\$ 7,521,000.00
Local/Other	\$ 724,374.00	\$ 6,241,234.00	\$ 5,053,066.00	\$ 20,972,305.00	\$ 12,339,080.00	\$ 3,823,000.00	\$ 1,450,000.00
Total	\$ 109,879,195.00	\$ 44,989,227.00	\$ 47,392,408.00	\$ 221,716,413.01	\$ 164,250,400.00	\$ 106,675,000.00	\$ 52,507,000.00

Table 7: FY 2021-27 Programmed Surface Transportation Funding Type

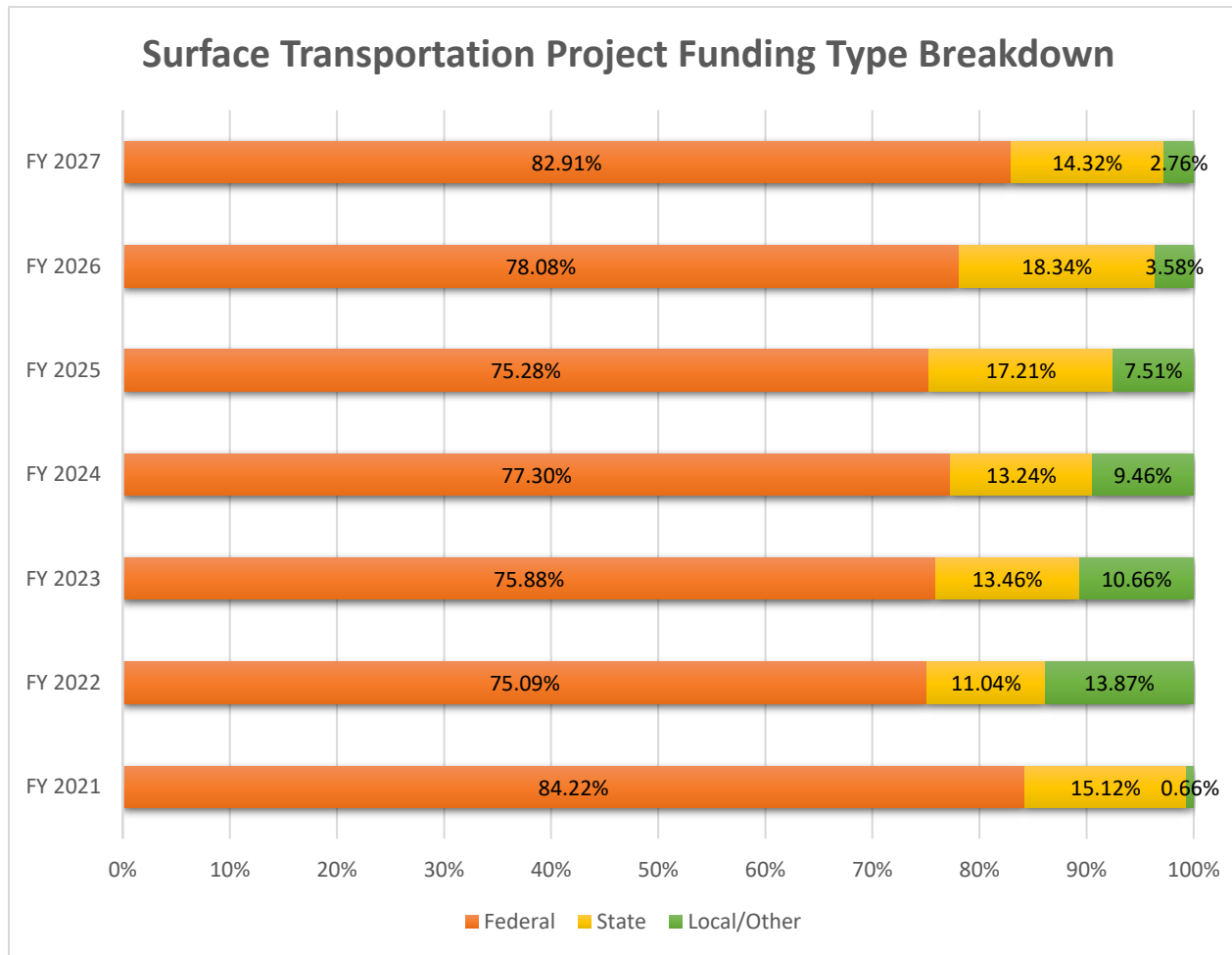


Figure 1: FY 2021-27 Programmed Surface Transportation Project by Fiscal Year and Funding Type

PROGRAMMED SURFACE TRANSPORTATION PROJECTS

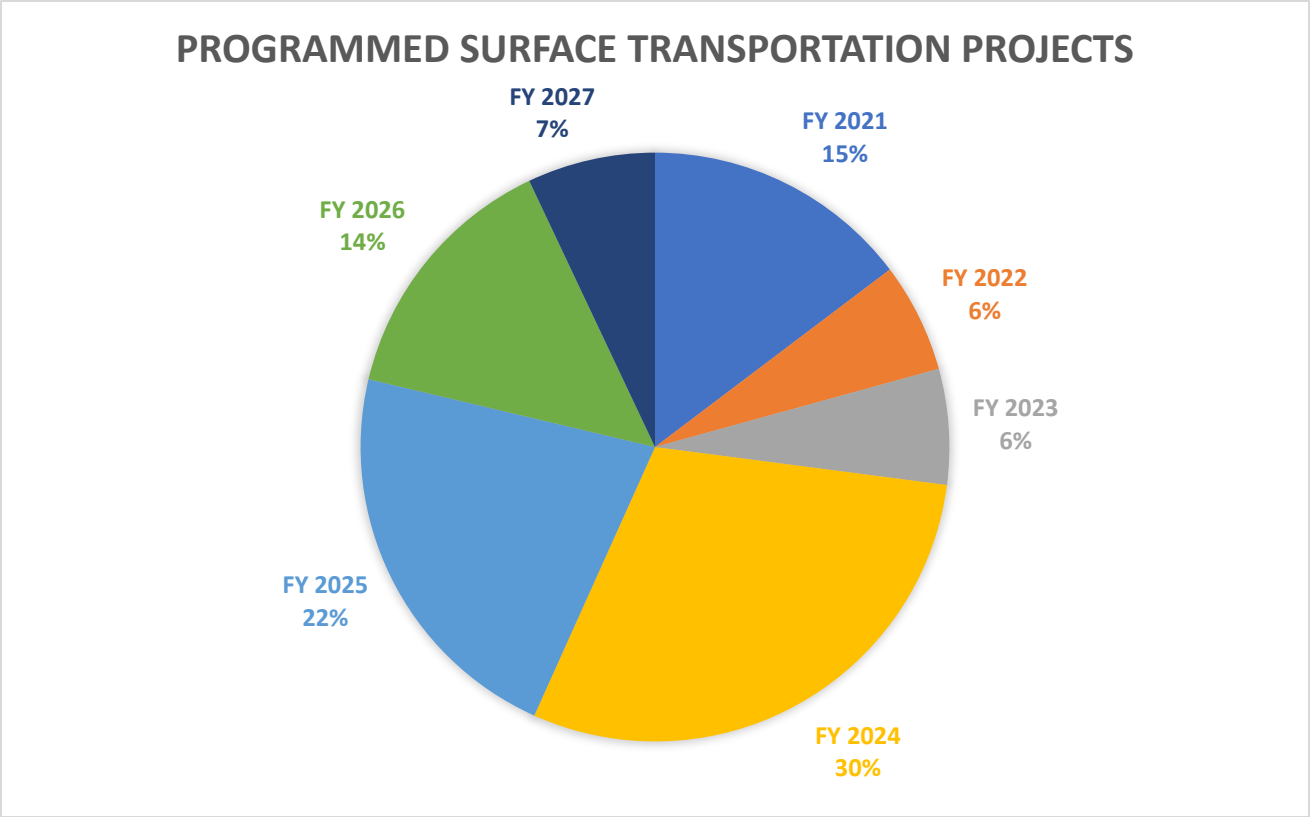


Figure 2: Programmed Surface Transportation Projects by Fiscal Year

Programmed Mass Transit Projects - Federal Funding							
	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
Section 5307	\$ 1,868,000.00	\$ 5,948,800.00	\$ 4,682,000.00	\$ 14,845,800.00	\$ 4,540,800.00	\$ 5,866,400.00	
Section 5310	\$ 109,102.00	\$ 146,000.00	\$ 272,716.00	\$ 92,000.00	\$ 260,000.00		
Section 5339	\$ 14,480,000.00	\$ 10,000,000.00	\$ 4,243,479.00		\$ 818,000.00		
TDC		\$ 200,000.00	\$ 356,521.00	\$ 2,490,000.00	\$ 300,000.00		
State					\$ 5,317,900.00		
Local/Other	\$ 4,087,000.00	\$ 3,823,700.00	\$ 1,030,071.50	\$ 1,220,200.00	\$ 1,104,700.00	\$ 4,721,600.00	
Total	\$ 20,544,102.00	\$ 20,118,500.00	\$ 10,584,787.50	\$ 18,648,000.00	\$ 12,341,400.00	\$ 10,588,000.00	\$ -

Table 8: FY 2021-27 Programmed Mass Transit Project Funding Source

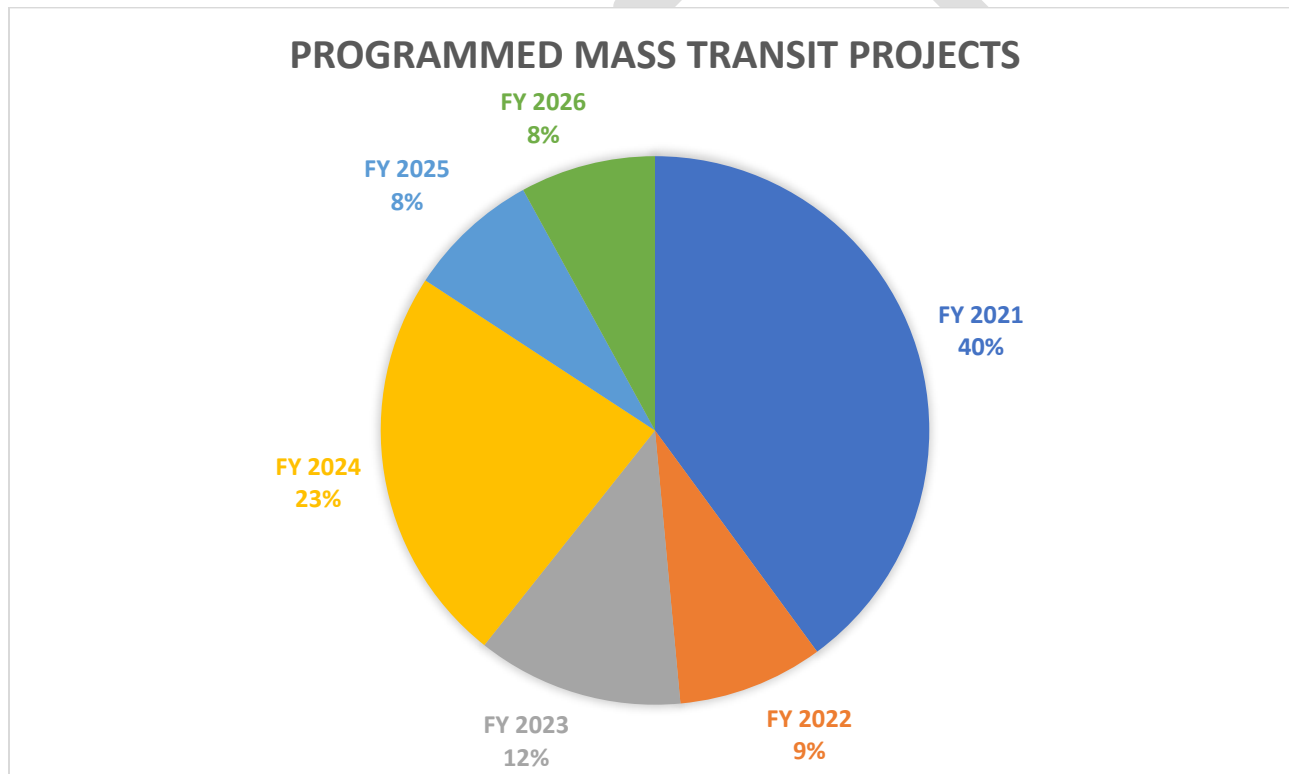


Figure 3: Programmed Mass Transit Projects by Fiscal Year

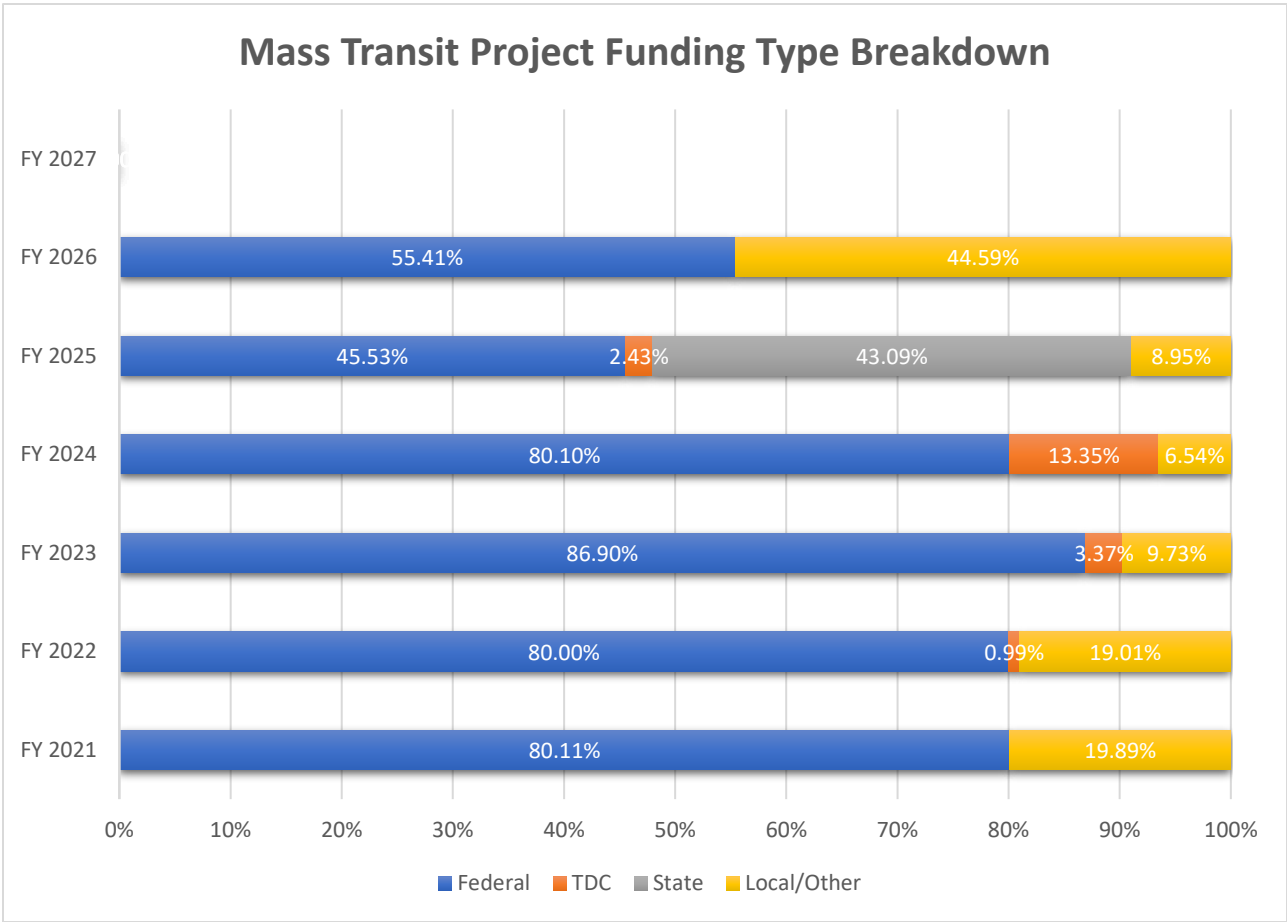


Figure 4: FY 2021-27 Programmed Mass Transit Project by Fiscal Year and Funding Type

Project Listing

The FY 2024 – 2027 TIP is a schedule of projects that are consistent with the policies and needs articulated in the 2045 Long-Range Transportation Plan (LRTP).

