LRTP

Long-Range Transportation Plan

2050 Plan Update

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Long-Range Transportation Plan 2050

The Tri-County Regional Planning Commission is dedicated to providing access to the transportation planning process and associated planning documents to all people regardless of race, color, national origin, sex, social and economic standing, English proficiency, or disability. The Tri-County Regional Planning Commission prepared this document with funding provided in whole or in part by the United States Department of Transportation (US DOT) and administered by the Illinois Department of Transportation (IDOT). The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent US DOT and IDOT.

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Acronyms and Abbreviations

Acronym	Definition
µg/dL	micrograms per deciliter
23 CFR 450.324	Federal regulation Title 23 Code of Federal Regulations Section 450.324
AADT	Average Annual Daily Traffic
ABM	Activity-Based Travel Demand Model
ACS	US Census American Community Survey
ADA	Americans with Disabilities Act
APC	Automatic Passenger Counter
AQI	Air Quality Index
ATCMTD	Advanced Transportation and Congestion Management Technologies Deployment
ATP	Active Transportation Plan
ATTAIN	Advanced Transportation Technologies and Innovation
AVL	Automatic Vehicle Locator
BA	Village of Bartonville
BBSI	Bio-Based Stormwater Infrastructure
BFP	Bridge Formula Program
BIL	Bipartisan Infrastructure Law (also known as the Infrastructure Investment and Jobs Act, or IIJA)
BIP	Bridge Investment Program
BRT	Bus Rapid Transit
C	City of Chillicothe

Acronym	Definition
CAD	Computer-Aided Dispatch
CAUSE Area	CityLink Area Urban Service Expansion
CC	Village of Creve Coeur
CDC	Centers for Disease Control and Prevention
CEDS	Comprehensive Development Strategy
CFI	Charging and Fuel Infrastructure
CHNA	Tri-County Community Health Needs Assessment
CID	Corridor Identification and Development Program
CL	CityLink
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CNA	Capital Needs Assessment
CNG	Compressed natural gas
CPF	Community Project Funding
CPI-U	Consumer Price Index for All Urban Consumers
CRP	Carbon Reduction Program
CRS	Condition Rating Survey
CSAP	Comprehensive Safety Action Plan
CSO	Combined Sewer Overflow
CVP	Consolidated Vehicle Procurement

Acronym	Definition
CWA	US Clean Water Act of 1972
DCEO	Illinois Department of Commerce and Economic Opportunity
DOT	Department of Transportation (General)
EDA	US Economic Development Administration
EDD	Economic Development District
EDP	Economic Development Program
EP	City of East Peoria
ER	Emergency Relief Program
F	Fatalities related to motor vehicle crashes
FAF	Freight Analysis Framework
FAST Act	Fixing America's Surface Transportation Act of 2015
FBP	Ferry Boat Program
FFY	Federal Fiscal Year
FLAP	Federal Lands Access Program
FMCSA	Federal Motor Carrier Safety Administration
FRA	Federal Railroad Administration
FY	Fiscal Year
GCPF	Grade Crossing Protection Fund
GH	Village of Germantown Hills
GHG	Greenhouse gas

Acronym	Definition
GIS	Geographic Information System
GPEDC	Greater Peoria Economic Development Council
GPMTD	Greater Peoria Mass Transit District
GPSD	Greater Peoria Sanitary District
GTFS	General Transit Feed Specification
HBP	Highway Bridge Program
HMP	Hazard Mitigation Plan
HOI	Heart of Illinois
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Program
HSIP	IDOT's Highway Safety Improvement Program
HSTP	Human Services Transportation Plan
ICC	Illinois Commerce Commission
ID	Identification number
IDOT	Illinois Department of Transportation
IDOT-OIPI	Illinois Department of Transportation-Office of Intermodal Project Implementation
IEMA	Illinois Emergency Management Agency
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law, or BIL) of 2021
IL EPA	Illinois Environmental Protection Agency

Acronym	Definition
ILSTDM	Illinois Statewide Travel Demand Model
INAI	Illinois Natural Areas Inventory
IPTA	Illinois Public Transit Association
IRI	International Roughness Index
ISBP	Illinois Special Bridge Program
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITEP	Illinois Transportation Enhancement Program
ITS	Intelligent Transportation Systems
LEP	Limited English proficiency
LNG	Liquefied natural gas
LPG	Liquefied petroleum gas
LRTP	Long-Range Transportation Plan
MAAP	Metropolitan Airport Authority of Peoria
MAP-21	Moving Ahead for Progress in the 21st Century of 2012
mcm	Micrograms per cubic meter
MEGA	National Infrastructure Project Assistance Program
MFT	Motor Fuel Tax
MO	Village of Morton
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization

Acronym	Definition
NAAQS	National Ambient Air Quality Standards
NBI	National Bridge Inventory
NBIS	National Bridge Inspections Standards
NESP	Navigation and Ecosystem Sustainability Program
NEVI	National Electric Vehicle Infrastructure Formula Program
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NPDES	National Pollutant Discharge Elimination System
NPRM	Notice of Proposed Rulemaking
NSBP	National Scenic Byways Program
OLS	Ordinary Least Squares Linear Trend
PC	Peoria County
PEK	City of Pekin
PEO	City of Peoria
PH	Village of Peoria Heights
PIA	General Wayne A. Downing Peoria International Airport
PL	Metropolitan planning funding
PM	Particulate Matter

Acronym	Definition
PM10	10 micrometer Particulate Matter
PM2.5	2.5 micrometer Particulate Matter
ppm	Parts per Million
PPP	Public Participation Plan
PPR	Pavement Preservation and Reconstruction
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program
PROWAG	Public Right-of-Way Accessibility Guidelines
PTASP	Public Transportation Safety Action Plan
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RBI	Rebuild Illinois
RCE	Railway Crossing Elimination
RCP	Reconnecting Communities Pilot Program
RHCP	Railway-Highway Crossings Program (also known as Section 130)
RTAC	Rural Transit Assistance Center
RTP	Recreational Trails Program
Rural	Rural Surface Transportation Grant Program
S	State of Illinois
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005
SDOH	Social Determinants of Health
SDP	Service Development Plan

Acronym	Definition
SHSP	Strategic Highway Safety Plan
SI	Serious Injuries related to motor vehicle crashes
SMS	Safety Management Systems
SNAP	Supplemental Nutrition Assistance Program
SO2	Sulfur dioxide
SOx	A general term for the family of sulfur dioxides
SPIL	Statewide Plan for Independent Living
SPR	State Planning and Research
SRTS	Safe Routes to School
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant
STS	Special Transportation Studies
SWMP	Stormwater management program
TA	Transportation Alternatives
TAM	Transit Asset Management
TAMP	Transportation Asset Management Plan
TARP	Truck Access Route Program
TAZ	Traffic Analysis Zone
TBP	Township Bridge Program
TCRPC	Tri-County Regional Planning Commission

Acronym	Definition
TDM	Travel demand model
TEA-21	Transportation Equity Act for the 21st Century of 1998
TERM	Transit Economic Requirement Model
TIP	Transportation Improvement Plan
TMA	Transportation Management Area
TOD	Transit-Oriented Development
TSS	Total Suspended Solids
TTR	Travel time ratio
TTTR	Truck Travel Time Reliability
TZ	Tazewell County
TZPR	Tazewell & Peoria Railroad
UA	Urbanized Area
ULB	Useful Life Benchmark
UPWP	Unified Planning Work Program
US	United States
US EPA	US Environmental Protection Agency
USACE	US Army Corps of Engineers
USDA	United States Department of Agriculture
US DOT	United States Department of Transportation
USFWS	US Fish and Wildlife Service

Acronym	Definition
UV	Ultraviolet
V/C	Volume-to-Capacity
VHT	Vehicle hours traveled
VMT	Vehicle miles traveled
W	City of Washington
WC	Woodford County
WP	City of West Peoria

Framework

The transportation network profoundly shapes the region by influencing how residents access their basic needs like commuting to work or school, grocery shopping, socializing, and attending medical appointments. Accessible and well-planned transportation enhances mobility, enabling users to reach destinations safely and easily. Contrarily, congestion and inadequate transportation can lead to stress, delays, and unsafe conditions.

Everyone has different perspectives and uses the transportation network daily. Transportation planning seeks to recognize the different perspectives, understand the utilization of the transportation system by both people and goods, and inventory the opportunities and roadblocks the network creates. From there, through collaboration, transportation planners create a vision and develop projects to achieve that vision.

About TCRPC

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

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

Metropolitan Planning Organization

In 1976, TCRPC was federally designated as the transportation planning organization or the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area. In response, Tri-County created a new organization, the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) to carry out the work of the MPO. PPUATS was comprised of two committees: the Policy Committee and the Technical Committee.

From 1976 to 2021, the PPUATS Policy Committee functioned as the MPO. Effective July 1, 2021, the PPUATS Policy Committee merged with TCRPC. Following the merger, the Full Commission assumed the

MPO's role, duties, and responsibilities. The Technical Committee continues preparing, reviewing, and recommending actions to the Full Commission for approval.

As the MPO, TCRPC is responsible for transportation planning as outlined in Title 23 Code of Federal Regulations Part 450 Subpart C. The transportation planning process brings together local governments, transportation authorities, and interested parties to create transportation policies and develop comprehensive plans that reflect the region's transportation vision.

All urbanized areas (UAs) that exceed 50,000 in population must have an MPO. Furthermore, all UAs with over 200,000 in population are also classified as Transportation Management Areas (TMAs). The Peoria-Pekin Urbanized Area spans three counties, incorporates 16 municipalities, and services over 240,000 residents. Additionally, the Metropolitan Planning Area (MPA), which is the UA plus the adjacent area, is expected to urbanize within 20 years. The MPA incorporates eight additional municipalities and increases the population by over 55,000.

Tri-County receives annual federal funding to carry out its transportation planning mission, as outlined in federal legislation, in the Tri-County MPA.

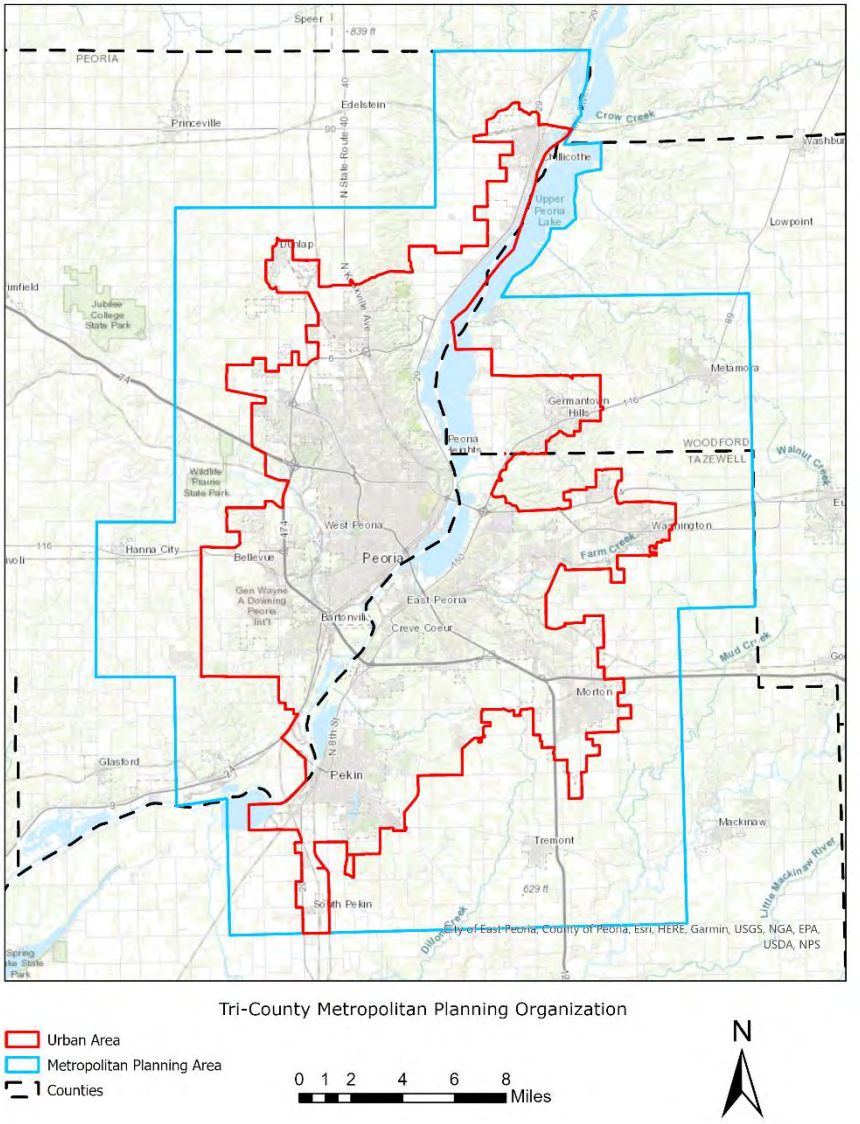


Figure 1: Peoria-Pekin Urbanized Area and Metropolitan Planning Area

The amount and allocation of federal transportation funds is determined through the current legislation. Federal funds come from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) and are administered by the Illinois Department of Transportation (IDOT).

The MPO coordinates and completes many transportation plans, projects, and studies, some required by federal law. These plans and programs result from the fair transportation planning process. They delineate the region's future transportation vision, help implement and monitor projects, and provide financial guidance for the MPO. Some of the transportation plans and programs that TCRPC develops are:

- **Unified Planning Work Program** – A plan that outlines the day-to-day activities of the MPO and sets the budget for all transportation planning activities for the specified Fiscal Year.
- **Public Participation Plan** – A plan outlining the policies and procedures of the MPO involving stakeholders and the public in the transportation planning process.
- **Congestion Management Process** – A plan that maps the region's transportation network and identifies the areas with high traffic to be able to manage them effectively in the future.
- **Long-Range Transportation Plan** – A plan that serves as the region's future transportation vision and blueprint for managing the Peoria-Pekin MPA transportation system for the next 25 years.
- **Transportation Improvement Plan** – A plan that identifies all federally funded transportation-related projects within the MPA to be carried out during a four-year program horizon.
- **Annual List of Federally Authorized Projects** – A publication that lists all federally funded transportation projects in the MPA that the federal government has financially committed to their portion of the project.

Federal Legislation

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law or BIL, is the most recent funding and authorization bill for federal surface transportation spending. President Joe Biden signed the bill on November 15, 2021.

The bill authorizes approximately $550 billion in federal money over five years for a variety of funding streams: bridges, mass transit, roads, broadband, water infrastructure, adaptability, and more. Within

these funds, IIJA authorizes approximately $350 billion for federal highway programs, also for five years ending in fiscal year 2026.

TCRPC and MPOs throughout the country are set to receive a portion of that money via the State Department of Transportation to program for roadway, transit, bicycle-pedestrian infrastructure, and other types of surface transportation projects in the MPA.

Policy Changes

The US Department of Transportation (US DOT) issued memos and a Notice of Proposed Rulemaking (NPRM) outlining a shift in federal transportation policies, focusing on economic efficiency and revoking certain environmental justice (EJ) and Diversity, Equity, and Inclusion (DEI)-related initiatives.

These initiatives take the form of the following, from an email on January 30, 2025 from the Association of Metropolitan Planning Organizations:

***DOT Order 1000.17 (Department of Transportation Equity Council)**: This order established the Department of Transportation Equity Council to advise the Secretary on incorporating equity considerations into transportation policies.*

Based on the current understanding, its rescission indicates a shift away from structured equity-focused advisory efforts within US DOT.

***DOT Order 4360 (Climate Change Adaptation and Resilience Policy for DOT Operational Assets)**: This order required US DOT to integrate climate adaptation and resilience strategies into its policies and programs.*

Based on the current understanding, its rescission suggests that climate adaptation may no longer be a designated priority within US DOT policy directives.

***DOT Order 5610.2C (US Department of Transportation Actions to Address Environmental Justice in Minority Populations and Low-Income Populations)**: This order provided guidance on how US DOT should consider environmental justice in transportation projects and programs.*

Based on the current understanding, its rescission reflects a reduced emphasis on environmental justice as a formal consideration in US DOT decision-making.

Tri-County Regional Planning Commission acknowledges these US DOT policy changes when it comes to the publication of documents such as the Long-Range Transportation Plan.

Ten Planning Factors

The MPO's overall transportation planning goal is to provide for the adequate, safe, and efficient movement of persons and goods in the UA. In concert with the IIJA, the MPO utilizes the 10 thematic planning factors (23 CFR 450.306(b)) included to help reach this goal:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

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

Performance-Based Planning

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

At the federal level, transportation legislation has mandated the use of performance measures to better assess federal transportation investments' progress toward achieving national transportation goals. The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, passed in 2012, is the federal transportation legislation that established the national performance measurement system for the highway and transit programs. The 2015 Fixing America's Surface Transportation Act (FAST Act) and IIJA continued the performance-based planning requirements.

The national Federal-aid Highway Program performance goals (23 USC 150, 2012) as established by Congress are:

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

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

In general, State DOTs will need to set targets for each measure one year from the date on which the Final Rule became effective. MPOs have 180 days from the time the State DOTs set their targets to choose whether they will support their state's targets or develop their own targets. State targets are monitored by the FHWA; MPO targets are monitored by State DOTs.

Based on the transportation legislation, US DOT established performance measures in the following categories:

- Highway safety
- Pavement and bridge condition
- System performance
- Transit asset management
- Transit safety

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

The Long-Range Transportation Plan (LRTP) 2050 Regional Overview chapter contains the System Performance report, which provides a summary of national performance measures. For each measure, descriptions, current standing, and targets are provided where applicable with the latest available at the time of the plan development.

Plan Organization

This LRTP is divided into seven sections. Following the Framework section, the Regional Overview section reviews the Greater Peoria MPA's existing conditions, such as demographic, ecosystem impact on health analysis, land use, and system performance trends. The plan then goes over the public participation process in the Public Engagement section. The Plan Element and Vision section addresses each of the six plan elements and ends with the vision that encompasses goals, objectives, and implementation strategies.

After the Plan Elements and Vision section, the MPO Project Funding and Prioritization section reviews Tri-County's funding programs, how the programs are programmed, and, lastly, the regional project prioritization process. Next, the Financial Plan section views the funding forecast of how much funding is reasonably expected to be available to the Greater Peoria MPA within the 2050 planning horizon. The Financial Plan section also includes a fiscally constrained list of projects and an illustrative project list that help implement the future transportation vision. The final section of the plan, Travel Demand, reviews the region's Activity-Based Travel Demand Model and the results from running the region's priority projects in the model.

Regional Overview

To appropriately plan for future demands and transportation needs within the MPA, the region's current and historical conditions must be clear. This section provides an overview of past and present trends in regard to demographics, land use, and population density.

The Tri-County region consists of three counties, 48 communities, and over 350,000 residents within 1,831 square miles in central Illinois. The Peoria-Pekin Urbanized Area has over 240,000 residents within 258 square miles. The urbanized area spans the three counties, incorporates 16 municipalities, and serves as the economic center of the Greater Peoria region. Greater Peoria is located 120 miles southwest of Chicago, 140 miles northeast of Saint Louis, and 180 miles northwest of Indianapolis.

The Peoria-Pekin Urbanized Area includes 16 municipalities across Peoria, Tazewell, and Woodford counties:

- Village of Bartonville
- Village of Bellevue
- City of Chillicothe
- Village of Creve Coeur
- Village of Dunlap
- City of East Peoria
- Village of Germantown Hills
- Village of Marquette Heights
- Village of Morton
- Village of North Pekin
- Village of Norwood
- City of Pekin
- City of Peoria
- Village of Peoria Heights
- City of Washington
- City of West Peoria

The MPA, which is the Urbanized Area (UA) plus the adjacent area expected to urbanize within 20 years, serves as the planning area for the LRTP and spans 603 square miles. The MPA incorporates seven municipalities along with those in the urbanized area.

- Village of Bay View Gardens
- Village of Hanna City
- Village of Mapleton
- Village of Metamora
- Village of South Pekin
- Village of Spring Bay
- Village of Tremont

Demographics

Age

The 2022 American Community Survey 5-year Estimates for the Peoria Metropolitan Area shows much parity between the age distribution of both sexes in the region. The largest age category is the 60-64 group, though the 40-44 and 5-9 age groups are not far behind. This is indicative of a stable population distribution across generations.

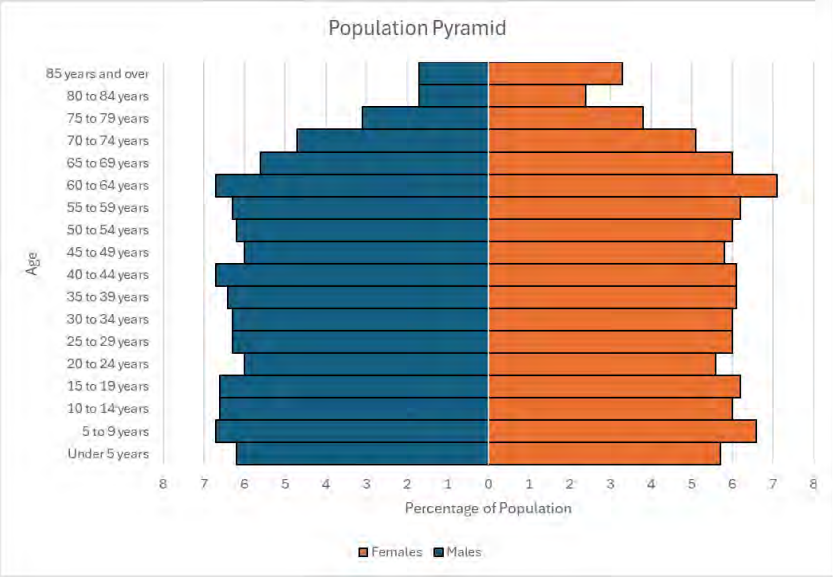


Figure 2: Population Pyramid (2022)

Demographic Origin

A large majority of the population of the urbanized area is Caucasian, more so than the state of Illinois and the US. The region has seen a small decrease in the proportion of African American individuals in recent years and the proportion of the population identifying as Caucasian alone has grown slightly. The overall racial makeup of the region has remained mostly stable, however.

A key component to transportation planning is assessing potential community impacts across the region, with special focus on communities that have been disproportionately impacted by previously flawed planning and public involvement processes. Being mindful of people with different demographic origins and their past experiences in regional planning creates a stronger vision for the community as a whole and ensures everyone has access to public participation and feedback opportunities.

Table 1: Race as Percentage of Total Population (2022)

Demographic Origin	Peoria UA	Tri-County	Illinois	US
Caucasian alone	83.5%	82%	65.8%	65.9%
African American alone	8.6%	9.6%	13.9%	12.5%
American Indian and Alaska Native alone	0.2%	0.1%	0.4%	0.8%
Asian alone	2.5%	2.8%	5.8%	5.8%
Native Hawaiian and Other Pacific Islander alone	0%	0%	0%	0.2%
Some Other Demographic Origin alone	1.2%	1.2%	6.6%	6%
Two or More Demographic Origins	4.1%	4.3%	7.5%	8.8%

Source: US Census Bureau, 2022 ACS 5-Year Estimates, table B02001, accessed 8 July 2024

Language

Most individuals in the region primarily speak English at home. The next most widely spoken home language is Spanish, with just over 2% of the population over 5 years of age speaking it at home. This stands in contrast with the state of Illinois and US, with around 13% of individuals 5 and older speaking Spanish at home both state- and country-wide.

Making transportation information and materials accessible to non-English speakers is integral in expanding access to transportation services to as many individuals in the region as possible. Identifying and rectifying roadblocks to transportation access for communities in the region is an important component of transportation planning.

Table 2: Language Spoken at Home as Percentage of Total Population (2022)

Language/Language Family	Peoria UA	Tri-County	Illinois	US
Spanish	2.1%	2.2%	13.6%	13.3%
Other Indo-European languages	1.2%	1.3%	5.6%	3.7%
Asian and Pacific Island languages	1.4%	1.5%	3%	3.5%
Other languages	0.5%	0.6%	1.1%	1.2%

Source: US Census Bureau, 2022 ACS 5-Year Estimates, table S1601, accessed 9 July 2024

Disability

Identifying segments of the population with limited mobility is essential to building and maintaining a transportation network that is accessible to the greatest number of residents in the region. A key aspect of planning for transit use is identifying the needs of seniors, individuals with disabilities, and individuals in poverty. The following chart shows the percentage of people with disabilities throughout the region.

Table 3: Individuals with a Disability as Percentage of Age Category (2022)

Age Group	Peoria UA	Tri-County	Illinois	US
Total Civilian Noninstitutionalized Population	12.8%	12.6%	11.6%	12.9%
Under 18 years	4.2%	4.4%	3.8%	4.5%
18 to 64 years	10.4%	10.2%	9.2%	10.5%
65 years and over	31.2%	31.1%	31.7%	33.3%

Source: US Census Bureau, 2022 ACS 5-Year Estimates, table DP02, accessed 9 July 2024

Household Income

Income is a large determinant of available travel options for families. The Peoria Urbanized Area currently has lower median household incomes than the state of Illinois and the US across all age categories. Data also shows a greater proportion of the urbanized area's population makes less than $100,000 than the wider Tri-County area covering Peoria, Tazewell, and Woodford Counties. Income distribution is an important consideration when assessing public and active transportation needs and opportunities within the region.

Table 4: Household Income Distribution as Percentage of Total Population (2022)

Household Income	Peoria UA	Tri-County	Illinois	US
Less than $10,000	6.7%	5.5%	5.3%	4.9%
$10,000 to $14,999	3.5%	4%	3.5%	3.8%
$15,000 to $24,999	8.1%	7.6%	6.7%	7%
$25,000 to $34,999	7.7%	7.5%	7.1%	7.4%
$35,000 to $49,999	13.7%	11.7%	10.1%	10.7%
$50,000 to $74,999	18.6%	17.6%	15.4%	16.1%
$75,000 to $99,999	13.8%	13.2%	12.9%	12.8%
$100,000 to $149,999	13.9%	16.5%	17.6%	17.1%
$150,000 to $199,999	8.3%	8.4%	9.4%	8.8%
$200,000 or more	5.7%	8%	12.1%	11.4%

Source: US Census Bureau, 2022 ACS 5-Year Estimates, table S1901, accessed 9 July 2024

Median incomes generally increase across age brackets through the 45-64 years old category. Then, as householders retire, median incomes among the 65 and older category decreases.

Table 5: Median Household Income by Age Group (2022)

Age Group	Peoria UA	Illinois	US
15 to 24 years	$36,071	$38,244	$41,114
25 to 44 years	$76,152	$87,450	$83,505
45 to 64 years	$80,195	$95,019	$90,808
65 years and over	$52,733	$55,569	$54,699

Source: US Census Bureau, 2022 ACS 5-Year Estimates, table S1903, accessed 9 July 2024

Poverty

The most impoverished age group in the urbanized area is children under 5 years of age. Nearly one quarter of children under 5 are living in poverty, a few percent more than in the state of Illinois and the US. The region is mostly in line with state and national trends for poverty but experiences less poverty among the 75-84 and 85+ age categories, with less than 10% of individuals in those categories being impoverished.

Table 6: Poverty as Percentage of Age Group (2022)

Age Group	Peoria UA	Tri-County	Illinois	US
Under 6 years	24.4%	23.8%	20.4%	21.9%
6 to 11 years	17.6%	17.8%	18.7%	20.5%
12 to 17 years	17.3%	16.4%	16.8%	17.9%
18 to 59 years	13.5%	13.2%	12.4%	13.4%
60 to 74 years	10.5%	10.8%	10.4%	11%
75 to 84 years	8.2%	8.5%	10.8%	11.5%
85 years and over	8.8%	7.5%	13.6%	14.9%

Source: US Census Bureau, 2022 ACS 5-Year Estimates, table B17020, accessed 9 July 2024

Geographically, individuals in the region earning less than $1,250 per month are not heavily concentrated in any certain areas. Jobs paying less than $1,250 per month are generally concentrated in denser commercial and industrial centers in Peoria and Tazewell counties, although that is due to the large quantities of all types of jobs across pay brackets in those areas. Transportation access for low-income individuals is important across the UA and the municipalities therein. Access to public transportation and alternative modes of transportation to driving is important in ensuring access to employment opportunities for individuals across income brackets.

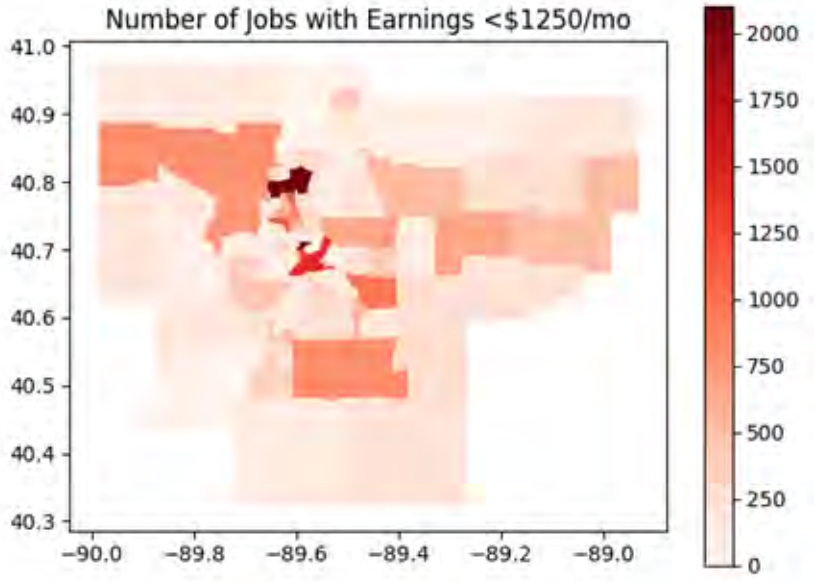


Figure 3: Geographical Distribution of Jobs Paying Less Than $1,250 per Month

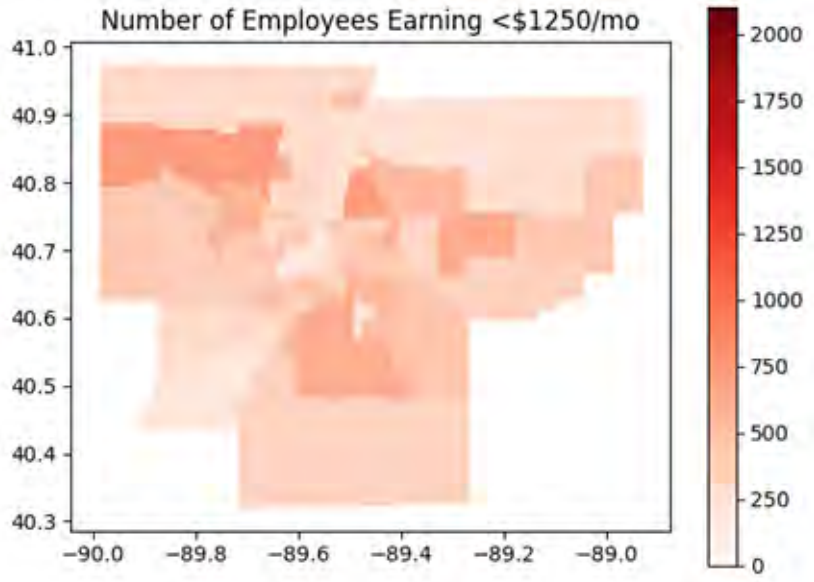


Figure 4: Geographical Distribution of Employees Earning Less Than $1,250 per Month

Education

A greater proportion of the region's population has completed their high school education than the statewide or national populations. However, the region has proportionally fewer bachelor's and graduate degrees. More individuals from the Peoria UA have some college experience but no degree or an associate's degree, while fewer have a bachelor's or higher. Multimodal access to the region's schools and colleges is important to consider during transportation planning and could impact educational attainment throughout the scope of the plan.

Table 7: Educational Attainment as Percentage of Total Population (2022)

Educational Attainment	Peoria UA	Tri-County	Illinois	US
Less than 9th grade	2%	2%	4.5%	4.7%
9th to 12th grade, no diploma	5.1%	4.7%	5.4%	6.1%
High School graduate (includes equivalency)	30%	28.8%	25.3%	26.4%
Some College, no degree	22.3%	22.2%	19.8%	19.7%
Associate degree	11%	10.8%	8.3%	8.7%
Bachelor's degree	19%	20%	22%	20.9%
Graduate or Professional degree	10.7%	11.5%	14.7%	13.4%
High School graduate or higher	92.9%	93.3%	90.1%	89.1%
Bachelor's degree or higher	29.7%	31.5%	36.7%	34.3%

Source: US Census Bureau, 2022 ACS 5-Year Estimates, table DP02, accessed 9 July 2024

Employment

The region is in line with state and national data on employment and unemployment among the civilian labor force.

Table 8: Employment as Percentage of Total Population (2022)

Employment	Peoria UA	Tri-County	Illinois	US
Civilian Labor Force	61.5%	61.7%	65%	63%
Employed	57.9%	58.4%	61.1%	59.6%
Unemployed	3.6%	3.2%	3.9%	3.4%

Source: US Census Bureau, 2022 ACS 5-Year Estimates, table DP03, accessed 8 July 2024

The largest industries in the region are educational services, health care, and social assistance and manufacturing. This data points towards the significance of regional medical facilities and the region's long history of being a crucial manufacturing hub in central Illinois, creating a need for the efficient transport of goods in and out of the area. Opportunities for multimodal travel to industry and job hubs in the region are key considerations for long-range transportation planning.

Table 9: Industry Distribution as Percentage of Total Workers (2022)

Industry	Peoria UA	Tri-County	Illinois	US
Agriculture, forestry, fishing and hunting, and mining	1.9%	1.5%	1%	1.6%
Construction	5.9%	5.6%	5.5%	6.9%
Manufacturing	14.8%	14.6%	11.6%	10%
Wholesale trade	2.3%	2.2%	2.8%	2.4%
Retail trade	10.5%	10.4%	10.5%	11%
Transportation and warehousing, and utilities	4.8%	4.7%	6.9%	5.8%
Information	1.2%	1.2%	1.7%	1.9%
Finance and insurance, and real estate and rental and leasing	5.8%	6%	7.4%	6.7%
Professional, scientific, and management, and administrative and waste management services	9%	9.5%	12.5%	12.1%
Educational services, and health care and social assistance	27%	27.3%	23.3%	23.3%
Arts, entertainment, and recreation, and accommodation and food services	8.6%	9%	8.4%	9%
Other services, except public administration	4.7%	4.7%	4.6%	4.7%
Public administration	3.5%	3.3%	3.7%	4.7%

Source: US Census Bureau, 2022 ACS 5-Year Estimates, table DP03, accessed 8 July 2024

The region's largest industries are concentrated in a few locations. Since these parts of the Peoria UA host employees traveling from all over Peoria, Tazewell, and Woodford counties, the transportation infrastructure around these employment hubs must be adequately maintained and improved over time to guarantee continued access to the region's largest employers.

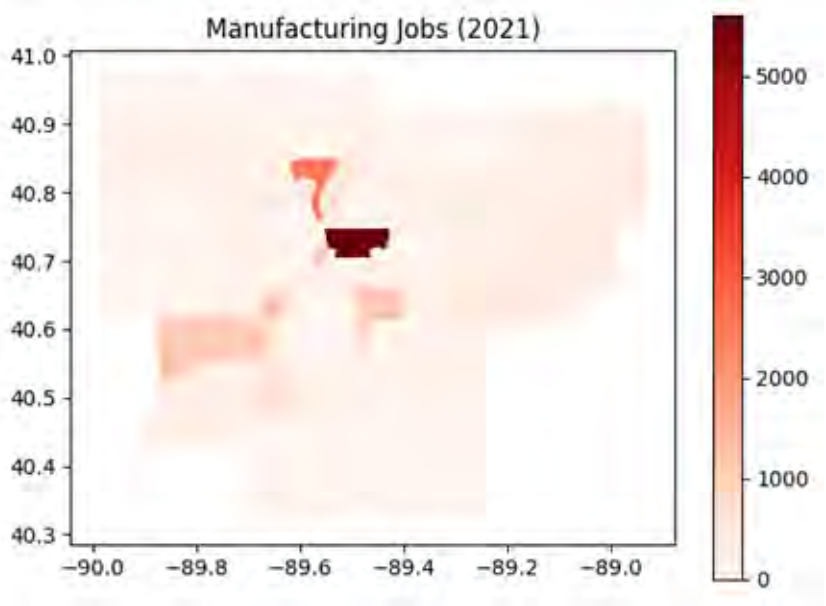


Figure 5: Geographical Distribution of Manufacturing Jobs

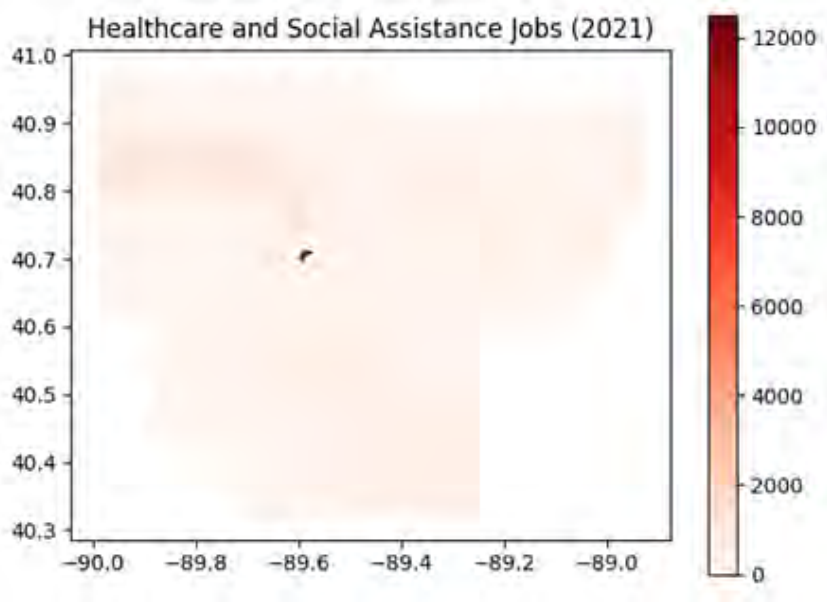


Figure 6: Geographical Distribution of Healthcare and Social Assistance Jobs

Commuting

Most working individuals in the region drive to work alone, more than in Illinois and the US. The rate at which individuals utilize public transportation to travel to work is significantly lower than across the state or country. Ensuring individuals have access to several transportation modes is important in encouraging active transportation across the region.

Table 10: Commuting Mode as Percentage of all Commuters (2022)

Commuting Mode	Peoria UA	Tri-County	Illinois	US
Car, truck, or van -- drove alone	80.9%	80.4%	68.6%	71.7%
Car, truck, or van -- carpooled	7.5%	7.5%	7.7%	8.5%
Public transportation (excluding taxicab)	0.7%	0.7%	7%	3.8%
Walked	1.9%	1.8%	2.7%	2.4%
Other means	0.9%	0.9%	1.9%	1.9%
Worked from home	8.2%	8.6%	12.1%	11.7%

Source: US Census Bureau, 2022 ACS 5-Year Estimates, table DP03, accessed 8 July 2024

Most jobs in the region are concentrated in a few census tracts in Peoria and Tazewell counties where large employers such as OSF Saint Francis Medical Center and Caterpillar are located. The distribution of the region's working population is much more uniform, though less concentrated in the dense commercial areas of downtown Peoria.

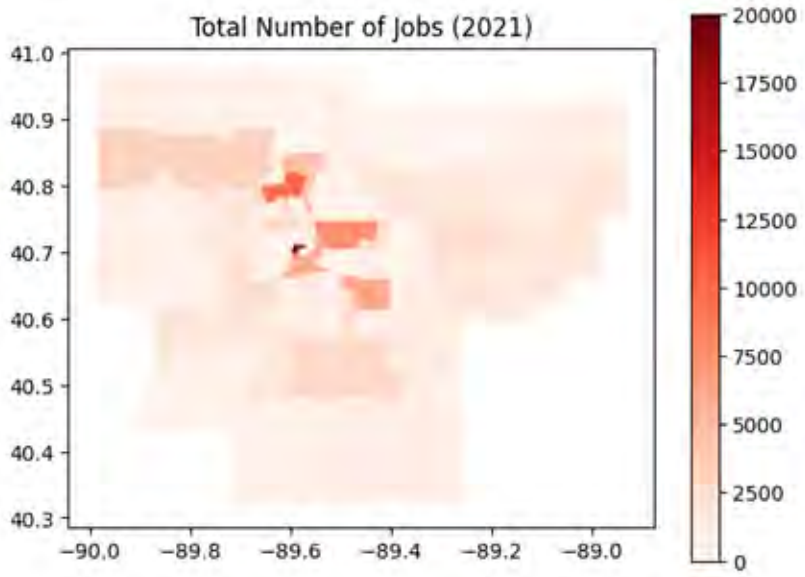


Figure 7: Geographical Distribution of Jobs

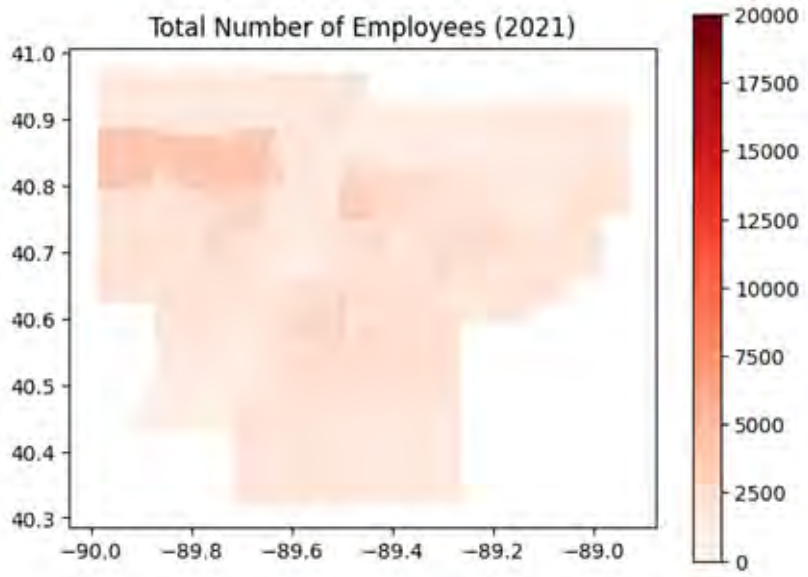


Figure 8: Geographical Distribution of Employees

Population and Housing Forecasting

The methodology for forecasting future total housing units was developed using data from the US Census Bureau's American Community Survey (ACS) 5-Year Estimate Tables. Data on total housing units by census tract for Peoria, Woodford, and Tazewell counties were acquired for years 2010-2022. In the case of census tracts being split or combined between the 2010 and 2020 censuses, projections were made for tracts represented on the 2020 census tract map. 2010-2019 data for split or combined census tracts were converted into approximate estimates for 2020 census tracts and included in the methodology; all 88 2020 census tracts for Peoria, Woodford, and Tazewell counties were included.

The average year-over-year percentage change in housing units from 2010-2022 was found for each census tract, as well as the total year-over-year percentage change across the three counties. Across the three counties, average yearly growth was equal to 0.25%. Census tracts were then categorized as "high" or "low" growth tracts; those with growth rates less than or equal to 0.25% were "low," and those greater than 0.25% were "high" growth. The average year-over-year percent change for low-growth tracts was negative 0.51%.

Scenario Construction

Three future growth scenarios were tested to forecast for housing construction across a range of observed growth patterns: a growth-oriented scenario, a non-changing scenario, and a decline scenario. As the population in the region is expected to remain stable or decline in future decades, each scenario was constructed under the assumption that housing unit creation in high-growth areas will decline over the next 25 years.

The 2023-2050 prediction span was divided into three separate time bands: Short-Term (2023-2029), Mid-Term (2030-2039), and Long-Term (2040-2050). Across all scenarios, the projected growth in each census tract in the Short Term is equal to the average year-over-year growth obtained from 2010-2022 US Census data. Growth was added to the 2022 ACS 5-year total housing estimate for each census tract to generate housing unit predictions for the years 2023-2050.

Growth-Oriented Scenario

In the Short Term, growth continues at the average year-over-year rate estimated from 2010-2022 5-year ACS data. In the Mid and Long terms, growth in any census tracts exceeding the total growth rate of 0.25% is reduced to 0.25%. 38 of the 88 census tracts had their growth lowered at the end of the Short-Term time band. This represents a slowdown in housing construction across areas that rapidly expanded between 2010 and 2022, though not past the average growth for the area at large.

Non-Changing Scenario

In the Short Term, growth continues at the average year-over-year rate estimated from 2010-2022 5-year ACS data. In the Mid Term, growth in census tracts exceeding the total growth rate of 0.25% is reduced to 0.25%. 38 census tracts had their growth rates lowered at the end of the Short Term time band. In the Long Term, any growth in any census tracts that exceed the average growth rate of low-growth tracts, -0.51%, is reduced to -0.51%. 65 census tracts had their growth rates reduced at the end of the Mid Term time band, including all 38 previously reduced at the end of the Short Term. This scenario is representative of a gradual slowdown in new housing unit creation across the three counties. Growth would slow towards the average in rapidly expanding census tracts before declining further from 2040-2050. Because the average growth rate for low-growth tracts is negative, this scenario would see total housing declining across all census tracts by 2050.

Decline Scenario

In the Short Term, growth continues at the average year-over-year rate estimated from 2010-2022 5-year ACS data. In the Mid and Long terms, growth in census tracts exceeding the low-growth tract average of -0.51% is reduced to -0.51%. 65 census tracts had their growth rates reduced at the end of the Short Term. This scenario is indicative of a decline in housing unit creation across all census tracts beginning in 2030. Total housing units would be in decline across all census tracts for a 20-year period between 2030 and 2050.

Housing Estimate Results

Each scenario was applied to all 88 census tracts' housing supplies. Results are summarized below in **Table 11**. The Growth-Oriented Scenario predicts a 2.2% increase in total housing units from 2022 to 2050. Both the Non-Changing and Decline scenarios show a reduction in total housing, at -3.8% and -9.0%, respectively.

Table 11: Total Housing Unit Estimates by Scenario

	Housing Units	% Change from 2022
2022 ACS 5-Year Estimate	159,308	N/A
2050 Decline Estimate	144,967	-9.0%
2050 Non-Changing Estimate	153,191	-3.8%
2050 Growth-Oriented Est.	162,871	2.2%

Gathering 2020 Census Data

Data from the 2020 Decennial Census were used to find the most accurate estimates of average household size and housing vacancy rates. Data on occupied housing units, vacant housing units, and total population were gathered for each census tract. Occupied and vacant housing measures were used to calculate the housing vacancy rate for each census tract. The average household size for each tract was estimated by dividing the 2020 population figure by the number of occupied housing units. A limitation of this calculation is its failure to account for the unhoused population across the three counties, potentially increasing the average household size estimate past the true value. Estimates of the percentage of population residing in group quarters, including adult correctional facilities, college/university dormitories, and nursing facilities are also omitted. One critical assumption of the population forecasting methodology is that average household size and housing vacancy rates will remain the same for each census tract in 2050 that they were in 2020.

Population Forecasting

The 2050 total housing unit estimates generated from the above scenarios were converted to population estimates using the following formula:

Population = Total Housing Units * (1 – Vacancy Rate) * 2020 Average Household Size

Using this equation on the housing forecasts presented in **Table 11** yields results shown below in **Table 12**. Similarly to the above housing unit estimates, the growth-oriented scenario is the only forecast scenario showing population growth, with a 3.3% increase forecasted by 2050. The Non-Changing and Decline forecast scenarios predict a -3.0% and -8.3% decline, respectively.

Table 12: Population Estimates by Scenario

	Population	% Change from 2022
2022 ACS 5-Year Estimate	350,876	N/A
2050 Decline Estimate	321,827	-8.3%
2050 Non-Changing Estimate	340,489	-3.0%
2050 Growth-Oriented Est.	362,489	3.3%

Land Use

The MPA contains a unique mix of rural, urban, and recreational space, in addition to an abundance of environmental resources. The MPA can be seen in **Figure 1**. This planning area is bisected by the Illinois River, with steep, forested bluffs along both sides of the river. The land alongside the Illinois River is primarily urbanized, with Peoria, Pekin, and East Peoria being the three largest communities in the region. As you move further away from the river, the land is primarily rural and used for agriculture, with small towns and villages spread across the landscape.

A land use map for the area within the Tri-County MPA was developed as part of a scenario planning process for the LRTP update. This mapping work was completed utilizing Tri-County's recently developed Activity-Based Travel Demand Model (ABM). Using the ABM, TCRPC identified the primary land use for each Traffic Analysis Zone (TAZ) and assigned a single land use to each TAZ.

Rural land makes up just over a third of the land within the Tri-County MPA. Residential land use accounts for 11% of land within the planning area, with "Low Density Residential" areas accounting for the majority at 6.4%. "Park & Recreation" use also accounts for 11% of land use. All other land uses account for less than 9% of the total land use in the planning area. **Figure 9** shows the land use in urbanized areas within the MPA and **Figure 10** shows the agricultural land usage. For a breakdown of land use by acres and percentage, see **Table 13**.

Table 13: Land Use in the Tri-County MPA by Acre and Percentage

Land Use	Acres	Percentage
Commercial	11,659	2.9%
Government	4,286	1.0%
Industrial	11,488	2.8%
High Density Residential	143	0.0%
Medium Density Residential	5,474	1.4%
Low Density Residential	25,806	6.4%
Rural Residential	13,053	3.2%
Rural	280,103	69.0%
Park & Recreation	45,431	11.6%
Mixed Use	95	0.0%
Office	184	0.0%
Total	**406,030**	**100%**

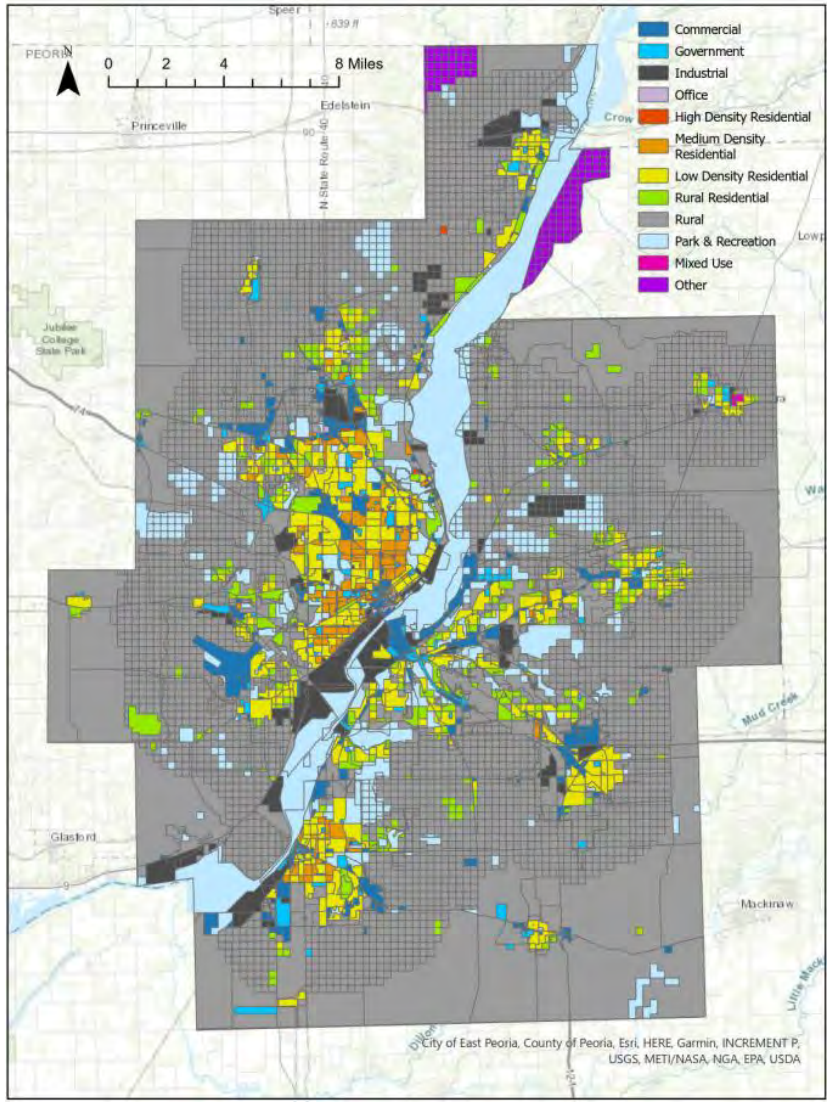


Figure 9: Urban Land Use within the Tri-County MPA

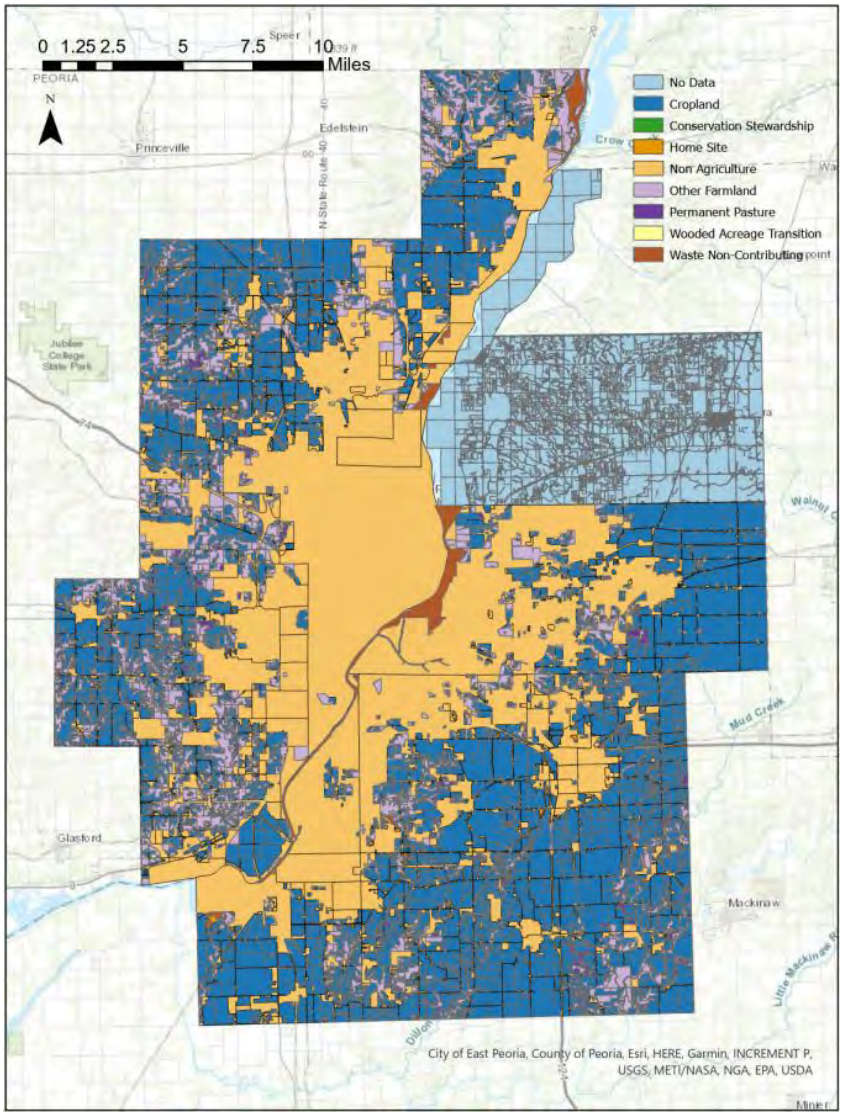


Figure 10: Agricultural Land Use within the Tri-County MPA

Population Density

The population density of the 20-year planning area is presented in **Figure 11**. Population density is shown by block group, a unit of geography defined by the US Census Bureau for purposes of data collection and analysis. Data is from the 2020 US Census.

The most densely populated areas are located within the region's two largest communities: Peoria and Pekin. These are block groups with a population density greater than 5,000 residents per square mile. Areas with a population density between 1,000 and 5,000 residents per square mile occur within a greater number of communities, including Peoria, Pekin, East Peoria, Washington, Morton, Creve Coeur, and Germantown Hills. However, the majority of the planning area has a population density of less than 1,000 residents per square mile. These areas are on the outskirts of many communities and are often rural.

The population density of an area impacts the desirability and accessibility of various transportation modes. For example, walking and bicycling are more prevalent in densely developed areas than in sparsely developed areas. Yet transportation improvements can also impact future population density. For example, pedestrian improvements in commercial cores can help spur retail business development and attract residents and shoppers to an area. Thus, the existing population density and the preferred future population density of different areas should be considered as transportation improvements are proposed for the Tri-County region.

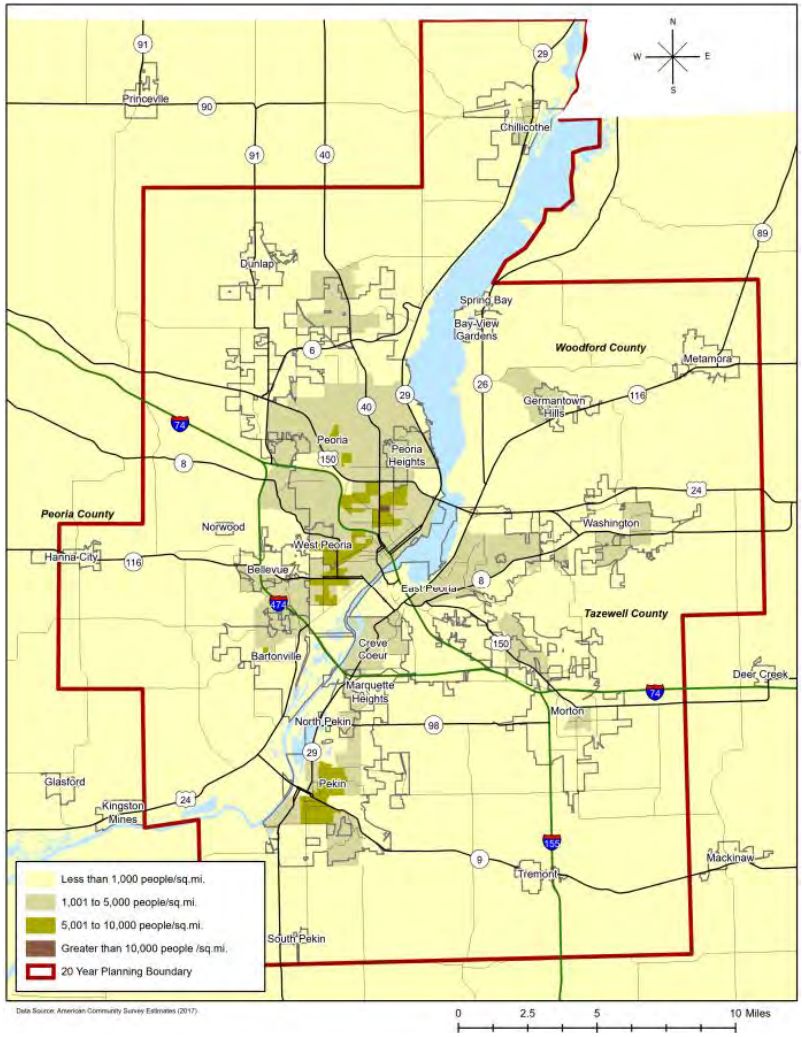


Figure 11: Population Density in Tri-County MPA

Historic Resources

The impact of transportation improvements on historic resources must be carefully considered. According to Section 4(f) of the Department of Transportation Act of 1966, any federally assisted transportation projects may not use land from a historic site unless the following conditions are satisfied:

1. There is no feasible and prudent alternative to the use of land from the historic site.
2. The action includes all possible planning to minimize harm to the property resulting from use.

Historic sites include properties of national, state, or local significance. Section 4(f) applies to properties listed or eligible for listing in the National Register of Historic Places. In some cases, the law also applies to properties identified by state and local governments as previously significant.

The definition of "use" in this legislation is broadly applied and includes physical harm as well as detrimental impacts to the historic site. Therefore, this legislation applies not just to the proposed demolition of a historic site but to potential adverse impacts to the historic site such as noise and pollution.

There are 55 properties in the Tri-County region listed in the National Register of Historic Places. These properties include buildings, objects, structures, sites, and historic districts. There are an additional 18 properties that have been determined to be eligible for listing in the National Register. **Table 14** provides a breakdown of historic properties listed in the National Register by county.

Table 14: Properties Listed in the National Register of Historic Places (Illinois Historic Preservation Division)

County	Listed Properties
Peoria	36
Tazewell	16
Woodford	7
Total	59

Sites can also be designated as local landmarks by local governments that have historic preservation ordinances. These ordinances allow for a process in which historic properties not listed in the National Register can be preserved. Local governments with these ordinances include the City of Peoria, City of Washington, and Peoria Park District.

The Tri-County region's historic resources contribute to the region's unique history, sense of place, and stimulate economic development and tourism. While federal transportation law provides protection for some historic resources when transportation improvements are being considered, a broader view of the region's historic resources should be taken into consideration when changes to the transportation system are proposed. Broadly examining the region's historic resources can help achieve the goals of providing a quality transportation system while preserving historic resources to promote a high quality of life.

System Performance

The LRTP focuses on the overall system performance and provides policy guidance on how to best invest in the region's transportation system. The planning process is centered around the performance-based approach as described in the Performance-Based Planning section of the Framework chapter. The approach allows MPOs to gauge how the region is doing in implementing the LRTP.

This section provides a summary of national performance measures. For each measure, descriptions, current standing, and targets are provided where applicable with the latest available data at the time of the plan development.

Highway Safety

The Safety Performance Management regulations support the Highway Safety Improvement Program (HSIP) and require State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to establish safety targets for five performance measures:

1. Number of fatalities
2. Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of serious injuries
4. Rate of serious injuries per 100 million VMT
5. Number of non-motorized fatalities and non-motorized serious injuries

States establish safety targets and report them for the upcoming calendar year in their HSIP Annual Report that is due August 31 each year to the Federal Highway Administration. To understand the implications of the state targets on the tri-county region, crashes from 2017 to 2022 were analyzed. Crash data is sourced from IDOT's Illinois Traffic Crash Data.

The five-year rolling averages are used when analyzing crash data and calculating safety targets. The annual five-year rolling averages represent the average of five consecutive annual points of data. Use of

the five-year rolling averages provides a smoothing effect for variations in safety data from year to year and helps to better evaluate performance over time.

Please note that Tri-County has continued to agree to support the IDOT safety targets, with the most recent being the 2025 Safety Targets.

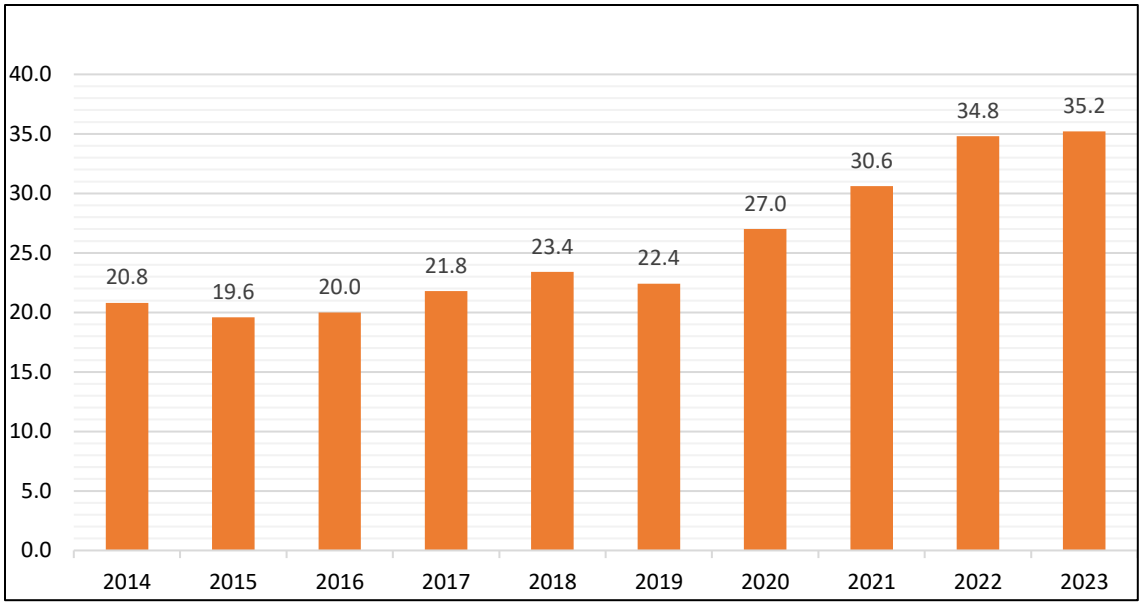


Figure 12: Tri-County Five-Year Fatality Average

Number of Fatalities

The number of fatalities are the number of persons suffering fatal injuries in a motor vehicle crash on a public roadway during a calendar year. On average, fatalities have been rising in the State of Illinois and the Greater Peoria Metropolitan Area. **Figure 12** outlines the five-year fatality rolling average from 2008-2012. Please note that each column is a five-year rolling average, meaning the column labeled as 2012 should be read as the 2008 to 2012 average.

Table 15: Number of Fatalities 2025 Performance Target

2025 Safety Target	
Number of Fatalities	
Method - 2% Annual Reduction	
IDOT	1,121.9
TCRPC	32.7

Rate of Fatalities

The rate of fatalities is the ratio of fatalities to the number of vehicle miles traveled (in 100 million VMT) in a calendar year.

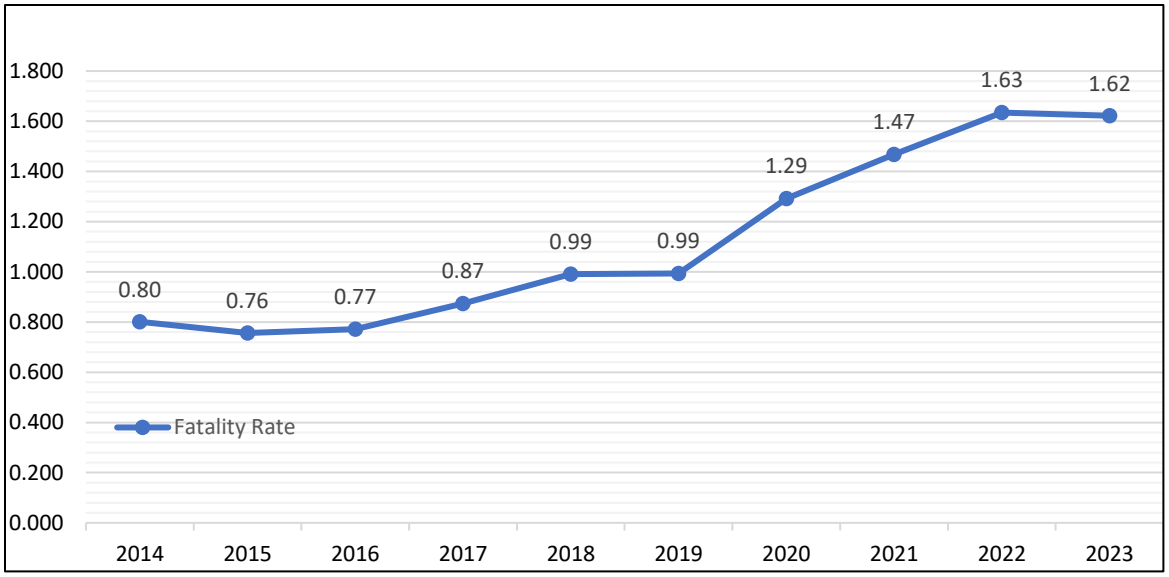


Figure 13: Tri-County Five-Year Fatality Rate Average

Table 16: Rate of Fatalities 2025 Performance Target

2025 Safety Target	
Rate of Fatalities	
Method - 2% Annual Reduction	
IDOT	1.105
TCRPC	1.394

Number of Serious Injuries

Serious injuries are the number of motorized vehicle injuries on the regional road network that are not fatal but prevent the injured person from walking, driving, or normally continuing the activities they could perform before the injury occurred. This includes severe lacerations, broken/distorted limbs, skull injuries, chest injuries, and abdominal injuries.

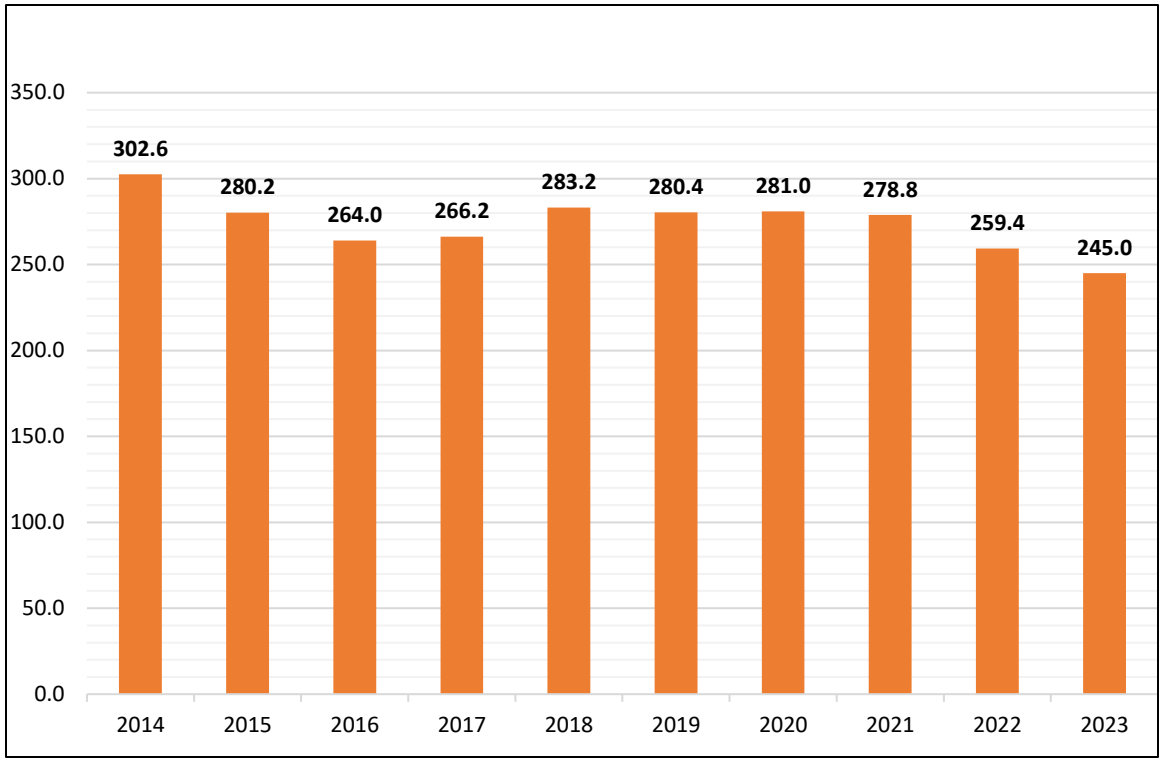


Figure 14: Tri-County Five-Year Serious Injury Average

Table 17: Number of Serious Injuries 2025 Performance Target

2025 Safety Target	
Number of Serious Injuries	
Method – Ordinary Least Squares Linear Trend (OLS)	
IDOT	8,418
TCRPC	225.8

Rate of Serious Injuries

The rate of serious injuries is the ratio of injuries to the number of vehicle miles traveled (in 100 million VMT) in a calendar year.

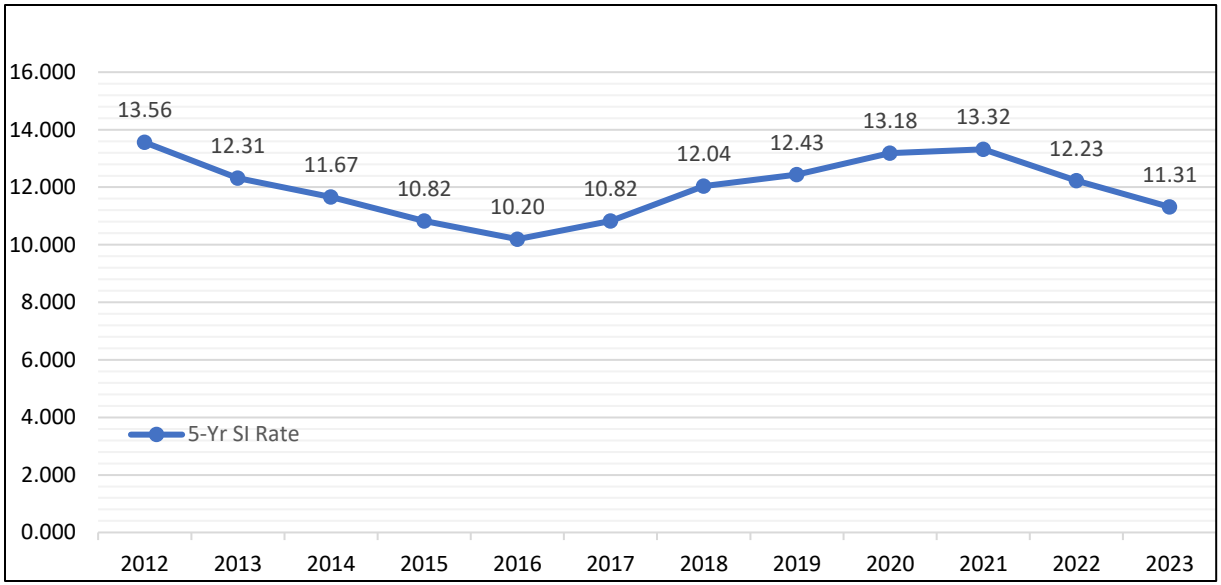


Figure 15: Tri-County Five-Year Serious Injury Rate Average

Table 18: Rate of Serious Injuries 2025 Performance Target

2025 Safety Target	
Rate of Serious Injuries	
Method - OLS	
IDOT	8.498
TCRPC	8.413

Number of Non-Motorized Fatalities and Serious Injuries

Non-motorized fatalities (F) and serious injuries (SI) are the number of pedestrians and bicyclists suffering fatal and serious injuries involving a motor vehicle crash on a public roadway during a calendar year.

