

**PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY**

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# **Transportation Improvement Program**

**FISCAL YEARS 2021-2024**

## FY 2021-2024 PPUATS TRANSPORTATION IMPROVEMENT PROGRAM

The PPUATS FY2021-2024 Transportation Improvement Program is prepared by TCRPC staff in collaboration with PPUATS member agencies.

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## Executive Summary

### Prepared By:

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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, 2020.

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

The FY 2021-2024 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 2021 through FY 2024 in the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) Metropolitan Planning Area, and to offer the public an opportunity to comment.

The FY 2021-2024 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 2021-2024 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 2021-2024 TIP document was approved by the PPUATS Policy Committee on November 4, 2020.

## 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,

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Barry Logan  
Chairman  
PPUATS Policy Committee

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Holly Bieneman  
Director, Office of Planning and Programming  
Illinois Department of Transportation

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Date

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Date

# Introduction

The Tri-County Regional Planning Commission (TCRPC) provides staffing to the Peoria-Pekin Urbanized Area Transportation Study (PPUATS), which is recognized as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Metropolitan Planning Area.

## What is 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 FY2021-2024 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 2020-2045 Long-Range Transportation Plan, which was adopted in May 2020.

The TIP is financially constrained, meaning that all projects listed in the present year (FY2021) have verified funding sources. In addition, the three subsequent years' listings (FY2022, FY2023, and FY2024) 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 most recent funding and authorization bill for federal surface transportation spending in the United States. President Barack Obama signed this **highway bill** on December 4, 2015.

The bill authorized \$305 billion in federal money for surface transportation over 5 years, ending on September 30, 2020. 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.

On October 1, 2020, President Donald Trump signed a continuing resolution to extend the **FAST Act** through September 30, 2021. The resolution secures surface transportation funding at 2020 levels and extends the provisions of the bill for Fiscal Year 2021.

## 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 various 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](mailto: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

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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

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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 21<sup>st</sup> 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-21-01
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	0.921	2% annual reduction	0.900	PEO-21-01
Number of serious injuries	12,322.5	Ordinary least square projection	11,231.1	PEO-21-01
Rate of serious injuries per 100 million Vehicle Miles Traveled (VMT)	11.726	Ordinary least square projection	10.830	PEO-21-01
Number of non-motorized fatalities and non-motorized serious injuries	1,528.8	2% annual reduction	1,508.6	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-21-12
% of non-Interstate Pavement in Poor Condition	0.41%	4.94%	6%	6%	S-21-12
% of NHS bridges classified as in Good Condition	9%	29.40%	28%	27%	S-21-14
% of NHS bridges classified as in Poor Condition	31%	11.60%	13%	14%	S-21-14

## 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%	S-21-05
Passenger/Parking	4	33	12%	5310-18-02, 5310-18-03
<i>Total</i>	<i>19</i>	<i>121</i>	<i>16%</i>	
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-21-04, CL-22-07
Ferryboat	3	3	100%	
Minibus	82	171	48%	
Minivan	163	243	67%	
Other rubber tire vehicles	8	8	100%	
Van	447	852	52%	
<i>Total</i>	<i>904</i>	<i>1,848</i>	<i>49%</i>	
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%	
<i>Total</i>	<i>86</i>	<i>172</i>	<i>50%</i>	

# Project Listings

## Understanding the Listings

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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-18-06	2021	No	IL-8 Bridge Replacement	Over BNSF RR at Edwards	STP-Rural-State, State	State	\$10,400,000	\$2,600,000	\$0	\$13,000,000	Bridge Replacement
S-18-11	2021	No	IL 8/116	Over Tazewell & Peoria RR (TZPR) & IL 29 in East Peoria	NHPP-State, State	State	\$2,560,000	\$640,000	\$0	\$3,200,000	Preliminary Engineering Ph. II
S-19-03	2021	No	IL-8/IL 116 (Harmon Highway)	Over BNSF RR, UP RR & Kickapoo Creek 0.1 mile E of Airport Rd	NHPP-State, State	State	\$16,000,000	\$4,000,000	\$0	\$20,000,000	Bridge replacement
S-19-04	2021	No	IL 8/IL 116 (Harmon Highway)	Over BNSF RR, UP RR & Kickapoo Creek 0.1 mile E of Airport Rd	NHPP-State, State	State	\$1,040,000	\$260,000	\$0	\$1,300,000	Construction Engineering
S-19-12	2021	Yes	I-474 Bridge Rehabilitation	Over Kickapoo Creek & BN RR east of I-74 interchange	NHPP-State, State	State	\$1,530,000	\$170,000	\$0	\$1,700,000	Preliminary Engineering - Ph I & II
S-19-21	2021	No	IL-40 Reconstruction	N of I-74 to N of US-150	NHPP-State, State	State	\$800,000	\$200,000	\$0	\$1,000,000	P.E. Ph. I & II
S-20-17	2021	No	Adams St Bridge Replacement	Over BNSF RR & UP RR at WCL of Peoria	NHPP-State, State		\$1,200,000	\$300,000	\$0	\$1,500,000	Preliminary Engineering - Ph II
S-20-22	2021	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
S-20-28	2021	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-20-38	2021	No	IL 29 Resurfacing	Senachwine Creek to Truitt Ave in Chillicothe	NHPP-State, State	State	\$2,160,000	\$540,000	\$0	\$2,700,000	Pavement Rehab / Resurfacing
S-20-40	2021	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
S-20-43	2021	No	IL-40 Bridge Preservation	Bob Michel Bridge over Illinois River	NHPP-State, State		\$1,600,000	\$400,000	\$0	\$2,000,000	Preliminary Engineering - Ph I & II
S-20-44	2021	No	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
S-21-11	2021	No	Culvert Improvements	Various locations along US 150/IL 116 & US 24 in Tazewell County	NHPP-State, State		\$433,000	\$109,000	\$0	\$542,000	Line culverts