Understanding the Listings

The TIP is divided into two sections based on the type of transportation work to be completed – Surface Transportation projects and Mass Transit projects. Listed on the following pages are all the federally funded transportation projects anticipated to occur within the Metropolitan Planning Area over the next four federal fiscal years. The projects are organized by the fiscal year in which they will be implemented or constructed.

All projects are identified by their TIP Number. This three-part number identifies where a project is located within the TIP. The first is a letter or letters indicating the agency associated with a given project. The second part indicates the fiscal year under which a project is listed, and the third part identifies each project in the given fiscal year. See *Table 9* for a full glossary of the abbreviations of member jurisdictions.

Abbr.	Entity
BA	Village of Bartonville
C	City of Chillicothe
CC	Village of Creve Coeur
CL	CityLink
EP	City of East Peoria
GH	Village of Germantown Hills
MO	Village of Morton
PC	Peoria County
PEK	City of Pekin
PEO	City of Peoria
PH	Village of Peoria Heights
S	State of Illinois
MPO	Tri-County Regional Planning Commission
TZ	Tazewell County
W	City of Washington
WC	Woodford County
WP	City of West Peoria

Table 9: Abbreviations of MPO Member Jurisdictions

Surface Transportation Projects

The programming of highway and non-motorized transportation funds is a major function of IDOT and TCRPC. Multiple sources of federal and state funds are available, including the National Highway Performance Program (NHPP), STBG-Urban, STBG-Rural, HSIP, TA, ITEP, SRTS, and the Federal Recreational Trails Program (RTP). Descriptions of these funding programs and their eligibility requirements may be found in [Appendix C](#).

Mass Transit Projects

Mass transit funds are primarily programmed by the mass transit agency, IDOT, and the FTA. The local transit agency, the Greater Peoria Mass Transit District (GPMTD or CityLink), handles a majority of the region's mass transit needs. CityLink's jurisdiction includes the communities of Peoria, Peoria Heights, and West Peoria, and they also serve the communities of East Peoria and Pekin contractually. Other local service providers, typically affiliated with or operated by non-profit agencies, are also eligible to receive federal funds for transit.

Surface Transportation Project Listing

TIP	FY	AC	Project Title	Termini (Location Description)	Lead	Funding	Federal	State	Local/Other	Total	Description
PEK-23-01	2024	No	Court St	Stadium to Parkway Dr	PEK	STBG-Urban, Local	\$ 1,719,900	\$ -	\$ 1,345,100	\$ 3,065,000	Reconstruction
S-24-26	2024	No	IL-9 Safety Shoulders	IL-9 from 0.4 mi E of Veterans Dr in Pekin to 0.5 mi W of WCL of Tremont	S	HSIP-State, State	\$ 2,287,000	\$ 254,000	\$ -	\$ 2,541,000	New HMA safety shoulders
C-24-01	2025	No	Chillicothe Shared Use Path	From Library along Bradley and Cloverdale to Calvary Baptist	C	ITEP-State, Local	\$ -	\$ 740,271	\$ 68,919	\$ 809,190	Construction of off-road multiuse path
C-25-01	2025	No	Cloverdale Rd Preservation	Western City Limits to IL-29	C	STBG, Local	\$ 416,320		\$ 104,080	\$ 520,400	Preservation
CC-23-02	2025	No	Safe Routes to School: Parkview Middle School	South side of Groveleand St. from Allyn St. to Eller Ave. and Eleanor Ct. from Groveland St. to Broarwood Ct.	CC	SRTS, Local	\$ 145,600	\$ -	\$ 36,400	\$ 182,000	Sidewalk and ADA Improvements
CC-25-01	2025	No	Wesley Rd Reconstruction	Wesley Rd from the RR tracks extending north, potentially as far as the RR entrance.	CC	RIPI, Local	\$ 1,705,000	\$ -	\$ 295,000	\$ 2,000,000	Reconstruction
EP-22-01	2025	No	Camp St and Riverside Dr	Camp St and Riverside Dr Intersection	EP	STBG-Urban, Local	\$ 1,470,000	\$ -	\$ 950,000	\$ 2,420,000	Reconstruction and new sidewalks
EP-24-01	2025	No	Washington St Preservation	Main St to I-74 interchange in East Peoria	EP	STBG-Urban, Local	\$ 364,000	\$ -	\$ 91,000	\$ 455,000	Pavement preservation
GH-24-02	2025	No	LaHood-Somerset Dr Multi-use Path	Somerset Dr from Westminster Rd to Arbor Vitae Dr	GH	EDI CPF	\$ 670,000	\$ -	\$ -	\$ 670,000	New multi-use path
MO-20-01	2025	No	Main St Rail Upgrade	AAR DOT Crossing No. 475122S at Main St in Morton	MO	Section 130	\$ 300,000	\$ -	\$ -	\$ 300,000	Preliminary engineering, construction engineering, and construction
MO-24-01	2025	No	Detroit Ave Preservation	Main St to ~0.7 mi north of Birchwood St in Morton	MO	STBG-Urban, Local	\$ 720,000	\$ -	\$ 180,000	\$ 900,000	Pavement preservation

TIP	FY	AC	Project Title	Termini (Location Description)	Lead	Funding	Federal	State	Local/Other	Total	Description
MO-24-02	2025	No	Detroit Ave Multiuse Pathway	Detroit Ave from IL-98 (Birchwood St) to approximately 0.7 miles north of the IL-98 intersection	MO	TA-Urban, Local	\$ 675,000	\$ -	\$ 168,750	\$ 843,750	Construction of Multiuse pathway and intersection improvements
MO-25-01	2025	No	Precision Planting Expansion Improvements	Erie Ave, Flint Ave, Agricultural Dr	MO	EDP, Local	\$ -	\$ 2,000,000	\$ 3,338,760	\$ 5,338,760	Construction
MO-25-02	2025	No	Flint Ave Improvements	Flint Ave from IL-98 (Birchwood St) to approximately 2,300 feet north	MO	TARP	\$ -	\$ 61,240	\$ -	\$ 61,240	Intersection improvements
MPO-23-01	2025	No	Tri-County Multi-Jurisdictional Guardrail Replacement Program	Various locations within Peoria, Tazewell, and Woodford counties	TZ	HSIP, Local	\$ 3,000,000	\$ -	\$ 333,333	\$ 3,333,333	Engineering, and systematic guardrail improvements
PC-23-03	2025	No	Maxwell & Middle Road Pedestrian Accommodations	Maxwell Road and Middle Road from Dirksen Pkwy to Charleston Rd	PC	TA-Urban, Local	\$ 543,159	\$ -	\$ 135,790	\$ 678,949	Sidewalk and multi-use trail construction
PC-24-03	2025	No	Radnor Road	Radnor Road from Alta Lane to Willow Knowlls Road	PC	HIP CDS, Local	\$ 500,000	\$ -	\$ 125,000	\$ 625,000	Phase I Engineering
PC-25-01	2025	No	Maxwell & Middle Road	Maxwell Road from Fauber Road to Middle Road & Middle Road from Maxwell Road to 680' west of Dirksen Parkway	PC	STBG-Rural, Local	\$ 3,856,841	\$ -	\$ 964,210	\$ 4,821,051	Reconstruction to 3 lanes with addition of pedestrian accommodations.
PEK-23-02	2025	No	Stadium Drive Multi-Use Path	Court St to existing Pekin Park District Trail 0.47 miles north	PEK	ITEP, State	\$ 480,000	\$ 120,000	\$ 100,000	\$ 700,000	Construction of multi-use path
PEK-24-01	2025	No	Safety Railroad Crossing Improvement	Two crossings along Illinois and Midland Railroad (IMRR) at Washington St (169803C) and McLean St (170029P)	PEK	Section 130	\$ 928,947	\$ -	\$ -	\$ 928,947	Install new automatic flashing light signals and gates and new constant warning time circuitry with event recorder and remote monitor and crossing surface
PEK-25-01	2025	No	Court Street: 8th to 10th	8th St to 10th St	PEK	STBG-Urban, Local	\$ 3,000,000	\$ -	\$ 1,300,000	\$ 4,300,000	Reconstruction roadway with new curb & gutter, sidewalks and drainage

TIP	FY	AC	Project Title	Termini (Location Description)	Lead	Funding	Federal	State	Local/Other	Total	Description
PEK-25-02	2025	No	Court Street: 10th to Stadium	10th St to Stadium Dr	PEK	Local	\$ -	\$ -	\$ 8,700,000	\$ 8,700,000	Mill and overly roadway. Construct new curb & gutter, sidewalks, and drainage
PH-24-01	2025	No	Prospect Road Reconstruction Project	War Memorial Drive (US-150) to Kingman Road	PH	THUD, Local	\$ 2,000,000	\$ -	\$ 500,000	\$ 2,500,000	Preliminary Engineering (Phase I)
S-19-03	2025		IL 116 Bridge Reconstruction	Over BNSF RR, UP RR & Kickapoo Creek 0.1 Mi E of Airport Rd	S	HNS-Bridge Penalty State, State	\$ 20,000,000	\$ 5,000,000	\$ -	\$ 25,000,000	Bridge Replacement
S-19-04	2025		IL 116 Bridge Reconstruction	Over BNSF RR, UP RR & Kickapoo Creek 0.1 Mi E of Airport Rd	S	NHPP-State, State	\$ 1,040,000	\$ 260,000	\$ -	\$ 1,300,000	Construction Engineering
S-20-01	2025	No	IL 8/ IL 116 Bridge Reconstruction	Over Tazewell & Peoria RR (TZRR) & ILL 29 in East Peoria	S	NHPP-State, State	\$ 3,040,000	\$ 760,000	\$ -	\$ 3,800,000	Construction Engineering
S-20-06	2025	No	IL 8/IL 116 Bridge Reconstruction	Over Tazewell & Peoria RR (TZRR) & ILL 29 in East Peoria	S	NHPP-State, State	\$ 52,320,000	\$ 13,080,000	\$ -	\$ 65,400,000	Bridge Replacement/ Interchange Reconstruction
S-20-17	2025	No	Adams Street Bridge Reconstruction	Over BNSF RR & UP RR at WCL of Peoria	S	NHPP-State, State	\$ 1,600,000	\$ 400,000	\$ -	\$ 2,000,000	Preliminary Engineering Phase II
S-21-16	2025	No	IL 29 Pavement Reconstruction	N of Gardner Ln to Mcclugage Bridge in Peoria	S	NHPP-State, State	\$ 971,000	\$ 243,000	\$ -	\$ 1,214,000	Land Acquisition
S-21-20	2025	No	US 24 Pavement Reconstruction	W of Legion Rd to ECL of Washington	S	STP-Urb 5-200K-S, State	\$ 1,600,000	\$ 400,000	\$ -	\$ 2,000,000	Preliminary Engineering Phase I & Phase II
S-22-11	2025	No	IL 8 Pavement Reconstruction	Farmington Rd to ILL 116 / Lincoln Ave (EB)	S	STP-Urb>200K-S, State	\$ 720,000	\$ 180,000	\$ -	\$ 900,000	Preliminary Engineering Phase I
S-22-11	2025	No	IL 8 Pavement Reconstruction	Farmington Rd to ILL 116 / Lincoln Ave (EB)	S	STP-Urb>200K-S, State	\$ 480,000	\$ 120,000	\$ -	\$ 600,000	Preliminary Engineering Phase I & Phase II
S-24-01	2025	No	US 150 (WB) Bridge Rehabilitation	Over IL 29 & Illinois River	S	NHPP-State, State	\$ 44,000,000	\$ 11,000,000	\$ -	\$ 55,000,000	Bridge New Deck/ Bridge Rehabilitation
S-24-02	2025	No	US 150 (WB) Bridge Preservation	Over Illinois River	S	NHPP-State, State	\$ 14,400,000	\$ 3,600,000	\$ -	\$ 18,000,000	Bridge Painting/ Bridge Repair
S-24-03	2025	No	US 150 (WB) Bridge Preservation	Over ILL 29 & Illinois River	S	NHPP-State, State	\$ 1,600,000	\$ 400,000	\$ -	\$ 2,000,000	Construction Engineering