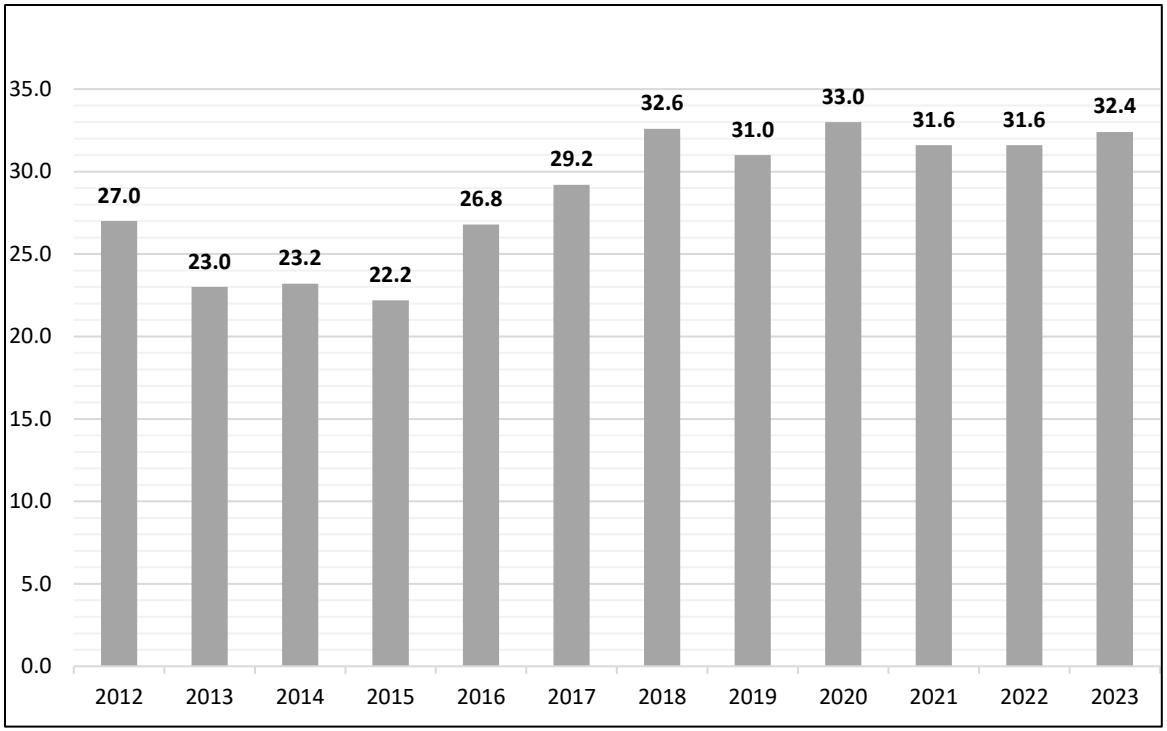


Figure 16: Tri-County Five-Year Non-Motorized Fatality and Serious Injury Average

Table 19: Number of Non-Motorized Fatalities & Serious Injuries 2025 Performance Target

2025 Safety Target					
Number of Non-Motorized Fatalities & Serious Injuries					
Agency	F	Method	SI	Method	Total
IDOT	202.5	2% ↓	1,173.3	OLS	1,375.7
TCRPC	6.7	2% ↓	30.8	OLS	37.5

Table 20: Past Safety Performance Measure Targets vs Actuals

Performance Measures	Performance Measure Targets							
	2022				2023			
	Target	Method	Actual	Met?	Target	Method	Actual	Met?
Fatalities	21.9	2% ↓	40	No	28.8	2% ↓	34	No
Serious Injuries	**273.4**	**OLS**	**222**	**Yes**	**284**	**OLS**	**254**	**Yes**
Fatality Rate (per HMVMT)	1.04	2% ↓	1.73	No	1.346	2% ↓	1.45	No
Serious Injury Rate (per HMVMT)	**12.85**	**OLS**	**9.60**	**Yes**	**14.038**	**OLS**	**10.84**	**Yes**
Number non-motorized fatalities			9		4.1	2% ↓	7	No
Number of non-motorized serious injuries			24		**29.3**	**OLS**	**28**	**Yes**
Combined non-motorized fatalities and serious injuries	32.3	2% ↓	33	No			35	

Pavement and Bridge Condition

The National Highway Performance Program (NHPP) provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities, 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 IDOT's Transportation Asset Management Plan.

Within their State Biennial Performance Report to the FHWA, IDOT is required to provide two- and four-year targets. The targets are based on data submitted during the annual National Bridge Inventory (NBI) and Highway Performance Monitoring System (HPMS) submittals. These measures consider the condition of pavement and bridges on interstate and non-interstates in the region:

- Percentage of pavements on the Interstate System in good condition
- Percentage of pavements on the Interstate System in poor condition
- Percentage of the non-interstate NHS in good condition
- Percentage of the non-interstate NHS in poor condition
- Percentage of NHS bridges classified as good condition
- Percentage of NHS bridges classified as poor condition

IDOT collects Interstate System pavement condition data annually and on non-interstate pavements on a two-year cycle. Bridges receive a routine visual inspection at least every two years, except for some in good condition that are inspected on a four-year cycle.

When accessing the Pavement and Bridge Conditions, TCRPC accesses IDOT's Transportation Asset Management Plan (TAMP) NHS Performance files. Note that Tri-County has continued to agree to support the IDOT pavement and bridge condition, with the most recent being the Adjusted 2026 Targets passed by the Full Commission on December 4, 2024.

Pavement Condition

The following two charts show the Interstate Pavement Condition and the Non-Interstate Pavement Condition from the IDOT 2023 Pavement Performance Files. These charts show that the majority of interstate pavement in the region is in good condition; however, the majority of Non-Interstate National Highway System roadways are in fair condition.

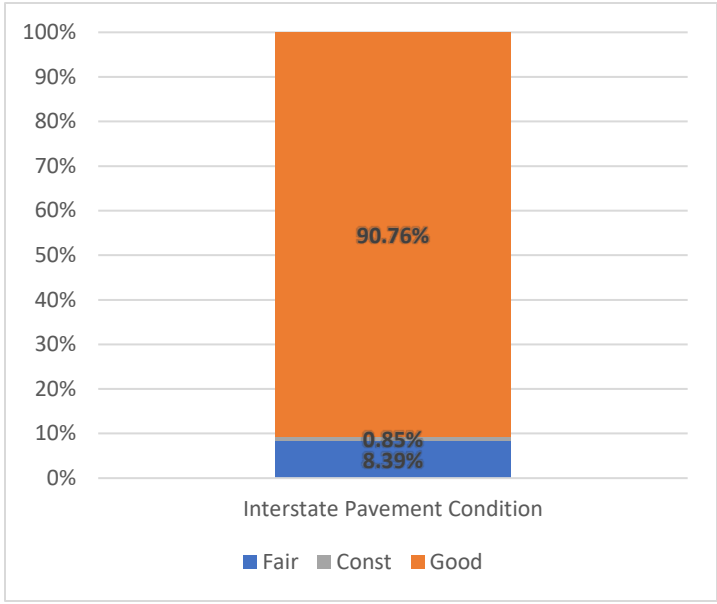


Figure 17: Interstate Pavement Condition

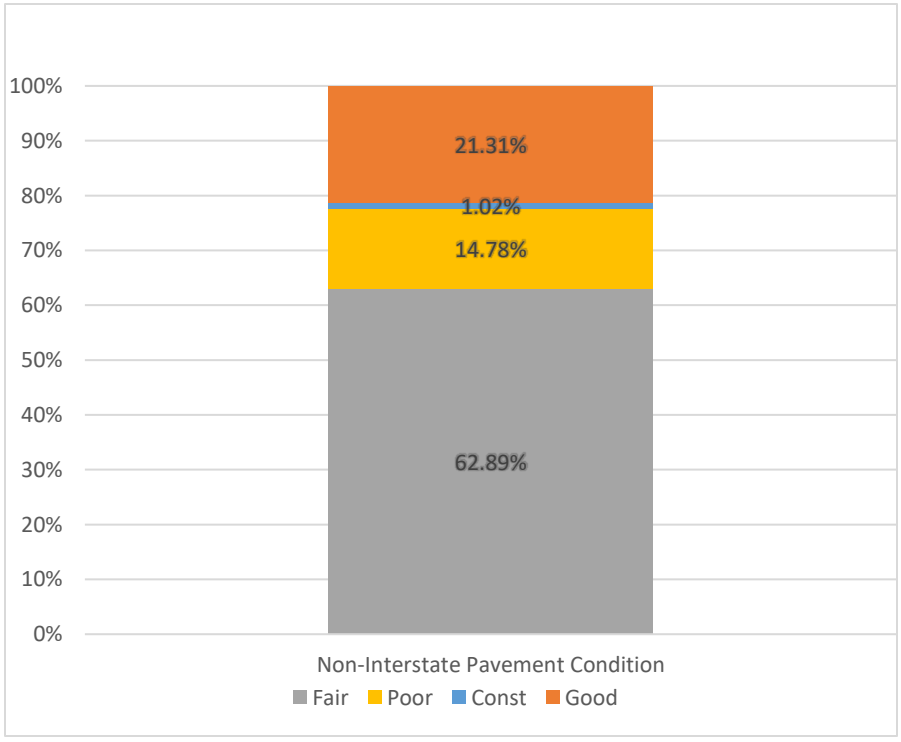


Figure 18: Non-Interstate Pavement Condition

Bridge Condition

Bridge condition is classified as good, fair, or poor, and the percentage is derived from the surface area of the bridge structures. Within the Greater Peoria MPO, the Majority of NHS bridges are classified as fair. From 2021 to 2023, the surface area of good structures increased by 109.78%. The following chart shows the bridge condition for 2021, 2022, and 2023.

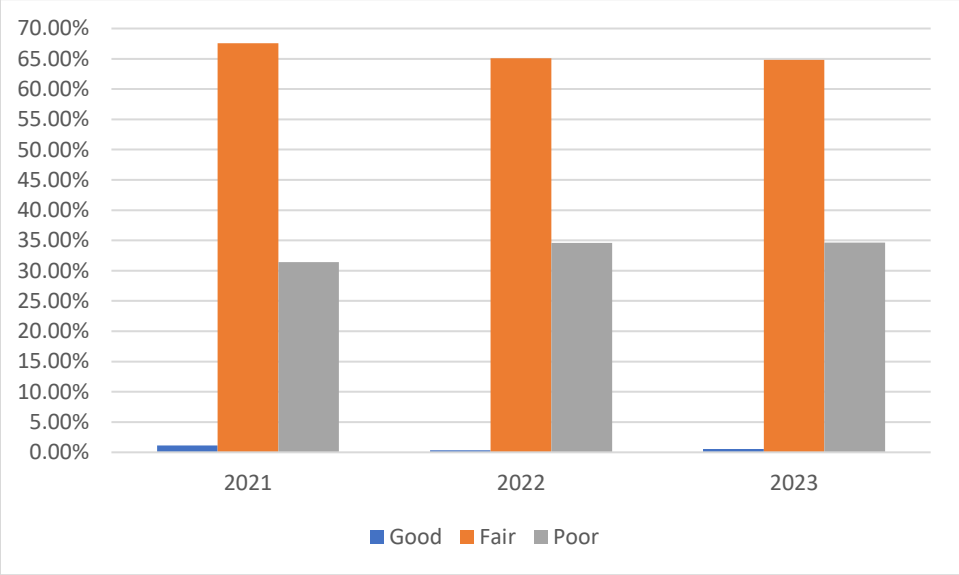


Figure 19: NHS Bridge Condition

System Performance

For MPOs in attainment per the National Ambient Air Quality Standards (NAAQS), System Performance assesses the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the NHPP and assessing freight movement on the Interstate System.

Travel Time Reliability

Travel time reliability on the interstate and non-Interstate NHS is a required reporting measure for IDOT. The reliability measures report the percentage of person-miles traveled on roads that are considered reliable. As such, IDOT is required to set two-year and four-year targets.

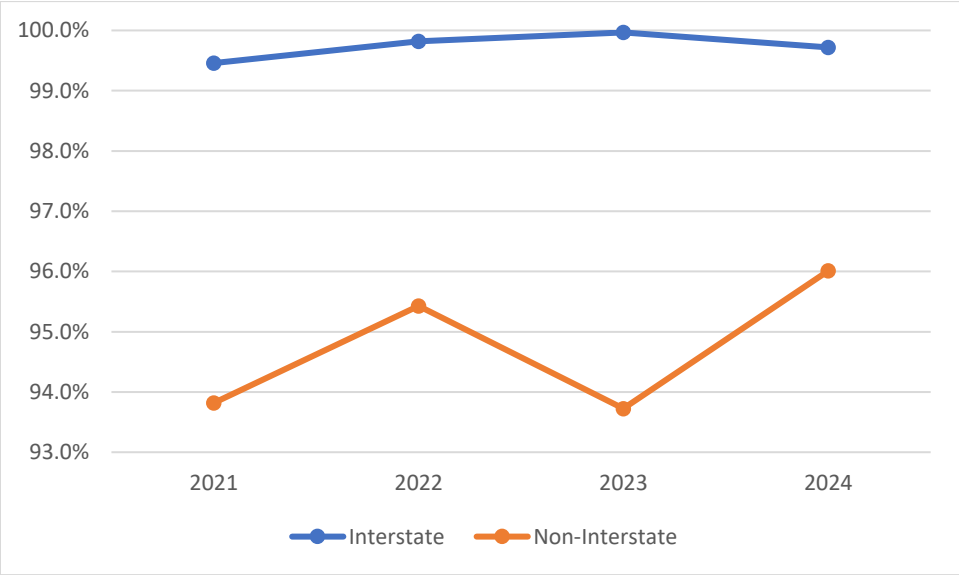


Figure 20: Interstate and Non-Interstate Travel Time Reliability Measure

Freight Movement

Freight movement measures the truck travel time reliability (TTTR) index. The lower the score, the more predictable and reliable the system is for trucks traveling in the region.

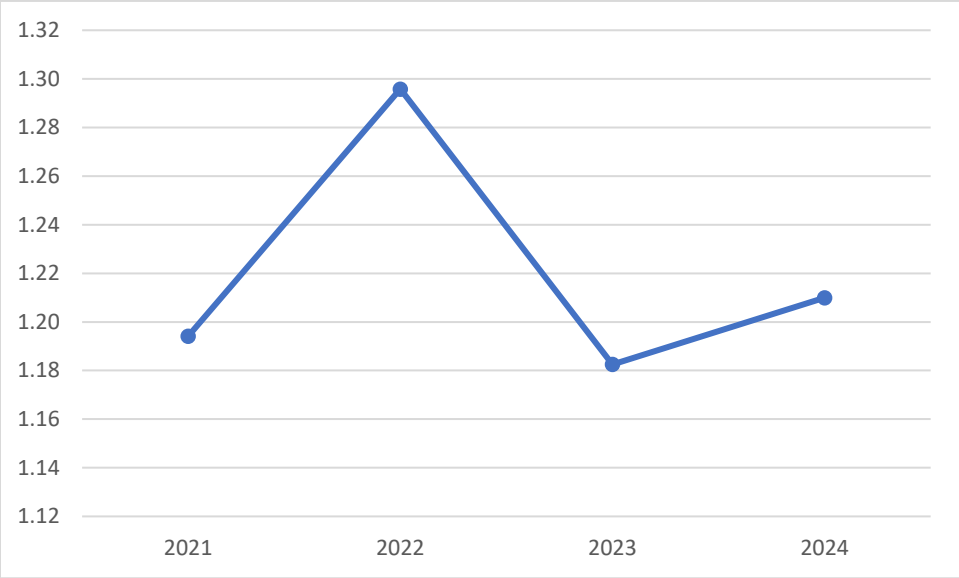


Figure 21: Truck Travel Time Reliability Index

Pavement & Bridge, and System Performance Targets

The table below outlines the baseline data, 2024 Targets, and 2026 Targets for Pavement and Bridge, and System Performance targets.

Table 21: Pavement & Bridge, and System Performance Targets

	Data Year	2021		2023			2025	
	Reporting Year	TCRPC Estimated Baseline 2022	IDOT Estimated Baseline 2022	TCRPC Actual 2024	IDOT Actual 2024	Targets 2024	Targets 2026	Adjusted Targets 2026
Pavement & Bridges (PM-2)	% of Interstate Pavement in Good Condition	67.6%	65.7%	86.9%	64.9%	65.0%	66.0%	**65.0%**
	% of Interstate Pavement in Poor Condition	0.2%	0.4%	0.0%	0.4%	1.0%	0.7%	**0.5%**
	% of non-Interstate NHS Pavements in Good Condition	11.7%	29.5%	21.3%	30.8%	29.0%	30.0%	
	% of non-Interstate NHS Pavements in Poor Condition	11.2%	8.0%	14.8%	10.1%	8.9%	8.5%	
	% of NHS bridges classified as in Good Condition	2.8%	22.8%	3.5%	22.4%	18.5%	15.8%	**19.0%**
	% of NHS bridges classified as in Poor Condition	29.2%	12.4%	21.7%	10.5%	12.4%	12.0%	
System Performance (PM-3)	% of person-miles traveled on the Interstate NHS that are reliable	99.5%	85.3%	99.97%	83.5%	80.0%	79.0%	**80.0%**
	% of person-miles traveled on the non-Interstate NHS that are reliable	93.8%	94.2%	93.7%	92.3%	91.0%	90.0%	
	Truck Travel Time Reliability Index	1.19	1.28	1.18	1.3	1.37	1.37	**1.32**

Table 22: Past Pavement & Bridge Condition and System Performance Targets vs Actuals

	Metrics	Performance Measure Targets					
		2022			2024		
		Target	Actual - MPO	Met?	Target	Actual - MPO	Met?
Pavement & Bridge Condition (PM-2)	% of Interstate Pavement in Good Condition	61.0%	88.7%	Yes	65.0%	86.9%	Yes
	% of Interstate Pavement in Poor Condition	2.0%	1.2%	Yes	1.0%	0.0%	Yes
	% of non-Interstate Pavement in Good Condition	21.0%	40.2%	Yes	29.0%	21.3%	No
	% of non-Interstate Pavement in Poor Condition	9.0%	20.3%	No	8.9%	14.8%	No
	% of NHS bridges classified as in Good Condition	23.5%	2.8%	No	15.5%	3.5%	No
	% of NHS bridges classified as in Poor Condition	15.5%	29.2%	No	12.4%	21.7%	No
System Performance (PM-3)	% of person-miles traveled on the Interstate NHS that are reliable	77.0%	99.5%	Yes	80.0%	100.0%	Yes
	% of person-miles traveled on the non-Interstate NHS that are reliable	83.3%	93.8%	Yes	91.0%	93.7%	Yes
	Truck Travel Time Reliability Index	1.37	1.19	Yes	1.37	1.18	Yes

Transit Asset Management

The National Transit Asset Management System Final Rule (49 U.S.C. 625) requires all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used in the provision of public transportation to create a Transit Asset Management (TAM) Plan. The FTA defines TAM as a business model that uses the condition of assets to guide the optimal prioritization of funding of transit priorities to keep the transit network in a State of Good Repair. The purpose of TAM is to help achieve and maintain a State of Good Repair for the nation's public transportation assets.

The Greater Peoria Mass Transit District (GPMTD), which operates the CityLink fixed-route bus system, is responsible for developing a TAM Plan and establishing TAM targets as the designated public transit provider in the Greater Peoria MPA. A TAM Plan must be updated entirely at least every four years and must cover a horizon period of at least four years. Agencies like GPMTD can meet this requirement either through an Individual or Group TAM Plan. Group TAM Plans are meant to collect TAM information about groups (typically small subrecipients of Section 5311 or Section 5310 FTA grant programs) that do not have a direct financial relationship with FTA.

IDOT, the Illinois Public Transit Association (IPTA), and the Rural Transit Assistance Center (RTAC) cooperatively supported the development of the Illinois' Group TAM Plan for all Tier II agencies, which include GPMTD. This state-level plan includes the four required elements for MAP-21 compliance, leveraging the current and historic CNA (Capital Needs Assessment) work to develop:

1. An inventory of capital assets, including all assets already reported through the CNA annual survey process
2. A condition assessment, including conditions estimated by the existing CNA model and new facility condition assessments being done by grantees
3. A decision support tool, through modification of the existing CNA model
4. Investment prioritization that utilizes grantee input, updated data from the annual CNA process, and the improved CNA Model

The TAM Plan performance measures include:

- Facilities – the percentage of inspected facilities within an asset class and for which agencies have capital rehab and replacement responsibilities, rated below condition three on the FTA Transit Economic Requirement Model (TERM) five-point scale
- Revenue Vehicles (Rolling Stock) – the percentage of active, dedicated revenue vehicles by asset class that either meet or exceed their useful life benchmark (ULB)
- Non-Revenue Vehicles (Equipment) – the percentage of non-revenue, support-service, and maintenance vehicles that either meet or exceed their ULB

These performance measures apply only to transportation facilities operated and maintained by GPMTD and other transit providers. The IDOT: Group TAM Plan for Participating Tier II Agencies was completed in September 2022 and the Greater Peoria MPO passed a resolution to support the targets identified in the Tier II Group TAM Plan.

Table 23: FY 2023 Tier II Group Plan State Targets – Facilities, Revenue Vehicles, and Service Vehicles

Facility Type	Facilities Rated Below 3.0	Total Facilities	% Rated Below 3.0	FY24 Target
Admin/Maintenance	11	68	16%	9%
Passenger/Parking	2	28	7%	7%
Total	13	96	14%	8%
Revenue Vehicle (Rolling Stock) Type	**# of Vehicles At/Beyond ULB**	**Total Vehicles**	**% Vehicles At/Beyond ULB**	**FY24 Target**
Articulated bus	8	23	35%	0%
Automobile	1	2	50%	50%
Bus	174	511	34%	35%
Cutaway	290	896	32%	40%
Ferryboat	3	3	100%	100%
Minivan	171	212	81%	91%
Van	36	48	75%	60%
Total	683	1695	40%	45%
Service Vehicle (Equipment) Type	**# of Vehicles At/Beyond ULB**	**Total Vehicles**	**% Vehicles At/Beyond ULB**	**FY24 Target**
Automobile	10	45	22%	17%
Other rubber tire vehicles	58	147	39%	34%
Total	68	192	35%	30%

Table 24: Tri-County Transit Providers - Facilities Benchmarks

Agency	Facility Group	Facilities Rated Below 3.0	Total Facilities	% Rated Below 3.0
GPMTD	Admin/Maintenance	2	3	66.67%
GPMTD	Passenger/Parking	0	1	0.0%
Tazewell County	Admin/Maintenance	0	1	0.0%

Table 25: Tri-County Transit Providers - Revenue Vehicles' Useful Life Benchmarks

Agency	Type	ULB	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB	FY24 Target
GPMTD Rural	Cutaway	8	5	7	71.43%	71%
GPMTD Rural	Cutaway	10	0	5	0.00%	0%
GPMTD Urban	Bus	12	24	51	47.06%	57%
GPMTD Urban	Cutaway	8	3	34	8.82%	9%
GPMTD Urban	Cutaway	10	0	2	0.00%	0%
Tazewell County	Cutaway	8	10	15	66.67%	73%
Tazewell County	Cutaway	10	0	2	0.00%	0%
Woodford County	Cutaway	7	1	1	100.00%	100%
Woodford County	Cutaway	8	3	6	50.00%	50%
Woodford County	Cutaway	10	0	2	0.00%	0%

Table 26: Tri-County Transit Providers - Service Vehicles' Useful Life Benchmarks

Agency	Type	ULB	# of Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB	FY24 Target
GPMTD	Automobile	8	3	4	75.0%	43%
GPMTD	Other rubber tire vehicles	14	1	18	5.56%	6%

Transit Safety

In 2018, the Federal Transit Administration published 49 CFR Part 673, which requires transit agencies receiving Urbanized Area Formula Grants per 49 USC Section 5307 ("Section 5307") to develop a Public Transportation Safety Action Plan (PTASP) that include the processes and procedures to implement Safety Management Systems (SMS).

As GPMTD is a recipient and subrecipient of federal financial assistance under the Section 5307 program that operates public transportation, GPMTD is required to set safety performance targets for the following measures:

- Fatalities – total number of reportable fatalities and the rate per total vehicle revenue miles by mode
- Injuries – total number of reportable injuries and the rate per total vehicle revenue miles by mode
- Safety Events – total number of reportable events and the rate per total vehicle revenue miles by mode
- System reliability – mean distance between major mechanical failures by mode

Table 27: Baseline 2019 Safety Performance Measures

Mode	Fatalities	Rate of Fatalities*	Injuries	Rate of Injuries*	Safety Event	Rate of Safety Events*	System Reliability
Fixed Route	0	0	12	0.6	10	0.5	2,977
Demand Response	0	0	3	0.31	3	0.31	83,794

*Rate = Total number for the year/100,000 vehicle revenue miles traveled

Table 28: Fixed-Route Safety Performance Targets

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	12	12
Rate of Injuries*	0.6	0.6
Safety Events	10	10
Rate of Safety Events	0.5	0.5
System Reliability	2,977	2,977

*Rate = Total number for the year/100,000 vehicle revenue miles traveled

Table 29: Demand Response Safety Performance Targets

Mode	Baseline	Target
Fatalities	0	0
Rate of Fatalities*	0	0
Injuries	3	3
Rate of Injuries*	0.31	0.31
Safety Events	3	3
Rate of Safety Events	0.31	0.31
System Reliability	83,794	83,794

*Rate = Total number for the year/100,000 vehicle revenue miles traveled

Public Engagement

This chapter presents the steps that Tri-County took to engage stakeholders in the LRTP development process, and a summary of the feedback received through these engagement activities. Tri-County engaged both the public and local organizations whose input influenced each stage of the plan development, including project prioritization and policy recommendations. Of the events that occurred, some were focused solely on active transportation while other events were more general in their focus on the LRTP. Staff started a public outreach schedule in 2023 that included:

- A Kickoff Event
- Open Houses
- Focus Groups
- Stakeholder Interviews
- An Online Survey

Kickoff Event

On May 16, 2023, Tri-County hosted a workshop titled, "Walk, Bike, Ride Greater Peoria: Paving the Way to Just Transportation." This was a multi-tiered gathering at the Neighborhood House in south Peoria that included a walk audit of the adjacent neighborhood, a talk by walking proponent Mark Fenton, a presentation by transportation fairness and disparity expert Charles T. Brown, and a community dialogue with regional partners afterward.

Figure 22: Walking Proponent Mark Fenton Talking During the May 16, 2023 Kickoff Event Walk Audit

During the event, Mark Fenton emphasized the importance of comfortable, safe, and convenient walking infrastructure in a community, pointing out specific features along the walk. Charles T. Brown then talked in depth about the uneven distribution of resources or opportunities directly linked to transportation infrastructure, policy, and community. A set of small group discussions afterward allowed local leaders to tease apart these notions and understand how they could be applied in the tri-county area.

Community Dialogue

According to the community dialogue following Mark Fenton's and Charles T. Brown's presentations, the issue is that the region is not built for walking and biking, and the regional infrastructure to accommodate these modes of transportation is not properly maintained. Attendees felt that there are several plans and studies underway, but very little action or implementation. Comments focused on the need to empower the people who want to make change. The lack of free transfers, plus long ride times make riding the bus inconvenient. Feedback also highlighted the need to make public transportation safer for non-males. Smaller communities do not have the capacity to perform active transportation work.

Figure 23: Community Dialogue Following Mark Fenton and Charles Brown Presentation on May 16, 2023, Kickoff Event

The feedback showed that people are willing to diversify their modes of transportation, but obstacles to overcome are travel time, lack of infrastructure, and safety. Safety concerns are wide street lanes, low lighting, narrow sidewalks, and crumbling infrastructure. Regarding walking, people want destinations; these could be shops, grocery stores, or nearby amenities. The facilitated discussions also brought up the issue of lack of shade for pedestrians and people waiting at bus stops during hot days.

Recommendations on how to improve the region's transportation were improving connectivity, creating destinations, and enhancing design. The discussions showed that the public wants more connectivity between the neighborhoods. The working groups shared that it is important to have destinations and want more efforts to encourage development that positions commercial and public places near neighborhoods. As for design, people want more infrastructure that accommodates walking, biking, and transit use. They want a system that slows down traffic, provides better lighting, and is clear of snow. They also want kids to be able to navigate the system easily and have more wheelchair access. Community members noted that the region must utilize regional champions more to assist in implementing these changes.

Focus Groups

Tri-County hosted a set of focus groups with working professionals, citizens, and experts from a variety of fields such as education, community, economic development, local government, public health, engineering, transit, and enforcement. Regional stakeholders who participated in the focus group represented all three counties and contained individuals from both rural and urban areas. The purpose of gathering such a varied group of individuals was to gain a more holistic understanding of transportation issues. Tri-County hosted the focus group on December 6, 2023, at the Festival of Lights Building in East Peoria. Guests of this focus group event were broken up into four groups and asked a series of questions pertaining to transportation.

Figure 24: Public Health Focus Group

Feedback Summary

During the facilitated discussion with four focus groups, several key themes emerged:

Accessibility and Fairness

- Lack of reliable transportation is a major roadblock to employment, education, and healthcare.
- Rural areas and lower-income communities face significant gaps in transit options.

Infrastructure and Connectivity

- Better infrastructure is needed, including bicycle and pedestrian accommodations, such as sidewalks, bike lanes, and multimodal transit hubs.
- Connectivity between communities and different modes of transport is crucial.
- Maintenance of existing infrastructure (e.g., snow removal, repairs) is often overlooked.

Funding, Policy, and Demographic Challenges

- Funding constraints limit the expansion and upkeep of active transportation infrastructure.
- Jurisdictional issues make planning and implementation complex.
- Active transportation is sometimes stigmatized, especially in suburban and rural areas.
- Shifting the idea of cars as the main transportation option requires education and policy incentives.

Based on the feedback received, the ideal transportation system was able to be defined as the following:

> An ideal regional transportation system would be well-connected, seamlessly integrating transit and improved pedestrian and bicycle infrastructure, ensuring safer and more convenient non-vehicular travel.

Open Houses

Starting in 2023, Tri-County hosted a total of five open houses, with three focusing solely on active transportation and other two geared towards general transportation issues.

Active Transportation Focus

The first three open houses were focused on active transportation. The first one was hosted in Peoria County on October 26, 2023, at the Peoria Public Library, Lincoln Branch. The second and third active transportation open houses took place in December 2023, one at the Morton Public Library in Tazewell County, and the final open house at the Germantown Hills Public Library in Woodford County.

The purpose of these public-facing events was to gain feedback on how communities interact with the current transportation system. Each open house had the same setup; a series of interactive workstations allowed participants to engage and provide information on their user experience. The workstations included a mapping exercise, transportation infrastructure preference, mental map, mode matrix, and a trip diary.

Figure 25: Open House at the Peoria Public Library, Lincoln Branch

To build the foundation to improve active transportation infrastructure beyond recreational uses, at the open houses, participants were asked what kind of trips they are taking when using the transportation network. From this, Tri-County learned that general trips taken are for work/school, shopping, worship, recreation, errands, or medical purposes. The prompts further asked what kind of trips participants take when walking, biking, or using public transit. The purpose of active transportation is usually for recreation, health,

shopping, convenience, or work. Since there is an overlap between overall travel trips and active transportation trips, there is an opportunity to attract more users of active transportation if the infrastructure can accommodate trips to work, medical, and shopping destinations.

Participants were asked what they would consider the ideal transportation system. Not surprisingly, the results were similar to the focus group feedback. The engagement process also emphasized the importance of understanding the current conditions of the active transportation system. The following is a synthesis of the feedback received:

Access and Connectivity

The feedback received at the open house shows that the participants have little to no access to fixed-route transit. Attendees felt that the only access to public transportation is geared to seniors and people with disabilities.

Additionally, commenters said that they have access to few or no sidewalks and bike lanes, causing a gap issue with the region's active transportation network. These network gaps cut off access to portions of the tri-county area. This results in an existing system with limited connectivity. Respondents also noted that the current active transportation system does not run along main routes, which would allow for other purposes of travel besides recreation.

Funding

Individuals brought up concerns about communities in the region that do not meet the criteria for certain active transportation grants. Additionally, commenters noted that these communities are unable to fund the development and maintenance of an active transportation network.

Infrastructure Condition and Maintenance

Most feedback received was based on the transportation infrastructure conditions and corresponding challenges. Attendees noted that pedestrian pathways are compromised by broken, uneven, and narrow sidewalks with numerous safety hazards, including insufficient crosswalk markings, lack of lighting, and tripping risks. Bicycle infrastructure is severely limited, with no protected bike lanes and uncomfortable cycling conditions on arterial roads. Participants commented that public transportation also has such issues, characterized by inconsistent and reduced bus services, and inadequate bus stops that lack

Americans with Disabilities Act (ADA) accessibility and protection from weather. More feedback showed that for those who work the night shift, the current transit system is essentially non-functional. Road conditions further compound these issues, with poor surface quality, gravel, debris, and potholes. While the current transportation infrastructure presents challenges, there is tremendous potential for transformative improvement that could significantly enhance regional mobility and quality of life.

Safety

Lastly, safety was brought up on two fronts. First, public perception on mass transit is negative with many believing that access to transit brings crime to neighborhoods. Additionally, respondents noted that public transportation has a stigma that it is only for people with low incomes. On the highway safety side, commenters gave feedback on aggressive and reckless driving behaviors. The concern of motorists driving too fast and while on the phone was another hot topic.

General Transportation Focus

The final two open houses focused on general transportation issues. The first of the two open houses took place on August 27th, 2024, at the Peoria Heights Public Library, and the second one took place on September 18th, 2024, in East Peoria at the Fondulac Public Library. These open houses allowed for feedback through multiple interactive stations including the Money Game, a ranking station, an Innovation Station, and various mapping stations. Each station prompted participants to consider different aspects of transportation in their region and priorities for the future.

Of the two open houses, Peoria Heights has the larger attendance. The main area of interest for participants were the connectivity of bicycle and pedestrian infrastructure and the maintenance of roads, streets, and sidewalks in the region. For the Money Game, the clear winner was road maintenance followed by passenger rail. The Innovation Station had an active transportation focus, with participants wanting repaired and ADA accessible sidewalks, connected trails, and connectivity to Amtrak. In the mapping exercise, commenters noted that Bartonville lacks bike infrastructure and that bike connectivity from Peoria to Peoria Heights is lacking.

Regarding safety, both vehicle, and bicycle/pedestrian safety were mentioned at multiple streets in Peoria, Peoria Heights, Bartonville, and Chillicothe.

Stakeholder Interviews

Part of Tri-County's effort to understand the transportation needs in the region included meeting with individuals who not only had a deep understanding of the existing conditions in their communities but could also speak about the improvements most desired by their community members. Tri-County interviewed all the members of its Technical Committee. These individuals represent all the communities within TCRPC's urbanized area. The professional background of these individuals ranges from municipal engineers, public works, and municipal administrators. Additionally, Tri-County met with IDOT and GPMTD to gain insight into their relationships with communities and which transportation improvement projects are currently underway or being considered throughout the region.

Virtual Open House

Tri-County made a virtual open house/online survey available on November 1, 2024, and it remained open for participation through November 20, 2024. The survey was made up of 23 questions and included an interactive mapping exercise. Mimicking the in-person open houses, the survey asked respondents how they typically use the Tri-County transportation system, what they consider to be the top issues and needs, and how to prioritize methods for addressing those needs. In total, 143 people completed at least a portion of the survey. **Figure 26** shows the result from one of the survey questions asking respondents to prioritize certain transportation projects. Other results from the survey can be found in **Appendix D**.

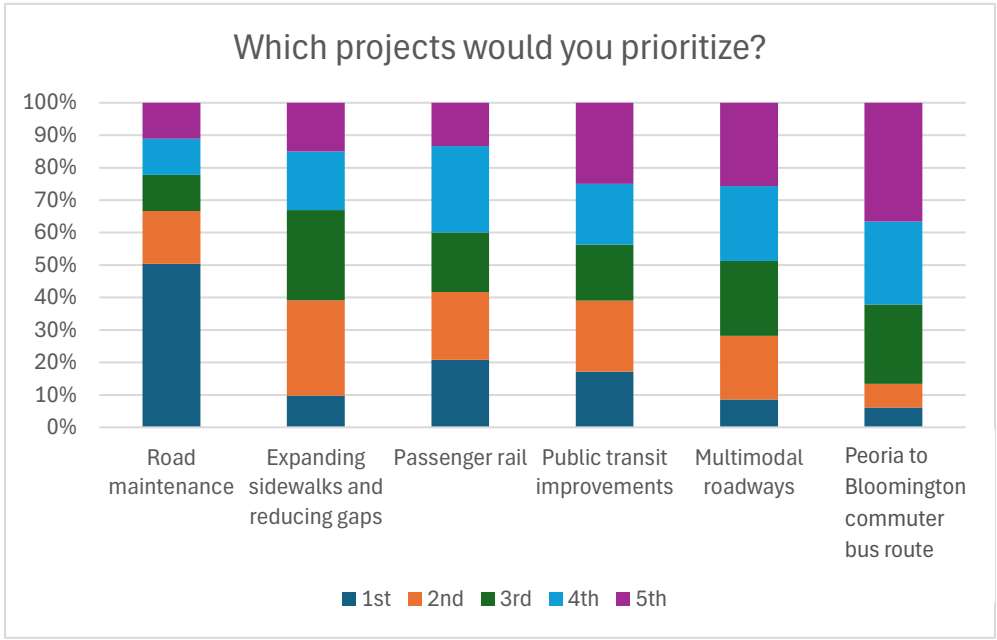


Figure 26: Survey Response to Projects that Should be Prioritized

The mapping exercise included four topic areas which asked respondents to provide feedback and the location of their comments. The exercise asked the survey respondents the following prompts:

- Top problem areas in your daily commute
- Bicycle, pedestrian, and transit hurdles
- Flooding, ponding, and/or erosion concerns
- Safety concern areas

Of these mapping exercises, the following are some of the more frequent responses:

Top problems in your daily commute

- Light signal cycles cause backup during peak travel periods
- Select areas see congestion at peak travel periods
- Degrading roads

Bicycle, pedestrian, and transit hurdles

- Lack of sidewalks and bicycle facilities, particularly around schools and commercial areas
- Desire for more river crossings available to pedestrians and cyclists
- Need for more shelters at bus stops for times of inclement weather

Flooding, ponding, and/or erosion concerns

- Certain intersections see ponding during rainfall events

Safety concern areas

- Need for safer crossings for pedestrians and cyclists
- Vehicles exceeding the posted speed limit, particularly in residential neighborhoods

Key Takeaways

Most comments from the public engagement process were safety- or connectivity-focused. The substance of the comments varied, but many recurring topics included:

- Desire for greater bicycle and pedestrian connectivity and a lack of or disconnected sidewalks/paths in some areas (specifically between neighborhoods and to destinations)
- Desire for more infrastructure that accommodates walking, bicycling, and transit that is safe to use
- Need to ensure that sidewalks and bicycle infrastructure are maintained and kept in good condition
- Need to lower vehicle speeds both on arterials and residential areas to promote a safer environment for bicyclists and pedestrians

The results of this engagement process, combined with a network analysis, were used to help inform the program and policy recommendations within this plan.

Plan Elements & Vision

Transportation is the thread that weaves together the economy, environment, freight movement, housing, community development, mobility, connectivity, and public health. Investments in transportation infrastructure—such as roads, transit systems, and other services—extend far beyond simply enabling travel. They shape how and where communities grow, influence the sustainability of the natural environment, and impact on the health and well-being of neighborhoods and their residents. By recognizing these interconnected relationships, regional planners and community leaders can ensure that transportation planning supports the vibrant quality of life the region values and strives to maintain. This section will review each of the planning elements listed earlier and develop a regional vision for the next 2025 years.

Figure 27: Group Photos from Tri-County's Walk, Bike, Ride Greater Peoria: Paving the Way to Just Transportation Workshop

Active Transportation

Active transportation—such as walking, biking, and using non-motorized means of travel—is essential for building healthier, more sustainable, and economically vibrant communities. It offers numerous benefits, including improved public health, increased economic opportunities, enhanced fairness, and a higher quality of life. The purpose of the Active Transportation section is to highlight the development of three transportation modes: bicycles, pedestrians, and transit (buses). Improving these services and facilities is key to ensuring that public investment in transportation benefits every resident in the region.

Overview of Active Transportation

In recent years, active transportation has gained widespread popularity as more cities and communities recognize its benefits. A key driver of this shift has been the growing awareness of the health, environmental, and economic advantages of walking and cycling.

One of the most significant surges in active transportation usage occurred during the COVID-19 pandemic. As lockdowns and social distancing measures limited indoor activities and public transportation usage, walking and cycling became essential for commuting, exercise, and mental well-being. Key trends that emerged during this period include:

Increase in Bicycling and Walking: Many cities saw a dramatic rise in bicycle ridership. In the US, bicycle sales surged by 120% in early 2020 compared to the previous year, as people sought alternative transportation and recreational outlets (Cycling Statistics, 2024).

Expansion of Pedestrian and Bike Infrastructure: Cities worldwide implemented temporary and permanent infrastructure changes, such as "Slow Streets" programs, pop-up bike lanes, and expanded pedestrian zones to accommodate the increased demand for active transportation (NACTO, 2020).

Shift Away from Car Dependency: The pandemic highlighted the benefits of reduced car traffic, including cleaner air, quieter streets, and improved safety for pedestrians and cyclists. Many urban areas are now incorporating active transportation into long-term planning efforts to sustain these positive changes (Dadashova, et al., 2024).

The shift toward active transportation during the pandemic demonstrated its adaptability and importance in urban mobility. As more cities invest in bike lanes, pedestrian-friendly spaces, and multimodal transit networks, active transportation is expected to continue growing.

Health Benefits

Active transportation plays a crucial role in promoting public health by encouraging physical activity, which helps reduce the risk of chronic diseases such as obesity, diabetes, cardiovascular disease, and certain cancers. According to the US Centers for Disease Control and Prevention (CDC), engaging in at least 150 minutes of moderate-intensity aerobic activity per week can lead to significant health improvements, and walking or cycling as part of daily routines is an effective way to achieve this goal (Physical Activity and Your Weight and Health, 2023). Additionally, active transportation reduces exposure to air pollution associated with motor vehicle emissions, contributing to better respiratory health (American Lung Association: smart growth saves lives, improves health, 2010).

In addition to physical health advantages, active transportation has significant benefits for mental well-being. Walking and cycling can help alleviate stress, anxiety, and depression by promoting physical activity, social interaction, and time spent outdoors. Regular physical activity, such as walking or biking, has been shown to lower cortisol (stress hormone) levels and improve overall mood. Furthermore, Physical activity triggers the release of endorphins, serotonin, and dopamine, which are associated with happiness and emotional well-being (Dishman, et al., 2020).

Fairness and Accessibility

Investing in active transportation infrastructure supports the fair treatment of all individuals by providing affordable and accessible mobility options for all, particularly those in low-income communities who may not own a car. In the past, disenfranchised communities have faced inadequate infrastructure for safe walking and biking, leading to inconsistent access to jobs, education, and healthcare. Fair transportation planning ensures that sidewalks, bike lanes, and pedestrian-friendly environments are available in all neighborhoods, helping to reduce transportation-related roadblocks and improve overall quality of life (Litman, 2021).

Economic Development Opportunities

Active transportation can stimulate local economies by increasing foot traffic for businesses, reducing healthcare costs, and creating jobs in infrastructure development and maintenance. Studies have shown that pedestrian- and bike-friendly neighborhoods attract businesses and increase property values. For example, research by the League of American Bicyclists found that investments in cycling infrastructure result in a significant return on investment by boosting local retail sales and tourism (Daminan, 2021). Furthermore, reducing car dependency can lower household transportation expenses, allowing residents to allocate more spending toward local businesses and services.

Quality of Life

Communities that prioritize active transportation tend to have higher overall livability, fostering social connections and a sense of place. Streets designed for pedestrians and cyclists encourage outdoor activity, reduce traffic congestion, and contribute to lower noise and air pollution levels. Cities that implement Complete Streets policies—ensuring roads are designed to accommodate all users, including pedestrians, cyclists, and transit riders—have reported increased community engagement, improved safety, and greater overall well-being among residents (Best Complete Streets Policies, 2023).

Active transportation is a critical component of sustainable, fair, and safe transportation planning. By investing in pedestrian and cycling infrastructure, communities can improve public health, reduce environmental impacts, enhance economic development, and create safer, more open and accessible places. Expanding active transportation options benefits individuals and society as a whole, making cities more resilient, connected, and vibrant.

Transit and Active Transportation

Public transit is a critical component of active transportation, as it helps connect pedestrians and cyclists to destinations that may be too far to reach solely by walking or biking. A well-integrated transit system enhances mobility, reduces reliance on private vehicles, and supports fair and sustainable urban development. The combination of public transit with active transportation options helps bridge mobility gaps, improve access to jobs and essential services, and create healthier, more connected communities.

A strong public transit system is essential for fairness in transportation, providing affordable mobility options for individuals who do not own or cannot afford a personal vehicle. Many low-income communities, older adults, and people with disabilities rely on public transit as their primary mode of transportation. Ensuring that transit is well-connected to safe walking and biking infrastructure improves accessibility and mobility for all residents, reducing transportation-related roadblocks to employment, healthcare, and education (Litman, 2021).

First and Last Mile

One of the key challenges in public transit use is the "first and last mile" problem—the difficulty of getting to and from transit stations. Many transit users need a way to travel the short distance between their homes, workplaces, or other destinations and the nearest transit stop. Active transportation plays a crucial role in addressing this challenge by providing convenient, low-cost, and sustainable options for closing these mobility gaps.

Possible solutions for the First and Last Mile challenge:

Micromobility and Bike-Share Programs

E-scooters, shared bicycles, and other micromobility services provide flexible and affordable options for short trips, helping bridge first and last mile gaps. These can provide an efficient way for transit riders to complete short trips between transit stops and their final destination. Research shows that cities with bike-share programs see increased transit ridership and reduced car dependency (Garcia-Colberg, 2021).

Pedestrian-Friendly Infrastructure

Sidewalk improvements, safe crossings, and well-lit walkways around transit hubs encourage more people to walk to and from transit stations, making transit more accessible (Chang, 2012).

Secure Bike Parking at Transit Stations

Adding bike racks, lockers, and secure storage areas near transit hubs allows more people to combine biking with public transit, reducing the need for car travel (Goughnour, Bonner, Sweetser, & Smith, 2022).

Transit-Oriented Development (TOD)

Building residential and commercial spaces near transit stations encourages people to walk, bike, and use transit rather than drive, reducing urban sprawl and improving quality of life (Schwartz, 2024).

Investing in public transit and active transportation infrastructure together creates a more fair and open transportation system, enabling people of all income levels and abilities to move freely and affordably. IDOT's Walk. Roll. Illinois – Active Transportation Plan has a section titled Overview of New Mobility in Illinois that details possible micromobility solutions for the "first and last mile."

Greater Peoria Area Public Transit Network

Transit services in the Greater Peoria area significantly vary from county to county. Peoria County is served by GPMTD, which operates three services:

- CityLink, a comprehensive fixed-route transit system
- CityLift, a paratransit service complementary to CityLink routes
- CountyLink, a demand-response door-to-door service in rural areas of the county

The current GPMTD fixed-route system is primarily a hub-and-spoke system where most transfers occur in downtown Peoria. Tazewell County sees five fixed routes provided by CityLink; paratransit services through CityLift to urban Pekin and East Peoria, plus a CityLift special service to Washington; and demand response door-to-door rural services provided by We Care. Woodford County also uses demand-response door-to-door services from We Care. Services offered by We Care are available to the public including senior citizens and individuals with disabilities.

For more information on the public transit network in the tri-county region, see the Transportation System section. Additionally, TCRPC conducted a Fixed-Route Transit Service Audit of CityLink from July 2023 to October 2023. See **Appendix E** for the audit.

Existing Trends

According to the US Census in 2022, the tri-county region had 4,496 people who commuted to work either by walking, biking, or taking public transit. US Census data from 2016 to 2022 shows that the 2022 estimate is a 33% decline from the region's 2016 commuter levels. Even though the region experienced

an overall decline in commuting for public transit, walking, and biking, there has not been a consistent decline during this timeframe. Commuters who walked had an increase in 2020; commuters who biked had an increase in both 2017 and 2020; and commuters who took public transit had an increase in 2019. Therefore, even with the overall decline, there is still a demand for these commute types. Additionally, the COVID-19 pandemic caused an uptick in walking and biking as a form of recreation.

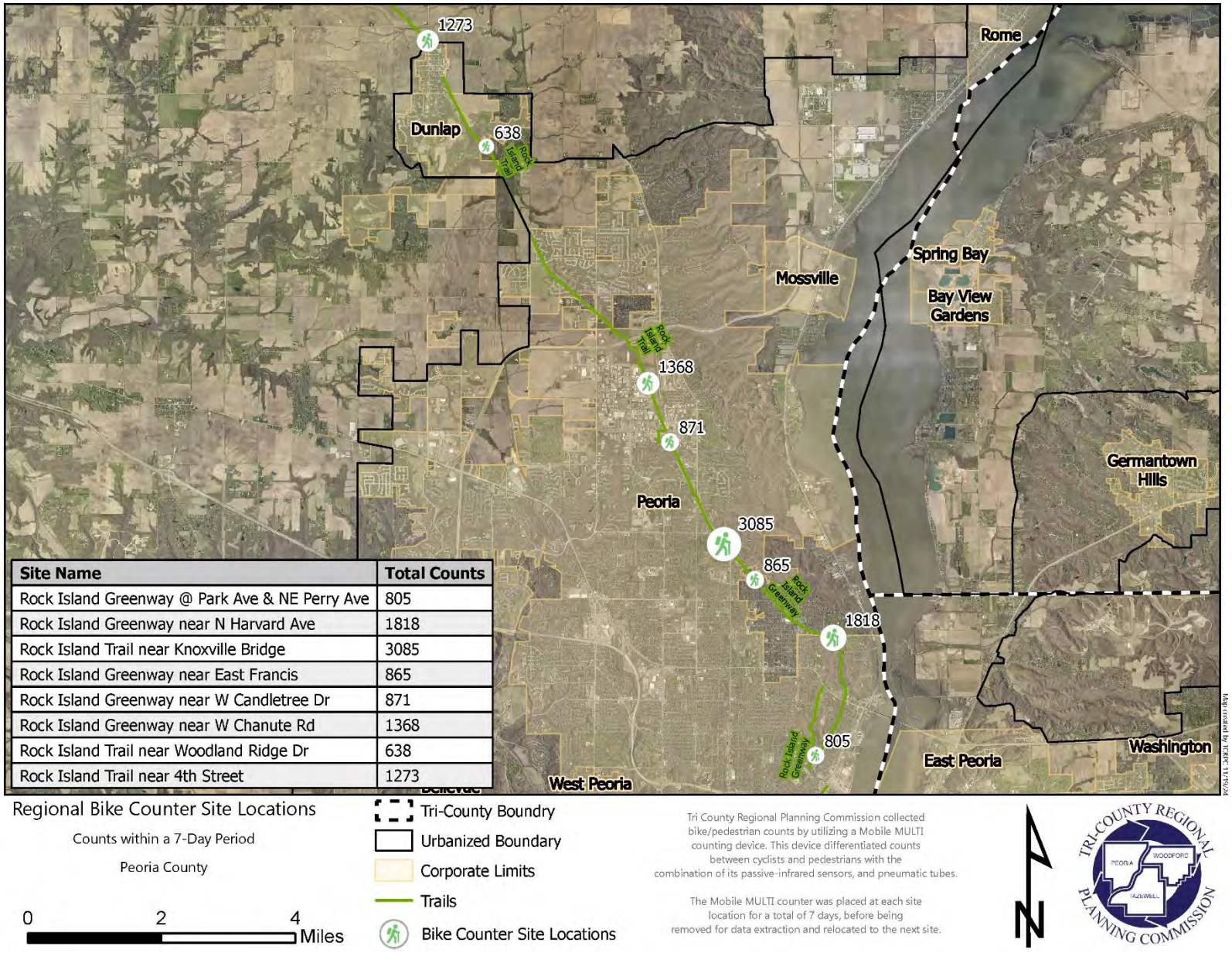
Crashes Involving People Walking and Biking

Every year, dozens of people walking and bicycling in the tri-county region are involved in collisions. Fortunately, many of these collisions do not result in injury, but far too many do. Between 2018 and 2023, 26 pedestrians were killed, and another 102 were seriously injured in traffic collisions. During the same period, seven bicyclists were killed and 35 were seriously injured in traffic collisions. On average, there are nearly 32 collisions per year resulting in injuries or death involving people walking or bicycling. For more information on crashes in the tri-county region, see the Transportation System section.

Asset Management and Data Collection Efforts

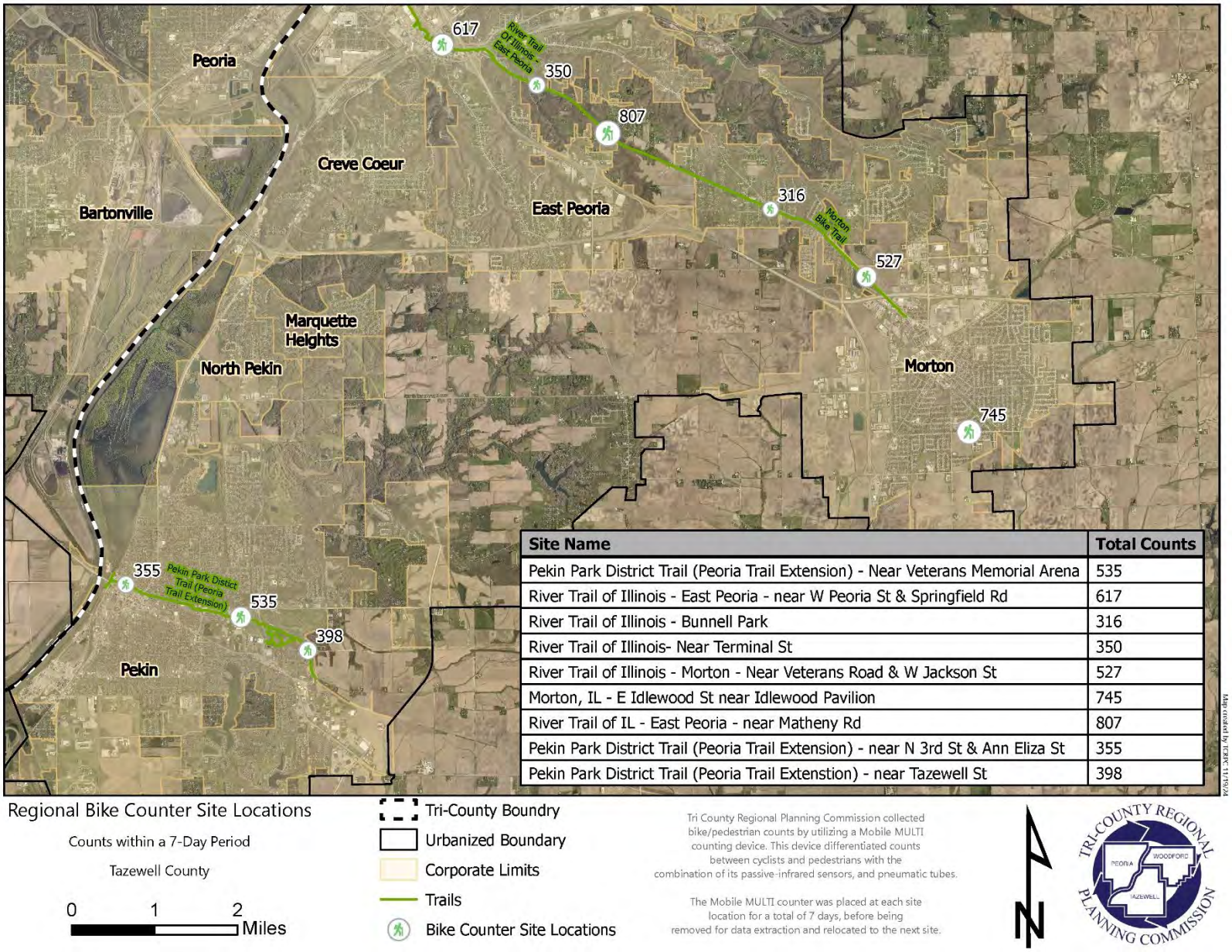
Compared with other metropolitan areas in the state, the tri-county region does not have as extensive of a trail system. However, IDOT and local jurisdictions have demonstrated an increased focus on improving bicycle and pedestrian accommodations. Tri-County is in the process of conducting sidewalk inventories and analyzing existing bicycle infrastructure for communities within the region. These datasets will be completed and updated regularly to create a holistic regional picture.

The Greater Peoria region has two regional trail networks, the Rock Island Trail, which was constructed in 1989, and the River Trail of Illinois (Carl "Bud" Schmitt Trail), which was constructed in 1991. Since the construction of these facilities, residents have shown an increasing interest in bicycling for recreation and for transportation. Tri-County deployed bike counters on several segments of regional multi use paths throughout the region during the summer of 2024 to identify the number of bicyclists using the facilities. In Peoria County, bike counters were placed on the Rock Island Trail between Dunlap and downtown Peoria and saw counts ranging from 638 riders to 1,818 riders in a week span. In Tazewell County, bike counters were placed on the River Trail of Illinois and the Pekin Park District Trail. Counts ranged from 316 riders to 807 riders in a week span (See **Figures 28** and **29**).



Site Name	Total Counts
Rock Island Greenway @ Park Ave & NE Perry Ave	805
Rock Island Greenway near N Harvard Ave	1818
Rock Island Trail near Knoxville Bridge	3085
Rock Island Greenway near East Francis	865
Rock Island Greenway near W Candletree Dr	871
Rock Island Greenway near W Chanute Rd	1368
Rock Island Trail near Woodland Ridge Dr	638
Rock Island Trail near 4th Street	1273

Figure 28: Rock Island Greenway Count Locations and Data



Site Name	Total Counts
Pekin Park District Trail (Peoria Trail Extension) - Near Veterans Memorial Arena	535
River Trail of Illinois - East Peoria - near W Peoria St & Springfield Rd	617
River Trail of Illinois - Bunnell Park	316
River Trail of Illinois- Near Terminal St	350
River Trail of Illinois - Morton - Near Veterans Road & W Jackson St	527
Morton, IL - E Idlewood St near Idlewood Pavilion	745
River Trail of IL - East Peoria - near Matheny Rd	807
Pekin Park District Trail (Peoria Trail Extension) - near N 3rd St & Ann Eliza St	355
Pekin Park District Trail (Peoria Trail Extenstion) - near Tazewell St	398

Figure 29: Tazewell County Regional Trail Count Locations and Data

Originally, Tri-County had one bicycle and pedestrian counter that could distinguish between bicyclists and pedestrians with both an infrared sensor and tube sensor. However, this equipment was found to have issues with false counts, if not situated in an ideal location free from other moving objects, such as adjacent roads and parking lots. This led TCRPC staff to explore alternative options to collect count data, including applying for Fiscal Year 2024 IDOT State Planning and Research (SPR) Funds to finance a solution. Tri-County was successful in receiving these SPR funds, and staff used the money to purchase mobile multimodal counting equipment that is able to count all 13 of FHWA's vehicle category classifications, plus bicyclist and pedestrians, which expands the MPO's capabilities considerably. These counters will be used to start a comprehensive counting program for Tri-County's active transportation network.

Regional Trails

The Rock Island Trail and Greenway in Peoria County and the River Trail of Illinois in Tazewell County are two significant recreational paths in central Illinois, each with its own unique history rooted in the region's transportation heritage.

Rock Island Trail

The Rock Island Trail traces its origins to the Peoria and Rock Island Railroad, which was chartered in 1867, construction starting in 1869, and passenger service beginning in 1871. This rail line facilitated freight and passenger services between Peoria and Toulon for over 40 years but saw a decline by 1915 (About Rock Island Trail State Park, 2024).

By 1960, the section from Alta to Toulon was abandoned, with tracks and ties removed, leaving the corridor unused. In 1965, under the leadership of William Rutherford, the Forest Park Foundation acquired this abandoned right-of-way. Four years later, in 1969, the foundation donated the land to the State of Illinois to develop it into a recreational trail, marking one of the state's early "rails-to-trails" projects (Rucker, 2021).

Construction of the trail began in 1975; however, opposition for the project occurred from adjacent property owners, causing a legal challenge. Proponents for the trail persevered, and the project was permitted to move forward by Illinois legislature. In 1981, the first portion of the trial opened to the public, which was a five-mile section between Dunlap and Princeville (Rucker, 2021).

The trail was officially dedicated in 1989, marking it the first rails-to-trails project by the Illinois Department of Natural Resources. Today, the Rock Island Trail State Park spans approximately 26 miles, passing through portions of Peoria and Stark counties, and connecting Peoria to Dunlap, Princeville, Wyoming, and Toulon. The southern end of the trail is located in Alta, and the northern end is in Toulon, Illinois (About Rock Island Trail State Park, 2024). See **Figure 30** for a map of the Rock Island Trail State Park.

Peoria Park District Rock Island Greenway

The portion of the Peoria and Rock Island Railroad, known as the Kellar Branch Line, remained in use after the northern portion was abandoned in 1960 due to the occasional freight deliveries. The Keller Branch Line ran for 10 miles from downtown Peoria

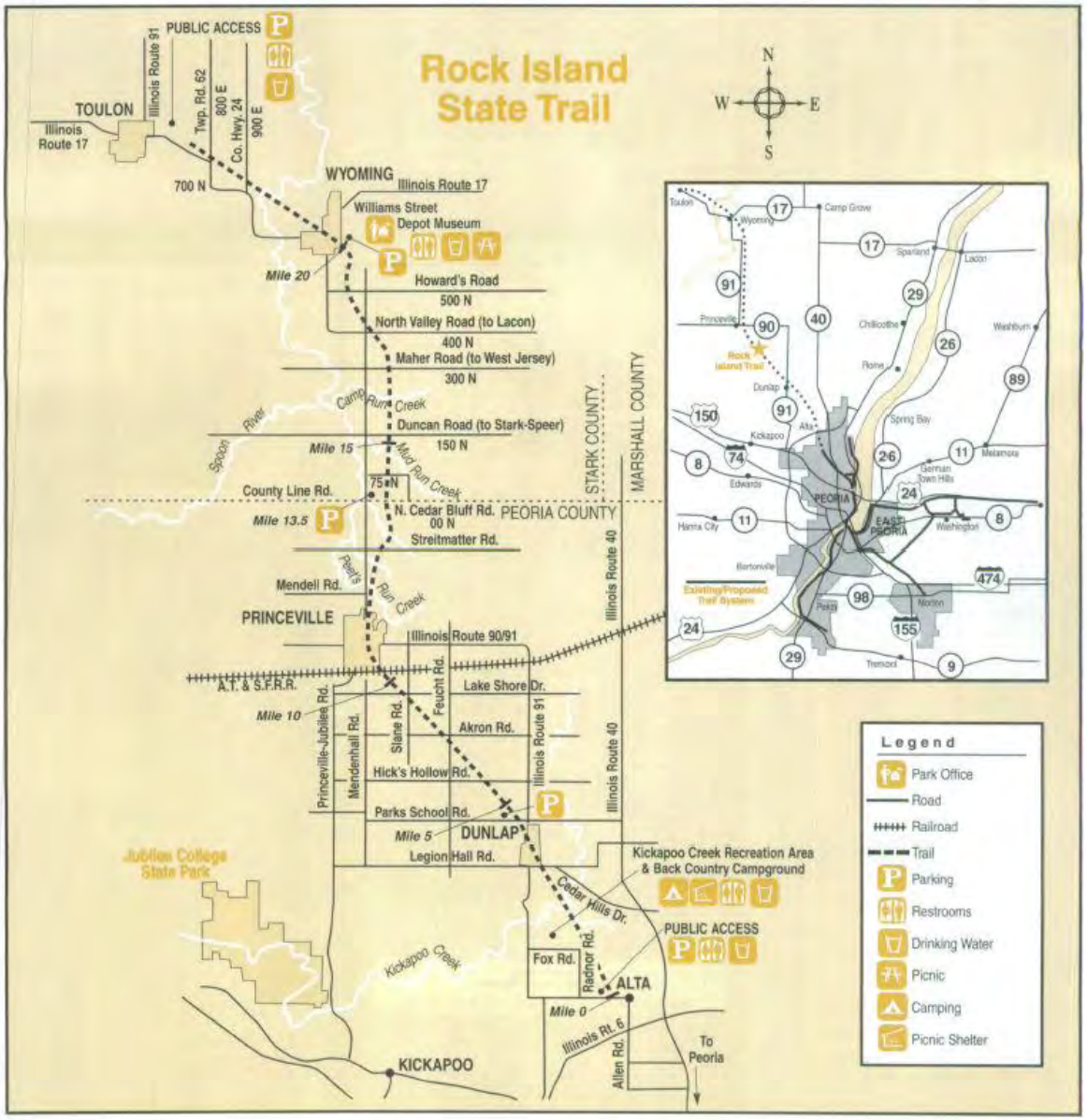


Figure 30: Rock Island State Trail Map (IDNR, 2024)

to the Pioneer Industrial Park. In 1984, the bankrupt Chicago Rock Island and Pacific Railway abandoned the Kellar Branch, leading Peoria and Peoria Heights to purchase it for $1.3 million and lease it to Peoria and Pekin Union Railroad. However, rail traffic was lower than expected, and by 1997, Peoria and Pekin Union Railroad transferred its lease to Pioneer Industrial Railcorp (Rucker, 2021).

Efforts to convert the line into a recreation trail began in 1997 but faced resistance from Pioneer Industrial Railcorp, which blocked hikers and refused to abandon the line even after its lease expired in 2004. Despite Peoria's attempt to build a rail link to replace the Kellar Branch in 2005, no rail traffic materialized. By 2008, Pioneer Industrial Railcorp and other stakeholders demanded a buyout before relinquishing their claim (Rucker, 2021).

In 2009, after reaching a settlement, the communities and railroads petitioned to rail bank the line, and in 2010, the Surface Transportation Board approved the conversion into a recreation trail. The Rock Island Greenway now extends 6 miles from Peoria to Alta, where it connects to the 26-mile Rock Island State Trail, forming a continuous route through multiple towns (Rucker, 2021).

In 2014, an $8.1 million trail bridge over Knoxville Avenue was dedicated, improving safety and accessibility (Rucker, 2021) and expanding the greenway from Glen Avenue to Springdale Cemetery (Nightengale, 2013) (Staff Writer, 2014). These additions expanded the Greenway to 13 miles, traveling from downtown Peoria to the Rock Island Trail State Park in Alta. To cross War Memorial Drive, the trail detoured users through the hilly Springdale Cemetery. However, those difficult uphill biking days ended in 2022 with the trail extension from Harvard Avenue to Glen Oak Park, which includes the rehabilitation of the old railroad trestle bridge over War Memorial Drive (Dalton, 2022). See **Figure 31** for a map of the Peoria Park District Rock Island Greenway.

The City of Peoria is now exploring the idea of extending the Greenway from the multiuse path’s current end near Glen Oak Park to downtown Peoria. Unfortunately, the preferred route extension is not allowed due to the crossing of Illinois Route 29 (IL-29) southbound at the intersection of IL-29 (Jefferson Avenue) and Hayward Street at an angle IL-29 (Adams Street) northbound between Mary Street and Cornhill Street. To solve this, the proposal is to cross IL-29 at the two Abington Street intersections (Bullock, 2024).

Figure 31: Peoria Park District Rock Island Greenway, 2014

River Trail of Illinois

The River Trail of Illinois, also known as the Carl "Bud" Schmitt Trail, is a recreational path that runs from East Peoria to Morton. This trail follows the former Illinois Terminal Railway line, a significant interurban electric railway that connected various parts of Illinois in the early 20th century. The trail offers users a journey through different, unique habitats characteristic of the Illinois River valley, including tall-grass prairies, bluffs, and forests (River Trail of Illinois (Carl Bud Schmitt Trail), 2024).

The trail was resurfaced in the summer of 2011 to enhance its usability for hiking and biking enthusiasts. It was named in honor of Carl "Bud" Schmitt, a long-time proponent for East Peoria's parks and trails, recognizing his contributions to the development and maintenance of local recreational spaces (River Trail of Illinois (Carl Bud Schmitt Trail), 2024).

Illinois River Crossings

The Greater Peoria area features two significant Illinois River crossings that accommodate pedestrian and bicycle traffic: the Bob Michel Bridge and the McClugage Bridge.

Bob Michel Bridge

Originally constructed in 1993, the Bob Michel Bridge carries Illinois Route 40 over the Illinois River, connecting Peoria and East Peoria. In 2023, the bridge underwent a substantial rehabilitation project to enhance pedestrian and cyclist access. The previous narrow sidewalks were replaced with a 14-foot-wide protected shared-use path, separated from vehicular traffic by a concrete barrier. This improvement not only increased safety for non-motorized users but also linked

Figure 32: Bob Michel Bridge Almost Finished 12/16/23. Photo Credit: Ray Lees

multiple trails, bolstering both transportation and recreational opportunities in the region (Shelley, Bob Michel Bridge reopens to vehicle traffic, 2023).

McClugage Bridge

The McClugage Bridge, which carries US Route 150 over the Illinois River, has been a critical infrastructure component since its original span opened in 1948. Recognizing the need for modernization, a project commenced in 2019 to replace the aging eastbound span with a new structure that includes a 14-foot-wide multi-use path for pedestrians and cyclists. The new eastbound bridge partially opened to vehicular traffic in December 2024, with the multi-use path and additional features slated for completion in 2025. The project also plans to feature a pedestrian overlook, offering visitors a closer view of the Illinois River (Hoskins, 2024).

These developments reflect the region's commitment to enhancing multimodal transportation options, providing safer and more accessible routes for pedestrians and cyclists crossing the Illinois River.

Complete Streets

A Complete Street is a roadway designed to accommodate all users, including pedestrians, cyclists, motorists, and public transit riders, regardless of age or ability. Unlike traditional car-centric streets, Complete Streets incorporate design elements that enhance safety, accessibility, and mobility for everyone. The goal is to create transportation networks that promote fairness, sustainability, and community well-being.

The National Complete Streets Coalition, a program of Smart Growth America, defines Complete Streets as streets that are "safe, comfortable, and convenient for travel via foot, bicycle, transit, and automobile" (Complete Streets, 2024). These streets are context-sensitive, meaning they adapt to the needs of urban, suburban, and rural environments.

Complete Streets vary based on locations and site needs, but when properly implemented, Complete Streets feel safe, vibrant, and welcoming. They encourage walking and biking, reduce noise pollution, and support local businesses by making streets more inviting for pedestrians. These types of streets often include wide, accessible sidewalks with clearly marked and signalized crosswalks that meet FHWA's Public

Right-of-Way Accessibility Guidelines (PROWAG). The street has bicycle and transit accommodations, and the roadway includes features that calm traffic to improve safety.

Benefits of Complete Streets

Complete Streets promote active transportation, reducing the risk of chronic diseases such as obesity, heart disease, and diabetes. Studies show that people in walkable neighborhoods are more physically active and less likely to suffer from health issues linked to sedentary lifestyles (Transportation, 2023). Additionally, reducing vehicle emissions by encouraging walking, biking, and public transit use improves air quality, reducing respiratory illnesses like asthma (American Lung Association: smart growth saves lives, improves health, 2010).

Investing in Complete Streets leads to increased property values, higher retail sales, and greater economic vitality. Research from the National Association of Realtors shows that walkable communities with well-designed streets attract more businesses and residents (Velt, 2017). Cities with robust Complete Streets policies also experience lower transportation costs for residents, making urban living more affordable.

Complete Streets reduce traffic crashes and fatalities. According to the National Highway Traffic Safety Administration (NHTSA), roadways that incorporate pedestrian and cyclist infrastructure see significantly lower crash rates than conventional streets. Features such as reduced lane widths, dedicated bike lanes, and better lighting contribute to safer environments for all users (Jackson, et al., 2022).

Local Complete Streets Efforts

A Complete Streets Policy helps ensure that the design of major construction and reconstruction projects considers the needs of bicyclists and pedestrians. The City of Peoria developed and adopted their Complete Streets Policy in late 2015. Tri-County encourages other communities in the region to explore doing the same. To aid this process, Tri-County put on a Complete Street Symposium in May 2018 featuring Chuck Marohn, Founder and President of Strong Towns.

In September 2019, the Peoria City/County Health Department, in collaboration with the Greater Peoria Family YMCA Teen Reach Program, organized a two-day event that transformed a street in downtown Peoria into an open and accessible place for sustainable transportation using temporary street treatments.

This demonstration showcased how simple modifications can enable safe, convenient, and comfortable travel for people walking, biking, driving, and using public transit.

Illinois Policies Related to Complete Streets

There have been several Illinois State legislations that have been adopted.

The Illinois Accessibility Code, last updated in 2018, enforces the Environmental Barriers Act (410 ILCS 25) by setting minimum design requirements to ensure accessibility for all, including individuals with disabilities. It prioritizes state or federal standards (whichever is stricter) to maximize access, and it applies to all public facilities in Illinois with the full force of law (Overview of Design Guidance in Illinois, 2024).

The Complete Streets policy was incorporated into the Bicycle and Pedestrian Ways laws under Public Act 095-0665 (2007), requiring full consideration of bicycle and pedestrian infrastructure in state transportation projects within one mile of urban areas, except in resurfacing projects or where exemptions apply. House Bill 270 (2021) later refined the law by defining urban areas as municipalities with over 1,000 people and requiring IDOT to fully fund these projects, though municipalities can opt out via resolution (Overview of Design Guidance in Illinois, 2024).

TRA-23: Guidelines for Establishing Pedestrian Crossings outlines policies for evaluating and designing pedestrian crossings in Illinois, covering both new and existing locations. It assigns IDOT districts the responsibility for assessments, considering factors like traffic volume, speed, pedestrian activity, and crash history. The guidelines differentiate between intersection legs without control and midblock crossings, with design considerations including accessibility, refuge islands, lighting, and signage to enhance pedestrian safety (Overview of Design Guidance in Illinois, 2024).

The ADA Transition Plan ensures IDOT compliance with Section 504 of the Rehabilitation Act and Title II of the ADA, outlining actions to make Illinois' transportation system fully accessible. It includes a self-evaluation, documents past achievements, and establishes a compliance inventory for sidewalks, curb ramps, crosswalks, pedestrian signals, rest areas, and weigh stations maintained by IDOT (Overview of Design Guidance in Illinois, 2024).

Congruent Plans

Since TCRPC is the MPO for the Greater Peoria area, Tri-County is tasked with assisting in the development of a surface transportation system that is safe, resilient, and fosters economic growth. An essential task in achieving this goal is staying informed on related transportation initiatives within the region. Having knowledge of such efforts can help TCRPC accomplish its goals by potentially offering collaboration or pooling resources.

Within this section, TCRPC will highlight its knowledge of the various active transportation initiatives happening within its region.

Village of Bartonville Active Transportation Plan – Current Project

The Village of Bartonville currently has no bicycle- and pedestrian-related plans. To correct this, the Village applied for Tri-County's FY 2025 Special Transportation Studies (STS) Call for Projects. For more information about Tri-County's STS program, see the *MPO Project Funding and Prioritization* section. The village was awarded funding to develop an Active Transportation Plan (ATP). This procurement process for consultant selection is currently underway at the date of the plan's adoption.