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-21-12	2021	No	I-74 Bridge Preservation / Rehab	Various structures between Morton & Goodfield	NHPP-State, State	State	\$5,747,000	\$638,000	\$0	\$6,385,000	Interstate bridge preservation & rehabilitation
S-21-13	2021	No	Traffic Signals	Various locations in District 4	HSIP-State, State	State	\$720,000	\$80,000	\$0	\$800,000	Installation of Dilemma Zone Detection at high speed signalized intersections
S-21-14	2021	No	IL 116/Woodland Knolls Rd intersection	IL 116/Woodland Knolls/Ten Mile Creek intersection in Germantown Hills	HSIP-State, State	State	\$603,000	\$67,000	\$0	\$670,000	Intersection Improvement
S-21-15	2021	No	Bridge Cleaning	Over Illinois River	NHPP-State, STP-Rural-State, State	State	\$800,000	\$175,000	\$0	\$975,000	Bridge cleaning
S-21-16	2021	No	IL-29 Major Reconstruction	N of Gardner Ln. to McClugage Bridge in Peoria	NHPP-State, State	State	\$1,200,000	\$300,000	\$0	\$1,500,000	Land Acquisition
S-21-17	2021	No	Traffic Signals	Various locations in District 4	HSIP-State, State	State	\$720,000	\$80,000	\$0	\$800,000	Installation of Dilemma Zone Detection at high speed signalized intersections
S-21-18	2021	No	US-24/IL 9 Bridge rehab	Over Little Lamarsh Creek 1 mile west of Mapleton	NHPP-State, State	State	\$1,200,000	\$300,000	\$0	\$1,500,000	Bridge superstructure replacement
S-21-19	2021	No	Pavement Preservation	I-474 (Tazewell Co.) From the Illinois to I-74 near Morton; I-74 Peoria & Knox Co	NHPP-State, State	State	\$536,000	\$59,000	\$0	\$595,000	Pavement Preservation, Crack & Joint Sealing
S-21-20	2021	No	Bus. 24 Reconstruction	W of Legion Rd. to ECL of Washington	STP-Urban 5-200k, State	State	\$1,600,000	\$400,000	\$0	\$2,000,000	Preliminary Engineering Ph. I/II
S-21-21	2021	No	Bridge Painting	Various locations in District 4	NHPP-State, STP-Rural-State, State	State	\$1,509,000	\$314,000	\$0	\$1,823,000	Bridge painting
S-21-22	2021	No	US-24/150 & IL-116 Resurfacing	N of I-74 to S of Highview Rd.	NHPP-State, State	State	\$1,600,000	\$400,000	\$0	\$2,000,000	Pavement Rehab / Resurfacing
S-21-23	2021	No	US 24 Bridge Preservation	US 24 over Kickapoo Creek in Bartonville	NHPP-State, State	State	\$560,000	\$140,000	\$0	\$700,000	Bridge deck overlay
S-21-24	2021	No	IL 9/Springfield Rd Safety Improvement	IL 9 & Springfield Rd intersection	HSIP-State, State	State	\$135,000	\$15,000	\$0	\$150,000	Safety improvement: lighting, flashing beacons, rumble strips
S-21-25	2021	No	I-474	I-474 from I-74 to the Illinois River	NHPP-State, State	State	\$21,973,000	\$2,441,000	\$0	\$24,414,000	Resurfacing and bridge rehabilitation



Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-21-26	2021	Yes	I-74/I-474 Interchange	I-74/I-474 Interchange	HSIP-State, State	State	\$6,133,000	\$682,000	\$0	\$6,815,000	Bridge deck overlays and bridge repairs
S-21-27	2021	No	Bridge Preservation	Various locations in Peoria and Woodford Counties	NHPP-State, State	State	\$280,000	\$70,000	\$0	\$350,000	Bridge deck sealing
S-21-28	2021	No	Traffic Signals	Various locations in Peoria County	NHPP-State, State	State	\$356,000	\$89,000	\$0	\$445,000	Traffic signal mast arm replacements
TAP-15-01	2021	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
PEK-16-01	2021	No	Allentown Rd Safety Improvements	From 1,200 ft E of Court St, extending 1,100 ft W in Pekin	HSIP, Local	PEK	\$486,000	\$0	\$54,000	\$540,000	Modify horizontal and vertical curves, widen/pave shoulders, add signage, flatten side slopes, improve superelevation, improve drainage
MO-20-01	2021	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
PEO-20-01	2021	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-20-03	2021	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
PEO-20-04	2021	Yes	Pedestrian Infill	N Allen Rd from Wilhelm to 325 ft N - and - N Orange Prairie Rd from Landens to War Memorial	TAP, Local	PEO	\$111,387	\$0	\$27,847	\$139,234	Engineering (Phase I & II), Construction of sidewalks
PEO-20-05	2021	Yes	Willow Knolls Pedestrian Improvements	University St to 900 ft E of Allen Rd	TAP, Local	PEO	\$224,569	\$0	\$56,705	\$281,274	Engineering (Phase I & II), Right-of-way acquisition, Construction of sidewalks
W-20-01	2021	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-20-02	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
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

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
ITEP-17-02	2021	Yes	McCluggage/Centennial Rec Trail	Washington Rd to School St	ITEP, Local	W	\$255,800	\$0	\$64,000	\$319,800	Recreational trail construction
PC-21-02	2021	Yes	Truitt Rd Bridge Rehabilitation	Over Hallock Hollow Creek in Peoria County	STP-Bridge, Local	PC	\$800,000	\$0	\$200,000	\$1,000,000	Removal and replacement of precast, prestressed concrete deck beams, concrete repair, channel excavation, riprap, and guardrail
S-22-08	2022	No	IL-9 Resurfacing	Chestnut St. in Tremont to Prairie Creek	NHPP-State, STP-Rural-State, State	State	\$1,440,000	\$360,000	\$0	\$1,800,000	Pavement Rehab / Resurfacing
S-22-09	2022	No	IL-116 Pavement Preservation	ECL of Metamora to E of N 5th St. in Rpanoke	STP-Rural-State, State	State	\$2,400,000	\$600,000	\$0	\$3,000,000	Pavement Preservation, SMART
S-22-10	2022	No	I-474 Bridge Repair	Over IL-8 1 Mi. NW of Pottstown	NHPP-State, State	State	\$450,000	\$50,000	\$0	\$500,000	Bridge Repair
S-22-11	2022	No	IL-8 Reconstruction	Farmington Rd. to IL-116 / Lincoln Ave (EB)	STP-Urb>200K-S, State	State	\$1,280,000	\$320,000	\$0	\$1,600,000	P.E. Ph. I & II
S-22-12	2022	No	I-155 Bridge Preservation	At Townline Rd.	NHPP-State, State	State	\$360,000	\$40,000	\$0	\$400,000	Bridge Preservation
S-22-13	2022	No	IL-40 Reconstruction	I-74 to US-150 (War Memorial Dr.)	NHPP-State, State	State	\$400,000	\$100,000	\$0	\$500,000	P.E. Ph. I & II
S-22-14	2022	No	IL-29 Major Reconstruction	N of Gardner Ln. to McClugage Bridge in Peoria	NHPP-State, State	State	\$2,400,000	\$600,000	\$0	\$3,000,000	P.E. Ph. II
S-22-15	2022	No	IL 8	Three structures along IL 8 over Nixon Run Creek (072-0164), Warsaw Creek (072-0165), and Kickapoo Creek tributary (072-0116)	STP, State	State	\$960,000	\$240,000	\$0	\$1,200,000	Bridge overlays and preservation
S-22-16	2022	Yes	Lighting	Riverfront Dr spur E of Washington St in East Peoria	NHPP-State, State	State	\$108,000	\$12,000	\$0	\$120,000	High mast light tower replacement
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
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