TIP	FY	AC	Project Title	Termini (Location Description)	Lead	Funding	Federal	State	Local/Other	Total	Description
S-24-10	2025	No	IL 9 Bi-directional Turn Lane	WCL of Tremont to W of I-155 Ramps	S	NHPP-State, State	\$ 6,400,000	\$ 1,600,000	\$ -	\$ 8,000,000	Bi-directional Left Turn Lane and Resurfacing
S-24-18	2025	No	I-155 Bridge Preservation	Queenwood Rd, Broadway Rd, Allentown Rd, Feather Rd, ILL 122 (W) & Armington Rd (All Overhead)	S	NHPP-State, State	\$ 5,310,000	\$ 590,000	\$ -	\$ 5,900,000	Bridge Joint Replacement, Bridge Repair, Bridge Approach Roadway, Bridge Deck Overlay, Bridge Deck Repairs
S-24-20	2025	No	IL 8/IL 116 (McArthur Hwy) Bridge Rehabilitation	Cedar Street Bridge Over Illinois River	S	NHPP-State, State	\$ 5,600,000	\$ 1,400,000	\$ -	\$ 7,000,000	Bridge Rehabilitation
S-24-21	2025	No	US 150 Pavement Rehabilitation	0.2 Mile W of Orange Prairie Road to 0.1 Mile W of Int Sterling Avenue/ Glen Avenue	S	NHPP-State, State	\$ 800,000	\$ 200,000	\$ -	\$ 1,000,000	Preliminary Engineering Phase I
S-25-04	2025	No	IL 116 Pavement Reconstruction	Washington St to Griswold St in Peoria	S	NHPP-State, State	\$ 1,600,000	\$ 400,000	\$ -	\$ 2,000,000	Preliminary Engineering Phase I
S-26-04	2025	No	US 24 Pavement Rehabilitation	W of Grosenbach Rd in East Peoria to N Cummings Ln in Washington	S	NHPP-State, State	\$ 6,000,000	\$ 1,500,000	\$ -	\$ 7,500,000	Resurfacing
TZ-25-01	2025	No	Parkway Dr Preservation	Pekin City Limits to IL-98	TZ	STBG-Urban, Local	\$ 240,000	\$ -	\$ 60,000	\$ 300,000	Preservation
W-24-02	2025	No	Safety Railroad Crossing Improvement	Two crossings along Toledo, Peoria and Western Railway (TPW) at Zinser Place (801919V) and Wood St (801920P)	W	Section 130	\$ 790,050	\$ -	\$ -	\$ 790,050	Install new automatic flashing light signals and gates and new constant warning time circuitry with event recorder and remote monitor and crossing surface
W-24-04	2025	No	Washington Safe Routes to School Phase I	Grant Street from School St to the east, and North Street from Main St to West St	W	SRTS, Local	\$ 377,280	\$ -	\$ 95,045	\$ 472,325	Work will consist of a 5-foot sidewalk on the south side of Grant Street, as well as on the north side of North Street.
W-25-01	2025	No	Washington Safe Routes to School Phase II	Grant Street from just west of Grant Park to IL-8	W	SRTS, Local	\$ 247,710	\$ -	\$ 61,928	\$ 309,638	Construction of a 5-foot sidewalk

TIP	FY	AC	Project Title	Termini (Location Description)	Lead	Funding	Federal	State	Local/Other	Total	Description
WC-26-01	2025	No	Santa Fe Trail Preservation	Lourdes Rd to IL-116	WC	STBG-Urban, Local	\$ 820,000	\$ -	\$ 780,000	\$ 1,600,000	Preservation
PEO-26-01	2026	No	Northmoor & University Intersection	500ft in all directions	PEO	STBG, Local	\$ 3,560,000	\$ -	\$ 3,455,000	\$ 7,015,000	Reconstruction
S-20-13	2026	No	IL 29 Bridge Reconstruction	Over Dickison Run Creek 0.3 Mile N of ILL 6	S	NHPP-State, State	\$ 8,960,000	\$ 2,240,000	\$ -	\$ 11,200,000	Bridge Replacement
S-23-01	2026	No	Adams Street Bridge Reconstruction	Over BNSF RR & UP RR at WCL of Peoria	S	NHPP-State, State	\$ 42,800,000	\$ 10,700,000	\$ -	\$ 53,500,000	Bridge Replacement
S-23-02	2026	No	Adams Street Bridge Reconstruction	Over BNSF RR & UP RR at WCL of Peoria	S	NHPP-State, State	\$ 1,200,000	\$ 300,000	\$ -	\$ 1,500,000	Construction Engineering
S-24-06	2026	No	IL 29 Intersection Improvement	At Old Galena Road 0.6 Mile N of ILL 6	S	NHPP-State, State	\$ 3,200,000	\$ 800,000	\$ -	\$ 4,000,000	Intersection Improvement
S-25-01	2026	No	IL 8 Bridge Rehabilitation	Over Kickapoo Creek Trib 3.5 Miles NW of Pottstown	S	Hwy-Inf-BFP-S, State	\$ 1,040,000	\$ 260,000	\$ -	\$ 1,300,000	Bridge Superstructure Replacement
S-25-02	2026	No	IL 8 Bridge Rehabilitation	Over Kickapoo Creek Trib in Pottstown	S	Hwy-Inf-BFP-S, State	\$ 960,000	\$ 240,000	\$ -	\$ 1,200,000	Bridge Superstructure Replacement
S-26-03	2026	No	US 24/IL 29 Structure Reconstruction	N of Ravine St to S of Center St in East Peoria	S	NHPP-State, State	\$ 640,000	\$ 160,000	\$ -	\$ 800,000	Culvert Replacement
S-26-05	2026	No	US 150 Pavement Rehabilitation	0.2 Mile W of Orange Prairie Rd to 0.1 Mile W of Int Sterling/ Glen Avenue	S	NHPP-State, State	\$ 2,400,000	\$ 600,000	\$ -	\$ 3,000,000	Construction Engineering
S-26-06	2026	No	IL 6 Bridge Rehabilitation	Over Charter Oak Road in Peoria	S	NHPP-State, State	\$ 2,400,000	\$ 600,000	\$ -	\$ 3,000,000	Superstructure Replace & Bridge Repair
S-26-08	2026	No	IL 29 Pavement Reconstruction	0.2 mi N of Gardner Ln to 0.1 mi N of Lorentz Ave in Peoria	S	NHPP-State, State	\$ 4,000,000	\$ 1,000,000	\$ -	\$ 5,000,000	Construction Engineering
TZ-21-01	2026	No	Furrow Road Bridge Replacement Engineering	Furrow Road (TR 141) over lost Creek,	TZ	STBG-Bridge, Local	\$ 48,000	\$ -	\$ 12,000	\$ 60,000	Construction Engineering
TZ-21-02	2026	No	Furrow Road Bridge Replacement	Furrow Road (TR 141) over lost Creek	TZ	STBG-Bridge, Local	\$ 1,424,000	\$ -	\$ 356,000	\$ 1,780,000	Structure removal, replacement, and associated roadway work
S-26-02	2027	No	US 24/IL 29/IL 116 (Main St) Pavement Reconstruction	North of Wesley Road to South of Camp Street in Peoria	S	NHPP-State, State	\$ 800,000	\$ 200,000	\$ -	\$ 1,000,000	Construction Engineering

TIP	FY	AC	Project Title	Termini (Location Description)	Lead	Funding	Federal	State	Local/Other	Total	Description
S-26-07	2027	No	IL 29 Pavement Reconstruction	0.2 Mile N of Gardner Ln to Mcclugage Bridge in Peoria	S	NHPP-State, State	\$ 43,600,000	\$ 10,900,000	\$ -	\$ 54,500,000	Pavement Reconstruction, Bi-direct Turn Lane, Retaining Wall
S-27-01	2027	No	I-474 Bridge Reconstruction	Closen Rd (Overhead) in Bellevue	S	Hwy-Inf-BFP-off-S, State	\$ 6,885,000	\$ 765,000	\$ -	\$ 7,650,000	Bridge Replacement
S-27-02	2027	No	US 150 Bridge Rehabilitation	Over UP RR 1.3 mi E of ILL 6	S	NHPP-State, State	\$ 864,000	\$ 216,000	\$ -	\$ 1,080,000	Bridge Rehabilitation
S-27-03	2027	No	IL 6 Bridge Rehabilitation	ILL 40	S	NHPP-State, State	\$ 8,000,000	\$ 2,000,000	\$ -	\$ 10,000,000	Bridge New Deck & Bridge Repair
S-27-04	2027	No	IL 6 Pavement Rehabilitation	0.7 Mi N of Hoerr's Pond to US 150	S	NHPP-State, State	\$ 4,800,000	\$ 1,200,000	\$ -	\$ 6,000,000	Resurfacing
S-27-05	2027	No	IL 6 Bridge Rehabilitation	0.7 Mi N of US 150	S	NHPP-State, State	\$ 4,000,000	\$ 1,000,000	\$ -	\$ 5,000,000	Bridge Superstructure Replacement
S-27-06	2027	No	IL 6 Pavement Rehabilitation	US 150 to S of I-74	S	NHPP-State, State	\$ 10,400,000	\$ 2,600,000	\$ -	\$ 13,000,000	Resurfacing
S-27-07	2027	No	IL 9 Bridge Rehabilitation	Dillon Creek 1 Mi W of Tremont	S	NHPP-State, State	\$ 742,000	\$ 185,000	\$ -	\$ 927,000	Bridge Superstructure Replacement
S-27-08	2027	No	IL 40 Miscellaneous Improvements	ILL 6 (NB) Ramp Terminal	S	NHPP-State, State	\$ 1,600,000	\$ 400,000	\$ -	\$ 2,000,000	Traffic Signal Installation
S-27-09	2027	No	IL 116 Pavement Reconstruction	Washington St to Griswold St in Peoria	S	NHPP-State, State	\$ 1,600,000	\$ 400,000	\$ -	\$ 2,000,000	Preliminary Engineering Phase II
TZ-27-01	2027	No	Muller Road Widening and Resurfacing	Muller Rd (CH 22) from City of East Peoria to Village of Morton	TZ	STBG-Rural, Local	\$ 5,800,000	\$ -	\$ 1,450,000	\$ 7,250,000	Widening and resurfacing of roadway along with drainage improvements
S-25-03	2028	No	US 150 Pavement Rehabilitation	0.1 Mile W of Veterans Dr. in East Peoria to E of Detroit Avenue in Morton	S	STP-Urb>200K-S, State	\$ 4,800,000	\$ 1,200,000	\$ -	\$ 6,000,000	Resurfacing
S-26-01	2028	No	US 24/IL 29/IL 116 (Main St) Pavement Reconstruction	North of Wesley Road to South of Camp Street in East Peoria	S	NHPP-State, State	\$ 12,480,000	\$ 3,120,000	\$ -	\$ 15,600,000	Pavement Reconstruction & ADA Improvements

Mass Transit Project Listing

TIP	FY	Project Title	Lead	Funding	Federal	TDC	State	Local/Other	Total	Description
5310-24-01	2025	Wheelchair Securement Systems	CL	FTA 5310, Local	\$ 60,000.00	\$ -	\$ -	\$ 15,000.00	\$ 75,000.00	Procurement of three Quantum Wheelchair Securement Systems
5310-25-01	2025	ADA Buss Access Improvements	PEO	FTA 5310, Local	\$ 260,000.00	\$ -	\$ -	\$ 65,000.00	\$ 325,000.00	Raised median pedestrian refuge island with rapid flashing beacons on Reservoir Boulevard at Sterling Towers housing complex
CL-25-01	2025	Capital Cost of Contracting	CL	FTA 5307, Local	\$ 640,000.00	\$ -	\$ -	\$ 160,000.00	\$ 800,000.00	Paratransit Contract Purchase
CL-25-02	2025	Other Capital Items	CL	FTA 5307, Local	\$1,840,000.00	\$ -	\$ -	\$ 460,000.00	\$2,300,000.00	Preventative Maintenance
CL-25-03	2025	Lease Assoc Capital Maint	CL	FTA 5307, Local	\$ 60,800.00	\$ -	\$ -	\$ 15,200.00	\$ 76,000.00	Tire Lease, TPM
CL-25-04	2025	Diesel Buses	CL	FTA 5307, Local	\$ 800,000.00	\$ -	\$ -	\$ 200,000.00	\$1,000,000.00	
CL-25-05	2025	Battery Electric Buses	CL	FTA 5307, TDC, Rebuild IL	\$1,200,000.00	\$ 300,000.00	\$5,317,900.00	\$ -	\$6,817,900.00	Purchase five buses and a charger
CL-25-06	2025	Replace Paratransit Vans	CL	FTA 5339	\$ 818,000.00	\$ -	\$ -	\$ 204,500.00	\$1,022,500.00	Replace Paratransit Vans
CL-25-07	2025	Construction & Renovation of Buildings	CL	Rebuild IL	\$ -	\$ -	\$4,500,000.00	\$ -	\$4,500,000.00	New building construction and renovation of existing buildings
CL-26-01	2026	Capital Cost of Contracting	CL	FTA 5307, Local	\$ 672,000.00	\$ -	\$ -	\$1,008,000.00	\$1,680,000.00	Paratransit Contract Purchase
CL-26-02	2026	Other Capital Items	CL	FTA 5307, Local	\$1,932,000.00	\$ -	\$ -	\$2,898,000.00	\$4,830,000.00	Preventative Maintenance
CL-26-03	2026	Lease Assoc Capital Maint	CL	FTA 5307, Local	\$ 62,400.00	\$ -	\$ -	\$ 15,600.00	\$ 78,000.00	Tire Lease, TPM
CL-26-04	2026	Diesel Buses	CL	FTA 5307, Local	\$ 800,000.00	\$ -	\$ -	\$ 200,000.00	\$1,000,000.00	
CL-26-05	2026	Battery Electric Buses	CL	FTA 5307, Local	\$2,400,000.00	\$ -	\$ -	\$ 600,000.00	\$3,000,000.00	

Illustrative Projects

Federal regulation 23 CFR 450.326, paragraph j states "... for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available."³

Separate from the TIP's Surface Transportation Project Listing and Mass Transit Project Listing, an Illustrative Project Listing (future projects) is maintained to reflect local jurisdictions' projects that would be included in the TIP if reasonable funding sources were available. Without reasonably guaranteed funding sources, a project cannot be considered fiscally constrained; therefore, it would be ineligible to be included in the active four-year period of the TIP and cannot receive federal funding authorizations.