City of Peoria Bicycle Master Plan Update – Current Project

The City of Peoria Bicycle Master Plan was completed in January 2016 to guide future investment in bicycle infrastructure and programming to provide safe, comfortable, and convenient bicycle travel. The City of Peoria applied for Tri-County's FY 2025 STS Call for Projects. Peoria was awarded funding to update their Bicycle Master Plan to incorporate new priorities and prepare an implementation strategy. This plan update is just starting, and it will be kicked off at the date of this LRTP's adoption.

Village of Peoria Heights Active Transportation Plan – 2025

The Village of Peoria Heights Active Transportation Plan was adopted by the Village in January 2025. The plan identifies and assesses the existing bicycle and pedestrian network, identifies its shortcomings and gaps, and provides recommendations to improve human powered mobility in the Village. This plan was funded by a grant from TCRPC.

Germantown Hills to McClugage Bridge Trail Feasibility Study – 2024

The Germantown Hills to McClugage Bridge Trail Feasibility Study was completed in November 2024 and looks at the Illinois Route 116 corridor in Tazewell and Woodford counties between the McClugage Bridge (US-150) in East Peoria and Woodland Knolls Road in Germantown Hills. The Feasibility Study looks at the north and west sides of IL-116 and examines potential space constraints, topographical challenges, intersection crossings, and trail connections, among other topics. This conceptual trail would connect to the McClugage Bridge 14-foot-wide barrier-protected multi-use path, the existing and conceptual East Peoria Riverfront Trail, and the planned Germantown Hills to Metamora trail. Preliminary engineering is currently underway, and this plan was funded by a grant from TCRPC.

City of Pekin Bicycle and Pedestrian Master Plan – 2024

The Pekin Bicycle and Pedestrian Master Plan was adopted by the city in January 2024 and serve as Pekin's vision and blueprint for walking, biking, and active transportation projects, policies, and programs. The Bicycle and Pedestrian Master Plan embodies the city's ambition to create a safer, more comfortable transportation environment for people of all ages, abilities, and origins, especially for people who walk, bike, and use mobility assistance devices like wheelchairs or walkers. The plan includes recommendations for new trails, bikeways, sidewalks, and intersection improvements, as well as supporting policies, programs, and implementation strategies. This plan was funded by a grant from TCRPC.

Social Determinants of Health Accelerator – 2024

The Social Determinants of Health (SDOH) Accelerator is a plan that focuses on improving the overall health of Southside Peoria, which is ZIP code 61605. Southside Peoria is the focus area for this plan due to its high rates of poverty, asthma, depression, and anxiety. The plan aims to evaluate the social, economic, and physical factors that are influencing the overall health of the community. By understanding the existing conditions, the Peoria City/County Health Department and other stakeholders hope to implement plans and projects that will improve the demographic, economic, and physical environment of Southside Peoria.

The SDOH plan is similar to the LRTP and this section because both have a goal of improving the transportation network for bicyclists, pedestrians, and transit users. Both plans view these improvements

as making the transportation system fairer for all, because not everyone has the ability to own a car. By making the transportation network more accommodating to alternative modes of transportation, individuals who do not own cars or cannot drive are still able to fully participate socially, economically, and physically in their community. What makes SDOH different from this section is that Peoria's Health Department also explored issues involving housing, health, and food security. While TCRPC acknowledges the connection between transportation and demographic and economic issues, Tri-County's plan only focuses on how to improve the physical transportation network and policies surrounding it.

Transportation Study for Peoria's South Side – 2024

Peoria County developed a transportation study to assess the transportation needs of the residents of the 61605 ZIP code. This ZIP code was chosen because this area of Peoria has been disproportionately impacted by planning and policies in the past. Some of the challenges that this community faces are that it is a food/healthcare desert and faces disproportionate negative impacts. This location-specific study identified that the community's current transportation roadblocks are that the residents have limited access to vehicles, low public transit, auto-centric road design, and limited connectivity of bike routes. To remedy these issues, this study suggests improving this community's transportation network by improving or adding sidewalks, bike lanes, and bus networks. By implementing these recommendations and making the transportation system fairer and more open, residents in the 61605 ZIP code will have better access to work, school, and key services.

There is much overlap between this section and Peoria County's active transportation plan. Both plans recognize that there is a connection between economic prosperity and residents who can fully utilize the transportation system. The Greater Peoria transportation system is currently auto centric, which makes participation within the region economically and socially difficult for individuals without a car. Understanding this knowledge, both plans support the improvement or addition of infrastructure within the transportation network that supports alternative forms of transportation such as walking, biking, or busing. What makes TCRPC's plan different from Peoria County is the target area. Peoria County's plan is seeking improvements for only the 61605 ZIP code, where Tri-County's plan aims to improve the system for the Greater Peoria MPA.

City of Chillicothe Trail Master Plan Update – 2023

The City of Chillicothe Trail Master Plan Update was adopted by the City of Chillicothe Bike Path Task Force in July 2023 and serves as an update to their 2020 plan. The aim of the plan is to guide Chillicothe in achieving their goal of having a well-connected city by providing safe pedestrian connection points to local schools, parks, and area businesses. This plan was funded by a grant from TCRPC.

East Peoria IL-116 Pedestrian Crossing Feasibility Study – 2023

The East Peoria IL-116 Pedestrian Crossing Feasibility Study was completed in December 2023 and looks at pedestrian crossing along Illinois Route 116 (Main Street) from the Cedar Street Interchange to the US Route 24 Interchange. The purpose of the study was to evaluate existing pedestrian crossings and determine the feasibility of adding or improving pedestrian crossings, with a focus on the IL-116 and Mariners Way intersection. This plan was funded by a grant from TCRPC.

East Peoria Riverfront Trail Corridor Plan and Feasibility Study – 2021

The East Peoria Riverfront Trail Corridor Plan and Feasibility Study was completed in December 2021 and serves as a guide to incrementally implement a riverfront trail along the Illinois River between McClugage and Bob Michel bridges. This trail would connect the barrier-protected pedestrian and bicycle pathway on the Bob Michel Bridge that was completed in 2024, and the soon-to-be-completed 14-foot-wide barrier-protected multi-use path on the new eastbound McClugage Bridge. This plan was funded by a grant from TCRPC.

BikeConnect HOI: Heart of Illinois Regional Bicycle Plan

Tri-County staff completed a regional bicycle transportation plan, which the MPO adopted in May 2017. As a regional plan, BikeConnect HOI's emphasis was placed on identifying connections between communities rather than planning for accommodations within the communities of the region. This robust plan won an award from the American Planning Association–Illinois Chapter in 2019. Explore it on TCRPC's website to learn about the existing network, proposed connections and accommodations, and best practices to support bicycle and pedestrian travel throughout the region.

National Policy

Planning for bicycle and pedestrian facilities and transportation enhancements was strongly supported in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) transportation legislation. Support is reinforced since then in the Transportation Equity Act for the 21st Century of 1998 (TEA-21); Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005; the Moving Ahead for Progress in the 21st Century Act (MAP-21) of 2012; the Fixing America's Surface Transportation (FAST) Act of 2015; and the Infrastructure Investment and Jobs Act (IIJA) of 2021. In addition to providing funding opportunities, the US DOT has taken a proactive approach in encouraging non-motorized transportation as an efficient and environmentally sound alternative for commuter travel.

The US DOT issued a Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations in 2010, which reflects their support for the development of fully integrated active transportation networks. The policy statement is: "The (US)DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including (US)DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes" (Bicycle and Pedestrian Program Guidance, 2023).

State Planning

In 2013, IDOT developed the Illinois Bike Transportation Plan, the first state-wide bicycle plan in Illinois history. The plan is a document aimed at guiding the future development of trail corridors of regional, statewide, and national significance. The document provides an array of resources which can be used by state, local, and regional governments during trail planning and implementation. This plan is built upon five foundational principles: Access, Choices, Connectivity, Safety, and Collaboration. These principles guided the development of the plan, supported the analysis of existing bicycling conditions in the state, and drove the development of the recommendations and performance measures presented in the plan (Illinois Bike Transportation Plan, 2024).

To continue bringing more focus to bicycle and pedestrian concerns in statewide planning, IDOT also created a Bicycle and Pedestrian coordinator position in the Bureau of Planning. Since 2017, the coordinator position has been a helpful liaison between the state and regional groups as activity around bicycle and pedestrian improvements continues to grow.

Walk Roll Illinois

Walk Roll is IDOT's active transportation plan for the State of Illinois. The goal of this plan is to promote a transportation system with pedestrian and bicycle facilities that connect people to destinations. Through this goal, IDOT intends to improve the livability, educational access, occupational access, and social opportunities for the most vulnerable roadway users. This plan also acknowledges that by making the transportation network fairer and more open, it can also improve the overall health of a community because individuals have more access to physical activities (Walk Roll Illinois Active Transportation Plan, 2024).

IDOT performed a fairness and demand analysis to determine areas in the state that are in the most need for transportation improvements. According to their report, Peoria is among the top communities in need of these demographic and economic-based transportation improvements (Walk. Roll. Illinois., 2024). This report helps reaffirm the importance of the work that TCRPC is seeking to accomplish with its active transportation plan. The difference between Tri-County's plan and IDOT's is that TCRPC's plan has a smaller regional scope.

Economy

Transportation is the fundamental link that allows a community's land uses to come together, such as connecting residential with commercial and industrial, where commerce takes place. No matter what the land use is, ultimately, transportation is needed to access it. Matching the correct land use and roadway type helps spur economic development.

Identifying a street with its appropriate land use creates a sense of place that allows the safe mixing of different road users. It also encourages people to spend time in the right-of-way as a community space and engage in local commerce. In a different vein, matching industrial land uses with highways and roads with minimal and controlled access points spurs large-scale economic development and encourages regional, national, and even international commerce.

Greater Peoria Area Economy

Transportation infrastructure is a cornerstone of the Greater Peoria area economy, facilitating the movement of goods and people and supporting various industries. The region's strategic location and well-developed transportation networks have been instrumental in its economic development.

The Greater Peoria area is located in central Illinois, along the Illinois River and Interstate 74 (I-74) corridor, linking Peoria to the Quad Cities – Bettendorf, Iowa (IA); Davenport, IA; Moline, Illinois (IL); and Rock Island, IL – to the West; and Bloomington-Normal, IL; Champaign-Urbana, IL; Indianapolis, Indiana; and Cincinnati, Ohio to the East. Peoria lies roughly equidistant between Chicago and St. Louis, making it a significant urban center in central Illinois.

Additionally, the Greater Peoria area is situated along the Illinois River, connecting Peoria to major economic hubs to the north, such as Chicago and the Great Lakes, and to the south, including St. Louis and the Mississippi River. The Illinois River offers significant logistical advantages, supporting industries such as agriculture and manufacturing.

The Peoria area boasts a varied economy with strengths in manufacturing, healthcare, agriculture, and research and development.

Manufacturing

Peoria has a rich manufacturing history spanning over a century, marked by its past rich distillery and brewery experience, and agricultural manufacturing. Peoria's agriculture manufacturing sector found national success from the Toby and Anderson Company steel plow factory. After this success, additional companies followed, but it was not until the Benjamin Holt Company and the C.L. Best Tractor Company merged to form Caterpillar that made Peoria a global leader in the earth moving and tractor equipment field (Tarter, Extra: Peoria's manufacturing roots exceed 100 years, 2015).

Figure 33: Komatsu 980E-5SE Mining Truck Prototype Display at Peoria Campus Entrance

This was a pivotal development in Peoria, significantly influencing the local economy and employment landscape. In fact, Caterpillar is not the only international corporation making earthmoving equipment in Peoria; Komatsu opened a heavy equipment factory in 1988 located in the Averyville neighborhood of Peoria, which is one of only two plants outside of Japan (Tarter, Extra: Peoria's manufacturing roots exceed 100 years, 2015).

Healthcare

In July 1877, the Sisters of the Third Order of St. Francis was founded in Peoria, and the St. Francis Hospital was later opened (History, 2024). OSF HealthCare is the region's top employer, with approximately 12,000 employees (Major Employers, 2024). In 2018, Caterpillar donated the historic Block and Kuhl department store building and adjacent properties to OSF HealthCare, to make the location its

new headquarters, which opened in 2022 (Shelley, Take a sneak peek into OSF HealthCare's new headquarters ahead of January 2022 opening, 2021). Recently, in February 2024, OSF HealthCare opened its $237 million OSF HealthCare Cancer Institute, which is home to the only Proton Beam outside of the Chicago and St. Louis area in Illinois (Collin, 2024).

The 2022 Headquarters and 2024 Cancer Institute investments have further solidified OSF HealthCare's commitment to the region and healthcare as a major economic driver in Greater Peoria. Carle Health, another regional top employer, is another significant healthcare provider with three hospitals locally: Methodist, Pekin, and Proctor hospitals.

Agriculture

Agriculture is likely the most visible industry in the region. One does not have to go far to see the agriculture industry. In the spring, the fields are prepared for planting; in the summer, residents see the crops grow; and in the fall, the harvest is evident. These products are then processed and turned into food, fuel, feed, and a multitude of other products.

The Village of Morton is the Pumpkin Capital of the World, and the Peoria area is home to the two largest pumpkin processing plants in the United States. In the Village of Morton, Nestle operates a canning plant for the Libby's brand of canned pumpkin, and in northern Peoria County, the Village of Princeville is home of Seneca Foods Corporation, which is a pumpkin canning plant for generic grocery brands. These regional manufacturers account for over 85% of the pumpkin consumed in the US (Meier, 2023) (Emery, 2016).

Research and Development

The region is home to the United States Department of Agriculture's (USDA) National Center for Agricultural Utilization Research, which is known locally as the "AgLab." The AgLab is one of the facilities where mass production of penicillin was developed (Penicillin: Opening the Era of Antibiotics, 2024). Natural Fiber Welding, a Peoria, IL startup, that is developing plant-based textiles to replace leathers and plastics (Wright, 2022). AutomomouStuff, a Morton, Illinois based company, is a leader in robotics and autonomy systems. In the Summer of 2019, Downtown Peoria became a testing site for AutonomouStuff driverless vehicles (Schlenker, 2019).

Economic Development

The Greater Peoria Economic Development Council (GPEDC) drives economic growth across five central Illinois counties, which includes the Greater Peoria MPA. GPEDC collaborates with local economic development partners through targeted business assistance and attraction, workforce development, and regional marketing. The council publishes data and information used by industries and investors seeking to locate, expand, or invest in the Peoria region. Among these publications are lists of sites actively being marketed for sale and/or development, as well as buildings available for lease or sale.

Figure 34: Greater Peoria Economic Development Council's logo

Comprehensive Development Strategy

As its name implies, the Comprehensive Development Strategy (CEDS) lays out a regional strategy for economic development with the ultimate goal being a stronger, more varied regional economy. While the CEDS' most critical function is to provide a regional economic development framework, it also serves as a required vehicle through which some federal agencies (especially the US Economic Development Administration, or EDA) evaluate requests for grant assistance. Without an EDA-approved CEDS, no one in the region is eligible to receive Economic Development Assistance Grants, including the Stimulus Funds for economic development. Having a CEDS in place has become more important than ever. The GPEDC is in the process of considering its CEDS document for update in 2025.

Economic Development District

An Economic Development District (EDD) is a federally designated organization charged with the maintenance and implementation of the CEDS plan (EDA, 2019). The application for designation involves

several steps including written support by the State of Illinois, plus Peoria, Tazewell, Woodford, Logan, and Mason counties, and a plan of operation as a nonprofit organization. GPEDC has been designated the EDD for the Peoria MPA. Through this, the EDD is eligible for a 50% matching planning grant to fund the program and staff.

GPEDC's EDD is a multi-county nonprofit organization. It is a bridge between the private and public sectors to allow area leaders to network and align economic development goals. The EDD helps identify economic development projects potentially eligible for grant funding. This crucial service helps match local dollars to state and federal funds to bring more funding and jobs to the region. This, in turn, extends the economic development capabilities of Peoria, Tazewell, Woodford, Logan, and Mason counties (GPEDC, 2019).

Relationship with Economic Development Administration

The mission of the EDA is: "To lead the federal economic development agenda by promoting innovation and competitiveness, preparing American regions for growth and success in the worldwide economy" (EDA, n.d.). Additionally, the EDD serves as the point of contact when local projects are submitted for EDA grants. When local economic development projects arise that align with EDA funding priorities and CEDS goals, the EDA assists governments and nonprofits in submitting grant proposals. Further, EDD staff coordinate the CEDS Strategy Committee, a group of local private and public sector leaders charged with the annual oversight of the CEDS plan. TCRPC is represented on this Committee to address its mission focus on transportation, environmental, and community development issues. The CEDS/EDD tasks include the annual update of the data and projects within the plan. Other responsibilities of the EDD include:

1. Maintain CEDS for the region.
2. Submit funding requests to the EDA for its three-year planning grant.
3. Annually report on the goals, strategies, project prioritization, and completion of the EDD scope of work.
4. Host open meetings at least once a year.
5. Assist qualified eligible governments and nonprofits with EDA grant applications.

6. Serve as the contact point for the CEDS Strategy Committee and EDA for organizations applying for funding.
7. Provide ongoing technical assistance to area governments and nonprofits to align regional economic development goals.
8. Provide grant and loan research, writing, and administration to both the EDA and other federal and non-federal funding sources.
9. Provide a "request for assistance program" serving area organizations through the development of materials such as maps, fact sheets, and planning information.
10. Assist CEDS Committee in developing several key issue-oriented subcommittees for which they have expressed an interest.
11. Maintain ongoing relationships, as ongoing public and private relationships are crucial to the CEDS process.

Environment

When developing and implementing transportation plans, it is vital to consider the short- and long-term impacts on the natural environment. As TCRPC staff and its partners work to improve connectivity and enhance the livability of the region, the local environment must be protected. This is supported by the IIJA, with one of its primary goals being the simultaneous protection and enhancement of natural environments and transportation systems. The natural environment provides the region with several ecosystem services which are fundamental to urban living. Managing these environmental resources alongside transportation planning is crucial to improving the region's overall health.

Key environmental assets can be described as:

- Clean air: Essential to both human and ecosystem health.
- Rivers and water bodies: Provide drinking water, recreation, essential habitats, scenic views, and natural pollution filtration.
- Ecological variation: Essential for food, material, an improved quality of life, and increases the region's adaptability.
- Forests: Serve as watersheds, habitats, carbon sinks, leisure amenities, and tourist destinations. They are also a potential source of energy and building materials if sustainably managed.
- Wetlands: Filter waste and improve water quality, protect against flooding, and act as a nursery for aquatic life.

Air Quality

Air quality and transportation are closely connected through federal regulation. The Clean Air Act, enacted in 1970 and amended in 1990, requires the United States Environmental Protection Agency (US EPA) to set National Ambient Air Quality Standards (NAAQS). These standards regulate pollutants that are harmful to the environment and to public health (NAAQS Table, 2016). The EPA Office of Air Quality Planning and Standards has set NAAQS for six principal pollutants, or "criteria pollutants." The transportation system is closely linked to the pollution of two of these pollutants: Particulate Matter (PM) and ozone. This section will cover the impacts and monitoring of both particulate matter and ozone, as well as sulfur dioxide (SO2) and lead levels in the tri-county region. **Table 30** displays the US EPA Air Quality Index (AQI), which was developed to help explain air pollution levels to the public (Air Quality Index (AQI), 2023).

Table 30: A listing of all air quality index values, levels of concern to human health, and representative colors

Air Quality Index (AQI) Values	Levels of Health Concern	Colors
When the AQI is in this range:	...air quality conditions are:	...as symbolized by this color:
0 to 50	Good	Green
51 to 100	Moderate	Yellow
101 to 150	Unhealthy for Sensitive Groups	Orange
151 to 200	Unhealthy	Red
201 to 300	Very Unhealthy	Purple
301 to 500	Hazardous	Maroon

According to the 2022 Illinois Air Quality Report from the IL EPA, the Peoria region has been designated as "Good" (green) 75.9% of the time, "Moderate" (yellow) 24.1% of the time, and "Unhealthy for Sensitive Groups" (orange) 0.0% of the time (Illinois Annual Air Quality Report, 2022). These numbers have fluctuated over the last five years, as seen in **Table 31**; however, the Peoria region has maintained a "Good" (green) air quality approximately 70% to 80% of the time. Additionally, the percentage of time with "Unhealthy for Sensitive Groups" air has been decreasing over the past five years (Air Quality Reports, 2024).

Table 31: AQI level of health concern in Peoria region in the past 5 years

AQI Level of Health Concern	2018	2019	2020	2021	2022
Good	69.9%	78.0%	82.7%	69.5%	75.9%
Moderate	29.3%	21.4%	17.0%	30.2%	24.1%
Unhealthy for Sensitive Groups	0.8%	0.5%	0.3%	0.3%	0.0%

Particulate Matter

Particulate matter, or PM, is used to describe the combination of solid particles and liquid droplets found in the atmosphere. PM can come from a variety of sources, including various chemicals and emissions from industries. While not always visible to the human eye, these particulates can cause serious health problems when inhaled, such as decreased lung function, lung disease, and heart disease (Particulate Matter (PM) Basics, 2023). Individuals with preexisting conditions, as well as children and seniors, are the most at risk for PM-related health concerns.

There are two types of particulate matter: PM10 and PM2.5. These numbers refer to the measurement of the air particle: 10 micrometers and 2.5 micrometers respectively. Contamination at these levels is typically the result of chemical reactions such as vehicular combustion, power generation, and certain industrial processes, as particle formation is dependent on other pollutants and atmospheric conditions (Particulate Matter (PM) Basics, 2023). Major components measured by the Illinois State EPA include sulfur dioxide, carbon monoxide, and nitrogen dioxide. It is important to note that, given this region's proximity to surrounding agriculture, ammonia from fertilizer and animal feed operations contribute to the formation of sulfurous and nitrogenous particulate matter that exists in the atmosphere such as ammonium sulfate and ammonium nitrate (The Particle Pollution Report: Current Understanding of Air Quality and Emissions through 2003, 2004).

According to the US EPA, the Peoria-Pekin Urbanized Area meets the standards of acceptable PM10 and PM2.5 levels. **Figure 35** shows the 24-hour PM2.5 levels between November 1, 2023 and March 1, 2024 in Peoria (Illinois PM2.5 Daily Averages, 2024). The majority of readings hover between 5 and 12 micrograms per cubic meter (mcm), but a few jump above 15 mcm. Still, all these readings are below 35.5 mcm, which is the threshold for "Unhealthy for Sensitive Groups," or orange as seen in **Table 31**. The highest recent readings were late February 2024 at 29.3 micrograms per cubic meter, and July 2024 at 20.6 micrograms per cubic meter.

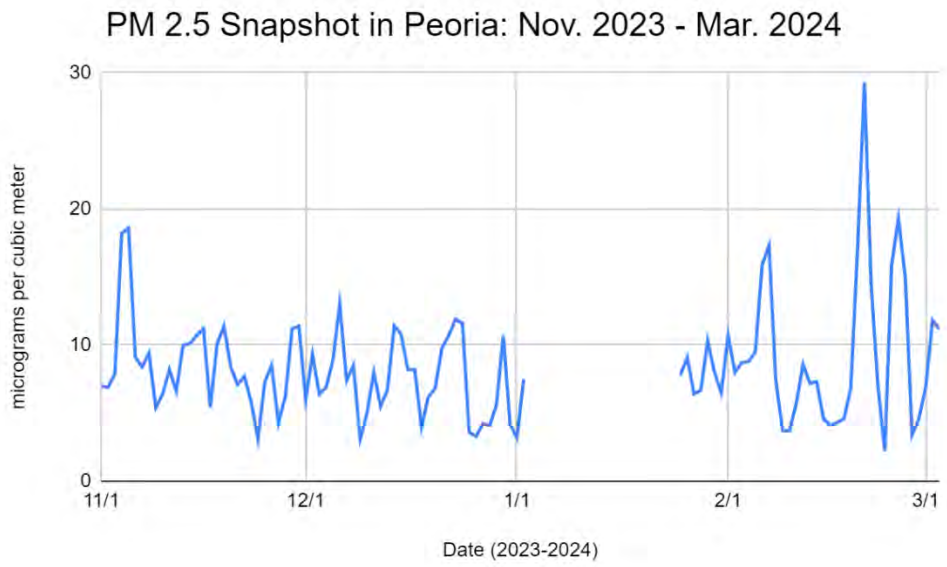


Figure 35: Snapshot of 24-hour particulate matter 2.5 levels between November 2023 and March 2024

Ozone

Ozone is a highly reactive gas formed by photochemical reactions between air pollutants, volatile organic compounds, nitrogen oxides, and the sun. Ozone is both a natural and man-made product, the latter of which is contributing to smog and an atmospheric warming effect. There is also a great deal of evidence that indicates high concentrations (parts per million, or ppm) of ozone created by high concentrations of pollution and daylight ultraviolet (UV) rays can harm lung function and irritate the respiratory system (What is Ozone?, 2023). Additional effects of pollutants on human health can be found in the Public Health Section of this report. The three majority contributors of ozone are transportation, industry, and individuals (lawnmowers, boats, etc.).

As sunlight is a variable that influences ozone levels, weather greatly affects ozone levels. The ozone season is April through November, where the potential for hot days with lots of sunlight and limited winds is most prominent. To help monitor ozone levels, various sites across the nation regularly serve as ozone level measurement locations. These sites are chosen based on EPA standards of site selection (What is Ozone?, 2023).

The US EPA has multiple data visualization tools for exploring air quality data. For the Greater Peoria area, two air quality reading stations are located in the City of Peoria and Village of Peoria Heights. Since 2020, there have been 22 readings that fall into the AQI Category of Unhealthy for Sensitive Groups (0.071-0.085 ppm) and one reading that falls into the AQI Category Unhealthy (0.086-0.105 ppm) (Air Data - Multiyear Tile Plot, 2025). Ozone daily AQI values from 2020 to 2024 are shown in **Figure 36**.

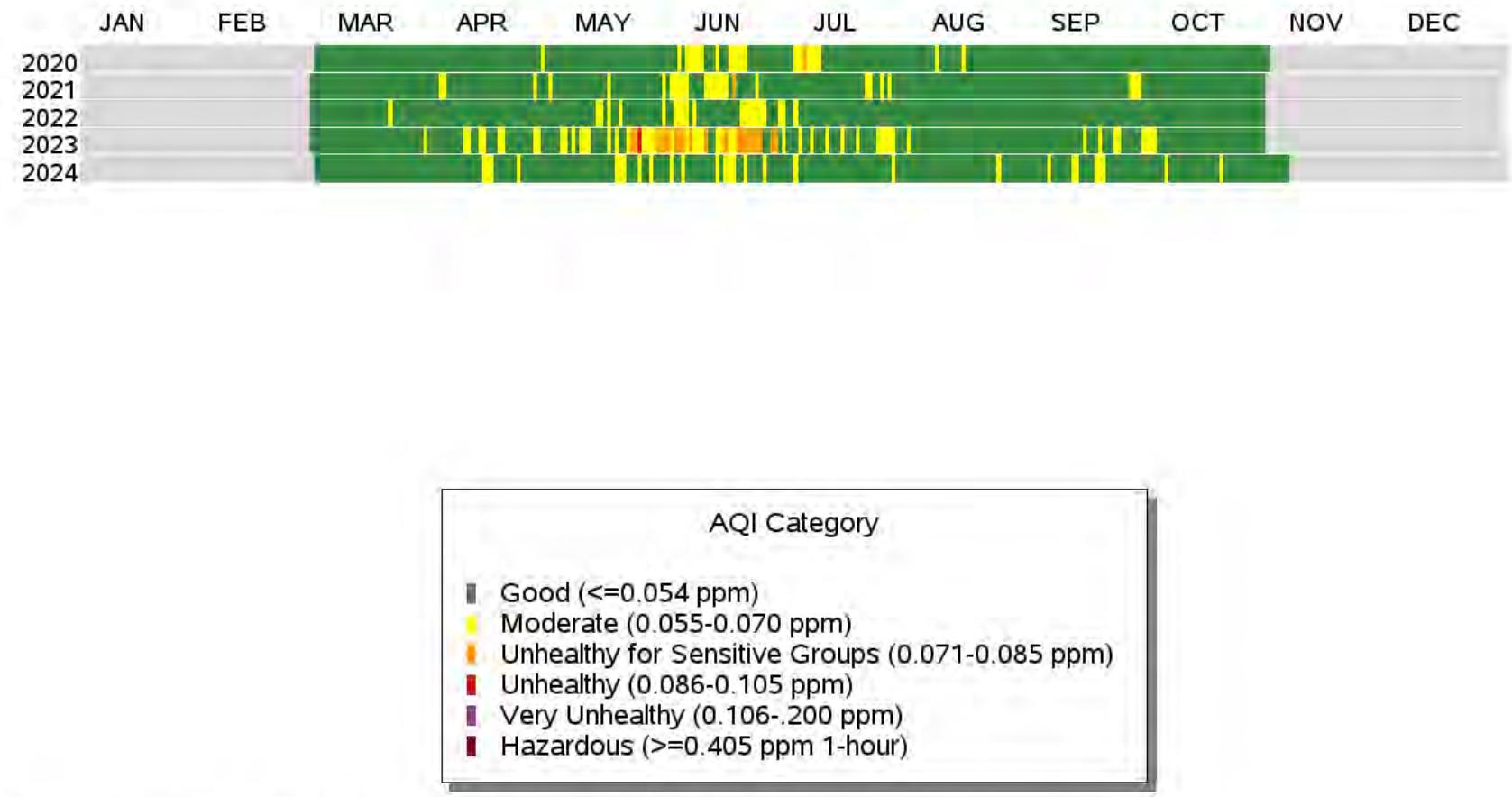


Figure 36: Peoria, IL Ozone Daily AQI Values, 2020 to 2024

Sulfur Dioxide

Fossil fuel-based power plants and industrial facilities are largely responsible for the emission of sulfur dioxide (SO2) pollutants. However, transportation systems also contribute to SO2 pollution through large transportation vessels like ships which use high-sulfur fuel to transport heavy equipment. SO2 pollution can cause many adverse effects on both the environment and human health, particularly in children and individuals with asthma (see Public Health section for more information). SO2, which is part of a larger family of sulfur oxides (SOx), in large concentrations can create acid rain and hinder plant and tree growth (Sulfur Dioxide Basics, 2024). The freshwater ecosystems in the Greater Peoria area are particularly vulnerable to acid rain, as it can leach aluminum from the soil and flow into water bodies, decreasing the fitness of aquatic species and raising the pH (Effects of Acid Rain, 2023).

Prior to 2017, Peoria was required to monitor the area for concentrations of SO2 in accordance with US EPA requirements. In 2017, according to the Illinois Ambient Air Monitoring 2019 Network Plan from the IL EPA, the need to monitor SO2 in Peoria was discontinued due to consistent, low concentrations. The remaining SO2 monitoring station was located at Pekin Fire Station #3. Prior to 2020, this monitoring station had been in non-attainment standing for several years (Green Book Lead (2008) Area Information, 2023). However, in February 2020, both the US EPA and the IL EPA proposed that Pekin be removed from the non-attainment list due to monitoring showing lower SO2 concentrations. Later that year, in late June, the US and IL EPA announced that Pekin attained the federal air quality standard for sulfur dioxide set by the 2010 NAAQS (EPA and Illinois Announce Pekin Area Now Meets Federal Air Quality Standard for Sulfur Dioxide, 2020). As of the latest US EPA Green Book update in February 2024, Pekin has continued to meet the sulfur dioxide standards and is in maintenance standing (Sulfur Dioxide (2010) Designated Area Area/State/County Report, 2024).

Lead

Lead is a naturally occurring element that is toxic to humans, especially children, and can cause lead poisoning. While this element is naturally occurring in the water, soil, and air, its presence is exacerbated through the burning of some lead-based fossil fuels, the use of lead paint, and use in some industrial operations. Motor vehicles were once the major contributor of lead emissions; however, the use of lead in gasoline began to phase out in the 1970s before being fully prohibited in 1995. As a result, levels of lead in the air decreased by 94% between 1980 and 1999. This decrease in lead-based gasoline, as shown in **Figure 37**, heavily contributed to lower average blood lead levels (Accomplishments and Successes of Reducing Air Pollution from Transportation in the United States, 2024).

While today's gasoline no longer includes lead, the element can still be found in the environment as a result of lingering past and present uses. For this reason, lead is still strictly monitored across the US. There was a lead monitor in place at the Keystone Steel & Wire Corporation in Bartonville; however, there is currently a lead monitoring waiver in place with the US EPA. Past monitoring shows relatively consistent lead concentrations between 2010 and 2013 at this location, and between 2013 and 2016, reported lead concentrations had decreased or remained steady (Illinois Ambient Air Monitoring 2019 Network Plan, 2018) (Illinois Ambient Air Monitoring 2023 Network Plan, 2022).

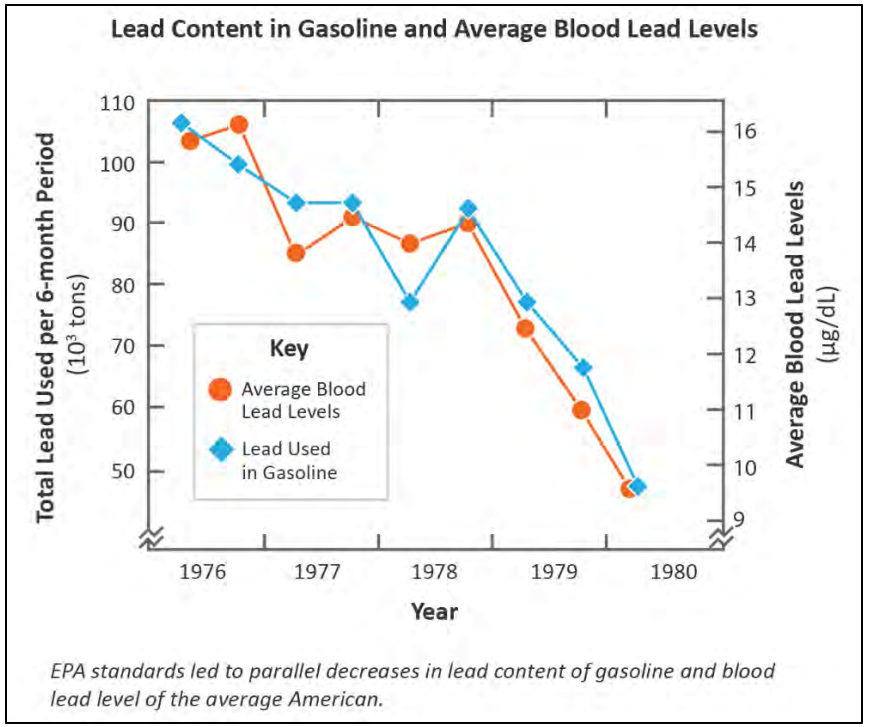


Figure 37: Lead levels in blood and gasoline

Since then, blood lead levels have continued to decrease in the United States. The median concentration of blood lead levels in children dropped from 15 micrograms per deciliter (µg/dL) to 0.6 µg/dL between 1976-1980 to 2017-2020 (Biomonitoring - Lead, 2023). The blood lead concentrations of individuals one year or older has maintained a steady decline since 1999, as seen in **Figure 38**. The average blood lead concentration has dropped from 1.66 µg/dL in 1999 to 0.753 µg/dL in 2018 (Blood Lead Level, 2022).

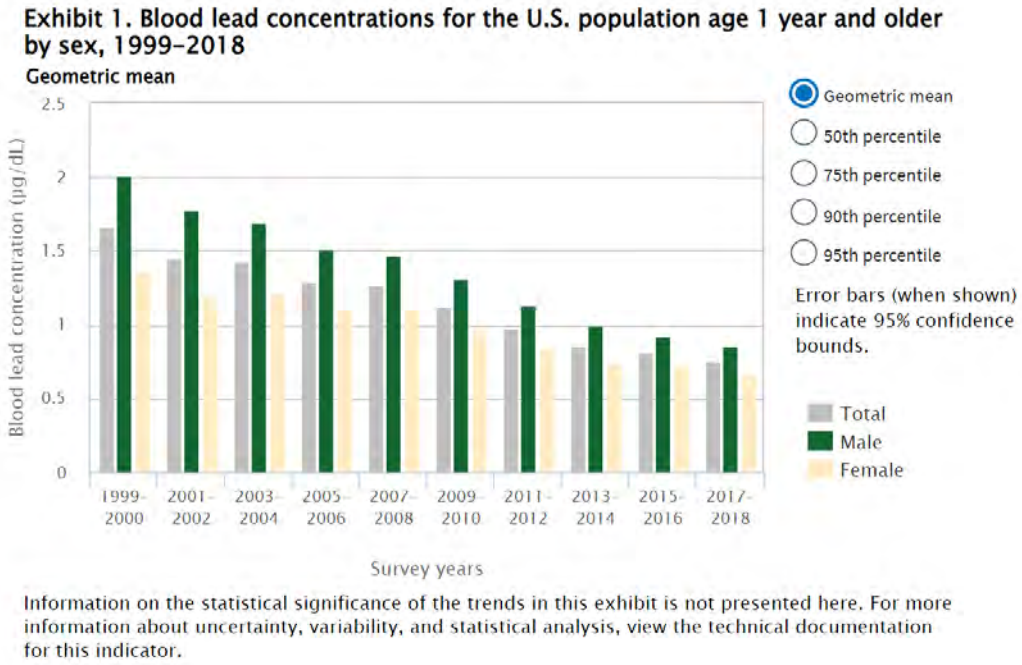


Figure 38: Blood lead levels in ages 1 year and older

Habitats and Endangered Species

The loss or degradation of sensitive habitats such as grasslands, woodlands, and wetlands can have cascading effects on local species. The Illinois Natural Areas Inventory (INAI) provides detailed information on high-quality natural areas, habitats of endangered species, and other significant natural features of an area. The INAI can be used to guide protection programs and land acquisition by all levels of government, as well as private landowners and conservation organizations. The characteristics of these habitats can be broken down into seven distinct categories, found in **Table 32** (Illinois Natural Areas Inventory, 2024). There are 52 INAI sites in the Tri-County region. See **Figure 39** for a map of the sites and **Appendix F** for a detailed listing of sites in Peoria, Tazewell, and Woodford counties (Illinois Natural Areas Inventory (INAI) Sities, 2023).

Table 32: Categories of the Illinois Natural Areas Inventory

Seven INAI Categories	
Category I	High quality natural community and natural community restorations
Category II	Specific suitable habitat for state-listed species relocations
Category III	State dedicated nature preserves, land and water reserves, & natural heritage landmarks
Category IV	Outstanding geological features
Category V	Not used at this time
Category VI	Unusual concentration of flora or fauna and high-quality streams
Category VII	Not used at this time

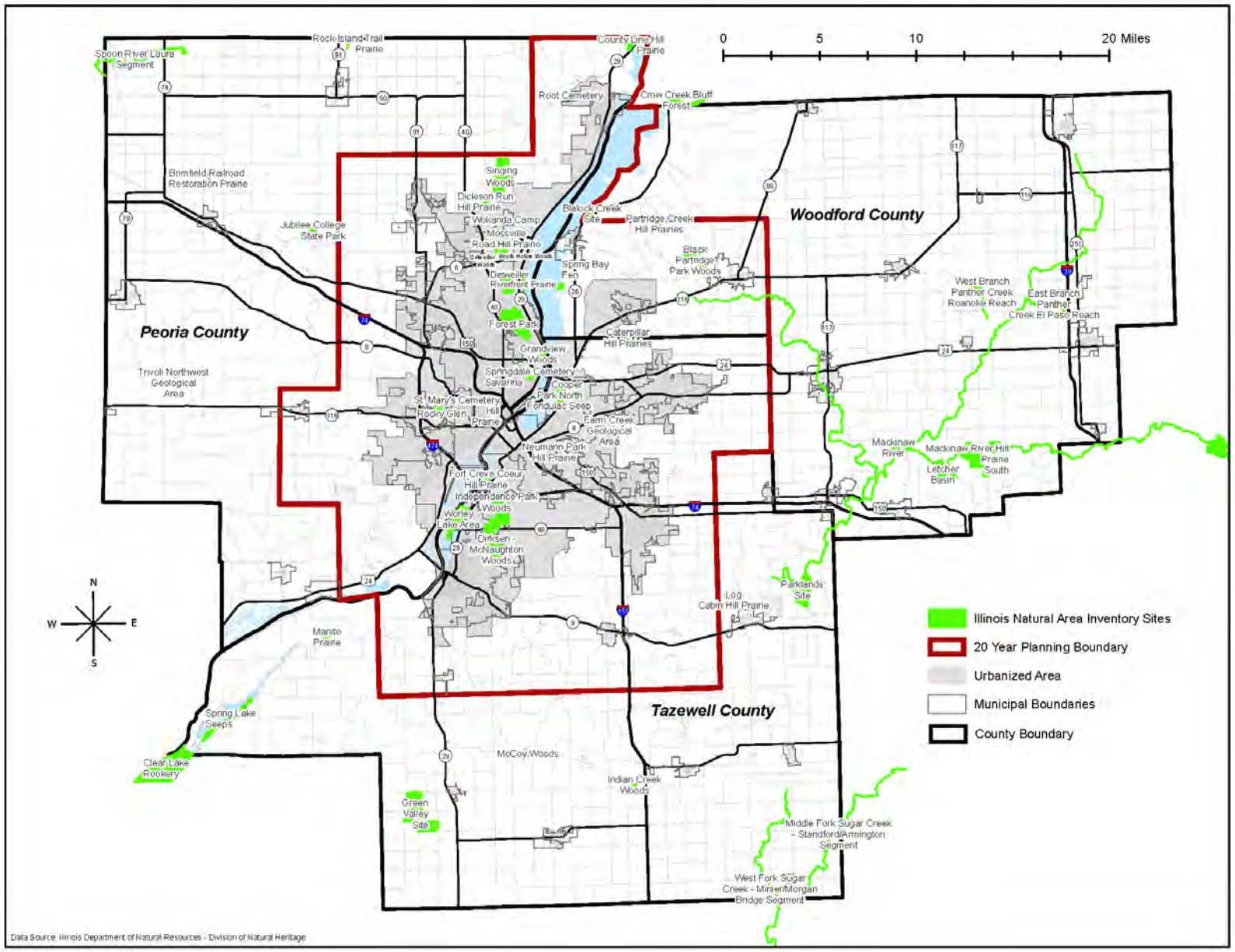


Figure 39: Map of Illinois Natural Area Inventory Sites in Tri-County

The Tri-County region consists of 1,168,509 acres in total. While critical habitat composes less than 1% of the total land area in the region, these areas provide essential landscape for native flora and fauna, as well as ecosystem services that improve the region's quality of life. Woodlands and prairies aid in soil composition, water infiltration, and reducing downstream flooding. Wetlands provide a unique habitat for specific vegetation and animals while also retaining stormwater during times of heavy precipitation, thus reducing the effects of regional flooding. Three prominent sites that provide these ecosystem services include the Mackinaw River (Categories I, II, III, VI; 2,159.52 acres), Parklands Site (Categories II, III, VI; 649.24 acres), and Singing Woods (Categories I, II, III; 748.22 acres).

Information on woodlands, urban areas, grasslands, and agriculture uses was obtained from aerial photography. Wetland information for the Peoria-Pekin Urbanized Area is based on data from the United States Fish and Wildlife Services (USFWS) National Wetland Inventory classification system, as well as from local agencies. To track preservation (or exploitation) of natural systems over time, land cover acreage should be mapped every five years during the development of the LRTP. See **Figure 40** for a map of land coverage in the Tri-County region.

As of December 2023, there were 23 endangered species and 29 threatened species in Peoria, Tazewell, and Woodford counties according to the Illinois Natural Heritage Database (Illinois Threatened and Endangered Species by County, 2023). Those critical species rely on 10,905.98 acres of significant habitat and geologic features (Illinois Natural Areas Inventory, 2024).

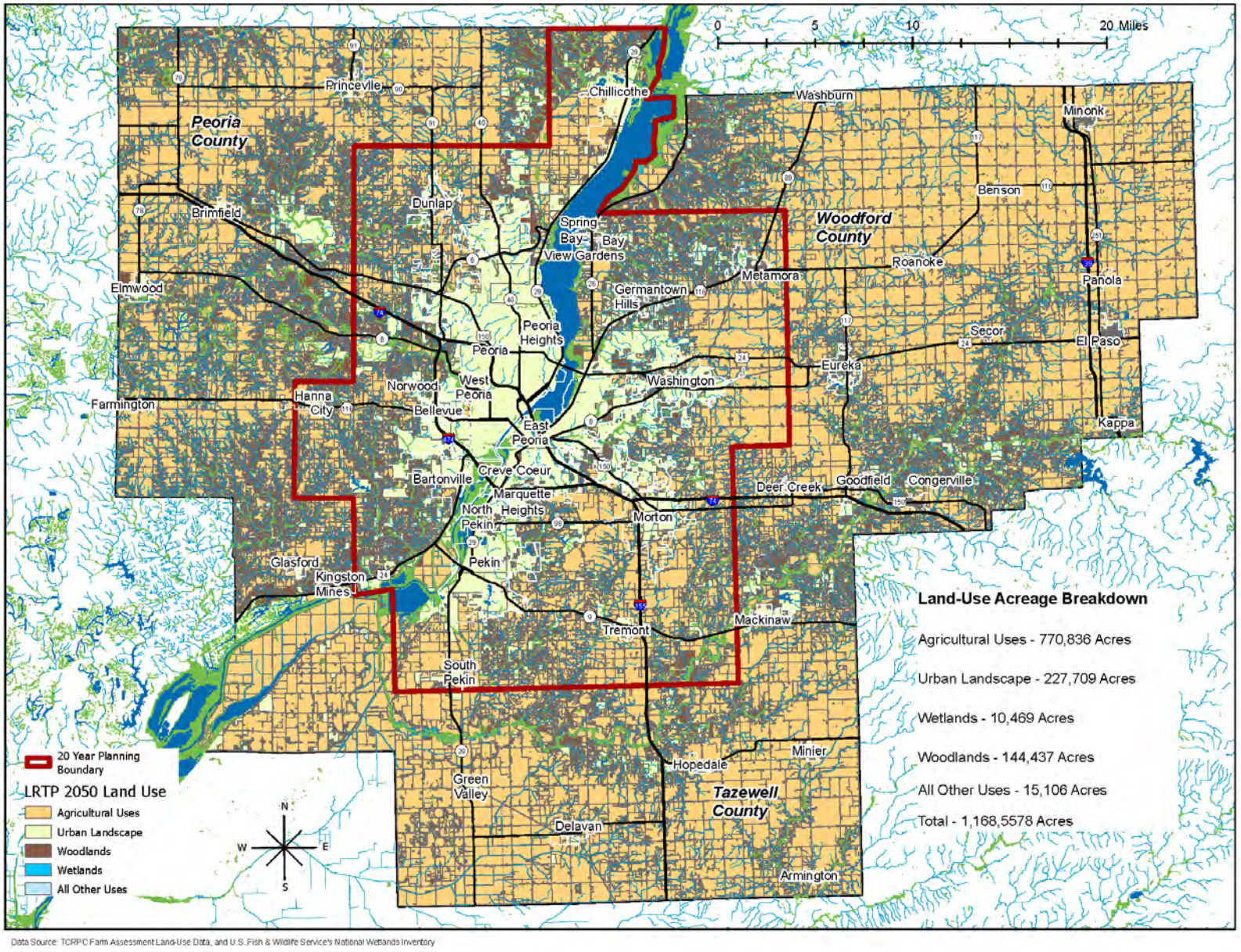


Figure 40: Tri-County Land Cover

Water and Land

Prior to industrialization, the Illinois River was a highly productive river and hosted a variety of fishes, waterfowl, and mammals. However, since the late nineteenth century, prominent disturbances have left the river's water quality degraded. Increased erosion, sedimentation, and shallow channels are continuing to threaten ecosystems and the ease of transportation along the river. But what do things like siltation and impaired waterways mean for the transportation system in the Tri-County area? **Table 33** outlines the list of impaired waterways, and the following subsections go into detail about major transportation issues that arise due to impaired waterways (Appendix A-2. Illinois' 2018 303(d) List (sorted by name), 2018)

Table 33: Impaired Waterways in Greater Peoria

Priority	Water Name	Designated Use	Cause
Medium	Eureka	Aesthetic Quality	Cause Unknown, Phosphorus (Total), Total Suspended Solids (TSS)
Medium	Fargo Run	Aquatic Life	Cause Unknown
Medium	Farm Creek	Aquatic Life	Oxygen, Dissolved
Medium	Illinois River	Fish Consumption, Primary Contact Recreation	Polychlorinated biphenyls, Mercury, Fecal Coliform
Medium	Kickapoo Creek	Fish Consumption	Polychlorinated biphenyls, Mercury
Medium	Lake of the Woods	Aesthetic Quality	Phosphorus (Total), Polychlorinated biphenyls, Mercury
Medium, Low	Mackinaw River	Fish Consumption	Polychlorinated biphenyls, Mercury
Medium	Tenmile Creek	Aquatic Life	Cause Unknown, Dissolved Oxygen

Water Quality

The City of Peoria has a combined sewer located downtown. A combined sewer collects and transports both sanitary wastewater and stormwater to the Greater Peoria Sanitary District. During periods of heavy rain or snow melt, the combined sewer system can be overwhelmed, causing untreated sanitary wastewater mixed with stormwater to be released into the Lower Peoria Lake. This is known as a Combined Sewer Overflow (CSO). During a heavy rain event, water requires an escape route to help avoid raw sewage backup into basements and sewers. According to the City of Peoria, this occurs between 20 and 30 times a year and results in exacerbated erosion, sinkholes, and flooding in the tri-county area (Combined Sewer Overflow, n.d.) (Stormwater Utility, n.d.).

Combined Sewer Overflow

Sewers were first installed in the City of Peoria to collect and transport stormwater away from urbanized and industrialized areas (Combined Sewer Overflow, n.d.). While not intended to hold sewage, property owners started connecting their sewage lines to this system once indoor plumbing became more commonplace. The connection of sewage lines to the original stormwater sewers created a combined sewer system, or CSO, that discharged both stormwater and sewage directly into the Peoria Lakes. Despite this being typical for the time, modern standards now require a limit on these pollutants.

From the 1920s to 1930s, the Greater Peoria Sanitary and Sewage District was formed, and it constructed a large interceptor, a component of a sewer network that transports sanitary wastewater and stormwater runoff to a wastewater treatment plant (Components of a Wastewater Collection System, 2012). The 1948 Water Pollution Control Act went through sweeping amendments to become the 1972 Federal Clean Water Act (CWA). This put regulations on the source of water pollution and required a permit, the National Pollutant Discharge Elimination System permit, for the discharge of pollutants into waterways (Combined Sewer Overflow, n.d.). This permit puts limits on the types of pollutants that can be discharged and requires monitoring and reporting of water quality.

In the 1980s, the City of Peoria undertook an effort to reduce sewer overflows by reducing the average annual CSO volume from 840 million gallons to 160 million gallons. This undertaking required approximately $10 million in infrastructure improvements. Beginning in the early 2000s, the Municipal

Separate Storm Sewer System designation was implemented. This designation requires the city to develop, implement, and enforce a stormwater management program (SWMP), which describes how it will reduce the discharge of pollutants from its sewer system. In 2006, Peoria's National Pollutant Discharge Elimination System (NPDES) permit required the city to develop a Long-Term Control Plan to reduce the number of CSO events (see **Figure 41**). In November 2008, the US EPA determined the Peoria CSO area as ecologically sensitive, which mandated a higher level of protection than previously required. This means that the Peoria CSO must be eliminated or relocated to an extent financially possible (Combined Sewer Overflow, n.d.).

The City of Peoria has set project milestones to tackle the issue of CSO events with the ultimate goal of 100% CSO volume reduction by 2039 (Our Water Our Way, 2020). As a result, there is a focus on utilizing Peoria's unique topography and soil to implement bio-based stormwater infrastructure instead of "gray" infrastructure. The program began in 2022, and improvements to the existing pipe systems are expected to reduce CSO volume by 20% by the end of 2024.

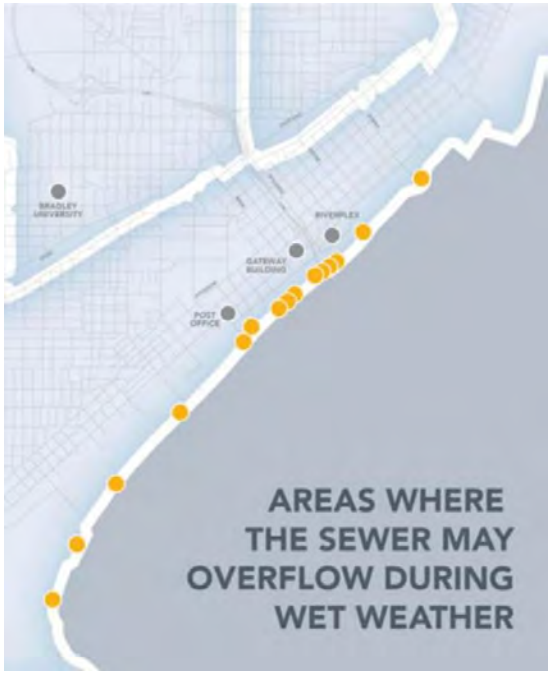


Figure 41: Peoria CSO Outfalls

Bio-Based Stormwater Infrastructure Solution

In the past, land development in rural and urban areas has relied heavily on gray infrastructure, a series of pipes and tunnels to transport stormwater to treatment plants or water bodies. While this has worked in the past, the capacity of these systems to manage stormwater is decreasing and resulting in serious consequences for water bodies and infrastructure (Green Infrastructure, 2024). Impervious surfaces, particularly in urban areas, decrease the natural absorption of stormwater and create runoff that collects bacteria, heavy metals, and other pollutants that end up in streams and rivers. Buildings, parking lots, and roadways are all examples of impervious surfaces that trap stormwater and limit the water absorption of natural systems. To improve urban adaptability, bio-based stormwater infrastructure (BBSI) systems are being introduced. The purpose of this bio-based infrastructure is to absorb stormwater where it falls via permeable surfaces and naturally occurring plant and soil systems (See **Figure 42**) (Problem Solving with Green Infrastructure, 2017).

Figure 42: Bio-Based Stormwater Infrastructure (Bioswales) in Downtown Peoria

In 2015, the City of Peoria submitted a draft plan to the US EPA that outlines a CSO solution using 100% BBSI solutions. The use of BBSIs would help reduce the burden on current stormwater management systems during wet weather events by reducing peak volume and velocity. Additionally, BBSIs help reduce the amount of sediment and pollutants transported into local tributaries and ultimately the Peoria Lakes. Due to Peoria's geographic position on a glacial sand terrace with high natural drainage capacity, BBSIs are expected to be quite successful. To help fund the plan, the City of Peoria looked at alternative funding sources, such as stormwater utility fees,

which are dedicated funding mechanisms for stormwater solutions. These stormwater utility fees were implemented by the City Council in the summer of 2018 (Stormwater Utility, n.d.).

As of 2020, City of Peoria and the Greater Peoria Sanitary District (GPSD) entered into a settlement agreement with the US EPA to implement BBSI with the ultimate goal of reducing CSOs (Combined Sewer Overflow, n.d.). A preliminary environmental impact report (see **Figure 43**) outlines the potential location of the BBSI project, as well as the drainage and combined sewer drainage areas. The City of Peoria and GPSD will also work collaboratively to reduce CSOs by improving the combined sewer system, cleaning the Riverfront Interceptor pipe, enlarging regulators, and adding control gates (Cleaner River Project, GSPD's Work in Peoria's Combined Sewer System (CSO), n.d.).

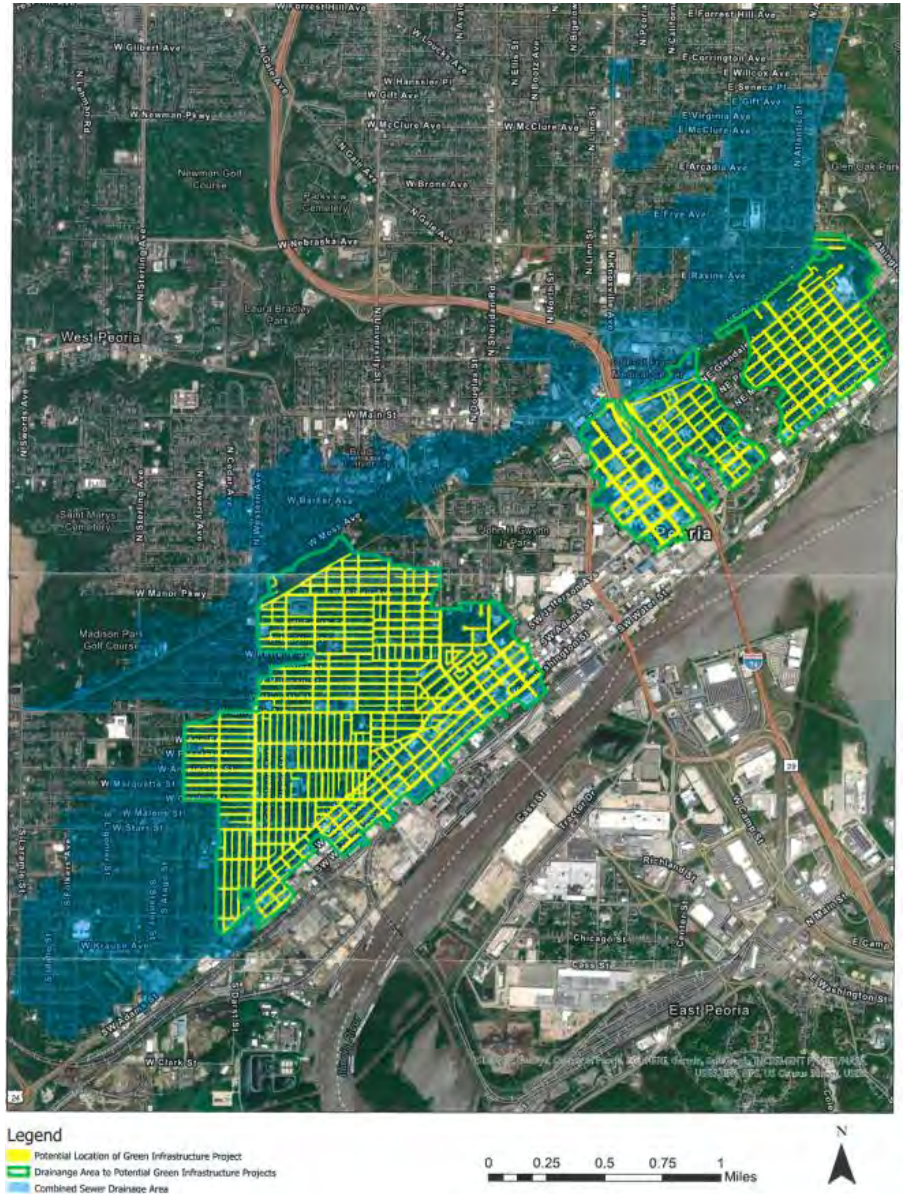


Figure 43: Bio-Based Infrastructure Project Planning Area

Erosion and Runoff

Erosion of stream banks and steep slopes, as well as runoff from non-permeable surfaces, are issues that greatly impact the tri-county region. Erosion is the movement of soil, rock, and other materials through natural processes such as gravity or water (Erosion, n.d.). **Figure 45** shows an example of erosion into a stream in Peoria County. While erosion is a natural process that allows for the formation of rivers, like the Peoria Lakes, this process has been greatly exacerbated by human activities. Foot traffic, construction, and the removal of natural vegetation all contribute to the disruption of natural processes that hold soil together. Native vegetation in particular plays a large role in holding soil together because of their extensive fibrous root systems seen in **Figure 44** (Mosier, Córdova, & Robertson, 2021). Plant roots reinforce soil and increase water absorption, something that is reduced when native vegetation is removed for construction or agriculture (Chok, Jaksa, Kaggwa, & Griffiths, 2015). The historical removal and replacement of vegetation for roadways has created an extensive road network with impervious surfaces that creates runoff and causes erosion. Stormwater runoff must be managed in an ecologically sensitive manner so that it does not exacerbate erosion and divert pollutants into streams and rivers.

Figure 45: Example of Erosion in Peoria County

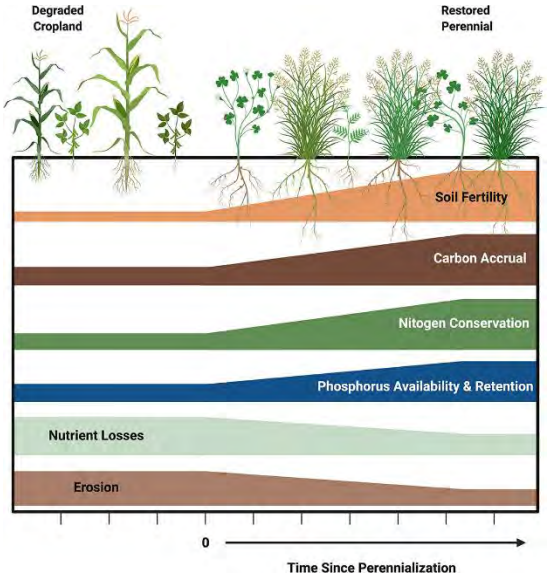


Figure 44: Impact of Vegetation Type on Soil (Mosier, Córdova, & Robertson, 2021)

BBSIs are also relevant solutions to both erosion and runoff, and in fact, soil erosion control efforts on uplands in the past three decades have been successful in the tri-county region. Looking forward, BBSIs can be integrated into roadway projects in numerous ways, such as:

- The use of vegetative bioswales and wetland retention to filter and absorb stormwater from the road system
- Natural habitat management to compensate for lost systems, such as planting native vegetation in swales
- Minimizing land disturbance during road construction
- The use of porous pavement
- Reducing the amount of herbicides and chemical agents used for road maintenance

The concept and associated technology of bio-based stormwater infrastructure has been evolving for decades, and engineers and scientists are becoming more and more confident in the applicability and effectiveness of these technologies for erosion and runoff.

Negative Effects of Erosion & Runoff

According to the IL EPA and sediment studies, many tributaries in Peoria, Tazewell, and Woodford counties are suffering from poor water quality (Abi-Akar, Bruner, & Theiling, 2018). Ravine and stream erosion are threatening properties and transportation infrastructure, as well as ecosystem services of the lakes. Many of the benefits for Peoria Lake and its tributaries, such as recreation, fishing, and channel navigation, are being threatened due to the continuous sedimentation. This has resulted in a loss of 77% of the original volume (Demissie & Bhowmik, 1986). Sections of the Illinois River that were once eight feet deep are now just 18 inches deep.

Sedimentation, also called siltation, greatly affects barge transportation. Barges need a depth of eight to nine feet to navigate. Currently, only a narrow channel is kept open at the nine-foot depth. Barges must stay within this channel or risk running aground (Locks & the River, n.d.). This means that when two barges going in opposite directions must pass, one barge must pull over. There are only certain places along the river where a barge can safely pull over to let another barge pass. This leads to delays in the river transport of freight.

Besides water depths, continued sedimentation in the Peoria Lakes has deteriorated aquatic resources in the area and increased the potential for maintenance dredging of the navigation channel. Land use around the Peoria Lakes has significantly changed over time. These changes have caused the local watershed to contribute to the sediment load within the Lakes and have contributed to the decline in habitat and water quality. See **Figure 46** for a visual representation of river sedimentation.

Figure 46: Visible sedimentation on the Peoria Lakes, Illinois River

Adaptability

Tri-County has conducted a myriad of plans throughout the years that informed regional knowledge of existing conditions and vulnerabilities. However, the region has not yet developed a regional plan to cover the area's adaptability to hazards and atmospheric inconsistencies. Some example plans that the region has developed that supply an overview of existing conditions and vulnerabilities regionally are:

- The 2014 *Heart of Illinois Sustainability Plan* outlines areas of sustainability that the region can move forward with. This plan was a result of the Partnership for Sustainable Communities, a collaboration between the US departments of Housing and Urban Development, Transportation, and Environmental Protection Agency. This plan outlines the transportation choices in the region, the promotion of fairness and affordability in housing, increased economic viability, and supporting the MPO communities (Eaton, Hayward, & Goforth, 2014).
- The 2018 *Peoria Lakes Comprehensive Conservation Plan* outlined the issues surrounding the Peoria Lakes, the section of the Illinois River around the City of Peoria. The document outlines the existing issues that plague the region's major waterway: mainly, declined water quality and sedimentation (Abi-Akar, Bruner, & Theiling, 2018).
- Every five years, TCRPC updates its LRTP (this document), which outlines transportation-related goals and objectives over a 25-year horizon. This document shows a breadth of data and analysis about the state of the region, the connection between transportation and economy, environment, freight, housing and community development, mobility and connectivity, and public health. This provides a baseline level of understanding to be able to pave a way forward (Long-Range Transportation Plan, 2024).
- Tri-County has also actively updated its regional Hazard Mitigation Plans (HMPs) for the past several years. In the HMPs, jurisdictions in the region are provided with hazard identification, hazard profiles, critical facilities and infrastructure, typical damage impacts, and hazard occurrence data. This information allows communities to identify which hazards they should be most prepared for, what to expect, how their infrastructure might be impacted by their presence, the impact of hazard intensity, and frequency with which certain hazards have occurred in the past. In terms of vulnerable

facilities, an analysis of these is listed Tri-County's HMPs. The most recent Tri-County HMPs were completed in 2023 and 2024 and were split up into three documents: Peoria County, Tazewell County, and Woodford County (Hazard Mitigation Planning, 2024).

- Finally, TCRPC is currently undertaking a Kickapoo Creek Watershed-Based Plan process. This process, funded through the IL EPA, includes data collection and analysis of water quality, documentation of issues such as erosion, and a general understanding of where any other watershed issues currently exist. This study has been underway since early 2024, and it is set to be completed in fall 2025.

A regional adaptability plan would bring multifaceted benefits to the region when it comes to erosion and sedimentation, economic development, and investment in communities that have experienced disproportionate impacts to resources and access. Erosion and sedimentation are two major adaptability-driven challenges in the region, with real and continuous effects on area roads and transportation. A regional adaptability plan will help illuminate where more specific instances are occurring near roads and other transportation facilities, and how the most effective implementation projects would help. Three examples of these issues are IL Route 116 in East Peoria, IL Route 29 in Peoria Heights, and streambank erosion on Dry Run Creek.

East Peoria is the third-largest city in the region, and its roads serve as a vital connector from Pekin to Peoria, the respective second- and first-largest cities in the region. Both cars and transit vehicles use Route 116, which meanders near the bluffs in East Peoria. Below the bluff area, there have been erosion and sedimentation issues along Route 116. The city has had to put funding, planning, and resources into this area to manage these ever-changing issues, otherwise, the road may be in danger of being at least partially impassable.

Illinois Route 29 in Peoria Heights has required significant environmental engineering work due to more than one landslide that occurred along that road. This Illinois River-adjacent route serves as a connector for both cars and transit vehicles.

Finally, Dry Run Creek has a watershed that includes sections of Peoria, Peoria Heights, and West Peoria. High rainfall in recent years has caused significant erosion and sedimentation, enough to warrant a study.

This creek is adjacent to bridges in the area, which would affect transportation and roads around the region.

These are three examples of locations that invite adaptability challenges in the MPO region touching significant transportation routes, and a plan for regional adaptability would benefit in this realm.

A regional adaptability plan could deliberately consider the previously disenfranchised communities in the region, particularly those residing within the South Side of Peoria (ZIP code 61605), to make the most difference in these such areas. A higher land-use productivity within such communities may ultimately contribute to a more productive workforce, safer community, and increased investments to the area. Improved transportation access for residents of under-resourced communities, achieved through the expansion of affordable and reliable public transit options, safe pedestrian walkways, and bike lanes, will not only bolster regional adaptability but also amplify land use productivity within previously disenfranchised communities.

Within the South Side of Peoria, there are known issues with ponding and flooding of certain bus stops. This is because the stormwater infrastructure is the oldest in the most southern part of the city, part of the CSO, and it needs the most maintenance. But due to historical disenfranchisement, that area was frequently overlooked when city and regional projects were considered.

Freight Movement

The Greater Peoria area in Illinois serves as a pivotal hub for freight transportation, leveraging a comprehensive network of highways, railroads, waterways, and air services to facilitate the efficient movement of goods. The following section looks at freight movement in the Greater Peoria region, statewide, and even some wider-reaching ripple effects.

Freight Movement Overview

Since specific data on the freight movements within the tri-county region does not exist, this section will look at State of Illinois freight data. See **Figure 47** for a summary overview of freight movement in Illinois (State Transportation by the Numbers, 2024). The Illinois 2023 District 4 Freight Plan provides county freight profiles for Peoria, Tazewell, and Woodford counties, which are included in **Appendix G**. The table below details the top commodities that are shipped within, from (outbound), or to (inbound) the State of Illinois by weight in tons (FAF5 Summary Statistics, 2024).

Table 34: Top Ten Commodities by Tonnage Shipped Within, From, and To Illinois (FAF5 Summary Statistics, 2024)

	Within the given state (S to S)		Outbound from the given state (S to all other states)		Inbound to the given state (all other states to S)	
State (S)	**Commodity (tons_within)**	**tons_within**	**Commodity (tons_out)**	**tons_out**	**Commodity (tons_in)**	**tons_in**
Illinois		**552,309.3**		**326,999.2**		**406,184.8**
	Cereal grains	119,080.4	Cereal grains	49,083.0	Crude petroleum	131,986.9
	Gasoline	66,552.9	Natural gas and other fossil products	37,198.1	Natural gas and other fossil products	55,703.0
	Gravel	46,082.6	Other ag prods.	27,949.3	Cereal grains	19,704.7
	Fuel oils	42,886.1	Gasoline	23,353.9	Other foodstuffs	19,247.4
	Natural gas and other fossil products	42,040.7	Coal	21,493.7	Coal	17,058.9
	Other ag prods.	38,945.1	Other foodstuffs	19,060.5	Base metals	14,969.6
	Nonmetal min. prods.	35,547.9	Base metals	13,496.5	Gasoline	13,463.1
	Animal feed	18,541.8	Natural sands	12,675.9	Other ag prods.	11,295.4
	Waste/scrap	16,952.9	Basic chemicals	12,220.2	Basic chemicals	8,903.3
	Other foodstuffs	14,057.2	Animal feed	12,015.0	Animal feed	8,738.8

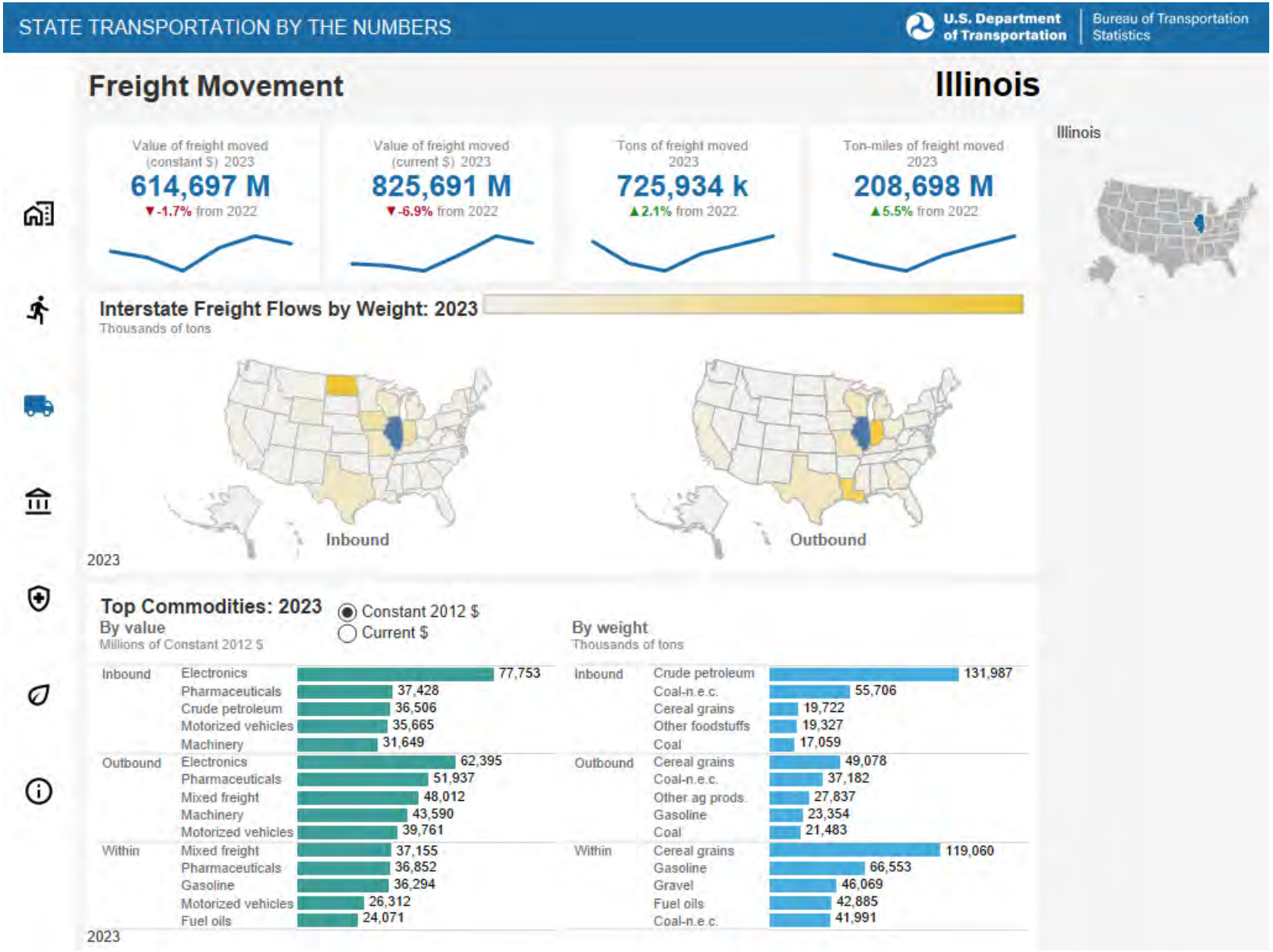


Figure 47: Illinois Freight Movement Summary (State Transportation by the Numbers, 2024)

Highways and Trucking

Goods and materials produced in the Peoria area and throughout Illinois are transported across the country via freight trucks. In the MPA, national and state highways facilitate the movement of heavy machinery, crops, and other products to their local, national, or global destinations. Understanding the importance and nature of on-road freight transport is essential to keeping the region economically competitive in the future.

The FHWA funds the Center for Transportation Analysis, which releases freight statistics through its Freight Analysis Framework (FAF) system. In Illinois, the top ten commodities transported by on-road freight are listed in **Table 35** (Data Tabulation Tool, 2024).