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
PEK-22-01	2022	Yes	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, CHIP-R, Local	TZ	\$4,572,102	\$0	\$1,547,125	\$6,119,227	Resurfacing
S-20-01	2023	No	IL-8/116 Bridge Replacement	Over Tazewell & Peoria RR (TZPR) & IL-29 in East Peoria	NHPP-State, State	State	\$800,000	\$200,000	\$0	\$1,000,000	Construction Engineering
S-23-01	2023	No	Adams St. Bridge Replacement & Rehabilitation	Over BNSF RR & UP RR at WCL of Peoria	NHPP-State, State	State	\$20,000,000	\$5,000,000	\$0	\$25,000,000	Bridge Replacement & Rehabilitation
S-23-02	2023	No	Adams St. Bridge Replacement & Rehabilitation	Over BNSF RR & UP RR at WCL of Peoria	NHPP-State, State	State	\$1,200,000	\$300,000	\$0	\$1,500,000	Construction Engineering
S-23-03	2023	No	IL-29 Resurfacing	N of Truitt Ave. to S of Cloverdale Rd. in Chillicothe	NHPP-State, State	State	\$2,800,000	\$700,000	\$0	\$3,500,000	Pavement Rehab / Resurfacing
S-23-04	2023	No	IL-29 Bridge Replacements	Dickison Run Creek 0.3 mi north of IL-6	NHPP-State, State	State	\$1,840,000	\$460,000	\$0	\$2,300,000	Bridge replacements
S-23-05	2023	No	IL-40 Bridge Preservation	Bob Michel Bridge at Illinois River	NHPP-State, State	State	\$14,400,000	\$3,600,000	\$0	\$18,000,000	Bridge Preservation
BA-23-01	2023	No	Adams St Preservation	US-24 to Franklin Ave in Bartonville	STBG-Urban, Local	BA	\$595,000	\$0	\$148,750	\$743,750	Pavement preservation
C-23-01	2023	No	Chillicothe Trail Purple Route	Various locations in the City of Chillicothe	ITEP, State, Local	C	\$114,800	\$14,350	\$14,350	\$143,500	Construction of multi-use bike path and on-road bike-ped accommodations
C-23-02	2023	No	Chillicothe Trail Green Route	Various locations in the City of Chillicothe	ITEP, State, Local	C	\$470,450	\$58,806	\$58,806	\$588,062	Construction of multi-use bike path and on-road bike-ped accommodations
PEK-23-01	2023	No	Court St	Stadium to Parkway Dr	STBG-Urban, Local	PEK	\$1,719,900	\$0	\$1,345,100	\$3,065,000	Reconstruction
PEK-23-02	2023	No	Stadium Drive Multi-Use Path	Court St to existing Pekin Park District Trail 0.47 miles north	ITEP, State	PEK	\$480,000	\$120,000	\$0	\$600,000	Construction of multi-use path
PEO-23-01	2023	No	Rock Island Greenway	Park Ave to Spring St	ITEP, State	PEO	\$600,000	\$150,000	\$0	\$750,000	Preliminary engineering, construction engineering, and construction of multi-use path
S-24-01	2024	No	US-150 Bridge Rehabilitation	Over IL-29	NHPP-State, State	State	\$2,000,000	\$500,000	\$0	\$2,500,000	Bridge Rehabilitation

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-24-02	2024	No	US-150 Bridge Preservation	Over Illinois River	NHPP-State, State	State	\$14,400,000	\$3,600,000	\$0	\$18,000,000	Bridge Preservation
S-24-03	2024	No	US-150 Bridge Preservation	Over Illinois River	NHPP-State, State	State	\$720,000	\$180,000	\$0	\$900,000	Construction Engineering
S-24-04	2024	No	US-150 Bridge Rehabilitation	Over IL-29	NHPP-State, State	State	\$240,000	\$60,000	\$0	\$300,000	Construction Engineering
S-24-05	2024	No	I-474 Bridge Rehabilitation	Over Kickapoo Creek & BNSF RR E of I-74 Intchg.	NHPP-State, State	State	\$12,276,000	\$1,364,000	\$0	\$13,640,000	Bridge Rehabilitation
S-24-06	2024	No	IL-29 Intersection Improvement	At Old Galena Rd. N of IL- 6	NHPP-State, State	State	\$2,496,000	\$624,000	\$0	\$3,120,000	Intersection Improvement
S-24-07	2024	No	I-474 Bridge Rehabilitation	Over Kickapoo Creek & BNSF RR E of I-74 interchange	NHPP-State, State	State	\$614,000	\$68,000	\$0	\$682,000	Construction Engineering
S-24-08	2024	No	Airport Rd Bridge Replacement	Airport Rd over I-474	NHPP-State, State	State	\$6,300,000	\$700,000	\$0	\$7,000,000	Bridge Replacement
S-24-09	2024	No	IL-8 Bridge Replacement	Kickapoo Creek tributary 1.5 mi east of Edwards	STP-Rural-State, State	State	\$1,600,000	\$400,000	\$0	\$2,000,000	Bridge Replacement
S-24-10	2024	No	IL-9 Bi-directional Turn Lane	WCL of Tremont to W of I- 155 ramps	NHPP-State, State	State	\$3,440,000	\$860,000	\$0	\$4,300,000	Bi-directional turn lane and resurfacing
EP-24-01	2024	No	Washington St Preservation	Main St to I-74 interchange in East Peoria	STBG-Urban, Local	EP	\$364,000	\$0	\$91,000	\$455,000	Pavement preservation
MO-24-01	2024	No	Detroit Ave Preservation	Main St to ~0.7 mi north of Birchwood St in Morton	STBG-Urban, Local	MO	\$720,000	\$0	\$180,000	\$900,000	Pavement preservation
PEO-24-01	2024	No	Pioneer Pkwy & University St	Intersection	STBG-Urban, Local	PEO	\$2,420,600	\$0	\$2,309,400	\$4,730,000	Reconstruction
W-24-01	2024	No	Freedom Pkwy	Extension to 1000' W of N Cummings Ln	STBG-Urban, Local	W	\$2,146,026	\$0	\$1,762,931	\$3,908,957	New road