Through the transportation planning process, projects have been identified as desirable and regionally significant, but they have no associated funding sources identified or confirmed. These projects are included due to the difficulty of forecasting future budgets and funding opportunities. To be eligible to include a project in the Illustrative Project Listing, the project must be listed in Tri-County's current Long-Range Transportation Plan (LRTP).

Once federal funds are allocated to a specific project in the Illustrative Project Listing, all local matches must be identified, or the project cannot be placed in the active four-year period of the TIP. Formal amendment action is required to move a project from the Illustrative Project Listing to the active four-year period of the TIP. Administrative Modifications are used for adding, removing, or changing a project in the Illustrative Project Table.

The following project listing should be considered illustrative and intended as a guide only. All illustrative projects are numbered as follows: Abbreviations of Entities (See *Table 9*) – FP (Which stands for Future Project) and the last two numerical numbers of the current program year (i.e., a project added in FY 2025 would be FP25) – numerical numbering in ascending order for each entity's illustrative project.

³ 23 CFR 450.326(j): [https://www.ecfr.gov/current/title-23/part-450#p-450.326\(j\)](https://www.ecfr.gov/current/title-23/part-450#p-450.326(j))

Illustrative Project Listing

TIP Number	Project Title	Termini	Lead Agency	Total Cost	Description
BA-FP24-01	Garfield Ave Improvements	Adams St to Airport Rd	BA	\$10,000,000	Reconstruction, Bike/Ped Accom
CC-FP24-01	Fischer Road Sidewalk	IL-29 to Reynolds Ave	CC	\$710,000	Enhancement
CL-FP23-01	Bike Share Program	City of Peoria	CL	\$100,000.00	Re-Establish Bike Share Program
CL-FP24-01	MicroTransit Pilot Program	City of Peoria	CL	\$1,500,000.00	MicroTransit Pilot Program
CL-FP24-02	Solar Car Port		CL	\$800,000.00	Solar Car Port
CL-FP24-03	Workforce Development		CL	\$1,000,000.00	Training to maintain electric buses
MO-FP24-01	Tennessee Ave	Jackson (US150) to Broadway	MO	\$11,200,000	Improvement
PC-FP23-04	Sheridan Rd	Glen to Knoxville	PC	\$12,000,000	Improvement
PC-FP23-08	Radnor Road	Willow Knolls to Fox Rd	PC	\$18,700,000	Improvement
PC-FP23-09	Big Hollow Rd	US 150 (War Mem Dr) to Charter Oak Rd	PC	\$12,000,000	Improvement
PC-FP23-10	Cedar Hills Drive	IL Route 29 to Dunlap Village Limits	PC	\$25,000,000	Improvement
PC-FP23-11	Charter Oak Road	Koerner Road to Big Hollow Road	PC	\$11,000,000	Improvement
PC-FP23-12	Old Galena Road	Cedar Hills Drive to Truitt Ave.	PC	\$18,000,000	Improvement
PC-FP23-14	Richwoods Boulevard	Sterling Ave, to Reservoir Blvd.	PC	\$10,000,000	Improvement
PC-FP23-16	Willow Knolls Rd	War Memorial to University	PC	\$10,000,000	Improvement
PEK-FP23-01	Court Street Revitalization	Valle Vista to 8th Street	PEK	\$25,000,000	Reconstruction
PEK-FP23-10	Veterans Dr Ext	Sheridan Rd to IL-98	PEK	\$25,000,000	New Construction
PEK-FP23-11	Veterans Dr Ext	IL-98 to I-474	PEK	\$25,000,000	New Construction
PEO-FP23-03	Allen Road	War Memorial Dr to Willow Knolls Road	PEO	\$13,000,000	Improvement
PEO-FP23-05	Pioneer Parkway	Knoxville to IL 6	PEO	\$105,778,000	New Construction/ Reconstruction
PEO-FP23-06	Main Street	North St to Water St	PEO	\$15,000,000	Improvement
PEO-FP23-08	Prospect Road	Glen Oak to War Memorial	PEO	\$30,500,000	Improvement
PEO-FP24-01	Nebraska Avenue	University St to Prospect Ave	PEO	\$21,120,000	Improvement
PEO-FP24-02	Nebraska Avenue	Sterling Rd to University St	PEO	\$13,000,000	Improvement
PEO-FP24-03	Adams St & Jefferson Street	SW Camblin Ave to Western Ave	PEO	\$50,000,000	Improvement
PEO-FP24-04	SW Adams St	Edmund St to I-474	PEO	\$10,000,000	Improvement
PEO-FP24-05	University Street	Glen Ave to Pioneer Parkway	PEO	\$15,840,000	Maintenance
PEO-FP24-06	Rock Island Greenway	Park Ave to Spring St	PEO	\$2,000,000	Engineering & Construction for new bike path
PH-FP24-01	Prospect Road	Kingman Ave to War Memorial Drive	PH	\$23,500,000	Reconstruction, Bike/Ped, Road Diet
PH-FP24-02	Glen Ave	Knoxville Rd to Prospect Rd	PH	\$10,000,000	Reconstruction, Bike/Ped
PH-FP25-01	IL-29/Galena Road	South Village Limits to Gardner Ln	PH	\$2,500,000	Roadway Lighting/Enhanced Safety Improvements
PH-FP25-02	Monroe Ave	London Ave to Toledo Ave	PH	\$10,000,000	Reconstruction, Bike/Ped

TIP Number	Project Title	Termini	Lead Agency	Total Cost	Description
S-FP24-01	IL 29	IL 6 to Chillicothe	S	\$100,000,000	Reconstruction
S-FP24-02	IL 29 - Chillicothe viaduct	N of Truitt to Senachwine Cr	S	\$38,000,000	Additional Lanes, bridge
S-FP24-03	US 150	East Peoria to Morton	S	\$30,000,000	3R with Bike/Ped, Turn Lane
S-FP24-04	IL 116 - Lincoln & Howett	Washington St to Griswold St	S	\$27,000,000	Reconstruction
S-FP24-05	IL 29	Abington to Spalding	S	\$25,000,000	3R with Bike/Ped Accom
S-FP24-06	US 150/IL 40	Intersection of War Memorial Dr & Knoxville Ave	S	\$25,000,000	Intersection Reconstruction
S-FP24-07	IL 8/Farmington Rd	East of Kickapoo Creek to Main St.	S	\$25,000,000	Resurfacing (3R), Bike/Ped Accom
S-FP24-08	IL 98	N. Pekin to Morton	S	\$20,000,000	Resurfacing (3R)
TZ-FP24-01	Manito Rd	Wagonseller to IL29	TZ	\$40,000,000	Improvement
W-FP24-01	Centennial Dr & Freedom Parkway Trail Extension	Menards to Washington Greenhouse	W	\$300,000	Multi-Use Trail extension
W-FP24-02	Grant St Sidewalk	School St to IL-8	W	\$350,000	Enhancement
W-FP24-03	Gillman Ave & Grandyle Dr Sidewalks	Gillman Ave and Grandyle Drive	W	\$200,000	Enhancement
W-FP24-04	Intersection Improvement	Wilmor and W. Jefferson	W	\$500,000	turn lanes and signals
W-FP24-05	Intersection Improvement	Walmart Entrance off Freedom Parkway	W	\$250,000	Signals
W-FP24-06	Eagl Avenue Extension	BUS 24 to Kern Rd	W	\$2,000,000	2-lane urban roadway with intersection improvements at BUS 24
W-FP24-07	Lakeshore Drive	BUS 24 to Lakeshore Dr	W	\$3,000,000	Completion to urban 3-lane road, signals at BUS 24 and Lakeshore intersection

Appendix A: Adoption Resolution

RESOLUTION 25-01

A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO ADOPT THE FISCAL YEARS 2025 – 2028 TRANSPORTATION IMPROVEMENT PROGRAM.

WHEREAS, the Tri-County Regional Planning Commission, hereafter referred to as the Commission, is recognized as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area; and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR § 450) requires the Commission to carry out a continuing, cooperative, and comprehensive (3C) transportation planning process and develop a Transportation Improvement Program (TIP), at least every four years, consisting of a comprehensive list of transportation projects that receive federal funds or that are regionally significant as a condition to the receipt of federal transportation assistance; and

WHEREAS, the transportation programming process shall be developed in accordance with the above-stated regulation, be fiscally constrained, address no less than a four-year planning horizon, and be consistent with the Commission's adopted Long Range Transportation Plan; and

WHEREAS, for illustrative purposes, the TIP financial plan may include additional projects in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available; and

WHEREAS, the FY 2025 – 2028 (FY25-28) TIP was developed through a participatory process as prescribed in the Commission's Public Participation Plan (PPP), and public comment on the draft FY 2025–2028 TIP was sought and received during the public comment period from June 26, 2024, through July 25, 2024, with one public meeting during the June 26, 2024, MPO Technical Committee; and

WHEREAS, on **MONTH X, 2024**, the Technical Committee recommended to the Commission the adoption of the FY25–28 TIP, which lists the federally funded and regionally significant transportation projects in the Peoria-Pekin Urbanized Area; and

WHEREAS, the Commission has reviewed the FY25-28 TIP and found it consistent with the policies, plans, and programs, including the most recent Long-Range Transportation Plan adopted by the Commission.

NOW, THEREFORE, BE IT RESOLVED that the Tri-County Regional Planning Commission hereby approves and adopts the Fiscal Year 2025 – 2028 Transportation Improvement Program.

Presented this **X** day for **MONTH 2024**

Adopted this **X** day of **MONTH 2024**

ATTEST:

Greg Menold, Chairman
Tri-County Regional Planning Commission

Eric Miller, Executive Director
Tri-County Regional Planning Commission

Appendix B: Self-Certification Resolution

RESOLUTION 25-02

A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO SELF-CERTIFY THE METROPOLITAN TRANSPORTATION PLANNING PROCESS IS BEING CARRIED OUT IN ACCORDANCE WITH TITLE 23 CODE OF FEDERAL REGULATIONS PART 450.

WHEREAS, the Tri-County Regional Planning Commission, hereafter referred to as the Commission, is recognized as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area; and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR § 450) requires MPOs to Self-Certify at least every 4 years, concurrent with the submittal of a proposed Transportation Improvement Program (TIP) as part of the State TIP (STIP) approval, that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Section 134 of Title 23 United States Code (USC), 49 USC 5303, and 23 CFR Part 450 Subpart C set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive (3C) multimodal transportation planning process, including the development of a Long-Range Transportation Plan (LRTP) and TIP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the requirements of 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 have been met with the Greater Peoria Metropolitan Planning Area (MPA) remaining in attainment; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21 assures that no person or group of persons on the basis of race, color, or national origin are subject to discrimination in the level and quality of transportation planning programs and activities provide by the MPO; the requirements of Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations" and Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency" have been met and incorporated in the Commission's Title VI Program; and

WHEREAS, 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity has been met by the Commission; and

WHEREAS, the requirements of Section 1101(e) of the Fixing America's Surface Transportation (FAST) Act (Public Law 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA-funded planning projects and FTA-funded projects have been met by the Commission's Procurement Policy; and

WHEREAS, the provisions of 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities has been met by the Commission; and

WHEREAS, the Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance has been met; and

WHEREAS, Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender has been met by the Commission; and

WHEREAS, Section 504 of the Rehabilitation Act of 1973 (29 USC 794) AND 49 CFR Part 27 regarding discrimination against individuals with disabilities have been met by the Commission; and

WHEREAS, in accordance with 23 CFR § 450.336, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certified the planning process of the Greater Peoria MPA in May 2022.

NOW, THEREFORE, BE IT RESOLVED that the Tri-County Regional Planning Commission hereby certifies that its metropolitan transportation planning process is being carried out in conformance with all the applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all transportation plans and programs, including the Commission’s Long-Range Transportation Plan and Transportation Improvement Program.

Presented this 7th day of August 2024

Adopted this 7th day of August 2024

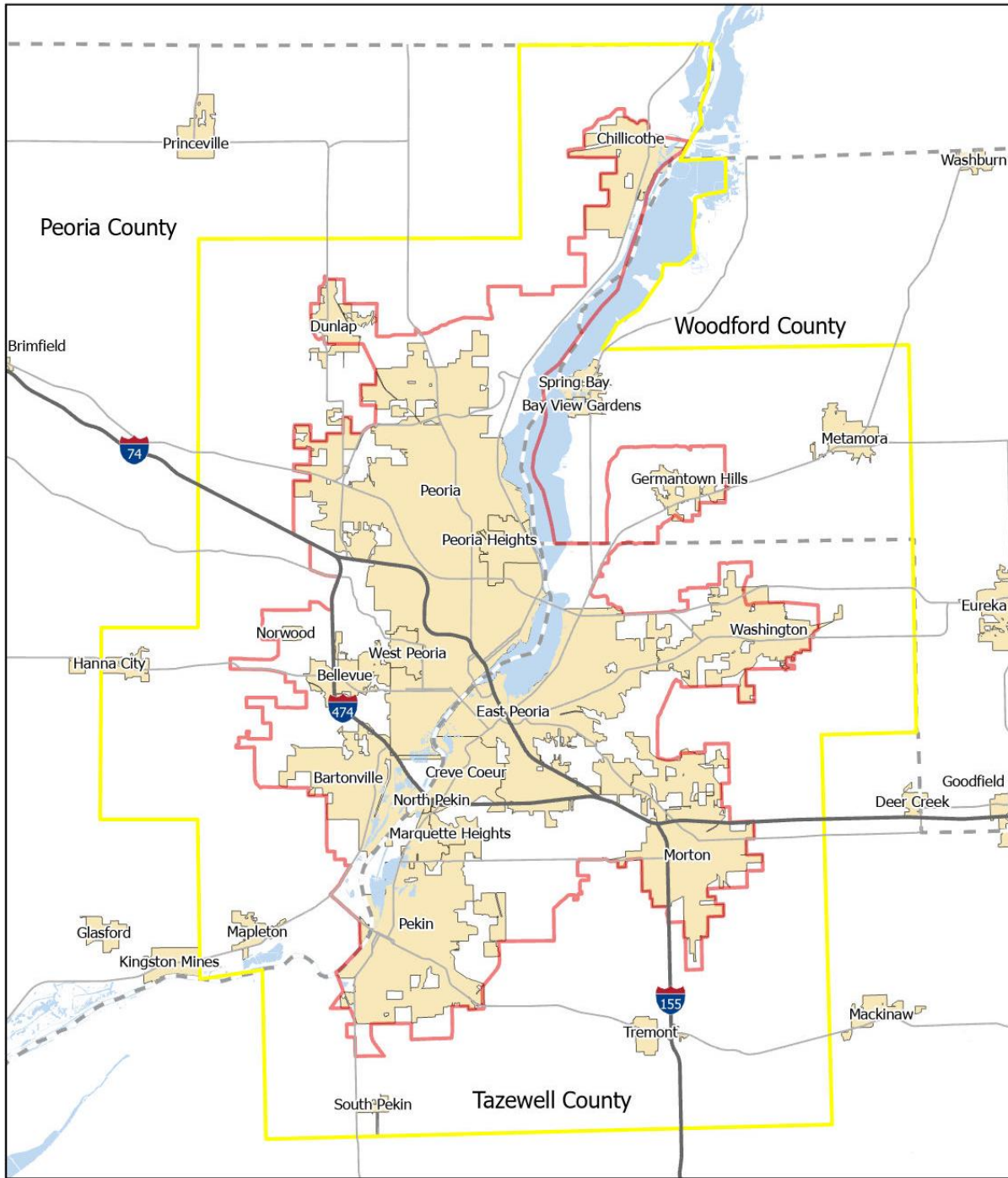
ATTEST:

Greg Menold, Chairman
Tri-County Regional Planning Commission

Eric Miller, Executive Director
Tri-County Regional Planning Commission

Brandon Geber, Section Chief
Metropolitan Program Planning
Illinois Department of Transportation
Bureau of Planning

Appendix C: Metropolitan Planning Area



- Tri-County Boundary
- Metropolitan Planning Area
- 2020 Urbanized Area
- Municipal Boundary
- Illinois River
- Interstate
- Other Highways

April 2024



Figure 5: Tri-County Metropolitan Planning Area

Appendix D: List of Acronyms & Glossary

3C – Comprehensive, Coordination, and Continuing

The Comprehensive, Continuing, and Coordinated (3C) Planning Process has been established to develop and maintain effective planning within the Peoria-Pekin UZA and MPA.

ADA – Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity and access for persons with disabilities.

BIL – Bipartisan Infrastructure Law

The Bipartisan Infrastructure Law (BIL), as enacted in the Infrastructure Investment and Jobs Act (IIJA), was signed into law by President Biden on November 15, 2021, and replaces the FAST Act by providing \$550 billion over Federal Fiscal Year 2022 through 2026 in new federal investment in infrastructure, including roads, bridges, and mass transit, water infrastructure, resilience, and broadband.

CFR – Code of Federal Regulations

The Code of Federal Regulations (CFR) is the collection of rules and procedures, arranged by subject that are made by executive departments and agencies based on the general and permanent rules published in the Federal Register.

DOT – US Department of Transportation

The United States Department of Transportation (DOT) is one of the executive departments of the federal government and is responsible for planning and coordinating federal transportation projects and setting transportation regulations.

Enhancement

An “enhancement” project serves to enhance the transportation system. Examples include bicycle projects, scenic highway programs, landscaping, historic preservation, rehabilitation of historic transportation buildings, preservation of abandoned railway corridors, control of outdoor advertising, and establishment of transportation museums.

Environmental Attainment Area

The environmental attainment area is a geographic area in which levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, PM10, PM2.5, and nitrogen dioxide) meet the health-based National Ambient Air Quality Standards (NAAQS) for that pollutant. An area may be an attainment area for one pollutant and a nonattainment area for others. Geographical areas with poor air quality are designated nonattainment areas, which require additional planning from their MPOs. MPOs with nonattainment areas are required to undergo the transportation conformity regulations (40 CFR Part 93, Subpart A) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities. A “maintenance area” (see definition in this section) is not considered an attainment area for transportation planning purposes.

EJ – Environmental Justice

Practicing environmental justice (EJ) means ensuring that the negative effects of transportation planning and projects are appropriately spread throughout the UZA.

FAST Act – Fixing America's Surface Transportation Act

The Fixing America’s Surface Transportation (FAST) Act was signed into law by President Obama on December 4, 2015, and replaces MAP-21 by providing \$305 billion over Federal Fiscal Years (FFY) 2016 through 2020 and extended through the FFY 2021.

FHWA – Federal Highway Administration

The Federal Highway Administration (FHWA) is a branch of the United States Department of Transportation (DOT) administering highway funds. The majority of the transportation funding that comes to TCRPC comes through FHWA.

FTA – Federal Transit Administration

The Federal Transit Administration (FTA) is a branch of the United States Department of Transportation (DOT) administering transit funding. TCRPC transit planning funds come from FTA.

FY – Fiscal Year

TCRPC’s Fiscal Year (FY) mirrors that of the State of Illinois. The fiscal year runs six months ahead of the calendar year. For example, fiscal year 2023 begins on July 1, 2022, and ends on June 30, 2023.

GPMTD – Greater Peoria Mass Transit District

The Greater Peoria Mass Transit District (GPMTD) is a mass transit district that was established in 1970 based in Peoria, Illinois, and includes Peoria, Peoria Heights, and West Peoria.

HBP – Highway Bridge Program

See Appendix E.

HSIP – Highway Safety Improvement Program

See Appendix E.

IDOT – Illinois Department of Transportation

The Illinois Department of Transportation (IDOT) has the statutory responsibility for planning, construction, operation, and maintenance of Illinois’ transportation network, including highways, bridges, airports, public transit, rail freight, and rail passenger systems.

IIJA – Infrastructure Investment and Jobs Act

The Infrastructure Investment and Jobs Act (IIJA) is the most recent funding and authorization bill for federal surface transportation, passed in November 2021. MPOs nationwide are set to receive a portion of that money via the State Department of Transportation for roadway, transit, bicycle-pedestrian infrastructure, and other types of projects in the MPA.

ITEP – Illinois Transportation Enhancement Program

See Appendix E.

LRTP – Long-Range Transportation Plan

MPOs are required to produce a Long-Range Transportation Plan (LRTP) documenting the vision for the region's transportation system for the next 25 years. The LRTP shall list transportation projects to be enacted over that timeframe. Surface Transportation Block Grant-Urban (STBG) projects are to be listed in the LRTP as well.

Maintenance Area

A maintenance area is a geographic region of the United States that the Environmental Protection Agency (EPA) previously designated as a nonattainment area for one or more pollutants pursuant to the Clean Air Act Amendments of 1990, and subsequently redesignated as an attainment area subject to the requirement to develop a maintenance plan under section 175A of the Clean Air Act, as amended (42 U.S.C. 7505a).

MAP-21 – Moving Ahead for Progress in the 21st Century

The Moving Ahead for Progress in the 21st Century (MAP-21) was a federal transportation bill signed into law in 2012. The approval of MAP-21 resulted in the consolidation and elimination of several federal aid programs, as well as an increased emphasis on asset management and performance measures. In 2015, MAP-21 was superseded by the FAST Act, which is superseded recently by the IIJA.

MFT – Motor Fuel Tax

Motor fuel tax (MFT) is imposed on motorists for operating vehicles on public roadways. The current MFT for gasoline is \$0.454 per gallon for gasoline and \$0.529 per gallon for diesel. The tax provides funds for the purpose of improving, maintaining, repairing, and constructing highways.

MPA – Metropolitan Planning Area

The Metropolitan Planning Area (MPA) is the full jurisdictional area of the MPO, comprised of the Peoria-Pekin Urbanized Area and the 20-Year Planning Boundary Area, which includes the land outside the Urbanized Area likely to become urbanized in the next 20 years.

MPO – Metropolitan Planning Organization

A Metropolitan Planning Organization (MPO) is a regional transportation decision-making body required by federal law for metropolitan areas of 50,000 people or more. The MPO for the Peoria-Pekin metropolitan area is the Tri-County Regional Planning Commission (TCRPC).

NHPP – National Highway Performance Program

See Appendix E.

NHS – National Highway System

The National Highway System (NHS) is a network of highways throughout the US that includes the Interstate Highway System, other principal arterial highways, roads that are important to US defense, and roads that provide access to major intermodal facilities. The NHS includes 4% of US roads and carries 40% of all US highway traffic.

PPUATS – Peoria-Pekin Urbanized Area Transportation Study

From 1976 to 2021, the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) was the MPO's decision-making body. The committee was made up primarily of municipal and county representatives, as well as the Greater Peoria Mass Transit District, Greater Peoria Regional Airport, Illinois Department of

Transportation, Federal Highway Administration, and TCRPC. PPUATS Policy merged with TCRPC effective July 1, 2021.

PTASP – Public Transportation Agency Safety Plan

A Public Transportation Agency Safety Plan is a federally mandated comprehensive agency safety plan for certain operators of public transportation systems that receive federal funding.

RAISE – Rebuilding American Infrastructure with Sustainability and Equity

See Appendix E

RPC – Regional Planning Organization

A Regional Planning Organization is a governmental organization that serves a defined geographical region and promotes intergovernmental cooperation, regional planning, and a vision for the future. It is important to note that an RPC and an MPO are different types of organizations. In TCRPC case, it serves as both the region’s RPC and MPO.

Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

See Appendix E.

SMS – Safety Management System

A Safety Management System (SMS) is a top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency’s safety risk mitigation.

SS4A – Safer Streets and Roads for All

See Appendix E.

STBG – Surface Transportation Block Grant

See Appendix E.

STP – Surface Transportation Program

See STBG in Appendix E

STR – Surface Transportation Rural

See STBG in Appendix E.

STU – Surface Transportation Urban

See STBG in Appendix E.

TA – Transportation Alternative

See Appendix E.

TAM – Transit Asset Management

A Transit Asset Management (TAM) is a federally mandated plan for public transportation agencies that owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 USC Chapter 53 as a recipient or subrecipient. A TAM plan outlines how people, process, and tools come together to address asset management policy and goals; provides accountability and visibility for further understanding of leveraging asset management practices; and supports planning, budgeting, and communications to internal and external stakeholders.

TCRPC – Tri-County Regional Planning Commission

The Tri-County Regional Planning Commission (TCRPC) serves all of Peoria, Tazewell, and Woodford Counties as the Regional Planning Commission (RPC) for the area. Following a merger with the PPUATS Policy Committee effective July 1, 2021, TCRPC also serves as the MPO's decision-making body.

TIP – Transportation Improvement Program

The Transportation Improvement Program (TIP) is a four-year schedule of projects from the LRTP that utilizes federal funds to implement the policies of the plan.

Tri-County – Tri-County Regional Planning Commission

See TCRPC above.

UPWP – Unified Planning and Work Program

The Unified Planning and Work Program (UPWP) is a core MPO planning document that outlines the budget and planning activities planned for each fiscal year.

USC – United States Code

The United States Code is a consolidation and codification of subject matter of the general and permanent laws of the United States of America.

UZA – Urbanized Area

The urbanized area (UZA) is the federally designated area that is considered to be in the metropolitan area. Along with some unincorporated parts of Peoria and Tazewell Counties, the following municipalities are within the urbanized area: the villages of Dunlap, Germantown Hills, Bellevue, Norwood, Bartonville, North Pekin, Marquette Heights, Creve Coeur, and Morton; and the cities of Chillicothe, East Peoria, Pekin, Peoria, Peoria Heights, Chillicothe, East Peoria, Washington, and West Peoria.

Appendix E: Funding Sources

Federal Funding Sources

Advanced Transportation Technologies and Innovation

The Advanced Transportation Technologies and Innovation (ATTAIN), formerly the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD), provides competitive grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.

American Rescue Plan Act

The American Rescue Plan Act (ARPA) provides direct funding to municipalities across the US as a form of economic relief from the COVID-19 pandemic. Some ARPA funds are integrated in the Section 5310 program.

Bridge Investment Program

The Bridge Investment Program (BIP) provides grants on a competitive basis to improve bridge conditions and the safety, efficiency, and reliability of the movement of people and freight over bridges.

Bridge Formula Program

The Bridge Formula Program (BFP) was established by the IIJA to replace, rehabilitate, preserve, protect, and construct highway bridges.

Capital Investment Grants Program or Section 5309

The Capital Investment Grants Program (Section 5309) provides funding for transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit.

Carbon Reduction Program

The Carbon Reduction Program (CRP) was established by the IIJA and provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

Charging and Fuel Infrastructure Grants

The Charging and Fuel Infrastructure Grants (CFI) was established by the IIJA and provides a funding source to strategically deploy publicly accessible electric vehicle charging infrastructure, hydrogen fueling infrastructure, propane fueling infrastructure, and natural gas fueling infrastructure along designated alternative fuel corridors or in certain other location within communities that will be accessible to all drivers of alternative fuel vehicles.

Community Project Funding

Community Project Funding (CPF) is a Congressional Discretionary program that is programmed and allocated on an annual basis by Congress under an Appropriations Act.

Congestion Mitigation and Air Quality

Congestion Mitigation and Air Quality (CMAQ) funds projects and programs in air quality nonattainment areas for ozone, carbon monoxide, or particulate matter, to reduce congestion and improve air quality as well as in former nonattainment areas that are now in compliance.

Coronavirus Aid, Relief, and Economic Security

The Coronavirus Aid, Relief, and Economic Security (CARES) Act is a federal relief program in response to economic fallout of the COVID-19 pandemic included funds for state, local governments, and transit agencies.

COVID Relief Funds for Highway Infrastructure Projects

COVID Relief Funds for Highway Infrastructure Projects (CHIP) was established by Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and provided additional funds

for highway infrastructure programs nationwide with no local match requirements. IDOT administered the CHIP program and distributed the urban portion of the funding program to MPO (**CHIP-U**) and the rural portion of the funding to county governments (**CHIP-R**).

Emergency Relief Program

The Emergency Relief Program (ER) provides funds for emergency repairs and permanent repairs on Federal-Aid highways and roads on Federal lands that the Secretary finds have suffered serious damage as a result of natural disasters or catastrophic failure from an external cause.

Enhanced Mobility of Seniors and Individuals with Disabilities or Section 5310

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meetings these needs.

Federal Lands Access Program

The Federal Lands Access Program (FLAP) provides funding for projects on transportation facilities that are located on, adjacent to, or that provide access to federal lands.

