Peoria-Pekin Urbanized Area Transportation Study

Transportation Improvement Program

Fiscal Year 2020-2023

The PPUATS FY2020-2023 Transportation Improvement Program is prepared by TCRPC staff in collaboration with PPUATS member agencies.

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Executive Summary

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The Transportation Improvement Program (TIP) is prepared annually by the Peoria/Pekin Urbanized Area Transportation Study (PPUATS). The TIP represents the programming of transportation improvements for the Peoria/Pekin Metropolitan Planning Area beginning July 1, 2019.

The preparation of this report has been financed by the U.S. Department of Transportation and the Illinois Department of Transportation.

The FY 2020-2023 Transportation Improvement Program (TIP) is a four-year program of highway and transit projects developed to fulfill the requirements set forth in the FAST Act. The purpose of this document is to identify all street/highway and transit projects plus related enhancement projects programmed from FY 2020 through FY 2023 in the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) Metropolitan Planning Area, and to offer the public an opportunity to comment.

The FY 2020-2023 TIP is a result of the comprehensive, coordinated, and continuing (3-C) urban transportation planning process within the Peoria/Pekin Metropolitan Planning Area. The programs listed in the FY 2020-2023 TIP have been locally approved by PPUATS to receive federal funding. All projects are funded with federal, state, and local funds. Local funds include funding from municipalities, counties, and/or public transportation providers.

The FY 2020-2023 TIP document was approved by the PPUATS Policy Committee on October 2, 2019.

Annual MPO Certification

In accordance with 23 CFR 450.334 (b), the planning process in the Peoria-Pekin Urbanized Area was certified by USDOT in June 2018.

In accordance with 23 CFR 450.334, the Illinois Department of Transportation and the Peoria-Pekin Urbanized Area Transportation Study, Metropolitan Planning Organization for the Peoria-Pekin Urbanized Area, hereby certify the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 Subpart C;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR 93);
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21; Executive Order 13166(Limited English Proficiency) and Executive Order 12898(Environmental Justice);
4. 49 U.S.C. 5332, Section 324 of title 23 U.S.C. and the Older Americans Act (as amended 42 U.S.C. 6101) prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973(29 U.S.C. 794) regarding discrimination against individuals with disabilities.

Signed,

_____

Barry Logan, Chairman
PPUATS Policy Committee

_____

Date

_____

Holly Ostdick, Bureau Chief of Urban Program Planning
Illinois Department of Transportation

_____

Date

Introduction

The Tri-County Regional Planning Commission (TCRPC) is designated as the Metropolitan Planning Organization (MPO) for the Peoria/Pekin Metropolitan Planning Area. TCRPC has delegated the responsibilities of the MPO to the Peoria-Pekin Urbanized Area Transportation Study (PPUATS).

The Urbanized Area?

The Census Bureau defines an Urbanized Area 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."

Our urbanized area includes larger communities like Peoria and Pekin, as well as smaller communities like Bartonville and Germantown Hills.

What is PPUATS?

PPUATS comprises two groups: a Policy Committee and a Technical Committee.

The PPUATS Policy Committee is made up of elected officials representing their respective communities. The Policy Committee determines transportation policy within the framework of the urban transportation planning process. The Policy Committee must vote on the Technical Committee recommendations.

The PPUATS Technical Committee is made up of individuals appointed by their respective PPUATS communities. Most representatives are public works and/or engineering staff. Throughout the year the Technical Committee reviews and recommends planning policies and measures to the Policy Committee.

PPUATS membership includes municipalities and counties, the Peoria International Airport, the Greater Peoria Mass Transit District, and the Illinois Department of Transportation (IDOT). The Federal Highway Administration and IDOT's Planning and Programming office are advisory members.

Planning Area

The Metropolitan Planning Area (MPA) is the full jurisdictional area of PPUATS. The MPA is composed of the Peoria Urbanized Area (explained below) and land outside the Urbanized Area likely to become urbanized in the next 20 to 25 years.

The Peoria-Pekin Urbanized Area (UA) is defined by the Census Bureau and represents the built-up core of the Greater Peoria region. PPUATS creates its own Adjusted Urbanized Area for the purposes of transportation planning. The Adjusted UA includes the Census Bureau's UA, small areas necessary to round-off jagged or irregular boundaries, other contiguous areas that PPUATS considers to be urbanized, and areas likely to be developed within the next five years.

The most recent PPUATS Adjusted UA was adopted in May 2014. The Adjusted UA is used primarily to determine which roadways are eligible for federal urban funding assistance. Roadways inside the MPA but outside the Adjusted UA are eligible for rural funding assistance. A map of the Adjusted UA and MPA is included in Appendix A.

TIP Process and Funding Authorization

The FY2020-2023 TIP includes summaries of federally-funded transportation projects to be implemented each year of a four-year period. These projects have been identified for funding from the FY 2015-2040 Long-Range Transportation Plan, which was adopted March 2015.

The TIP is financially constrained, meaning that all projects listed in the present year (FY2020) have verified funding sources. In addition, the three subsequent years' listings (FY2021, FY2022, and FY2023) have "reasonably available" funding sources associated with them.

The existing transportation system within PPUATS 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.

Seven 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 urban area. In concert with the *FAST Act*, the current federal transportation bill, the MPO utilizes the seven thematic areas included to help reach this goal:

- Safety
- Infrastructure condition
- Congestion reduction
- System reliability
- Freight movement and economic vitality
- Environmental sustainability
- Reduced project delivery delays

What is the FAST Act?

The Fixing America's Surface Transportation Act is the latest funding and authorization bill to govern US federal surface transportation spending. This latest "highway bill" was signed by President Obama on December 4. The bill authorizes $305 billion in federal money to be spent on surface transportation. PPUATS and MPOs throughout the country receive a portion of that money via the State Department of Transportation to program for roadway, transit, and bicycle/pedestrian infrastructure projects in the MPA.

Public Involvement Process

To the greatest extent possible, PPUATS strives to make all documents and information readily available to the public. Upon completion, drafts copies of the TIP are distributed to 36 sites located throughout the urbanized area for public review. Extra copies of the Draft TIP are available for the public at the Tri-County Regional Planning Commission (TCRPC) office and online at http://www.tricountyrpc.org. Draft copies of the TIP may also be mailed to individuals and/or organizations by request.

Public notices announcing the review of all PPUATS documents are published in both the Peoria Journal Star and Pekin Daily Times for three (3) days. The public review period is thirty (30) days. PPUATS' 20 public review sites are selected to ensure accessibility to all, including the area's minority populations, low-income populations, and people with disabilities. All public review sites are accessible by mass transit. A complete list of public review sites is located in Appendix E.

During the 30-day public review period, at least three (3) public hearings are held. All public hearing locations are selected with appreciation of the need to accommodate persons with disabilities. Verbal comments and written submissions presented at the public hearings are generally responded to immediately or the topic is continued for later response. Minutes are compiled for all public hearings, where public comments and responses are recorded therein.

However, if an individual and/or organization would like more time given to address a specific item in the draft TIP, it is recommended that the individual and/or organization contact TRCPC at least two (2) weeks ahead of the scheduled public hearing at which they would like to speak. Appropriate time will then be afforded on the agenda at the meeting for their presentation.

PPUATS accepts input and comments from the public through a variety of means:

A. Members of the public may make comments by calling the Tri-County Regional Planning Commission at (309) 673-9330.
B. Written comments may be:
   1. Emailed to: info@tricountyrpc.org
   2. Mailed or hand delivered to:
      TCRPC
      456 Fulton Street, Suite 401
      Peoria, Illinois 61602
C. The public may submit comments to their respective PPUATS representative(s) for transmittal to the respective full committees.
D. Comments on the draft TIP may be made at Public Hearings. PPUATS ensures that all Public Hearing locations are accessible in accordance with the Americans with Disabilities Act.
E. Time scheduled on Tri-County Regional Planning Commission agenda or PPUATS agenda may be requested by members of the public or a representative of a group, to offer input to the full committees.
F. General comments by the public and/or organizations can be made at any PPUATS meetings. All PPUATS 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.

PPUATS 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 PPUATS Policy Committee, 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 PPUATS Policy Committee. Amendments are most often presented to the PPUATS Technical Committee for recommendation for the approval before being sent to Policy. 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.

Administrative Modification

An administrative modification represents a minor change to the TIP that does not require approval by PPUATS. Any change that does not represent an amendment, defined above, is considered an administrative modification. Moving a project from one fiscal year to another is considered an administrative modification.