Mass Transit Projects

TIP No.	Fiscal Year	Project Title	Funding Sources	Lead Agency	All Agencies	Federal	State/Local	Other	Total	Description
5310-18-02	2021	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	2021	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-21-01	2021	Capital Cost of Contracting	FTA 5307, Local	CL	CL, State	\$400,000	\$100,000	\$0	\$500,000	Paratransit Contract Purchase
CL-21-02	2021	Other Capital Items	FTA 5307, Local	CL	CL, State	\$1,440,000	\$360,000	\$0	\$1,800,000	Preventative Maintenance
CL-21-03	2021	Lease Assoc Capital Maint	FTA 5307, Local	CL	CL, State	\$28,000	\$7,000	\$0	\$35,000	Tire Lease
CL-21-04	2021	2 Buses & Charging Station	FTA 5339c, Toll Credits	CL	CL, State	\$2,900,000	\$0	\$0	\$2,900,000	Low No Award
CL-21-05	2021	Maintenance & Admin Facility	FTA 5339b, State	CL	CL, State	\$13,600,000	\$3,400,000	\$0	\$17,000,000	
CL-21-06	2021	Maintenance Equipment	FTA 5339a, State	CL	CL, State	\$400,000	\$100,000	\$0	\$500,000	
CL-21-07	2021	Driving Simulator	Rebuild IL	CL	CL, State	\$2,000,000	\$0	\$0	\$2,000,000	
CL-21-08	2021	Mobile Camera System ParaTransit, Rural and Urban	Rebuild IL	CL	CL, State	\$450,000	\$0	\$0	\$450,000	
CL-21-09	2021	Wheelchair Securement - self-service	Rebuild IL/CARES Act	CL	CL, State	\$80,000	\$0	\$0	\$80,000	
CL-21-10	2021	Land Acquisition for Construction Project	Rebuild IL	CL	CL, State	\$1,000,000	\$0	\$0	\$1,000,000	
CL-21-11	2021	Farebox replacement	Rebuild IL/CARES Act	CL	CL, State	\$2,500,000	\$0	\$0	\$2,500,000	
CL-21-12	2021	Support Vehicle Replacement	Rebuild IL	CL	CL, State	\$500,000	\$0	\$0	\$500,000	
CL-21-13	2021	Maintenance Equipment	Rebuild IL	CL	CL, State	\$275,000	\$0	\$0	\$275,000	
CL-21-14	2021	Transit Center Roof/Canopy	FTA 5339, Local	CL	CL, State	\$480,000	\$120,000	\$0	\$600,000	
CL-21-15	2021	IT Equipment	Rebuild IL	CL	CL, State	\$150,000	\$0	\$0	\$150,000	
CL-21-16	2021	Maintenance & Admin Facility	Rebuild IL	CL	CL, State	\$10,500,000	\$0	\$0	\$10,500,000	
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	\$568,000	\$142,000	\$0	\$710,000	Paratransit Contract Purchase
CL-22-02	2022	Other Capital Items	FTA 5307, Local	CL	CL, State	\$1,560,000	\$390,000	\$0	\$1,950,000	Preventative Maintenance
CL-22-03	2022	Lease Assoc Capital Maint	FTA 5307, Local	CL	CL, State	\$60,800	\$15,200	\$0	\$76,000	Tire Lease

Mass Transit Projects

TIP No.	Fiscal Year	Project Title	Funding Sources	Lead Agency	All Agencies	Federal	State/Local	Other	Total	Description
CL-22-04	2022	Maintenance & Admin Facility	State	CL	CL, State	\$0	\$2,500,000	\$0	\$2,500,000	
CL-22-05	2022	Office Furniture & Equipment	FTA 5307, Toll Credits	CL	CL, State	\$500,000	\$0	\$0	\$500,000	
CL-22-06	2022	Maintenance Equipment	FTA 5307, Toll Credits	CL	CL, State	\$500,000	\$0	\$0	\$500,000	
CL-22-07	2022	5 - 35' Bus	FTA 5307, Local	CL	CL, State	\$1,600,000	\$400,000	\$0	\$2,000,000	
CL-22-08	2022	Maintenance & Admin Facility Const Management	Rebuild IL	CL	CL, State	\$2,000,000	\$0	\$0	\$2,000,000	
CL-22-09	2022	Transit Center Rehabilitation	Rebuild IL	CL	CL, State	\$425,000	\$0	\$0	\$425,000	
CL-22-10	2022	Maintenance & Admin Facility A&E	FTA 5307, Local	CL	CL, State	\$1,360,000	\$340,000	\$0	\$1,700,000	
CL-22-11	2022	Maintenance & Admin Facility	FTA 5339b, State	CL	CL, State	\$10,000,000	\$2,500,000	\$0	\$12,500,000	
CL-22-12	2022	Driving Simulator	Rebuild IL	CL	CL, State	\$0	\$2,000,000	\$0	\$2,000,000	
CL-22-13	2022	Mobile Camera System, ParaTransit, Rural and Urban	Rebuild IL	CL	CL, State	\$0	\$450,000	\$0	\$450,000	
CL-22-14	2022	Wheelchair Securemenr - Self-Service	Rebuild IL	CL	CL, State	\$0	\$80,000	\$0	\$80,000	
CL-22-15	2022	Land Acquisition for Construction Project	Rebuild IL	CL	CL, State	\$0	\$500,000	\$0	\$500,000	
CL-22-16	2022	Farebox Replacement	Rebuild IL	CL	CL, State	\$0	\$2,500,000	\$0	\$2,500,000	
CL-22-17	2022	Support Vehicle Replacement	Rebuild IL	CL	CL, State	\$0	\$500,000	\$0	\$500,000	
CL-22-18	2022	Maintenance Equipment	Rebuild IL	CL	CL, State	\$0	\$275,000	\$0	\$275,000	
CL-22-19	2022	IT Equipment	Rebuild IL	CL	CL, State	\$0	\$150,000	\$0	\$150,000	
CL-22-20	2022	Maintenance & Admin Facility	Rebuild IL	CL	CL, State	\$0	\$10,500,000	\$0	\$10,500,000	
CL-22-21	2022	Maintenance Additional Storage	Rebuild IL	CL	CL, State	\$0	\$5,000,000	\$0	\$5,000,000	
CL-22-22	2022	Bus Stop Upgrades	FTA 5310, Local	CL	CL, State	\$66,000	\$16,500	\$0	\$82,500	
CL-22-23	2022	Bike Share Program	FTA 5310, Local	CL	CL, State	\$80,000	\$20,000	\$0	\$100,000	
CL-23-01	2023	Capital Cost of Contracting	FTA 5307, Local	CL	CL, State	\$580,000	\$145,000	\$0	\$725,000	Paratransit Contract Purchase
CL-23-02	2023	Other Capital Items	FTA 5307, Local	CL	CL, State	\$1,680,000	\$420,000	\$0	\$2,100,000	Preventative Maintenance
CL-23-03	2023	Lease Assoc Capital Maint.	FTA 5307, Local	CL	CL, State	\$97,600	\$24,400	\$0	\$122,000	Tire Lease
CL-23-04	2023	Facility Camera	FTA 5307, Local	CL	CL, State	\$750,000	\$0	\$0	\$750,000	