Ferry Boat Program

The Ferry Boat Program (FBP) provides funds for the construction of ferry boats and ferry terminal facilities.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) provides funding for safety improvement projects that will achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Illinois Special Bridge Program

The Illinois Special Bridge Program (ISBP) is an IDOT program, formerly referred to as the Major Bridge Program, allocating federal STBG set-aside funds for local and state bridges that meet eligibility criteria. This program is discretionary, and all proposed projects compete for funds statewide.

Illinois Transportation Enhancement Program

The Illinois Transportation Enhancement Program (ITEP) is an IDOT program and provides TA set-aside funds for community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of the region's transportation infrastructure. Eligible projects include bicycle trails, scenic roads, and historic preservation efforts.

National Electric Vehicle Infrastructure Formula Program

The National Electric Vehicle Infrastructure Formula Program (NEVI) provides funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

National Highway Freight Program

The National Highway Freight Program (NHFP) provides funding to improve efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals.

National Highway Performance Program

The National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS. Interstate highway projects require a 10% match, while other roadways on the NHS require a 20% match.

National Infrastructure Project Assistance Program

The National Infrastructure Project Assistance Program (MEGA) provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.

National Scenic Byways Program

The National Scenic Byways Program (NSBP) provides funding for highways designated as National Scenic Byways or All-American Roads that are outstanding examples of scenic, historic, recreational, cultural, archeological, and/or natural qualities.

Nationally Significant Multimodal Freight and Highway Projects

The Nationally Significant Multimodal Freight and Highway Projects (INFRA) was established by the IIJA and provides grants for multimodal freight and highway projects of national or regional significance.

PROTECT

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) includes both formula and discretionary funding to ensure surface transportation resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, at-risk coastal infrastructure. The discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement grants.

Railway Crossing Elimination

The Railway Crossing Elimination (RCE) grant provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving safety and mobility of people and goods.

Railway-Highway Crossings Program

Railway-Highway Crossings Program (RHCP or Section 130) provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

Rebuilding American Infrastructure with Sustainability and Equity

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) provides funding for surface transportation projects with a significant local or regional impact.

Reconnecting Communities Pilot

The Reconnecting Communities Pilot (RCP) Program was established by the IIJA and provides competitive grants to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including barriers to mobility, access, or economic development.

Recreational Trails Program

The Recreational Trails Program (RTP) is administered in Illinois by the Illinois Department of Natural Resources and provides funds to States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trails.

Rural Surface Transportation Grant Program

Rural Surface Transportation Grant Program (Rural) Provides funds for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.

Safe Routes to School

Safe Routes to School (SRTS) is an IDOT program and provides TA set-aside funds for projects to enable and encourage children to walk and bicycle to school, improve safety and reduce traffic and air pollution in the vicinity of schools.

Safe Streets and Roads for All

Safe Streets and Roads for All (SS4A) provides planning and infrastructure improvement funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives.

Surface Transportation Block Grant

Surface Transportation Block Grant (STBG), also known as Surface Transportation Program (STP), funds projects on any Federal-aid highway, including NHS; bridge or safety projects on any public road, transit capital projects and bus terminals and facilities. IDOT administered the STBG program and distributed the urban portion of the funding program to MPO and identified as STBG-U or STP-U (Formerly identified as STU) and the rural portion of the funding to county governments and identified as STBG-R or STP-R (Formerly identified as STR).

Transportation Alternatives

Transportation Alternatives (TA) is a set-aside from the STBG program, formally called the Transportation Alternative Program or TAP, and provides funding for projects encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

Urbanized Area Formula Grants or Section 5307

Urbanized Area Formula Grants (Section 5307) provides federal resources to states and other recipients for transit capital and operating assistance and transportation-related planning in urbanized areas.

State Funds

Funds originating from the State of Illinois most often come from the IDOT. Some IDOT funds may be used as a match for federal funds.

Economic Development Program

The Economic Development Program (EDP) provides assistance in improving highway access to new or expanding industrial distribution or tourism developments.

Grade Crossing Project

The Grade Crossing Project provides funding for safety improvements at rail-highway crossings.

Rebuild Illinois

Rebuild Illinois (RBI) is a statewide capital plan enacted in 2019 that provided funds for bondable capital improvements; some dollars are used to match federal transportation funds.

State Matching Assistance

State Matching Assistance provides counties with funds to assist in matching federal dollars in areas that do not have sufficient tax base to provide adequate local funds.

Truck Access Route Program

The Truck Access Route Program (TARP) helps local government agencies upgrade roads to accommodate 80,000-pound trucks.

Township Bridge Program

The Township Bridge Program (TBP) provides funds for the use of road districts for the construction of bridges 20 feet or more in length.

Local Funds

Funds provided by a municipality, county, or transit district. Local funds are most often used for required match to federal and state funds.

Other Funds

Any dollar put toward a project not associated with federal, state, or local funding sources. There are no such funding sources listed in this iteration of the TIP.

Appendix F: Environmental Justice

Title VI of the Civil Rights Act of 1964 states that no person shall on the ground of race, color, or national origin be excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance. As a result, all agencies receiving federal assistance must demonstrate compliance with the Title VI requirements.

To reaffirm the Title VI legislation goals, President Clinton signed Executive Order 12898 “Federal Actions to Promote Environmental Justice in Minority Populations and Low-Income Populations” on February 11, 1994. Executive Order 12898 requires each federal agency to make Environmental Justice (EJ) part of its mission by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs on minority and low-income populations.

Presidential Executive Order 12898 and the derivative DOT and FHWA Orders required that minority and low-income populations must be treated fairly and equitably, compared to other non-minority and more fortunate higher-income populations. In simple terms, this means that as TCRPC expends federal dollars, it:

1. Should not allow a disproportionate share of the adverse impacts of activities to fall upon minority and low-income populations;
2. Should make a concerted effort to determine which populations will be affected, before Tri-County spends any federal funds, implements any federal program, imposes any federal regulations, or causes any adverse or harmful impacts;
3. Should, periodically, review and analyze the MPO’s past actions to determine if TCRPC is, in fact, treating all groups equitably; and,
4. Should make concerted efforts to involve minority and low-income groups in the decision-making process as activities are planned and programmed.

The overall goal of the Executive Order is to ensure that all communities and people live in a safe and healthy environment. Further, the Order recognizes that many undeniably beneficial public works projects, infrastructure improvements, and governmental actions are often accompanied by adverse or undesirable impacts. Therefore, the order seeks to ensure that minorities and low-income communities do not bear the brunt of a project’s adverse impacts while seeing few of the benefits.

In compliance with the Executive Order, the DOT issued its final order on February 3, 1997. The Order described the process to incorporate EJ principles embodied in the Executive Order into existing programs, policies, and activities. To comply with the DOT Order, the FHWA issued their action statement to address EJ on December 2, 1998.

As a matter of policy, Title VI/EJ is incorporated into all TCRPC transportation planning efforts. Tri-County is committed to considering its decision-making on the views of historically underserved constituencies, including minority communities and low-income residents. Tri-County considers Title VI/EJ while developing the TIP.

Demographic Data and Methodology

An understanding of regional disadvantaged population groups is needed to ensure the MPO’s planning, and participation efforts reach all community segments. Tri-County utilized U.S. Census Bureau 2022 American Community Survey (ACS) 5-year estimate data at the Census Tract level to compile a demographic summary of the UZA to determine where Environmental Justice areas, or disadvantaged populations, are in the region. Census Data is gathered from the traditionally underserved and/or under-represented population groups: Careless households, persons with a disability, elderly households, limited English proficiency (LEP) households, minority populations, households in poverty, and single heads of households with children.

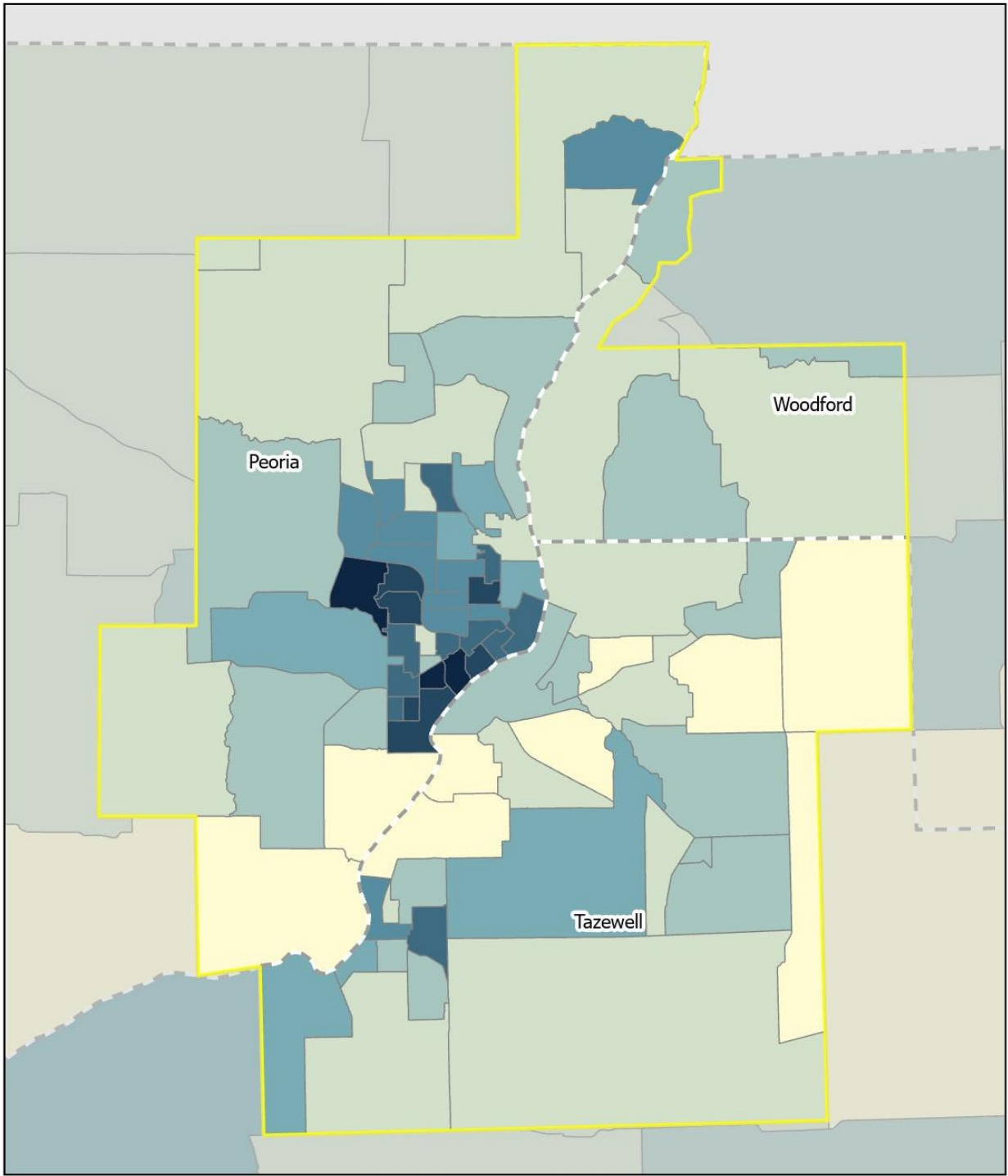
Population Group	Regional Average
Careless Households	7.85%
Households with a Person with a Disability	25.44%
Elderly Population	18.12%
LEP	1.75%
Minority	25.13%
Households below the Poverty Level	14.07%
Single Households with Childres	6.29%

Table 10: Disadvantaged Population Group Regional Averages

To understand the areas with the greatest disadvantage, the percentage of each Census Tract was identified for each of the seven disadvantaged population groups. From there, the regional average of each disadvantaged population group is determined by finding the average percentage. *Table 10* shows the average percentage for each disadvantaged population group.

Each Census Tract above the regional average is considered to be disadvantaged. Each census Tract's severity of disadvantage increases by each population group identified to be over the regional average. Figure 5 is a map that shows the concentration of disadvantaged population groups identified. The darker the shade on the map, the more population groups that are over the regional average. The figures following Figure 5 are maps of each population group showing the Census Tracts that exceed the regional average.

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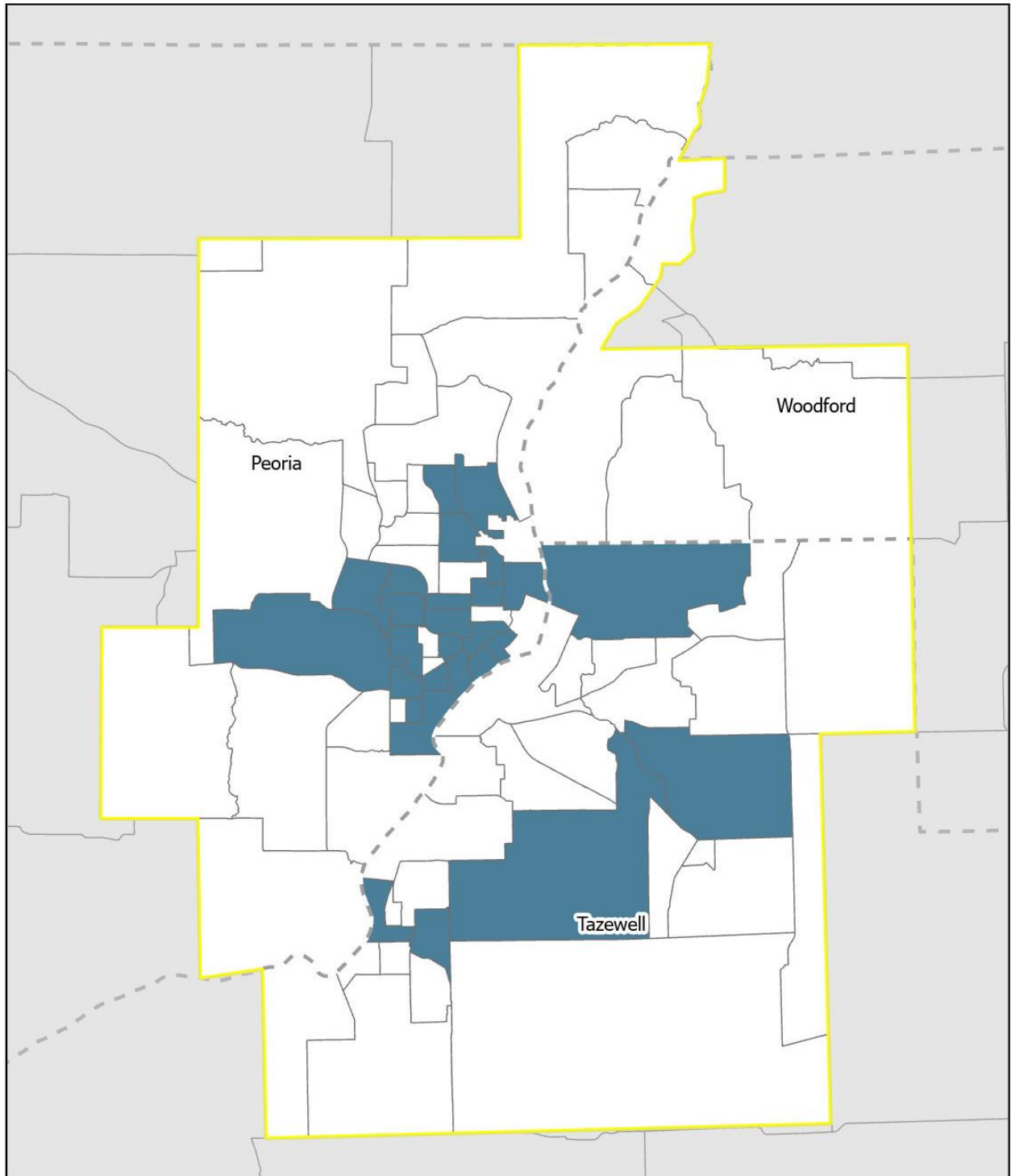