An administrative modification would also be appropriate in the case of advanced construction. Advanced construction is a technique by which the State 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, the State may convert it to a regular federal aid project when funds become available. 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 2016-19 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 after 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/

Performance-Based Planning and Performance Measures

The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, passed in 2012, established a national performance measurement system for the highway and transit programs. Based on this policy change, the U.S. Department of Transportation (USDOT) established performance measures for four areas:

- Safety
- Infrastructure
- System Performance
- Transit Asset Management

The state departments of transportation (state DOTs) and metropolitan planning organizations (MPOs) are required to establish targets for each highway performance measure while transit agencies and MPOs set targets for transit asset condition.

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

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.

Safety

Performance Measure	IDOT Baseline 4-Year Avg (2012-2015)	Basis for Target	IDOT 2018 Target (2014-2018)	PPUATS TIP Project(s) Addressing this Target
Number of fatalities	967.3	2% annual reduction	951.0	PEO-20-02, PEO-21-01
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	0.921	2% annual reduction	0.900	PEO-20-02, PEO-21-01
Number of serious injuries	12,322.5	Ordinary least square projection	11,231.1	PEO-20-02, PEO-21-01
Rate of serious injuries per 100 million Vehicle Miles Traveled (VMT)	11.726	Ordinary least square projection	10.830	PEO-20-02, PEO-21-01
Number of non-motorized fatalities and non-motorized serious injuries	1,528.8	2% annual reduction	1,508.6	PEO-20-02, PEO-21-01

Infrastructure

Performance Measure	PPUATS Baseline	IDOT Baseline	IDOT 2020	IDOT 2022	PPUATS TIP Project(s) Addressing This Target
% of Interstate Pavement in Good Condition	67.90%	65.96%	65%	65%	
% of Interstate Pavement in Poor Condition	0.38%	0.27%	<5%	<5%	
% of non-Interstate Pavement in Good Condition	40.67%	27.71%	27%	27%	S-18-37, S-20-27
% of non-Interstate Pavement in Poor Condition	0.41%	4.94%	6%	6%	S-18-37, S-20-27
% of NHS bridges classified as in Good Condition	9%	29.40%	28%	27%	S-19-17, S-19-22, S-20-14
% of NHS bridges classified as in Poor Condition	31%	11.60%	13%	14%	S-19-17, S-19-22, S-20-14

System Performance

Performance Measure	PPUATS Baseline	IDOT Baseline	IDOT 2020	IDOT 2022	PPUATS TIP Project(s) Addressing This Target
% person-miles traveled on reliable Interstates	100	80.8	79	77	
% person-miles traveled on reliable non-Interstate NHS	95.3	87.3	85.3	83.3	
Truck Travel Time Reliability Index	1.2	1.3	1.34	1.37	

Transit Asset Management

Facility Type	Facilities Rated Below 3.0	Total Facilities	% Rated Below 3.0	PPUATS TIP Project(s) Addressing This Target
Admin/Maintenance	15	88	17%	CL-20-08, CL-20-09
Passenger/Parking	4	33	12%	5310-18-02, 5310-18-03
Total	*19*	*121*	*16%*	
Revenue Vehicle Type	**# Vehicles At/Beyond ULB**	**Total Vehicles**	**% Vehicles At/Beyond ULB**	
Articulated bus	12	16	75%	
Automobile	8	8	100%	
Bus	181	547	33%	CL-20-02, CL-20-07
Ferryboat	3	3	100%	
Minibus	82	171	48%	
Minivan	163	243	67%	
Other rubber tire vehicles	8	8	100%	
Van	447	852	52%	
Total	*904*	*1,848*	*49%*	
Service Vehicle Type	**# Vehicles At/Beyond ULB**	**Total Vehicles**	**% Vehicles At/Beyond ULB**	
Automobile	52	112	46%	
Minivan	28	50	56%	
Other rubber tire vehicles	6	6	100%	
Van	0	4	0%	
Total	*86*	*172*	*50%*	

Project Listings

Understanding the Listings

The Transportation Improvement Program is divided into two sections based on the type of transportation work to be completed, Surface Transportation projects and Transit projects. Listed on the following pages are all of the federally-funded transportation projects anticipated to occur within the Metropolitan Planning Area over the next four (4) 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. First is a letter or letters indicating the agency associated with a given project. S indicates an IDOT State Routes project, L for IDOT Bureau of Local Roads, and two or three letters associated with a municipality (e.g. MO for Morton, PEO for Peoria). A full glossary of these abbreviations may be found in Appendix B. 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.

Surface Transportation Projects

The programming of highway funds is a major function of IDOT and PPUATS. Federal highway funds come from many sources and programs, including the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG-U for projects in the urbanized area, STBG-R for projects outside the urbanized area), and Highway Safety Improvement Program (HSIP). Descriptions of these funding programs, their eligibility requirements, and their selection processes (if applicable) may be found in Appendix C.

Multiple sources of federal and state funds are also available for non-motorized transportation projects. Non-motorized transportation most often refers to pedestrians and bicyclists, but may also include other active forms of transportation. Federal funding sources for non-motorized transportation include the Transportation Alternatives Program, Illinois Transportation Enhancement Program (ITEP), and Federal Recreational Trails Program. More information on these programs may be found in Appendix C.

Mass Transit Projects

Mass Transit funds are primarily programmed by the mass transit agency, IDOT, and the Federal Transportation Administration (FTA). The local transit agency, the Greater Peoria Mass Transit District (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 Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-18-11	2020	No	IL-8/116	Over Tazewell & Peoria RR (TZPR) & IL-29 in East Peoria	NHPP-State, State	State	$1,200,000	$300,000	$0	$1,500,000	P.E. (Phase II)
S-18-16	2020	No	IL-6	Ramps @ IL-40 Intchg. & Allen Rd. Intchg.	NHPP-State, State	State	$2,000,000	$500,000	$0	$2,500,000	Resurfacing
S-18-17	2020	No	IL-6	IL 40 (Knoxville Ave.) to 0.7 Mi. N of Hoerr's Pond	NHPP-State, State	State	$6,000,000	$1,500,000	$0	$7,500,000	Resurfacing
S-18-28	2020	No	Adams St.	Over BN & CNW RR @ WCL of Peoria	NHPP-State, State	State	$1,200,000	$300,000	$0	$1,500,000	P.E. (Phase I)
S-18-37	2020	No	US 24 Resurfacing	Bus 24 from E of Lynn St. in Washington to US 24 W of Eureka	NHPP-State, Toll Credits	State	$3,150,000	$0	$0	$3,150,000	Resurfacing
S-19-12	2020	No	I-474	Kickapoo Creek & BN RR E of I-74 Intchg.	NHPP-State, State	State	$810,000	$90,000	$0	$900,000	P.E. (Phase I & II)
S-19-17	2020	No	I-155 Bridge Preservation	NB Ramp over BNSF RR at IL 98	NHPP-State, State	State	$225,000	$25,000	$0	$250,000	Bridge Preservation
S-19-21	2020	No	IL 40 (Knoxville Ave.)	I-74 to N of US 150 (War Memorial Dr.)	NHPP-State, State	State	$838,000	$209,000	$0	$1,047,000	P.E. (Phase I)
S-19-22	2020	No	I-155 Bridge Preservation	SB Main St. Ramp over I-155	NHPP-State, State	State	$585,000	$65,000	$0	$650,000	Bridge Preservation
S-20-01	2020	No	I-74 Bridge Replacement	Pinecrest Dr. over I-74	NHPP-State, State	State	$6,480,000	$720,000	$0	$7,200,000	Bridge Replacement, Interchange Reconstruction
S-20-14	2020	No	I-74/IL-29 Murry Baker Bridge	Over Illinois River	NHPP-State, State	State	$31,500,000	$7,000,000	$0	$38,500,000	New bridge deck, bridge rehabilitation
S-20-22	2020	Yes	IL-40 Detour Prep	I-74 in Peoria to I-74 in East Peoria	NHPP-State, Toll Credits	State	$1,600,000	$0	$0	$1,600,000	Temporary widening, Ramp Modifications, Misc. electrical installations