Table 35: Illinois Top Ten Commodities by Tonnage of On-Road Freight Transport

Commodity	thousand tons in 2017
Cereal grains	120,158.19
Gasoline	61,387.54
Gravel	47,116.88
Other Agricultural Products	43,160.24
Non-Metallic Mineral Products	41,139.81
Fuel oils	36,681.09
Other Foodstuffs	24,582.04
Animal feed	23,086.41
Waste and Scrap	22,713.29
Natural gas and other fossil products	21,039.86

Strategically positioned at the intersection of major highways, including Interstates 74, 474, and 155, Peoria offers seamless road connectivity for freight transport. The region's logistics industry is robust, supported by approximately 65 interstate and local trucking firms that cater to varied supply chain requirements (Logistics, n.d.).

Freight carriers rely on the region's road system working in concert with freight modes to meet deadlines and maintain inventory. Commercial trucking is a major aspect of the region's economy, and many transportation decisions are made with on-road freight transport in mind.

Engineers design truck routes with the size, weight, maneuverability, and clearance requirements of large trucks and tractor trailers in mind. Without these extra design measures, roads used heavily by trucks would rapidly deteriorate. A system of designated truck routes is in place to restrict heavy truck traffic to highways and roads built to accommodate them. The State of Illinois classifies truck routes using a system of three classes (see **Figure 48** for a map of truck routes in the Tri-County area):

- **Class 1** truck routes are limited access, divided highways built to accommodate regional and national traffic.
- **Class 2** routes are not limited access highways, but they have the same size and weight restrictions as Class 1.
- **Class 3** routes have more restrictive size and weight limits, and they are generally rural roads used for transporting agricultural materials and equipment (Chicago Truck Route Planning Study, 2013).

The heaviest amount of commercial truck traffic generally occurs on large highways and arterial roads, away from heavily populated areas. Truck traffic in the core of the urbanized area is generally limited to controlled access highways.

In addition to relying on the region's road system, freight carriers also rely on the availability of safe long-term parking. However, there is a shortage of long-term parking for commercial motor vehicles, impacting driver safety and supply chain efficiency.

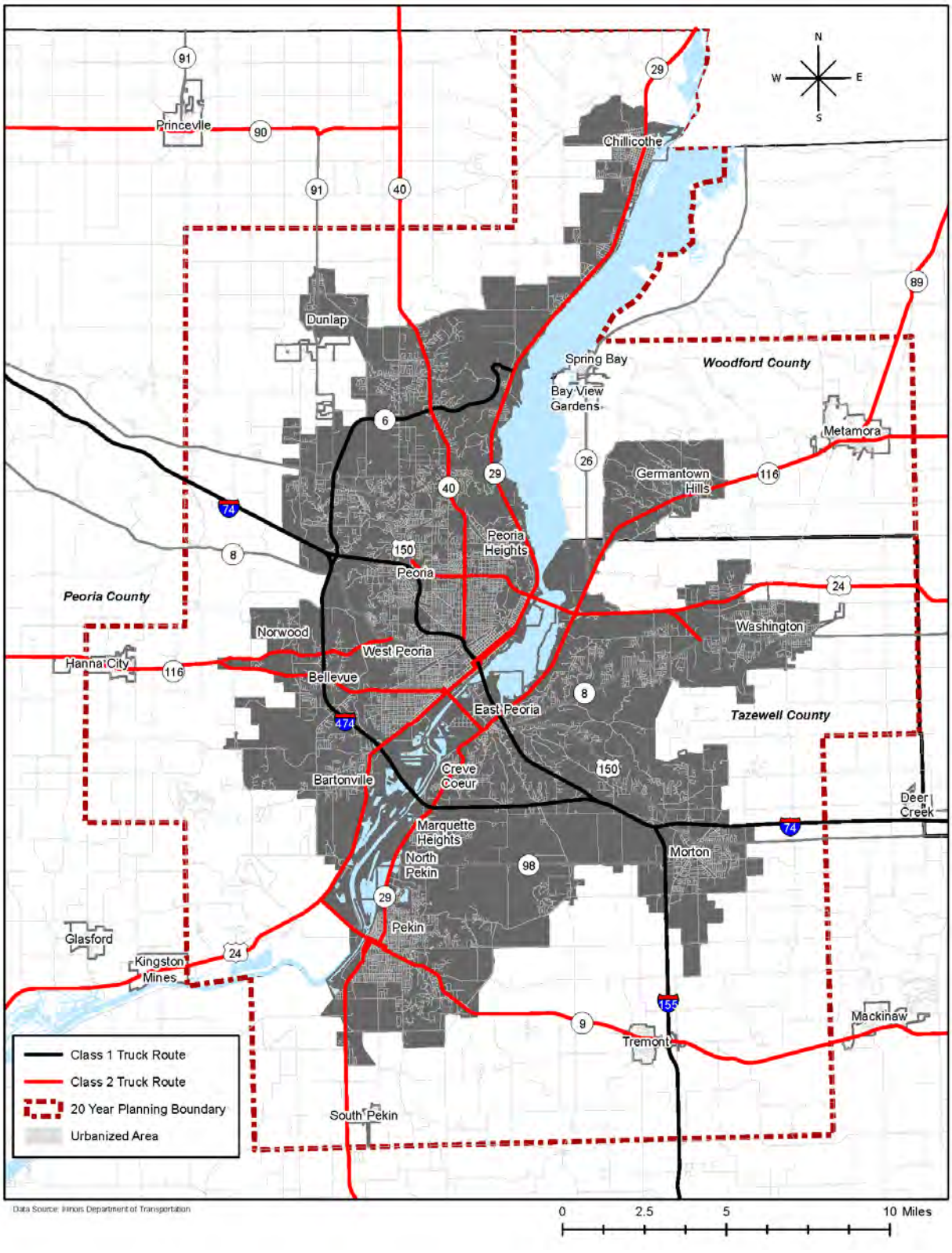


Figure 48: Designated Truck Routes

A 2023 report by the FHWA highlights that many commercial motor vehicles operators struggle to find safe parking, leading to non-compliance with hours-of-service regulations and increased safety risks. This scarcity is particularly acute in densely populated states such as Illinois and Tennessee, where demand for parking exceeds supply. In response, the Biden-Harris Administration has initiated efforts to expand truck parking facilities, recognizing the critical role they play in ensuring driver safety and maintaining an efficient supply chain. Additionally, the Federal Motor Carrier Safety Administration (FMCSA) has emphasized the importance of parking facilities in providing commercial motor vehicle operators with locations to rest and access necessary services (Hughes & Purdy, Winter 2023). Addressing this issue is essential for protecting the well-being of drivers and the public.

Jason's Law, enacted in 2012 as part of MAP-21, addresses the shortage of safe parking for commercial motor vehicle drivers in the United States. The law is named in honor of Jason Rivenburg, a truck driver who was killed in 2009 while parked at an abandoned gas station due to a lack of secure parking options. Jason's Law authorizes federal funding to create and expand safe parking facilities for truck drivers, aiming to enhance their safety and working conditions. The law also mandates periodic surveys to assess the availability of truck parking across the nation. The FHWA conducts these surveys to evaluate the adequacy of truck parking facilities and identify areas needing improvement (Jason’s Law Truck Parking Survey Results and Comparative Analysis, 2015).

Based on these surveys, there is no long-term commercial motor vehicle parking in the Greater Peoria MPA. Within the tri-county region, there is one rest stop location in Woodford County along Interstate 74, the Mackinaw Dells Rest Stop. Currently, only the Westbound stop is open. Northeast of Peoria County, Knox County houses another rest area along the I-74 corridor, the Spoon River Rest Stop (Truck Stop Parking, 2024). **Figure 49** maps these locations, which are both approximately 30 miles from Downtown Peoria.

Finding privately owned long-term commercial motor vehicle parking is less straightforward. For inventorying privately owned parking facilities, Tri-County used allstays.com, which is a website that caters to Trucks, Campers, and RV travelers (Truck Stops Locations in Illinois, n.d.). A map of these privately owned facilities is shown in **Figure 50**.

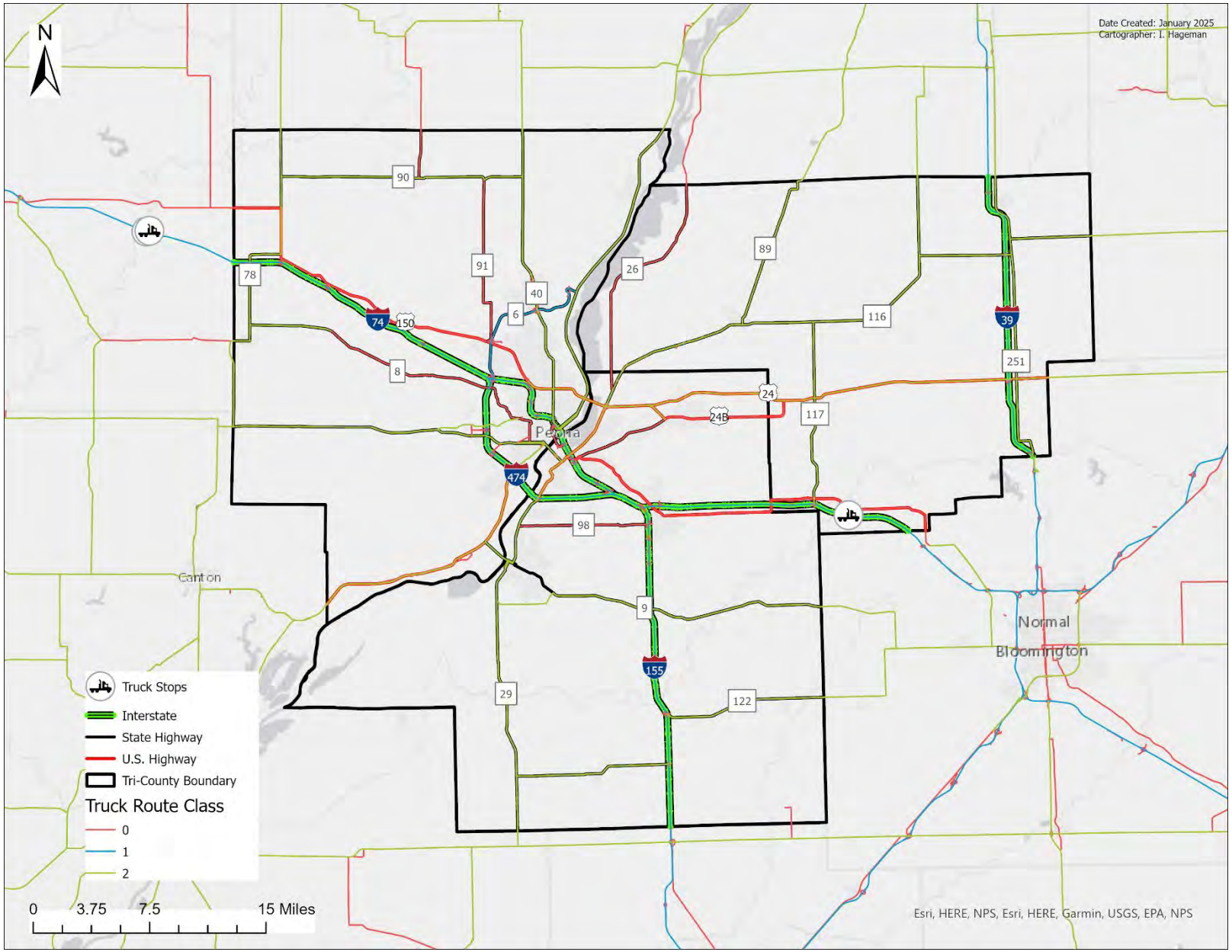


Figure 49: Map of Commercial Motor Vehicle Rest Areas

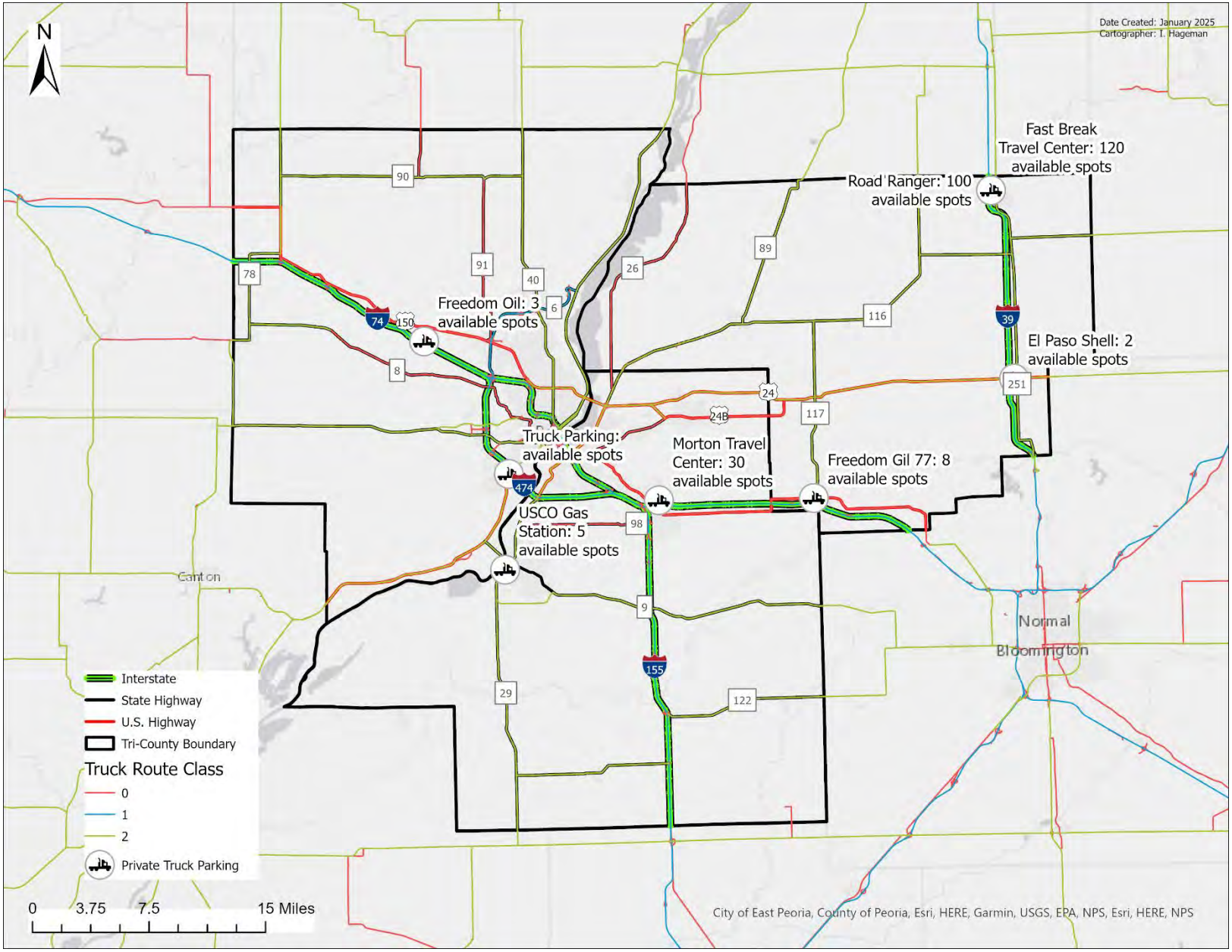


Figure 50: Map of Private Truck Parking in the Tri-County Region

Rail Transportation

The Greater Peoria area's rail infrastructure is extensive, featuring services from multiple Class I and short-line railroads that enhance its freight capabilities (Location & Infrastructure, n.d.). The region is served by nine common carrier railroads: four Class I/Continental railroads, one Class II/Regional railroad, and four Class III/Short line railroads. This complex regional railroad system can be seen in **Table 36** and as a map in **Figure 51**. See below the definitions of each railroad classification (Illinois State Rail Plan, 2023).

- **Class I** railroads are defined by the Federal Surface Transportation Board as having more than $505 million of annual carrier operating revenue. They primarily operate long-haul service providing connections across North America.
- **Class II** (Regional) railroads are defined by having revenue between $40 million and the Class I threshold. They primarily connect to other parts of the State of Illinois and adjacent states.
- **Class III** (Short line) railroads connect local businesses to Class I and II railroad networks. They primarily focus on the "last-mile" service, and can also provide switching (movements of railcars) for other carriers

Table 36: List of railroads in the Tri-County area, with abbreviations and classes

Abbreviation	Full Name	Class/ Type
BNSF	Burlington-Northern Santa Fe	Class I/ Continental
CN	Canadian Northern	Class I/ Continental
IAIS	Iowa Interstate Railroad	Class II/ Regional
IMRR	Illinois & Midland Railroad	Class III/ Short line
KJRY	Keokuk Junction Railway Company	Class III/ Short line
NS	Norfolk Southern	Class I/ Continental
TPW	Toledo, Peoria, & Western Railway	Class III/ Short line
TZPR	Tazewell & Peoria Railroad	Class III/ Short line
UP	Union Pacific	Class I/ Continental

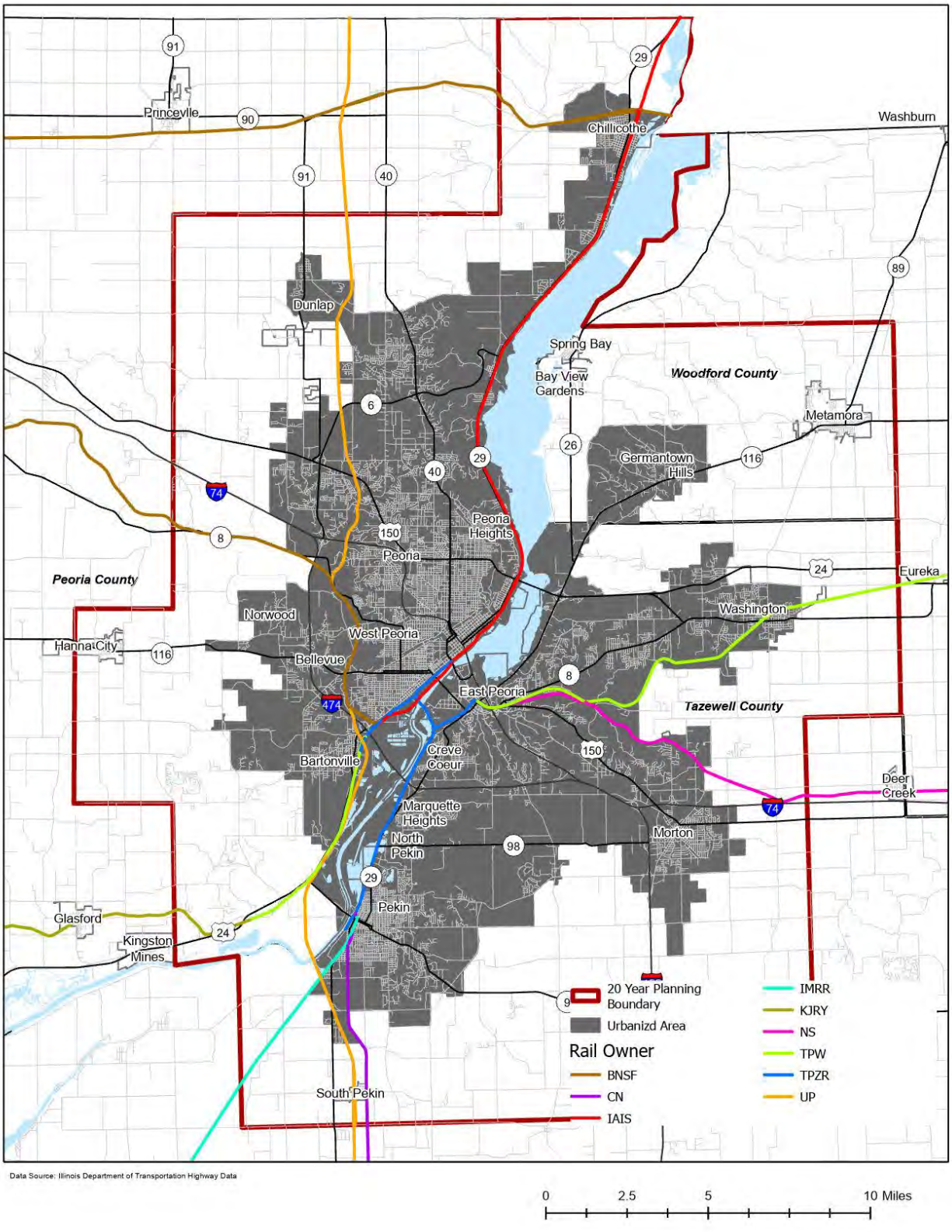


Figure 51: Railroad Routes in Peoria MPO

The Illinois rail system is the second largest in the country, with the first being Texas. Freight shipments via rail make up 37% of the total tonnage of freight shipped statewide (Illinois State Rail Plan, 2023). Additionally, the Illinois rail network has vital connections to a multitude of other freight modes, allowing cargo to be shipped efficiently. In Illinois, the top ten commodities transported by rail are listed in **Table 37** (Data Tabulation Tool, 2024).

Table 37: Top Ten Commodities by Tonnage of Rail Freight Transport

Commodity	thousand tons in 2017
Coal	28053.4723
Natural sands	8313.562
Cereal grains	7897.0513
Other Agricultural Products	3194.277
Gasoline	2259.3906
Waste and Scrap	1768.9063
Other foodstuffs	1425.0268
Base metals	1381.3272
Natural gas and other fossil products	958.8514
Animal feed	841.8919

The Tazewell & Peoria Railroad (TZPR) is a critical component of the Greater Peoria area's transportation infrastructure, significantly contributing to the region's economic vitality. As a 24-mile short-line terminal and switching railroad, TZPR operates over 100 miles of yard and industrial track, and interconnects with major railroads, facilitating efficient cargo transfer and distribution (Tazewell & Peoria Railroad Inc., n.d.). The railroad handles approximately 100,000 cars per year in its rail switching operations, which is the process of breaking up trains and moving railcars around to meet the needs of shipments (Tazewell and Peoria Railroad, 2024).

Waterways

Situated along the Illinois River, Peoria capitalizes on this vital waterway for freight transport. The river has long been the signature landmark for the region with its beautiful landscapes and magnificent views. Many people use the river for recreational purposes, such as boating and fishing. However, the Illinois River is also a working river. It serves as a principal tributary of the Mississippi River, linking Lake Michigan to the Mississippi and providing a main route for transporting commodities from the Great Lakes to the Gulf of Mexico and global markets (Location & Infrastructure, n.d.).

The river has provided the area with the ability to create business and distribute products around the globe, serving as a major link for the transport of goods into and out of the Illinois heartland. From the whiskey distilling era to the growth of manufacturing in central Illinois, the Illinois River has indeed been productive.

The Illinois River is used for the transportation of goods into and out of the region. To the south, it connects with the Mississippi River and from there to deep draft ports in New Orleans to allow for international trade. To the north, the river connects with Lake Michigan, and from there to the Atlantic Ocean (via the St. Lawrence Seaway), again allowing for international trade.

Barge Transportation

River freight is moved by barge, which is a shallow-draft container pushed by a towboat. Barges have plied the Illinois River since the 1930s, carrying freight into and out of the region. All barge freight has three things in common: They are high in bulk, low in value compared to their weight, and are not time sensitive. As far as the major commodity groups that utilize the river for freight transportation in the region, farm products (corn and soybeans) dominate traffic on the system.

Freight travels both upriver and downriver. For example, grain from central Illinois is shipped downriver to New Orleans, and from there to international markets. Coal, on the other hand, is shipped upriver from its place of origin. In Illinois, the top ten commodities transported by barge are listed in **Table 38** (Data Tabulation Tool, 2024).

Table 38: Top Ten Commodities by Tonnage of Waterway Freight Transport

Commodity	Thousands of tons in 2017
Cereal grains	23,419.76
Other Agricultural Products	13,664.51
Natural gas & other fossil products	7,841.99
Fuel oils	3,557.68
Animal feed	3,257.53
Basic chemicals	3,254.11
Other foodstuffs	2,517.68
Coal	1,909.64
Non-Metallic Mineral Products	1,197.05
Natural sands	1,059.18

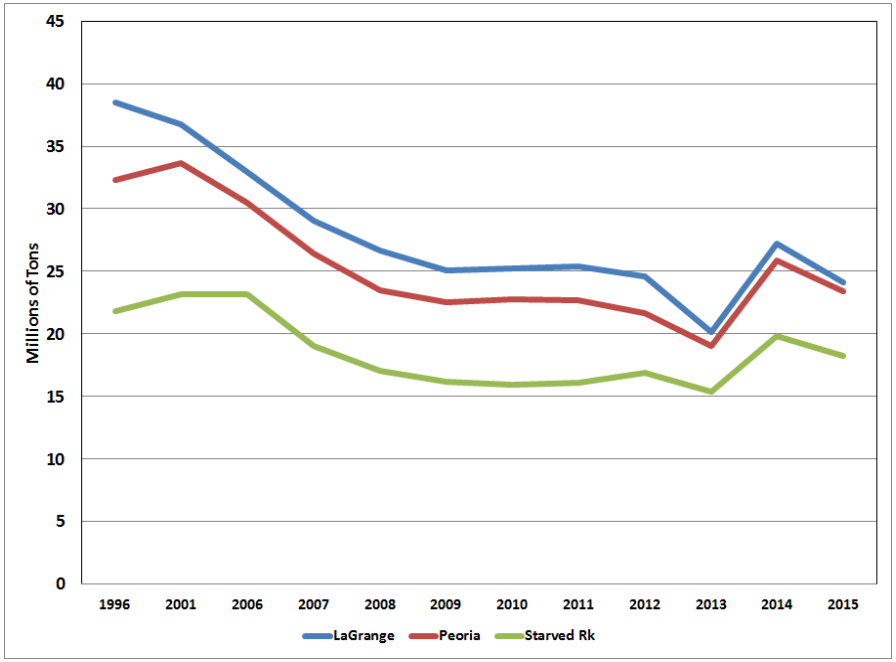


Figure 52: Illinois Waterway Tonnage at Nearby Locks

In 1994, the tonnage of freight shipped throughout the region was 35 million tons (Supply Chain Logistics and Transportation Indicator Study, 2005). In 2015, 23.4 million tons of commodities passed through the Peoria Lock and Dam. In fact, the tonnage shipped through Peoria and the nearby LaGrange and Starved Rock locks has decreased steadily since the mid-1990s, except for an uptick in 2014 (**see Figure 52**). The entire State of Illinois has seen freight tonnage decrease through its locks over the years (Greater Peoria Multimodal Freight Growth Study, 2017).

In fact, this trend extends throughout numerous states. In addition to Illinois' decreasing waterway freight tonnage, Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania, and Wisconsin all saw declines between 2011 and 2015 (Ginsburg & Dirks, 2017).

In Illinois, the waterway freight tonnage decrease is due to declines in the movement of coal, crude materials such as sand and gravel, and manufactured goods like cement. While the transportation of chemicals, including fertilizers and alcohol, has increased, other commodities, such as farm products like corn and soybean products, have remained relatively stable (Greater Peoria Multimodal Freight Growth Study, 2017).

Further, because of deferred maintenance on the locks and dams, delays have increased, and shippers are looking for alternate freight modes, such as railroads. As for whether this trend will continue, according to the 2017 Illinois State Freight Plan (Illinois State Freight Plan, 2017), cited in Ginsburg and Dirks (2017), the percentage of freight shipped on water is expected to decrease due to an expected truck freight tonnage increase. However, statewide freight tonnage is expected to increase by 2050 (see **Figure 54** for total tonnage and **Figure 53** for percent of Illinois freight by mode) (Data Tabulation Tool, 2024).

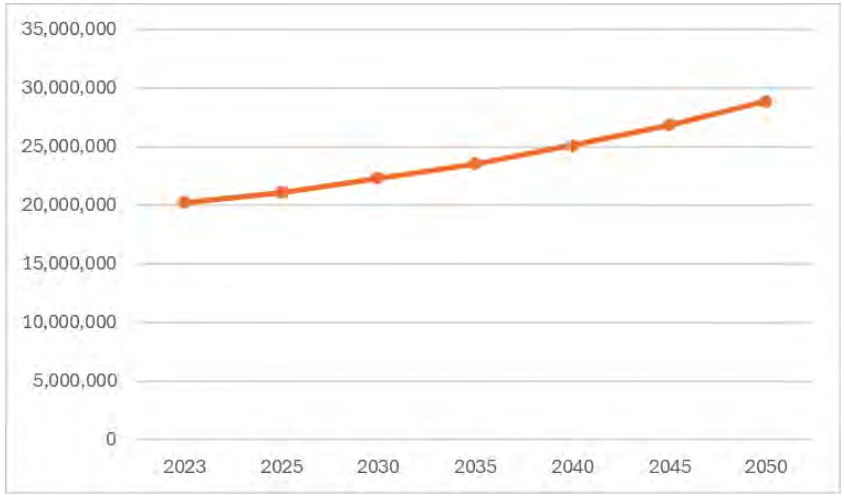


Figure 54: Total Illinois Freight Tonnage in Thousand Tons

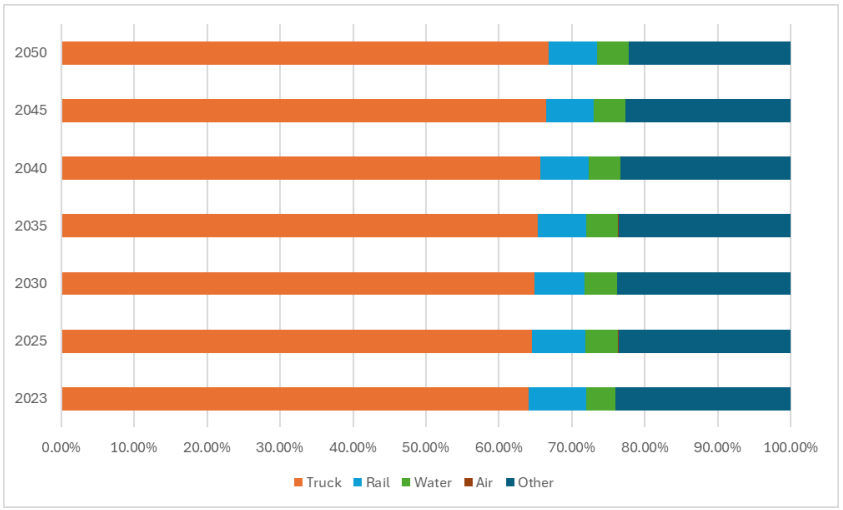


Figure 53: Percent of Illinois Freight Tonnage by Mode

Container-on-Barge Transportation

Container-on-barge, also known as the "marine highway," is a logistics concept where standard intermodal shipping containers – which are normally moved by truck, rail, and deep-draft vessel – are moved on inland and coastal waterways using shallow draft vessels. Currently, there are two operating marine highway services on the inland waterways: the "I-64 Express" connecting the ports of Hampton Roads and Richmond along the James River in Virginia, and a service between the Port of Baton Rouge and Port of New Orleans on the Lower Mississippi where plastic pellets produced in Baton Rouge are containerized and shipped to New Orleans for export. Other locations have invested in, or studied the potential for investing in, marine highway services, but none are operating. One concept under study looks at new self-powered vessels that would serve multiple ports, but the concept has a number of issues yet to be conclusively resolved, including capital and operating cost, funding sources and partners, timing, and provable interest from potential users (Meyers, 2024).

The Heart of Illinois Regional Port District 2025 Port Master Plan looks at the potential for marine highway operations in the Tri-County region and concludes that such a service is not required or justified to meet current regional freight transportation demand, but could potentially emerge at some point if one or more specific large customers determine it to be in their best interest as a transportation logistics option – so the Port Master Plan, while not recommending investment or advancement of the concept, looks to ensure it is not precluded as a future option (WSP USA, 2025).

Benefits of Barge Transportation

Cost is one reason freight is moved by barge. It is estimated that a barge can move cargo 675 ton-miles per gallon of fuel, which is 30% more efficient than a rail car and 78% more efficient than a semi-truck. The improved fuel efficiency does not only help the pocketbook, but it also reduces air pollution. To move the same ton of cargo by rail produces 43% more carbon dioxide than by barge. Semi-trucks generate 832% more carbon dioxide. See **Figure 55** and **Figure 56** for graphical comparisons (Woodruff, 2022).

A barge capacity is another reason freight is moved via the waterways. A barge can handle cargo that is too big or heavy to be transported over highways or by rail. See **Figure 57** for a visual representation of cargo capacity of a barge, rail car, and large semi. One barge has the same cargo capacity as 16 rail cars, or 70 large semis (Barge, truck, rail comparison graphic, 2023). It is evident that barge transportation can transport more at one time at a lower cost, all while recognizing the freight effects on natural resources.

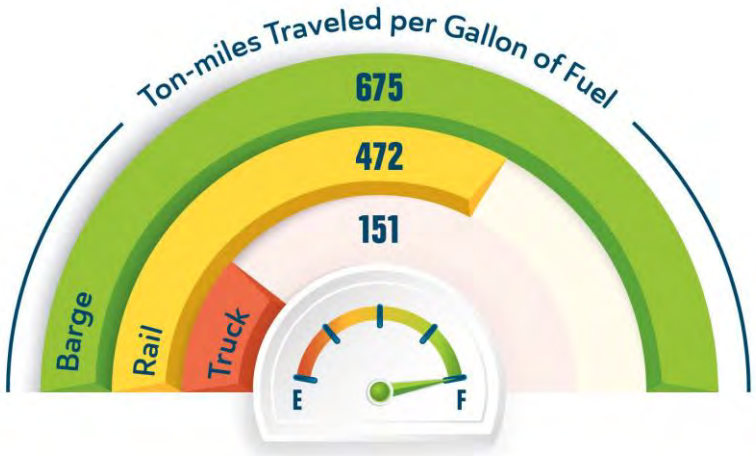


Figure 55: Fuel Efficiency of Ton-Miles per Gallon (Woodruff, 2022)

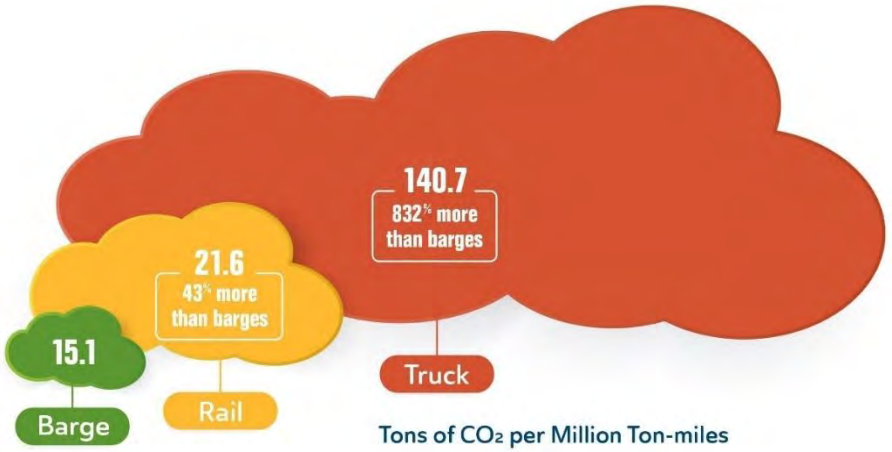


Figure 56: Air Pollution per Million Ton-Miles (Woodruff, 2022)

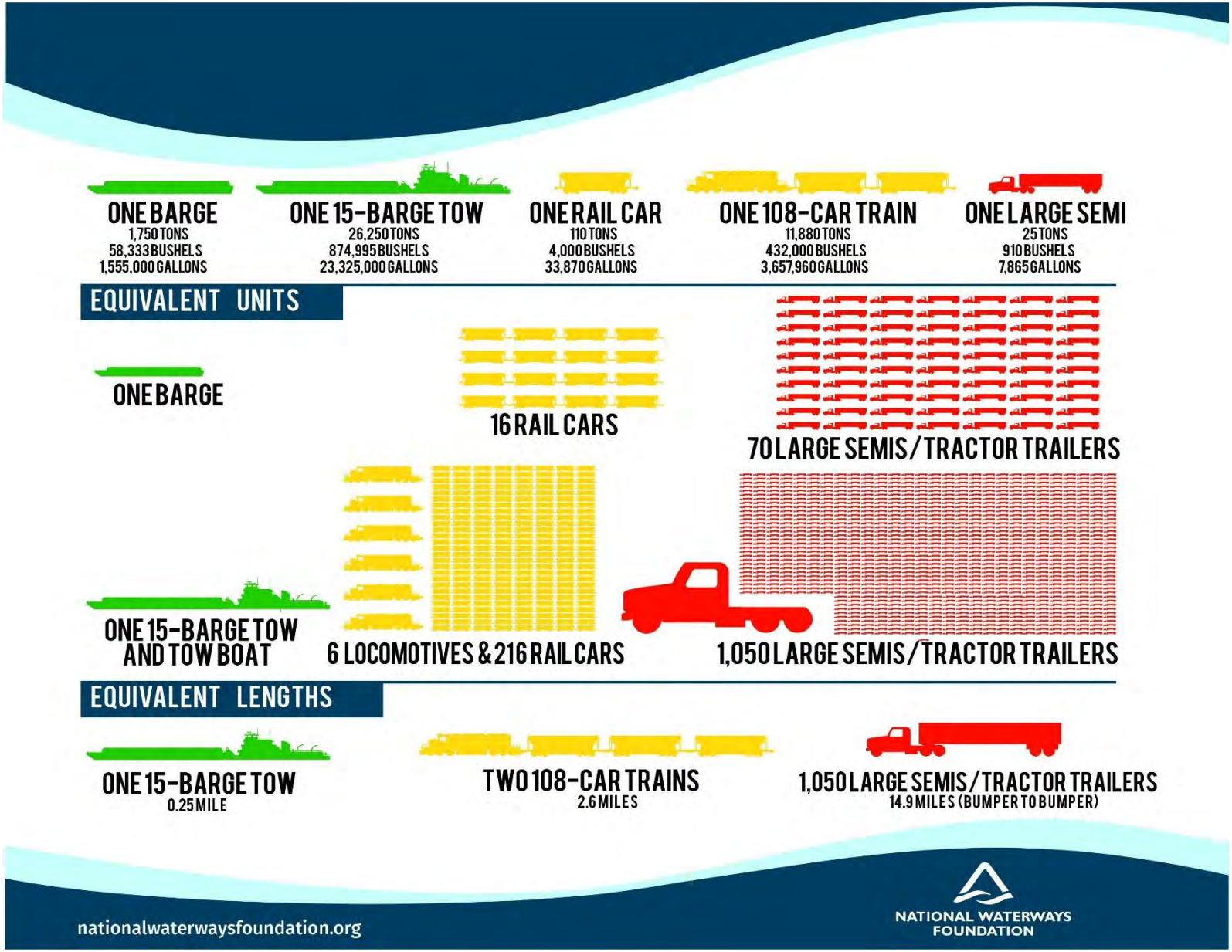


Figure 57: Cargo Capacity Comparison (Barge, truck, rail comparison graphic, 2023)

Locks and Dams

Barge transportation is possible only because of the system of locks and dams on the Illinois River. Locks and dams are constructed to overcome the natural fall of the river from its headwaters to its mouth. Between Lake Michigan to the north and the Mississippi River to the south, with eight locks and dams along the waterway. (Illinois Waterway Locks & Dams, 2018). The Illinois Waterway stretches 333 miles and drops 160.5 feet in elevation (Waterway Map and Profile, 2013).

The Peoria Pool, a segment of the Illinois River, spans from the Peoria Lock and Dam (river mile 157.7) upstream to the Starved Rock Lock and Dam (river mile 231) (Peoria Pool Illinois River, 2024). This section is vital for navigation and commerce, particularly for transporting goods like grain, petroleum, and coal (Peoria Lock and Dam). The table below details the commodity tonnage that passed through the Peoria Lock and Dam in 2017 (Peoria Lock & Dam, 2018).

Figure 58: Peoria Lock and Dam During High Flow and the Wicket Gates Down (Peoria Lock and Dam)

Table 39: Peoria Lock and Dam Commodity Tonnage (2017)

Commodity	Tonnage
Coal, Lignite, and Coal Coke	1,614,348
Petroleum and Petroleum Products	3,716,955
Chemicals and Related Products	5,274,568
Crude Materials, Inedible, Except Fuels	2,907,889
Primary Manufactured Goods	2,814,789
Food and Farm Products	8,171,387
Manufactured Equipment & Machinery	62,630
Waste Material	10,900
Unknown or Not Elsewhere Classified	35,100

The Peoria Lock and Dam, located approximately four miles downstream of Peoria, is one of two wicket dams on the Illinois Waterway. These dams allow for "open river" conditions during high water by lowering the wickets, enabling vessels to pass without using the lock. The lock chamber at Peoria measures 110 feet wide by 600 feet long, with a lift of about 11 feet (Peoria Lock and Dam). Situated near Utica, Illinois, the Starved Rock Lock and Dam marks the upstream boundary of the Peoria Pool (Starved Rock Lock and Dam).

The locks and dams along the Illinois River, including those within the Peoria Pool, are managed by the USACE. These structures are essential for maintaining a consistent navigation channel, accommodating various types of vessels, and supporting commercial activities. The Peoria Pool, in particular, ranges from slow water velocities and soft substrates in areas like Peoria Lake to swifter flows and coarser substrates upstream, offering varied habitats and fishing opportunities (Peoria Pool Illinois River, 2024).

The capacity of river transportation is directly related to the capacity of locks and dams. The lock and dam located in this region is typical of locks on the Illinois River. It is 600 feet in length and can handle one towboat with eight barges (Water Resources Development, 1995). Most towboats, however, push up to 15 barges at a time on the Illinois River. To navigate the lock and dam, the barges must be divided into two sections, with each section passing through the lock separately.

The locks and dams within the Peoria Pool are integral components of the Illinois Waterway, ensuring navigability, supporting commerce, and contributing to the ecological variation of the region. Perhaps the most critical issue facing the Peoria Lock & Dam (and other locks & dams on the system) is lock size. The system’s 600-foot locks do not accommodate today’s modern tows without the need to split and pass through the lock in two operations (Water Resources Development, 1995). This procedure triples lockage times.

Modernization of the Peoria Lock and Dam

The Navigation and Ecosystem Sustainability Program (NESP) is a comprehensive initiative authorized by the U.S. Congress in the Water Resources Development Act of 2007, aiming to enhance navigation efficiency and reliability while restoring and protecting the ecological health of the Upper Mississippi River System (NESP, 2020) (NESP, Upper Miss System, 2024). A key component of NESP involves constructing seven new 1,200-foot lock chambers to address congestion and accommodate modern tow configurations. These new locks are planned for Locks 20 through 25 on the Mississippi River, as well as the LaGrange and Peoria Locks on the Illinois Waterway (NESP, n.d.).

The addition, these new lock chambers will allow such tows to pass without separating their barges, thereby reducing transit times and improving overall efficiency. The current 600-foot-long chambers require the typical 15 barge tow to disassemble into two sections, requiring multiple passes through the lock chamber (USACE breaks ground for new lock chamber at Lock and Dam 25, 2023).

On the Illinois Waterway, the LaGrange Lock is currently in the design phase with an estimated completion in September 2025. A total of $70.8 million has been awarded to the design of this project (NESP LaGrange Lock and Dam 1200-ft Lock, 2024). Peoria Lock's expansion remains in the planning stages, and no specific timeline for the improvements has been released.

Air Cargo

Air cargo, also known as air freight, refers to the transportation of goods via aircraft. This mode of shipping is favored for its speed and efficiency, making it ideal for time-sensitive or high-value shipments. Despite accounting for less than 1% of global trade by volume, air cargo represents over 35% of global trade by value, highlighting its significance in international commerce (What to Know About Air Cargo Handling, 2022).

Air cargo is a vital component of the global supply chain, offering unparalleled speed for transporting goods. Facilities like General Wayne A. Downing Peoria International Airport (PIA) contribute significantly to this sector by efficiently managing substantial cargo volumes and supporting economic activities in their regions. In Illinois, the top ten commodities transported by air are listed in **Table 40** (Data Tabulation Tool, 2024).

Table 40: Illinois Top Ten Commodities by Tonnage of Air Freight Transport

Commodity	thousand tons in 2017
Motorized and Other Vehicles (includes parts)	11.9765
Printed Products	6.9969
Articles of Base Metal	4.8106
Precision instruments	3.7847
Electronics	3.5051
Base metals	2.1394
Mixed freight	2.0505
Pharmaceuticals	1.9053
Machinery	1.8166
Plastics and Rubber	1.7033

In the Greater Peoria area, PIA actively participates in air cargo operations (Business Opportunities, n.d.). In 2020, PIA handled 17 million pounds of cargo and 20 million pounds of cargo in 2021 (Statistics, n.d.). The airport's infrastructure supports both commercial and cargo flights, with dedicated facilities to accommodate freight services (General Downing Peoria International Airport (PIA), 2024). Currently, PIA serves one cargo carrier, UPS, and the airport is a US Customs Port of Entry for air cargo (Business Opportunities, n.d.).

Pipelines

Illinois hosts an extensive network of pipelines transporting crude oil, refined petroleum products, and natural gas, integral to the state's energy infrastructure. These pipelines facilitate the movement of energy resources within Illinois and to neighboring regions (Illinois State Rail Plan, 2023). The top commodities flowing through Illinois pipelines in 2017 were natural gas and gasoline (FAF5 Summary Statistics, 2024). In the Greater Peoria area, the natural gas infrastructure is the only existing set of pipelines (see **Figure 59**).

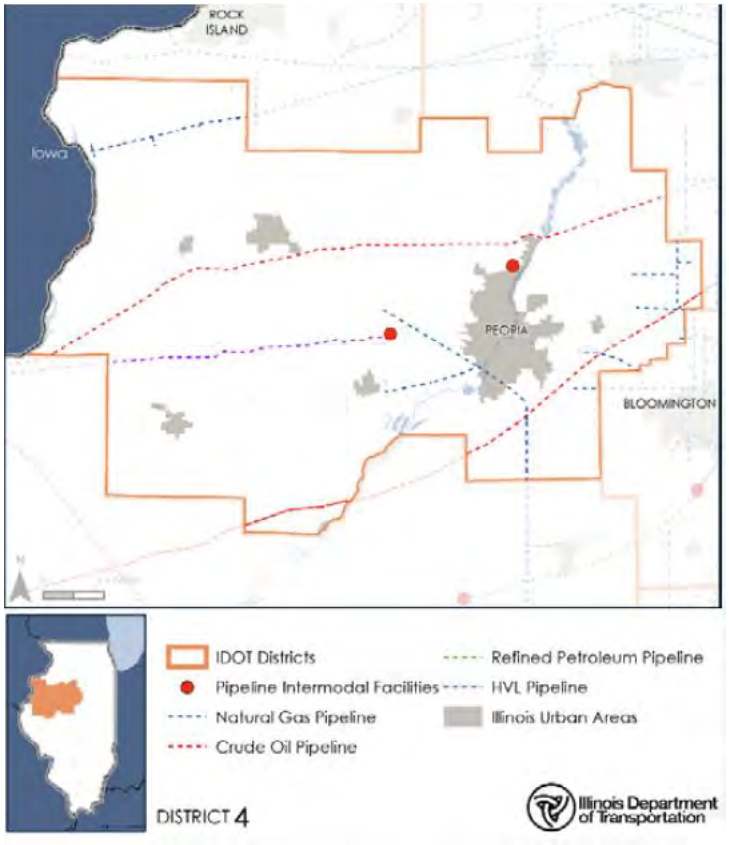


Figure 59. Map of Pipeline Locations in the Peoria Region (Illinois Department of Transportation, 2024)

Public Health

Mounting research into the relationship between public health and transportation has shown the importance of public health consideration in transportation planning. Studies have found that communities near major roadways experience increased exposure to vehicle-related pollution which can have both short- and long-term impacts on an individual's health (Transportation and Health, 2023). A transportation system that provides a range of affordable, safe, and efficient options for getting around is essential to minimize negative public health impacts.

It is crucial to examine the regional transportation system in the context of public health and safety, understand these impacts, and ensure the current and future systems promote a healthy population. By investing in transit, bicycle, and pedestrian infrastructure, and introducing more policies and system enhancements that address safety issues, this region's system will be better suited to supporting a healthy population.

Public Safety

Automobile crashes and bicycle and pedestrian crashes can result in fatalities and injuries. In 2021, 39,508 individuals were killed in traffic crashes in the US, with over 7,000 pedestrian and almost 1,000 bicyclist fatalities (Fatality and Injury Reporting System Tool (FIRST), 2019). See **Figures 60, 61, and 62** below for a visual representation.

Between 2017 and 2022, the number of fatal auto crashes in the tri-county area has fluctuated greatly (see **Figure 63**). Between 2019 and 2020, the number of fatal auto crashes nearly doubled from 24 fatalities to 46 fatalities. Since 2020, the annual auto fatalities have been between 40 and 50. In terms of auto crashes resulting in injury, the number of cases has remained relatively consistent between 2017 and 2022 (see **Figure 64**). While there was a slight decrease in 2020, the annual number of cases has seen limited fluctuations.

Distracted driving could be a possible explanation for the increase in fatal crashes (Integrating Safety into Transportation Planning, 2016). While non-hands-free cell phone usage while driving was previously considered illegal before 2018 in the State of Illinois, Governor Bruce Rauner created higher penalties for texting while driving that took effect in August of 2018. The following summer, in July 2019, Governor J.B.

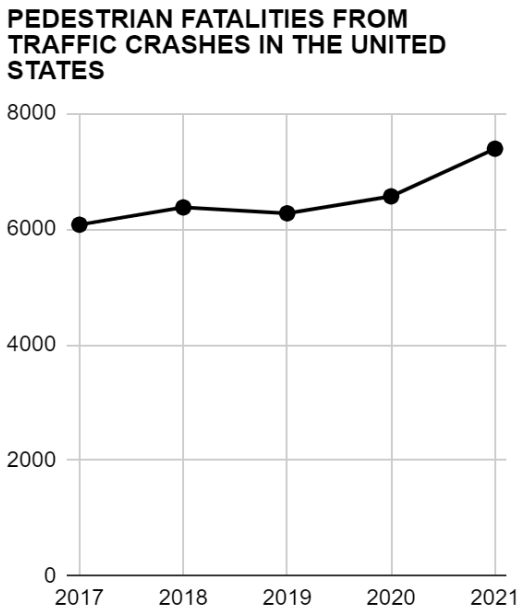


Figure 60: Pedestrian Fatalities from Traffic Crashes in the United States

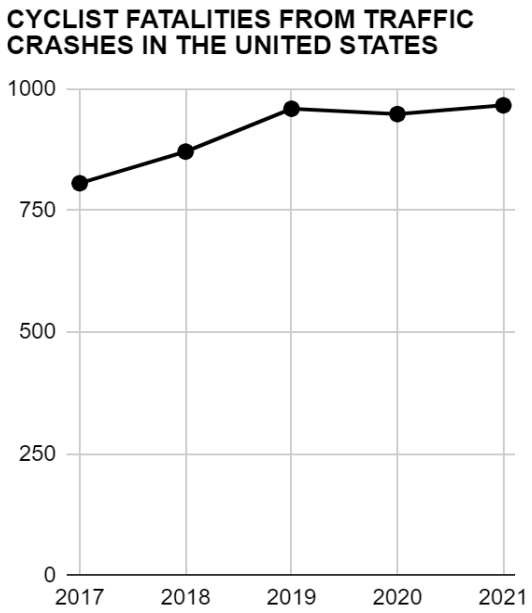


Figure 61: Cyclist Fatalities from Traffic Crashes in the United States

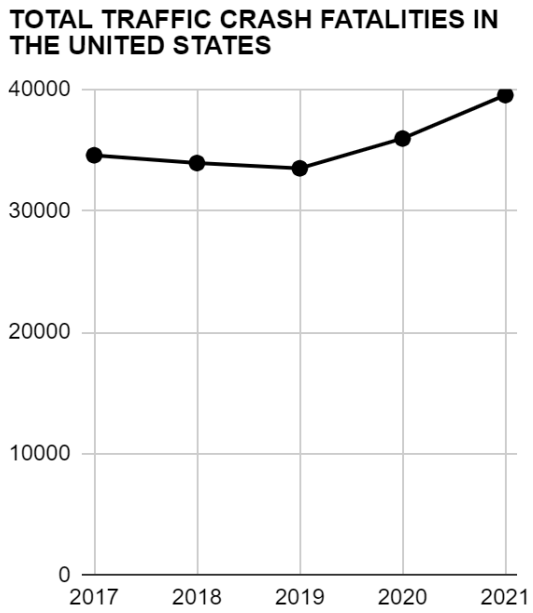


Figure 62: Total Traffic Crash Fatalities in the United States

Pritzker signed a harsher law for using cell phones while driving (Roadway Safety: Drop It And Drive, 2020). In 2021, the percentage of fatal crashes caused by distracted driving was 11.7%, compared to 8% in 2016 (Motor Vehicle Safety Issues: Distracted Driving, n.d.).

The quality or absence of sidewalks in an area can also be a safety issue for people who walk as a form of transportation or leisure. Sidewalk quality can contribute to the number of people who are comfortable using them or are able to use them at all. For example, a highly degraded sidewalk or one without updated American Disability Act (ADA) requirements could hinder, or even provide a solid roadblock to, someone who uses a wheelchair or other mobility device. A lack of safe sidewalk access could also affect a person's health, as outlined in the Physical Activity subsection. Tri-County staff have conducted sidewalk inventories of several communities throughout the region, among them the City of Peoria in Peoria County, the City of Eureka in Woodford County, and the City of East Peoria in Tazewell County.

Improvements are being made to reduce auto injuries and fatalities in the form of safer automobiles, improved driver education, increased limitations for young drivers, increased law enforcement, and harsher drunk driving laws (Integrating Safety into Transportation Planning, 2016). The Illinois Department of Transportation's Highway Safety Improvement Program (HSIP) and the Bureau of Safety Engineering were introduced in 2005 and have allowed for the installation of safety measures such as rumble strips, chevrons, safety shoulders, flashing lights for stop signs, and offset left turn lanes at signalized intersections, among others.

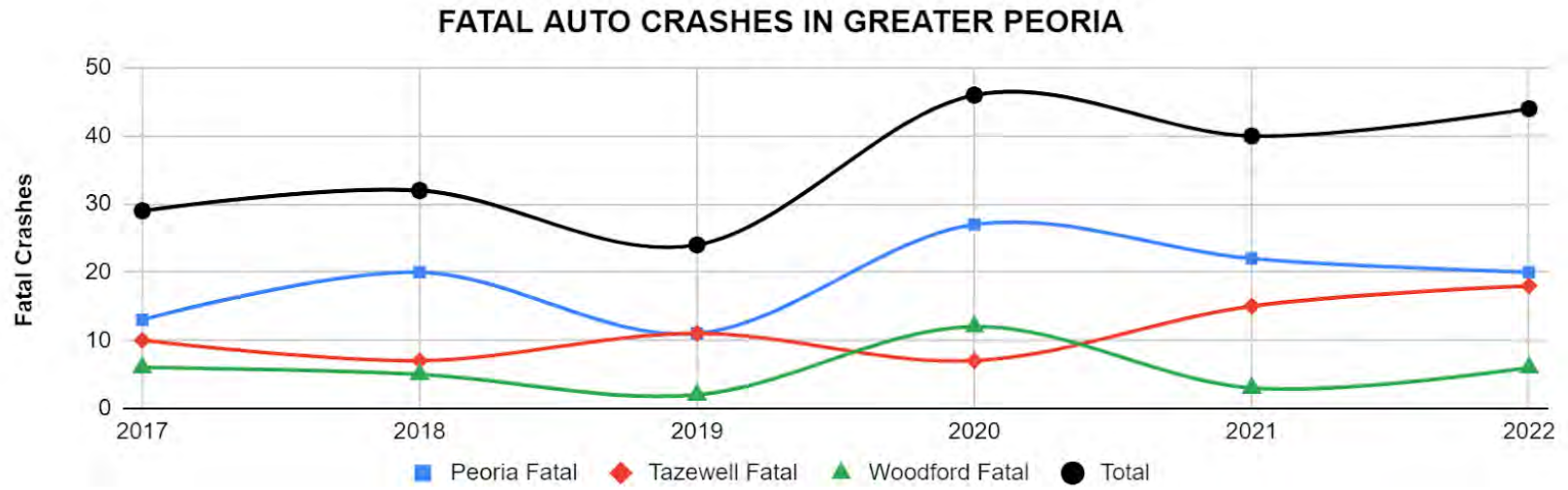


Figure 63: Fatal Auto Crashes in Greater Peoria *(Illinois Roadway Crash Data, 2023)*

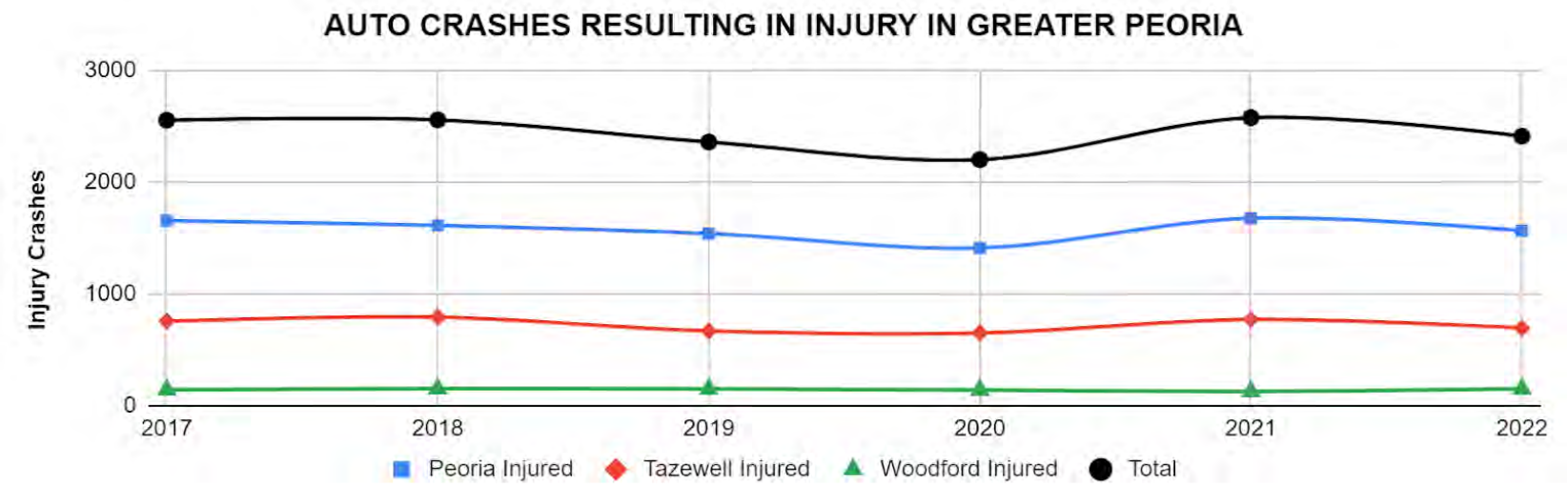


Figure 64: Auto Crashes Resulting in Injury in Greater Peoria (Illinois Roadway Crash Data, 2023)

Air Quality

Transportation systems have a significant impact on the air quality of a region via emissions. Transportation-based emissions are a major contributor of greenhouse gas (GHG) emissions, accounting for roughly 30% of total GHG emissions in the US (Carbon Pollution from Transportation, 2023). Common transportation-based emissions include ozone, PM, SO2, and lead. In the Midwest, ozone is the primary pollutant; however, all four pollutants can cause adverse health effects on both the public and the environment if not addressed. Therefore, it is important to aim for a reduction in motor vehicle emissions to improve air quality and public health (For more information on the levels and effects of these pollutants, visit the Environment section of this plan).

Air pollution is associated with several health issues, including asthma, respiratory illness, heart disease, and lung cancer. In 2021, there were nearly 25 million people with asthma nationwide, 860,305 of which reside in Illinois (Most Recent National Asthma Data, 2023) (Most Recent State or Territory Asthma Data, 2023). Asthma is a prevalent public health concern in the US, with adult asthma rates increasing from 6.9% to 8.0% in the past two decades. Research has shown that air pollution exacerbates asthma

symptoms and can trigger asthma attacks. Additionally, air pollution is associated with an increased risk of lung cancer and respiratory illness, an issue that should not be ignored according to the International Agency for research on Cancer (Air Pollution and Cancer, 2018).

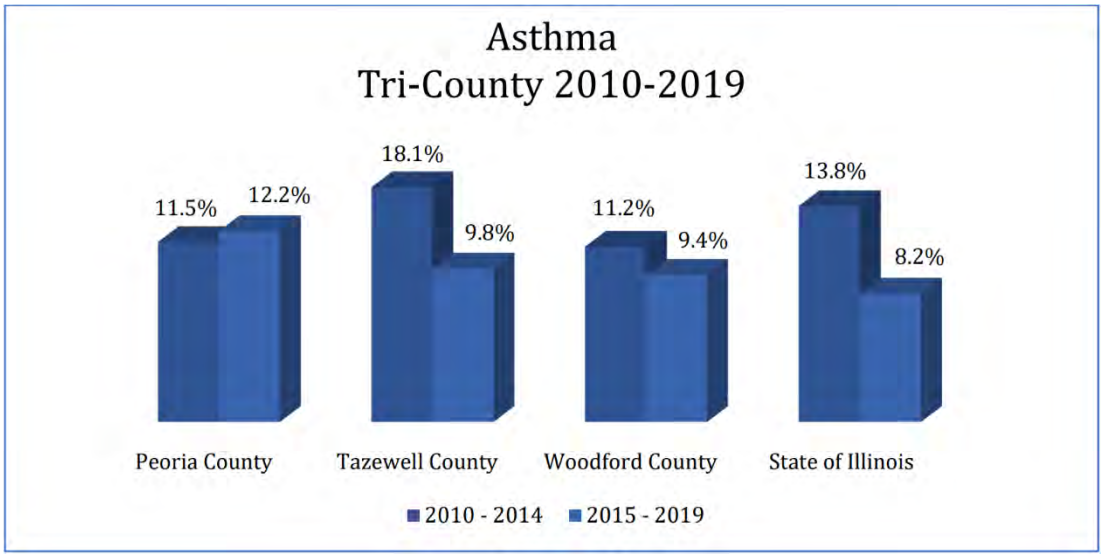


Figure 65: Asthma Rates in the Tri-Counties compared to the State of Illinois (CHNA, 2022)

Asthma and cancer incidence in the tri-county area are outlined in detail in the 2022 Tri-County Community Health Needs Assessment (CHNA). According to the CHNA, cases of asthma increased slightly in Peoria while decreasing in Tazewell and Woodford counties between 2010-2014 and 2015-2019. Woodford County experienced a sharp decrease of 8% in asthma incidence (see **Figure 65**). Statewide asthma also decreased greatly, dropping by over 5% (Community Health Needs Assessment (CHNA), 2022).

Heart disease and cancer are currently the leading causes of mortality in the Tri-County region, with breast cancer being the most prominent type of cancer. Incidence of prostate and lung cancer are also higher in the tri-county region compared to the State of Illinois. Prostate and lung cancer incidence in tri-county has seen a decrease between 2009-2013 and 2014-2018, as well as a decrease in breast cancer incidence in Woodford. However, the incidence of breast cancer has risen sharply in Peoria and Tazewell, with a 10.7% increase in Peoria and a 27.2% increase in Tazewell (Community Health Needs Assessment (CHNA), 2022).

While air pollution is just one of the many factors contributing to these increased rates, its significance should not be overlooked. Studies have shown that individuals living in areas with heightened air pollution may have a higher risk of developing breast cancer (Conditions & Diseases: Breast Cancer, 2024). Particulate matter, lead, mercury, and cadmium in air pollution have all been linked to an increased risk in

cancer incidence. High levels of nitrogen dioxide, an air pollutant associated with traffic, have also been linked to breast cancer.

The Greater Peoria Area, like most communities in the US, has been designed and built to favor automobile use. This has led to a population that is dependent on the automobile to access goods and services across the region. In fact, according to the 2018 American Community Survey, nearly 85% of workers across the tri-county area drove alone to work, and almost 8% carpooled. This statistic – though it does not include educational, medical, and shopping trips – provides a sense of how auto-dependent the region is. As referenced above, dependence on the automobile can lead to poor air quality, fewer opportunities to be active, and lack of options for residents who are transportation insecure.

While individual actions and motor vehicle technology contribute to improving air quality, so too can improvements to the regional transportation system. Developing a system that enables more users to walk, bike, or use mass transit can help reduce motor vehicle emissions, improve air quality and, subsequently, minimize the effects of air pollution on physical health issues.

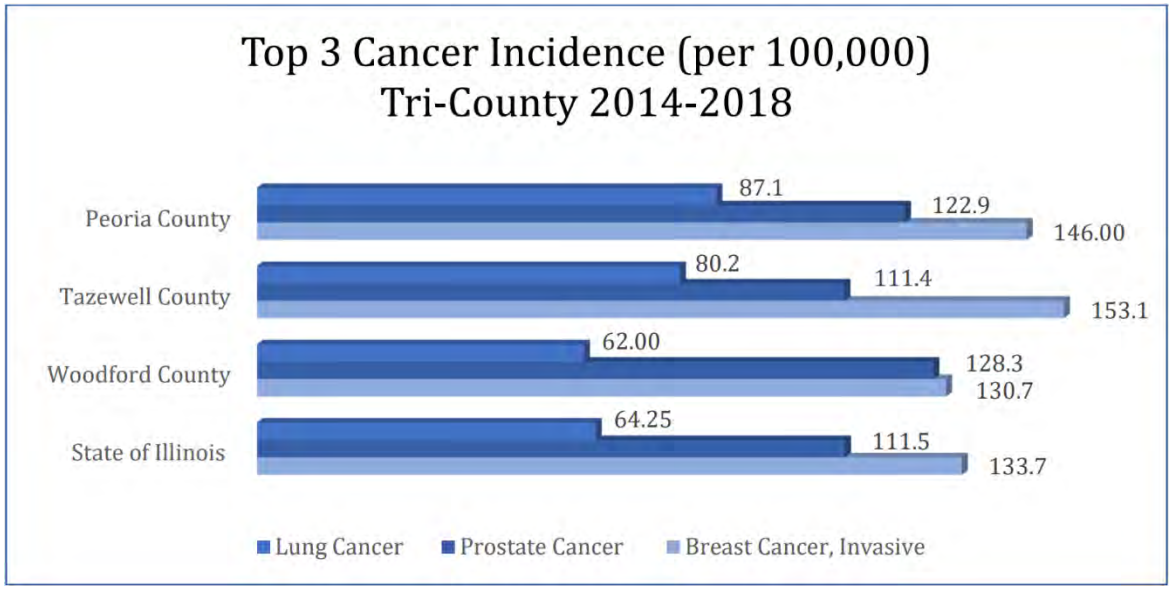


Figure 66: Cancer incidence throughout the Tri-Counties area compared to the state of Illinois (CHNA, 2022)

Physical Activity and Obesity

The obesity epidemic is an ever-growing concern in the United States. According to the Centers for Disease Control and Prevention (CDC), nearly 42% of US adults and 19.7% of children and adolescents aged 2-9 are obese (Prevalence of Childhood Obesity in the United States, 2022) (State of Obesity, 2023). Additionally, certain communities are more susceptible to obesity due to structural roadblocks that inhibit healthy eating or physical activity. African American and Hispanic communities have some of the highest rates of obesity at 49.9% and 45.6%, as well as rural communities (State of Obesity, 2023). A driving cause of low physical activity is car-centric infrastructure and cities (At the Intersection of Public Health and Transportation, 2009). These findings suggest that transportation systems in which physical activity (such as walking or biking) is difficult or discouraged could be a contributing factor to obesity in the US.

According to the CDC, adults need at least 150 minutes of moderate-intensity aerobic activity every week, as well as full body muscle-strengthening activities at least twice per week (Physical Activity: Adults, 2022). Regular physical activity increases mental and physical health; however, a study of Tri-County residents found that 28% of residents do not exercise at all (Community Health Needs Assessment (CHNA), 2019). The 2022 Tri-County Community Health Needs Assessment found that while the majority of residents (72%) exercise 1-5 times per week, the percentage of those not exercising is increasing (see **Figure 67**). The percentage of residents who do not exercise at all has increased 5% since 2019. When asked about roadblocks to physical activity, over half (55%) reported that they were either too tired or did not have

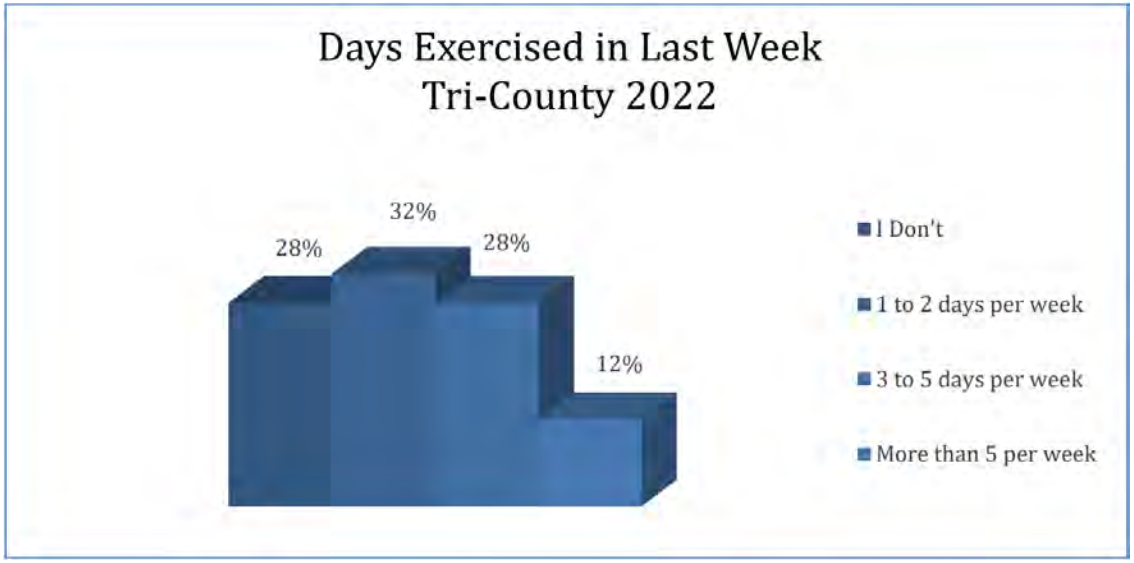


Figure 67: Amount of exercise Tri-County residents get per week, as found in a survey from the Tri-County Community Health Needs Assessment (CHNA, 2022)

enough time. This could give a glimpse into the business and lifestyles of area residents given that nearly two-thirds of Tri-County residents are overweight or obese (Community Health Needs Assessment (CHNA), 2022).

While poor diet choices contribute significantly to obesity and increased weight gain, lack of physical activity also plays a part. A transportation system that enables the use of a variety of modes, including walking and biking, provides greater options for individuals to engage in physical activity and improve their physical health. With that in mind, it is worth noting that 4% of people who said they do not exercise in the Tri-County area said that lack of accessibility prevented them from doing so (Community Health Needs Assessment (CHNA), 2022). This is a 3% decrease from the 2019 report, in which 7% reported a lack of access (Community Health Needs Assessment (CHNA), 2019). When it comes to exercise, this accessibility could refer to facilities to exercise as well as safe streets to walk along, bike through, and generally be active in. Therefore, access to safe and reliable transportation, particularly active transportation, becomes a gateway to a healthier lifestyle (Sallis, PhD, Floyd, PhD, Rodriguez, PhD, & Saelens, PhD, 2012). This is especially true for populations who are not White and in areas of high poverty.

Accessibility

Transportation insecurity is a common problem for many people in the United States due to a variety of factors including income, location, age, and physical and/or mental disabilities. This results in a lack of autonomy for millions who must rely on others to obtain access to fresh foods, medical care, employment, and educational opportunities. Transportation insecurity can have far-reaching effects on a person's physical and emotional wellbeing, and many communities are disproportionately impacted. Populations who are not White and those experiencing poverty are the most susceptible to transportation insecurity, and the lack of reliable transportation can further exacerbate poverty.

According to the 2022 ACS five-year estimates, 14.2% of the tri-county population is living below the poverty level. Within Peoria County, this percentage is higher at 15.6% (Poverty Status, ACS, 2022). 9.2% of Tazewell residents and 8.2% of Woodford residents are also below the poverty level. Additionally, 12.6% of all tri-county residents have some type of disability. This number is slightly higher in Peoria County at 13.1%, and lower in Woodford County at 10.4% (Disability Status, ACS, 2022). Furthermore,

the youngest and oldest residents in the area make up a considerable percentage: 22% are under the age of 18, and over 18% are 65 years or older, for a total of 41.6% of the tri-county population (Sex by Age, 2022). All these individuals have a higher chance of being transportation insecure, and depending on each resident's situation, many of these factors may overlap.

Accessibility of healthy food and fresh produce is also a concern in Peoria, particularly South Peoria. Residents across the three counties have lost essential grocery access, turning many regions into food deserts. Two Kroger stores closed in 2018 in Peoria, Save-A-Lot on South Western Avenue closed a year after opening, Delavan's only grocery store burned down in Tazewell County in 2014, and Minonk's grocery store in Woodford County closed in 2019 (Shelley, Draining the Food Swamp, 2019). These closures put pressure on residents to travel further for food or rely on convenience stores that lack fresh produce and healthy food options.

Recently, two Family Dollars in Peoria have announced their closure. The Sterling Avenue location closed at the end of 2023 and another on Jefferson Street that closed in 2024. The closure of these stores is exacerbating food deserts in the region and have forced locals to travel further for groceries, with one resident stating that the nearest grocery store is a 40-minute walk (Lape, 2024). This results in higher vehicle miles traveled by car; a need to take longer, more out-of-the-way bus trips; or a requirement to walk a route that may lack the needed pedestrian infrastructure. Therefore, food security is largely reliant on transportation access.

Efforts have been made to increase access to fresh produce, such as Market 309 at Logan Recreational Center in South Peoria. This market provides locals with fresh produce that would otherwise be difficult to obtain at an affordable price (see **Figure 68**). Additionally, community gardens have been popping up around Peoria to ease the burden of food insecurity (Kaergard, 2021).

Many transit and paratransit rides in the region either involve the transport of individuals for medical care or groceries. CityLink is tri-county's regular bus service, and the following paratransit organizations provide rides for the public in this region: CityLift, within the Peoria city limits; CountyLink, within Peoria County limits but outside of Peoria city limits; and We Care, in rural parts of Tazewell and Woodford counties. CountyLink and We Care cater to residents of all abilities, and CityLift is limited to individuals who are unable to ride CityLink. All three services provide lifts or ramps for those with mobility devices. More information about transit and paratransit services can be found in the Transportation section of this plan.

Figure 68: Peoria Grown's Market 309 providing fresh produce to communities in food deserts (Kaergard, 2021)

Transportation System Overview

Understanding how the transportation system currently works regarding infrastructure quality and frequency of use, planners can better assess how the system should evolve. An inventory of the existing transportation system allows transportation planners to create a snapshot of how the network supports the Greater Peoria region. Furthermore, providing active transportation options and multimodal access to different parts of the region is paramount to developing thriving communities, increasing economic competitiveness, and improving local health.