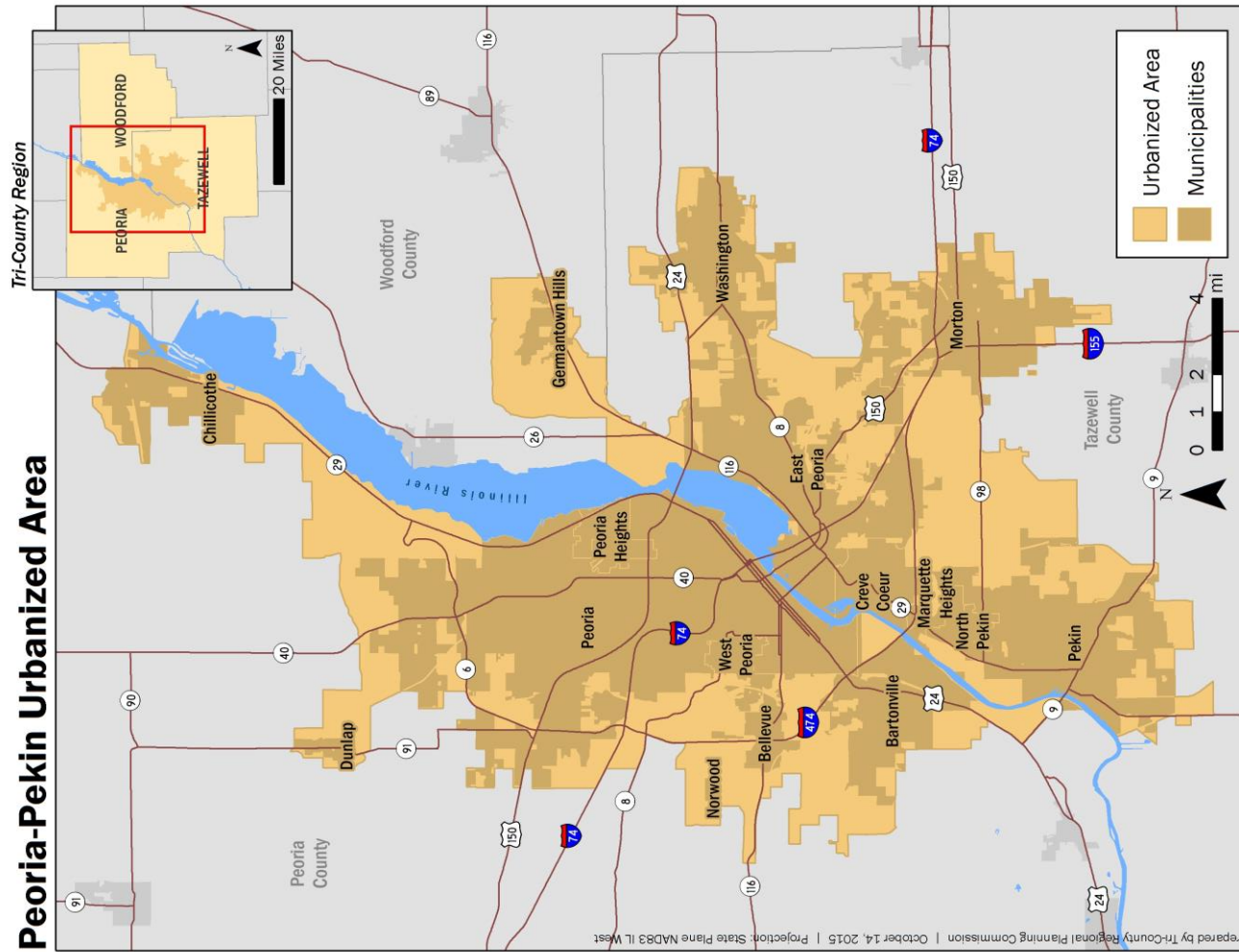
Mass Transit Projects

TIP No.	Fiscal Year	Project Title	Funding Sources	Lead Agency	All Agencies	Federal	State/Local	Other	Total	Description
CL-23-05	2023	5 - 35' Bus	FTA 5307, Local	CL	CL, State	\$1,600,000	\$400,000	\$0	\$2,000,000	
CL-23-06	2023	Administration Roof Repair	Rebuild IL	CL	CL, State	\$300,000	\$0	\$0	\$300,000	
CL-23-07	2023	New Building FFE & Soft Costs	Rebuild IL	CL	CL, State	\$0	\$3,000,000	\$0	\$3,000,000	
CL-23-08	2023	MicroTransit Pilot Program	Rebuild IL	CL	CL, State	\$0	\$1,500,000	\$0	\$1,500,000	
CL-24-01	2024	Capital Cost of Contracting	FTA 5307, Local	CL	CL, State	\$600,000	\$150,000	\$0	\$750,000	Paratransit Contract Purchase
CL-24-02	2024	Other Capital Items	FTA 5307, Local	CL	CL, State	\$1,760,000	\$440,000	\$0	\$2,200,000	Preventative Maintenance
CL-24-03	2024	Lease Assoc Capital Maint	FTA 5307, Local	CL	CL, State	\$99,200	\$24,800	\$0	\$124,000	Tire Lease
CL-24-04	2024	5 - 35' Bus	FTA 5307, Local	CL	CL, State	\$1,600,000	\$400,000	\$0	\$2,000,000	
CL-24-05	2024	Transit Center Signage and Kiosks	Rebuild IL	CL	CL, State	\$2,500,000	\$0	\$0	\$2,500,000	
CL-24-06	2024	Transit Center Rehabilitation	Rebuild IL	CL	CL, State	\$500,000	\$0	\$0	\$200,000	
CL-25-01	2025	Capital Cost of Contracting	FTA 5307, Local	CL	CL, State	\$640,000	\$160,000	\$0	\$800,000	Paratransit Contract Purchase
CL-25-02	2025	Other Capital Items	FTA 5307, Local	CL	CL, State	\$1,840,000	\$460,000	\$0	\$2,300,000	Preventative Maintenance
CL-25-03	2025	Lease Assoc Capital Maint	FTA 5307, Local	CL	CL, State	\$100,800	\$25,200	\$0	\$126,000	Tire Lease



# 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 Commission
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 MPO for the Peoria-Pekin Metropolitan Area is the Tri-County Regional Planning Commission (TCRPC). 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 21<sup>st</sup> 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):** From 1976 to 2021, PPUATS was the MPO 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.