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-20-23	2020	No	I-74 Signage Bridge	I474: I-74 in Peoria Co. to I-74 in Tazewell Co. & IL 40: I-74 in Peoria to I-74 in East Peoria	NHPP-State, Toll Credits	State	$1,000,000	$0	$0	$1,000,000	Placement of temporary signs for closure and detour routes
S-20-24	2020	No	I-74 Message Boards	University St to Washington St in Peoria, E of Washington St to Riverfront Dr in East Peoria	HSIP-State, Restricted State Match	State	$1,125,000	$125,000	$0	$1,250,000	Install permanent dynamic message signs
S-20-25	2020	No	Pavement Preservation	Various, Western portion of District 4	STP-Stwd Flex-S, Toll Credits	State	$837,000	$0	$0	$837,000	Crack and joint sealing
S-20-26	2020	No	Pavement Preservation	Various, Eastern portion of District 4	STP-Stwd Flex-S, State	State	$655,000	$107,000	$0	$762,000	Crack and joint sealing
S-20-27	2020	No	IL 29 Resurfacing	IL 29 from Senachwine Cr. N of Chillicothe to Gimlet Cr. In Sparland	NHPP-State, Toll Credits	State	$5,800,000	$0	$0	$5,800,000	Resurfacing
S-20-28	2020	Yes	IL 40 Resurfacing	IL 40 from Ravinswood Rd. to N of Timber Lane	NHPP-State, STP-Urban 5-200K-S, State	State	$1,944,000	$486,000	$0	$2,430,000	Resurfacing
S-20-29	2020	No	IL 9 Resurfacing	0.1 Mi. E of US 24 to McNaughton Bridge	NHPP-State, Toll Credits	State	$1,280,000	$320,000	$0	$1,600,000	Resurfacing
S-20-30	2020	No	Various Routes Culvert Repair	Various Locations	NHPP-State, STP-Urban 5-200K-S, State	State	$603,000	$147,000	$0	$750,000	Culvert Lining

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-20-31	2020	Yes	IL 9 Bridge Preservation	McNaughton Bridge over IL River	NHPP-State, Toll Credits	State	$3,600,000	$900,000	$0	$4,500,000	Bridge Preservation
S-20-32	2020	No	IL-91	N Holmes Rd to S of Parks School Rd	STP-Rural-State State-Match	State	$2,400,000	$600,000	$0	$3,000,000	Resurfacing
S-20-33	2020	No	IL 26 Pavement Preservation	Marshall Co. Line to Galena St. in Spring Bay	STP-Rural-State, State	State	$2,000,000	$500,000	$0	$2,500,000	Resurfacing (Smart)
S-20-34	2020	No	US 150	W of Northland Ave. to 0.1 Mi. W of Brandywine Dr.	NHPP-State, State	State	$3,200,000	$800,000	$0	$4,000,000	Resurfacing
S-20-35	2020	Yes	IL-40 (Knoxville Ave.)	@ Lake St.	HSIP Safety-State Restrict State Match	State	$724,000	$80,000	$0	$804,000	Intersection Improvement
S-20-36	2020	No	I-74	E of IL 78 to W of Kickapoo/Edwards Rd.	NHPP-State, State	State	$15,300,000	$1,700,000	$0	$17,000,000	Resurfacing
S-20-37	2020	Yes	IL-29	0.2 Mi. S of Cloverdale Rd. to Dickison Run Creek N of IL-6	NHPP-State, State	State	$7,680,000	$1,920,000	$0	$9,600,000	Resurfacing
S-20-38	2020	No	IL 29	Senachwine Creek to Truitt Ave. in Chillicothe	NHPP-State, State	State	$1,600,000	$400,000	$0	$2,000,000	Resurfacing
S-20-39	2020	No	I-74	Between University St. in Peoria to E of Washington St. in East Peoria	NHPP-State, State	State	$1,125,000	$125,000	$0	$1,250,000	Installation of Dynamic Message Signs
S-20-40	2020	Yes	Various Routes	Replace Traffic Signal Mast Arms at Various Locations	NHPP-State, State	State	$380,000	$95,000	$0	$475,000	Traffic Signal Modernization

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-20-41	2020	Yes	Ramp Modification	Fayette St to EB I-74 in Peoria	HSIP, State	State	$145,000	$16,000	$0	$161,000	Installation of ramp metering
S-20-42	2020	No	Traffic Signals	Various locations in Peoria & Tazewell Counties	NHPP-State, State	State	$325,000	$81,000	$0	$406,000	Replacing traffic signal mast arms
S-20-43	2020	No	Bob Michel Bridge Preliminary Engineering	Bob Michel Bridge at Illinois River	NHPP-State, State	State	$1,600,000	$400,000	$0	$2,000,000	Preliminary engineering
S-20-44	2020	Yes	WB McClugage Bridge Preliminary Engineering	WB McClugage Bridge at Illinois River and WB US-150 over IL-29 (Adams St)	NHPP-State, State	State	$2,240,000	$560,000	$0	$2,800,000	Preliminary engineering
D-20-01	2020	Yes	Dunlap Valley Middle Safe Routes to School	Near Dunlap Valley Middle School in Dunlap	SRTS	D	$200,000	$0	$0	$200,000	New Sidewalk, Sidewalk Curb Ramp, Median Refuge/Center Crossing, Crossing Improvements, New/Upgraded Signs, Flashing Beacons, New Pavement Markings, Pedestrian Activated Signal Upgrades, Permanently Mounted Solar Powered Speed Feedback Signs
EP-20-01	2020	Yes	Camp St and River Rd Roundabout	Intersection	STP-U, Local	EP	$800,000	$0	$200,000	$1,000,000	Intersection improvements including new pavement, curbs, sidewalk/ bike path, pavement markings, signals, signage and landscaping as required to accommodate new turn lanes or island / median changes

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
ITEP-18-01	2020	Yes	Rock Island Greenway	Harvard Ave to Park Ave	ITEP, Local	PEO	$427,000	$0	$80,200	$507,200	Construction Engineering, improvement of existing rail bridge, recreation trail construction
MO-20-01	2020	No	Main St Rail Upgrade	AAR DOT Crossing No. 475122S at Main St in Morton	Section 130, Railroad	MO	$270,000	$0	$30,000	$300,000	Preliminary engineering, construction engineering, and construction
PC-20-02	2020	Yes	Kickapoo Creek Rd Structure Replacement	I-474 to SW Adams St	STP-BR, Local	PC	$1,600,000	$0	$780,000	$2,380,000	Removal and replacement of S.N. 072-3095 on Kickapoo Creek Road, along with removal and replacement of adjacent retaining walls along the Kickapoo Creek.
PEK-20-01	2020	No	Pekin Front St	Fayette St to Distillery Rd in Pekin	NHFP, Local	PEK	$4,664,000	$0	$1,166,000	$5,830,000	Reconstruction
PEO-20-01	2020	Yes	Adams St and Jefferson St Signal Upgrades	SW Adams St at Harrison, Liberty, Fulton, & Main; SW Jefferson St at Liberty, Fulton, Main, & Hamilton	HSIP, Local	PEO	$67,500	$0	$7,500	$75,000	Design engineering (Phase II) of signal replacements
PEO-20-02	2020	No	Western Ave	N of Howett St to Adams St	HSIP, Local	PEO	$2,353,423	$0	$9,042,620	$11,396,043	Reconstruction
PEO-20-03	2020	No	US-150/War Memorial Dr Sidewalk	Charter Oak Rd to Cannes Dr	ITEP, Local	PEO	$263,606	$0	$65,903	$329,510	Construction Engineering (Phase III), Sidewalk construction

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
PEO-20-04	2020	No	Pedestrian Infill	N Allen Rd from Wilhelm to 325 ft N - and – No Orange Prairie Rd from Landens to War Memorial	TAP, Local	PEO	$95,244	$0	$23,811	$119,055	Construction engineering, sidewalk construction
PEO-20-05	2020	No	Willow Knolls Pedestrian Improvements	University St to 900 ft E of Allen Rd	TAP, Local	PEO	$191,382	$0	$47,845	$239,227	Construction engineering (Phase III), Sidewalk construction
PEO-20-06	2020	Yes	Section 130 Rail Upgrade Alta Rd	AAR DOT Crossing #175630D, on Alta Ln between Rte 91 and Radnor Rd	Section 130, Railroad	PEO	$205,200	$0	$22,800	$228,000	Preliminary Engineering, Construction Engineering, Construction
PEO-21-01	2020	No	Allen Rd	1,200 ft N of Pioneer Pkwy to Walton St	STP-U, Local	PEO	$550,000	$0	$170,000	$720,000	Resurfacing
PEK-20-02	2020	No	Jefferson Elementary & Washington Middle Safe Routes to School	Near Jefferson Elementary and Washington Middle Schools in Pekin	SRTS	PEK	$197,932	$0	$0	$197,932	New Sidewalk, Curb, Curb Ramp, Raised Crossing, Median Refuge/Center Crossing, New/Upgraded Signs, New Pavement Markings, New Traffic Striping, Flashing Beacons, Signal Upgrades, Pedestrian Countdown Signals, Permanently Mounted Solar Powered Speed Feedback Signs, Sight Distance Improvements
TAP-15-01	2020	No	Rock Island Greenway	Over US-150/War Memorial Dr	TAP, Local	PEO	$283,000	$0	$123,800	$406,800	Improvement of existing rail bridge, recreation trail construction