The LRTP's main purpose is to analyze and assess the existing and future transportation infrastructure for the urbanized area. Without an efficient and user-friendly transportation system, congestion, delays, and additional crashes could occur. The MPA's transportation system can be characterized by interlocking grid patterns transected by a major US Interstate (I-74) and partially circumvented by a major bypass (I-474) stretching over a land area of nearly 200 square miles.

Roadway Network

Roadways are an integral component of the Greater Peoria Area transportation system. Most transportation modes described in this chapter require access to the roadway system to function. To maximize economic and social benefits and enhance mobility, the roadway system must be both safe and efficient. This section will describe the current state of the Greater Peoria Area roadway system, including roadway usage and safety, and will discuss public comments concerning the region's roadway system.

Functional Classification

For planning and consistency purposes, roadways are grouped into separate classes according to the character of service they are intended to provide. This grouping is known as the Functional Classification and ensures there is a balance between mobility and accessibility. Functional Classification typically falls into three main categories: arterial roads, collector roads, and local roads, with further subdivisions to reflect their specific roles in the transportation system (Highway Functional Classification: Concepts, Criteria, and Procedures, 2023).

Arterial Roads

Arterial roads are the primary routes for long-distance travel and high-volume traffic. They emphasize mobility over accessibility and serve as the backbone of the transportation network by connecting major population centers, economic hubs, and regions. These roads are typically classified as principal arterials (sub-grouped by Interstate, Other Freeway/Expressway, and other principal arterials) and minor arterials.

The Greater Peoria MPO has the following roadway mileage for each of the arterial sub-groups (Illinois Travel Statistics, 2023):

Interstates	49.30 miles
Other Freeways and Expressways	10.10 miles
Other Principal Arterials	109.65 miles
Minor Arterials	229.01 miles

Collector Roads

Collector roads provide a lower level of service at slower speeds and shorter distances. They collect traffic from neighborhoods and direct it to the nearest arterials (or disperse the traffic from the arterials into neighborhoods). Collectors are typically classified as "major" or "minor."

The Greater Peoria MPO has the following roadway mileage for each of the collector sub-groups (Illinois Travel Statistics, 2023):

Major Collector	272.42 miles
Minor Collector	100.66 miles

Local Roads

Finally, local roads include all roadways not covered in one of the classes described above. These roadways allow access to land, homes, and businesses with little or no through-traffic. The Greater Peoria MPO has 1,665.56 miles of roadway classified as local roads (Illinois Travel Statistics, 2023).

Figure 69 displays the functional classification of the roadway network in Greater Peoria.

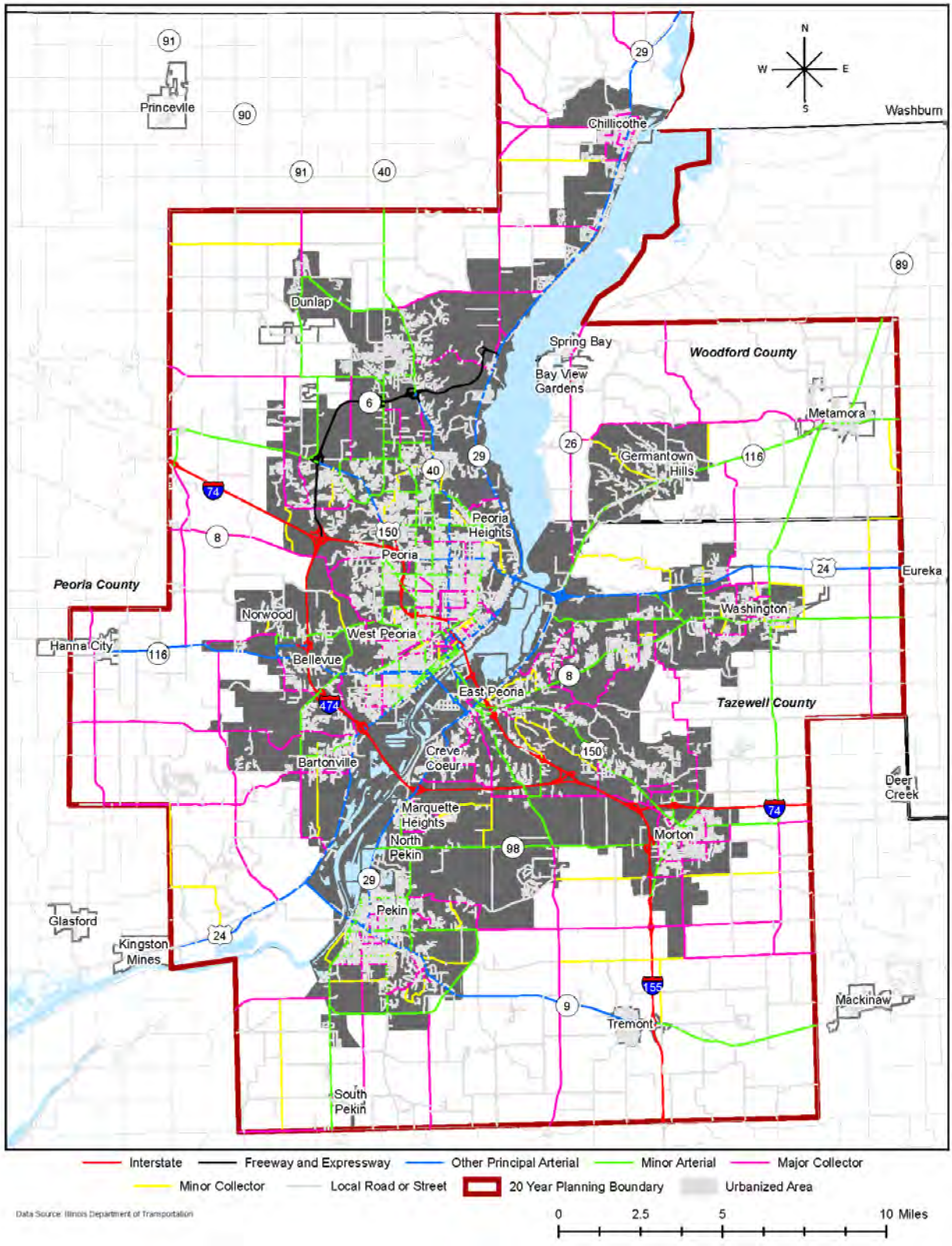


Figure 69: Roadway Classification within MPA

MPO Roadways

The Greater Peoria region's roadway network consists of arterial roads, collector roads, and local roads. In terms of arterial roads, the MPO region contains three Interstates, one Freeway, seven Other Principal Arterials, and approximately 48 minor arterial roads (Roadway Functional Class, 2023).

Table 41: MPO Arterial Roads

Interstates		
I-74	I-474	I-155
Freeways		
IL-6		
Other Principal Arterials		
US-150	US-24	IL-116
IL-40	IL-29	IL-9
Court St		
Minor Arterials		
US-24 Business	IL-98	IL-91
IL-26	IL-8	14th Street
Adams Street	Airport Road	Allen Road
Alta Road	Big Hollow Road	Broadway Road
Camp Street	Cedar Hills Drive	Centennial Drive
Clock Tower Drive	Courtland Street	Cummings Lane
Derby Street	Detroit Avenue	Farmington Road
Forrest Hill Avenue	Gale Avenue	Garfield Avenue
Glen Avenue	Glen Oak Avenue	Jefferson Avenue
Kickapoo Creek Road	Main Street (Metamora-Washington)	Main Street (North Pekin)
Main Street (Peoria)	Morton Avenue	Northmoor Road
Parkway Drive	Pinecrest Drive	Pioneer Parkway
Prospect Road	Sheridan Road (Pekin)	Sheridan Road (Peoria)
Spring Street	Springfield Road	Sterling Avenue
Taylor Road	Truitt Road	Veterans Drive
Washington Street	Western Avenue	Willow Knolls Drive

In terms of collector roads, the MPO region contains over 100 Major Collectors and more than 50 Minor Collector Roads (Roadway Functional Class, 2023). In some cases, roadways have a higher functional class in different sections of the road. If so, the roadway is only classified as the higher functional class.

Table 42: MPO Collector Roads

Major Collectors		
2nd Street	4th Avenue	5th Street
8th Street	11th Street	Big Hollow Road
Bittersweet Road	Bloomington Road	Blue Ridge Road
Bradley Avenue (Chillicothe)	Buena Vista Avenue	Cameron Lane
Charter Oak Road	Cloverdale Road	Cole Street
Creve Coeur Avenue	Dallas Road	Downshire Road
El Camino Drive	Eller Avenue	Entrance Drive
Farmdale Road	Fisher Road	Fulton Street
Glasford Road	Glendale Avenue	Grange Hall Road
Grange Road	Griswold Street	Groveland Street
Hale Avenue	Hamilton Boulevard	Hanna City Glasford Road
Hickory Grove Road	Highview Road	Highwood Avenue
Idlewood Street	Illini Drive	Illinois Street
Jefferson St (Morton)	Jefferson St (Washington)	John H Gwynn Jr Avenue
Kern Road	Koch Street	Koerner Road
Krause Avenue	Lakeland Road	Lancaster Road
Laramie Street	Lasalle Boulevard	Lourdes Road
Manito Road	Martin Luther King Jr. Drive	McClure Avenue
Monroe Street	Moss Avenue	Nebraska Avenue (Morton)
Nebraska Avenue (Peoria)	Newcastle Road	Noffsinger Road
North Street	Old Gelena Road	Orange Prairie Road
Park Avenue	Pekin Avenue	Pfeiffer Road
Pleasant Hill Road	Powers Avenue	Quail Hollow Road
Queenwood Road	Reservoir Boulevard	Ricketts Avenue
Ridge Road	Rockwood Drive	Rohmann Avenue
Rome Road	Romeo R Garrett Avenue	Roscher Street

Table 43: MPO Collector Roads - Continued

Major Collectors - Continued		
Saint Clair Drive	Santa Fe Trail	Scenic Drive
School Street	Sierra Drive	Smithfield Road
Southport Road	Spinder Drive	Stala Street
Summit Drive	Sunset Drive	Swords Avenue
Sycamore Street	Tennessee Avenue	Townline Road
Tuscarora Road	Vella Vista Boulevard	Veterans Drive
Walnut Street	Washington St (East Peoria)	Washington Street (Pekin)
Westgate Road	Willow Street	Wilmore Road
Wisconsin Avenue		
Minor Collectors		
Akron Road	Allentown Road	Arnold Road
Bess Street	Bradley Avenue (Peoria)	Cole Hollar Road
Columbia Terrace	Detweiller Drive	Dieble Road
Elaine Avenue	Fahey Hollow Road	Fondulac Drive
Front Street	Frostwood Parkway	Garden Street
Giles Lane	Gillman Avenue	Glen Elm Drive
Glendale Avenue	Hallock Hollow Road	Hamilton Road
Hanna Drive	Harkers Corner Road	Harvard Avenue
Heading Avenue	Highland Street	Hightown Street
Hillcrest Drive	Holland Street	Hoyt Street
Imperial Drive	Lafayette Avenue	Lawndale Avenue
Lexington Drive	Lincoln Road	Lynn Street
Madison Street	Mapleridge Road	Mapleton Road
Moffitt Street	Mount Hawley Road	Muller Road
Oakwood Road	Park Road	Perry Avenue
Santa Fe Avenue	Spring Creek Road	Teton Drive
Thorncrest Avenue	Trigger Road	Wilmot Street
Winter Street	Wood Street	Woodland Knolls Road
Zion Oak Road		

The MPO also has a network of Local Roads that connect residents to collector and arterial roadways. Local roads are typically not focused on in the metropolitan transportation planning process due to local roads not contributing to regional mobility and connectivity. Local roads primarily serve short trips within neighborhoods or communities and do not significantly impact regional traffic patterns or mobility.

Roadway Usage

The Illinois Department of Transportation collects various travel statistics, including average annual daily traffic (AADT). The roadways with the highest volumes outside of interstates are as follows (from highest to lowest):

- US-150/ War Memorial Drive (Peoria)
- IL-6 (Peoria)
- IL-29/ Main Street (Creve Coeur, Marquette Heights, North Pekin)
- US-24/ US-150/ IL-116/ Main Street (East Peoria)
- IL-40/ Knoxville Avenue (Peoria)
- Sterling Avenue (Peoria)
- US-150/ IL-8/ Washington Street (East Peoria)
- US-24/ Adams Street (Bartonville)
- IL-116/ Main Street (East Peoria)
- University Street (Peoria)
- US-24 (East Peoria/Washington)
- IL-29 (Pekin)

These roadways provide the major east-west and north-south connections between the urban core (Peoria and East Peoria) and smaller suburban and rural communities across the Metropolitan Planning Area. See **Figure 70** for a geographical representation of these roadway segments.

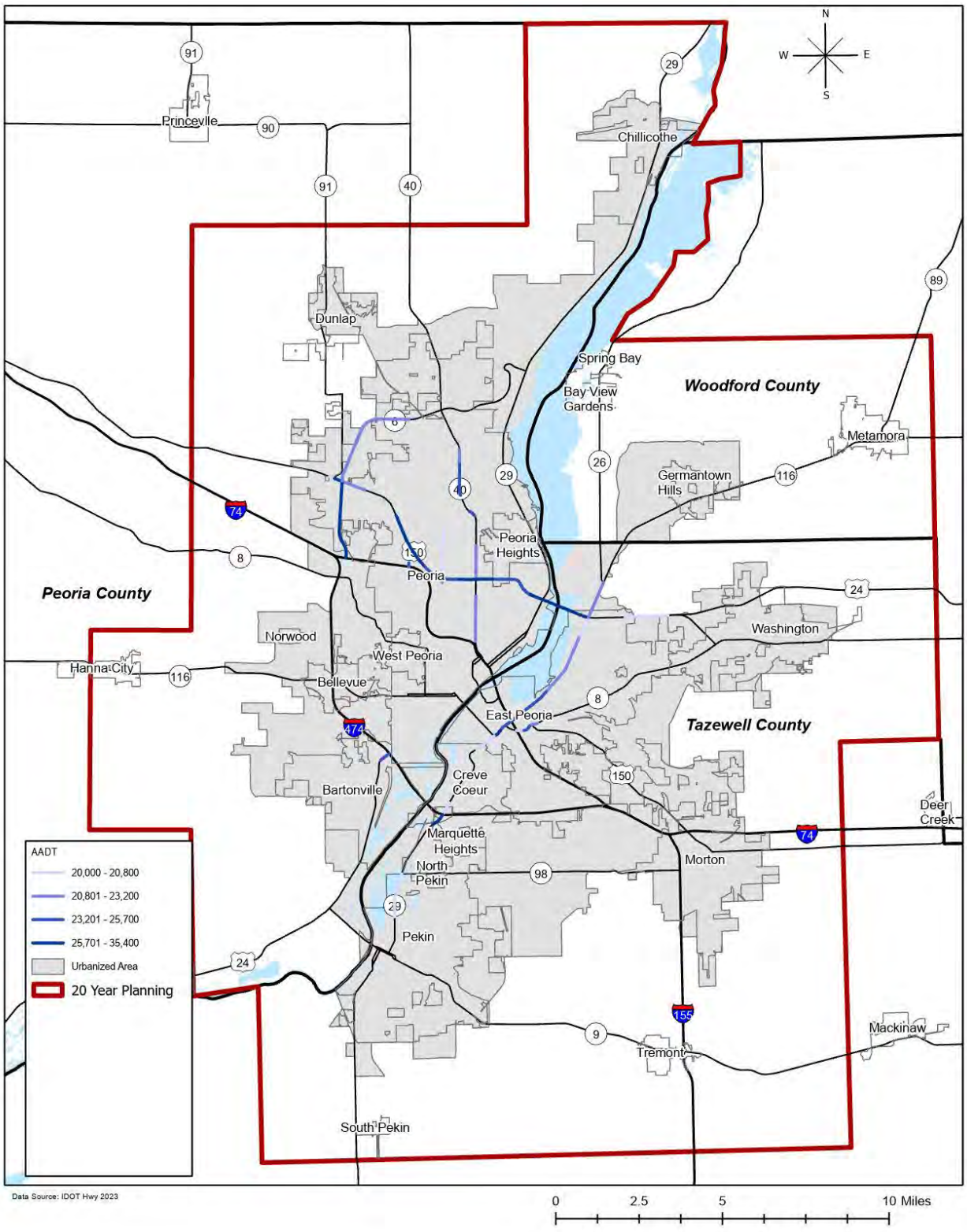


Figure 70: Roadways within the MPA with an AADT of 20,000 or Greater

Average Annual Daily Traffic

The AADT represents the average number of vehicles traveling on a particular road segment each day over the course of a year. The AADT helps transportation planners understand traffic patterns and prioritize roadway improvements (Traffic Monitoring Guide, 2024). **Figure 71** shows the AADT for all roads within the Greater Peoria MPA for 2023.

Note: The most recent AADT counts from a mixture of sources for major roadways can be explored throughout the state on the Annual Average Daily Traffic map from http://gettingaroundillinois.com.

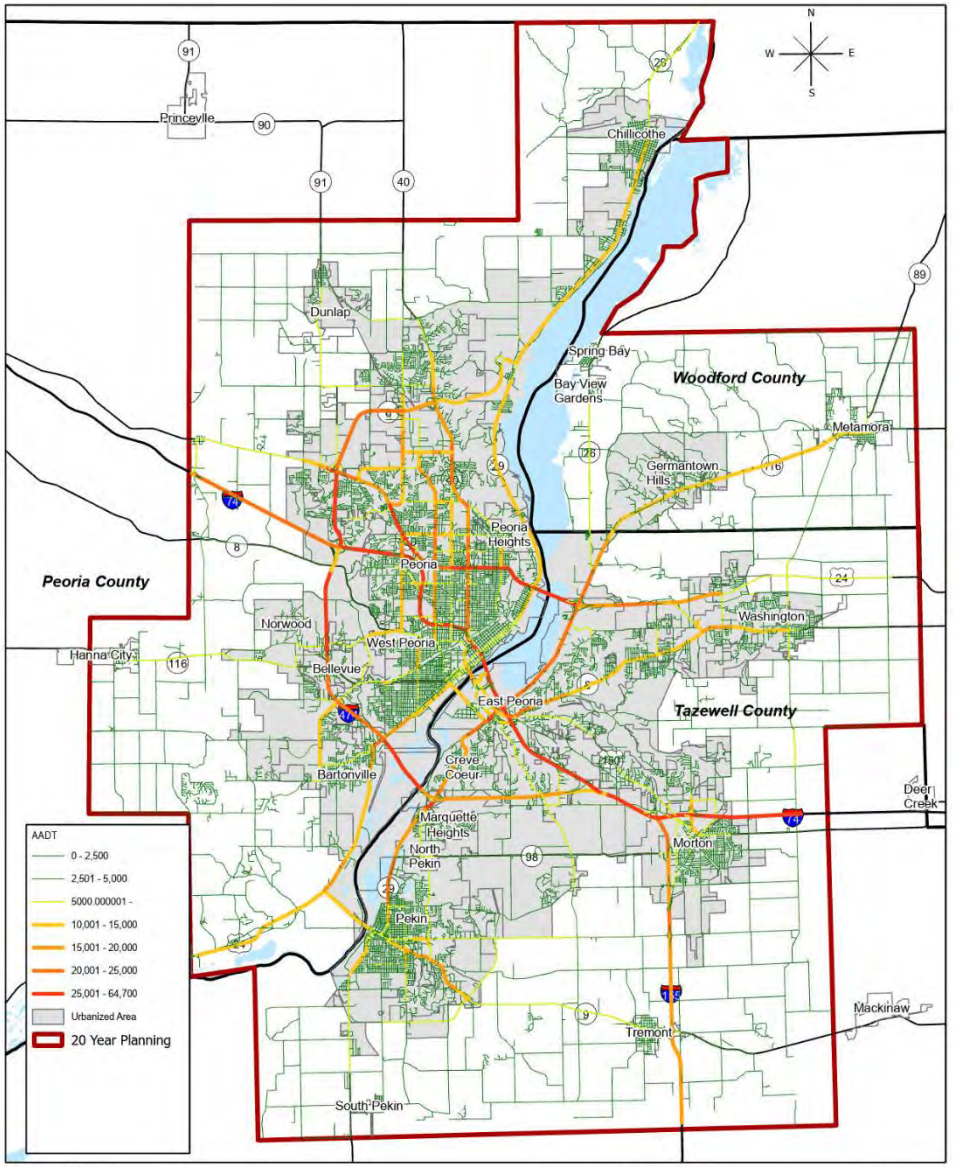


Figure 71: Greater Peoria MPA Roadway AADT (2023)

Vehicle Miles Traveled

Vehicle miles traveled (VMT) measures the total distance traveled by all vehicles on a given roadway or network over a specific period. It reflects the intensity of roadway usage and provides insight into traffic demand and travel behavior (HPMS Field Manual, 2016). IDOT calculates daily VMT and publishes it in the annual Illinois Travel Statistics. **Figure 72** shows the total VMT in the MPO across all road types from 2014 to 2023. **Table 44** shows total VMT in the MPO by road type from 2014 to 2023 (Illinois Travel Statistics, 2014-2023).

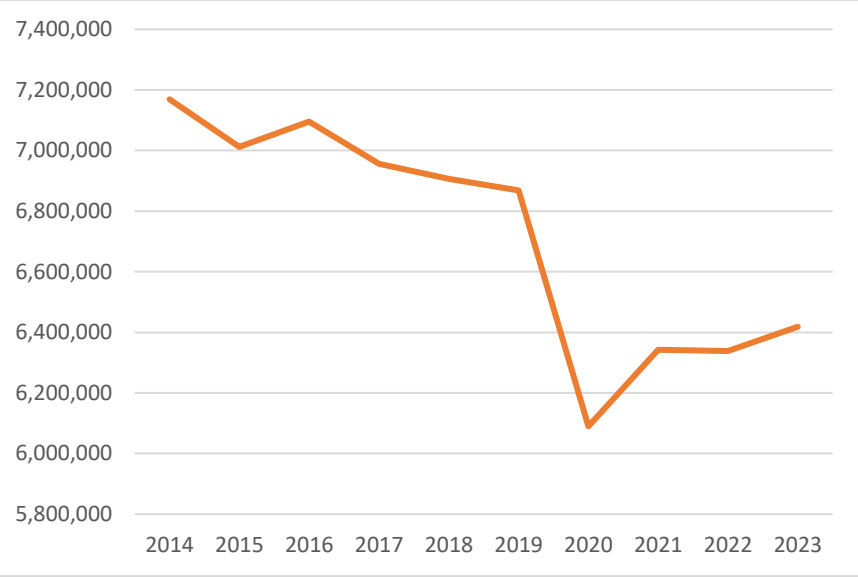


Figure 72: Total Vehicle Miles Traveled in the MPO, 2014-2023

Before the COVID pandemic, the region's VMT was in a slight decline, but remained relatively stable from 2014 to 2019. With COVID, the region saw an almost 780,000 decline in VMT from 2019 to 2020. The region's VMT is slowly rising from the 2020 decline. As of 2023, the VMT has increased a little over 328,000, or 42.2% of the VMT lost in 2020.

Table 44: Daily VMT by Functional Classification in Peoria MPO

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Interstate	1,460,470	1,461,507	1,508,126	1,495,885	1,521,526	1,517,273	1,335,235	1,339,670	1,367,579	1,363,066
Freeways	228,630	208,894	213,160	214,189	222,480	222,432	191,887	174,230	173,885	183,632
Principal Arterial	1,973,475	1,850,589	1,677,466	1,660,259	1,644,616	1,608,953	1,403,201	1,445,404	1,430,436	1,463,266
Minor Arterial	1,735,806	1,706,456	1,784,854	1,699,165	1,690,078	1,693,070	1,444,336	1,688,363	1,687,594	1,708,222
Major Collector	777,516	786,896	858,877	818,304	774,632	773,171	675,444	669,927	658,665	669,847
Minor Collector	42,797	42,605	98,471	96,610	92,229	92,361	79,977	97,019	99,047	101,086
Local	950,369	955,577	955,004	971,400	960,644	960,984	959,805	927,682	921,439	929,018
Total	7,169,063	7,012,523	7,095,957	6,955,811	6,906,205	6,868,245	6,089,884	6,342,294	6,338,644	6,418,137

Congestion Management

Because roadways are a primary component of the transportation system for buses, trucks, and automobiles, they are bound to become congested in certain areas. To manage and plan for congestion and to comply with federal requirements, TCRPC adopted the region's Congestion Management Process (CMP) in 2022. The previous CMP was from 2011. The CMP is intended to serve as an organized and transparent way for the MPO to identify and manage congestion, connect performance measures to support funding for projects, and evaluate recommended strategies to ensure the region is effectively addressing congestion. The plan recommends actions such as promoting infill and mixed-use developments, expanding and improving public transportation services, implementing road diets on oversized corridors, promoting parking management strategies to discourage free parking, upgrade signage to clearly communicate travel and safety information, undergo a traffic signal retiming initiative, and improve intersections and traffic signals (CMP Update, 2022).

Figure 73 shows the existing (2020) congested roadways in the MPO and **Figure 74** shows the congested roadways in the horizon year (2045).

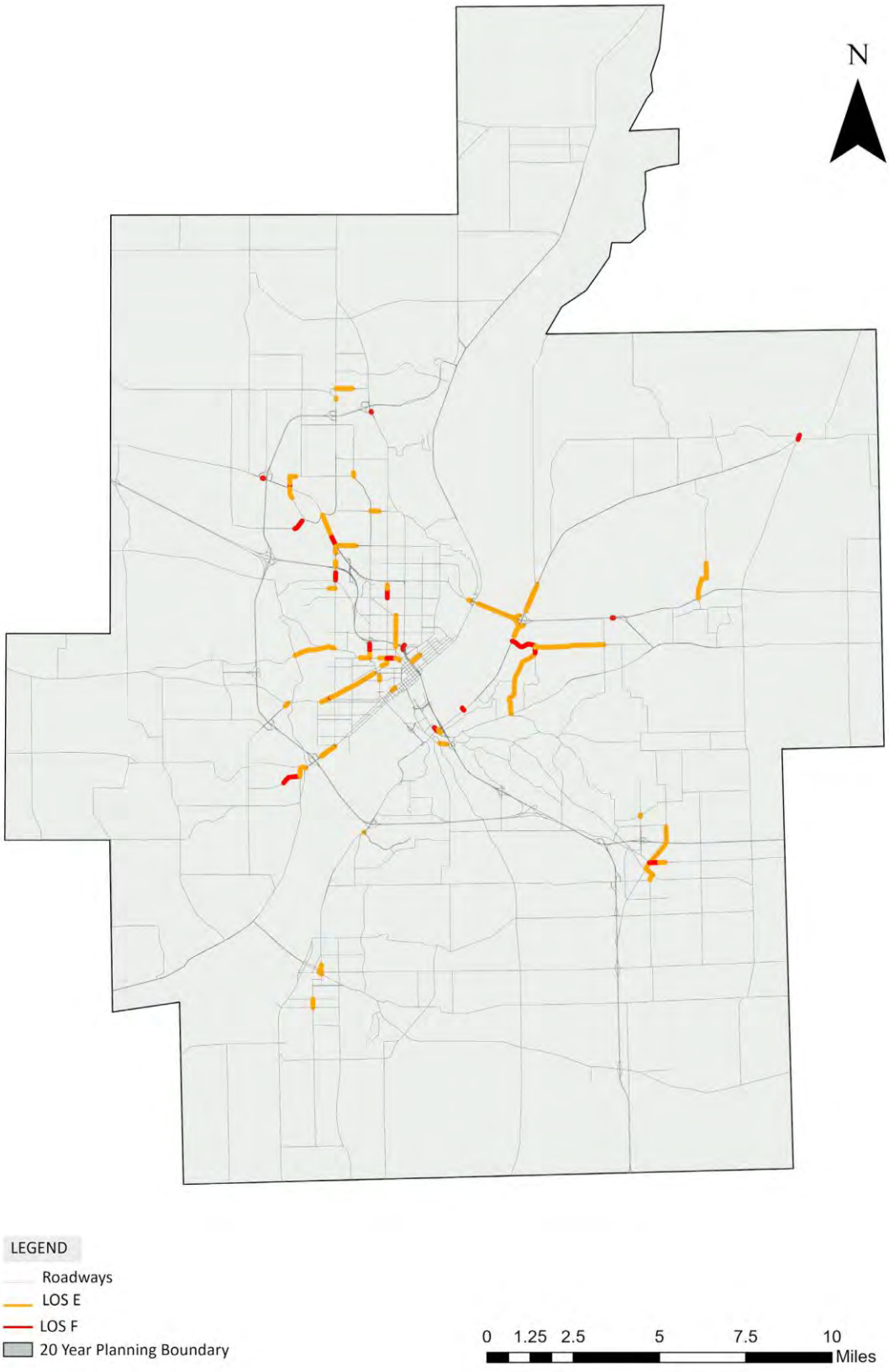


Figure 73: Congested Roadways in the CMP Existing (2020) Roadway Network (CMP Update, 2022)

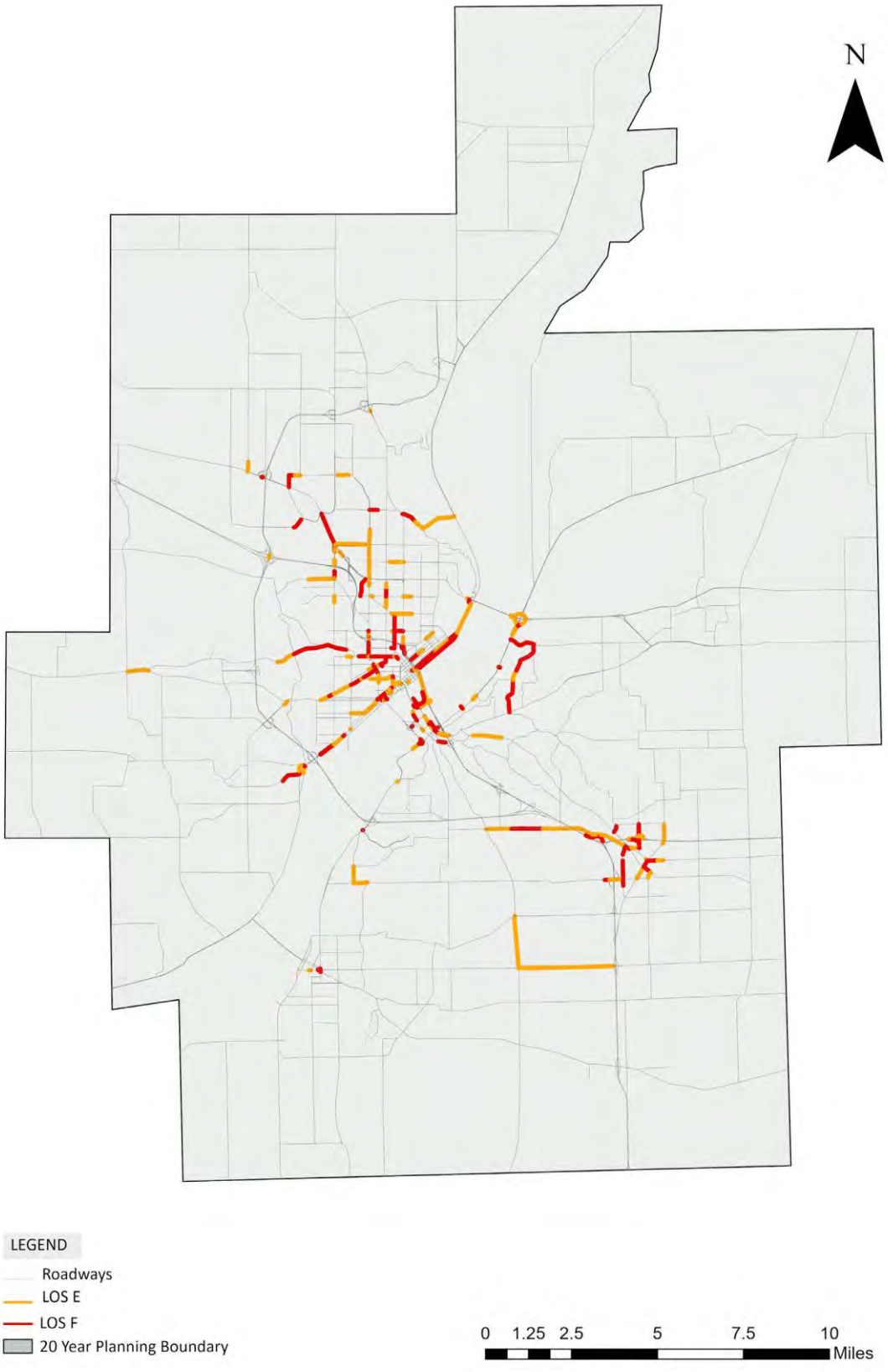


Figure 74: Congested Roadways in the CMP Horizon Year (2045) Network (CMP Update, 2022)

Roadway Safety

The crash data analyzed as part of this project includes all crashes from 2017 to 2022 in the Tri-County MPO. Crash data is sourced from IDOT's Illinois Traffic Crash Data. The data assigns a crash severity rating to each crash, fatality, injury, and property damage. Crash records from 2019 onward include the designation of rural or urban depending on where the crash took place. With this analysis including crash records from 2018 and 2017, which do not include a rural or urban location designation, crashes from all years were compared against the Census' Urbanized Area boundaries, and each crash was assigned rural or urban based on these boundaries.

Table 45: Crashes by Severity, Per Year

	2017	2018	2019	2020	2021	2022	Grand Total	
Fatality	26	31	22	40	39	40	198	0.5%
Injury	1,797	1,836	1,673	1,565	1,833	1,676	10,380	25.0%
Property Damage	5,170	5,591	5,260	4,623	5,184	5,034	30,862	74.5%
Grand Total	6,993	7,458	6,955	6,228	7,056	67,50	41,440	100%

The above table shows the number of crashes per year by severity. In total, approximately one quarter of crashes between 2017 and 2022 resulted in an injury, and just under three quarters resulted in property damage. The remaining half percent of crashes resulted in a fatality. The table below shows the number of fatalities and injuries from all crashes for each year.

Table 46: Number of Fatalities and Injuries, Per Year

	2017	2018	2019	2020	2021	2022	Grand Total
Fatalities	29	32	24	46	40	44	211
Incapacitating Injuries	397	406	337	312	293	291	2,036
Non-Incapacitating Injuries	971	1,016	1,061	972	1,271	1,129	6,420
Other Injuries	1,188	1,137	963	920	1,015	993	6,216
Total Injuries	2,556	2,559	2,361	2,204	2,579	2,413	14,672
Grand Total	2,585	2,591	2,385	2,250	2,619	2,457	14,883

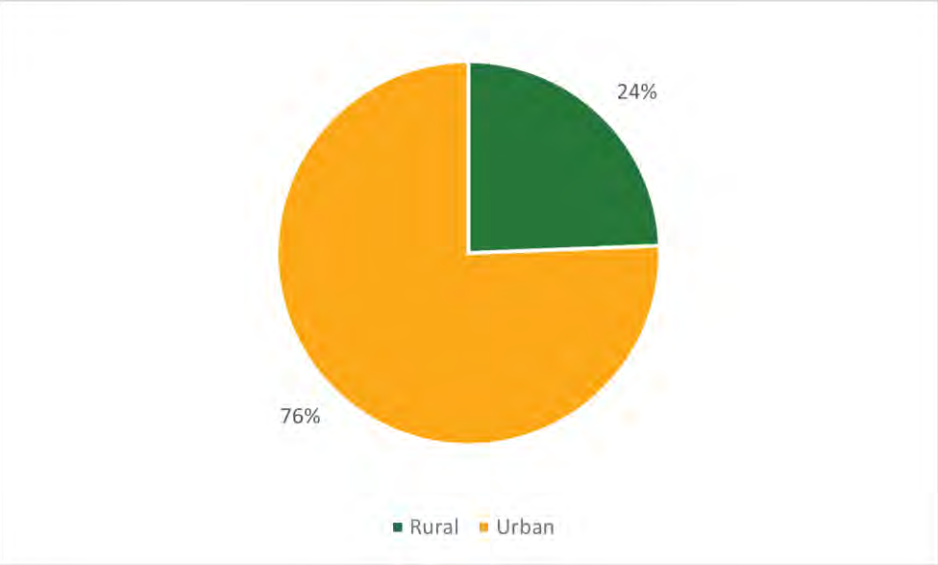


Figure 75: Crashes by Location

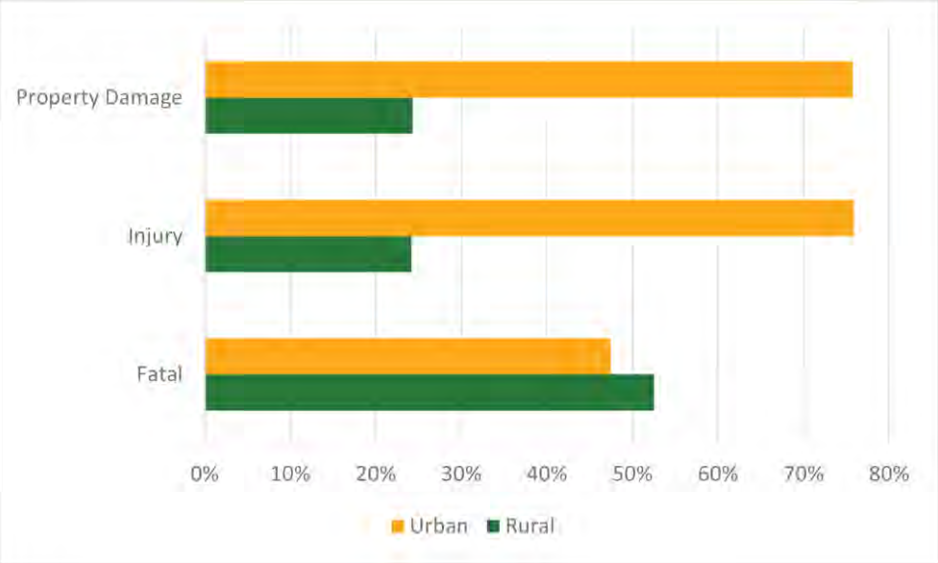


Figure 76: Severity of Crashes by Location

Most crashes, 76%, occurred in urban areas, with the remaining 24% occurring in rural areas. See **Figure 75** for a graphical representation of the percentage of crashes that occurred in rural and urban areas.

Figure 76 depicts the percentage of each crash severity by location, rural or urban. When compared to **Figure 75**, which shows that approximately one fourth of crashes occurred in rural areas, similar numbers exist for crashes that resulted in either injury or property damage. However, there is a very large discrepancy in fatal crashes. Over 50% of fatal crashes occurred in rural areas.

Fatal Crashes

A total of 198 fatal crashes occurred in tri-county MPO between 2017 and 2022. Fatal crashes have been trending upwards since 2020. **Figure 77** below shows the number of fatal crashes each year by rural and urban locations. In all but one year, 2021, rural areas see either more or the same number of fatal crashes as urban areas.

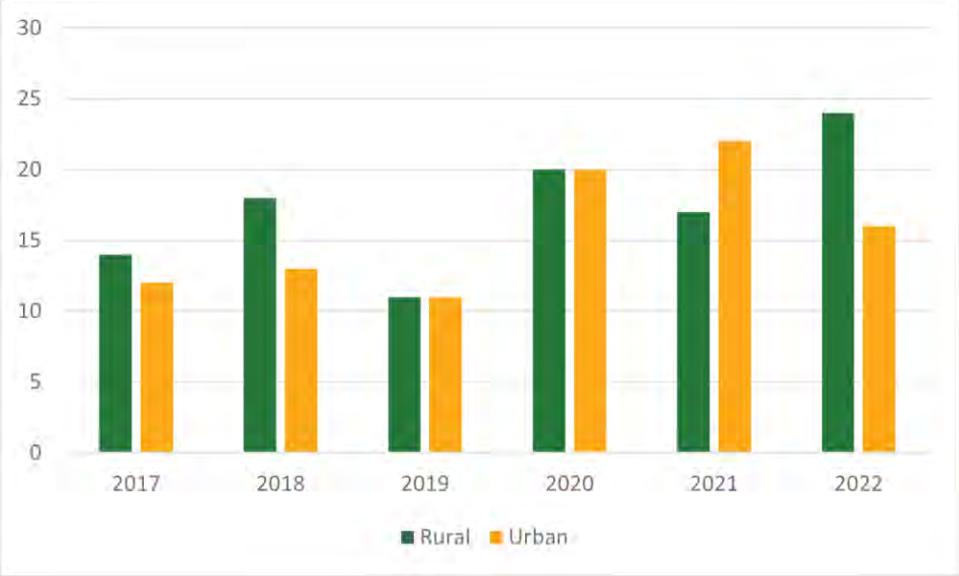


Figure 77: Rural & Urban Fatal Crashes, Per Year

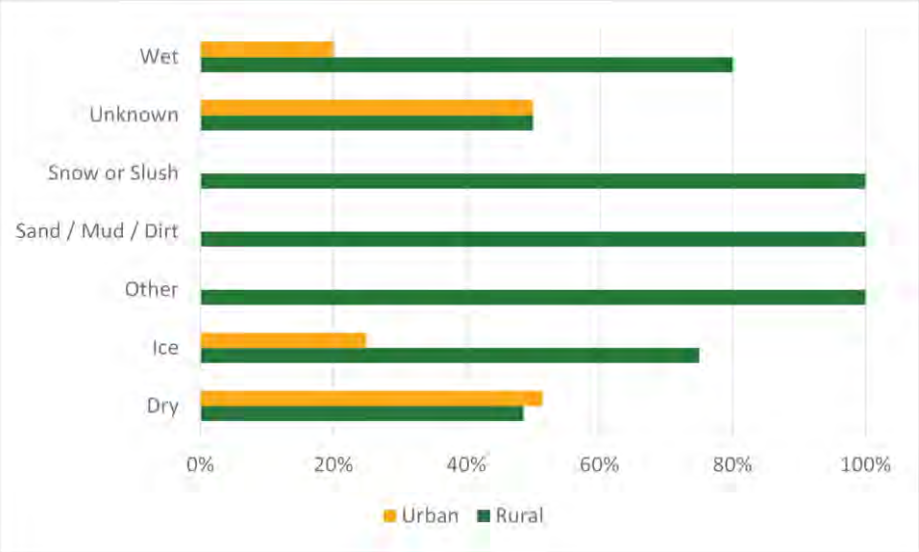


Figure 78: Fatal Crashes by Road Surface Condition

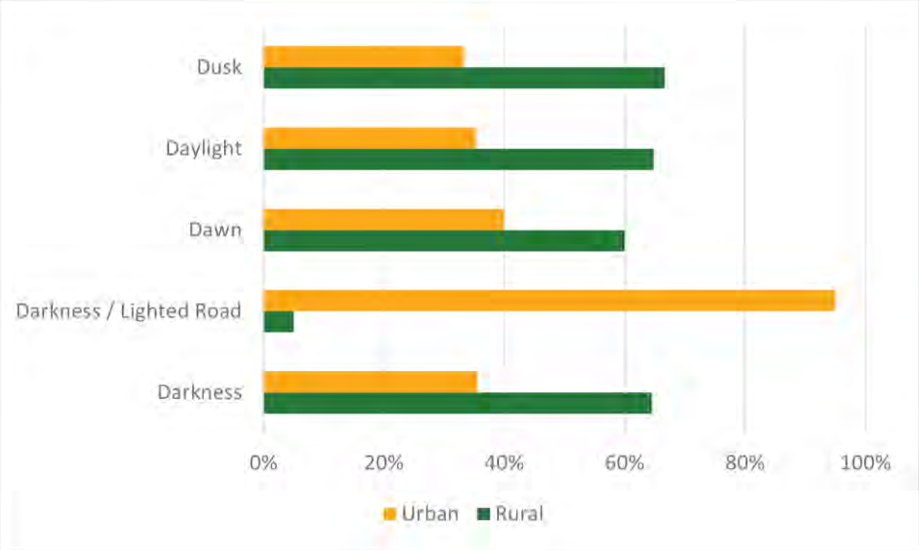


Figure 79: Fatal Crashes by Lighting Condition

Roadway Conditions

Evaluating road surface condition and lighting is critical in understanding the factors contributing to crashes and improving roadway safety. **Figures 78** and **79** show the percentages of road conditions and lighting in fatal crashes for both rural and urban areas.

Driver Characteristics

Figure 80 shows the severity of crashes and the use of safety devices. Crashes resulting in fatalities consisted of larger percentages of individuals who were either unbelted or not wearing a helmet as opposed to minor injury- or property damage-only crashes. **Figure 81** shows the crashes by sex alone, and **Figure 82** shows the breakdown of crash severity by sex.

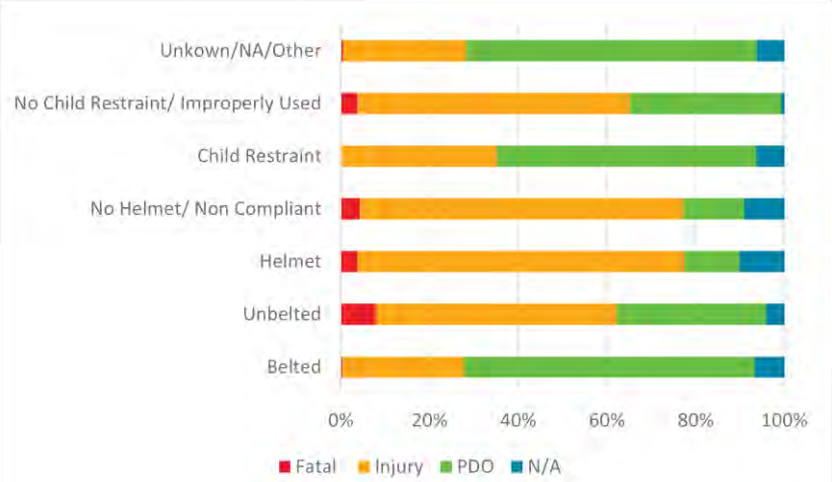


Figure 80: Crashes by Severity & Safety Device

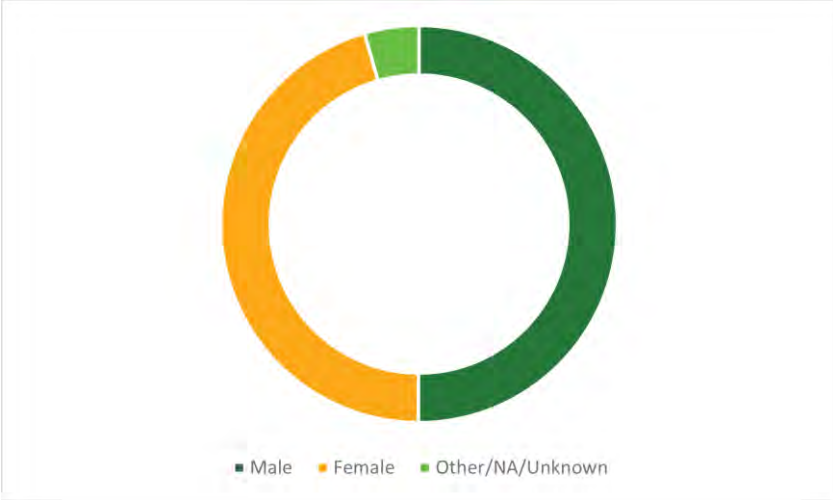


Figure 81: Total Crashes by Sex

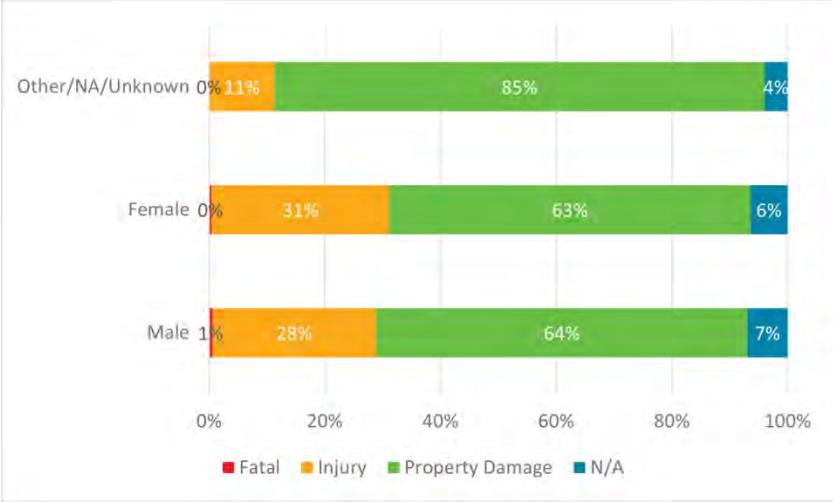


Figure 82: Crashes by Severity & Sex

Vehicle Characteristics

Figure 84 shows the proportion of vehicle types for all crashes. Passenger vehicles account for 56% of total crashes, SUVs account for around 18% of crashes, and pickup trucks account for around 13% of crashes. **Figure 83** below shows the vehicle type by crash severity. Of motorcycle-involved crashes, 4% of crashes are fatal, and nearly 70% result in injury. This is a large contrast when looking at overall vehicle types, with motorcycle-involved crashes accounting for just 1% of all crashes.

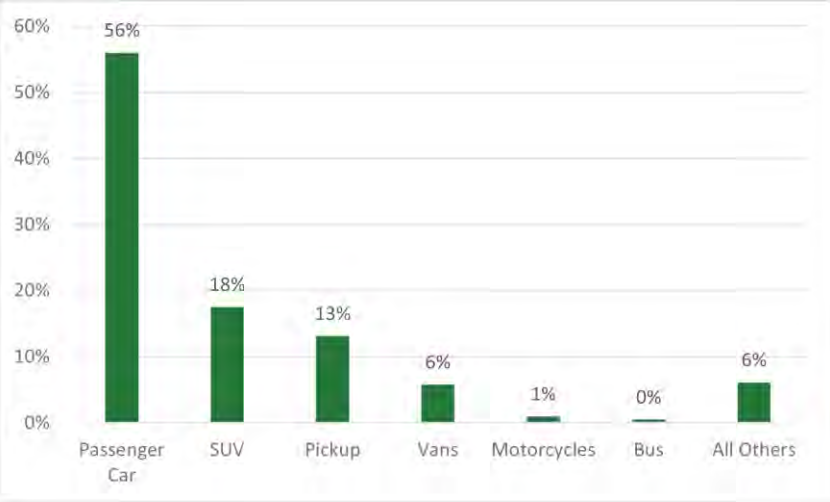


Figure 84: Crashes by Vehicle Type

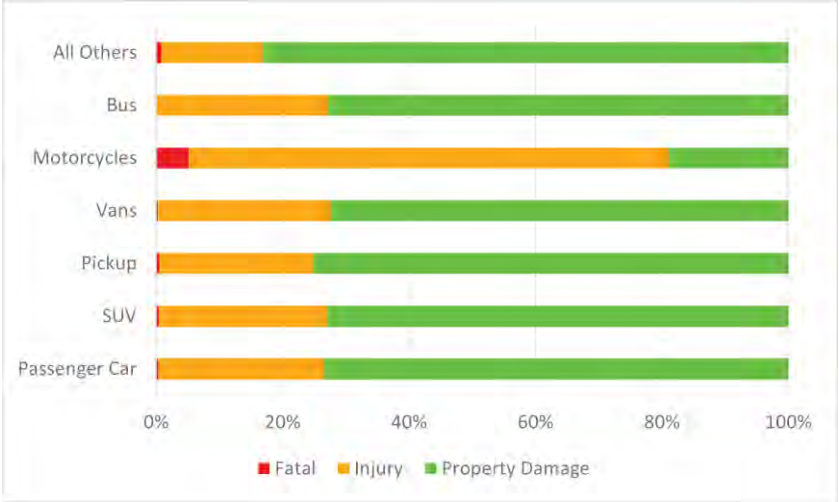


Figure 83: All Crashes by Vehicle Type & Severity

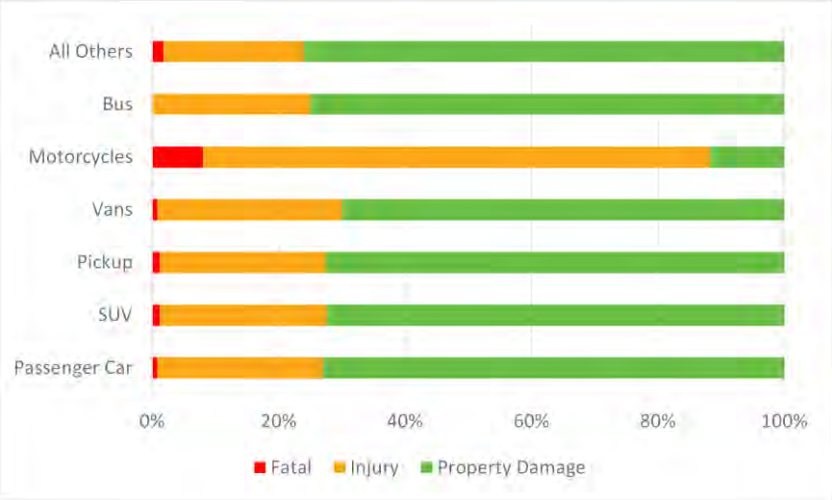


Figure 85: Rural Crashes by Vehicle Type & Severity

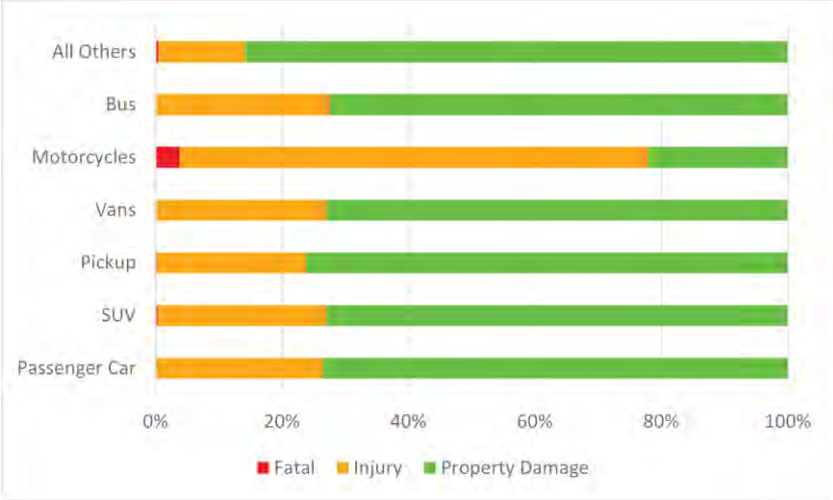


Figure 86: Urban Crashes by Vehicle Type & Severity

Figures 85 and **86** show crashes by vehicle type and severity in rural and urban locations. These figures highlight how rural crashes are typically more fatal than urban crashes, as nearly all vehicle types have a higher fatality rate when the crash occurs in rural areas.

Crashes and Speed

The severity of crashes by whether speeding was a factor in the crash is shown in **Figure 87**. The graph shows speeding-related crashes resulting in higher percentages of fatalities and injuries as opposed to non-speed related crashes. This is further analyzed by breaking down speeding related crashes and severity by rural and urban locations. Similarly to the vehicle type analysis, speeding related crashes are more fatal and cause more injuries in rural areas as opposed to speeding related crashes in urban areas.

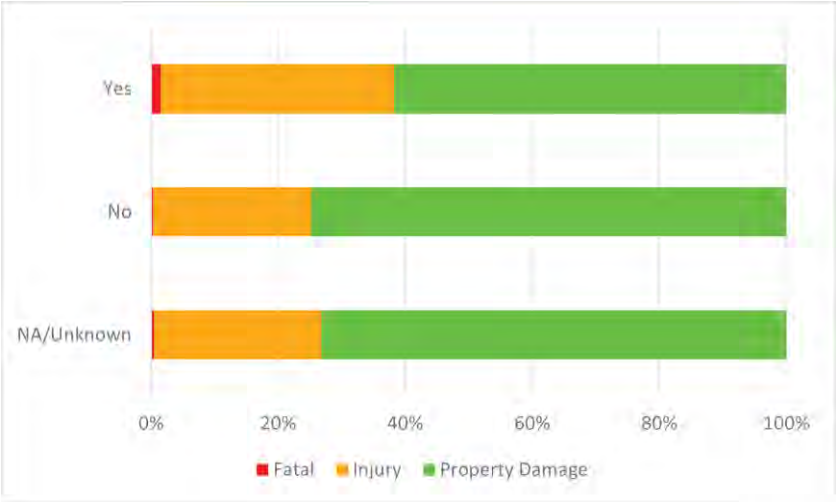


Figure 87: Severity of All Speed and Non-Speed Related Crashes

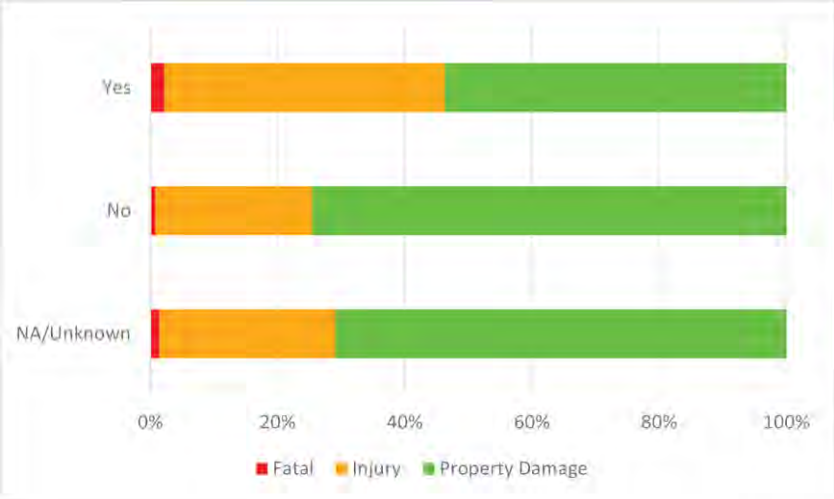


Figure 88: Severity of Rural Speed and Non-Speed Related Crashes

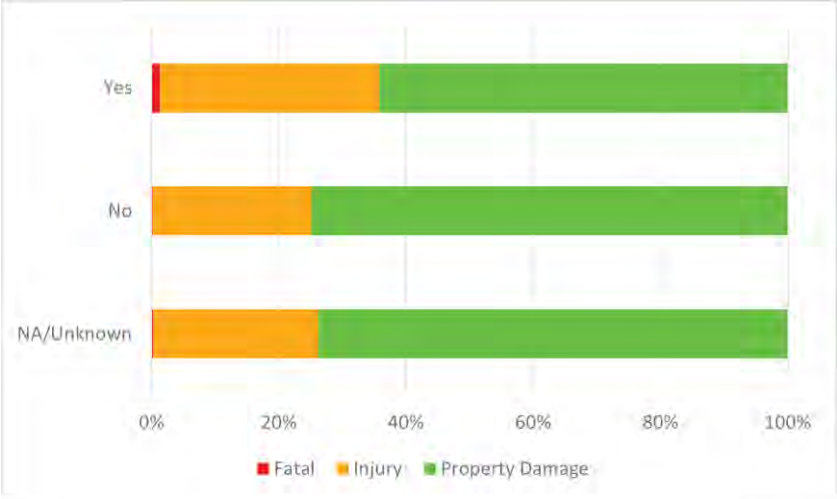


Figure 89: Severity of Urban Speed and Non-Speed Related Crashes

Crashes and Functional Classification

Lastly, all crashes were analyzed by severity on differing roadway functional classifications. This analysis is further broken down to compare severity in differing roadway functional classifications in both rural are urban locations. As seen in earlier analyses, fatal crashes are more likely to occur on the array of functional classifications in rural locations than urban.

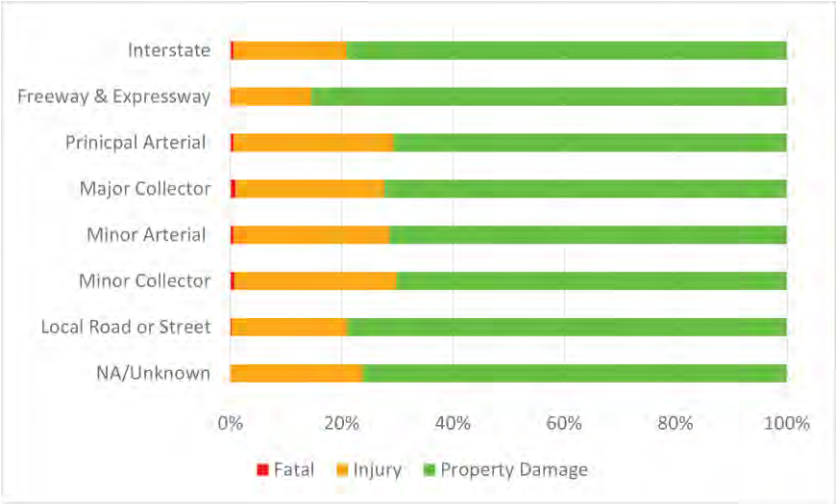


Figure 91: Severity of All Crashes by Functional Classification

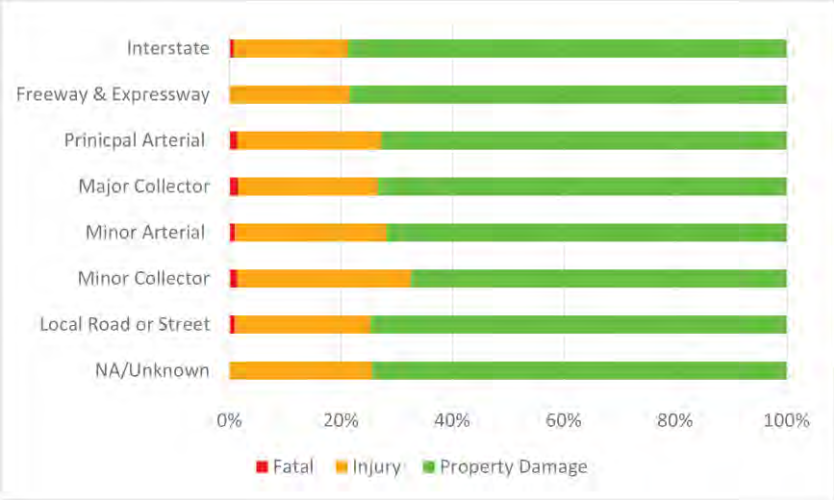


Figure 90: Severity of Rural Crashes by Functional Classification

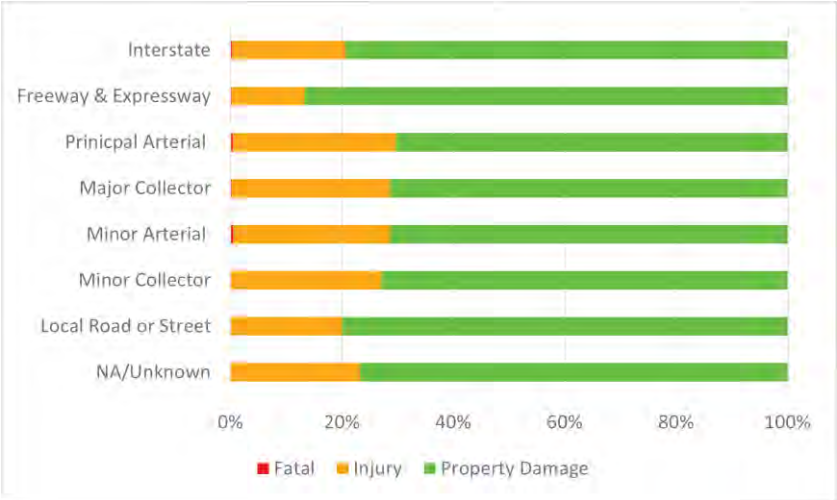


Figure 92: Severity of Urban Crashes by Functional Classification

Bicycle and Pedestrian Crash Characteristics

IDOT's Illinois Traffic Crash Data from 2017 to 2022 in the tri-county region was further analyzed to consider bicycle and pedestrian crashes. The tables below show the number of bicycle and pedestrian fatalities and injuries per year. The data is then further reviewed to look at the crash severity by bicycle and pedestrian crashes and then refined by comparing the data by rural and urban locations.

Table 47: Number of Bicycle and Pedestrian Fatalities Per Year

	2017	2018	2019	2020	2021	2022	Grand Total
Bicyclists	-	-	1	1	1	2	5
Pedestrians	4	4	4	3	2	7	24
Grand Total	4	4	5	4	3	9	29

Table 48: Number of Bicycle and Pedestrian Injuries Per Year

	2017		2018		2019		2020		2021		2022		Grand Total	
	Bicyclist	Pedestrian	Bicyclist	Pedestrian	Bicyclist	Pedestrian	Bicyclist	Pedestrian	Bicyclist	Pedestrian	Bicyclist	Pedestrian	Bicyclist	Pedestrian
Incapacitating Injuries	16	13	7	21	2	15	13	21	10	19	10	11	58	100
Non-Incapacitating Injuries	19	26	21	18	27	28	23	16	22	28	23	16	128	139
Other Injuries	7	16	3	16	2	10	4	7	5	10	4	6	25	65
Grand Total	42	55	31	55	31	63	40	44	37	57	37	33	211	304

In rural locations, pedestrian-involved crashes are much more fatal than in urban areas. No fatal bicycle crashes were recorded during the five-year period in rural areas while there were fatal bicycle crashes in urban areas.

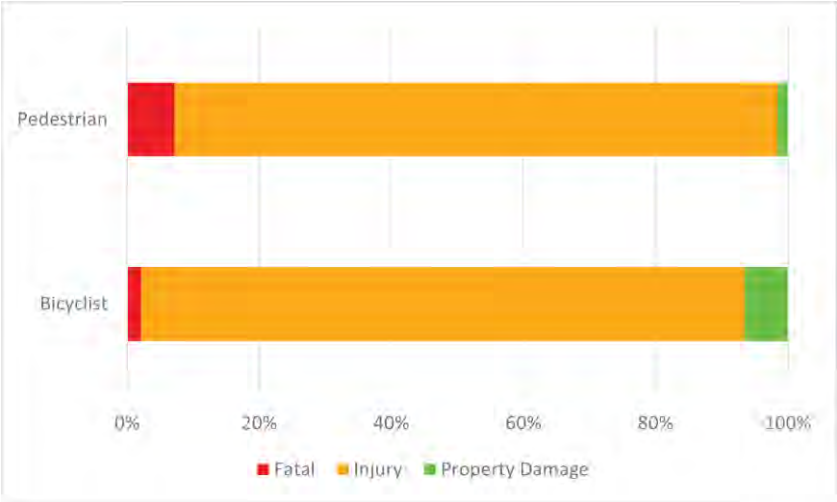


Figure 93: Severity of All Bicycle and Pedestrian Crashes

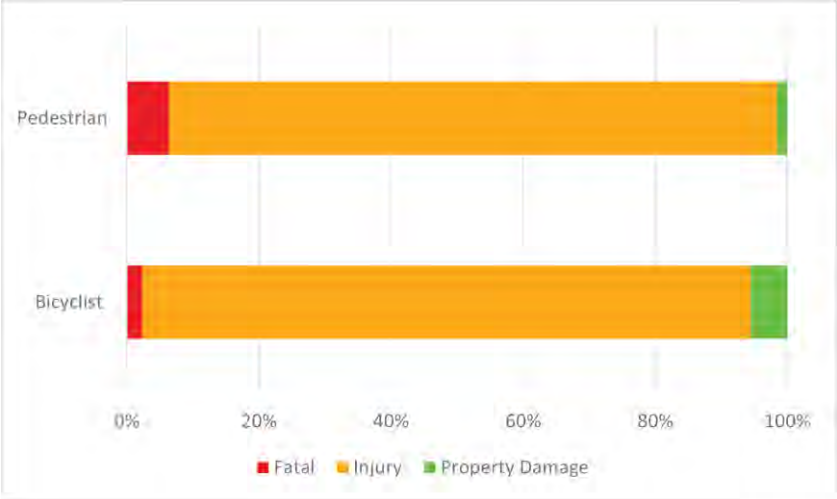


Figure 94: Severity of Urban Bicycle and Pedestrian Crashes

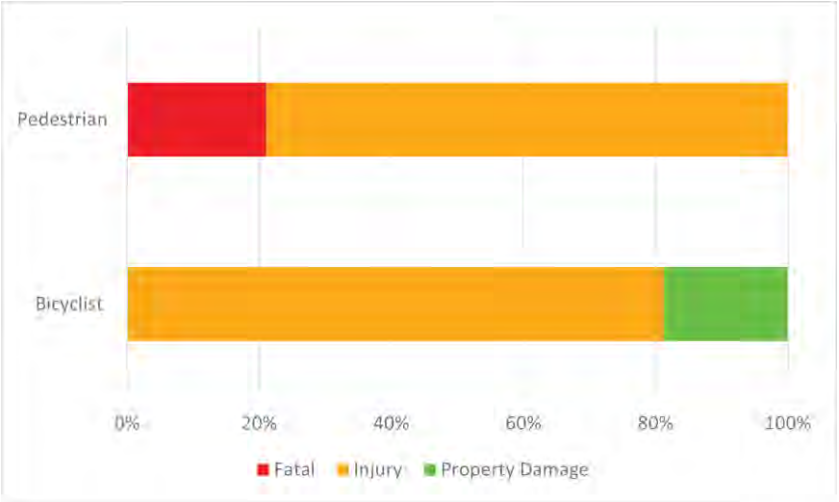


Figure 95: Severity of Rural Bicycle and Pedestrian Crashes

Safe Streets and Roads for All

The IIJA established the Safe Streets and Roads for All (SS4A) discretionary program that includes $5 billion in appropriated funds over federal fiscal years 2022 through 2026. Eligible activities include developing a Comprehensive Safety Action Plan (CSAP), updating a CSAP, performing a demonstration project, or implementing capital projects identified in an approved safety action plan. Jurisdictions without a CSAP are not eligible for receiving capital project funding through the SS4A grant program (SS4A Grant Program, 2024).

Tri-County applied for and received a FY 2022 Planning Grant in the amount of $400,000 with a $100,000 local match for developing a regional CSAP. This planning process is currently underway and is expected to be completed in June 2025. The development of the Tri-County CSAP has been a data-driven process and using data to identify and prioritize issues concerning this region to emphasize a clear path forward. Evidence-based and systematic strategies will aim to reduce the number of fatalities and serious injuries, with the goal of reaching Vision Zero.

State Safety Plans and Initiatives

The 2005 SAFETEA-LU federal infrastructure bill raised the bar in highway safety by establishing the HSIP as a core, separately funded program tied to strategic safety planning and performance. This required states to develop and implement Strategic Highway Safety Plans (SHSPs) and submit annual reports to the US DOT (A Summary of Highway Provisions in SAFETEA-LU, 2005). In response, the IDOT Bureau of Safety Engineering and Division of Traffic Safety partnered to develop the 2005 SHSP (HSP, 2014).

The SHSP builds upon and improves data, data systems, safety analysis and evaluation, and is the overarching plan used to implement various safety programs and initiatives. IDOT's plans and annual evaluation reports can be found at https://idot.illinois.gov/transportation-system/transportation-safety/highway-safety-plan.html.

Public Transportation

Public transportation is a critical part of the transportation system and is essential to the economic and social wellbeing of all residents. Its benefits are far reaching; the system connects workers to jobs, conserves energy, reduces oil dependence, relieves congestion, improves air quality and health, provides access for all ages and incomes, and offers a vital link for people with disabilities. In the Greater Peoria area, bus transportation includes local public transit and paratransit services, human services agency client transportation, and intercity bus service.

Greater Peoria Mass Transit District (GPMTD) operates the UA's public transportation services. These include CityLink, a fixed-route bus service, and CityLift, a complementary paratransit service. GPMTD receives its funding from state sales tax revenue, federal funding, and property tax levied by GPMTD to residences within the transit district boundary of the City of Peoria, Village of Peoria Heights, and West Peoria Township. Additionally, CityLink provides service under contract to the City of Pekin and the East Peoria Mass Transit District. Two rural services, CountyLink (via GPMTD) and We Care, also operate in the tri-county region, with areas within the MPA.

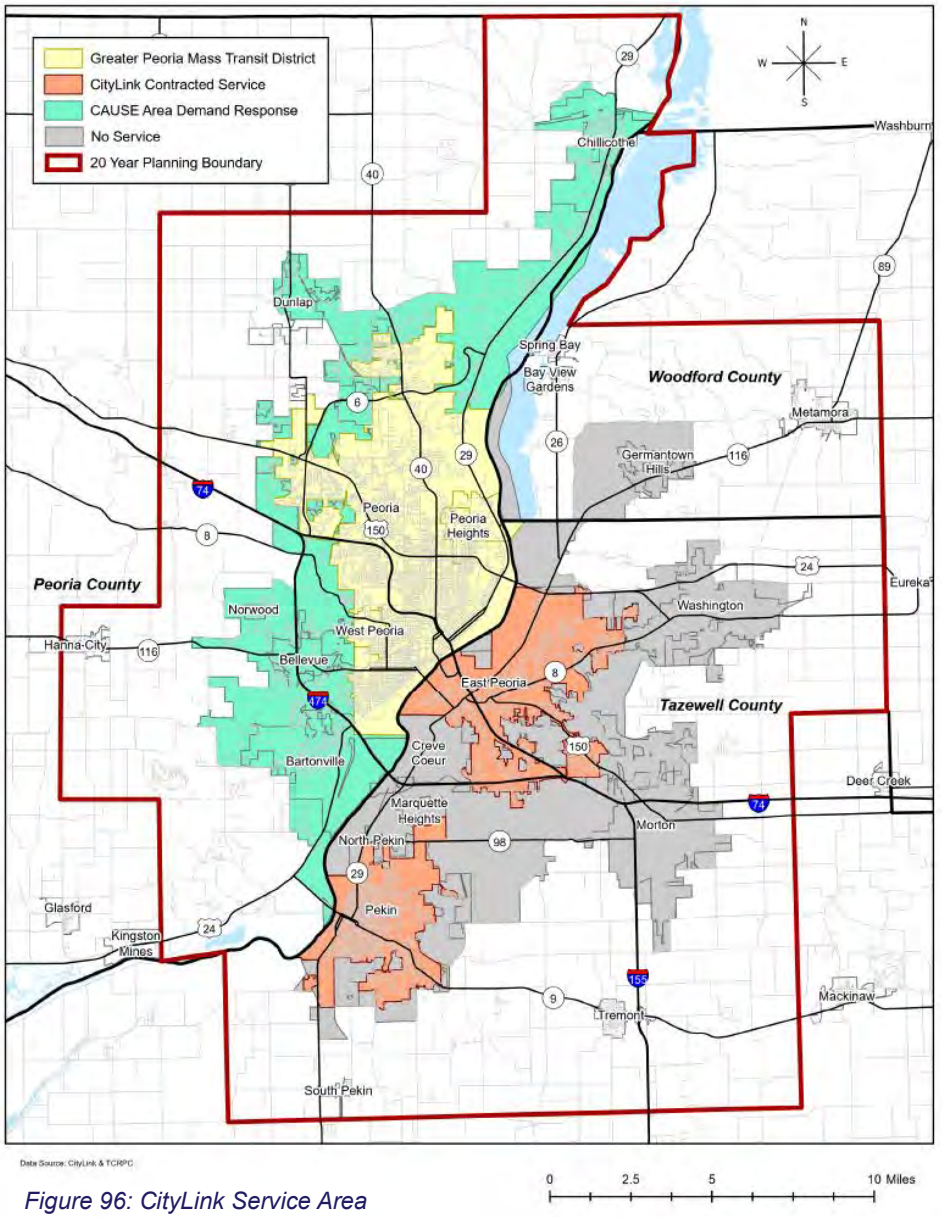


Figure 96: CityLink Service Area

Fixed-Route Service

In late 2019, CityLink adopted an updated Comprehensive Operations Analysis titled *CityLink on the Move*. Due to the COVID-19 pandemic, the recommended route and schedule changes were delayed. As a result, GPMTD held five public meetings located throughout their service area in November 2021. This resulted in a few route and schedule adjustments taking place on March 6, 2022 (Route & Schedule Improvements, 2024).