**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. Following a merger with the PPUATS Policy Committee effective July 1, 2021, TCRPC also serves as the MPO decision-making body.

**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

#### **Coronavirus Aid, Relief, and Economic Security (CARES) Act:**

Federal relief program in response to economic fallout of the COVID-19 pandemic included funds for state and local governments (including transit agencies).

#### **COVID Relief Funds for Highway**

**Infrastructure Projects (CHIP):** Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021, provided additional funds for highway infrastructure programs nationwide. Administered in Illinois by IDOT, the funds will follow STP guidelines and are not subject to local match requirements.

- **COVID Relief Funds for Highway Infrastructure Projects - Urban (CHIP-U):** CHIP funds distributed to MPOs by IDOT via formula for use in urban areas.
- **COVID Relief Funds for Highway Infrastructure Projects - Rural (CHIP-R):** CHIP funds distributed to county governments by IDOT via formula for use in rural areas.

#### **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

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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.

**Rebuild Illinois:** Statewide capital plan enacted in 2019, some dollars used to match federal transportation funds.

## Local Funds

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

## Other Funds

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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 FY2021-2024 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:

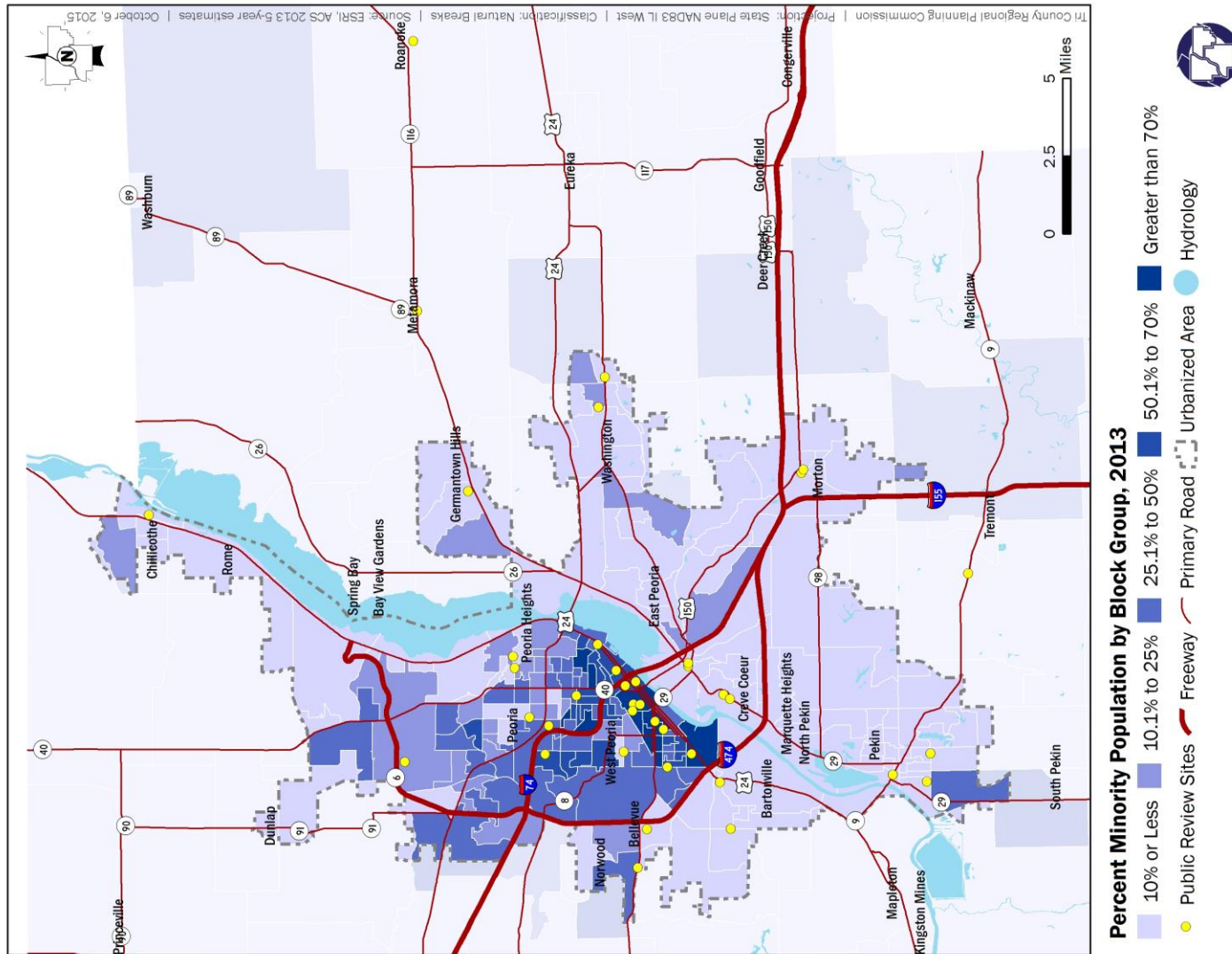
1. Should not allow a disproportionate share of the adverse impacts of activities to fall upon minority and low-income populations;
2. Should make a concerted effort to determine what populations are going to be affected, before we spend any federal funds, implement any federal program, impose any federal 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.