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
W-20-01	2020	No	US-24 Business Multi-Use Path	Gillman Ave to Eagle Ave	TAP, Local	W	$293,959	$0	$124,619	$418,578	Engineering (Phase I & II), Path construction
W-20-03	2020	Yes	Washington District 52 Safe Routes to School	Near Washington Middle School in Washington	SRTS	W	$200,000	$0	$0	$200,000	New Sidewalk, Sidewalk Gap Closure, Sidewalk Curb, Sidewalk Curb Ramp, Crossing Improvements, New/Upgraded Signs, Multi-Use Bike/Ped Trail
W-20-04	2020	No	Washington Square	North leg: Walnut St to Peoria St South leg: Peoria St to Walnut St	ITEP, Local	W	$56,010	$0	$14,003	$70,013	Preliminary Engineering
S-18-06	2021	No	IL-8	Over BNSF RR at Edwards	STP-Rural-State State-Match	State	$9,600,000	$2,400,000	$0	$12,000,000	Bridge Replacement
S-19-03	2021	No	IL-116 (Harmon Hwy)	Over BNSF RR, UP RR & Kickapoo Creek 0.1 Mi. E of Airport Rd.	NHPP-State, State	State	$12,000,000	$3,000,000	$0	$15,000,000	Bridge Replacement
S-19-04	2021	No	IL-116 (Harmon Hwy)	Over BNSF RR, UP RR & Kickapoo Creek 0.1 Mi. E of Airport Rd.	NHPP-State, State	State	$720,000	$180,000	$0	$900,000	Construction Engineering
S-20-06	2021	No	IL-8/116	Over Tazewell & Peoria RR (TZPR) & IL-29 in East Peoria	NHPP-State, State	State	$29,600,000	$7,400,000	$0	$37,000,000	Bridge Replacement & Interchange Reconstruction
S-20-10	2021	No	IL-8/116	Over Tazewell & Peoria RR (TZPR) & IL-29 in East Peoria	NHPP-State, State	State	$640,000	$160,000	$0	$800,000	Construction Engineering
S-20-16	2021	No	IL-8/116	Cedar St. Bridge to TP&W RR Bridge	NHPP-State, State	State	$3,200,000	$800,000	$0	$4,000,000	Bridge Deck Replacement & Bridge Rehab, Resurfacing

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-20-17	2021	No	Adams St.	Over BN & UP RR @ WCL of Peoria	NHPP-State, State	State	$400,000	$100,000	$0	$500,000	P.E. (Phase II)
S-21-10	2021	No	I-74	W of Kickapoo/Edwards Rd to 0.7 Mi. E of I-474	NHPP-State, State	State	$12,600,000	$1,400,000	$0	$14,000,000	Resurfacing
S-21-11	2021	Yes	Culvert Improvements	Various locations along US-24 in Tazewell and Woodford Counties	NHPP-State, State	State	$400,000	$100,000	$0	$500,000	Line culverts
PEO-21-02	2021	No	Adams St and Jefferson St Signal Upgrades	SW Adams St at Harrison, Liberty, Fulton, & Main; SW Jefferson St at Liberty, Fulton, Main, & Hamilton	HSIP, Local	PEO	$1,737,051	$0	$193,006	$1,930,057	Construction engineering (Phase III) and construction of signal replacements
W-20-02	2021	No	Washington District 51 Safe Routes to School	Near Central Intermediate School in Washington	SRTS	W	$200,000	$0	$0	$200,000	New Sidewalk, Sidewalk Gap Closure, Sidewalk Curb, Sidewalk Curb Ramp, Crossing Improvement, New/Upgraded Signs, Bike Racks
S-19-04	2022	No	IL-116 (Harmon Hwy)	Over BNSF RR, UP RR & Kickapoo Creek 0.1 Mi. E of Airport Rd.	NHPP-State, State	State	$320,000	$80,000	$0	$400,000	Construction Engineering
S-19-12	2022	No	I-474	Kickapoo Creek & BN RR E of I-74 Intchg.	NHPP-State, State	State	$720,000	$80,000	$0	$800,000	P.E. (Phase I & II)
S-21-01	2022	No	I-474 / US 24	I-74 to Illinois River	NHPP-State, State	State	$12,600,000	$1,400,000	$0	$14,000,000	Resurfacing
S-22-06	2022	No	I-74	0.8 Mi. E of Morton Ave. to	NHPP-State, State	State	$13,500,000	$1,500,000	$0	$15,000,000	Resurfacing

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
				Woodford Co. Line							
S-22-07	2022	No	Adams St.	Over BN & UP RR @ WCL of Peoria	NHPP-State, State	State	$800,000	$200,000	$0	$1,000,000	P.E. (Phase II)
EP-22-01	2022	No	Camp St and Riverside Dr	Intersection	STP-U, Local	EP	$1,470,000	$0	$950,000	$2,420,000	Reconstruction, new sidewalks
MO-22-01	2022	No	Courtland St	Morton Ave to Main St	STP-U, Local	MO	$1,855,000	$0	$2,095,000	$3,950,000	Reconstruction, widening, new sidewalks, ADA improvements
PC-21-01	2022	No	Glen Ave	Knoxville Ave to Sheridan Ave in Peoria	STP-U, Local	PC	$1,400,000	$0	$1,300,000	$2,700,000	Reconstruction
PEK-22-01	2022	No	Parkway Dr	Sheridan Rd to N City Limit	STP-U, Local	PEK	$268,000	$0	$67,000	$335,000	Resurfacing
TZ-22-01	2022	No	Broadway Rd	Veterans Dr to Springfield Rd	STP-U, STP-R, Local	TZ	$4,112,000	$0	$1,457,000	$5,569,000	Resurfacing

Mass Transit Projects

TIP No.	Fiscal Year	Project Title	Funding Sources	Lead Agency	All Agencies	Federal	State/Local	Other	Total	Description
5310-18-02	2019	Pedestrian/ Bus Stop Improvements	FTA 5310, Local	PEO	PEO, State, Federal	$48,000	$12,000	$0	$60,000	Pedestrian access route installation
5310-18-03	2019	Bus Stop Upgrades	FTA 5310, Local	CL	CL, State, Federal	$66,000	$16,500	$0	$82,500	Construct boarding/ alighting pads and sidewalk connections
CL-20-01	2020	Capital Cost of Contracting	FTA 5307, Local	CL	CL, State, Federal	$533,600	$133,400	$0	$667,000	Capital Cost of Contracting
CL-20-02	2020	Preventative Maintenance	FTA 5307, Local	CL	CL, State, Federal	$1,351,200	$337,800	$0	$1,689,000	Preventative Maintenance
CL-20-03	2020	Collision Avoidance System	FTA 5307, Toll Credits	CL	CL, State, Federal	$500,000	$0	$0	$500,000	Purchase collision avoidance system for buses
CL-20-04	2020	Voice Paging Emergency System	FTA 5307, Toll Credits	CL	CL, State, Federal	$60,000	$0	$0	$60,000	Purchase voice paging emergency system for various facilities
CL-20-05	2020	Paratransit Software	FTA 5307, Toll Credits	CL	CL, State, Federal	$150,000	$0	$0	$150,000	Purchase dispatching software for paratransit vans
CL-20-06	2020	Tire Lease	FTA 5307, Local	CL	CL, State, Federal	$36,400	$9,100	$0	$45,500	Tire Lease
CL-20-07	2020	40' Low Transit Coaches (2) & Charging Station	FTA 5307, Local	CL	CL, State, Federal	$1,760,000	$440,000	$0	$2,200,000	Purchase transit coaches and charging station
CL-20-08	2020	Maintenance Facility	FTA 5339/ 5307, State	CL	CL, State, Federal	$3,600,000	$900,000	$0	$4,500,000	Construct maintenance facility
CL-20-09	2020	Maintenance Facility Prebuild	FTA 5339/ 5307, Local	CL	CL, State, Federal	$600,000	$150,000	$0	$750,000	Pre-build of maintenance facility
RPC-20-01	2020	Cost to Administer 5310 Program	FTA 5310, Local	TCRPC	TCRPC, State, Federal	$10,000	$0	$0	$10,000	Cost to Administer 5310 Program