CityLink operates 17 fixed routes that radiate from downtown Peoria. Routes within Peoria County operate from 5:00 a.m. to 12:45 a.m. Monday through Friday, 7:30 a.m. to 10:30 p.m. on Saturdays, and 8:30 a.m. to 7:30 p.m. on Sunday. East Peoria routes operate from 6:15 a.m. to 10:30 p.m. Monday through Friday, 7:15 a.m. to 9:45 a.m. on Saturdays, and 8:45 a.m. to 7:10 p.m. on Sundays. Pekin routes operate from 6:45 a.m. to 10:30 p.m., with no Saturday or Sunday service (Route Guide, 2024). Below is an overview of each route, and see **Figure 97** for a map of CityLink routes.

Based on CityLink's 2019 Comprehensive Operations Analysis, Route 1: University; Route 10: Sterling; and Route 5: Main carried the most passengers. Based on the average number of passenger boardings per hours the bus is in service, the most production routes are Route 10: Sterling; Route 20: ICC Express; Route 1: University; and Route 6: Sheridan (Existing Conditions, 2019) (CityLink on the Move, 2019).

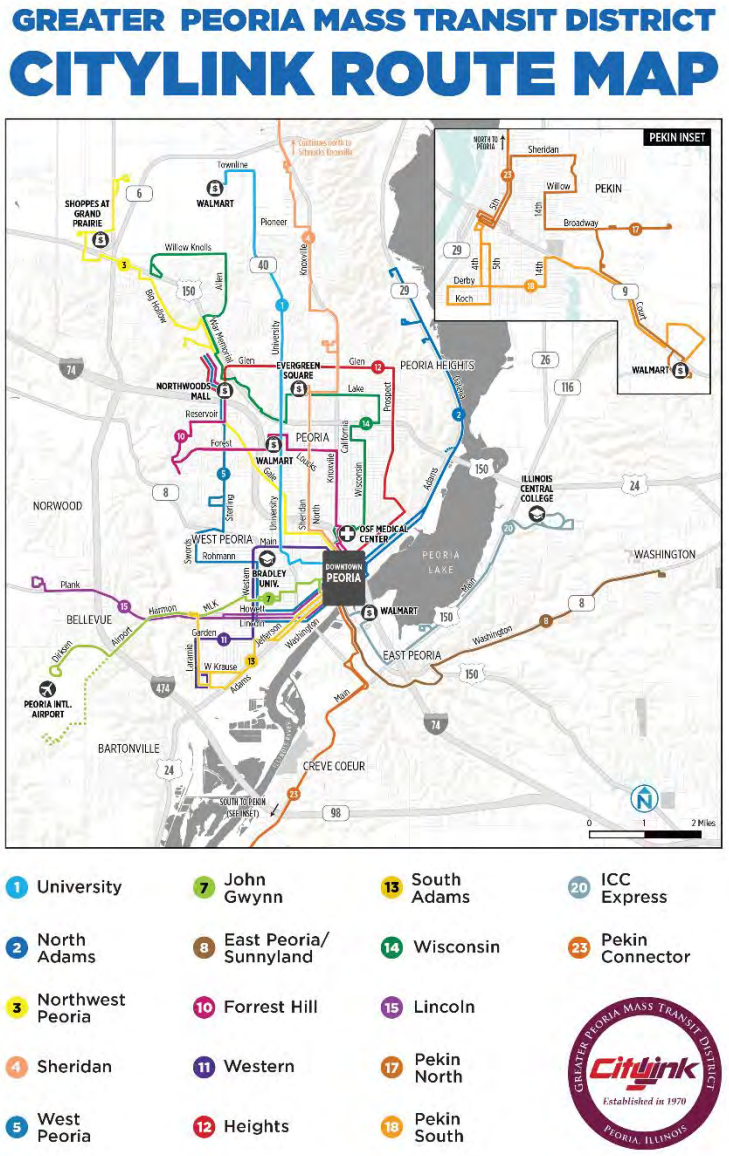


Figure 97: CityLink Fixed-Route Service Map (Route & Schedule Improvements, 2024)

Over the last 10 years, fixed-route ridership for CityLink service has declined, though there has been a slight uptick lately. In 2014, CityLink saw 3,425,943 unlinked passenger trips. In 2019, this number decreased to 2,518,929 unlinked passenger trips, resulting in a -26.5% change. The COVID-19 Pandemic caused CityLink to reach a low in 2021 of 1,518,929 trips, which is a -34.3% change from 2014. However, CityLink has seen a 7% increase in trips post-COVID-19 Pandemic, resulting in 1,786,269 unlinked passenger trips in 2023 (National Transit Database (NTD), 2024).

A one-way regular adult ticket costs $1; students, seniors, veterans, and people with disabilities ride for $0.50; and seniors can qualify to ride for free through the Benefit Access Program. For riders who transfer regularly, an unlimited-ride day pass is available for $3.00 and a 30-day pass is $40.00 (Route Guide, 2024). In 2023, CityLink began partnering with local entities such as the Peoria Riverfront Museum, the Caterpillar Visitor's Center, and the Peoria Zoo to offer free entry with a bus pass or ticket (History, 2024).

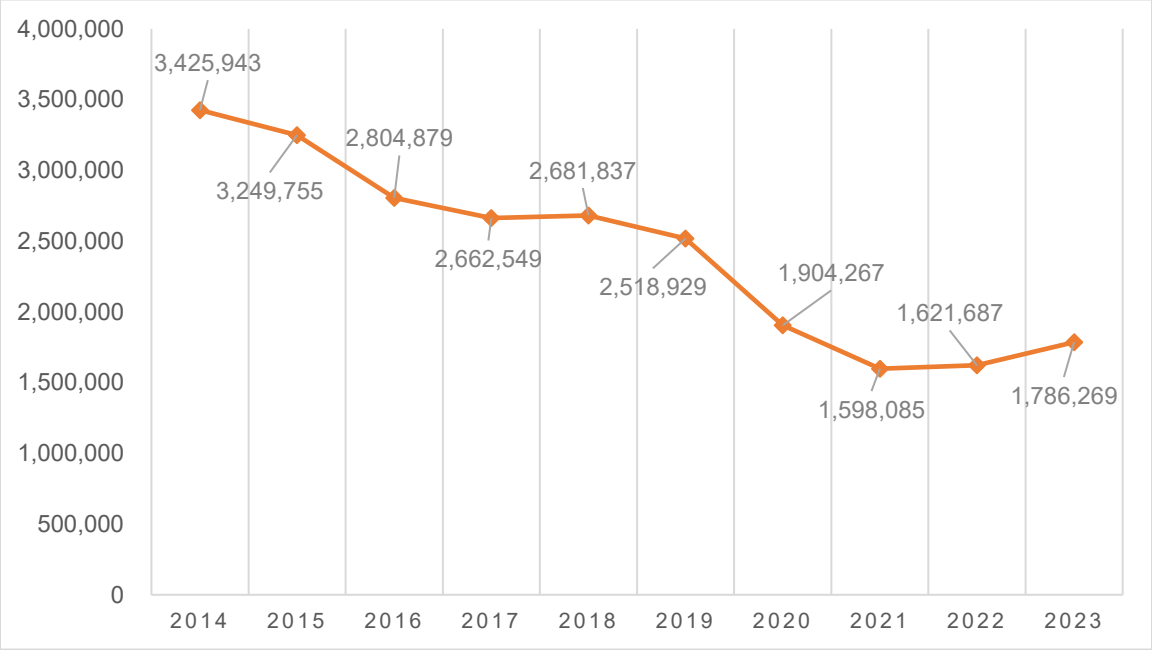


Figure 98: CityLink Fixed Route Ridership (NTD, 2024)

Complementary Paratransit

In addition to providing fixed-route public transportation, GPMTD contracts with a third-party provider to operate demand-response paratransit service for individuals who are unable to use the fixed-route system due to a disability. This service, referred to as CityLift, uses accessible vehicles to provide service to individuals who live within three-quarters of a mile from the fixed-route bus lines (**Figure 99**). The provision of this complementary service is a federal requirement for all public entities operating fixed-route transportation services for the public (49 CFR Part 37 Subpart F, 2015).

CityLift paratransit service is limited to individuals who are eligible under the requirements of the Americans with Disabilities Act of 1990 (ADA). Eligibility is determined through an evaluation and certification process. Once deemed eligible, individuals can ride CityLift for a cost of $2.00 one-way and are provided with door-to-door service. This means that the vehicle driver offers assistance from the rider's door to the door of the vehicle and provides comparable assistance at the destination. Individuals must make reservations for this service at

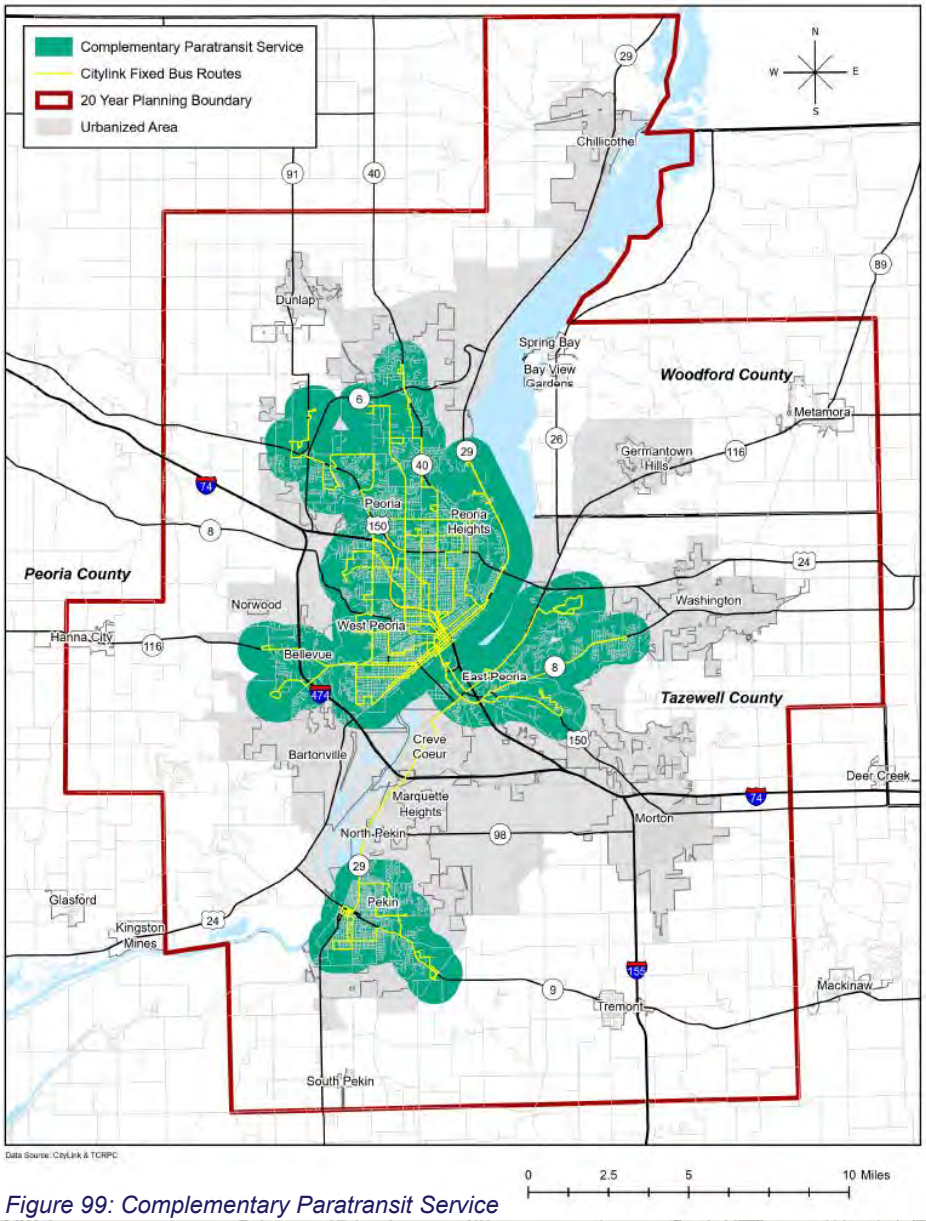


Figure 99: Complementary Paratransit Service

least 24 hours before the scheduled trip per federal guidelines (CityLift, 2024).

Within the City of Peoria, Peoria Heights, West Peoria, and East Peoria, CityLift service is available Monday through Friday from 5:00 a.m. to 12:45 a.m.; Saturday from 7:30 a.m. to 10:30 p.m.; and Sunday from 7:30 a.m. to 7:00 p.m. Within Pekin, service is available Monday through Friday from 6:45 a.m. to 6:30 p.m. and is unavailable on Saturday and Sunday (CityLift, 2024).

CityLift ridership data can be found in **Figure 100**. Please note that the data after 2018 also includes ridership numbers for Peoria County Rural Transportation (CountyLink).

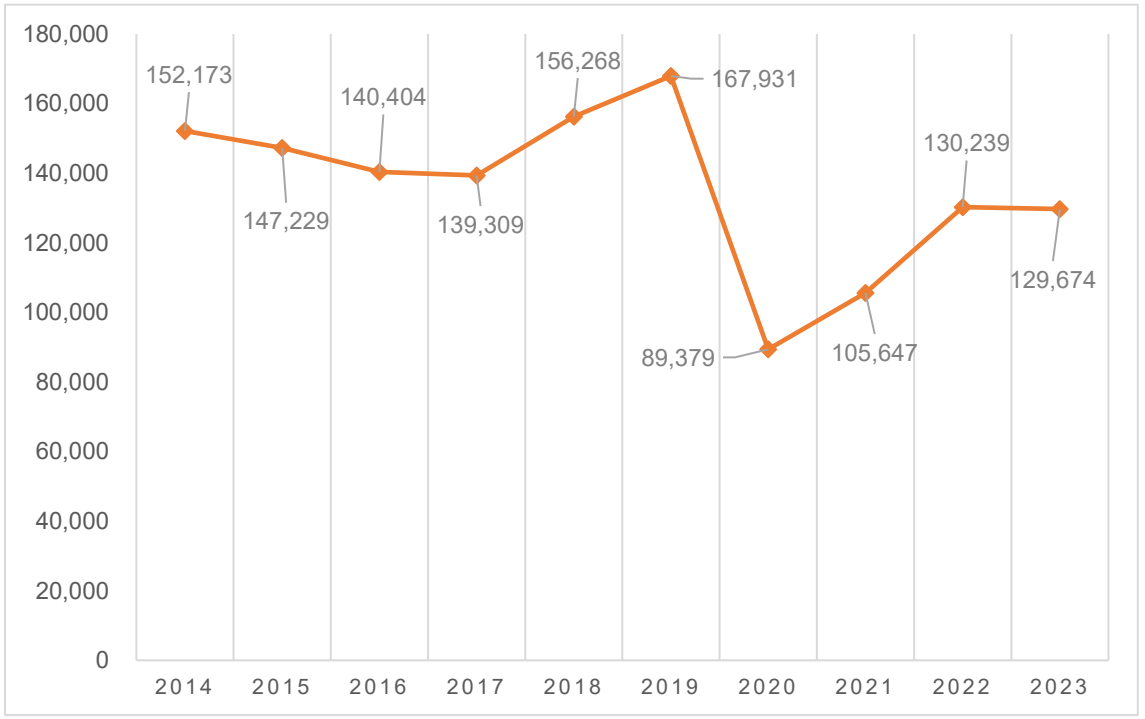


Figure 100: CityLift Paratransit Ridership

CAUSE Area Demand Response Service

The 2010, the US Census expanded the Peoria-Pekin UA boundaries, which led to the addition of Chillicothe, Dunlap, and Germantown Hills to the urbanized area. Prior to this expansion, Peoria County's rural public transportation service, CountyLink, serviced Chillicothe and Dunlap; and Woodford County's rural public transportation service, We Care, serviced Germantown Hills. Due to federal regulations, CountyLink and We Care, as rural service providers, are unable to provide transportation service that both originates and terminates within an urban area. Therefore, Germantown Hills, Dunlap, and Chillicothe were newly without public transportation service to take residents into urban communities.

To temporarily resolve this issue, GPMTD has taken over transportation services within the expanded Urbanized Area. Currently, the service is only available in Peoria County. The service began with funding in part through two federal grant programs, Section 5316 Job Access and Reverse Commute and Section 5317 New Freedom. In 2012, these grant programs have been consolidated and restructured under federal legislation, MAP-21, and are no longer available. However, GPMTD has continued this service.

The service, referred to as CAUSE Area (CityLink Area Urban Service Expansion) demand response, is currently available to anyone living or working within the grey urbanized area outside of complementary paratransit boundaries (See **Figure 96**). The service operates Monday through Friday from 5:00 a.m. to 6:00 p.m. and is unavailable on Saturday and Sunday. A one-way passenger fare is $6.00. Individuals are encouraged to schedule their rides at least 24 hours in advance; however, same-day reservations are sometimes accepted (CountyLink, 2024).

Grey Area

The Peoria-Pekin Urbanized Area includes 17 municipalities, but only three are part of the Greater Peoria Mass Transit District (GPMTD), and just two others contract with GPMTD for fixed-route and complementary paratransit services. Consequently, 12 municipalities, representing over 87,000 residents, lack reliable public transportation. This under-resourced region is referred to as the Grey Area. In response to this Grey Area and to find a permanent solution for funding services in the CAUSE Area, TCRPC, GPMTD, and community partners secured grant funding to conduct the Grey Area Mobility Enhancement and Expansion Study (Grey Area Mobility Enhancement and Expansion Study, 2021).

The study aimed to assess mobility needs, propose service expansions, and analyze funding to prioritize the allocation of limited transit resources. The plan was completed in August 2021. Since this time, TCRPC issued a Call for Projects in Fall 2021 to allocate Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities urban funds provided by the FTA. Washington Township and the City of Washington partnered with GPMTD to submit a 5310 application proposing a six-month pilot program to introduce paratransit services in Washington. The Washington urbanized area, part of the Grey Area, lacks access to public transportation. After reviewing the application, TCRPC and the HSTP urban subcommittee approved the project (HSTP Update, 2023).

Starting August 1, 2022, GPMTD assigned two CityLift vehicles to serve the Washington area for the pilot program (HSTP Update, 2023). This service has been running since. In July 2024, Washington Township, the City of Washington, and GPMTD partnered and submitted another Section 5310 grant application to TCRPC, which was once again selected to be funded, (though at the time of this publishing, the FTA application process for the funding is still in process). In the grant application, GPMTD reported that since the service was implemented (approximately two years), over 2,000 rides have been provided to the residents that reside within Washington Township (see **Figure 101** for service area map) (GPMTD, 2024).

For **Mobility Challenged Persons Aged 60+**, living in the Underserved Washington Area, riding to points within the urban area or to points in East Peoria or Peoria, **call** Agency on Aging **(309) 674-2071**. Rides are free; donations are encouraged.

For **Persons with Mobility Challenges or Disabilities Aged 18-59**, living in the Underserved Washington Urban Area, riding to points within the urban area or to points in East Peoria or Peoria, **call** CityLift **(309)-999-3667**. Rides are $2 one way urban, $6 one way to East Peoria or Peoria.
(Rider Application Required)

For **Persons with Mobility Challenges, Disabled or not**, living outside the urban area of Washington (rural), traveling to points in the Washington urban area, East Peoria or Peoria,
-OR-
Living in the urban area of Washington, and traveling to rural points outside of the Washington urban area, **call** WeCare
(309)-263-7708
Rides are $3 one way; Ages 65+ donation only.

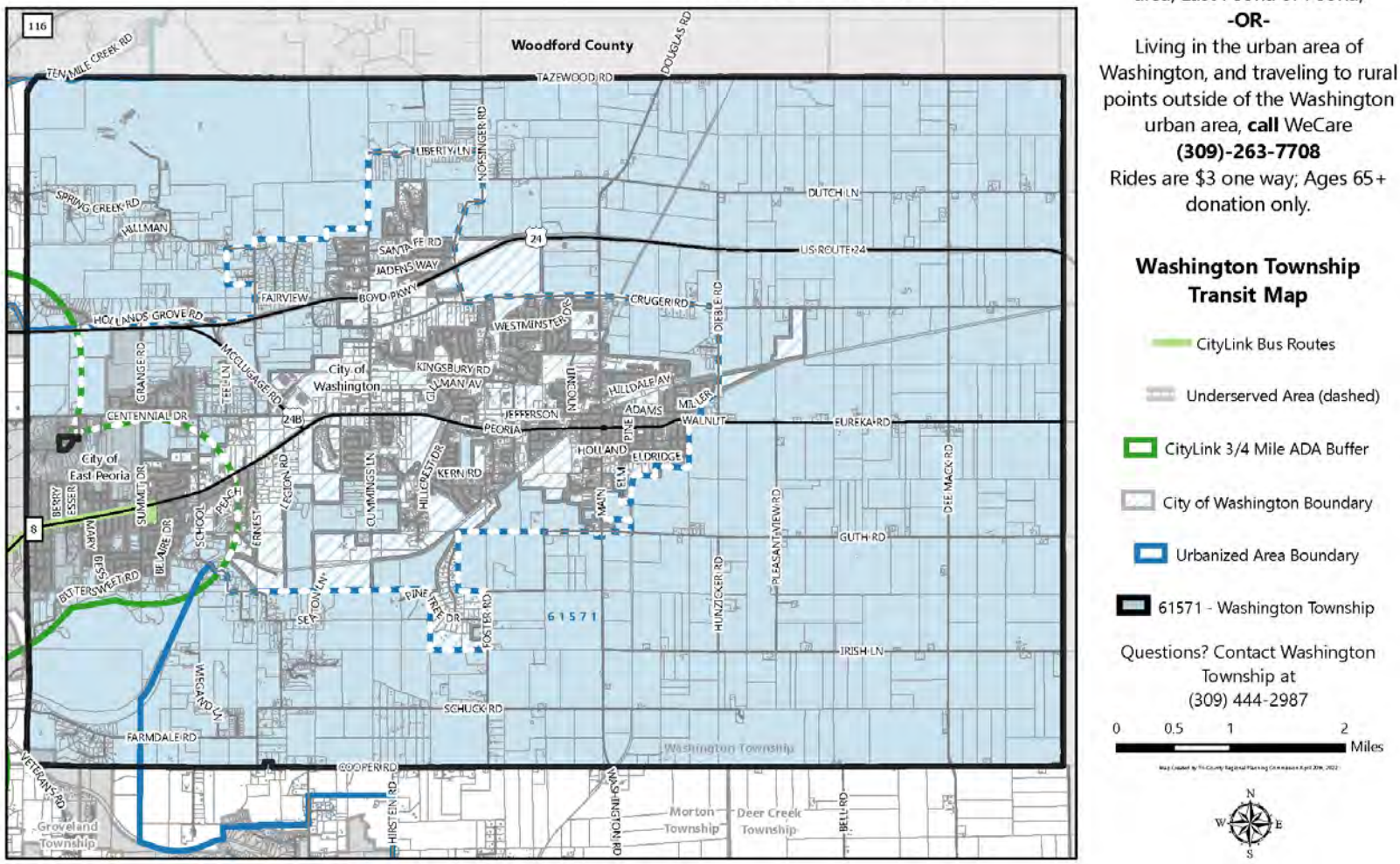


Figure 101: Washington CityLift Service Map

Metropolitan Planning Area

The metropolitan planning area that lies outside the urbanized area is eligible for rural public transportation. Service to this area is provided by CountyLink (rural Peoria County) and We Care (rural Tazewell and Woodford Counties).

CountyLink

CountyLink is the rural Peoria County service provided by GPMTD. CountyLink offers a door-to-door demand-response service in which passengers are picked up at their desired location and dropped off at a specified location. There are no designated routes or bus stops for this service type. In addition, CountyLink bus drivers are responsible for assisting the passengers to and from the vehicle. Service must either begin or end in the rural part of Peoria County, which is outside of the Peoria City limits (CountyLink, 2024).

Service is available in the following areas: Bartonville, Brimfield, Chillicothe, Dunlap, Edelstein, Edwards, Elmwood, Glasford, Hanna City, Kickapoo, Kingston Mines, Laura, Mapleton, Mossville, Norwood, Oak Hill, Orchard Mines, Princeville, Rome, Smithville, Trivoli, Tuscarora, and West Peoria. CountyLink reservations may be made from 8:00 a.m. to 5:00 p.m., Monday through Friday, while service hours are from 5:00 a.m. to 6:00 p.m. Monday through Friday. Fares are $6.00 for each one-way trip, and reservations must be made at least 24 hours in advance (CountyLink, 2024).

In 2015, Peoria County executed an intergovernmental agreement (IGA) with GPMTD to operate this system (History, 2024). GPMTD uses a third-party contractor to provide CountyLink service. Because of the IGA, a coordinated dispatch effort has made both systems more productive. CountyLink and CityLift use the same third-party contractor to provide the service, same ride scheduling software and equipment, and same dispatching office. Such improvements make it possible for more rides to be provided in more areas. This can be seen in the growing ridership since 2016 as reported to the National Transit Database and displayed in **Figure 102** (NTD Transit Agency Profiles, 2024).

With CountyLink using GPMTD as the operator, ridership data is reported to the FTA with the CityLift Paratransit ridership.

We Care

We Care, a division of Tazewell County Resource Centers, is a nonprofit organization that provides transportation to rural Tazewell and Woodford counties. This transportation service is open to the public, with no restrictions on ability or age. Riders are asked to call at least 48 hours in advance to schedule their ride. Office hours are Monday through Friday from 6:00 a.m. to 5:00 p.m. Vehicles are ADA accessible; escorts ride for free; and seniors ride for donations only. Regular fares are $3.00 per one-way ride (Transportation, 2024).

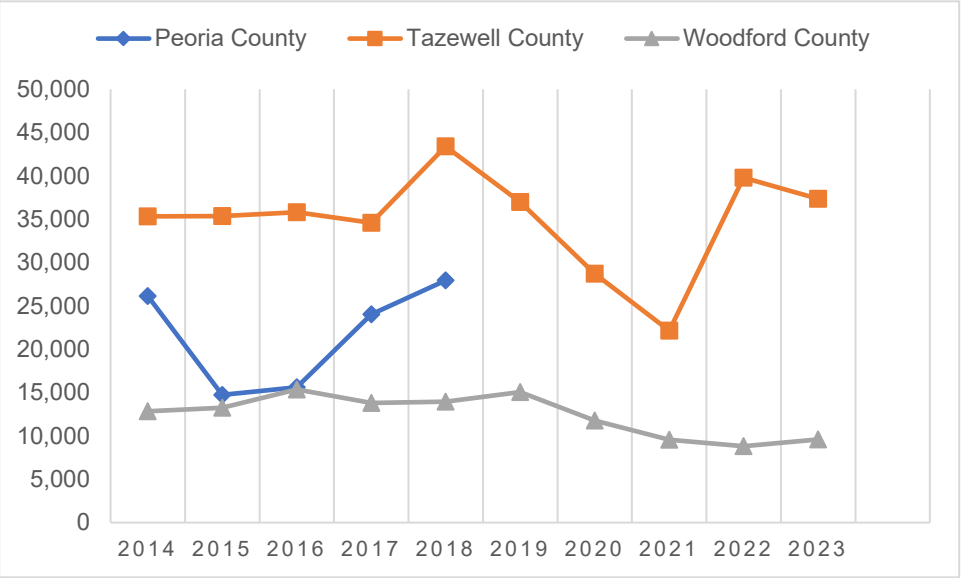


Figure 102: Rural Transit Ridership

Capital and Operational Development

Since its inception in 1970, GPMTD served the community by participating in food drives, providing transportation for individuals with disabilities, and being the nation's first transit system to use ethanol-fueled buses in 1991. In the early 2000s, GPMTD made several improvements and developments: The name "GP Transit" rebranded as CityLink; GPMTD expanded its service to Pekin, North Pekin, and Creve Coeur; GPMTD opened a daycare center within the Transit Center by partnering with a local entity; and GPMTD purchased new, lower-floor buses to make it easier for passengers to board and exit at curb level (History, 2024).

Since 2014, GPMTD has made significant advancements in its infrastructure, fleet, and services to enhance public transportation in the Greater Peoria area. On June 8, 2014, GPMTD began offering Sunday service to passengers, attracting 2,696 riders (History, 2024).

The following year, GPMTD implemented two infrastructure improvement projects. The first project aimed at improving passenger safety and security by installing solar-powered LED lighting at bus shelters. The project also improved CityLink operations by enhancing drivers' ability to see passengers waiting at the bus shelters. The second project increased passenger convenience by installing a self-service ticket vending machine at the Downtown Transit Center (History, 2024).

Operationally, 2015 was a big year for GPMTD. CityLink surpassed its previous ridership record of 3,408,232 trips, with 3,420,705 trips in 2015 (History, 2024).

Tri-County designated funding to GPMTD to implement General Transit Feed Specification (GTFS). This integrated route information with Google Maps, which was made live in late 2016. Integrating the bus route information into Google Maps was a big step to making the system easier for riders to use. In 2021, GPMTD equipped all buses with Automatic Vehicle Locator (AVL), Automatic Passenger Counter (APC), and Automated Voice Announcements (History, 2024). This equipment further expanded GPMTD Intelligent Transportation Systems (ITS) capabilities, allowing for better data collection to inform operations improvements and provide better service to riders. With the new ITS infrastructure, passengers are able to track their bus on the myStop® mobile app and website (https://clk.rideralerts.com/InfoPoint/) (Track My Bus, 2024).

In 2016, CityLink received two 40-foot diesel-electric hybrid buses, significantly reducing emissions and noise levels. By 2017, the fleet expanded with two more hybrid buses and 32 new paratransit vehicles for CityLink's demand response services. Efforts to improve safety included upgrading surveillance systems with high-definition cameras in 2018 (History, 2024).

In 2019, CityLink transitioned to designated stop locations to enhance passengers' safety. GPMTD made small, but crucial bus stop improvements to help connect stops with nearby existing sidewalk networks. During Summer 2019, GPMTD installed 39 concrete pads throughout the district. GPMTD received funds for this project through Tri-County's FTA Section 5310 grant program (History, 2024).

CityLink initiated a comprehensive renovation of its downtown Peoria Transit Center in 2019, originally completed in 2003. The remodeling project, concluded in 2020 just in time to celebrate GPMTD's 50th anniversary. The remodeling modernized the facility to better serve passengers in two phases. The first phase of the renovations enhanced the main floor facilities: Customer service office, public restrooms, driver break room, and the waiting area. The second phase improved the second-floor spaces where GPMTD staff work to support operations at the Transit Center (History, 2024).

Driver barricades were installed on fixed-route buses for operator safety during the COVID-19 pandemic. In 2021, CityLink added three battery-electric buses to their fleet. In 2023, GPMTD upgraded paratransit vehicles with new camera systems, and in August, the first Gillig diesel bus slated for refurbishment began the process. This refurbishment was completed in Spring 2024 (History, 2024).

The groundwork for renovating and expanding GPMTD's Maintenance and Operations Center in Peoria started in 2020 with the section of Muller & Muller, Ltd for the architectural and engineering contract. The following year, in March 2021, GPMTD selected River City Construction for the Construction Management contract (Coad, 2023). The project vision includes constructing a new building at the back of the property to house administration and maintenance offices, relocating CityLift and CountyLink offices to the current Administration building (with planned renovations), and improving the current maintenance buildings that are crucial to effectively perform maintenance on newer vehicles (hybrid and electric buses) as well as current buses.

Renovations and construction of the facility were divided into three phases to ensure operations could still occur. The construction of a new paint and body shop was the first phase which was completed in the summer of 2022. The construction of a new five-bay, tandem pull-though maintenance facility with support services and an operations center was the second phase, which was completed in late 2023 (Coad, 2023).

The final phases of construction began in Fall 2023, which aimed to expand bus storage capacity and further enhance operational infrastructure (History, 2024). In January 2024, CityLink staff began transitioning into a new multi-story administration building. The first floor, designated for the maintenance department, was completed in mid-December 2023. Additionally, two bus simulators were installed to enhance driver training programs (New Construction Project Update, 2024). All phases of the construction are set to wrap up in 2025.

In July 2024, the US DOT announced an allocation of $14.4 million to CityLink from the Low and No Emission Grant Program to purchase approximately 10 more electric buses to replace aging diesel vehicles. This initiative reflects a commitment to improving public transportation accessibility while protecting the region’s health (Cowley, 2024).

Additionally, GPMTD is in the process of replacing 10 aging diesel buses by 2025, and GPMTD plans to introduce up to 20 battery-electric buses. A new farebox system will enable account-based fare collection, and updates to the Transit Center will improve passenger amenities (History, 2024). Through these capital investments and operational initiatives, GPMTD continues to advance its mission of providing efficient, reliable, and adaptable public transportation to the Greater Peoria community.

Human Services Agencies Client Transportation

Throughout the metropolitan planning area, several human services agencies provide client transportation. These services, while not available to the general public, greatly support the transportation needs of low-income individuals, seniors, individuals with disabilities, and veterans.

In the metropolitan planning area, numerous human services agencies have been granted vehicles through IDOT's Consolidated Vehicle Procurement (CVP) program to support their transportation services. **Table 49** lists these agencies and identifies their principal clients and nature of service. Please note that this table is not a comprehensive list of all human services agencies with client transportation programs. Many human services agencies fund transportation programs with private donations, fundraising, and other means.

Often, the transportation programs of human services agencies are not enough to satisfy all transportation needs. In these cases, agencies have succeeded in coordinating with CityLink, CityLift, CountyLink, and We Care to provide additional rides. This effort is one of the primary goals of the Human Services Transportation Plan (HSTP) committee. More information about the HSTP program can be found later in this section under Coordinated Planning.

Table 49: Peoria Area Human Service Agencies

Organization	Location(s)	Principal Clients	Nature of Service
Central Illinois Agency on Aging	Peoria	Seniors	To provide resources to help seniors and their caretakers
Central Illinois Center for the Blind and Visually Impaired	Peoria	Blind and Visually Impaired	To provide services and support for the blind and visually impaired
EP!C	Peoria	People with Disabilities	To provide day training for people with disabilities
Snyder Village	Metamora	Seniors	Retirement community and nursing home
Tazewell County Resource Centers	Tremont & Pekin	People with Disabilities	To provide day training for people with disabilities

Coordinated Planning

An increasing number of individuals are unable to transport themselves or purchase transportation due to physical and/or mental disabilities, income, or age. While this plan aims to address mobility in all forms, for all users, more attention to these specific mobility needs can be found in the regional HSTP document.

The HSTP is a federally required document that aims to increase the number of options and affordability of public transportation for people with low income, people with disabilities, older adults, veterans, and others who are most likely to be dependent on public transportation. The plan contains an inventory of available transportation providers, an assessment of transportation needs and gaps, and strategies to address those identified shortcomings.

To guide the HSTP document development and implementation, a committee composed of urban and rural transportation providers, transit users, human services agencies, and elected officials meets every other month. The goals of the HSTP plan and input from the HSTP committee have informed the goals of this LRTP.

Mobility of People with Disabilities

Transportation and mobility play key roles in striving for fairness for the disability community. Affordable and reliable transportation allows people with disabilities to access important opportunities in education, employment, healthcare, housing, and recreation. Because national, state, and local investments in transportation infrastructure have disproportionately favored cars and highways, those who cannot drive cars often lack viable transportation options.

According to the 2022 American Community Survey Five-Year Estimates, approximately 12.8% of Peoria-Pekin UA residents live with a disability. The disability rate is expected to increase in the coming years due to an aging population and increases in chronic health conditions, among other causes. It is therefore vital that the needs of this community are addressed.

National Policy

The Americans with Disabilities Act (ADA) was passed in 1990 to ensure that people with disabilities have access to appropriate resources and are able to participate in society in a fair manner. The law requires all new public transportation vehicles to be accessible. Additionally, transit operators had to begin providing

paratransit services for those who cannot use the fixed-route system. Other modes of transit that are covered include commuter transit, subway, and intercity rail systems. The law also addresses the accessibility of public places, including restaurants, hotels, theaters, doctor's offices, grocery stores, entertainment venues, schools, and daycare facilities, among others. All new construction and modifications to existing public facilities must be made accessible, and existing facilities must try to remove as many roadblocks as possible. Though the ADA improved conditions for people with disabilities, transportation choices are still limited, as the law does not address private transportation such as taxis.

Statewide Coordination

Access to reliable transportation is an integral catalyst for independent living. Since 2016, additional focus has been placed on connecting state and regional representatives of transportation services with their peers in organizations that support people with disabilities. This manifests as quarterly calls and annual meetings with Illinois' Rural Transit Assistance Center, Statewide Independent Living Center, regional HSTP Coordinators, and Centers for Independent Living. During such meetings, the discussions focus on the transportation goals of the Statewide Plan for Independent Living (SPIL). As a small success, these connections have brought greater visibility of the transportation options available through the state to organizations assisting people with transportation access (State Plan For Independent Living (SPIL), 2024).

Across the state, 63 public transit operators facilitate millions of trips annually, with an estimated 400 million bus riders statewide. In 2013, Illinois transit systems supported more than 736 million trips, covering both rural and urban areas. Notably, 96 out of the state's 102 counties offer some form of transit service to their communities (Transit System, 2024).

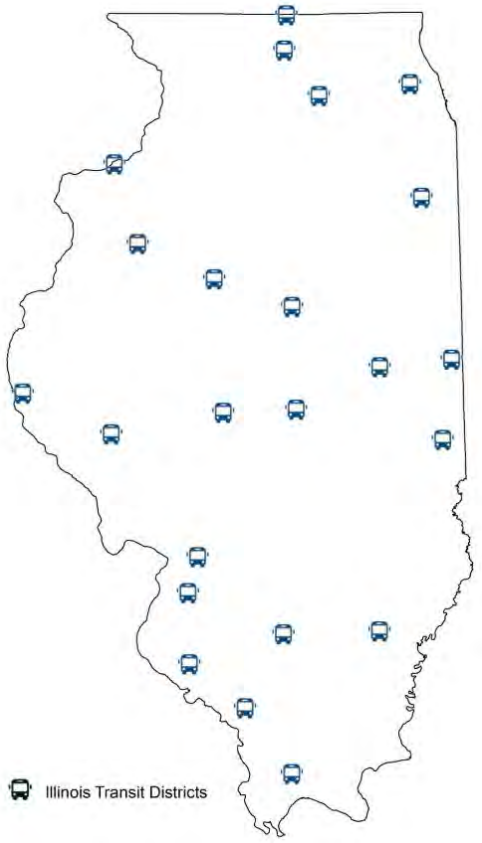


Figure 103: Illinois Transit Districts

In response to the 2005 SAFETEA-LU transportation law to address the transportation needs of seniors, individuals with disabilities, and low-

Figure 104: Statewide HSTP Regions

income populations, IDOT's Office of Intermodal Project Implementation (IDOT-OIPI) collaborates with various agencies and organizations by managing 11 regional human services transportation plan (HSTP) regions. The HSTP provides a framework for delivering effective public transportation services to these groups, ensuring the best possible use of limited resources. Since 2008, these plans have been updated periodically (Illinois, 2023).

Each region operates with a committee comprising transportation providers, local officials, transit supporters, human services agencies, and other stakeholders. Regional coordinators lead mobility management efforts, assessing transit needs, inventorying services, identifying service gaps and redundancies, and offering training for human services professionals. They also oversee regional forums for collaboration, develop coordinated plans, review FTA Section 5310 grant projects, and prioritize transportation initiatives (Illinois, 2023). Through these collaborative efforts, IDOT strives to create a comprehensive and fair transportation network that serves the varied needs of Illinois residents.

In addition to the HSTP coordinated planning efforts, the IDOT Office of Planning and Programming is in the process of updating their 2018 Illinois Statewide Public Transportation Plan, titled Next Move Illinois 2026 (Next Move Illinois, 2024).

Local Conditions and Efforts

The CityLink ADA Committee meets regularly to discuss the CityLift, CityLink, and CountyLink services and issues facing individuals with disabilities. The meetings provide an opportunity to hear the perspectives of people with disabilities, especially when CityLink is introducing changes to service or vehicles. Feedback from community supporters and people with disabilities is important for making the right improvements to the service. Since 2022, the ADA Committee has held an annual ADA WOW! Celebration & Resource Fair.

Figure 105: Tri-County Staff at the 2023 ADA WOW! Celebration & Resource Fair

Public transportation access for individuals with disabilities varies across the Peoria-Pekin UA. Within the communities of Peoria, Pekin, East Peoria, West Peoria, and Peoria Heights, paratransit coverage is comprehensive. However, the service is unavailable during early morning and late-night hours and is unavailable in Pekin on weekends. Many communities within the urbanized area are under-resourced or not served at all by either fixed-route or paratransit transportation service. These communities include Creve Coeur, North Pekin, Marquette Heights, and Germantown Hills.

In addition to transit, individuals with disabilities rely on pedestrian infrastructure to safely travel to bus stops, places of employment, commercial centers, and other public spaces. In some areas of the region, sidewalk infrastructure is non-existent, and in others, the infrastructure is poorly maintained. Incomplete or poorly maintained sidewalks, difficult street crossings, lack of curb ramps, and obstacles in the pathway such as utility poles create roadblocks for people with disabilities, limiting their ability to move throughout the region. To better meet the needs of the disabled community, improved coordination with the area engineering and planning departments, transit district, and community support organizations is needed.

In 2024, TCRPC and CityLink applied for and received funding from IDOT-OIPI's FY23 Section 5305(e) State Planning and Research Grant for inventorying, assessing, and providing improvement recommendations for CityLink's bus stop network. The project has the following eight phases:

Phase 1. Inventory existing conditions

Phase 2. Analyze bus stop locations

Phase 3. Draft new/changed locations (involves both in-person and virtual public engagement)

Phase 4. Develop prioritization rubric to determine highest-priority stops to be updated

Phase 5. Create conceptual design and wayfinding prototypes

Phase 6. Design cost estimates

Phase 7. Update inventory to reflect prioritization rubric

Phase 8. Summarize financial needs/inventory of existing funding mechanisms

Figure 106: Tri-County Staff Collecting GPS Data in the field

As of the publication of this report, Tri-County and GPMTD are currently waiting on the IGA with IDOT. Once the IGA is executed, Tri-County GIS staff will work with GPMTD to conduct this study utilizing both TCRPC staff and a consultant to best utilize these public transportation funds.

Intercity Bus

The Greater Peoria Area has access to three different intercity bus lines: Amtrak Thruway Bus Service, Burlington Trailways, and Peoria Charter Coach. The departure/arrival point for all these services is the CityLink Transit Center in Downtown Peoria, though some have additional stops throughout Peoria.

Peoria Charter Coach runs a daily airport shuttle that travels from Peoria to Chicago O'Hare and Midway Airports two times per day. Along with the CityLink Transit Center, the Peoria Charter Coach also has departure/arrival points at Peoria Charter Plaza and Bradley University in the City of Peoria (Find My Stop, 2024).

Burlington Trailways provides service to Peoria with access throughout the Midwest, including destinations in Illinois, Indiana, Iowa, Missouri, Nebraska, and Colorado (Locatons, 2024). Since 2014, Amtrak has operated a thruway bus service from Peoria to Normal and Peoria to Springfield. It coordinates times with Amtrak's Lincoln Service (Scheduling, 2024). This service came about after several attempts to acquire passenger rail between Peoria and Bloomington-Normal. Though passenger rail is a preferred alternative for many in the region, thruway bus service was deemed more financially feasible for the time being.

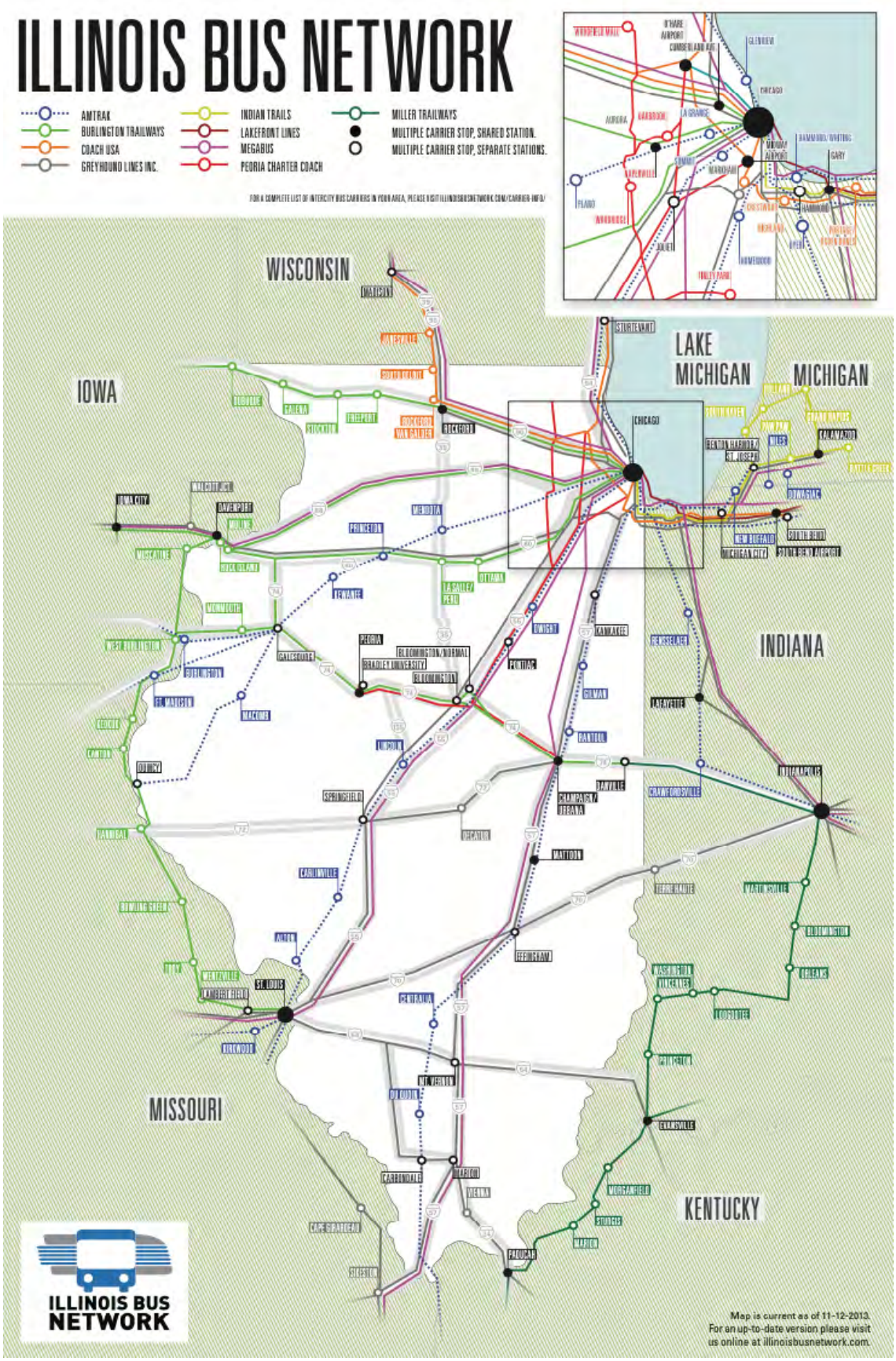


Figure 107: Illinois Intercity Bus Network as of 2013 (Studenkov, 2020)

Railroad Network

The State of Illinois boasts an extensive rail infrastructure that is the second largest in the country (Illinois State Rail Plan, 2023). There are nearly 7,550 highway-rail grade crossings in the State of Illinois. Not surprisingly, this number is the second-highest in the nation after Texas. The type of crossings varies among state and local roads, private and public property, and road and pedestrian crossings. **Table 50** summarizes the distribution of highway-rail and pedestrian pathway-rail crossings by position (Crossing Safety Improvement Program: FY 2025-2029 Plan, 2024).

The Greater Peoria area is supported by nine railroads running throughout the region (See **Figure 51** in Freight Section for map). There are approximately 527 crossings, with 281 in Peoria County, 195 in Tazewell County, and 51 in Woodford County (Crossing and Collision Statistics in Illinois, 2025). See **Figure 108** for a map of the crossings in the tri-county region using data from the Illinois Commerce Commission (Grade Crossing Map, 2024).

Table 50: Summary of Rail Crossings in Illinois

Crossing Type	Crossing Position	Crossings
Public Roadway	At-Grade	7,542
	RR Over	1,721
	RR Under	947
Pedestrian Pathway	At-Grade	319
	RR Over	80
	RR Under	41
Private Roadway	At-Grade	3,719
	RR Over	126
	RR Under	20
Total		14,515

Table 51: Rail Crossings in Peoria, Tazewell, and Woodford Counties

	Peoria	Tazewell	Woodford
Crossings	281	195	51
Collisions	5	6	0
Pedestrian Crossings			
At Grade	3	1	3
RR Over	1	1	0
RR Under	0	0	0
Collisions*	0	0	0
Private Crossings			
At Grade	106	72	17
RR Over	2	1	1
RR Under	0	0	0
Collisions*	3	4	0
Public Crossings			
At Grade	136	106	30
RR Over	15	5	1
RR Under	22	11	2
Collisions	2	2	1

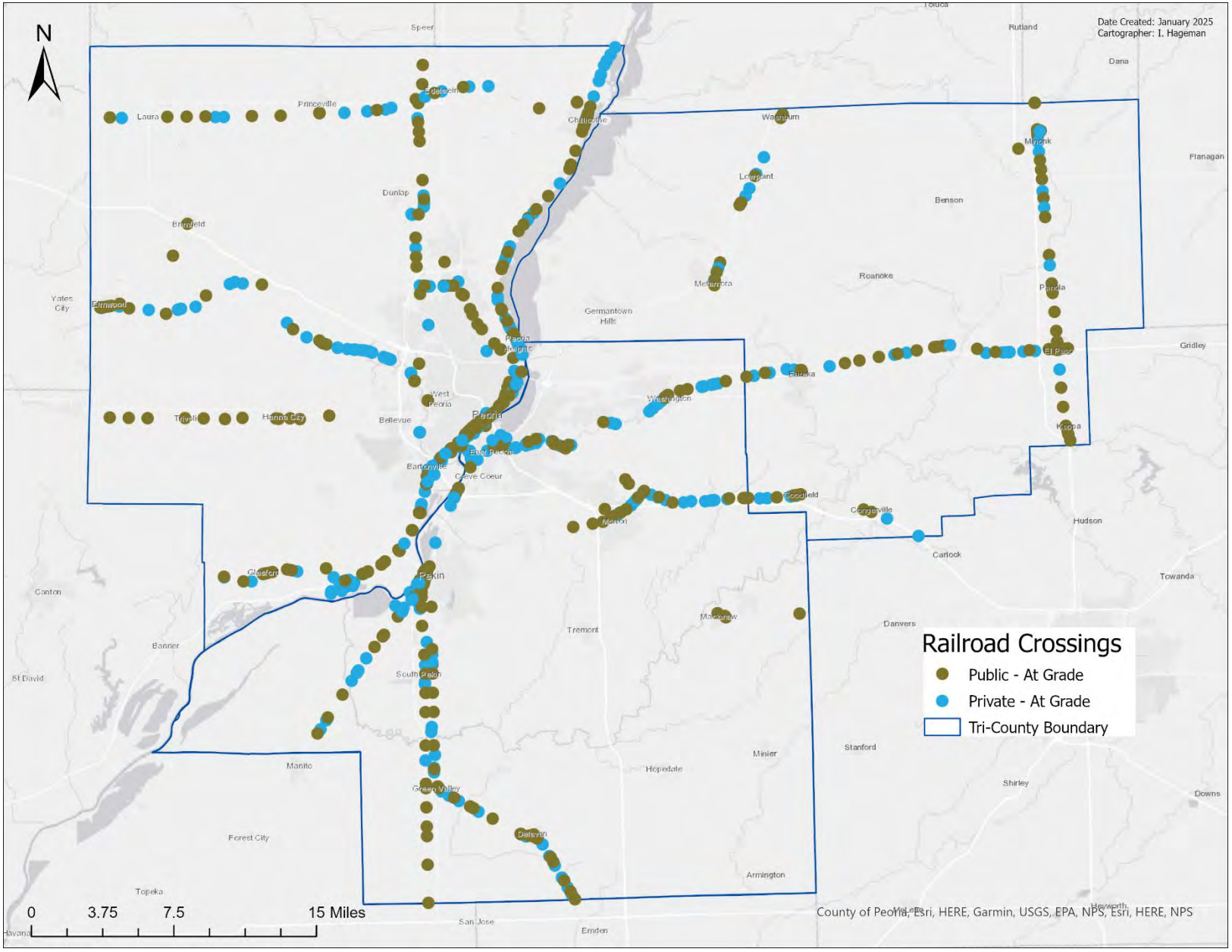


Figure 108: Railroad Crossings in the Tri-County Region

During a six-year period from 2019 through 2024, a total of 11 collisions with trains occurred in the tri-county region, with five in Peoria County and six in Tazewell County (Crossing and Collision Statistics in Illinois, 2025). The Illinois Commerce Commission (ICC) is responsible for overseeing the safety of public highway-rail crossings across the state. IDOT funds most railroad safety costs from the State Road Fund, and the Illinois General Assembly uses the Grade Crossing Protection Fund (GCPF) to pay for local roads (Crossing Safety Improvement Program: FY 2025-2029 Plan, 2024).

In 2023, the GCPF received $42 million from Motor Fuel Tax (MFT) funds. These are used to implement and improve safety structures such as the following project types (Crossing Safety Improvement Program: FY 2025-2029 Plan, 2024):

- **Warning Device Upgrades**: Installation of automatic flashing light signals and gates at public grade crossings currently not equipped with automatic warning devices; installation of automatic flashing light signals and gates at public grade crossings currently equipped only with automatic flashing light signals; signal circuitry improvements at public grade crossings currently equipped only with automatic warning devices;
- **Grade Separations**: Construction, reconstruction, or repair of bridges carrying a local road or street over railroad tracks (overpass); construction, reconstruction, or repair of bridges carrying railroad tracks over a local road or street (subway);
- **Vertical Clearance Improvements**: Lowering the existing highway pavement surface under a railroad bridge to improve vertical clearance for motor vehicles;
- **Pedestrian Grade Separations**: Construction of a bridge to carry pedestrian/bicycle traffic over or under railroad tracks;
- **Interconnects**: Upgrading the circuitry, warning devices and traffic signals at grade crossings where warning signals are connected to the adjacent traffic signals so that the two systems operate in a synchronized manner;
- **Highway Approaches**: Improvements to the portion of the public roadway directly adjacent to the crossing surface;
- **Connecting Roads**: Construction of a roadway between a closed crossing and an adjacent open, improved crossing;

- **Remote Monitoring Devices**: Sensor devices in the circuitry of grade crossing warning devices which immediately alert the railroad to any failures in warning device operations;
- **Crossing Closures**: Provide an incentive payment to local agencies for the voluntarily closure of public highway-rail grade crossings;
- **Crossing Surface Renewals**: Up to $2 million in assistance annually can be allocated for crossing surface improvements;
- **Vehicle Detection System Maintenance**: Four-quadrant gate installations;
- **Trespass Mitigation** (new in 2021)

Passenger Rail

There is no passenger rail connecting Peoria to other urban centers, although there is regional interest. The region has a history of passenger rail: The Peoria Rocket train ran between Peoria and Chicago for 42 years until 1979, and the Prairie Marksman feebly began and ended service within a year in 1981 (Tarter, High speed trains get set for Illinois — but not in Peoria, 2019).

"Peoria stands as the largest metropolitan area in the state without passenger rail service" (Tarter, High speed trains get set for Illinois — but not in Peoria, 2019). In fact, there have been several past studies looking at the possibility of adding passenger service to or near the Peoria area (Illinois State Rail Plan, 2023):

- 2003 – Feasibility Study examining commuter rail service from LaSalle/Peru to Joliet Union Station
- 2011 – Amtrak Feasibility Study examining rail service from Peoria to Bloomington to Chicago
- 2012 – Midwest HSR Association Study examining the Spoke and Hub around Chicago
- 2013 – Tri-County funded a study investigating the feasibility of a commuter rail line between Peoria and Bloomington.
- 2021 – Midwest Regional Rail Plan referenced establishing an east-west route from Davenport, IA through Galesburg, Peoria, Bloomington, and ending in Champaign.
- 2022 – Peoria-Chicago Passenger Rail Feasibility Study

In 2021, the City of Peoria established the Passenger Rail Steering Committee, which is Co-Chaired by the City of Peoria Mayor Rita Ali and Former US Secretary of Transportation Ray LaHood. The Steering

Committee oversaw the IDOT funded Peoria-Chicago Passenger Rail Feasibility Study. The Feasibility Study was completed in July 2022 and found that establishing passenger rail service along the former Peoria Rocket train route connecting Peoria to LaSalle-Peru, Ottawa, Morris, Joliet, and Chicago Union Station feasible and warranted further analysis (Peoria Passenger Rail, 2024). See **Figure 109** for a map of the proposed route and station locations (Illinois State Rail Plan, 2023).

To continue the momentum, the City of Peoria applied for a received $500,000 in funding from the Federal Railroad Administration (FRA) through the Corridor Identification and Development (CID) Program. This program is a three-step process, with the first step to develop the scope of work, schedule, and budget of the CID process. The second step is to create a Service Development Plan (SDP), which takes a closer look at the route, service characteristics, capital projects, and implementation strategies for the corridor. The third and final step is project development, which conducts the preliminary engineering and environmental review. Step one is nearing completion, and the City of Peoria will initiate step two once the first step is finalized.

Figure 109: Proposed Peoria-Chicago Passenger Rail Service Route and Stations

Air Travel

Three airports are located within the Greater Peoria MPA: Peoria International, Mt. Hawley, and Pekin airports. Air travel connects the region to numerous destinations across the country and the world, facilitating national and international social, civic, and economic relationships. Air transportation should be integrated with other modes of transportation within the community. Planning for a safe and reliable network that coordinates different transportation modes to support all travel will help increase the region's mobility.

General Wayne A. Downing Peoria International Airport

The General Wayne A. Downing Peoria International Airport (PIA) enhances the region's freight infrastructure by offering both passenger and air cargo services. The airport is serviced by three passenger airlines (United, American, and Allegiant Air). Nonstop destinations include Charlotte, NC; Chicago, IL; Dallas, TX; Denver, CO; Destin, FL; Fort Lauderdale, FL; Las Vegas, NV; Mesa, AZ; Nashville, TN; Orlando, FL; Punta Gorda, FL; Sarasota, FL; and St. Petersburg, FL (Airlines, n.d.).

PIA is serviced by a 10,104-foot fully instrumented primary runway and 8,004-foot secondary runway (Statistics, n.d.). These runways are the largest in Illinois outside of O'Hare International Airport in Chicago (Illinois Public Use and Publicly Owned Airport Inventory Report, 2023).

The airport reported record high totals with 689,416 passengers in 2019 (Vlahos, 2020). Because of the COVID-19 pandemic, the total passengers served in 2020 dropped nearly in half, with 326,861. In 2021, PIA saw an approximately 150,000-passenger increase, with 480,006.

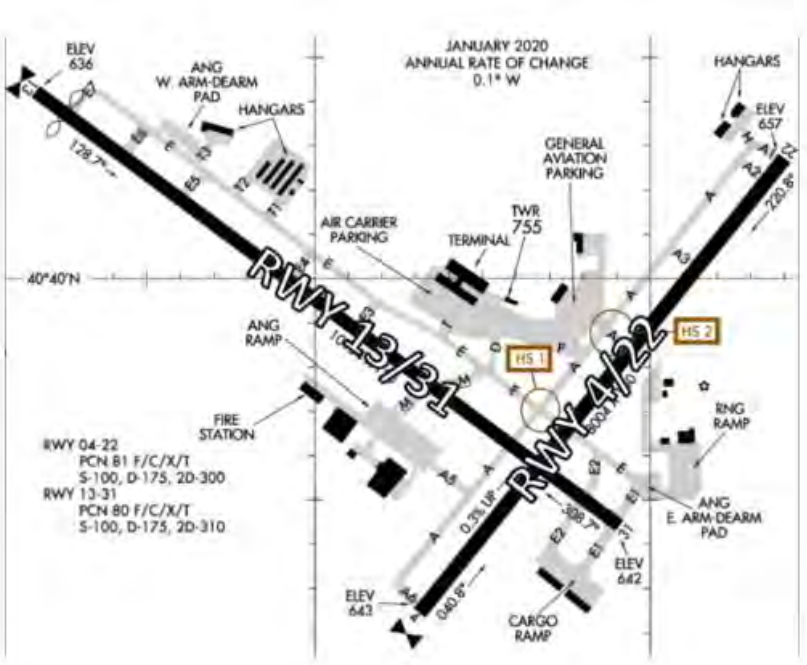


Figure 110: Peoria International Airport (PIA) Airport Diagram

The airport's original terminal building was constructed in 1959, but it has received multiple facelifts. In 2011, the Metropolitan Airport Authority of Peoria (MAAP) celebrated the opening of PIA's current facility, replacing its old counterpart. The airport was then named after General Wayne A. Downing (Haney, 2008). An additional terminal was added in 2016 and named after the former US Secretary of Transportation and Congressman Ray LaHood.

Mt. Hawley Auxiliary Airport

Also operated by MAAP, the Mt. Hawley Auxiliary Airport provides convenient access to the businesses and growing residential areas in northern Peoria County. It has a 4,000-foot runway, rentable hangars, and is located near North Peoria's business district. Its location makes it reachable via Illinois Route 6 (IL-6)/I-474 interchange with Knoxville Road (IL-40). Mt. Hawley Airport also has a flight school, free courtesy car, and mechanical services available (Mount Hawley Auxiliary Airport, n.d.).

Pekin Municipal Airport

The Pekin Municipal Airport also serves the region's general aviation needs. The airport has a 5,000-foot runway, which was re-paved as part of a Summer 2019 renovation (Kramer, 2019). Owned by the City of Pekin, the airport boasts 24/7 accessibility to terminals, three instrument approaches, and self-service fueling. Other services such as a courtesy car, free amenities like coffee and snacks, a pilot's lounge, and wireless internet access, are included within Pekin's airport features (Airport, n.d.).

ITS Security and Safety

The region's original Intelligent Transportation System (ITS) was installed during the reconstruction of Interstate 74 in Peoria. This system has since grown from having 25 cameras to now including over 100. Additionally, the system interconnects more cities, additional dynamic message signs have been installed, and more miles of fiber optic cable have been put in the ground.

This system allows IDOT to share up-to-the-minute data with police, fire, and public works departments of various agencies in the area. IDOT receives data from the Computer-Aided Dispatch (CAD) from the Peoria County 911 center, which provides notifications of incidents without the police having to send updates. This information helps IDOT respond to incidents more quickly and with the right equipment. These quick response times allow traffic lanes to become unobstructed faster, thus reducing traveler delays and secondary crashes.

The information is also disseminated to the public via a website (https://travelmidwest.com/map/peoria) that shows video images, weather updates, and lane closures caused by incidents and construction. Cameras at critical bridge and river locations (not shown to the public) are shared with the Illinois Emergency Management Agency (IEMA) and the coast guard.

Tri-County's original ITS Architecture Document was issued in April 2005 under the National ITS Architecture Version 5.1 and Turbo Architecture Software Version 3.1. During the Illinois Statewide ITS Architecture Update Document in 2019, existing Regional ITS Architectures were also included. TCRPC participated in this ITS Architecture update, which was issued in June 2019 under the National ITS Architecture Version 8.2 and RAD-IT Software Version 8.2 (Illinois Statewide ITS Architecture Update Document, 2019).

Figure 111: IDOT District 4 Communications Center in Downtown Peoria

Transportation Asset Management

Asset Management is part of a performance-based method to ensure resources are invested as effectively as possible. The concept has gained momentum largely because of federal legislation requiring a performance-based approach to investments in the National Highway System. However, local and state resources to maintain such assets have also been dwindling in recent years to the point that there has been a more noticeable, widespread decline in the condition of the region's roads and bridges. This section will detail the recent efforts at the state, regional, and local levels to better manage transportation assets.

Transportation Asset Management Plan

Part of the MAP-21 rulemakings include a requirement that all states develop a Transportation Asset Management Plan (TAMP). Illinois' first such plan was released in April 2018 and updated in January 2023. The document outlines how a state will develop and implement long-term strategies for proper maintenance of highways and bridges to ensure a longer life. The plan addresses all state-maintained pavements and bridges – not just those that are part of the National Highway System.

This is a notable change for the agency, moving from previous "worst-first" treatment and programming decision strategies to instead focus on system preservation. To many, it seems confusing to invest finite (and sometimes scarce) resources in an asset that appears to be in better condition than one that is obviously in bad shape. Communication strategies have focused on using analogies like the importance of oil changes for vehicles to maximize their useful life (**Figure 112**). In summation, it is more cost effective to intervene earlier rather than waiting to replace an asset at the end of the useful life.

Figure 112: Importance of Maintenance to Keep Assets Operational (TAMP, 2023)

Bridges

As of 2021, there are 8,615 bridges across the state, with 7,870 under IDOT maintenance (TAMP, 2023). IDOT and local agencies conduct inspections of these structures on a bi-yearly basis as designated by National Bridge Inspections Standards (NBIS) (23 CFR 650.311, 2022). This assessment is critical for maintaining, repairing, and rehabilitating the state's bridges in a cost-effective manner, as well as keeping the public safe (TAMP, 2023).

Each bridge is assigned a computer-generated sufficiency rating. This is a numeric value that is a result of a method used to evaluate data by calculating four different factors: 1) Structural Adequacy and Safety; 2) Serviceability and Functional Obsolescence; 3) Essentiality for Public Use; and 4) Special Reductions (based on certain limiting features). This value is a percentage that is indicative of the bridge's sufficiency to remain in service. A rating of 100% represents an entirely sufficient bridge, and a rating of zero represents an entirely insufficient or deficient bridge. Only structures that carry a highway receive a sufficiency rating (TAMP, 2023).

Table 52: Number and Square Feet of Bridges by System as of 2021 (TAMP, 2023)

	System	Jurisdiction	Total Number of Bridges	Total Deck Area (sq ft in thousands)	Totals (sq ft in thousands)	State-Maintained Totals (sq ft in thousands)
NHS	Interstates	IDOT	1,857	32,650	4,829 bridges 75,025 sq ft	4,084 bridges 60,277 sq ft
		Illinois Tollway	399	7,380		
		Chicago Skyway	60	1,290		
	Non-Interstate NHS	IDOT	2,227	27,627		
		Illinois Tollway	48	773		
		Local	238	5,305		
Non-NHS	Marked Routes	IDOT	2,203	12,128	3,786 bridges 26,519 sq ft	3,786 bridges 26,519 sq ft
	Unmarked Routes	IDOT	1,583	14,391		
	NHS and Non-NHS Structures				8,615 bridges 101,544 sq ft	7,870 bridges 86,796 sq ft

Since the final rulemaking of the MAP-21 performance measures for Infrastructure, FHWA has shifted to classifying bridges into Good, Fair, and Poor. These terms are defined in accordance with the Pavement and Bridge Condition Performance Measures final rule, published in January of 2017. "Bridge Condition is determined by the lowest rating of National Bridge Inventory (NBI) condition ratings for Item 58 (Deck), Item 59 (Superstructure), Item 60 (Substructure), or Item 62 (Culvert). If the lowest rating is greater than or equal to 7, the bridge is classified as Good; if it is less than or equal to 4, the classification is Poor. Bridges rated 5 or 6 are classified as Fair" (TAMP, 2023).

Table 53: NBI Bridge Condition Rating Description (TAMP, 2023)

Code	Description
N	Not applicable.
9	Excellent condition.
8	Very good condition—no problems noted.
7	Good condition—some minor problems.
6	Satisfactory condition—structural elements show some minor deterioration.
5	Fair condition—all primary structural elements are sound but may have minor section loss, cracking, spalling, or scour.
4	Poor condition—advanced section loss, deterioration, spalling, or scour.
3	Serious condition—loss of section, deterioration, spalling, or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
2	Critical condition—advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support.
1	"Imminent" failure condition—major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement is affecting structure stability. (Bridge is closed to traffic, but may be put back in service with corrective action).
0	Failed condition—out of service—beyond corrective action.

FHWA's 2024 NBI ratings of all bridges in the tri-county region are shown in **Table 54** and **Table 55** (National Bridge Inventory, 2024). To be clear, these bridges are listed by location, not maintenance responsibility. Please note that FHWA's bridge inventory includes all structures, even those that are not included in IDOT's TAMP. Structures that IDOT does not include in their TAMP are railroad bridges over highways, pedestrian/bicycle crossings, tunnels, small bridges and culverts, and pipeline structures (TAMP, 2023).

Table 54: NBI Bridge Condition by Location (National Bridge Inventory, 2024)

Location	Bridge Counts				Bridge Area in Square Meters			
	All	Good	Fair	Poor	All	Good	Fair	Poor
Peoria County (143)	352	85	203	64	192,549.22	21,678.08	120,492.67	50,378.47
Tazewell County (179)	358	91	215	52	310,880.97	26,120.90	203,187.41	81,572.66
Woodford County (203)	223	60	140	23	60,408.83	7,325.79	42,695.91	10,387.13
Tri-County Region	933	236	558	139	563,839.02	55,124.77	366,375.99	142,338.26
Illinois	26,928	12,289	12,122	2,517	13,763,413.17	4,187,412.63	8,008,992.47	1,567,008.07

Table 55: Percent of Bridges by Condition Rating (National Bridge Inventory, 2024)

Location	All	Good	Fair	Poor
Peoria County (143)	352	24.15%	57.67%	18.18%
Tazewell County (179)	358	25.42%	60.06%	14.53%
Woodford County (203)	223	26.91%	62.78%	10.31%
Tri-County Region	933	25.29%	59.81%	14.90%
Illinois	26,928	45.64%	45.02%	9.35%

Pavement

In any community, pavement is the largest transportation asset to maintain. Recently, local and state agencies have faced an increasing burden to maintain acceptable driving conditions. Some of this can be attributed to a flat (not indexed to inflation) gas tax from 1993-present at the federal level (Kury, 2021) and 1990 to 2019 at the state level (Varner, 2022). However, it should also be noted that in the same time frame, more expansion projects increased the pavement miles in many communities and the entire state. Across the board, the de-prioritization of maintenance in favor of system expansion or prioritizing reconstruction of the roads in worst condition has slowly built up a serious maintenance debt to tackle.

To help curb the infrastructure funding issue, the State of Illinois passed four bills to enact the Rebuild Illinois (RBI) Capital Plan in June 2019. The Illinois General Assembly passed the following four bills (Rebuild Illinois Legislation, 2020):

Public Act 101-0032

Public Act 101-0032 provides funding for the horizontal infrastructure portion of the RBI capital plan (Rebuild Illinois Legislation, 2020). This funding comes from increasing the MFT in State Fiscal Year 2020 (July 1, 2019 – June 30, 2020), which increased the gasoline tax from $0.19 per gallon to $0.38 per gallon and diesel fuel tax from $0.215 per gallon to $0.455 per gallon. The act put in place an annual inflation adjustment to the tax rate. Additionally, the act increased passenger vehicle and truck registration fees, and certificate of title fees (Rebuild Illinois Horizontal Funding, 2020). At the time of this report, the Illinois MFT rates are as follows (Motor Fuel Tax Rates and Fees, 2024):

- Gasoline – $0.470 per gallon
- Diesel – $0.545 per gallon
- Liquefied petroleum gas (LPG) – $0.545 per gallon
- Liquefied natural gas (LNG) – $0.545 per gallon
- Compressed natural gas (CNG) – $0.470 per gallon

Public Act 101-0031

Public Act 101-0031 provides funding for the vertical infrastructure portion of the RBI capital plan (Rebuild Illinois Legislation, 2020). This legislature expanded allowable gaming facilities (casino and riverboats),

legalized sports wagering, and increased taxes and fees for gambling. Additionally, this act imposed a parking excise tax, increased the cigarette tax, and imposed sales tax on vehicle trade-in value above $10,000 (Rebuild Illinois Vertical Funding, 2020).

Public Act 101-0030

Public Act 101-0030, also known as the Rebuild Illinois Capital Financing Program Act of 2019, details the bonding authority by amending the Building Illinois Bond Act, General Obligation Bond Act, Regional Transportation Authority Act, and State Finance Act to provide the necessary capital funding (Rebuild Illinois Legislation, 2020). The act creates the Transportation Renewal Fund, Regional Transportation Authority Capital Improvement Fund, Downstate Mass Transportation Capital Improvement Fund, Multimodal Transportation Bond Fund, and Rebuild Illinois Project Fund (Rebuild Illinois Bonding Authority, 2020).

Public Act 101-0029

Lastly, Public Act 101-0029 details the RBI capital improvement projects for both horizontal and vertical projects (Rebuild Illinois Legislation, 2020) (HB:62: Rebuild Illinois Project List, 2020).

The Case for Pavement Preservation

Focusing on preventive maintenance allows agencies to extend the lifespan of pavements and save money in the long run. Research shows that every $1 spent on pavement preservation saves $4 to $10 on rehabilitation or reconstruction (Kahn & Levinson, 2011).