-  Tri-Counties
-  Metropolitan Planning Area
-  0.0
7.0

Source: U.S. Census 2022 American Community Survey 5-Year Estimates
April 2024



Figure 6: Concentration of Disadvantaged Population by Census Tract

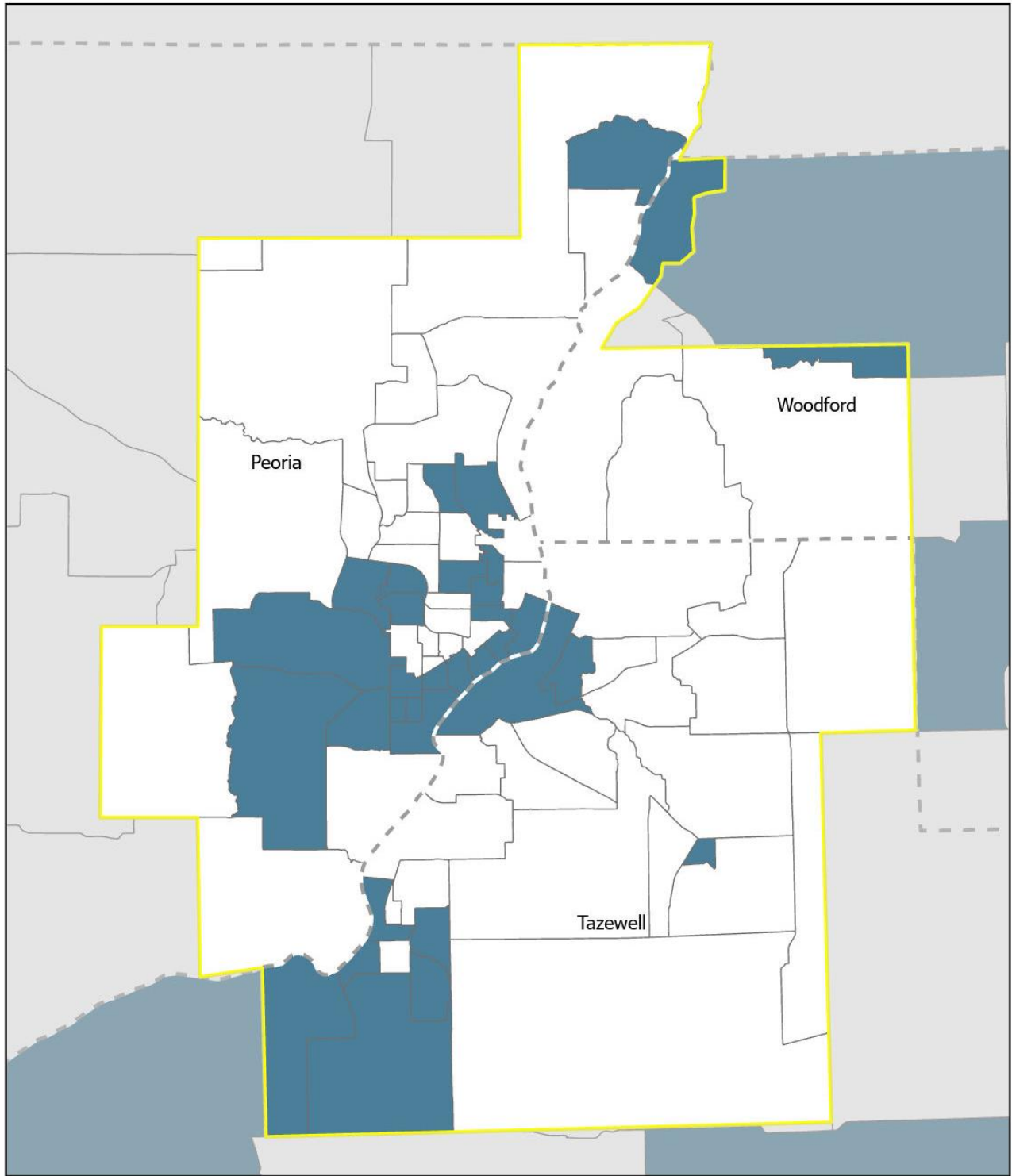


- Tri-Counties
- Metropolitan Planning Area
- Below Regional Average
- Above Regional Average

Source: U.S. Census 2022 American Community Survey 5-Year Estimates
 April 2024



Figure 7: Environmental Justice Area Carless by Census Tract

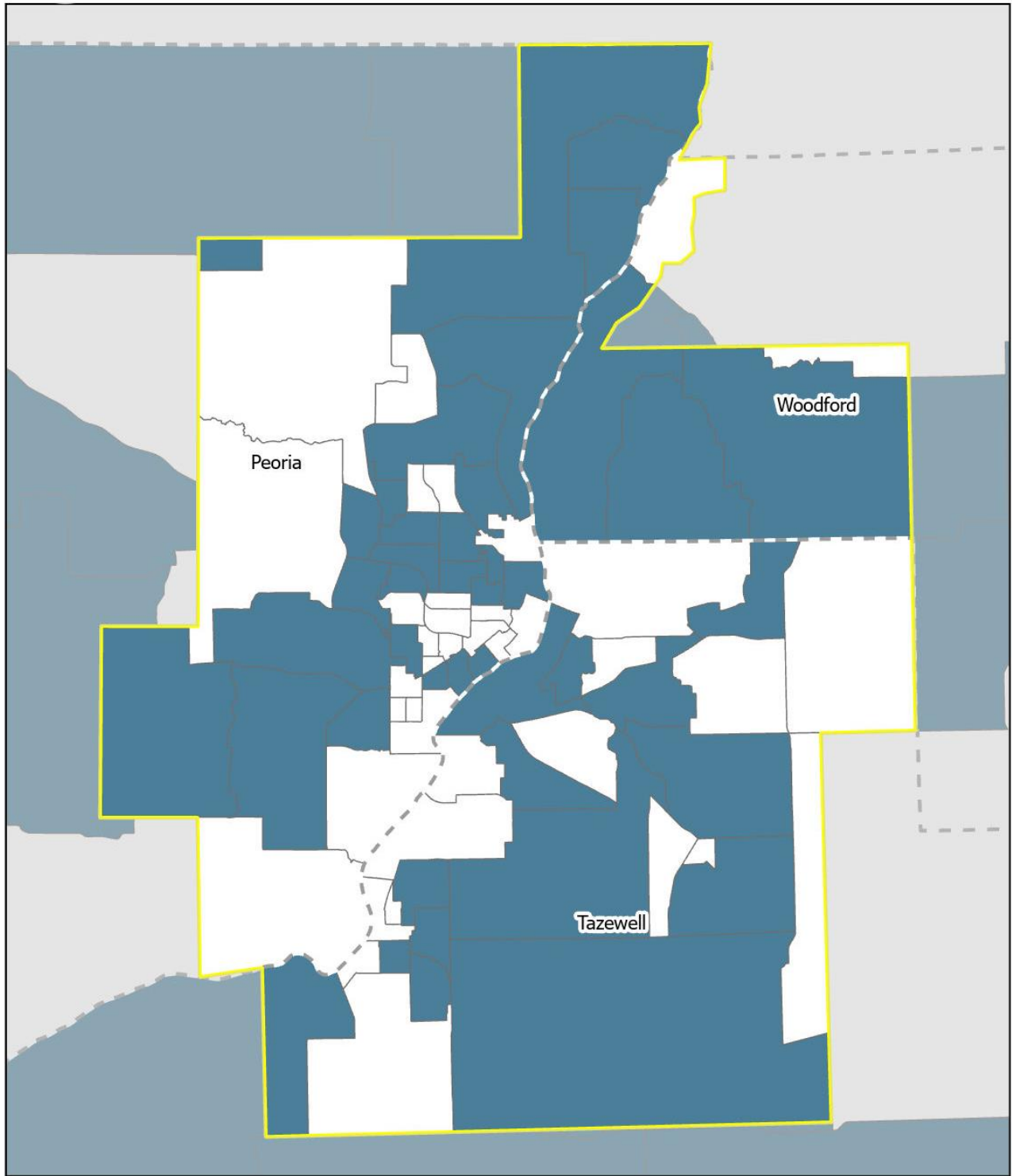


-  Tri-Counties
-  Metropolitan Planning Area
-  Below Regional Average
-  Above Regional Average

Source: U.S. Census 2022 American Community Survey 5-Year Estimates
April 2024



Figure 8: Environmental Justice Area Disability by Census Tract

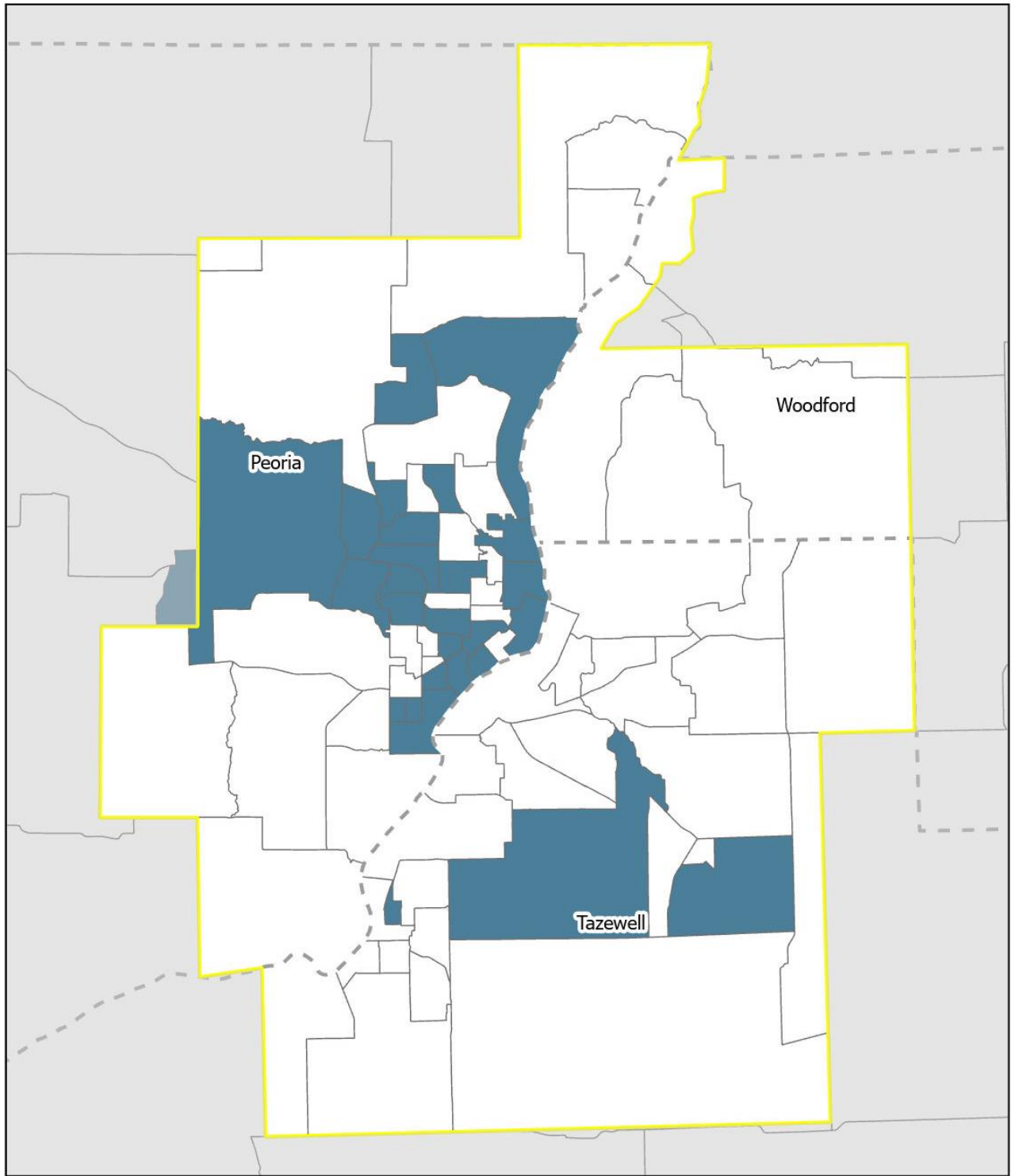


-  Tri-Counties
-  Metropolitan Planning Area
-  Below Regional Average
-  Above Regional Average