Mass Transit Projects

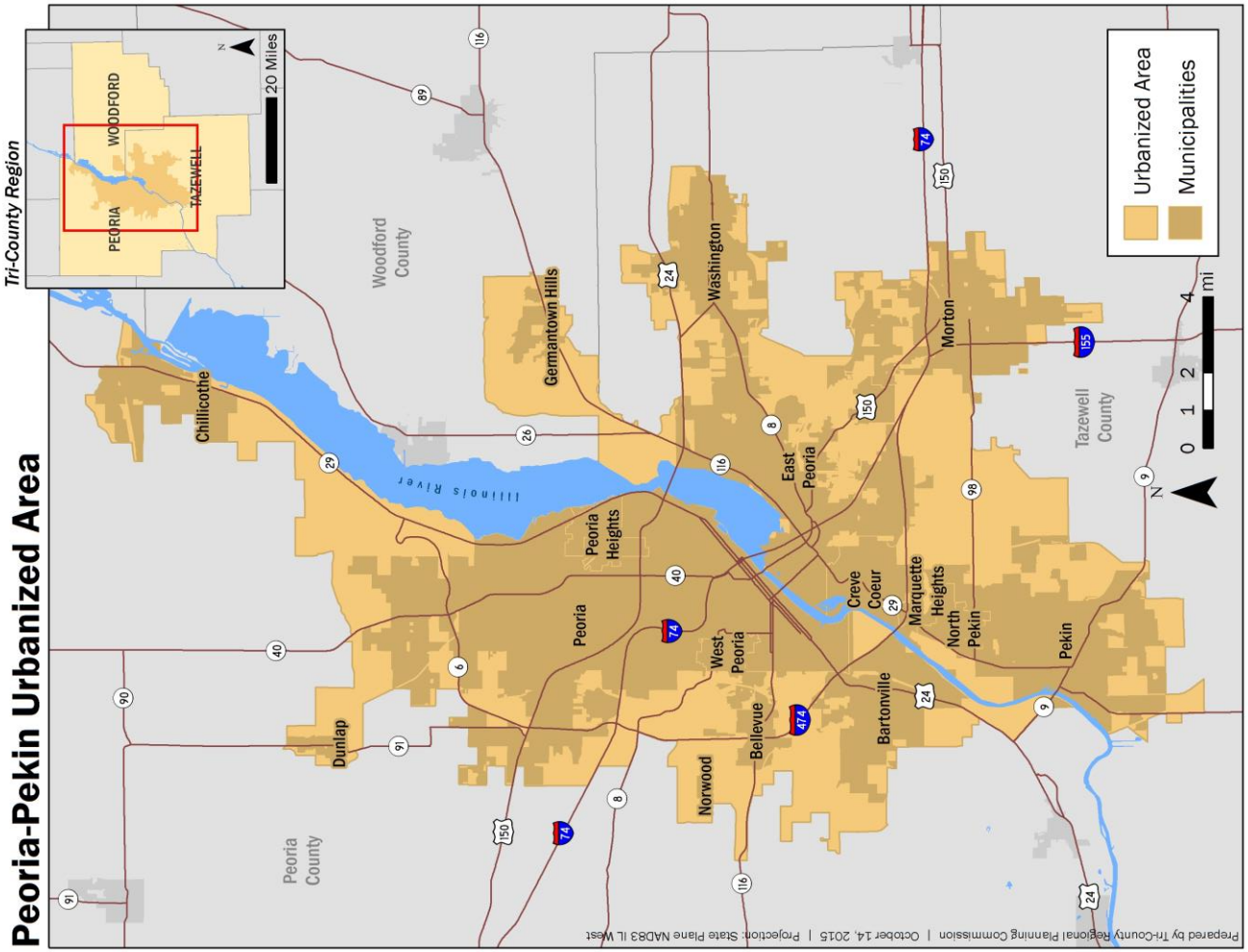
TIP No.	Fiscal Year	Project Title	Funding Sources	Lead Agency	All Agencies	Federal	State/Local	Other	Total	Description
CL-21-01	2021	Capital Cost of Contracting	FTA 5307, State	CL	CL, State, Federal	$544,272	$136,068	$0	$680,340	Capital Cost of Contracting
CL-21-02	2021	Preventative Maintenance	FTA 5307, State	CL	CL, State, Federal	$1,405,248	$351,312	$0	$1,756,560	Preventative Maintenance
CL-21-03	2021	Tire Lease	FTA 5307, State	CL	CL, State, Federal	$37,856	$9,464	$0	$47,320	Tire Lease
CL-21-04	2021	Medium Duty Cutaways (7)	FTA 5339, Toll Credits	CL	CL, State, Federal	$510,000	$0	$0	$510,000	Medium duty cutaways
CL-21-05	2021	Driving Simulator	FTA 5307, Toll Credits	CL	CL, State, Federal	$375,000	$0	$0	$375,000	Driving Simulator
CL-21-06	2021	35’ Low Floor Transit Coaches (2)	FTA 5339, Toll Credits	CL	CL, State, Federal	$400,000	$0	$0	$400,000	35’ Low Floor Transit Coaches
CL-21-07	2021	Maintenance/ Operations	FTA 5307, Local	CL	CL, State, Federal	$1,200,000	$300,000	$0	$1,500,000	Maintenance/ Operations
CL-21-08	2021	Maintenance Facility	FTA 5307/ 5339, State	CL	CL, State, Federal	$5,200,000	$1,300,000	$0	$6,500,000	Maintenance Facility
CL-21-09	2021	Mobile Camera System	FTA 5307, Local	CL	CL, State, Federal	$68,000	$17,000	$0	$85,000	Mobile Camera System
RPC-21-01	2021	Cost to Administer 5310 Program	FTA 5310, Local	TCRPC	TCRPC, State, Federal	$10,000	$0	$0	$10,000	Cost to Administer 5310 Program
MPO-21-01	2021	Section 5310 CVP Awards	FTA 5310	MPO	MPO, State, Federal	$109,102	$0	$0	$109,102	Transfer funds to IDOT for use in upcoming Consolidated Vehicle Procurement (CVP) awards cycle
CL-22-01	2022	Capital Cost of Contracting	FTA 5307, Local	CL	CL, State, Federal	$544,272	$136,068	$0	$680,340	Capital Cost of Contracting

Mass Transit Projects

TIP No.	Fiscal Year	Project Title	Funding Sources	Lead Agency	All Agencies	Federal	State/Local	Other	Total	Description
CL-22-02	2022	Preventative Maintenance	FTA 5307, Local	CL	CL, State, Federal	$1,405,248	$351,312	$0	$1,756,560	Preventative Maintenance
CL-22-03	2022	Tire Lease	FTA 5307, Local	CL	CL, State, Federal	$37,856	$9,464	$0	$47,320	Tire Lease
CL-22-04	2022	35’ Low Floor Transit Coaches (5)	FTA 5307, Local	CL	CL, State, Federal	$1,600,000	$400,000	$0	$2,000,000	35’ Low Floor Transit Coaches
CL-22-05	2022	Maintenance Equipment	FTA 5339, Toll Credits	CL	CL, State, Federal	$500,000	$0	$0	$500,000	Maintenance Equipment
CL-22-06	2022	Maintenance Facility	FTA 5307/ 5339, State	CL	CL, State, Federal	$8,000,000	$2,000,000	$0	$10,000,000	Maintenance Facility
RPC-22-01	2022	Cost to Administer 5310 Program	FTA 5310, Local	TCRPC	TCRPC, State, Federal	$10,000	$0	$0	$10,000	Cost to Administer 5310 Program
CL-23-01	2023	Capital Cost of Contracting	FTA 5307, Local	CL	CL, State, Federal	$544,272	$136,068	$0	$680,340	Capital Cost of Contracting
CL-23-02	2023	Preventative Maintenance	FTA 5307, Local	CL	CL, State, Federal	$1,405,248	$351,312	$0	$1,756,560	Preventative Maintenance
CL-23-03	2023	Tire Lease	FTA 5307, Local	CL	CL, State, Federal	$37,856	$9,464	$0	$47,320	Tire Lease
CL-23-04	2023	Facility Cameras	FTA 5307, Local	CL	CL, State, Federal	$600,000	$150,000	$0	$750,000	Facility Cameras
CL-23-05	2023	35’ Low Floor Transit Coaches (5)	FTA 5307, Local	CL	CL, State, Federal	$1,600,000	$400,000	$0	$2,000,000	35’ Low Floor Transit Coaches
CL-23-06	2023	Maintenance Facility	FTA 5307/ 5339, State	CL	CL, State, Federal	$7,200,000	$1,800,000	$0	$9,000,000	Maintenance Facility
RPC-23-01	2023	Cost to Administer 5310 Program	FTA 5310, Local	TCRPC	TCRPC, State, Federal	$10,000	$0	$0	$10,000	Cost to Administer 5310 Program

Appendix A – Urbanized Area

MAP 1: PEORIA-PEKIN URBANIZED AREA



Appendix B – Abbreviations & Glossary

Abbreviations of Entities

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

Glossary

3-C Process: The Comprehensive, Continuing, and Coordinated (3-C) Planning Process that has been established to develop and maintain effective planning within the Peoria/Pekin urbanized area and the regional 20-year planning area.