A key principle in pavement management, which is a systematic approach to maintaining and improving a network of roadways, is the

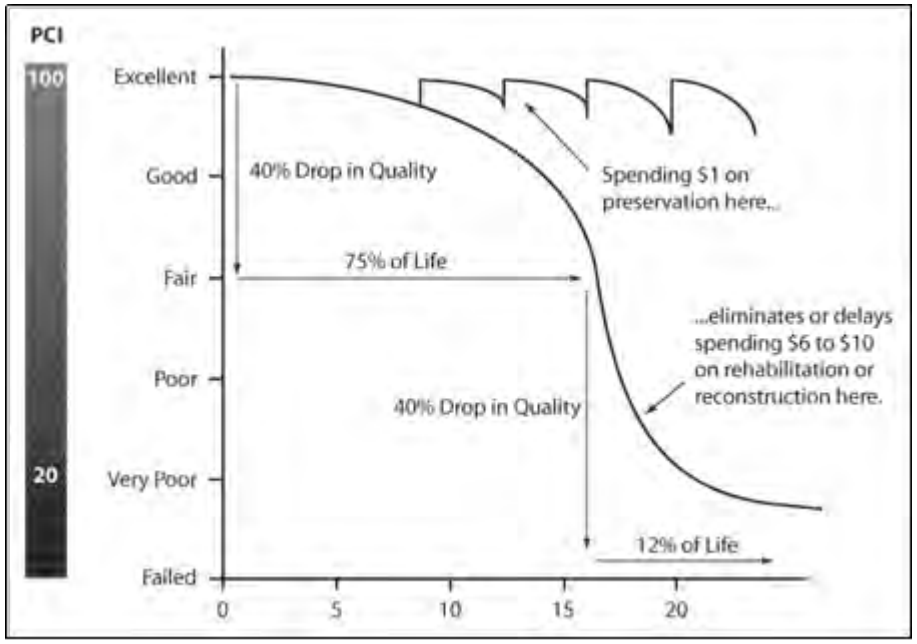


Figure 113: Pavement Condition Life Cycle Curve (Proctor, Varma, & Varnedoe, 2012)

emphasis on preventive maintenance over the "worst-first" approach. As roadways are utilized and exposed to the environment, they start to deteriorate over time. As seen in **Figure 113**, utilizing preventative maintenance slows down the deterioration process and reduces long-term expenses by avoiding the faster deterioration rate seen once the pavement nears poor condition (Johnson, 2009) (Visintine, Rada, Bryce, Thyagarajan, & Sivaneswaran, 2016). These preventive measures will not prevent deterioration, rather just slow it down; therefore, it is important to understand what treatment types are appropriate on the Life Cycle Curve (See **Figure 114**).

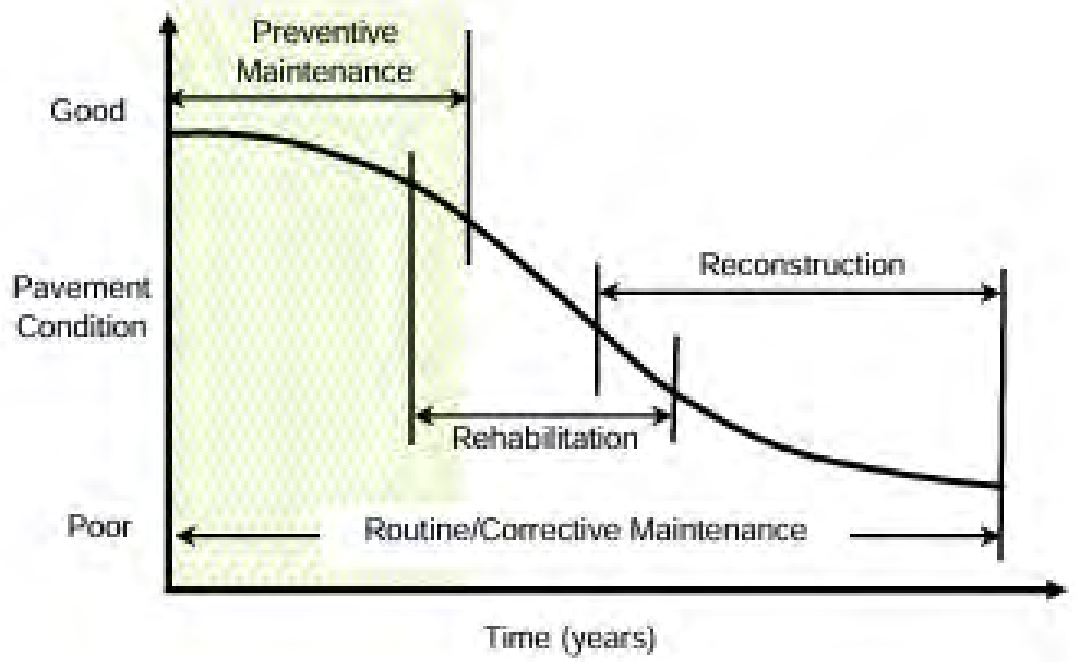


Figure 114: Relationship Between Pavement Condition and Typical Types of Treatment (BLRS Manual Ch. 45, 2012)

State Roadway System

IDOT has a long history of completing pavement assessments for the roadways it is responsible to maintain: Interstates, US Highways, marked state routes, and unmarked state routes. Data is collected for the described state system every two years – half of the state per year (CRS Summary Report, 2023).

Since 1974, Illinois has used the Condition Rating Survey (CRS) method to evaluate pavement conditions. It is based on pavement distress, such as International Roughness Index (IRI), rutting, cracking, and deterioration. The CRS is a numerical rating that ranges from 0 to 9, with ratings 7.6 and higher classified as "excellent" condition. The table below is taken from IDOT's FY 2023 Condition Rating Survey Summary Report and outlines the ranges of CRS ratings where pavement preservation is or is not feasible (CRS Summary Report, 2023).

CRS Range	Descriptive Category	Map Color
9.0 to 7.6	Excellent	Blue
7.5 to 6.1	Good	Green
6.0 to 4.6	Fair	Yellow
4.5 to 1.0	Poor	Red

Figure 115: Condition Rating Survey (CRS) Ranges

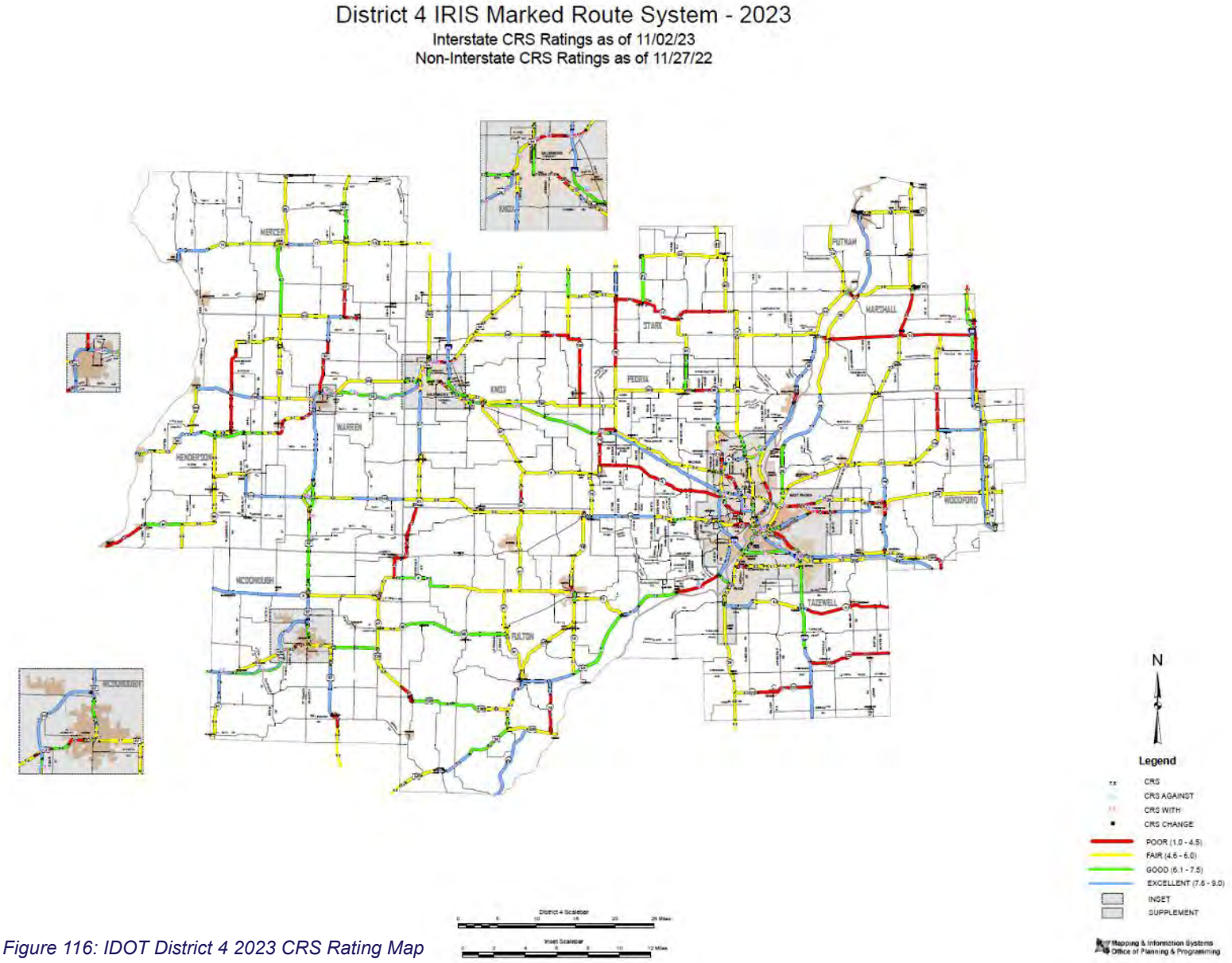


Figure 116: IDOT District 4 2023 CRS Rating Map

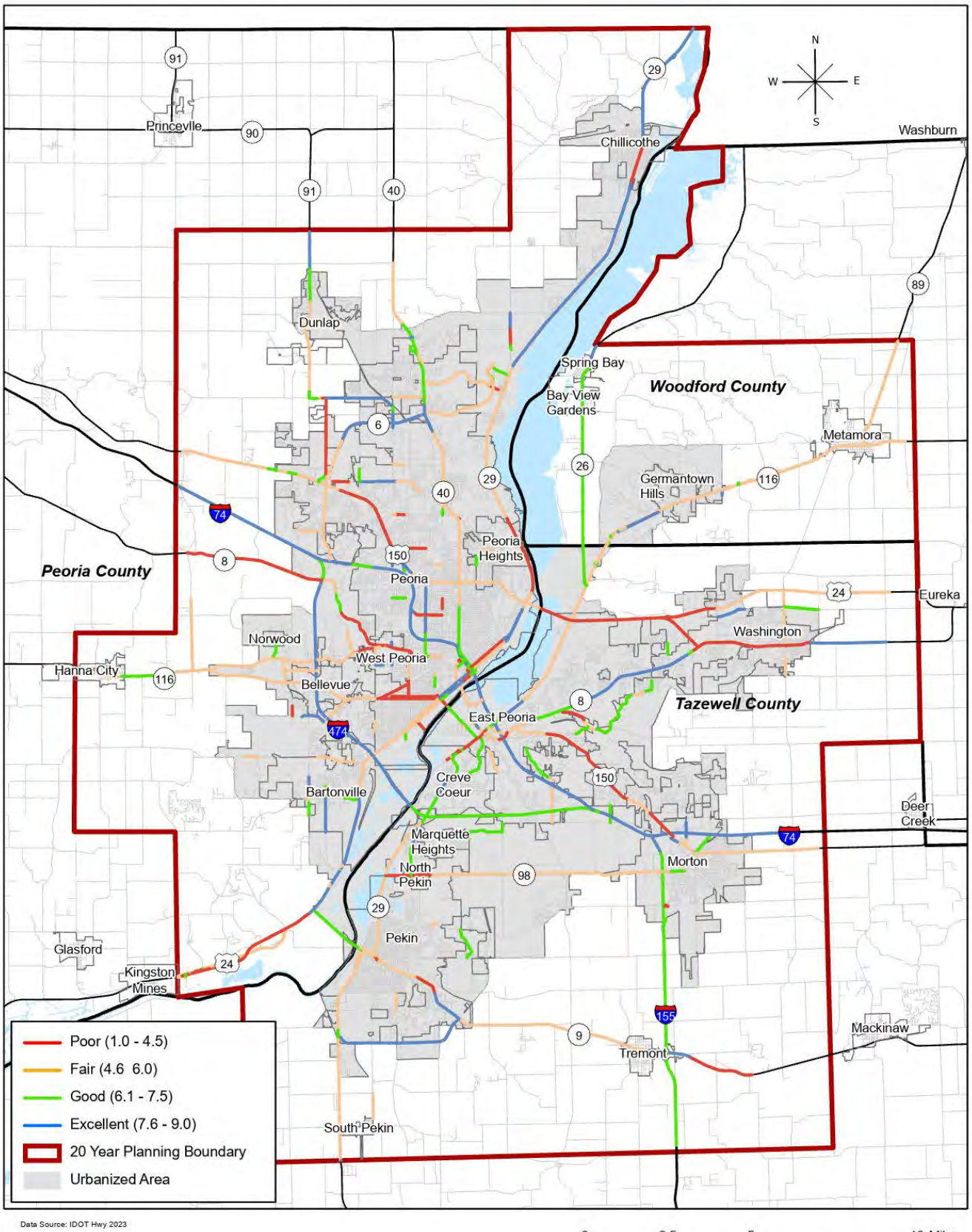


Figure 117: Peoria MPO CRS Rating Map

Regional Vision

Tri-County staff began development of the LRTP 2050 in May 2023, starting with the Active Transportation component of the plan. In 2024, staff started to work on all components of the plan. Throughout the process, Tri-County staff used data and input from local agencies, area experts, and the public to develop the region's transportation vision for 2050.

This vision can be achieved through six long-term goals that were developed based on a combination of Federal and State transportation goals, feedback from area experts, local planning efforts, and input from the public. Action items and performance measures help ensure that the actions taken in the short term are helping achieve the goals for 2050.

The following page details the overarching vision, and individual visions for the six Plan Elements: Active Transportation, Economy, Environment, Public Health, Freight Movement, and Transportation System. To complete these visions, corresponding goals, objectives, and strategies were developed for each of the six Plan Elements. Following the visions is a matrix with the plan's goals, objectives, and implementation strategies. Performance metrics for these goals, objectives, and strategies can be found in **Appendix H**.

<table>
<tr><td colspan="2">Overarching Vision
Develop a safe, efficient, and adaptive transportation system that supports economic growth, public health, and environmental adaptability. By integrating multimodal options, enhancing connectivity, and prioritizing safety, create a vibrant, accessible, and commerce-friendly network. Through strategic investments in transit, freight, and bio-based stormwater infrastructure, strengthen regional mobility while protecting natural landscapes, ensuring a thriving and equitable future for all communities.</td></tr>
<tr><td>Active Transportation
Develop a safe, connected, and accessible multimodal transportation network that encourages walking, bicycling, and transit use as viable, convenient, and fair transportation options for all people.</td><td>Economy
Develop an adaptive and forward-looking transportation system that strengthens the regional economy by improving access to jobs, enhancing connectivity, and creating vibrant, commerce-friendly streets that support business and economic development.</td></tr>
<tr><td>Environment
Create a resilient, environmentally adaptive transportation system that integrates bio-based stormwater infrastructure, improves stormwater management, enhances air quality, and protects natural landscapes while promoting long-term ecological health.</td><td>Freight
Develop a modern, efficient, and multimodal freight transportation system that enhances economic growth, supports regional industries, and strengthens logistics infrastructure by improving truck, rail, and barge transportation.</td></tr>
<tr><td>Public Health
Develop a transportation system that prioritizes public health by enhancing roadway safety, improving air quality, promoting active transportation, and ensuring fair access to transportation options for all communities, especially those who have been previously disenfranchised.</td><td>Transportation System
Maintain a safe, efficient, and multimodal transportation network that reduces congestion, enhances roadway safety, expands transit access, provides intercity passenger rail, and ensures long-term asset management to support regional growth and economic vitality.</td></tr>
</table>

Goals, Objectives, & Strategies		Plan Elements					
Goal 1:	Create a safe, connected pedestrian network where walking is a comfortable and intuitive option as the first choice for many trips.	X		X		X	X
Objective 1.1	Prioritize sidewalk gaps and accessibility compliance issues that connect people to activity centers, transit, and parks. Include measures relating to community fairness as part of the prioritization process.	X				X	X
Strategy 1.1.1	Inventory and analyze municipalities' ADA transition plans, and provide recommended elements. **Short-Range**	X					
Strategy 1.1.2	Consider requiring ADA transition plan for TCRPC funding availability. **Short-Range**	X					
Strategy 1.1.3	Educate and assist jurisdictions in developing or updating ADA transition plans. **Mid-Range**	X					
Strategy 1.1.4	Create regionwide pedestrian facility design standards based upon roadway classification. **Mid-Range**	X					X
Strategy 1.1.5	Upgrade crossings to meet accessibility standards such as Americans with Disabilities Act (ADA) – compliant wheelchair ramps, push buttons with auditory or tactile aids for visual and hearing disabilities, or other improvements to accommodate all people. **Long-Range**	X					X
Objective 1.2	Ensure pedestrian facilities are maintained over time and repaired as needed.	X					X
Strategy 1.2.1	Create an educational campaign on winter maintenance of pedestrian facilities. **Short-Range**	X					X
Strategy 1.2.2	Develop a toolkit to support municipalities in the funding of sidewalk maintenance or establishment and creation of sidewalks. **Mid-Range**	X					X
Strategy 1.2.3	Conduct educational outreach by municipality to enforce removal of obstructions from pedestrian facilities such as vegetation and structures. **Mid-Range**	X					
Objective 1.3	Increase pedestrian safety at crossings where needed to complete pedestrian networks and provide access to destinations.	X				X	X
Strategy 1.3.1	Establish a template for municipalities to implement Complete Streets design standards/policies. **Short-Range**	X					X
Strategy 1.3.2	Implement demonstrative traffic calming interventions such as raised or painted intersections to increase safety and awareness at intersections with high pedestrian volumes. **Short-Range**	X					X

Goals, Objectives, & Strategies		Plan Elements					
Strategy 1.3.3	Assess and prioritize additional crossings or improvements to existing crossings on arterials. **Mid-Range**	X					X
Strategy 1.3.4	Inventory and add sufficient lighting that is dark sky compliant to all remaining light deficient crosswalks and assess any additional lighting needs. Inventory: **Short-Range** Implementation: **Long-Range**	X					X
Goal 2:	Create a connected bicycle network that accommodates people of all ages and abilities to get to destinations such as activity centers, parks, and transit.	X				X	X
Objective 2.1	Complete a connected network of high comfort facilities such as protected facilities, separated trails or pathways, neighborhood greenways supplemented by a denser network or additional bike lanes or other on-road bike facilities.	X					X
Strategy 2.1.1	Conduct network analysis of existing bike facilities. **Short-Range**	X					X
Strategy 2.1.2	Establish regional bicycle facility design standards based upon roadway classification and incorporate into Transportation Alternatives grading rubric. **Short-Range**	X					X
Strategy 2.1.3	Seek opportunities to separate existing and future bike facilities on arterials from motor vehicular traffic with vertical barriers such as a curb, delineators, or other more durable barriers. **Mid-Range**	X					X
Objective 2.2	Improve bicycle safety at controlled and uncontrolled intersections.	X					X
Strategy 2.2.1	Prioritize protected intersections for project funding. **Short-Range**	X					
Strategy 2.2.2	Apply green conflict zone markings through controlled and uncontrolled intersections for all bike lanes on arterials. **Mid-Range**	X					X
Strategy 2.2.3	Connect all bike lanes to and through signalized intersections. **Long-Range**	X					X
Objective 2.3	Make bicycling intuitive through maps and wayfinding	X				X	X
Strategy 2.3.1	Create and maintain an interactive map of bicycle infrastructure throughout the region. **Short-Range**	X					X
Strategy 2.3.2	Work with local schools to perform micro wayfinding & safety audits (Safe Routes to School). **Short-Range**	X				X	

Goals, Objectives, & Strategies		Plan Elements					
Strategy 2.3.3	Encourage municipalities to install additional bicycle-oriented wayfinding to ensure cyclists can easily navigate designated bicycle infrastructure. Incorporate wayfinding design guidelines as a deliverable in regional design standards. **Mid-Range**	X				X	X
Objective 2.4	Ensure bicycle infrastructure improvements are maintained over time such as striping, maintaining protected facilities, and removing debris	X					X
Strategy 2.4.1	Conduct an educational campaign on winter maintenance of facilities. **Short-Range**	X					X
Strategy 2.4.2	Coordinate with enforcement and communications teams on community outreach to educate the public and bring awareness to prevent the obstruction of bike facilities by parked vehicles, trash bins, signs, snow, or other obstructions that would hinder their use or negatively affect cyclist safety. **Mid-Range**	X				X	X
Strategy 2.4.3	Incorporate minimum timeframes for restriping of bicycle infrastructure as a deliverable in regional design standards. **Mid-Range**	X					X
Objective 2.5	Ensure bicycle parking is available at both ends of bike trips	X					X
Strategy 2.5.1	Request municipalities to notify TCRPC of installation of new bike racks. **Short-Range**	X					X
Strategy 2.5.2	Review bicycle parking standards for municipalities within region and create standardized bicycle parking requirements to be utilized in the development process. **Mid-Range**	X					X
Goal 3:	Provide transit opportunities in the Grey Area (pockets of the urbanized area that do not currently have transit options)	X		X			X
Objective 3.1	Explore opportunities to implement microtransit service. **Short-Range**	X		X			
Objective 3.2	Conduct feasibility study for the creation of a regional transportation district. Include the maintenance and development of regional trail network in study. **Mid-Range**	X					
Goal 4:	Support modernization of existing transit services.	X					
Objective 4.1	Ensure bus stops have proper infrastructure including signage, shelters, benches, correct schedules, and adjacent sidewalks.	X				X	
Strategy 4.1.1	Inventory and evaluate bus stop conditions. **Short-Range**	X					X

Goals, Objectives, & Strategies		Plan Elements					
Strategy 4.1.2	Develop bus stop design standards. **Short-Range**	X					
Strategy 4.1.3	Develop prioritization rubric. **Short-Range**	X					
Strategy 4.1.4	Support GPMTD with developing implementation strategy. **Short-Range**	X					
Strategy 4.1.5	Establish campaign for disposing of trash, especially at bus stops. **Mid-Range**	X		X			
Objective 4.2	Ensure bus equipment is in working order including speakers, stop monitors, and interior lights.	X					
Strategy 4.2.1	Suggest that a new transit planner develop reporting system for equipment malfunction. **Mid-Range**	X					
Objective 4.3	Study potential of secondary transit center and bus rapid transit (BRT) standards.	X					
Strategy 4.3.1	Support GPMTD in grant identification for study. **Mid-Range**	X					
Objective 4.4	Explore collaboration between regional public works, planning departments, and GPMTD.	X					
Strategy 4.4.1	Facilitate establishment of relationship between agencies to foster collaboration and coordination. **Mid-Range**	X					
Objective 4.5	Support projects that incorporate transit-oriented development (TOD) principles.	X				X	X
Strategy 4.5.1	Consider how these projects are incorporated into the funding criteria. **Short-Range**	X					
Objective 4.6	Improve existing bus technologies such as tracking, passenger counts, and fare collection practices.	X					
Strategy 4.6.1	Consider evaluating bus technologies in Intelligent Transportation Systems (ITS) planning effort. **Mid-Range**	X					
Objective 4.7	Support efforts to incorporate a standardized public transit fare collection system across the state.	X					
Strategy 4.7.1	Continue discussions with IDOT Office of Planning & Programming & Office of Intermodal Project Implementation. **Short-Range**	X					
Goal 5:	Utilize law enforcement, technology, and road design to reduce vehicle speeds.	X					X
Objective 5.1	Collaborate with police departments to identify areas needing greater vehicular enforcement. **Mid-Range**	X					X
Objective 5.2	Develop local ITS plan to analyze roadway behaviors. **Mid-Range**	X					X

Goals, Objectives, & Strategies		Plan Elements					
Goal 6:	Enhance transportation infrastructure to foster economic development and improve freight mobility.		X		X		
Objective 6.1	Enhance freight transportation efficiency.		X		X		
Strategy 6.1.1	Identify and improve key freight corridors. **Mid-Range**		X		X		
Strategy 6.1.2	Implement ITS for real-time freight monitoring. **Long-Range**		X		X		
Objective 6.2	Support transportation projects that stimulate economic growth.		X				
Strategy 6.2.1	Prioritize infrastructure improvements that attract businesses. **Short-Range**		X				X
Strategy 6.2.2	Encourage TOD to support commercial districts. **Mid-Range**	X	X			X	X
Strategy 6.2.3	Develop multimodal transportation solutions for economic corridors. **Long-Range**	X	X				X
Goal 7:	Improve fixed-route transit to increase access to jobs.	X	X				X
Objective 7.1	Expand and enhance fixed-route transit service to better connect residents to employment centers.	X	X				X
Strategy 7.1.1	Conduct a transit gap analysis to identify under-resourced employment hubs **Short Range**	X	X				X
Strategy 7.1.2	Increase service frequency on key job corridors during peak hours. **Mid-Range**	X	X				X
Strategy 7.1.3	Ensure fixed-route connections to emerging employment centers, including industrial parks and business districts. **Long-Range**	X	X				X
Objective 7.2	Improve transit affordability and accessibility to reduce transportation roadblocks.	X	X				
Strategy 7.2.1	Implement a reduced fare or fare-free pilot program for low-income workers. **Short Range**	X	X				
Strategy 7.2.2	Upgrade bus stop infrastructure, including shelters, seating, and ADA accessibility. **Mid-Range**	X	X				X
Strategy 7.2.3	Partner with employers to offer transit subsidies for employees. **Long-Range**	X	X	X		X	
Goal 8:	Slow down traffic and create Complete Streets to spur commerce along corridors.	X	X				X
Objective 8.1	Implement traffic-calming measures to create safer, pedestrian-friendly business districts.	X	X				X

Goals, Objectives, & Strategies		Plan Elements					
Strategy 8.1.1	Conduct speed studies on key commercial corridors. **Short Range**		X				
Strategy 8.1.2	Install traffic-calming infrastructure, including raised crosswalks, curb bump-outs, and narrower lanes. **Mid-Range**		X				X
Strategy 8.1.3	Redesign streets with protected bike lanes and widened sidewalks to support multimodal access. **Long-Range**		X				X
Objective 8.2	Enhance streetscapes to attract businesses and increase economic activity.		X				X
Strategy 8.2.1	Identify priority corridors for streetscape improvements. **Short Range**		X				X
Strategy 8.2.2	Invest in street lighting, landscaping, and street furniture to create inviting commercial environments. **Mid-Range**		X				X
Strategy 8.2.3	Establish zoning incentives for mixed-use development and outdoor dining along Complete Streets. **Long-Range**	X	X				X
Goal 9:	Establish intercity commuter transit to Bloomington-Normal.	X	X				
Objective 9.1	Develop a reliable and frequent intercity commuter transit service between key regional hubs.	X	X				
Strategy 9.1.1	Conduct a feasibility study to determine demand and potential service models. **Short Range**		X				
Strategy 9.1.2	Partner with regional transit agencies and private operators to establish an initial commuter service. **Mid-Range**		X				
Strategy 9.1.3	Expand service frequency and coverage based on ridership data and demand. **Long-Range**		X				
Objective 9.2	Ensure affordability and accessibility of intercity transit.	X	X				
Strategy 9.2.1	Seek federal and state funding to subsidize fares for key demographic groups. **Short Range**	X	X				
Strategy 9.2.2	Develop multimodal hubs to connect intercity transit with local transit services, and include key stops between. **Mid-Range**	X	X				
Strategy 9.2.3	Implement real-time tracking and mobile ticketing for seamless rider experience that is compatible with both CityLink and Connect Transit in Bloomington-Normal. **Long-Range**	X	X				

Goals, Objectives, & Strategies		Plan Elements					
Goal 10:	Improve the region's stormwater management on and near transportation infrastructure.			X			X
Objective 10.1	Reduce runoff and improve water quality by integrating stormwater management into road and transit projects.			X			X
Strategy 10.1.1	Conduct a stormwater impact assessment for existing and planned transportation corridors. **Short-Range**			X			X
Strategy 10.1.2	Develop regional stormwater retention and filtration basins along major roadways. **Long-Range**			X			X
Objective 10.2	Promote adaptive drainage solutions to minimize flooding and pollution.			X			X
Strategy 10.2.1	Identify and map flood-prone transportation corridors. **Short-Range**			X			X
Strategy 10.2.2	Retrofit existing roadways with right sized stormwater infrastructure best management practices. **Mid-Range**			X			X
Strategy 10.2.3	Establish stormwater utility fees or other funding mechanisms to fund continued stormwater infrastructure improvements. **Long-Range**			X			X
Goal 11:	Utilize bio-based infrastructure to enhance transportation sustainability.			X			X
Objective 11.1	Increase the use of vegetative and nature-based solutions in transportation projects.			X			X
Strategy 11.1.1	Develop guidelines for incorporating bio-based stormwater infrastructure into roadway design standards. **Short-Range**			X			X
Strategy 11.1.2	Require road projects utilizing MPO funding to include a minimum percentage of tree cover, bioswales, or vegetative buffers. **Mid-Range**			X			X
Strategy 11.1.3	Establish dedicated funding for bio-based infrastructure maintenance and expansion, such as a stormwater utility fee. **Long-Range**			X			
Objective 11.2	Reduce urban heat island effects through strategic planting and shading.			X		X	
Strategy 11.2.1	Conduct a heat island mapping study to identify high-priority areas. **Short-Range**			X			
Strategy 11.2.2	Implement tree canopy expansion programs along high-traffic corridors and transit stops. **Mid-Range**			X		X	
Strategy 11.2.3	Incentivize the use of reflective and porous pavement materials to reduce heat absorption. **Long-Range**			X		X	

Goals, Objectives, & Strategies		Plan Elements					
Goal 12:	Strengthen the region's erosion control, especially along the Illinois River Bluffs.			X	X		X
Objective 12.1	Prevent erosion impacts on the region's transportation system.			X	X		X
Strategy 12.1.1	Conduct a risk assessment to identify erosion-prone areas adjacent to transportation infrastructure. **Short-Range**			X			X
Strategy 12.1.2	Implement erosion control measures, such as retaining walls, terracing, and deep-rooted native vegetation. **Mid-Range**			X			X
Objective 12.2	Restore and protect natural buffer zones along transportation corridors near the region's streams and rivers.			X			X
Strategy 12.2.1	Establish setback requirements for roadways near erosion-sensitive zones. **Short-Range**			X			X
Strategy 12.2.2	Reforest degraded bluff areas to stabilize slopes and improve ecological variation. **Mid-Range**			X			X
Strategy 12.2.3	Partner with conservation groups to utilize prescribed burns to control invasive species while maintaining the healthy and sustainability of native species. **Mid-Range**			X			
Strategy 12.2.4	Partner with conservation groups to acquire and protect high-risk erosion areas. **Long-Range**			X			X
Goal 13:	Improve air quality and promote carbon sequestration and reduce respiratory and cardiovascular diseases.			X		X	
Objective 13.1	Reduce transportation-related emissions to improve air quality.			X		X	X
Strategy 13.1.1	Seek federal and state funding to ease the transition to electric and alternative fuel vehicles by providing charging and alternative fueling locations. **Short-Range**			X		X	X
Strategy 13.1.2	Construct alternative fueling and charging locations in priority areas. **Mid-Range**			X		X	X
Strategy 13.1.3	Encourage county and municipal fleets to transition to electric or alternative fuel vehicles. **Long-Range**			X		X	X
Objective 13.2	Increase carbon sequestration through transportation-adjacent reforestation and prairie restoration efforts.			X			X
Strategy 13.2.1	Identify key areas for roadside reforestation, prairie restoration, and urban tree planting. **Short-Range**			X			

Goals, Objectives, & Strategies		Plan Elements					
Strategy 13.2.2	Establish prairie restoration efforts along the right-of-way and reduce mowing to once a year. **Mid-Range**			X			X
Strategy 13.2.3	Establish an urban tree planting program. **Mid-Range**			X			
Strategy 13.2.4	Partner with schools and community colleges to educate about native habitats, their benefits, and contribute to the prairie restoration and reforestation efforts. **Long-Range**			X			
Goal 14:	Improve freight truck mobility and efficiency.		X		X		X
Objective 14.1	Reduce congestion and improve safety on key freight corridors.		X		X		X
Strategy 14.1.1	Identify and prioritize freight bottlenecks through a regional freight study. **Short-Range**		X		X		X
Strategy 14.1.2	Improve truck access to industrial parks and distribution centers with designated truck routes. **Mid-Range**		X		X		X
Strategy 14.1.3	Upgrade infrastructure on major freight corridors and high-growth logistics areas, with new freight-accessible road connections. **Long-Range**		X		X		X
Goal 15:	Expand and improve parking for semi-trucks.		X		X		X
Objective 15.1	Address the national shortage of safe and accessible truck parking.		X		X		X
Strategy 15.1.1	Conduct a regional truck parking needs assessment. **Short-Range**		X		X		X
Strategy 15.1.2	Partner with private landowners and businesses to expand parking facilities. **Mid-Range**		X		X		X
Strategy 15.1.3	Develop dedicated truck parking and rest areas with amenities, including smart technology and electrification stations to reduce idling. **Long-Range**		X		X		X
Goal 16:	Strengthen the region's rail transportation for freight.		X		X		X
Objective 16.1	Improve rail infrastructure to support increased freight movement.		X		X		X
Strategy 16.1.1	Identify key rail bottlenecks and prioritize necessary upgrades. **Short-Range**		X		X		X
Strategy 16.1.2	Upgrade short-line railroads and industrial spurs to support heavier loads and longer trains. **Mid-Range**		X		X		X
Strategy 16.1.3	Develop intermodal freight terminals to facilitate efficient freight transfers between barges, rail, and trucks. **Long-Range**		X		X		X

Goals, Objectives, & Strategies		Plan Elements					
Goal 17:	Expand barge transportation to maximize the Illinois River's freight potential.		X		X		
Objective 17.1	Upgrade barge terminal facilities to increase freight capacity.		X		X		
Strategy 17.1.1	Assess the condition of current barge terminals and identify needed improvements. **Short-Range**		X		X		
Strategy 17.1.2	Expand port infrastructure to accommodate additional bulk and containerized cargo. **Mid-Range**		X		X		
Strategy 17.1.3	Invest in automation and efficiency upgrades to improve barge loading/unloading times. **Long-Range**		X		X		
Objective 17.2	Enhance multimodal connectivity between barge, truck, and rail freight systems.		X		X		X
Strategy 17.2.1	Conduct a feasibility study on improving intermodal freight transfers at Peoria's river terminals. **Short-Range**		X		X		X
Strategy 17.2.2	Develop truck and rail access improvements at key barge terminals. **Mid-Range**		X		X		X
Strategy 17.2.3	Create designated intermodal logistics zones along the Illinois River to streamline barge-to-truck and barge-to-rail transfers. **Long-Range**		X		X		
Goal 18:	Enhance roadway safety for all users.	X				X	X
Objective 18.1	Reduce roadway crashes and fatalities, particularly for vulnerable road users.	X				X	X
Strategy 18.1.1	Form a regional safety committee responsible for implementing the soon-to-be-completed Tri-County Comprehensive Safety Action Plan. **Short-Range**	X				X	X
Strategy 18.1.2	Implement traffic-calming measures, such as speed humps, road diets, and pedestrian refuge islands, in high-risk areas. **Mid-Range**	X				X	X
Strategy 18.1.3	Redesign intersections in high-risk areas to improve the circulation of road users with fewer conflict zones, reducing the possibility of collisions. **Long-Range**	X				X	X
Objective 18.2	Improve pedestrian and cyclist infrastructure to enhance safety.	X				X	X
Strategy 18.2.1	Identify gaps in sidewalk and bike lane networks. **Short-Range**	X				X	X
Strategy 18.2.2	Install high-visibility crosswalks, protected bike lanes, and pedestrian countdown signals at key locations. **Mid-Range**	X				X	X
Strategy 18.2.3	Require all new road projects utilizing MPO funding to incorporate Complete Streets principles to accommodate all users safely. **Long-Range**	X				X	X

Goals, Objectives, & Strategies		Plan Elements					
Goal 19:	Improve air quality to reduce respiratory and cardiovascular diseases.	X		X		X	
Objective 19.1	Increase urban tree coverage to help filter air pollutants.			X		X	
Strategy 19.1.1	Conduct an urban canopy assessment to identify areas in need of more greenery. **Short-Range**			X		X	
Strategy 19.1.2	Implement a tree-planting program along major roadways, transit stops, and pedestrian pathways. **Mid-Range**			X		X	X
Strategy 19.1.3	Establish a bio-based infrastructure policy requiring a percentage of all transportation projects to include tree planting & vegetation buffers. **Long-Range**			X		X	X
Goal 20:	Promote active transportation to address physical inactivity and obesity.	X				X	
Objective 20.1	Increase the percentage of trips taken by walking and biking.	X				X	
Strategy 20.1.1	Partner with the local County Health Departments to launch a public awareness campaign on the health benefits of active transportation. **Short-Range**	X				X	
Strategy 20.1.2	Reinstate the bike-sharing program and install additional bike racks at transit stops and employment centers. **Mid-Range**	X				X	X
Strategy 20.1.3	Develop an interconnected regional trail and bike network to encourage walking and cycling for commuting and recreation. **Long-Range**	X				X	
Objective 20.2	Encourage the development of walkable, mixed-use neighborhoods.	X				X	X
Strategy 20.2.1	Work with communities to identify priority areas for pedestrian-oriented development. **Short-Range**	X				X	X
Strategy 20.2.2	Work with communities to revise zoning regulations to support mixed-use development and reduce reliance on car travel. **Mid-Range**	X				X	X
Strategy 20.2.3	Incentivize local businesses to provide end-of-trip facilities such as showers and lockers for active commuters. **Long-Range**	X	X			X	
Goal 21:	Ensure transportation accessibility and address disproportionate negative impacts.					X	X
Objective 21.1	Improve transit access and conditions in previously disenfranchised communities.					X	X
Strategy 21.1.1	Identify transit deserts and analyze gaps in service coverage. **Short-Range**					X	X
Strategy 21.1.2	Assess the condition of transit stops on existing routes in under-resourced communities. **Short-Range**					X	X

Goals, Objectives, & Strategies		Plan Elements					
Strategy 21.1.3	Expand bus routes and increase service frequency in low-income neighborhoods. **Mid-Range**					X	X
Strategy 21.1.4	Upgrade bus stop infrastructure, including shelters, seating, and ADA accessibility in low-income neighborhoods. **Mid-Range**					X	X
Strategy 21.1.5	Develop fare assistance programs and integrate on-demand microtransit options to enhance mobility for low-income residents. **Long-Range**					X	X
Objective 21.2	Reduce transportation-related environmental burdens in disadvantaged communities.			X		X	X
Strategy 21.2.1	Conduct an assessment relating to disproportionate negative impacts for transportation projects seeking MPO funds. **Short-Range**			X		X	X
Strategy 21.2.2	Partner with small local business owners to provide access to healthy food in the South Side Peoria food desert. **Mid-Range**					X	
Strategy 21.2.3	Establish buffer zones between highways and residential areas by creating green spaces and noise-reducing infrastructure. **Long-Range**			X		X	
Goal 22:	Reduce congestion and improve traffic flow.						X
Objective 22.1	Decrease travel delays on major roadways.						X
Strategy 22.1.1	Update Congestion Management Process with the Tri-County Activity-Based Travel Demand Model. **Short-Range**						X
Strategy 22.1.2	Develop a locally controlled traffic signal asset management plan. **Short-Range**						X
Strategy 22.1.3	Implement adaptive traffic signal technology to optimize signal timing based on real-time traffic conditions. **Mid-Range**						X
Strategy 22.1.4	Develop park-and-ride facilities at key locations throughout the region. **Mid-Range**	X					X
Strategy 22.1.5	Redesign high-traffic intersections to improve the level of service and circulation of all road users to improve traffic flows along major roadways. **Long-Range**						X
Goal 23:	Increase transit ridership and expand Grey Area transit access.	X					X
Objective 23.1	Improve transit service frequency and coverage.	X					X
Strategy 23.1.1	Conduct a regional transit needs assessment to identify under-resourced areas and complement the existing Grey Area Study. **Short Range**	X					X

Goals, Objectives, & Strategies		Plan Elements					
Strategy 23.1.2	Increase bus frequency on high-ridership routes and expand service hours. **Mid-Range**	X					X
Strategy 23.1.3	Develop a bus rapid transit (BRT) corridor along high-demand routes. **Long-Range**	X					X
Objective 23.2	Expand suburban transit options to improve regional connectivity	X					X
Strategy 23.2.1	Pilot a microtransit or on-demand shuttle service in Grey Area. **Short Range**	X					X
Strategy 23.2.2	Develop express bus routes connecting the downtown transit center to employment centers in communities with limited or no transit for first, second and third shift employees. **Mid-Range**	X					X
Strategy 23.2.3	Establish a regional transit authority to oversee regional transit expansion. **Long-Range**	X					X
Goal 24:	Improve railroad crossings and establish passenger rail service to Chicago.						X
Objective 24.1	Enhance safety and efficiency at railroad crossings.					X	X
Strategy 24.1.1	Identify high-risk railroad crossings and prioritize them for improvements. **Short Range**					X	X
Strategy 24.1.2	Install advanced warning systems, gates, and pedestrian safety measures at key crossings. **Mid-Range**	X				X	X
Strategy 24.1.3	Construct grade separations at high-traffic rail crossings to eliminate conflicts between vehicles and trains. **Long-Range**					X	X
Objective 24.2	Establish direct passenger rail service to Chicago.						X
Strategy 24.2.1	Conduct Service Development Plan for a Peoria-Chicago passenger rail connection. **Short Range**						X
Strategy 24.2.2	Secure state and federal funding for passenger rail service implementation. **Mid-Range**						X
Strategy 24.2.3	Develop a multimodal transit hub in Peoria to support passenger rail integration. **Long-Range**						X
Goal 25:	Improve asset management to maintain a state of good repair.						X
Objective 25.1	Ensure roadways, bridges, and transit infrastructure are well-maintained.	X					X
Strategy 25.1.1	Develop an asset management database to track infrastructure conditions. **Short Range**						X

Goals, Objectives, & Strategies		Plan Elements					
Strategy 25.1.2	Prioritize maintenance funding for roads and bridges based on asset condition assessments. **Mid-Range**						X
Strategy 25.1.3	Implement a pavement preservation program to extend roadway lifespan and reduce long-term costs. **Long-Range**						X
Objective 25.2	Modernize transit assets to improve reliability and efficiency.	X					X
Strategy 25.2.1	Conduct a fleet condition assessment for transit vehicles. **Short Range**	X					X
Strategy 25.2.2	Replace aging buses with low-emission or electric vehicles. **Mid-Range**	X					X
Strategy 25.2.3	Upgrade transit facilities and maintenance depots to support adaptive fleet operations. **Long-Range**	X					X

MPO Project Funding and Prioritization

Federal funding for transportation projects is programmed through the transportation planning process. Tri-County receives federal funding annually to carry out a Continuing, Cooperative, and Comprehensive transportation planning process, also known as the 3Cs, in the Tri-County MPA as outlined in federal legislation. The amount and allocation of federal transportation funds are determined through the current legislation. The federal funds come from the FHWA Section 5305(d) and FTA Section 5305(e) of the US Department of Transportation, along with the non-federal match typically provided by IDOT's Metropolitan Planning Fund. Together, FHWA, FTA, and IDOT funds make up TCRPC's Metropolitan Planning (PL) funding to carry out the 3C metropolitan transportation planning process.

To manage the metropolitan transportation planning process, TCRPC develops its Unified Planning Work Program (UPWP) on an annual basis to outline the day-to-day activities of the MPO and set the budget for all transportation planning activities during the fiscal year (FY) from July 1 through June 30 the following year. To learn more about the UPWP, visit TCRPC's website at https://tricountyrpc.org/transportation/upwp/.

Special Transportation Studies

The Greater Peoria region has a long history of planning for system improvements that enhance transportation through the area. Beginning in FY 2016, Tri-County has set aside approximately $90,000 of PL funds annually to be programmed for local jurisdictions in the Metropolitan Planning Area (MPA) to complete studies and planning projects that support the goals of the region's LRTP. These funds allow members to engage in consultant-led projects at no cost, but many communities contribute their local funds as well. TCRPC receives funding requests during an annual Call for Projects, scores them based on set evaluation criteria, prioritizes them with a review committee, and ultimately approves them for funding.

Jurisdictions may apply for all or part of the Special Transportation Studies (STS) set aside but may not request any amount beyond the available funding. Projects must be completed by the end of the FY, with a potential extension to the end of the calendar year. The following table lists the projects TCRPC has funded with the STS program.

Table 56: Tri-County Funded Special Transportation Studies

Peoria – Bicycle Wayfinding Study (FY 16)	Peoria – Sterling Avenue Traffic Counts (FY 16)
Peoria Heights – Commercial Corridors Study (FY 16)	East Peoria – Four Corners Study (FY 17)
Pekin – Greater Peoria Freight Growth Study (FY 17)	Peoria – Traffic Counts at three Intersections (FY 17)
Tazewell County – Communities Wayfinding Study (FY 17)	Chillicothe – 4th St Corridor Study (FY 18)
East Peoria – Sidewalk and ADA Plan (FY 18)	Pekin – Derby Street Corridor Study (FY 18)
Peoria – Downtown Wayfinding Study (FY 18)	Washington – Transportation Priorities Plan (FY 18)
Bartonville – Street Light Inventory (FY 19)	Pekin – Traffic Signal Modernization Study (FY 19)
Peoria – Thoroughfare Plan (FY 19)	Peoria County – Regional Digital Inclusion Plan (FY 19)
Morton – Bike Master Plan (FY 20)	Woodford County – Asset Management Feasibility (FY 20)
East Peoria – Riverfront Trail Feasibility Study (FY 21)	Woodford County – Pavement Evaluation (FY 21)
East Peoria – Stormwater Inventory Phase I (FY 22)	Peoria – Passenger Rail Multimodal Station Study (FY 22)
Chillicothe – Trail Master Plan (FY 23)	East Peoria – IL-116 Crossing Feasibility Study (FY 23)
Pekin – Active Transportation Plan (FY 23)	Peoria: Sterling & Forrest Hill Intersection Safety Study (FY 23)
Chillicothe – IL-29 Viaduct BCA (FY 24)	Germantown Hills – Trail Feasibility Study (FY 24)
Peoria Heights – Active Transportation Plan (FY 24)	West Peoria – Waverly Ave Access and Parking Study (FY 24)
Bartonville – Active Transportation Plan (FY 25)	East Peoria – Stormwater Inventory Phase II (FY 25)
Peoria – Master Bicycle Plan Update (FY 25)	Peoria Heights – Downtown Parking Study (FY 25)

MPO Programming Process

One of the MPO's responsibilities is to program federal funds allocated to TCRPC. These federal funds are allocated to the MPO annually and include the Carbon Reduction Program (CRP), Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Surface Transportation Block Grant (STBG), and Transportation Alternative (TA) Set-aside. Tri-County intends to direct the use of Commission-allocated federal funding toward projects that benefit the entire region, rather than projects that solely benefit a single community or small subsection of the urbanized area.

MPO Allocated Funds

The CRP is a new federal program that was established in the 2021 IIJA to reduce transportation emissions nationwide. This program provides an opportunity to use federal funding for implementing low-cost, high-impact projects that reduce transportation emissions while increasing the quality of life in the region.

Section 5310 is a federal program administered by the FTA. As an MPO, TCRPC is a Co-Designated Recipient of Section 5310 funding, along with IDOT, for the MPO. Of the funding allocated to the MPO, 55% of the funding is allotted to IDOT for its statewide Consolidated Vehicle Procurement (CVP) program. The remaining 45% of funding is allocated to TCRPC to be programmed for capital and operational expenses to help improve mobility for seniors and individuals with disabilities.

The Surface Transportation Block Grant (STBG, formerly referred to as STU) are federal funds allocated annually to the MPO to fund regionally significant roadway projects. Within the TCRPC STBG Program, there is the Traditional and Preservation Set-Aside Program. The Traditional Program encompasses (1) new road projects, and (2) road reconstruction projects. The Preservation Set-Aside Program only encompasses road preservation projects. This program provides federal dollars for regionally significant transportation projects on Federal-Aid-eligible roadways.

Transportation Alternatives (TA, formerly referred to as TAP) are federal funds allocated annually to the MPO to fund small-scale transportation projects that provide facilities for active transportation users, such as walkers and bicyclists. Additionally, the program funds historic preservation, vegetation management, and environmental mitigation transportation projects.

Project Review

All Commission-allocated project applications submitted by the due date are evaluated using the project scoring and evaluation criteria and selection process detailed in the Call for Projects. A Project Review Subcommittee consisting of selected members of the Technical Committee, along with Tri-County staff, review and grade the submitted applications. Before holding the Project Review Subcommittee meeting, each member provides their scores for each submittal using the criteria in the Call for Projects. The subcommittee then averages their scores, ranks the submittals, and provides a funding recommendation

for the Technical Committee to consider. The Technical Committee reviews the Project Review Subcommittee's recommendation and makes a recommendation for the Full Commission to consider. The Full Commission, as the MPO Policy Committee, has the ultimate say on which projects get funded. The Commission programs projects by resolution.

FY 2024 Combined Call for Projects

Tri-County released the most recent Call for Projects on Wednesday, April 17, 2024, with submissions due by Friday, June 28, 2024. This release was the first time the Commission issued a Call for Projects with all available federal funding sources. Typically, separate calls are issued for each funding source. See **Appendix I** for an overview of the first Combined Call for Projects.

In total, the Commission received 19 applications. A Project Review Committee was established to review and score the applications. This process resulted in the Project Review Committee bringing five funding options for the Technical Committee's consideration. The Technical Committee unanimously voted to recommend Funding Option 3 to the Full Commission during their November 20, 2024 meeting. The Full Commission reviewed the recommendation and unanimously approved the recommendation at their December 4, 2024, meeting. **Table 57** showcases the awarded projects.

Table 57: FY 2024 Combined Call for Projects Awards

		Funding Option 3					
Applicant	**Project**	**CRP**	**5310**	**Preservation**	**Traditional**	**TA**	**Total**
East Peoria	Main & Mariners Way		$ 45,200				$ 45,200
GPMTD	Washington Service		$100,000				$ 100,000
Morton	Main Street			$ 710,163	$ 169,837		$ 880,000
Pekin	Broadway Street				$2,880,000		$ 2,880,000
Peoria	Northmoor & University				$ 360,000		$ 360,000
Peoria	Pioneer Parkway Path	$1,188,992				$ 811,008	$ 2,000,000
Peoria	Reservoir Blvd				$3,500,000		$ 3,500,000
Peoria Heights	Glen Ave ADA				$ 107,278	$ 653,271	$ 760,549
Tazewell County	N. Main Street			$ 780,000			$ 780,000
Washington	S. Main Street			$ 427,796			$ 427,796
	Total:	$1,188,992	$145,200	$1,917,959	$6,380,000	$1,464,279	$11,096,430
	Leftover:	**$ -**	**$ 33,279**	**$ -**	**$ -**	**$ -**	**$ 33,279**

Regional Prioritization

On April 28, 2022, TCRPC held the Strategic Transportation Planning Session at the Scottish Rite Theatre in Peoria. The Strategic Transportation Planning Session was open to the public and featured Ray LaHood, former US Secretary of Transportation, as the keynote speaker. Following the keynote address, a roundtable panel discussion occurred with the following participants:

- Kurt Bialobreski, Hason Professional Services
- Chris Setti, Greater Peoria Economic Development Council
- City of Peoria community commission
    - Ron Rasberry, Co-Chair of Transportation Committee
    - Ursula Towne, Co-Chair of Transportation Committee

Tri-County facilitated the regional planning session to identify opportunities for the MPO to better support its members in their transportation planning and construction goals. The development of a regional priority project list emerged as the principal action item with an aim towards:

- Encouraging cross-jurisdictional coordination
- Proactively identifying projects for discretionary grant opportunities
- Reducing non-productive, regional inter-jurisdictional competition for discretionary grants
- Strengthening grant applications through the proactive development of compelling, cross-jurisdictional project narratives

Figure 118: Member of the Public Asking a Question at the April 28, 2022 Strategic Transportation Planning Session

In 2023, the Tri-County Commission formed a Regional Prioritization Subcommittee to advise staff on the regional project prioritization development and implementation process. To ensure a comprehensive process in which all potential regional transportation priorities are considered, Tri-County elected to incorporate regional prioritization into its Long-Range Transportation Process utilizing the methodology described below.

Project Selection Process

As part of the LRTP update, Tri-County released a Call for Projects on February 29, 2024, for jurisdictions within the Peoria-Pekin Urbanized Area to submit projects for consideration in the LRTP 2050. A key step in developing and updating the LRTP is to identify a list of transportation projects for the Greater Peoria Area. The development of this project list is a federal requirement and includes all projects that intend to use federal funding sources or are regionally significant within the 25-year planning horizon.

As a result, IDOT, the three counties, and municipalities within the Peoria-Pekin Urbanized Area submitted a detailed list of regionally significant transportation projects they anticipate or aspire to complete within a 25-year planning horizon. In the submission form, Tri-County instructed applicants to respond to additional narrative prompts for projects they wanted staff to evaluate for the regional priority list.

Shortlist Development

Staff mapped all submitted projects and eliminated those not considered regionally significant due to their geographic extents, project scope, or roadway classification. Next, staff assessed the relationship of each project to areas with disproportionate negative impacts and, on a 0-2 scale, evaluated its competitiveness in five key themes of the IIJA: Environmental justice, carbon reduction or multimodality, safety, economic impact, and environmental adaptability.

Staff identified projects that either scored well across multiple criteria or were unique in their classification before investigating thematic or geographic synergies between standalone projects. Given the necessarily incremental or segmented nature of many transportation projects, staff investigated opportunities to leverage standalone projects by packaging them into consolidated, sometimes cross-jurisdictional project proposals. High-scoring standalone and packaged projects graduated to a more robust evaluation described below.

Shortlist Evaluation

Tri-County mapped all projects with defined geographic extents on a web map along with geospatial data that interactively illustrates their relationships to factors such as crash data, urban heat islands, areas with disproportionate negative impacts, bus routes and stops, and roadway classifications, among others. Staff then reviewed local planning documents and scheduled interviews with the technical experts and elected officials representing the shortlisted projects. The interviews encouraged localities to offer additional details for their considered projects and to assess the degree to which the shortlisted projects aligned with local priorities. Projects lacking local civic support were removed from the shortlist.

The remaining projects progressed to a final stage of internal vetting in which they were evaluated by staff against a rubric developed by the Subcommittee early in the prioritization process. See **Appendix J** for the rubric. The rubric is designed as a tool to ensure a comprehensive investigation and evaluation of potential priority projects and includes criteria in the topic areas of:

- Safety
- Operations
- Accessibility and mobility
- Environmental quality
- Project sustainability
- Disproportionate negative impacts
- Land use, economic development, and regional significance
- Coordination and cooperation

Drawing on insights gained from the LRTP submission, stakeholder interview, and rubric evaluation processes, staff developed narratives for all shortlisted projects and identified several as recommended priorities. Project narratives and scoring outcomes were presented to the Subcommittee, who unanimously approved the projects:

- Adams Street Redevelopment Corridor
- Chillicothe-Peoria Multimodal Corridor
- Main Street Redevelopment Corridor

- N Prospect Road
- N Sheridan Road
- N Veteran's Road Extension
- North Valley Community Revitalization Catalyst
- Peoria Passenger Rail
- Regional Trail Network Expansion
- South End Community Revitalization Catalyst
- Transit System Modernization
- W Pioneer Parkway Extension

See **Appendix K** for the Project Factsheets for each of the selected regional projects.

Implementation

Moving forward, Tri-County may update the list of priority projects and the associated factsheets to reflect implementation progress or changes in regional strategies and federal or state priorities.

Financial Plan

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law or BIL, was signed into law by President Biden on November 15, 2021. The IIJA provides infrastructure funding from Federal Fiscal Year (FFY) 2022 through 2026: October 1, 2021, through September 30, 2026.

Federal regulations require LRTPs to include a financial plan that demonstrates how the transportation plan can be implemented. This financial plan lists resources, including federal, state, and local funding sources, as well as future expenditures that can be reasonably expected with federal funds during the 25-year planning horizon. The financial plan demonstrates fiscal constraint and provides a realistic forecast of reasonably available funding from established revenue sources to support transportation investment through 2050.

Funding Source

The financial plan will focus mainly on federal funding sources. The primary source of federal funds for transportation projects is the IIJA. The analysis is based largely on revenue and expenditure information supplied to TCRPC by IDOT, Greater Peoria Mass Transit District (GPMTD), and local governments.

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

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

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

There are several federal funds that IDOT can use to grow and maintain its transportation system. Some funds, such as the Major Bridge Fund, can be used only for bridges, while other funds are unrestricted.

Certain funds, such as STBG-Urban (formerly referred to as STU), can be used only in the MPA. Other funds, such as STBG-Rural (formerly referred to as STR), must be used outside the urbanized area, but can also be used within the MPA.

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

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

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

Mass Transit Districts rely on federal funds allocated through the FTA. In addition, they receive funding through the State of Illinois and property tax revenue to fund the required match. Public transportation agencies that offer services in the MPA are one type of entity that is eligible to apply for Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities funds that are programmed by the MPO.

In addition to the federal funding sources discussed above, there are other, smaller sources of federal funds for transportation projects. For example, local jurisdictions can compete for funding through the

Transportation Alternatives (TA) set-aside program programmed by the MPO and the Illinois Transportation Enhancement Program (ITEP) administered by IDOT for projects related to alternative, non-motorized transportation projects. A list of funding sources available to the region is available in **Appendix L**.

Fiscal Constraint

The LRTP must be fiscally constrained by using reasonably available revenue sources outlined above. Federal regulation Title 23 Code of Federal Regulations Section 450.324 (23 CFR 450.324) outlines the development and content of the LRTP. Furthermore, 23 CFR 450.324(f)(11) details the requirements of the financial plan.

The LRTP must include sufficient financial information to demonstrate that included projects can be implemented using available or reasonably available revenue sources, with reasonable assurance that the federal transportation system is adequately operated and maintained. Additionally, an Illustrative Projects List is included to demonstrate projects that local agencies would like to see implemented but do not currently have available funding. These projects are not included in the fiscally constrained project table because no revenue source has yet to be identified.

Funding Estimate

The MPO's Transportation Improvement Programs (TIPs) include historic data for the financial plan. The TIP contains all surface transportation projects receiving federal funding. Data on surface transportation projects from fiscal years 2015-2027 included in the MPO's TIP documents were utilized in the financial analysis. In the case of a project being included in multiple TIP documents due to project delays or changes, the funding estimates included in the most recent TIP applicable were used. Non-transit and transit projects were analyzed separately.

For revenue-projecting purposes, TCRPC assigned past and future projects to one of four funding categories for non-transit projects: Bridge, Enhancement, Pavement Preservation & Reconstruction (PPR), or Safety. Categories were intended to group projects with similar funding sources. Simultaneously, this grouping intended to reduce the variance of projecting revenue for several individual sources that frequently vary by large amounts. Category definitions are illustrated in **Table 58**.

Table 58: Non-Transit Funding Category Definitions

Category	Definition
Bridge	Projects for the maintenance, upkeep, improvement, construction, or reconstruction of bridges and their infrastructure
Enhancement	Projects designed for bike or pedestrian use, to enhance existing streets and streetscapes, or improve functionality of surface transportation without major pavement work
Pavement Preservation & Reconstruction	Projects for the upkeep, construction, reconstruction, maintenance, or upgrades to existing or newly constructed streets
Safety	Projects to improve the safety of surface transportation infrastructure for any mode of transportation

Transit

A critical part of any transportation system is public transit. Public transit provides an alternative to the use of private vehicles. In the Peoria-Pekin Urbanized Area, the Greater Peoria Mass Transit District, also known as CityLink, provides this service. CityLink receives federal funding from the FTA. The primary FTA programs used by CityLink are:

- 5307 – Urbanized Area Formula Program
- 5339 – Bus and Bus Facilities
- 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

Historic Funding

TCRPC calculated the yearly funding totals for 2015-2024 for each project category using data from past TIP documents. Past funding amounts are shown in base-2024 adjusted dollars using annual Consumer Price Index for All Urban Consumers (CPI-U) averages provided by the Bureau of Labor Statistics.

Funding projection calculations are based on the 10-year average of funding per category from fiscal years 2015-2024 in base-2024 dollars for transportation projects. Historic funding and 10-year averages per category are illustrated in **Table 59**. In this section, transportation projects refer to all non-transit roadway projects.

Table 59: Historic Funding per Non-Transit Category, FY 2015-2024 (in millions of base 2024 dollars)

Category	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	10-year Average
Bridge	$9.0	$16.3	$23.4	$19.1	$22.8	$52.8	$97.5	$4.1	$28.9	$80.4	$35.4
Enhancement	$4.8	$3.1	$0.0	$0.0	$11.4	$5.7	$2.5	$0.1	$1.5	$7.1	$3.6
PPR	$20.4	$39.0	$20.0	$50.6	$12.3	$97.6	$37.1	$86.3	$14.8	$49.9	$42.8
Safety	$6.4	$1.0	$2.7	$3.8	$2.1	$2.6	$4.3	$1.3	$3.2	$11.9	$3.9

TIP projects not reflective of typical or reasonably anticipated funding were removed from the analysis prior to the calculation of the 10-year average so as not to artificially inflate the value. **Table 60** contains a list of projects excluded for these reasons.

Table 60: List of Projects Excluded from Non-Transit Yearly Average Calculation

TIP No.	Project Title	Year	Total (millions of project year $)	Category
S-18-02	EB US-150/War Memorial Dr	2019	$194.0	Bridge
S-20-06	IL 8/IL 116 Bridge Reconstruction	2024	$65.4	Bridge
PEO-21-02	Adams St & Jefferson St Signal Upgrades	2024	$11.0	Enhancement

Transit

For transit revenue-projecting purposes, TCRPC assigned past and future projects to one of three FTA funding sources used by CityLink: Section 5307, Section 5310, or Section 5339. Funding projections are calculated based on the 10-year average of funding per funding source from fiscal years 2014-2023, in base-2024 dollars. Historic funding and 10-year averages per funding source are illustrated in **Table 61**.

Table 61: Historic Funding per Transit Category, FY 2014-2023 (in millions of base 2024 dollars)

Category	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	10-year Average
5307	$4.3	$4.2	$4.1	$3.9	$2.7	$0.0	$19.7	$11.1	$0.0	$30.5	$8.1
5310	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.3	$0.4	$0.4	$0.3
5339			$1.8	$0.4	$0.0	$0.0	$0.6	$7.4	$10.6	$1.3	$2.8

Note that the data received from GPMTD did not include funding amounts for FY 2014 and FY 2015 in 5339 funding; therefore, the 10-year average is really an eight-year average.

Federal transit funding has match requirements, typically 20% for capital programs and 50% for operating. These funds come from farebox revenue, levied property tax, and programs through the State of Illinois.

Funding Forecasts

The average rate of inflation for this period was 2.8%. Future yearly funding projections apply a 2% yearly inflation factor to the 10-year average funding figure as a conservative inflation estimate. TCRPC summed the inflation-adjusted yearly funding estimates to find the total anticipated funding for each funding band. The years 2025-2030 represent the Short-Range Project band, 2031-2035 the Mid-Range Project band, and 2036-2050 the Long-Range Project band.

Tri-County also considered other projection methods for the analysis. Linear regression was one option that used data from TIP documents dating from fiscal years 2009-2024. However, due to the non-linear pattern of funding amounts over time and weak correlations indicated by each category's correlation coefficient, TCRPC ultimately did not select this methodology. Five-year average funding figures were another option. While the five-year average funding amount was greater than the 10-year average across three of the four categories, this methodology was also rejected to improve the projections' accuracy and nullify the impacts of any atypical funding years.

All projects are indicated with a reference identification number (ID). This three-part ID determines where a project is located within the project list. The first part is a letter or letters indicating the agency associated with a given project. The second part indicates the project, and the third part identifies the funding band the project is located in. See **Table 62** for a full glossary of the abbreviations of member jurisdictions and how each funding band is classified.

Table 62: Abbreviations of MPO Member Jurisdictions and Funding Band Classification

Abbreviation	Jurisdiction
BA	Village of Bartonville
C	City of Chillicothe
CC	Village of Creve Coeur
CL	CityLink
EP	City of East Peoria
GH	Village of Germantown Hills
MO	Village of Morton
PC	Peoria County
PEK	City of Pekin
PEO	City of Peoria
PH	Village of Peoria Heights
S	State of Illinois
TZ	Tazewell County
W	City of Washington
WC	Woodford County
WP	City of West Peoria
Classification	**Funding Band**
5	Short-Range Project band
10	Mid-Range Project band
25	Long-Range Project band

Short-Range (2025-2030)

The total funding available for transportation projects in FY 2025-2030 is $552,081,479.49. Bridge projects in this funding band are anticipated to receive $228,066,539.55 in total funding across all sources. Enhancement projects are expected to receive $23,321,526.68; Pavement Preservation & Reconstruction are expected to receive $275,343,301.47; and Safety projects $25,350,111.79. The total funding available for transit projects in FY 2025-2030 is $73,125,459.03, with $52,876,738.52 in 5307; $2,089,412.66 in 5310; and $18,159,307.85 in 5339.

Bridge Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
S-15-5	I-474 Bridge Reconstruction	S	Closen Rd (Overhead) in Bellevue	$7,650,000.00	Bridge Replacement
S-16-5	US 150 Bridge Rehabilitation	S	Over UP RR 1.3 mi E of ILL 6	$1,080,000.00	Bridge Rehabilitation
S-17-5	IL 6 Bridge Rehabilitation	S	ILL 40	$8,400,000.00	Bridge New Deck & Bridge Repair
S-18-5	IL 6 Bridge Rehabilitation	S	0.7 Mi N of US 150	$5,000,000.00	Bridge Superstructure Replacement
S-19-5	IL 9 Bridge Rehabilitation	S	Dillon Creek 1 Mi W of Tremont	$927,000.00	Bridge Superstructure Replacement
S-20-5	IL 29 Bridge Reconstruction	S	Over Dickison Run Creek 0.3 Mile N of ILL 6	$14,400,000.00	Bridge Replacement
S-22-5	IL 6 Bridge Rehabilitation	S	Over Charter Oak Road in Peoria	$3,000,000.00	Superstructure Replace & Bridge Repair
S-23-5	Adams Street Bridge Reconstruction	S	Over BNSF RR & UP RR at WCL of Peoria	$53,500,000.00	Bridge Replacement
S-24-5	Adams Street Bridge Reconstruction	S	Over BNSF RR & UP RR at WCL of Peoria	$1,500,000.00	Construction Engineering
S-25-5	US 150 (WB) Bridge Rehabilitation	S	Over IL 29 & Illinois River	$55,000,000.00	Bridge New Deck/ Bridge Rehabilitation
S-26-5	US 150 (WB) Bridge Preservation	S	Over Illinois River	$18,000,000.00	Bridge Painting/ Bridge Repair
S-27-5	IL 8 Bridge Rehabilitation	S	Over Kickapoo Creek Trib 3.5 Miles NW of Pottstown	$930,000.00	Bridge Superstructure Replacement
S-28-5	IL 8 Bridge Rehabilitation	S	Over Kickapoo Creek Trib in Pottstown	$900,000.00	Bridge Superstructure Replacement
S-29-5	IL 8/IL 116 (Cedar St Extension)	S	Over TZPR RR & IL 29 in East Peoria	$65,400,000.00	Bridge Replacements
TZ-3-5	Furrow Road Bridge Replacement Engineering	TZ	Furrow Road (TR 141) over lost Creek,	$60,000.00	Construction Engineering
TZ-4-5	Furrow Road Bridge Replacement	TZ	Furrow Road (TR 141) over lost Creek	$1,780,000.00	Structure removal, replacement, and associated roadway work
WC-2-5	SN 102-5022 Replacement	WC	Millpoint Rd at Funks Run Creek	$1,200,000.00	Replace existing structure with deck beam bridge

Enhancement Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
B-3-5	US 24 Improvements	BA	US 24 from Corp limits to Corp limits	$5,000,000.00	Incorporate streetscape IDOT resurfacing of US 24
CC-2-5	Fischer Rd Sidewalk	CC	Fischer Rd Sidewalk to Route 29	$547,187.00	Sidewalk
EP-1-5	Main Street Pedestrian Crossings	EP	North Main St from I-74 to US 24	$100,000.00	Pedestrian and cyclist crossings at Main Street intersections
PC-2-5	Maxwell & Middle Rd Pedestrian Accom.	PC	Maxwell and Middle Rd from Dirksen Pkwy to Charleston Rd	$678,949.00	Sidewalk and multi-use trail construction
PEK-10-5	ADA Improvements at Bus Stops	PEK	Various Across Pekin	$500,000.00	
PEK-2-5	Griffin Dr. Bicycle Trail Extension	PEK	From Allentown Road to Veterans	$1,800,000.00	Extending an existing bike trail
PEO-2-5	Rock Island Greenway Extension	PEO	From Park Ave to Spring Street	$1,945,000.00	Construction of new off-street multi-use path
PEO-3-5	Sidewalks and ADA Ramps in QCT	PEO	East Bluff, North Valley, West Bluff	$2,500,000.00	Reconstruct sidewalks and ADA ramps to meet PROWAG
PEO-3-5	Riverfront Park	PEO	Riverfront Park from Murray Baker to Bob Michael Bridge	$25,000,000.00	Constructing riverfront park improvements
PEO-8	Rehabilitate Multi-Use Paths in Peoria	PEO	Various across Peoria	$1,430,769.23	Mill & overlay and/or upgrade to meet PROWAG
PEO-9	Sidewalks and ADA Ramps in Peoria	PEO	Various across Peoria	$1,430,769.23	Reconstruct sidewalks and ADA ramps to meet PROWAG
W-1-5	Centennial Dr/Freedom Pkwy Trail Ext.	W	Walmart/Menards intersection to southwest of McClugage Rd	$390,000.00	Enhancement

Pavement Preservation and Reconstruction Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
C-1-5	Cloverdale Rd Preservation	C	Western City Limits to IL-29	$520,400.00	Preservation
CC-1-5	Wesley Rd Reconstruction	CC	RR tracks extending north to RR entrance.	$2,000,000.00	Reconstruction
CC-3-5	Resurfacing Pekin Ave/Creve Coeur Ave	CC	Pekin Ave from South to Creve Coeur Ave	$600,000.00	Mill and overlay Pekin Ave from South To Creve Coeur Ave
CC-4-5	Fischer Rd	CC	Route 29 past Creve Coeur Ave	$375,289.00	Mill and overlay from RT 29 past Creve Coeur Ave
EP-4-5	Centennial Hill Reconstruction/Resurfacing	EP	Highview Road to Main Street (IL-116)	$7,500,000.00	Centennial Hill rehabilitation
EP-5-5	Highview S Curve	EP	Rural cross section from Oakbrook to Highview Ct		Rural cross section from Oakbrook to Highview Ct
EP-6-5	West Muller Road	EP	Cole to Springfield Road	$9,000,000.00	Rebuild of Cole to Springfield Road
M-2-5	Main Street Resurfacing	M	Jackson Street (US 150) to Courtland Street	$4,700,000.00	Widening, resurfacing, & patching
M-3-5	Main Street Complete Street Project	M	Jackson Street (US 150) to Courtland Street	$6,790,000.00	Resurfacing, patching, streetscape, and bike/ped amenities.
M-7-5	Jefferson Street - Jay to Detroit	M	Jefferson Street from Jay to Detroit	$0.00	Resurfacing, patching, streetscape, and bike/ped amenities.
PC-10-5	Gale Avenue	PC	Sterline Avenue to Forrest Hill Avenue	$3,680,000.00	Reconstruction of urban roadway with bike/ped amenities.
PC-11-5	Sheridan Road	PC	Sheridan Road from Glen Avenue to Northmoor Road	$10,100,000.00	Reconstruction from rural to urban with bike/ped amenities.