Source: U.S. Census 2022 American Community Survey 5-Year Estimates
April 2024



Figure 9: Environmental Justice Area Elderly by Census Tract

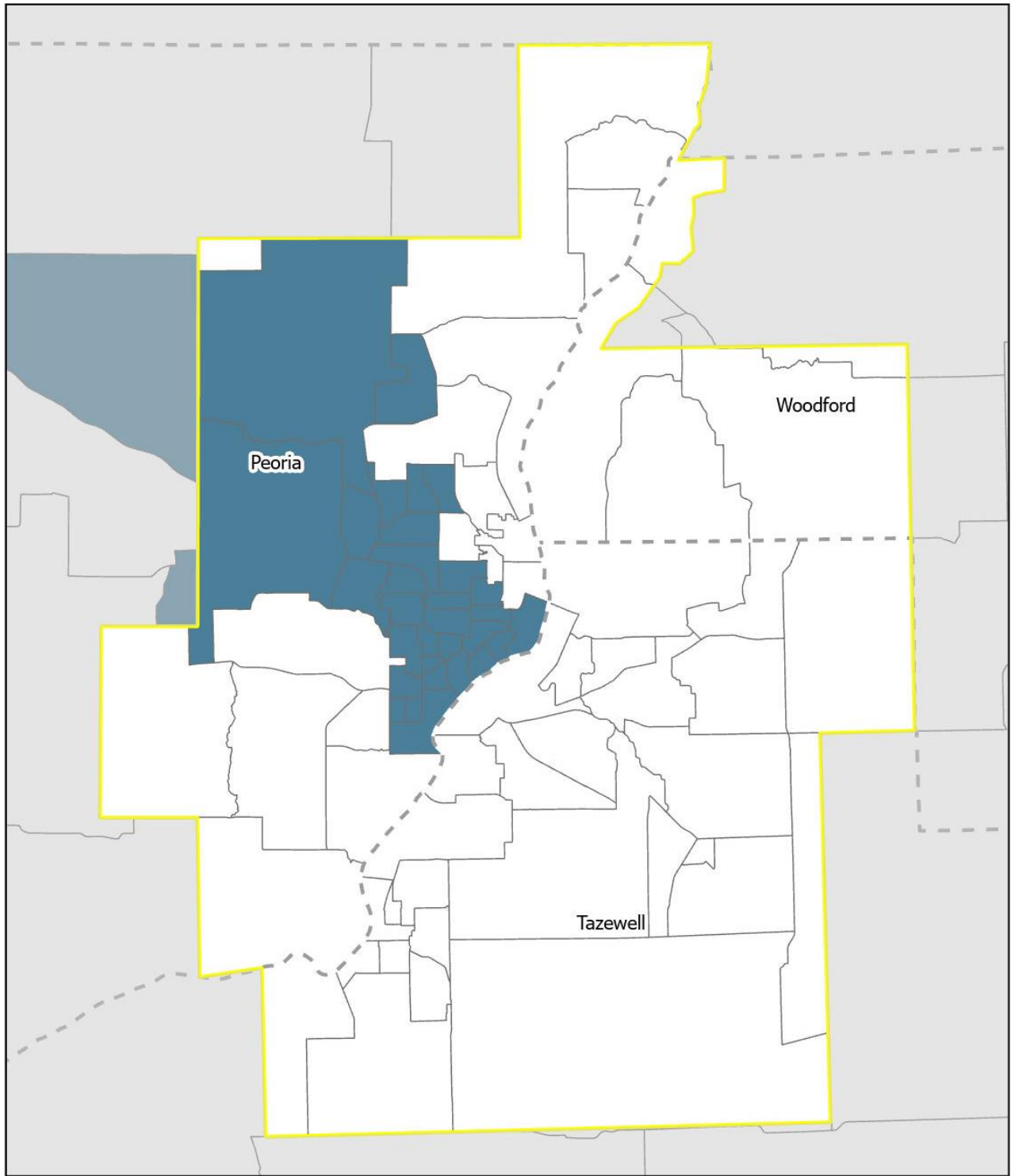


-  Tri-Counties
-  Metropolitan Planning Area
-  Below Regional Average
-  Above Regional Average

Source: U.S. Census 2022 American Community Survey 5-Year Estimates
April 2024



Figure 10: Environmental Justice Area Limited English Proficiency by Census Tract

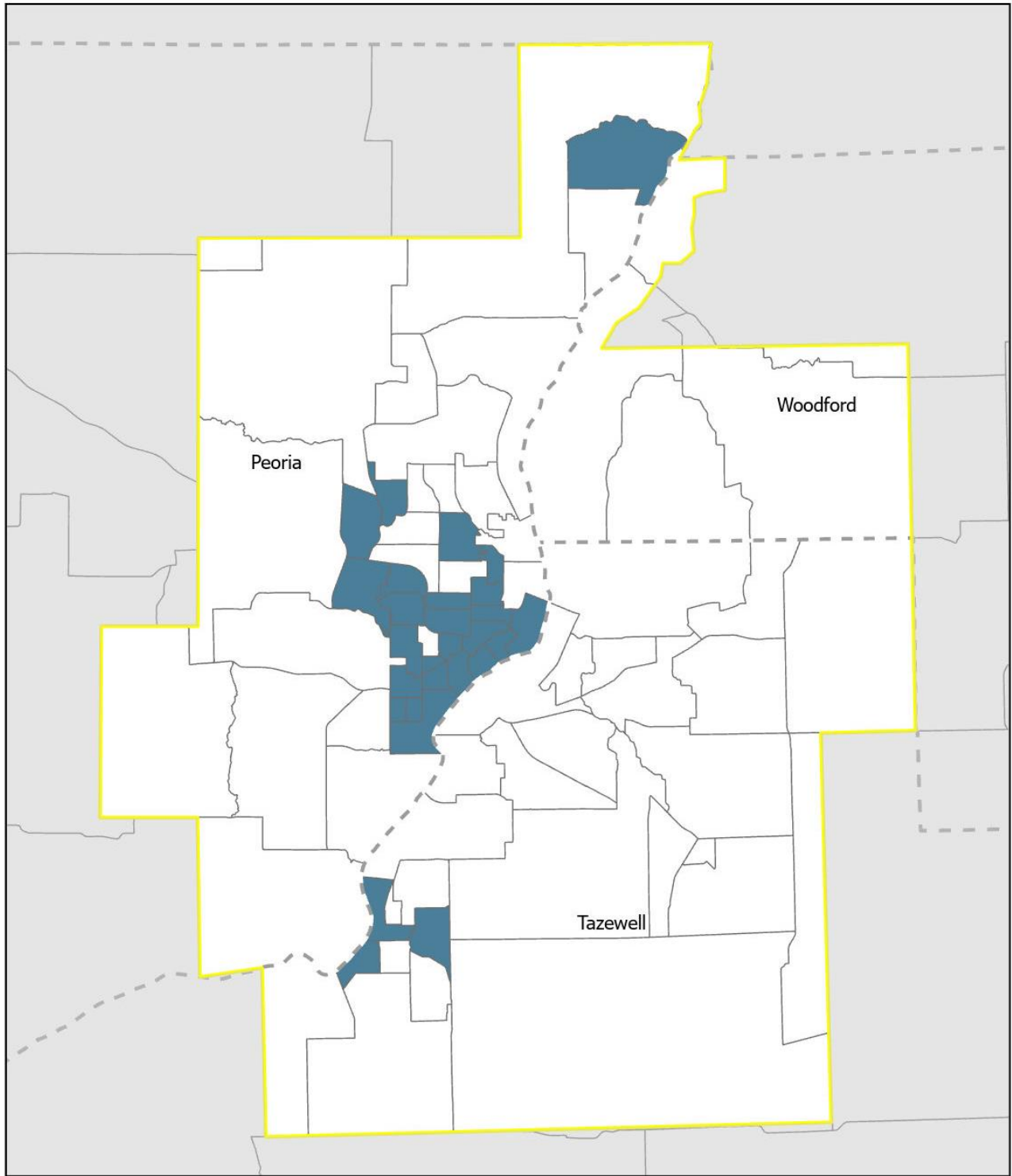


-  Tri-Counties
-  Metropolitan Planning Area
-  Below Regional Average
-  Above Regional Average

Source: U.S. Census 2022 American Community Survey 5-Year Estimates
April 2024



Figure 11: Environmental Justice Area Minority by Census Tract

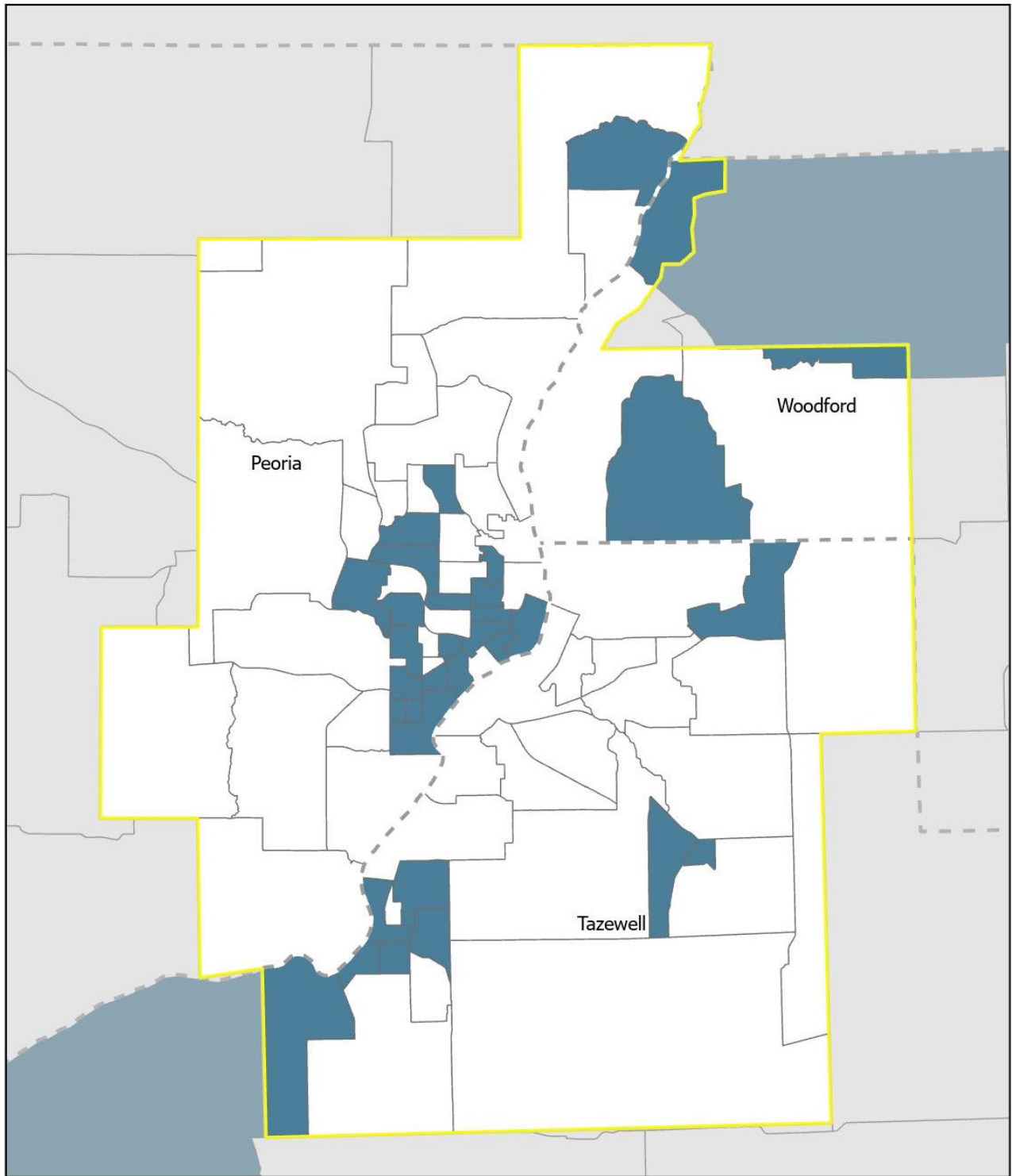


-  Tri-Counties
-  Metropolitan Planning Area
-  Below Regional Average
-  Above Regional Average

Source: U.S. Census 2022 American Community Survey 5-Year Estimates
April 2024



Figure 12: Environmental Justice Area Poverty by Census Tract



-  Tri-Counties
-  Metropolitan Planning Area
-  Below Regional Average
-  Above Regional Average

Source: U.S. Census 2022 American Community Survey 5-Year Estimates
April 2024



Figure 13: Environmental Justice Area Single Households with Kids by Census Tract

Appendix G: Public Involvement

Public Review Sites

Tri-County used the below locations to distribute the draft FY 2025-28 TIP for public review and comment.

Name	Address	City	State	Zip
Alpha Park Public Library	3527 S Airport Rd	Bartonville	IL	61607
Chillicothe Public Library District	430 N Bradley Ave	Chillicothe	IL	61523
Creve Coeur Public Library	311 N Highland St	Creve Coeur	IL	61610
Dunlap Public Library	302 S 1st St	Dunlap	IL	61525
Fondulac District Library	400 Richland St	East Peoria	IL	61611
Germantown Hills Library	509 Woodland Knolls Rd	Germantown Hills	IL	61548
Illinois Prairie District Public Library	208 E Partridge St	Metamora	IL	61548
Marquette Heights Public Library	715 Lincoln Rd	Marquette Heights	IL	61554
Morton Public Library	315 W Pershing St	Morton	IL	61550
Pekin Public Library	301 S 4th St	Pekin	IL	61554
Peoria Public Library – Main Library	107 NE Monroe St	Peoria	IL	61602
Peoria Public Library – McClure Branch	315 W McClure Ave	Peoria	IL	61604
Peoria Public Library – Lakeview Branch	1137 W Lake Ave	Peoria	IL	61614
Peoria Public Library – Lincoln Branch	1312 W Lincoln Ave	Peoria	IL	61605
Peoria Public Library – North Branch	3001 W Grand Pkwy	Peoria	IL	61615
Peoria Heights Public Library	816 E Glen Ave	Peoria Heights	IL	61616
Spring Bay Branch Library	411 Illinois St	Spring Bay	IL	61611
Tremont District Library	215 S Sampson St	Tremont	IL	61568
Tri-County Regional Planning Commission	456 Fulton St, Ste 401	Peoria	IL	61602
Washington District Branch Library	16 Sunnyland Plaza	Washington	IL	61571
Washington District Library	380 N Wilmor Rd	Washington	IL	61571

Table 11: Public Review Sites

Public Comment

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Appendix H: Amendments

Amendments Approved by Commission

Administrative Modifications

Illustrative Modifications

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