20-Year Planning Area: PPUATS mapped out an area beyond the urbanized area that could become urbanized over the next 20 years. This area was selected in the early spring of 2013 (updated every US Census cycle). The current 20 year planning boundary includes the urbanized area along with the municipalities of Chillicothe, Dunlap, Hanna City, Mapleton, Spring Bay, Bay View Gardens, Germantown Hills, Metamora, and Tremont.

Average Daily Traffic (ADT): Indicates the number of vehicles that typically run on a section of road per day. ADT can be done for roadways or turning movements (i.e. number of right turns from Main to University).

Capital Expenses: In mass transit, a capital expense is a purchase of a tangible piece of equipment. New buses or computers serve as examples of capital expenses.

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 Justice: Practicing environmental justice means insuring that the effects of transportation planning and projects are appropriately spread throughout the urbanized area.

Environmental Attainment Area: Urbanized Areas that have poor air quality are designated nonattainment areas, which require additional planning from their MPOs. The Peoria/Pekin Urbanized Area is an Environmental Attainment Area.

Fixing America's Surface Transportation Act (*FAST Act*): The FAST Act is the federal transportation bill signed into law in December 2015. It replaces the 2012 transportation bill, *MAP-21*. It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with

critical transportation projects, like new highways and transit lines, with the confidence that they will have the necessary federal funding.

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

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

Fiscal Year: The PPUATS fiscal year mirrors the State of Illinois. The fiscal year runs six months ahead of the calendar year. For example, fiscal year 2010 begins on July 1, 2009 and ends on June 30, 2010.

Illinois Transportation Enhancement Program (ITEP): ITEP was created in response to federal transportation legislation requiring that 10% of all Surface Transportation Program funds be used toward projects serving to enhance the transportation system. Examples of projects include bike routes, historic preservation and transportation museums. Localities wishing to secure ITEP funds must apply to the state and pay a 20% match.

Intelligent Transportation Systems (ITS): ITS utilize technology to provide safety and efficiency in transportation. Some objectives of ITS include: freeway management, emergency response, incident management, traveler information and traffic signal control. The most common example of ITS is the variable message signs placed along roadways.

Long Range Transportation Plan (LRTP): Metropolitan Planning Organizations are required to produce a 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 Program-Urban (STU) projects are to be listed in the LRTP as well.

Metropolitan Planning Organization (MPO): An MPO is a regional transportation decision-making body. The federal government requires an MPO for metropolitan areas of 50,000 people or more. The designated MPO for the Peoria/Pekin MA is the Tri-County Regional Planning Commission (TCRPC), which has delegated its duties to PPUATS. MPOs are responsible for determining how federal transportation funds are used. Every transportation project to receive federal funds must be approved by the MPO.

Mode: A transportation mode is the medium used to get from one place to another.

Moving Ahead for Progress in the 21st Century (*MAP-21*): was a Federal transportation bill signed into law in 2012. MAP-21 The approval of MAP-21 resulted in the consolidation and elimination of a number of 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*.

National Highway System (NHS): Network of highways throughout the United States 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 the United States' roads and carries 40% of all US highway traffic.

Operating Expenses: In mass transportation, an operating expense is the expenditure of funds toward activities (e.g. salaries), as opposed to tangible (capital) items.

Paratransit: The Americans with Disabilities Act (ADA) requires that providers of public transportation provide service to those physically or cognitively unable to utilize fixed-route public transportation. The Greater Peoria Mass Transit District (CityLink) provides those services through CityLift.

Peoria/Pekin Urbanized Area Transportation Study (PPUATS): PPUATS is the MPO decision-making body. The PPUATS Policy Committee, which makes final decisions, acts on PPUATS Technical Committee recommendations. The committees are made up primarily of municipal and county representatives. The Greater Peoria Mass Transit District (CityLink), Greater Peoria Regional Airport, Illinois Department of Transportation, Federal Highway, and TCRPC staff are also represented.

Proposed Highway Improvement Program: The Illinois Department of Transportation produces a five-year Proposed Highway Improvement Program for the entire state on an annual basis.

Regional Planning Commission (RPC): It is important to note that an RPC and an MPO are different organizations. An RPC is meant to serve a particular region and promote intergovernmental cooperation, regional planning, and a vision for the future. Unlike MPOs, RPC duties are not federally mandated and are not particular to transportation.

Transportation Improvement Program (TIP): While this document's title is "Transportation Improvement Program," it is important to note that the TIP is not a document or a listing of projects. It is the result of a process of determining how millions of federal transportation dollars are to be spent. It is the mechanism that allows implementation of transportation projects. The TIP is programmed four years in advance. All projects within the MA that receive federal transportation funding are to be in the TIP.

Title VI of the 1964 Civil Rights Act: Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". It is vital that this be kept in mind during transportation planning activities.

Tri-County Regional Planning Commission (TCRPC): The Tri-County Regional Planning Commission serves all of Peoria, Tazewell, and Woodford Counties as the Regional Planning Commission (RPC) for the area.

Urbanized Area: The urbanized area 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 Peoria, Peoria Heights, West Peoria, Chillicothe, East Peoria, Washington, and Pekin.

Volume to Capacity (V/C) Ratio: V/C Ratio is a way to determine whether a roadway or intersection is congested. A V/C ratio below 1 indicates that a road is handling traffic below its maximum capacity. A V/C ratio over 1 indicates that a roadway or intersection is handling traffic beyond its intended capacity.

Appendix C – Funding Sources

Federal Funding Sources

Federal Emergency Relief (ERF): Funding under this program is to aid Federal, State and local highway agencies with unusually heavy expenses of repairing serious damage to Federal-aid highways and roads on Federal lands resulting from natural disasters or catastrophic failures from an external cause.

Highway Safety Improvement Program (HSIP): MAP-21 Program with purpose to reduce highway fatalities and serious injuries. Requires a 10% state match.

Illinois Major Bridge Program (Major Bridge): IDOT program allocating Federal STBG funds for local and state bridges that meet eligibility criteria. Program is discretionary and all proposed projects compete for funds statewide.

Illinois Transportation Enhancement Program (ITEP): Provides STBG funds for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Programmed at the State level, eligible projects include bicycle trails, scenic roads, and historic preservation efforts.

Major Bridge Program: Set-aside for high-cost bridge projects utilizing NHPP funds (for roadways on the National Highway System) or STP funds (for local roadways).

National Highway Performance Program (NHPP): MAP-21 program that 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.

Recreational Trails Program (RTP): Provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. It is administered by the Illinois Department of Natural Resources (IDNR) and requires a 20% local match.

Section 5307: Federal Transit Administration (FTA) capital programs within the urbanized area.

Section 5309: FTA capital funds.

Section 5310: FTA funds for capital and operating, dedicated to transportation for the elderly and for disabled persons.

Surface Transportation Block Grant Program (STBG): Previously known as the Surface Transportation Program (STP). Federal program providing flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects. All STBG projects require a 20% match (sometimes paid by the state and/or locally).

- Surface Transportation Block Grant Program - Urban (STBG-Urban): STBG funds aimed to be spent within the planning area of urbanized areas with populations exceeding 200,000. PPUATS receives a portion of these funds to program within the urbanized area, referred to as STU funds.

- Surface Transportation Block Grant Program - Rural (STBG-Rural): STBG funds spent outside of the urbanized area.

Transportation Alternatives Program (TAP): Retired federal program that provided funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. The *FAST Act* retired the TAP, replacing it with a set-aside of STBG funding for Transportation Alternatives (TA).

Transportation Alternatives (TA): Set-aside of Surface Transportation Block Grant (STBG) Program funding for all projects and activities that were previously eligible under TAP, 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.

State Funds

Funds originating from the State of Illinois most often come from the Illinois Department of Transportation (IDOT). Some IDOT funds may be used as match for federal dollars.

Local Funds

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

Other Funds

Any dollars put toward a project not associated with federal, state, local, or transit district funding sources. There are no such funding sources listed in the PPUATS FY2020-2023 TIP.