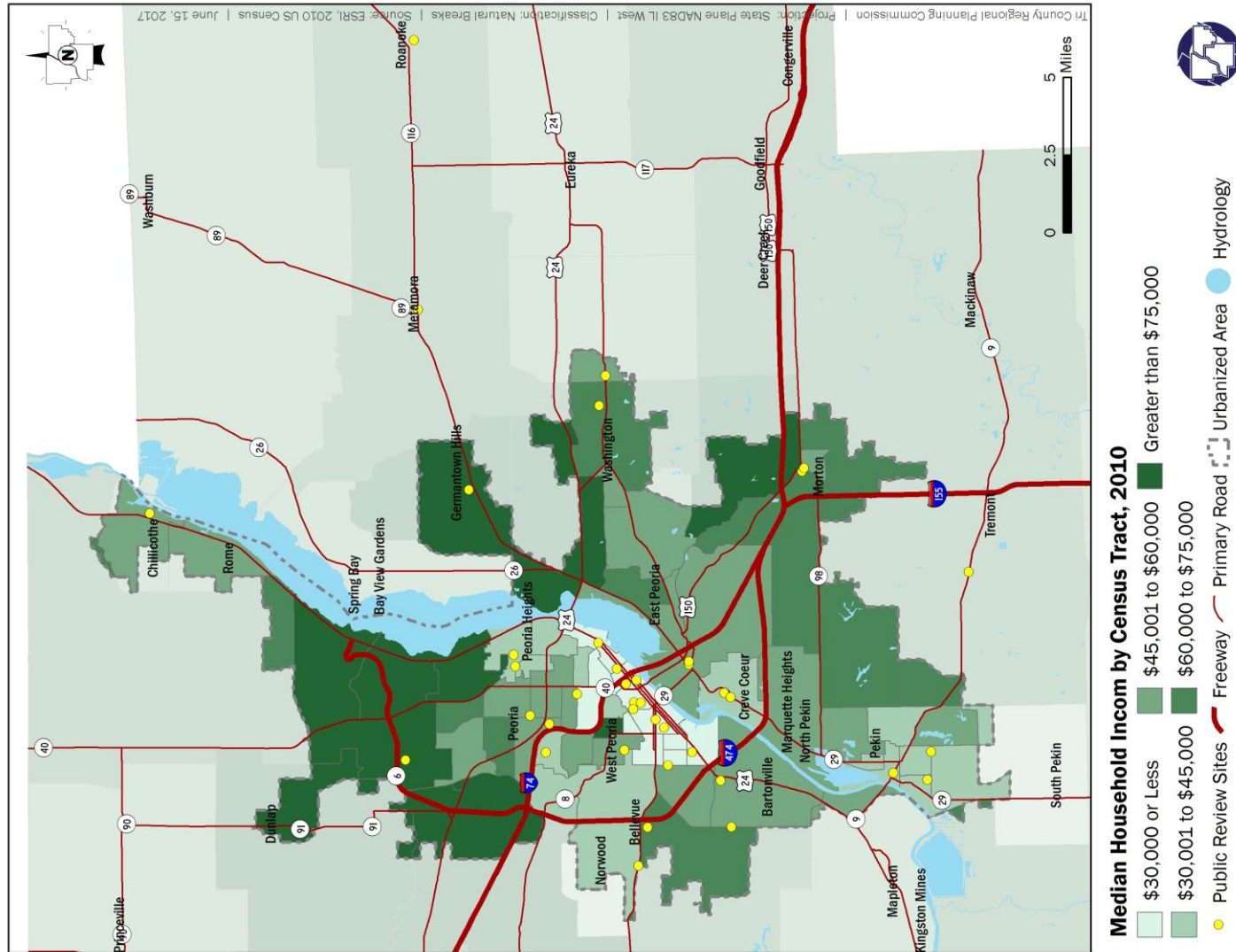
In compliance with the Executive Order, the U.S. Department of Transportation (USDOT) issued its final order on February 3, 1997. The Order described the process to incorporate Environmental Justice principles embodied in the Executive Order into existing programs, policies, and activities. To comply 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 underserved 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