Appendix D – 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 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 US 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 we apply federal programs, use federal funds, and impose federal regulations we:

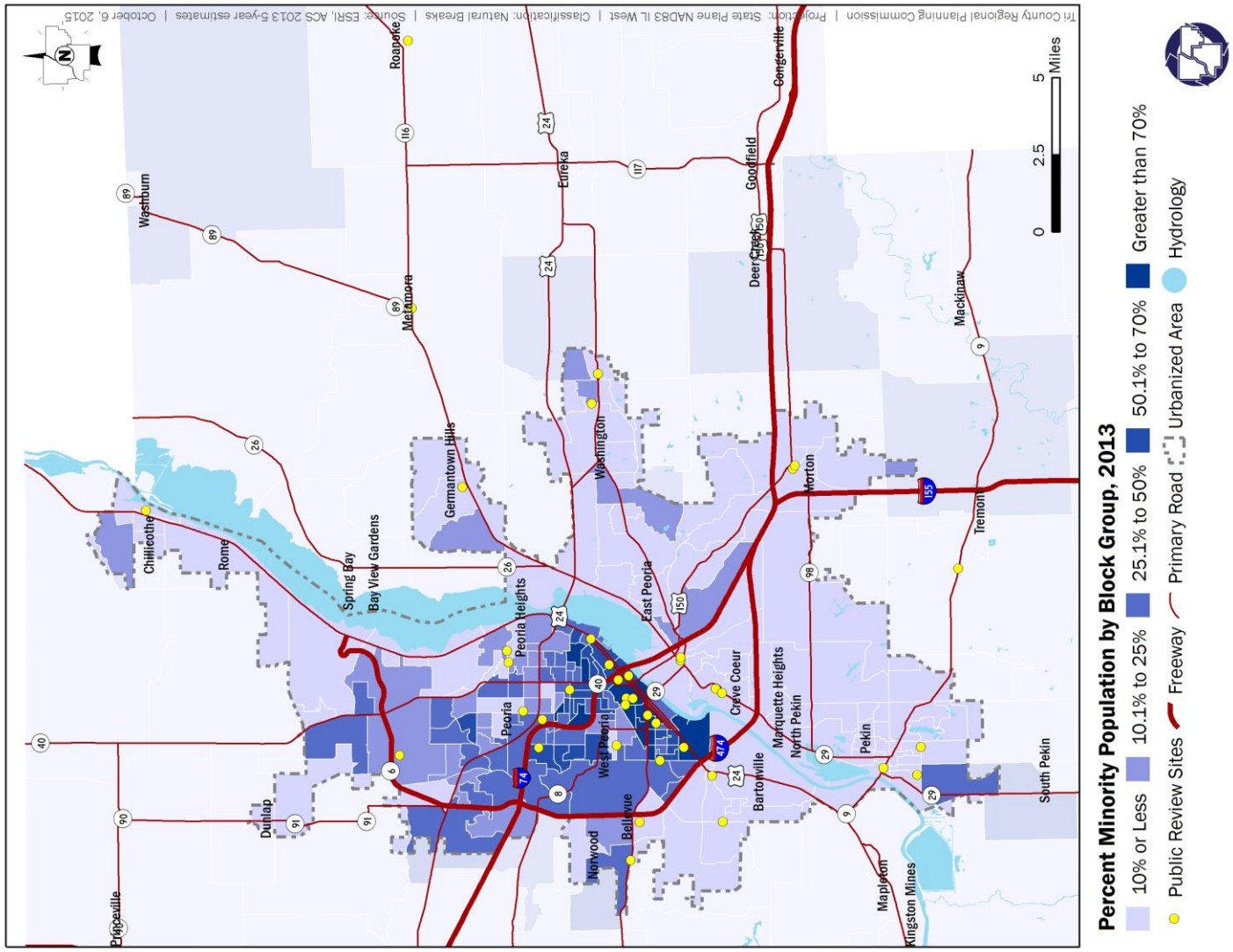
1. Should not allow a disproportionate share of the adverse impacts of activities to fall upon minority and low-income populations;
2. Should make a concerted effort to determine what populations are going to be affected, before we spend any federal funds, implement any federal program, impose any federal regulations, or create or cause any adverse or harmful impacts;
3. Should, periodically, review and analyze our past actions to determine if we are, 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 we plan and program our activities.

The overall goal of the Executive Order is to ensure that all communities and person, across the nation 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.

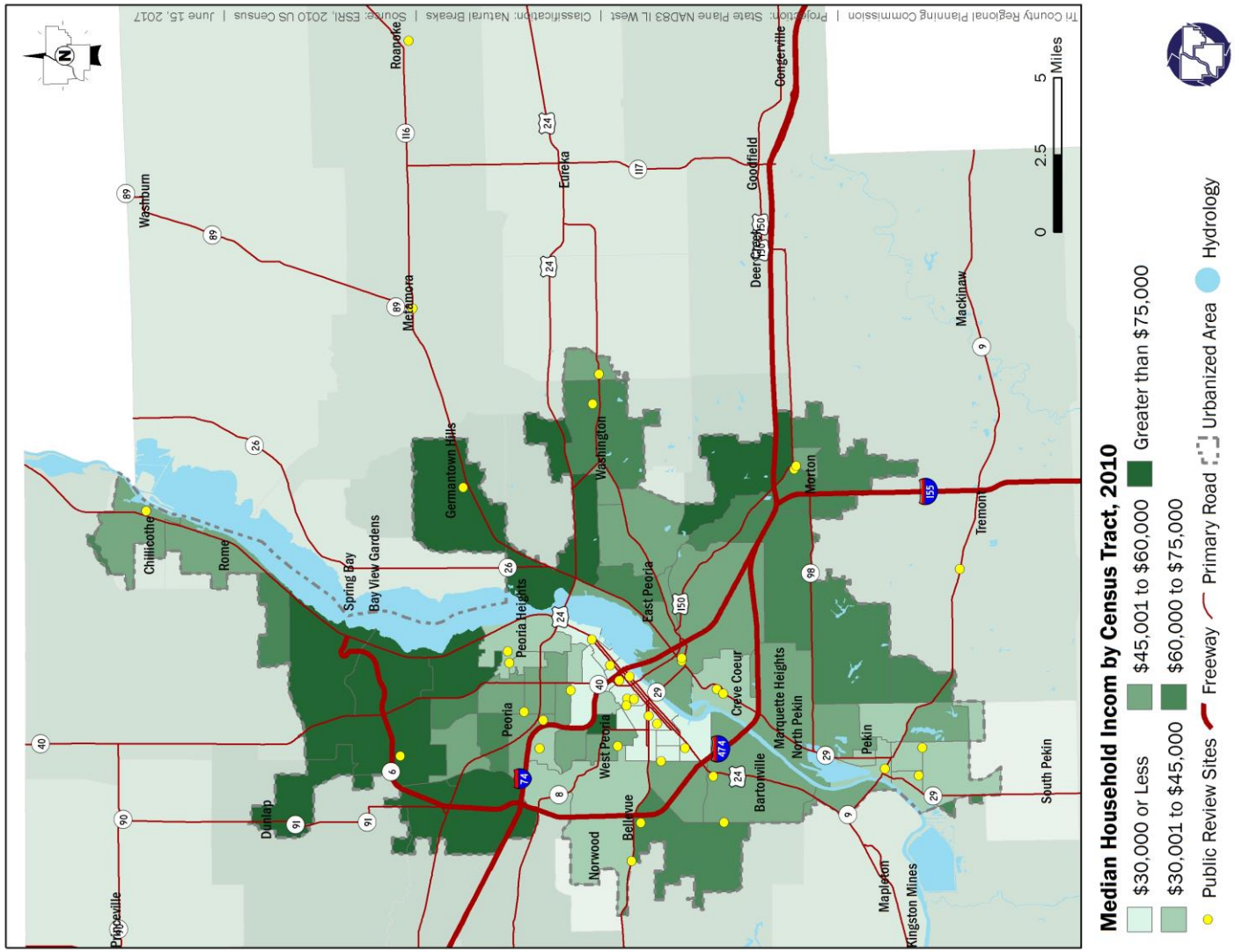
In compliance with the Executive Order, the U.S. Department of Transportation (USDOT) issued its final order on February 3, 1997. The Order described the process to incorporate Environmental Justice principles embodied in the Executive Order into existing programs, policies, and activities. To comply with the U.S. DOT Order, the Federal Highway Administration (FHWA) issued their action statement to address Environmental Justice on December 2, 1998.

As a matter of policy, Title VI/Environmental Justice is incorporated into all of PPUATS transportation planning efforts. PPUATS is committed in taking into account its decision-making on the views of historically under-served constituencies, including minority communities and low-income residents. PPUATS considers Title VI/Environmental Justice while developing the Transportation Improvement Program (TIP). Staff creates maps identifying low income, minority, and elderly populations living within the region. A second set of maps assess the impact of the programmed transportation projects for the respective Fiscal Year. The following pages contain maps showing average household income, distribution of minority residents, and distribution of elderly residents by Census Tract.

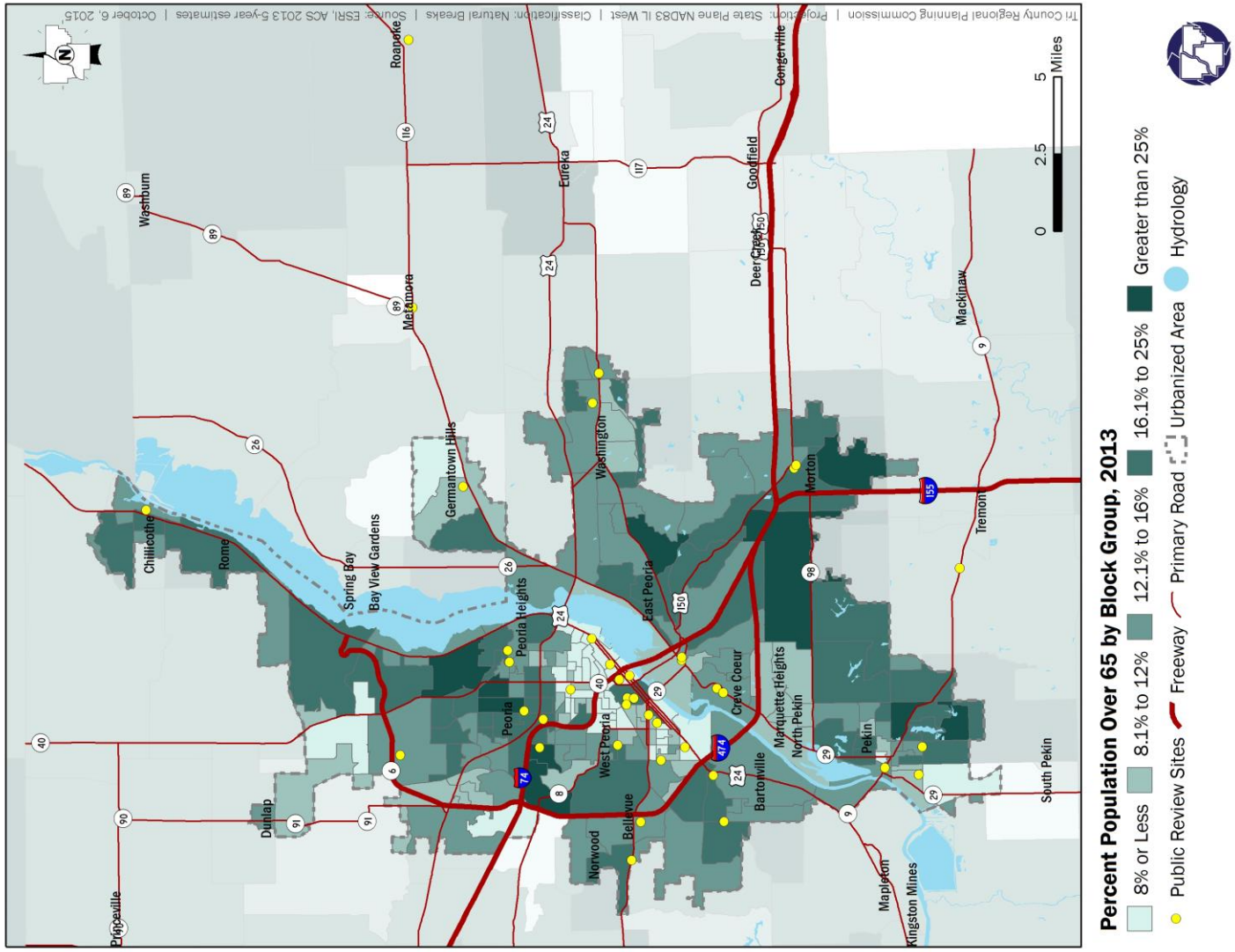
MAP 2: MINORITY POPULATION BY BLOCK GROUP



MAP 3: MEDIAN HOUSEHOLD INCOME BY CENSUS TRACT



MAP 4: SENIOR POPULATION BY BLOCK GROUP



Appendix E – Public Involvement

Public Review Sites

The draft TIP will be available for public view and comment at the following locations:

Name	Branch Name	Address	City	State	Zip
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 West Grand Pkwy	Peoria	IL	61615
Peoria Heights Public Library		816 E Glen Ave	Peoria Heights	IL	61616
Fondulac District Library		400 Richland St	East Peoria	IL	61611
Washington District Library		380 N Wilmor Rd	Washington	IL	61571
Washington District Branch Library		16 Sunnyland Plaza	Washington	IL	61571
Creve Coeur Public Library		311 N Highland St	Creve Coeur	IL	61610
Alpha Park Public Library		3527 S Airport Rd	Bartonville	IL	61607
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
Germantown Hills Library		101 Warrior Way	Germantown Hills	IL	61548
Dunlap Public Library		302 S 1st St	Dunlap	IL	61525
Spring Bay Branch Library		411 Illinois St	Spring Bay	IL	61611
Illinois Prairie District Public Library		208 E Partridge St	Metamora	IL	61548
Chillicothe Public Library District		430 N Bradley Ave	Chillicothe	IL	61523
Tremont District Library		215 S Sampson St	Tremont	IL	61568

Public Comments

All public comments on the draft TIP from the public review period are listed below:

Patrick Urich: "Please take a look at *Appendix D - Environmental Justice*. The first sentence of the middle column seems to be written in a way that contradicts the intention of the USDOT Guidance."

- Staff evaluated the Environmental Justice section and determined that the sentence in question was confusing and was not necessary to express PPUATS' requirements and commitments regarding Title XI. The sentence in question was removed.

IDOT District 4 suggested that staff examine the federal cost threshold for amending a TIP project. For many years prior to FY20, any change to a federal project cost 30% or greater required a formal amendment to the TIP document; any change less than 30% could be made administratively. District 4 staff noted that the 30% threshold created considerable additional work for PPUATS, IDOT, and FHWA and lengthened project delivery timelines in some cases.

- Staff examined the TIP amendment policies of other MPOs across Illinois and determined that increasing the federal cost threshold for amendment from 30% to 50% was reasonable and justified.

Appendix F – Amendments

Amendments Approved by PPUATS Policy Committee

On December 4, 2019, PPUATS approved the following amendments:

- Added Projects S-18-11, S-18-16, S-18-17, S-18-28, S-19-12, S-19-21, S-20-34, S-20-35, S-20-36, S-20-37, S-20-38, S-20-39, S-20-40 to the FY20 program;
- Added Projects S-18-06, S-19-03, S-19-04, S-20-06, S-20-10, S-20-16, S-20-17, S-21-10 to the FY21 program;
- Added Projects S-19-04, S-19-12, S-21-01, S-22-06, S-22-07 to the FY22 program;
- Updated costs of Project S-20-34.

On February 5, 2020, PPUATS added projects S-20-41 and S-20-42 to the FY20 program and changed the funding sources, cost, and scope of project TZ-22-01.

On June 3, 2020, PPUATS added Projects MO-20-01, S-20-43, and S-20-44 to the FY20 program.

On August 5, 2020, PPUATS added Project S-21-11 to the FY21 program.

On September 2, 2020, PPUATS added Project MPO-21-01 to the FY21 program.

Administrative Modifications

On December 2, 2019, Project S-20-27 was moved from advanced construction to current status and Projects S-19-23 and PEO-20-06 were moved to advanced construction.

On December 11, 2019, Projects S-19-21, PEK-20-01, S-19-28, and PC-19-03 were moved from advanced construction to current status.

On January 6, 2020, Project PEO-21-01 was moved to the FY20 program and State Job HPR-66-065-19 was moved to advanced construction status.

On January 21, 2020, Project S-20-31 was moved to advanced construction status.

On January 24, 2020, Project CL-21-04 was modified to update Federal and Total funding amounts.

On February 5, 2020, Projects PEO-21-01, PC-21-01, EP-22-01, MO-22-01, PEK-22-01, and TZ-22-01 were modified to update funding amounts.

On February 10, 2020, Project PC-21-01 was moved from FY21 to the FY22 program.

On February 24, 2020, Projects S-18-16, S-20-24, S-20-32, S-20-34, S-20-37, S-20-41, and PEO-21-01 were moved to advanced construction status and Projects S-18-28 and S-20-14 were moved to current status.

On February 27, 2019, Projects S-20-35 and D-20-01 were moved to advanced construction status.

On March 18, 2020, Project S-20-40 was moved to advanced construction status.

On June 10, 2020, Projects S-18-16 and S-20-24 were moved to current status and Projects PEO-19-03 and PEO-19-04 were moved to advanced construction status.

On June 15, 2020, Project W-20-03 was moved to advanced construction status and Project S-20-34 was moved to current status.

On June 18, 2020, Project S-20-32 was moved from advanced construction to current status.

On June 25, 2020, Project S-20-32 was moved to current status and Projects EP-20-01 and PEK-20-02 were moved to advanced construction status.

On July 6, 2020, Project W-20-02 was moved from the FY20 program to the FY 21 program.

On September 9, 2020, Projects S-20-44 and S-21-11 were moved to advanced construction status.

On September 29, 2020, Projects PEK-20-01 and S-21-10 were moved from advanced construction to current status.