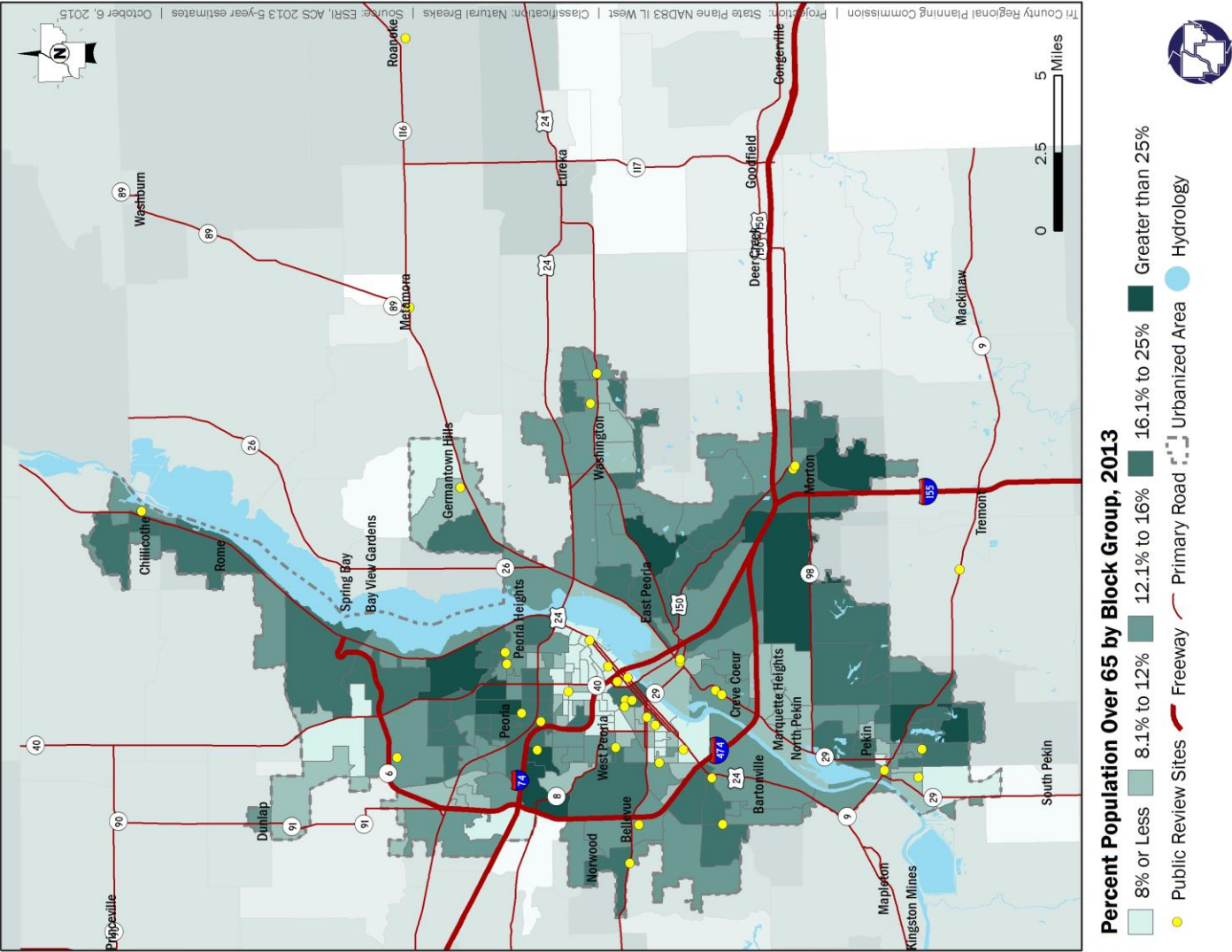


MAP 3: MEDIAN HOUSEHOLD INCOME BY CENSUS TRACT





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

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- No public comments were made during the 30-day public review period.

## Appendix F – Amendments

### Amendments Approved by PPUATS Policy Committee

On January 28, 2021, the PPUATS Policy Committee voted to approve the following:

- Add projects S-21-23 and S-21-24 to the FY 21 program
- Add Project BA-23-01 to the FY23 program
- Add Projects MO-24-01 and EP-24-01 to the FY 24 program

On February 25, 2021, the PPUATS Policy Committee voted to approve the following:

- Add projects S-21-25 and S-21-26 to the FY 21 program

On March 25, 2021, the PPUATS Policy Committee voted to approve the following:

- Add projects S-21-27 and S-21-28 to the FY21 program
- Add project PC-21-02 to the FY21 program

On April 22, 2021, the PPUATS Policy Committee voted to approve the following:

- Update funding sources and funding amounts for Projects CL-21-04, CL-21-12, and CL-21-14

- Add Projects CL-22-08, CL-22-09, and CL-22-10 to the FY 22 program
- Add Project CL-23-06 to the FY 23 program
- Add Projects CL-24-05 and CL-24-06 to the FY 24 program

On June 24, 2021, the PPUATS Policy Committee voted to approve the following:

- Add Project S-22-15 to the FY 22 program
- Modify Project TZ-22-01 to include CHIP-R funds

On July 22, 2021, TCRPC voted to approve the following:

- Add Project S-22-16 to the FY 22 program
- Add Project PEO-23-01 to the FY 23 program

On August 26, 2021, TCRPC voted to approve the following:

- Add projects CL-22-11 through CL-22-23 to the FY22 program
- Add projects C-23-01, C-23-02, PEK-23-02, CL-23-07, and CL-23-08 to the FY23 program
- Add projects CL-25-01, CL-25-02, and CL-25-03 to the future FY25 program
- Update funding amounts for projects for CL-22-01, CL-22-02, CL-22-03, CL-23-01,

CL-23-02, CL-23-03, CL-24-01, CL-24-02, CL-24-03, and CL-24-06.

### Administrative Modifications

On November 13, 2020, Projects S-20-43 and S-21-13 were moved to advance construction status.

On November 19, 2020, Project S-21-12 was moved to advance construction status.

On November 23, 2020, Project PC-20-02 was moved from advance construction to current status and Project S-21-15 was moved to advance construction status.

On December 14, 2020, Project EP-20-01 was moved from advanced construction to current status.

On January 5, 2021, Project S-20-31 was converted from advance construction to current status.

On January 28, 2021, Project S-20-38 was moved to advanced construction status.

On February 8, 2021, Project S-21-11 was moved to current status and Project S-21-22 was moved to advance construction.

On March 3, 2021, Projects S-21-19 and S-21-24 were moved to advanced construction.

On March 19, 2021, Project S-21-27 was moved to advanced construction status.

On March 29, 2021, Projects S-20-43, S-18-11, and S-20-44 were moved from advanced construction to current status; and projects S-21-27 and S-21-28 were moved to advanced construction status.

On March 31, 2021, Project S-21-18 was moved to advanced construction status.

On April 13, 2021, Projects PEO-20-04 and PC-21-02 were moved to advanced construction status.

On April 14, 2021, Projects S-21-12 and S-21-15 were moved to current status.

On April 22, 2021, funding amounts for Projects CL-21-08, CL-21-11, and CL-21-13 were updated.

On May 4, 2021, Projects S-21-23, S-21-25, PEK-16-01, and ITEP-17-02 were moved to advanced construction status.

On May 11, 2021, Projects S-20-38, S-21-26, and PEO-20-02 were moved from advance construction to current status.

On June 14, 2021, Project S-21-22 was moved from advanced construction to current status.

On June 23, 2021, Projects S-19-08, S-19-12, PEO-20-05, and PEK-22-01 were moved to advanced construction status.

On July 21, 2021, Projects S-18-02, S-21-24, and S-21-27 were moved from advanced construction to current status.

On July 27, 2021, Projects PEK-16-01, S-21-13, S-21-19, and ITEP-18-01 were moved to current status.

On August 19, 2021, Projects S-21-18 and S-21-28 were moved to current status.

On August 31, 2021, projects S-21-23 and S-21-25 were moved to current status and project S-22-16 was moved to advanced construction.