ID	Project	Lead	Location	Anticipated Cost	Project Description
PC-1-5	Maxwell & Middle Road	PC	Fauber Ln to Middle; Maxwell to 680' W Dirksen Pkwy	$4,821,051.00	Reconstruction to 3 lanes with bike/ped amenities
PC-3-5	Mapleton Road	PC	Mapleton Road from Wheeler Road to First Street	$3,090,000.00	Reconstruction of urban roadway with bike/ped amenities.
PC-4-5	Cameron Lane	PC	Cameron Lane from IL Route 116 to US Route 24	$9,000,000.00	Structural resurfacing with construction of paved shoulders.
PEK-11-5	Derby Street Reconstruction	PEK	2nd St. to 8th St.	$8,000,000.00	
PEK-1-5	Court Street	PEK	8th St to Stadium Dr	$3,000,000.00	Reconstruction
PEK-3-5	Broadway Street Mill and Overlay	PEK	Parkway Drive to Veterans Drive	$2,900,000.00	Mill & Overlay, ADA Ramps & Improvements, Sidewalk infill
PEK-4-5	Broadway Street Rehabilitation	PEK	Broadway Street from 8th Street to Parkway Drive	$3,550,000.00	Mill & Overlay, ADA Improvements, Ped Crossing, & Bus Stop
PEK-5-5	Parkway Drive Rehabilitation	PEK	Parkway Drive from Court Street to Willow Street	$1,800,000.00	Mill & Overlay, ADA Improvements, Bus Stop Improvements
PEO-10-5	MacArthur Highway Rehabilitation	PEO	Jefferson Street to Bridge Rehabilitation	$8,880,000.00	Rehab, Road Diet, multi-use path, mill & overlay, & stormwater.
PEO-11-5	Main Street Reconstruction	PEO	Main Street from Water Street to Farmington Road	$51,750,000.00	Reconstruction with upgraded pedestrian facilities and amenities
PEO-12-5	Spring Street Reconstruction to Green Street	PEO	Adams Street to Glen Oak Avenue	$9,000,000.00	Complete street w/ green infra & bike/ped amenities.
PEO-13-5	Washington Street	PEO	Main Street to Liberty Street	$3,800,000.00	Complete street and mill & overlay the other pavement
PEO-14-5	Reservoir Blvd	PEO	RR Tracks to Sterling Ave	$4,375,000.00	Mill & overlay pavement and upgrade ADA ramps
PEO-1-5	Northmoor & University Intersection	PEO	500ft in all directions	$7,015,000.00	Reconstruction
PEO-15-5	Laramie St. Rehabilitation	PEO	Laramie St from Montana to IL-116	$6,645,000.00	Structural overlay with new sidewalks and drainage impvts
PEO-16-5	Abington Rehabilitation	PEO	Abington from Adams to Prospect	$6,900,000.00	Structural overlay with new path and drainage improvements
PEO-38	Rehabilitate Arterial & Collector in Peoria	PEO	Various across Peoria	$1,707,692.31	Rehabilitate arterial & Collector roadways in Peoria
PH-5-5	Prospect Road	PH	US-150/War Memorial Drive to Kingman Avenue	$20,700,000.00	Reconstruction w/ Complete Streets, utilities, & streetscapes.
S-10-5	US 150 Pavement Rehabilitation	S	0.2 Mile W of Orange Prairie to 0.1 Mile W of Sterling	$3,000,000.00	Construction Engineering
S-12-5	IL 29 Pavement Reconstruction	S	0.4 Mile N of Gardner Ln to McClugage Bridge	$5,000,000.00	Construction Engineering
S-13-5	US 150 Pavement Rehabilitation	S	0.1 Mile W of Veterans Dr. to E of Detroit Avenue	$6,000,000.00	Resurfacing
S-14-5	IL 116 Pavement Reconstruction	S	Washington St to Griswold St in Peoria	$4,000,000.00	Preliminary Engineering Phase I
S-37-5	IL 116 (Harmon Highway)	S	Over C&NW RR/Kickapoo Cr	$25,000,000.00	Structure Replacement
S-39-5	IL 8 (Western Avenue)	S	Farmington Road to Lincoln Avenue	$22,100,000.00	Reconstruction
S-40-5	US 150 (War Memorial Drive)	S	West of Orange Prairie Rd to West of Sterling Avenue	$30,000,000.00	Resurfacing (3R)
S-41-5	IL 40 (Knoxville Avenue)	S	I-74 to US 150	$28,000,000.00	Reconstruction
S-42-5	IL 29 (Adams Street)	S	South of US 150 to Abington Street	$20,500,000.00	Reconstruction
S-43-5	US 24-B	S	West of Legion Road to Washington City Limits	$43,000,000.00	Reconstruction

ID	Project	Lead	Location	Anticipated Cost	Project Description
S-44-5	US 24/IL 29/IL 116	S	North of Wesley Road to south of Camp St	$15,600,000.00	Reconstruction
S-4-5	IL 6 Pavement Rehabilitation	S	0.7 Mi N of Hoerr's Pond to US 150	$6,000,000.00	Resurfacing
S-45-5	IL 29	S	Gardner Lane to Lorentz Avenue	$54,500,000.00	Resurfacing (3R), turn lanes
S-46-5	IL 116/IL 8 (Lincoln Ave & Howett St)	S	Washington St to Griswold St in Peoria	$36,400,000.00	Reconstruction
S-5-5	IL 6 Pavement Rehabilitation	S	US 150 to S of I-74	$13,000,000.00	Resurfacing
S-6-5	IL 116 Pavement Reconstruction	S	Washington St to Griswold St in Peoria	$2,000,000.00	Preliminary Engineering Phase II
S-7-5	US 24/IL 29/IL 116 (Main St) Reconstruction	S	North of Wesley Road to South of Camp Street	$15,600,000.00	Pavement Reconstruction & ADA Improvements
S-8-5	US 24/IL 29/IL 116 (Main St) Reconstruction	S	North of Wesley Road to South of Camp Street	$1,000,000.00	Construction Engineering
S-9-5	US 24 Pavement Rehabilitation	S	W of Grosenbach Rd to N Cummings Ln	$5,400,000.00	Resurfacing
TC-1-5	Muller Road Widening and Resurfacing	TZ	Muller Rd (CH 22) from East Peoria to Morton	$7,250,000.00	Widening and resurfacing with drainage improvements
TC-2-5	Parkway Dr Preservation	TZ	Pekin City Limits to IL-98	$300,000.00	Preservation
W-10-5	North Main Street Resurfacing	W	900 block to TP&W Railroad tracks	$455,000.00	Resurfacing of North Main Street
W-11-5	South Main Street Resurfacing	W	Washington Square to Guth Road	$845,000.00	Resurfacing of South Main Street
W-9-5	Dallas Road Phase 2 Reconstruction	W	W Cruger Road to Westminster Drive	$2,275,000.00	Rural 2-lane to urban 2-lane
WC-5-5	Santa Fe Trail Preservation	WC	Lourdes Rd to IL-116	$1,600,000.00	Preservation

Safety Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
PEO-39-5	Sterling & Forrest Hill Intersection	PEO	Sterline and Forrest Hill Intersection Area	$5,765,000.00	Safety improvements to the intersection
PEO-40	Intersection Safety Improvements	PEO	Signalized Intersections	$900,000.00	Signalized intersection safety improvements
PH-4-5	Route 29 (Galena Road)	PH	South Village Limit to Gardner Road	$1,050,000.00	Safety improvements - bike/ped crossings, lighting, & signage.
S-1-5	IL 40 Miscellaneous Improvements	S	ILL 6 (NB) Ramp Terminal	$1,200,000.00	Traffic Signal Installation
S-2-5	US 24/IL 29 Structure Reconstruction	S	N of Ravine St to S of Center St	$800,000.00	Culvert Replacement
S-3-5	IL 29 Intersection Improvement	S	At Old Galena Road 0.6 Mile N of ILL 6	$3,120,000.00	Intersection Improvement
S-61-5	Various Safety Improvements	S	District 4	$20,678,000.00	Safety Improvements
W-2-5	Freedom Pkwy Stoplight	W	Freedom Parkway at Walmart and Menards Entrance	$325,000.00	Signal installation
W-3-5	Wilmor Rd & Jefferson St intersection	W	N Wilmor Road/W Jefferson Street Intersection	$650,000.00	turn lanes & traffic signal installation

Transit Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
CL-25-01	Capital Cost of Contracting	CL		$640,000.00	Paratransit Contract Purchase
CL-25-02	Other Capital Items	CL		$1,840,000.00	Preventative Maintenance
CL-25-03	Lease Assoc Capital Maintenance	CL		$60,800.00	Tire Lease, TPM
CL-25-04	Diesel Buses	CL		$800,000.00	
CL-25-05	Battery Electric Buses	CL		$6,817,900.00	Purchase five buses and a charger
CL-25-06	Replace Paratransit Vans	CL		$818,000.00	Replace Paratransit Vans
CL-25-07	Construction & Renovation of Buildings	CL		$4,500,000.00	New building construction and renovation of existing buildings
CL-25-08	Underground Storage Tank Replacement	CL		$1,250,000.00	Replace Underground Storage Tank
5310-24-01	Wheelchair Securement Systems	CL		$60,000.00	Procurement of three Quantum Wheelchair Securement Systems
5310-25-01	ADA Buss Access Improvements	PEO	Reservoir Blvd at Sterling Towers housing complex	$260,000.00	Pedestrian refuge island with rapid flashing beacons
CL-26-01	Capital Cost of Contracting	CL		$672,000.00	Paratransit Contract Purchase
CL-26-02	Other Capital Items	CL		$1,932,000.00	Preventative Maintenance
CL-26-03	Lease Assoc Capital Maintenance	CL		$62,400.00	Tire Lease, TPM
CL-26-04	Diesel Buses	CL		$800,000.00	
CL-26-05	Battery Electric Buses	CL		$2,400,000.00	
CL-26-06	AVL Systems	CL		$312,500.00	
CL-26-07	Electric Charger Retrofit	CL		$125,000.00	
CL-26-08	Medium Duty Vans	CL		$750,000.00	Para Vans
CL-27-01	Capital Cost of Contracting	CL		$800,000.00	Paratransit Contract Purchase
CL-27-02	Other Capital Items	CL		$1,840,000.00	Preventative Maintenance
CL-27-03	Lease Assoc Capital Maintenance	CL		$64,000.00	Tire Lease, TPM
CL-27-04	Low Emission Buses and workforce development	CL		$14,415,095.00	
CL-05-01	Capital Cost of Contracting	CL		$800,000.00	Paratransit Contract Purchase
CL-05-02	Other Capital Items	CL		$1,932,000.00	Preventative Maintenance
CL-05-03	Lease Assoc Capital Maintenance	CL		$64,000.00	Tire Lease, TPM
CL-05-04	Capital Cost of Contracting	CL		$800,000.00	Paratransit Contract Purchase
CL-05-05	Other Capital Items	CL		$1,932,000.00	Preventative Maintenance

ID	Project	Lead	Location	Anticipated Cost	Project Description
CL-05-06	Lease Assoc Capital Maintenance	CL		$64,000.00	Tire Lease, TPM
CL-FP24-01	Micro Transit Pilot Program	CL		$1,500,000.00	Micro Transit Pilot Program
5310-05-01	Main (IL-116) and Mariners Way	EP	Main Street (IL-116) and Mariners Way	$338,300.00	Bus stop and pedestrian crossing improvements
5310-05-02	Washington Paratransit Service	CL	Washington Township, Tazewell County, Illinois	$200,000.00	Paratransit service expansion
5310-05-03	Bus Stop and Pedestrian Improvements	CL	Various locations	$200,000.00	Paratransit Contract Purchase

Mid-Range (2031-2035)

The total funding available for transportation projects in FY 2031-2035 is $512,081,479.49. Bridge projects in this funding band are anticipated to receive $211,886,472.25 in total funding across all sources. Enhancement projects are expected to receive $21,666,992.56; Pavement Preservation & Reconstruction are expected to receive $255,809,207.79; and Safety projects $23,551,660.71. The total funding available for transit projects in FY 2031-2035 is $67,937,609.68, with $49,125,424.58 in 5307; $1,941,180.31 in 5310; and $16,871,004.78 in 5339.

Bridge Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
S-33-10	Various Bridge Rehabilitations	S	District 4	$100,000,000.00	Bridge Rehabilitations
S-34-10	IL 8/IL 116	S	Cedar St over Illinois River	$300,000,000.00	Bridge Replacement
WC-3-10	CH 25 SN102-3156 Surface Preservation	WC	SN102-3156	$200,000.00	Remove & Replace HMA & Waterproofing Membrane System

Enhancement Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
B-1-10	Pedestrian/Bike Path Improvements	BA	Near all schools and parks	$7,000,000.00	Improve and create various pedestrian/bicycle pathways
EP-2-10	Centennial Multi-Use Path	EP	From Main Street to Spring Creek and Centennial	$2,500,000.00	Multi-use pathway
EP-3-10	Riverfront Trail	EP	From the end of Bass Pro Dr to McClugage Brdige trail	$5,000,000.00	Riverfront trail
M-1-10	Courtland Multi-Use Path	M	Courtland from Veterans Road to North Morton Avenue	$1,350,000.00	Construction of new off-street multi-use path
PEK-12-10	Sidewalks & ADA Ramps	PEK	Various Across Pekin	$5,000,000.00	
PEK-13-10	Bike/Ped Path Improvements	PEK	Near All Schools & Parks	$1,000,000.00	
PEK-14-10	Court Street Bicycle Trail Extension	PEK	Veterans to Valle Vista	$6,000,000.00	
PEK-15-10	Veterans Dr. Bicycle Trail Extension	PEK	Court Street to Commercial	$1,000,000.00	
PEO-4-10	Prospect Road	PEO	Prospect Road from Glen Oak to War Memorial Drive	$16,070,000.00	Structural overlay with streetscape amenities
PEO-6-10	Nebraska Bike Path	PEO	From Sterling to University	$1,300,000.00	Construction of new off-street multi-use path
PEO-7-10	Sidewalks in Central Business District	PEO	Central Business District	$12,200,000.00	Reconstruct sidewalks to meet PROWAG
PEO-8	Rehabilitate Multi-Use Paths in Peoria	PEO	Various across Peoria	$1,192,307.69	Mill & overlay and/or upgrade to meet PROWAG
PEO-9	Sidewalks and ADA Ramps in Peoria	PEO	Various across Peoria	$1,192,307.69	Reconstruct sidewalks and ADA ramps to meet PROWAG
W-4-10	Bus. 24 Rec. Trail Extension - Wilmor to Cummings	W	Wilmor to Cummings	$1,300,000.00	Enhancement
W-5-10	School Street Rec. Trail Extension	W	Centennial to Route 8	$500,000.00	Enhancement
W-6-10	Legion Road Rec. Trail Extension	W	Route 8 to Meadow Valley Park	$200,000.00	Enhancement
W-7-10	Washington Rec. Trail Eastern Loop Extension	W	N Main to Glendale Cemetery	$1,250,000.00	Enhancement

Pavement Preservation and Reconstruction Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
B-2-10	Garfield Ave Improvements	BA	Garfield Ave from Adams to Airport	$10,000,000.00	Reconstruct roadway with curb/sidewalk/pavement
CC-5-10	Route 29 Streetscape Phase 3	CC	Route 29 from Margaret to Fischer Rd	$4,000,000.00	Roadway surface, lighting, sidewalk, and new water lines
M-4-10	Main St Resurfacing and Multi-use Path	M	I-155 to Birchwood	$5,405,000.00	Resurfacing, constructing sidewalk and off-street multi-use path
M-5-10	Nebraska Ave Resurfacing with Bike/ped	M	Jackson Street (US 150) to Idlewood	$4,100,000.00	Resurfacing, adding bicycle lane, constructing sidewalk & ramps
M-6-10	Jefferson Complete Street Project	M	Jefferson Street from Detroit Ave to 4th Street	$12,100,000.00	Resurfacing, patching, streetscape with bike/ped amenities
PC-12-10	Radnor Road	PC	Radnor Road from Alta Road to Willow Knolls Road	$20,750,000.00	Rural to Urban Reconstruction with bike/ped amenities
PC-13-10	Sterling Avenue	PC	Martin Luther King Drive to Manor Parkway	$1,742,000.00	Rural to Urban Reconstruction
PC-14-10	Willow Knolls Road	PC	Allen Road to University Street	$4,350,000.00	Reconstruction with bike/ped accommodations.
PC-6-10	Rome West Road/Cambron Avenue	PC	IL Route 29 to Krause Road	$8,437,000.00	Reconstruction of the roadway with pedestrian accommodations.
PC-7-10	State Street	PC	State Street from Old Galena Road to IL Route 6	$6,250,000.00	Reconstruction and replacement of S.N. 072-3121.
PEK-16-10	Ann Eliza & Margaret St. Reconstruction	PEK	5th St. to Court St.	$5,000,000.00	
PEK-17-10	S. 14th St. Mill & Overlay	PEK	El Camino to Veterans	$800,000.00	
PEK-7-10	5th Street Widening	PEK	5th Street from Koch Street to VFW Road	$7,400,000.00	Full re-build & widening with new curb & gutter and sidewalks
PEK-8-10	Veterans Road North Extension 1	PEK	Veterans Road from Sheridan Road to IL-98	$28,250,000.00	Construction of a new 3 lane roadway
PEK-9-10	Veterans Road North Extension 2	PEK	Veterans Road from IL-98 to I-474	$30,000,000.00	Construction of a new 3 lane roadway
PEO-17-10	Fulton Street Plaza	PEO	Fulton Street from Adams to Jefferson Street	$2,640,000.00	Re-open Fulton Street from Adams Street to Jefferson Street
PEO-19-10	Allen Road Reconstruction	PEO	War Memorial Drive to Northmoor Road	$7,530,000.00	Reconstruction and multi-use path replacing the existing sidewalk
PEO-20-10	Orange Prairie Road	PEO	War Memorial Drive to Charter Oak Road	$23,500,000.00	Rehabilitation to reduce travel lanes w/ bike/ped
PEO-21-10	Pioneer Pkwy Ext /Medina Plains Connector	PEO	Trigger Road to Allen Road	$111,500,000.00	Construction of a new east-west arterial roadway
PEO-22-10	Pioneer Parkway	PEO	Pioneer Parkway from Allen Road to Knoxville Avenue	$26,000,000.00	Reconstruction of roadway and addition of multi-use path
PEO-23-10	Washington Street	PEO	Edmund Street to Maple Street	$12,600,000.00	Reconstruction to improve freight and ped accommodations
PEO-24-10	University Street	PEO	Pioneer Parkway to Glen Avenue	$38,000,000.00	Rehabilitate University Street
PEO-25-10	Alta Road Rehabilitation	PEO	Trails Edge Dr to Knoxville Ave (IL-40)	$7,500,000.00	Reconstruction, drainage improvements, & mill & overlay path
PEO-27-10	Forrest Hill Ave	PEO	Forrest Hill Ave from University to Sheridan	$6,500,000.00	Rehabilitation, reconstruction of sidewalk and add bike lanes
PEO-28-10	Sheridan Road - War to McClure	PEO	War Memorial Drive to McClure Ave	$10,100,000.00	Rehabilitation w/ bike lanes, ADA, lighting, & signal improvements
PEO-29-10	Sheridan Road - Kellar to Knox	PEO	Kellar Parkway to Knoxville Ave	$6,600,000.00	Reconstruct 3-lanes, curb/gutter, storm sewer, sidewalks, lighting
PEO-30-10	Hamilton Boulevard	PEO	North St to Crescent	$3,100,000.00	Reduce number of lanes and add bike lanes

ID	Project	Lead	Location	Anticipated Cost	Project Description
PEO-31-10	SW Adams St	PEO	Edmund Street to Washington Street	$7,400,000.00	Mill and overlay with improved sidewalks and ADA ramps
PEO-32-10	Gale Avenue	PEO	W Virginia Ave to University Street	$6,350,000.00	Reconstruct with new curb and gutter, storm sewer, sidewalks
PEO-33-10	Sheridan Road	PEO	I-74 to Main Street	$6,350,000.00	Reconstruct w/ curb/gutter, storm sewer, & bike/ped
PEO-34-10	Meadowbrook Road	PEO	Meadowbrook Road from NW end to University Street	$6,350,000.00	Reconstruct 2500 ft w/ curb/gutter, storm sewer, and sidewalks
PEO-38	Rehabilitate Arterial and Collector in Peoria	PEO	Various across Peoria	$1,423,076.92	Rehabilitate arterial & Collector roadways in Peoria
PEO-43-10	Spring Street	PEO	Spring Street from Adams Street to the River	$5,200,000.00	Reconstruction & Realign the Adams Street intersection
PH-1-10	Monroe Avenue	PH	London Avenue to Toledo Avenue	$10,500,000.00	Complete Street Reconstruction with utilities & streetscapes.
PH-2-10	Prospect Road North Limits	PH	Kingman Avenue to North Village Limits	$480,000.00	Mill and Resurface with Sidewalk ADA improvements.
PH-3-10	Glen Avenue	PH	Knoxville Ave (IL Route 40) to Prospect Road	$850,000.00	Mill and Resurface with bike/ped amenities
S-48-10	Various Resurfacings	S	District 4	$80,000,000.00	Resurfacings
S-49-10	IL 98	S	N. Pekin to Morton	$30,000,000.00	Resurfacing (3R)
S-50-10	IL 29 - Chillicothe viaduct	S	IL 29 N of Gail St	$11,200,000.00	Viaduct widening and reconstruction
S-50-10	IL 29 - Chillicothe viaduct road improvements	S	N of Truitt to Senachwine Creek	$9,800,000.00	Roadway improvements
S-51-10	IL 8/Farmington Rd	S	East of Kickapoo Creek to Main St.	$30,000,000.00	Resurfacing (3R)
S-52-11	US 150	S	East Peoria to Morton	$30,000,000.00	3R with Bike/Ped, Turn Lane
S-53-11	IL 6	S	IL 29 to IL 40	$15,000,000.00	Resurfacing (3R)

Safety Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
PC-5-10	Charter Oak Road Box Culvert	PC	Koerner Rd to Cheney Ln	$1,875,000.00	Replacement of S.N. 072-3077.
PEK-6-10	14th St. Culvert Replacement	PEK	Lost Creek Tributary Culvert	$2,000,000.00	Double Box Culvert Replacement
PEO-18-10	Glen/Sheridan Intersection	PEO	Glen/Sheridan Intersection	$3,950,000.00	Reconstruct w/ curb/gutter, drainage, signals, lighting, & bike/ped
PEO-40	Intersection Safety Improvements	PEO	Signalized Intersections	$750,000.00	Safety improvements to signalized intersections
PEO-5-10	University/Teton Intersection	PEO	University and Teton Intersection Area	$1,300,000.00	Installation of new traffic signal with ped improvements
S-61-10	Various Safety Improvements	S	District 4	$16,000,000.00	Safety Improvements
W-20-10	Various Intersection/Signal Upgrades	W	Various across Washington	$1,600,000.00	Signal upgrades and turn lane improvements
WC-8-10	CH 23 Culvert	WC	Box Culvert near 1284 Douglas Rd	$650,000.00	Concrete Repairs & Extension of Existing CIP Box Culvert

Transit

ID	Project	Lead	Location	Anticipated Cost	Project Description
CL-10-01	Capital Cost of Contracting ($800,000 Annual)	CL		$4,000,000.00	Paratransit Contract Purchase
CL-10-02	Other Capital Items ($1,932,000 Annual)	CL		$9,660,000.00	Preventative Maintenance
CL-10-03	Lease Assoc Capital Maint ($64,000 Annual)	CL		$320,000.00	Tire Lease, TPM
CL-10-04	Micro transit Program Management ($4,300,000 Annual)	CL		$21,500,000	
CL-10-05	Two-Way Communication System	CL		$925,000	
CL-10-06	35' & 40 foot Transit Buses Replacement	CL		$25,250,000	50 Transit Coach Buses
CL-10-07	Paratransit Vehicle Replacement	CL		$3,000,000	25 Paratransit vehicles
CL-10-08	Micro Transit Vehicles	CL		$1,200,000	10 Micro Transit vehicles
CL-10-09	Security Cameras for Buses	CL		$900,000	
5310-10-01	Bus Stop and Pedestrian Improvements	CL	Various locations	$300,000.00	
CL-FP24-03	Workforce Development	CL		$1,000,000	Training to maintain electric buses

Long-Range (2036-2050)

The total funding available for transportation projects in FY 2036-2050 is $1,881,853,740.80. Bridge projects in this funding band are anticipated to receive $777,399,508.12 in total funding across all sources, the most of any category. Enhancement projects are expected to receive $79,494,972.87; Pavement Preservation & Reconstruction are expected to receive $938,549,545.90; and Safety projects $86,409,713.92. The total funding available for transit projects in FY 2036-2050 is $249,259,255.61, with $180,238,410.24 in 5307; $7,122,081.01 in 5310; and $61,898,764.36 in 5339.

Enhancement Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
PEK-18-25	Sidewalks & ADA Ramps	PEK	Various Across Pekin	$5,000,000.00	
PEK-19-25	Bike/Ped Path Improvements	PEK	Near All Schools & Parks	$1,000,000.00	
PEO-41-25	Adams and Jefferson 2-way Conversion	PEO	Adams and Jefferson St from Western Ave to Camblin	$32,350,000.00	Conversion of 2-way traffic with signal and ped upgrades
PEO-44-25	Charter Oak/Allen Road Multi-Use Path	PEO	From Orange Prairie Road to Pioneer Parkway	$13,000,000.00	Construction of new off-street multi-use path
PEO-8	Rehabilitate Multi-Use Paths in Peoria	PEO	Various across Peoria	$3,576,923.08	Mill & overlay and/or upgrade to meet PROWAG
PEO-9	Sidewalks and ADA Ramps in Peoria	PEO	Various across Peoria	$3,576,923.08	Reconstruct sidewalks and ADA ramps to meet PROWAG
W-8-25	School Street Rec. Trail Extension	W	From Beverly Manor School to TP&W RR Tracks	$750,000.00	Enhancement

Pavement Preservation and Reconstruction Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
PC-7-10	State Street	PC	State Street from Old Galena Road to IL Route 6	$6,250,000.00	Reconstruction and replacement of S.N. 072-3121.
PEK-16-10	Ann Eliza & Margaret St. Reconstruction	PEK	5th St. to Court St.	$5,000,000.00	
PEK-17-10	S. 14th St. Mill & Overlay	PEK	El Camino to Veterans	$800,000.00	
PEK-7-10	5th Street Widening	PEK	5th Street from Koch Street to VFW Road	$7,400,000.00	Full re-build & widening with new curb & gutter and sidewalks
PEK-8-10	Veterans Road North Extension 1	PEK	Veterans Road from Sheridan Road to IL-98	$28,250,000.00	Construction of a new 3 lane roadway
PEK-9-10	Veterans Road North Extension 2	PEK	Veterans Road from IL-98 to I-474	$30,000,000.00	Construction of a new 3 lane roadway
PEO-17-10	Fulton Street Plaza	PEO	Fulton Street from Adams to Jefferson Street	$2,640,000.00	Re-open Fulton Street from Adams Street to Jefferson Street
PEO-19-10	Allen Road Reconstruction	PEO	War Memorial Drive to Northmoor Road	$7,530,000.00	Reconstruction and multi-use path replacing the existing sidewalk
PEO-20-10	Orange Prairie Road	PEO	War Memorial Drive to Charter Oak Road	$23,500,000.00	Rehabilitation to reduce travel lanes w/ bike/ped
PEO-21-10	Pioneer Pkwy Ext /Medina Plains Connector	PEO	Trigger Road to Allen Road	$111,500,000.00	Construction of a new east-west arterial roadway
PEO-22-10	Pioneer Parkway	PEO	Pioneer Parkway from Allen Road to Knoxville Avenue	$26,000,000.00	Reconstruction of roadway and addition of multi-use path
PEO-23-10	Washington Street	PEO	Edmund Street to Maple Street	$12,600,000.00	Reconstruction to improve freight and ped accommodations
PEO-24-10	University Street	PEO	Pioneer Parkway to Glen Avenue	$38,000,000.00	Rehabilitate University Street
PEO-25-10	Alta Road Rehabilitation	PEO	Trails Edge Dr to Knoxville Ave (IL-40)	$7,500,000.00	Reconstruction, drainage improvements, & mill & overlay path

ID	Project	Lead	Location	Anticipated Cost	Project Description
PEO-27-10	Forrest Hill Ave	PEO	Forrest Hill Ave from University to Sheridan	$6,500,000.00	Rehabilitation, reconstruction of sidewalk and add bike lanes
PEO-28-10	Sheridan Road - War to McClure	PEO	War Memorial Drive to McClure Ave	$10,100,000.00	Rehabilitation w/ bike lanes, ADA, lighting, & signal improvements
PEO-29-10	Sheridan Road - Kellar to Knox	PEO	Kellar Parkway to Knoxville Ave	$6,600,000.00	Reconstruct 3-lanes, curb/gutter, storm sewer, sidewalks, lighting
PEO-30-10	Hamilton Boulevard	PEO	North St to Crescent	$3,100,000.00	Reduce number of lanes and add bike lanes
PEO-31-10	SW Adams St	PEO	Edmund Street to Washington Street	$7,400,000.00	Mill and overlay with improved sidewalks and ADA ramps
PEO-32-10	Gale Avenue	PEO	W Virginia Ave to University Street	$6,350,000.00	Reconstruct with new curb and gutter, storm sewer, sidewalks
PEO-33-10	Sheridan Road	PEO	I-74 to Main Street	$6,350,000.00	Reconstruct w/ curb/gutter, storm sewer, & bike/ped
PEO-34-10	Meadowbrook Road	PEO	Meadowbrook Road from NW end to University Street	$6,350,000.00	Reconstruct 2500 ft w/ curb/gutter, storm sewer, and sidewalks
PEO-38	Rehabilitate Arterial and Collector in Peoria	PEO	Various across Peoria	$1,423,076.92	Rehabilitate arterial & Collector roadways in Peoria
PEO-43-10	Spring Street	PEO	Spring Street from Adams Street to the River	$5,200,000.00	Reconstruction & Realign the Adams Street intersection
PH-1-10	Monroe Avenue	PH	London Avenue to Toledo Avenue	$10,500,000.00	Complete Street Reconstruction with utilities & streetscapes.
PH-2-10	Prospect Road North Limits	PH	Kingman Avenue to North Village Limits	$480,000.00	Mill and Resurface with Sidewalk ADA improvements.
PH-3-10	Glen Avenue	PH	Knoxville Ave (IL Route 40) to Prospect Road	$850,000.00	Mill and Resurface with bike/ped amenities
S-48-10	Various Resurfacings	S	District 4	$80,000,000.00	Resurfacings
S-49-10	IL 98	S	N. Pekin to Morton	$30,000,000.00	Resurfacing (3R)

Safety Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
PC-5-10	Charter Oak Road Box Culvert	PC	Koerner Rd to Cheney Ln	$1,875,000.00	Replacement of S.N. 072-3077.
PEK-6-10	14th St. Culvert Replacement	PEK	Lost Creek Tributary Culvert	$2,000,000.00	Double Box Culvert Replacement
PEO-18-10	Glen/Sheridan Intersection	PEO	Glen/Sheridan Intersection	$3,950,000.00	Reconstruct w/ curb/gutter, drainage, signals, lighting, & bike/ped
PEO-40	Intersection Safety Improvements	PEO	Signalized Intersections	$750,000.00	Safety improvements to signalized intersections

Transit

ID	Project	Lead	Location	Anticipated Cost	Project Description
CL-25-01	Capital Cost of Contracting ($800,000 Annual)	CL		$12,000,000.00	Paratransit Contract Purchase
CL-25-02	Other Capital Items ($1,932,000 Annual)	CL		$28,980,000.00	Preventative Maintenance
CL-25-03	Lease Assoc Capital Maint ($64,000 Annual)	CL		$960,000.00	Tire Lease, TPM
CL-25-04	Micro Transit Program Management ($4,300,000 Annual)	CL		$64,500,000	
CL-25-05	35' & 40 foot Transit Buses- Replacement	CL		$12,625,000	25 Transit Coach Buses
CL-25-06	35' & 40 foot Transit Buses- Expansion	CL		$12,625,000	25 Transit Coach Buses
CL-25-07	Paratransit Vehicles- Replacement	CL		$3,000,000	25 Paratransit vehicles
CL-25-08	Bus Stop and Pedestrian Improvements	CL	Various locations	$500,000.00	
CL-25-09	Intelligent Transportation System	CL		$2,550,000	

Illustrative Projects

As discussed in the Fiscally Constrained section, projects identified as beneficial to the region and its communities but do not currently have available funding are placed in this Illustrative Projects list. These projects are not included in the fiscally constrained project tables and are in various stages of planning but could be implemented if sufficient funding becomes available. This section is organized by transportation and transit projects

Transportation Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
C-2	Chillicothe Multi-Use Trail	C	Along IL-29 & RR from Chillicothe and South Rome		Multi-Use Trail
CC-6	Wesley Road Trail	CC	Wesley Road near I-474 to Route 29		From IL 29 in East Peoria to beneath I-474
CC-7	Route 29 Trail	CC	From Wesley Road to Pekin Ave		Multi-use trail along IL-29
EP-7-10	Bass Pro Drive	EP	Bass Pro Dr to Main St with a connection to Altorfer Dr	$20,000,000.00	Bass Pro Extension
EP-8-10	Pinecrest Extension	EP	Extension from Muller Road to Springfield Road	$8,000,000.00	Extension of Pinecrest Drive
EP-9-25	Fondulac Drive	EP	Fondulac Drive from Fondulac Place to Main Street	$30,000,000.00	Reconstruction w/ drainage improvements & bike/ped amenities
GH-1	IL 116 - Germantown	GH	McCluggage Bridge to Germantown Hills		Multi-use trail along IL-116
GH-2	IL 116 - Metamora	GH	Germantown Hills to Metamora		Multi-use trail along IL-116
PEK-20	Pekin Riverfront Trail	PEK	North end of Pekin Park Trail to Wesley Road		Multi-use trail along the Illinois River
PEK-21	Alto Pekin Barge and Transload Facility Project	PEK	Pekin, IL at River Mile 151.4-151.7 of the IL River	$47,741,502	Develop a barge and transload facility
PEO-26-10	Medina Plains Industrial Park Roadways	PEO	Between Allen Road and Radnor Road	$18,500,000.00	New interior roadways in the industrial park with bike/ped
PEO-42	Peoria to Chicago Rail	S	From Peoria to Joliet	$4,150,000,000.00	Upgrade rail line for passenger rail
PEO-45	Krause Ave	PEO	Laramie to Adams	$10,000,000.00	
PEO-46	Garden St	PEO	Laramie to Adams	$13,000,000.00	
PEO-47	Griswold St	PEO	IL-116 to Adams	$12,000,000.00	
PEO-48	Sheridan Rd	PEO	Main to Moss	$2,153,000.00	Reconstruction with bike/ped amenities
PEO-49	Sheridan Rd	PEO	Glen Avenue to Knoxville Avenue		Reconstruction with bike/ped amenities
PEO-50	Sheridan Rd	PEO	War Memorial Drive to Glen Avenue		Reconstruction with bike/ped amenities
PEO-51	Sheridan Rd	PEO	War Memorial Dr to I-74 (FAU 6595)		Reconstruction with bike/ped amenities
PEO-52	Sheridan Rd	PEO	Main Street to I-74		Reconstruction with bike/ped amenities
PEO-53	IL Route 29	PEO	N of Gardner Ln to Southern end of River Beach Drive		To be determined
S-32-5	Various Bridge Rehabilitations	S	District 4	$500,000,000.00	Bridge Rehabilitations
S-36-25	IL River Bridges	S	Over Illinois River	$40,000,000.00	Bridge preservation/rehabilitations
S-47-5	Various Resurfacings	S	District 4	$500,000,000.00	Resurfacings

ID	Project	Lead	Location	Anticipated Cost	Project Description
S-62	Adams St Washington to Peoria Boundary	S	Washington St to Peoria Municipal Boundary	$1,461,000.00	
S-63	I-74 (Murray Baker Bridge)	S	Over Illinois River	$350,000,000.00	Bridge Replacement
W-12-5	Eagle Avenue Extension	W	Eagle Avenue from US Business 24 to Kern Road	$2,600,000.00	2-lane urban roadway
W-13-10	W Jefferson Street Extension	W	N Wilmor Road to Eagle Avenue	$1,690,000.00	2-lane urban roadway
W-15-25	Guth Road Phase I - S. Main to S. Cummings	W	Guth Road from S Main to S Cummings	$4,000,000.00	Extend rural 2-lane road 1.5 miles
W-18-25	Diebel Road Phase II - Business 24 to Guth	W	Diebel Road from Business 24 to Guth	$1,500,000.00	New 2-lane rural collector
W-19-25	S. Cummings Lane Extension	W	S Cummings from Guth to Schuck Rd	$5,000,000.00	New 2-lane rural roadway
W-22-5	Lakeshore Drive Extension	W	Freedom Parkway to US Business 24	$3,600,000.00	New 3-lane urban road, signals at Lakeshore/BR 24
WC-9-10	Hickory Point Road (CH 27)	WC	IL-116 to Santa Fe Trail	$500,000.00	Mill and overlay existing pavement

Transit Projects

ID	Project	Lead	Location	Anticipated Cost	Project Description
CL-01	North Side Transfer Center	CL	North Peoria	$6,500,000	
CL-02	Transit Center East Side of River	CL	Tazewell County	$5,000,000	
CL-03	Park-N-Ride Facilities	CL	Various locations	$3,500,000	
CL-FP23-01	Bike Share Program (Annual expense)	CL	Urban area	$100,000	Re-Establish Bike Share Program
CL-04	24-Hour Trip Planning & Transit Services	CL	Tri-County region	$2,668,166	Services for seniors and people with disabilities in Tri-County

Financial Analysis Results

Tri-County released a Call for Projects for the state and localities to submit planned transportation projects through 2050. The project submissions were separated into three time bands: Short-Range Projects (0-5 years), Mid-Range Projects (6-10 years), and Long-Range Projects (11-25 years). Projects included in TIP documents for FY 2025-2027 were included in the Short-Range time band. The projected funding amount per category is shown in **Table 63**, and the estimated costs of these projects are illustrated in **Table 64**.

Table 63: Projected Funding per Category (in millions of dollars)

Category	Short	Mid	Long	25-Year Total
Bridge	$228.1	$211.9	$777.4	$1,217.4
Enhancement	$23.3	$21.7	$79.5	$124.5
PPR	$275.3	$255.8	$938.5	$1,469.7
Safety	$25.4	$23.6	$86.4	$135.3

Table 64: Projected Expenditures per Category (in millions of dollars)

Category	Short	Mid	Long	25-Year Total
Bridge	$357.2	$300.2	$125.0	$728.4
Enhancement	$40.8	$51.1	$53.3	$145.1
PPR	$596.9	$545.8	$476.2	$1,618.9
Safety	$13.8	$10.3	$6.9	$31.0

Projected funding per category was compared with the estimated expenditures of submitted projects to ensure the financial plan is fiscally constrained. A comparison of projected funding and anticipated expenditures for FY 2025-2050 is illustrated in **Table 65**. As total projected funding exceeds projected expenditures for the FY 2025-2050 period, the plan is fiscally constrained.

Table 65: Comparison of Projected Funding and Expenditures, FY 2025-2050 (in millions of dollars)

Funding Band	Projected Funding	Projected Expenditures	Difference
Short-Range (2025-2030)	$552.1	$1,008.8	-$456.7
Mid-Range (2031-2035)	$512.9	$907.3	-$394.4
Long-Range (2036-2050)	$1,881.9	$661.3	$1,220.5
25-Year Totals (2025-2050)	$2,946.8	$2,577.5	$369.4

For transit projects, the projected funding amounts and expenditures per time band are outlined in **Table 66**. From the table one can see that the total projected funding exceeds projected expenditures, making the transit project list fiscally constrained.

Table 66: Transit Projects Comparison of Projected Funding and Expenditures. FY 2025-2050 (in millions of dollars)

Funding Band	Projected Funding	Projected Expenditures	Difference
Short-Range (2025-2030)	$73.1	$49.0	$24.1
Mid-Range (2031-2035)	$67.9	$68.1	-$0.1
Long-Range (2036-2050)	$249.3	$137.7	$111.5
25-Year Totals (2025-2050)	$390.3	$254.8	$135.5

Travel Demand Modeling

Traffic on the roads results from individuals deciding where, when, and how to travel. Decisions such as where to live, work, and shop also impact travel behavior. Transportation planners use the travel demand model (TDM) to understand travel behavior and predict future travel demands. The TDM is a computational tool that uses a set of mathematical procedures and equations that represent the variety of transportation choices people make, and how those choices result in trips on the transportation network. The TDM uses demographic and economic data, such as population and employment data, to guide the model to mathematically predict travel patterns within an area.

In transportation planning, the three-step and four-step TDMs are foundational methodologies used to forecast travel behavior. The primary distinction between them lies in the inclusion of the mode choice step in the four-step model (Travel Demand Modeling, 2024).

Three-Step Model

In three-step models, mode choice is not explicitly modeled. Instead, trips are typically assumed to occur using a single mode, often private automobiles. The following are the three steps of the model (Travel Demand Modeling, 2024):

1. Trip Generation: Estimates the number of trips originating from and destined to various zones within the study area
2. Trip Distribution: Determines the destinations of trips originating from each zone, effectively linking origins and destinations
3. Trip Assignment: Allocates the distributed trips to specific routes within the transportation network

Four-Step Model

The four-step model includes mode choice, allowing for a more comprehensive analysis of how travelers choose between different transportation options, leading to more refined forecasts. The following are the four steps of the model (Travel Demand Modeling, 2024):

1. Trip Generation: Similar to the three-step model, it calculates the number of trips produced and attracted by each zone
2. Trip Distribution: Connects trip origins with destinations
3. Mode Choice: Introduces an additional step to predict the mode of transportation travelers will select, such as driving, public transit, biking, or walking
4. Trip Assignment: Assigns the mode-specific trips to the appropriate routes in the transportation network

Illinois Statewide Travel Demand Model

The Illinois Statewide Travel Demand Model (ILSTDM) utilizes a data-driven approach, reconciling base-year travel data from observed sources and employing a synthetic model to forecast growth in travel demand. This methodology ensures that future travel patterns are grounded in empirical data while accommodating projected changes (ILSTDM Design and Application, 2022).

The ILSTDM is a first-generation, trip-based statewide model that covers the entire US, with detailed zoning within Illinois. IDOT employs this tool to facilitate transportation planning across the state. Key features of the model include the following (ILSTDM Design and Application, 2022) (Chen & Han, 2024):

- Base Year: 2017, serving as the reference point for current travel data
- Horizon Year: 2045, representing the future year for which forecasts are made
- Interim Years: 2020, 2025, and 2035, allowing for assessments at various stages between the base and horizon years

The model is powered by TransCAD, a specialized transportation planning software that integrates Geographic Information System (GIS) capabilities with transportation modeling. TransCAD supports various modeling techniques, including both traditional trip-based models and advanced activity-based models, making it a versatile tool for comprehensive transportation analysis (TransCAD Transportation Planning Software, n.d.).

Tri-County Travel Demand Model

Tri-County maintains a regional TDM for Peoria, Tazewell, and Woodford counties. In 2023, Tri-County transitioned its TDM from a three-step model to an Activity-Based Travel Demand Model (ABM). The transition to an ABM allows Tri-County to move from trip-based predictions to activity-based predictions by forecasting the demand for people's requirement to participate in various activities.

Tri-County's previous three-Step TDM was an aggregate, trip-based model which was originally developed with a 2008 base year and updated various times with demographic and economic data and minor tweaks to the network. The three-step model followed the three basic steps as outlined in the Three-Step Model section above. For the LRTP 2045 and most recent Congestion Management Process, Tri-County used the 3-Step model with the base year of 2020 and a horizon year of 2045.

Activity-Based Model

In contrast to traditional three-step and four-step models, ABMs offer a more detailed analysis by simulating individual travelers' daily activity patterns. ABMs predict which activities are conducted when, where, for how long, with whom, and the travel choices made to complete them. This approach provides a more comprehensive understanding of travel behavior by considering the sequence and context of activities, leading to more accurate forecasts (Activity Based Models, 2024).

Tri-County's new ABM has a base year of 2021 and a horizon year of 2050. The term ABM generally refers to the module within a travel

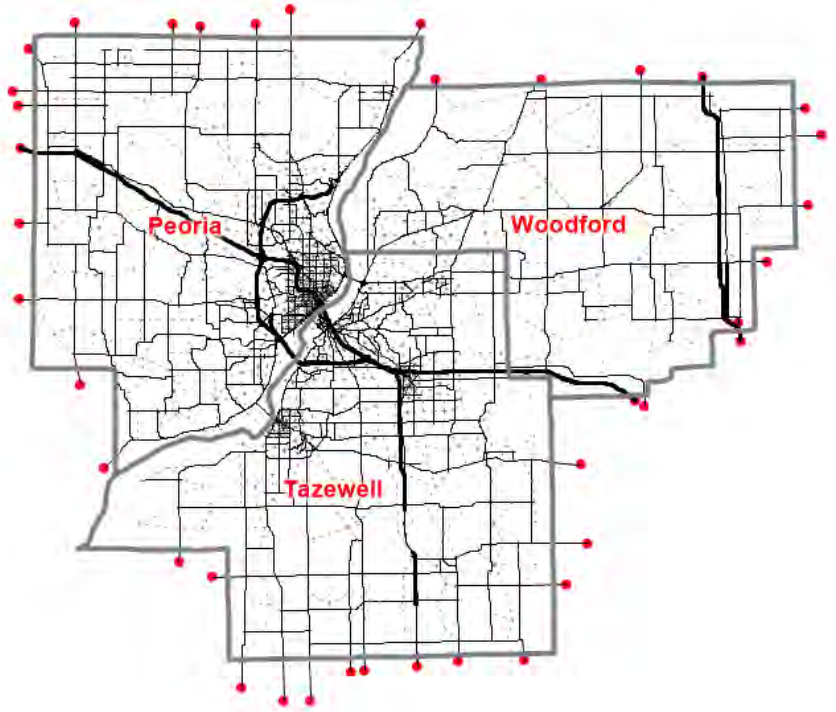


Figure 119: Tri-County ABM Network

demand model that predicts the demand for travel (by forecasting the demand for people's requirement to participate in various activities). This demand component, when connected to a traffic assignment model with feedback interactions between travel demand and network supply, constitutes the travel demand model. The assignment helps determine the feasibility of the demand predictions, and the feedback allows the simulated residents to re-evaluate some of their choices in the context of the congestion information now available to them by travel mode. Like the statewide TDM, the Tri-County ABM utilizes TransCAD as its transportation modeling software.

The Tri-County ABM model stream is illustrated in **Figure 120**. Initial steps include the generation of a synthetic population and the calculation of all necessary skim matrices. A skim matrix provides travel time, distance, cost, or combination between every pair of origin and destination zones within a transportation network by mode. The person and household tables from the population synthesis, together with the skims, are the inputs to the ABM module (indicated by the dashed box) that predicts the origin, destination, departure time, travel mode, activity duration, and household member participation for each activity undertaken by the residents of the region.

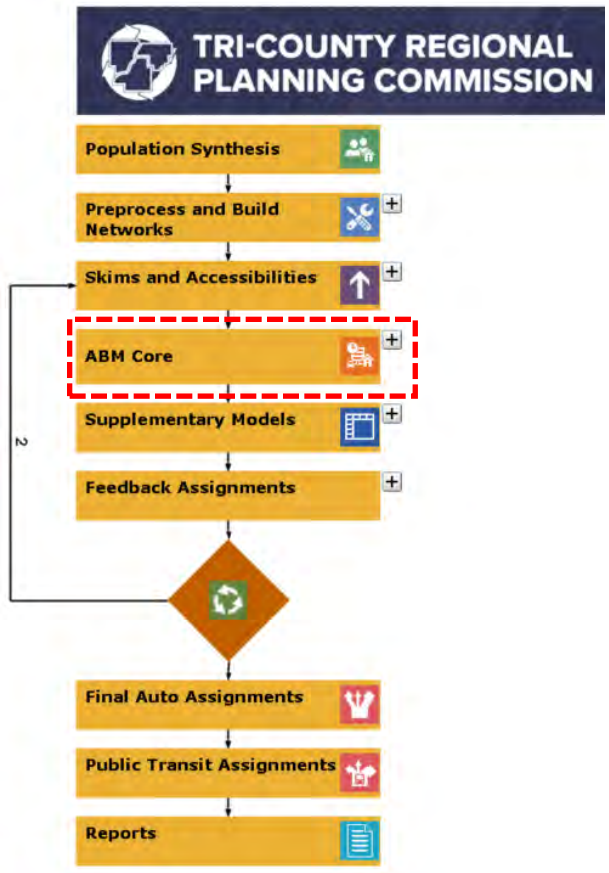


Figure 120: Tri-County Activity-Based Travel Demand Model Flowchart

This detailed picture of the demand side of the desired activity participation must be reduced to its constituent trips and combined with other demand estimates related to visitors, trucks, and cross-border (i.e. external) trips. The total demand can then be assigned by mode to predict network congestion and levels of service.

The Tri-County ABM is comprised of a series of models that predict various household- and person-level decisions made by the residents within the region. These decisions can be broadly classified into long-term

and short-term decisions. Long-term decisions are made on a relatively infrequent basis, their outcomes remaining fixed for some duration. Short-term decisions, on the other hand, can vary more frequently and even from day to day.

Long-Term Decisions

The infrequent long-term decisions reviewed by the model are illustrated in **Figure 121**.

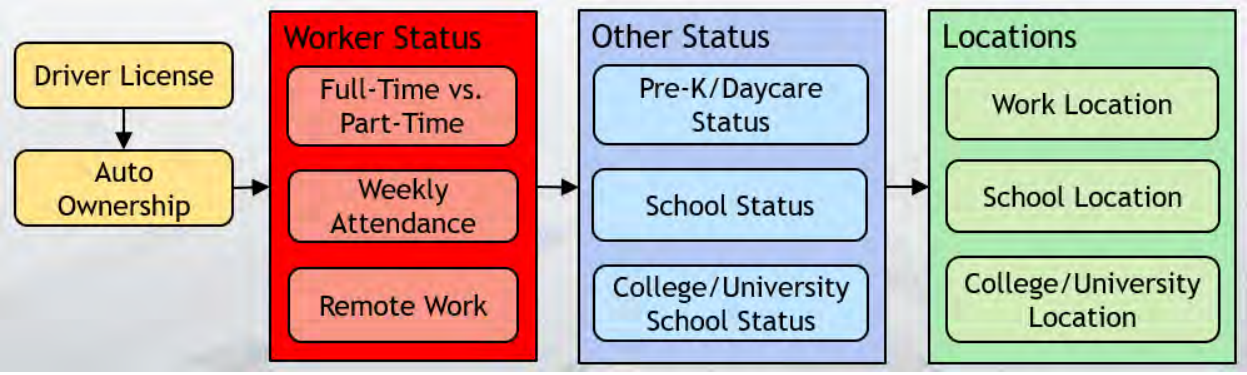


Figure 121: Tri-County ABM Long-Term Decisions

The long-term decision model first looks at individuals aged 16 years or older and determines if they have or do not have a driver's license. Next, auto ownership is reviewed and predicts the number of vehicles available to members of each household. It is applied to all households and deeply impacts various downstream mode- and destination-related choices.

The worker standing category model predicts whether a worker is full-time or part-time, captures the number of weeks that individuals may work on a regular basis, and depicts the tendency of workers to work from home. The other standing category model looks at schooling. For children that are five years old or younger, the model predicts whether a child will attend a pre-kindergarten or daycare facility on a given day. For school-age children, the model uses a fixed share, which is set to 88.5%, to adequately capture the number of children attending primary and secondary education. Lastly, the other standing category predicts whether high school graduates will attend post-secondary education.

The Locations Category Model predicts the habitual zones for people's work activity participation, children's school activity involvement, and people's post-secondary education activity enrollment.

Short-Term Decisions

The ABM predicts various short-term decisions made by the residents of the region. These decisions fall into the basic categories of mandatory and non-mandatory choices. Mandatory choices are those that are generally not optional, and are typically related to work, school and college/university purposes. Non-mandatory (or discretionary) choices are those that may be perceived as being optional, or at least not performed with the regularity/frequency of mandatory activities. These include shopping, leisure and maintenance activities that are integral to life but have a level of flexibility in terms of activity frequency and scheduling. Non-mandatory activities may appear in a daily schedule either as separate tours, or via intermediate stops along any mandatory or non-mandatory tour. The numerous steps included in Tri-County ABM's short-term decisions are highlighted in **Figure 122** as mandatory or non-mandatory tour decisions.

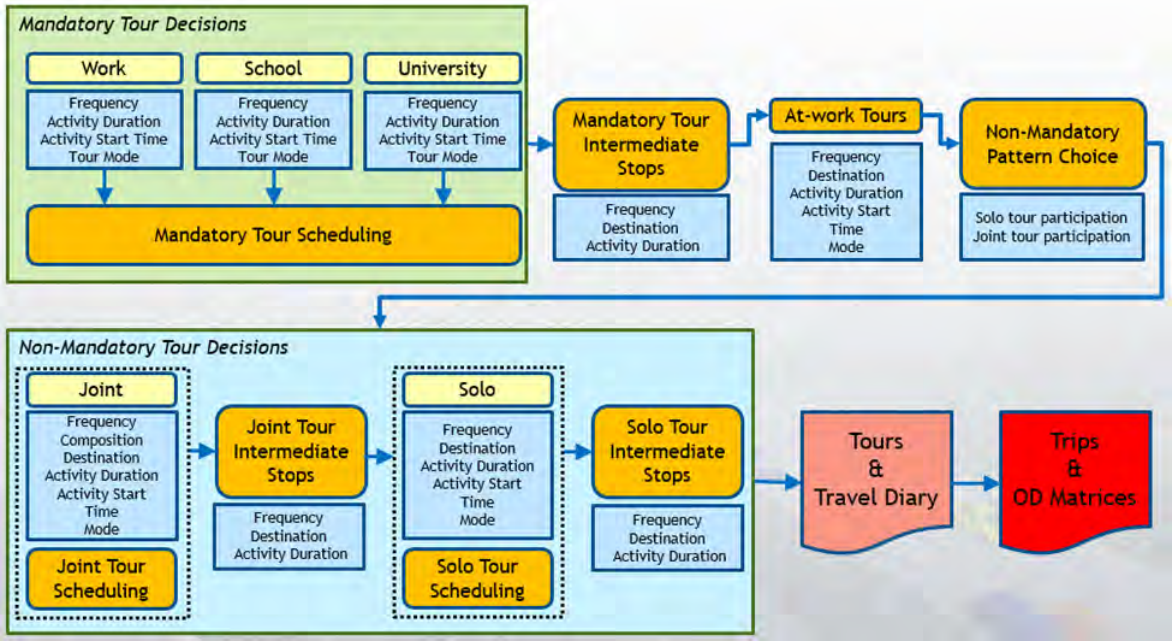


Figure 122: Tri-County ABM Short-Term Decisions: Mandatory and Non-Mandatory Tour Decisions

Mandatory Tour Decisions

People's mandatory decisions are anchored on work, school, and college/university standing. The worker standing is a day-to-day model that predicts if a worker actually works on the given day. This model captures variations in personal situations that can result in working fewer hours than usual or taking the day off for any number of unobserved reasons.

After worker standing is determined, the model predicts the mode for various mandatory tours. Subsequent models fill in details about various dimensions of work, school, and university tours: frequency, duration, start time, and mode. For work duration, the model creates a breakdown between full-time and part-time workers. Tour mode choice is applied in four tiers, in decreasing priority order. Full-time workers are processed first, followed by part-time workers, college/university students, and school students. The modes categorized in this model are drive (drive along or carpool), transit, non-motorized (walk or bike), or other. For school students, the other is defined as school bus.

Non-Mandatory Tour Decisions

People's non-mandatory decisions are typically anchored on the availability of free time after accounting for mandatory activities. The first level of non-mandatory decisions is made via intermediate stops along mandatory tours. Other sub-tours (to run errands, shop, or eat) may start and end within the work activity's time window, and are also referred to as at-work tours. Subsequent decisions about dedicated non-mandatory tours are made at the household level, where members collectively choose to participate in any joint and solo tours. This latter decision is encapsulated in the pattern choice step in the ABM. The non-mandatory decisions described in this section are highlighted with the red dashed box in **Figure 123**.

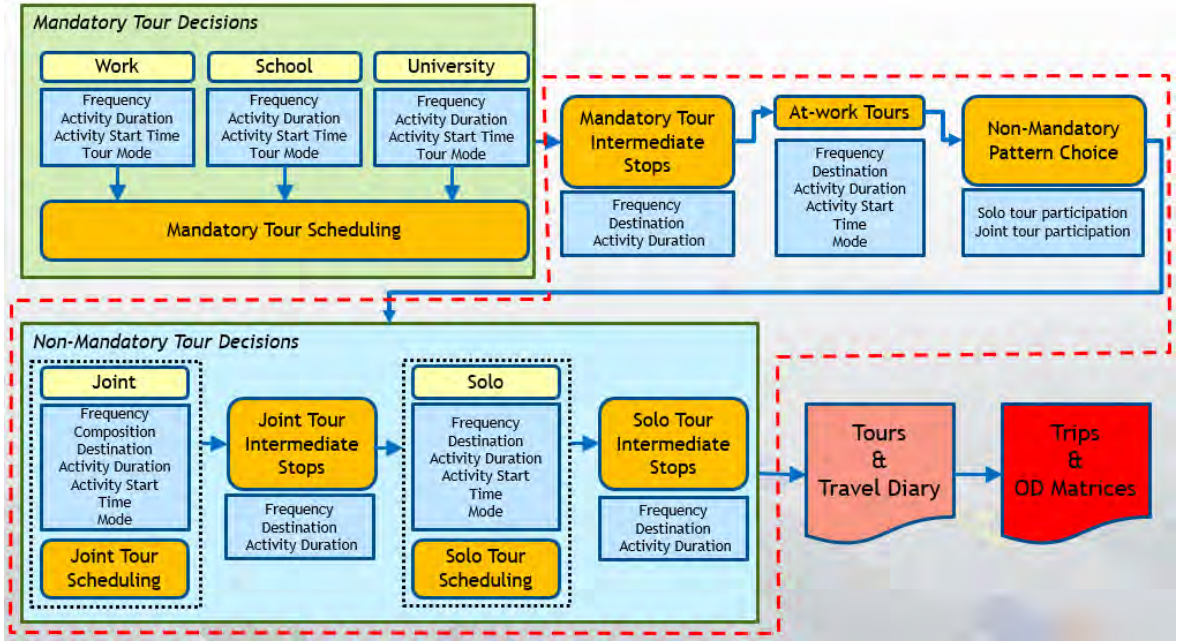


Figure 123: Tri-County ABM Non-Mandatory Tour Short-Term Decisions

Planning Use

MPOs employ these models to develop comprehensive transportation plans that anticipate future travel patterns and infrastructure needs over extended periods, like this LRTP 2050 Update. For this, Tri-County used its TDM as a tool to forecast existing and future travel demands given the land use and proposed roadway improvement scenarios in the region. This model is focused on forecasting the effects of these scenarios on average daily automobile trips over the study area network.

In addition to long-term planning, MPOs also employ models like these for project evaluation and prioritization by simulating the impacts of proposed transportation projects. This allows MPOs to assess potential benefits and drawbacks, facilitating the prioritization of projects based on anticipated outcomes. Tri-County utilizes its TDM when evaluating STBG applications for roadway improvements.

Tri-County intends to utilize its TDM as a tool to help develop policies that promote strategic investments throughout the region. The next portion of this section details the analysis completed using TCRPC's ABM. Tri-County utilized Lochmueller Group in preforming this analysis, as they were the firm that won the procurement opportunity for developing Tri-County's ABM.

LRTP Analysis

Tri-County used its ABM to analyze the 11 transportation improvement projects included in the LRTP within the Tri-County area. The TCRPC ABM is a planning tool for estimating travel patterns and travel demand across the Tri-County region (Peoria, Tazewell, and Woodford counties). Tri-County developed four scenarios within its ABM and ran them to understand traffic impacts: Base Year 2021, No-Build 2050, Horizon Year 2050, and LRTP 2050. The scenarios were defined as follows:

- **Base Year 2021:** This scenario reflects the existing roadway network and land use conditions of the model area, representing the year 2021.
- **No-Build 2050:** This scenario assumes no committed or proposed roadway projects are constructed in the future, but population and employment growth trends continue through the year 2050.
- **Horizon Year 2050:** This scenario assumes committed roadway projects will be constructed in the future, and population and employment growth trends will continue through the year 2050.
- **LRTP 2050:** This scenario assumes the recommended projects included in the 2050 LRTP will be constructed in addition to all committed roadway projects, and that population and employment growth trends will continue through the year 2050.

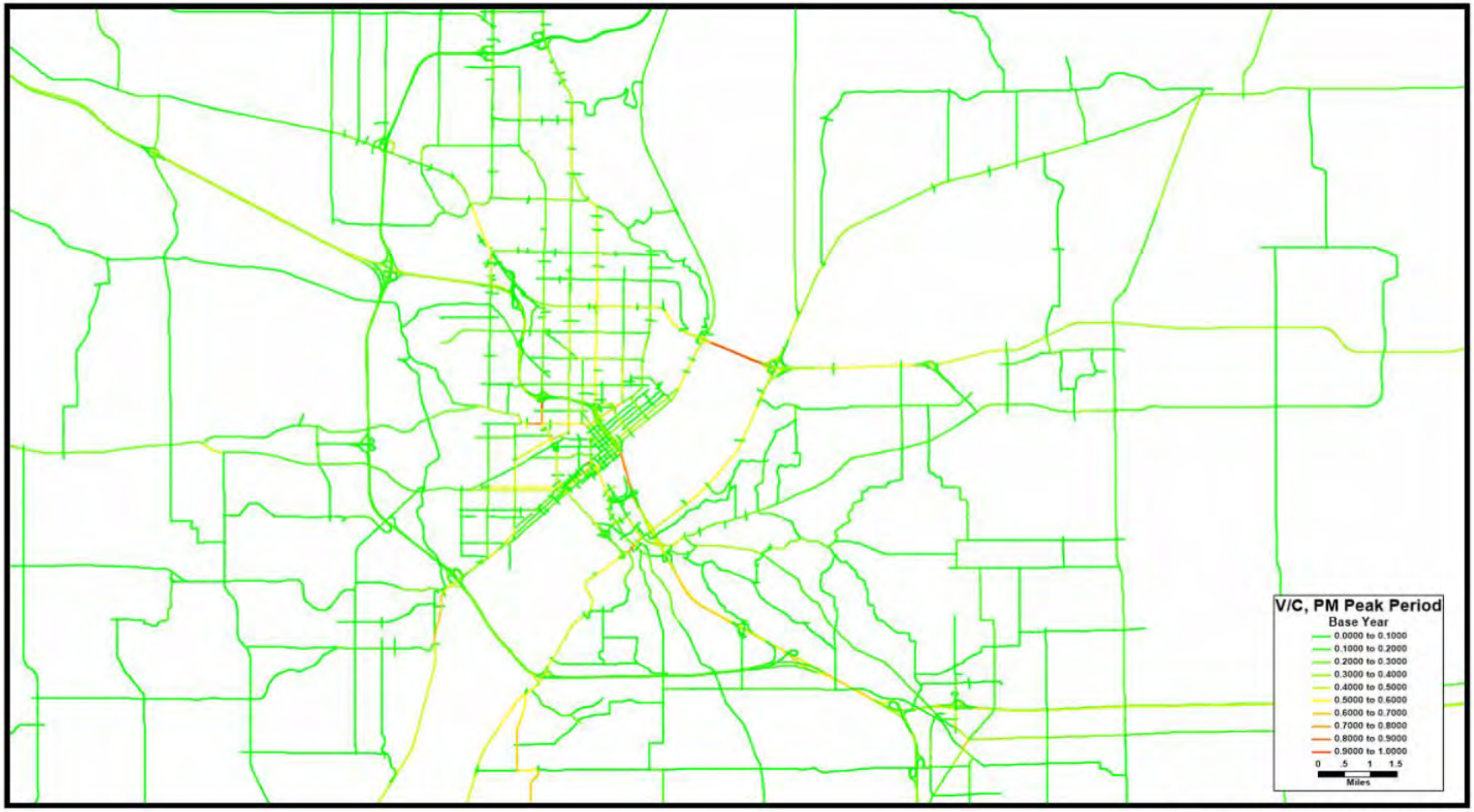
As shown in the table below, the total population for Peoria County stays constant throughout all scenarios. Current population projections show that the population in Peoria County may decline over time. As a conservative assumption, the Peoria County population was held constant for all future year scenarios. **Table 67** below shows the population totals by county for all four scenarios.

Table 67: Scenario Population Totals by County

Scenario	Peoria County	Tazewell County	Woodford County
Base Year 2021	181,779	131,448	38,412
All 2050 Scenarios (No Build 2050, Horizon Year 2050, and LRTP 2050)	181,779	138,318	45,280

Base Year 2021

As mentioned above, the Base Year 2021 scenario reflects the existing roadway network and land use conditions of the model area. **Figure 124** shows the volume-to-capacity ratio (V/C) for roadways during the PM peak period in this scenario. A volume-to-capacity (V/C) ratio closer to 1.0 indicates higher congestion as a roadway reaches its maximum capacity.



Source: Lochmueller Group, January 24, 2025

Figure 124: Base Year Congestion Map. TCRPC ABM

As shown, the most significant congestion in the network is on the US-150 and I-74 bridges over the Illinois River. Other areas in the network have minor congestion or no congestion. **Table 68** below lists the most congested roadway segments in the network, where V/C during the PM peak period is greater than 0.85.

Table 68: Congested Segments in Base Year 2021 Scenario

Segment	Average V/C, PM Peak Period
Southbound I-74 over the Illinois River	0.87
Eastbound US 150 over the Illinois River	0.99
Jefferson Ave between Walnut St and State Route 40	0.95
W Main Street west of N University Street	0.89

No-Build 2050

The No-Build 2050 scenario assumes no committed or proposed roadway projects are constructed in the future, but population and employment continue to trend upwards through the year 2050 within the model area. **Figure 125** shows a p.m. peak period congestion map for this scenario.

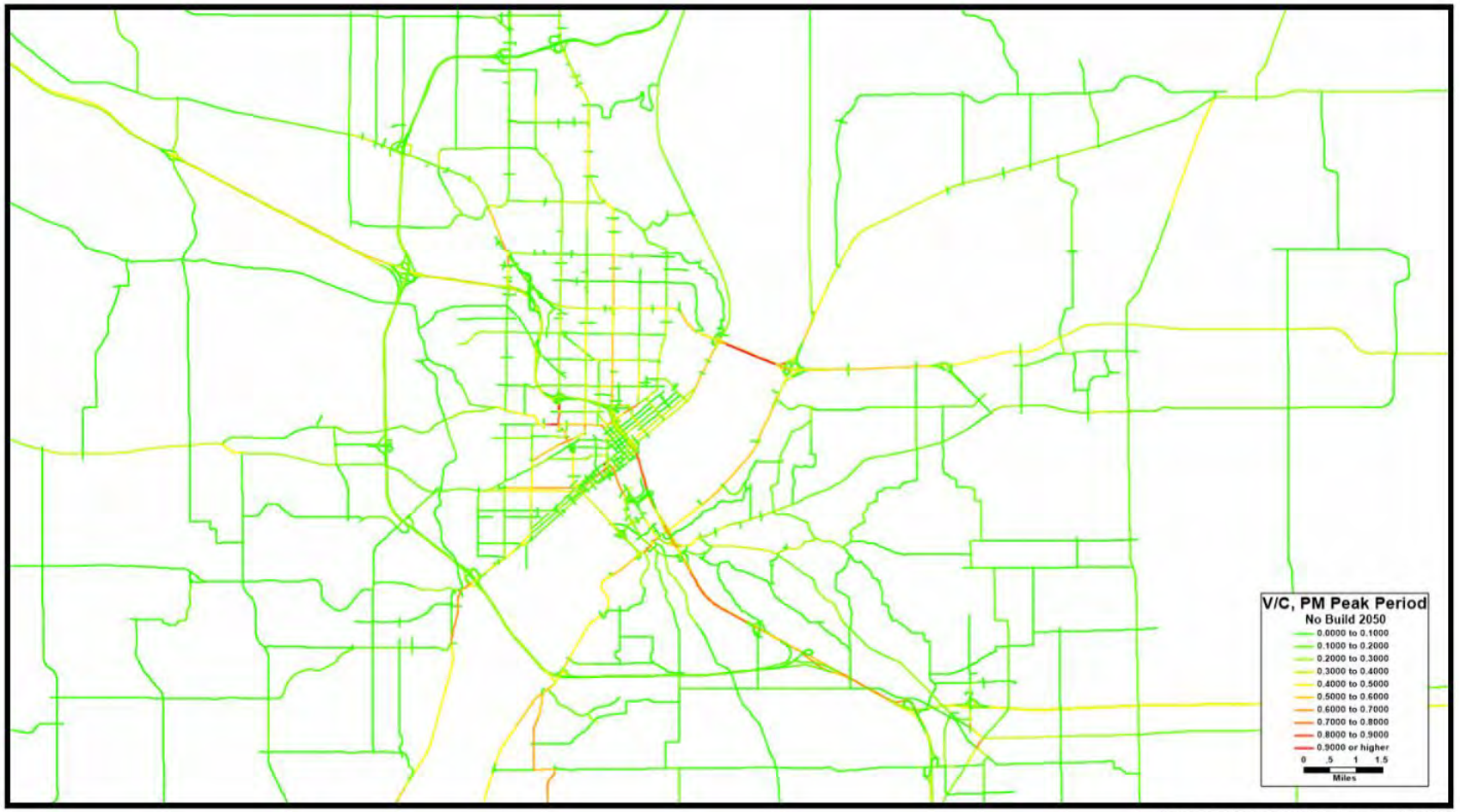


Figure 125: No-Build 2050 Congestion Map, TCRPC ABM

Compared to **Figure 124**, the congestion shown in the **Figure 125** No-Build 2050 scenario is worse. The bridges near downtown Peoria are heavily congested, and traffic conditions are worse on I-74 south of the Illinois River. Many other major roadways and arterials have worse congestion as well. **Table 69** below lists the most congested roadway segments in the network, where V/C during the PM peak period is greater than 0.85. Although a V/C value over 1.00 is not achievable in reality, the ABM is still able to assign volumes over a roadway's capacity.

Table 69: Congested Segments in the No Build 2050 Scenario

Segment	Average V/C, PM Peak Period
Southbound I-74 over the Illinois River	0.88
Eastbound US 150 over the Illinois River	1.02
Jefferson Ave between Walnut St and State Route 40	1.02
W Main Street west of N University Street	0.92
N University Street north of W Columbia Terrace	0.86

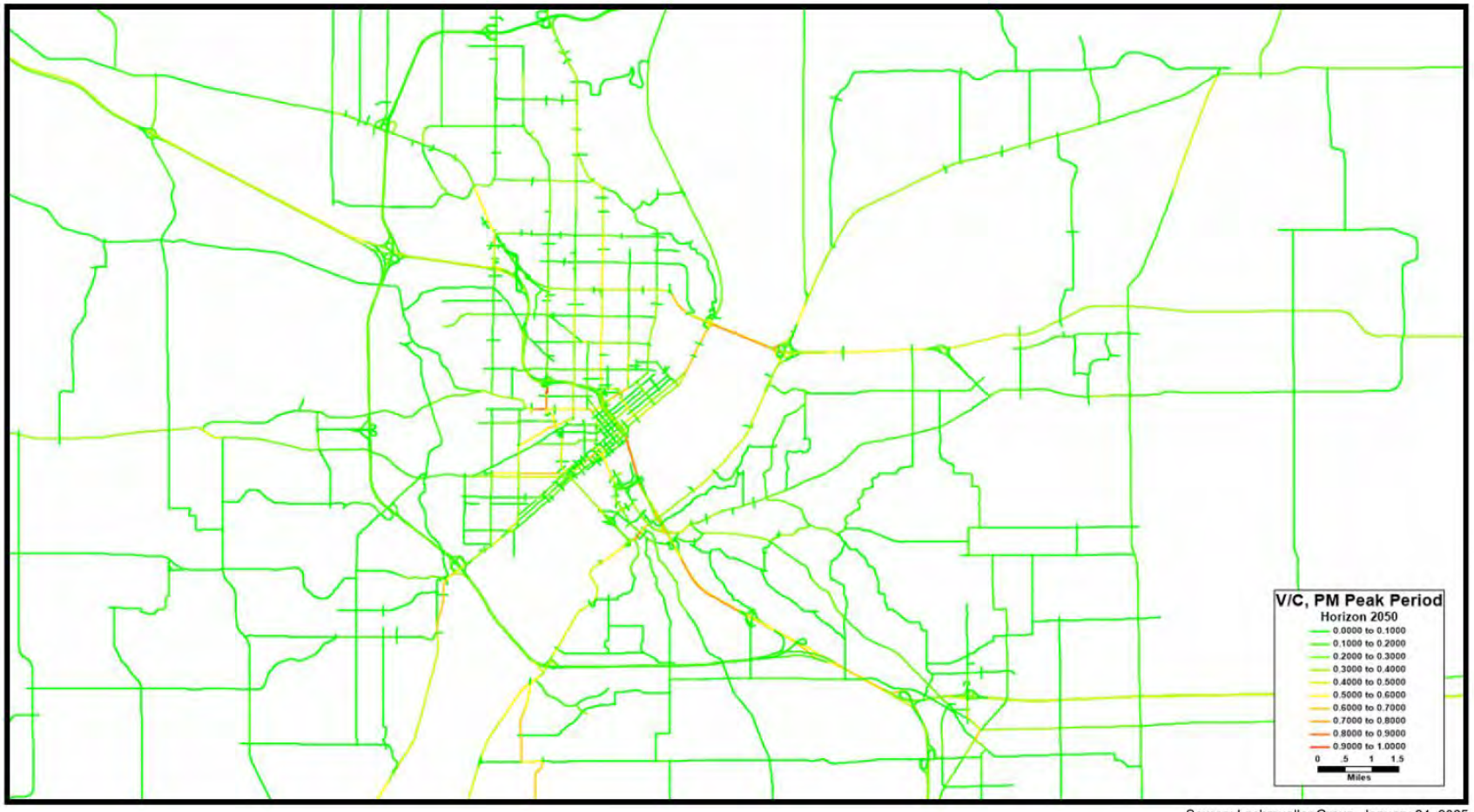
Horizon Year 2050

The Horizon Year 2050 scenario assumes the same increases in employment and population as the No-Build 2050 scenario. However, the roadway network also includes several committed projects. **Table 70** below lists the committed roadway projects included in the Horizon Year 2050 scenario.

Table 70: Committed Projects Included in the Horizon Year 2050 Scenario

Project Description
McCluggage Bridge (US 150), additional lane for eastbound travel
US 24/IL 9, additional lanes from Peyton Creek to Kingston Mines
Glen Avenue, 3-lane configuration from Knoxville to Sheridan
Adams Street, one-way to two-way conversion from Walnut Street to Hamilton Boulevard
Jefferson Avenue, one-way to two-way conversion from Walnut Street to Fayette Street

Compared to the No-Build 2050 scenario, these projects help increase roadway capacity in several areas throughout the network, leading to lower congestion and higher average speeds. **Figure 126** shows the p.m. peak period congestion map for the Horizon Year 2050 scenario.



Source: Lochmueller Group, January 24, 2025

Figure 126: Horizon Year 2050 Congestion Map, TCRPC ABM

Compared to the previous two scenarios, the congestion for the Horizon 2050 scenario is less severe than the No-Build 2050 scenario and similar to the congestion seen in the Base Year 2021 scenario. Volumes on the US 150 and I-74 bridges are still high but not yet at capacity. **Table 71** below lists the most congested roadway segments in the network, where V/C during the p.m. peak period is greater than 0.85.

Table 71: Congested Segments in the Horizon 2050 Scenario

Segment	Average V/C, PM Peak Period
Southbound I-74 over the Illinois River	0.86
W Main Street west of N University Street	0.85
N University Street north of W Columbia Terrace	0.85

LRTP 2050

The LRTP 2050 scenario includes all population and employment assumptions from the Horizon Year 2050 scenario, the committed projects included in the Horizon Year 2050 scenario (listed in **Table 70**), and the recommended projects included in the 2050 LRTP. **Table 72** below lists those projects along with a basic description of how they were included in the roadway network.

Table 72: 2050 LRTP Project List

Project Name	Modeling Method
Chillicothe-McClugage Multimodal Corridor	New pedestrian and bike facilities along IL 29 from US 150 to Chillicothe, between Pekin and Creve Coeur, and between the US 150 bridge and the Village of Washington
Adams Street TOD (Mixed-Use Corridor)	20% increase in employment along the corridor
Main Street Complete Streets/TOD (Mixed-Use Corridor)	20% increase in employment along the corridor
Prospect Road Complete Streets	No model changes
Sheridan Road Complete Streets	New pedestrian and bike facilities around Sheridan Road
North Valley Community Connectivity Bundle (Economic development catalyst)	New pedestrian and bike facilities extending the Rock Island Greenway
South End Community Connectivity Bundle (Economic development catalyst)	No model changes
Veterans Road	Veterans Road extension added between Pekin and Creve Coeur
Pioneer Parkway Extension	Pioneer Parkway extension westward to Trigger Road
Passenger Rail	No model changes
Transit System Modernization	No model changes

Certain projects included in the 2050 LRTP are difficult to capture with the inputs available to the TCRPC ABM. All projects that referenced new transportation facilities (for automobile traffic or for bike/pedestrian users) were included where appropriate. **Figure 127** below shows the p.m. peak period congestion map for the LRTP 2050 scenario.

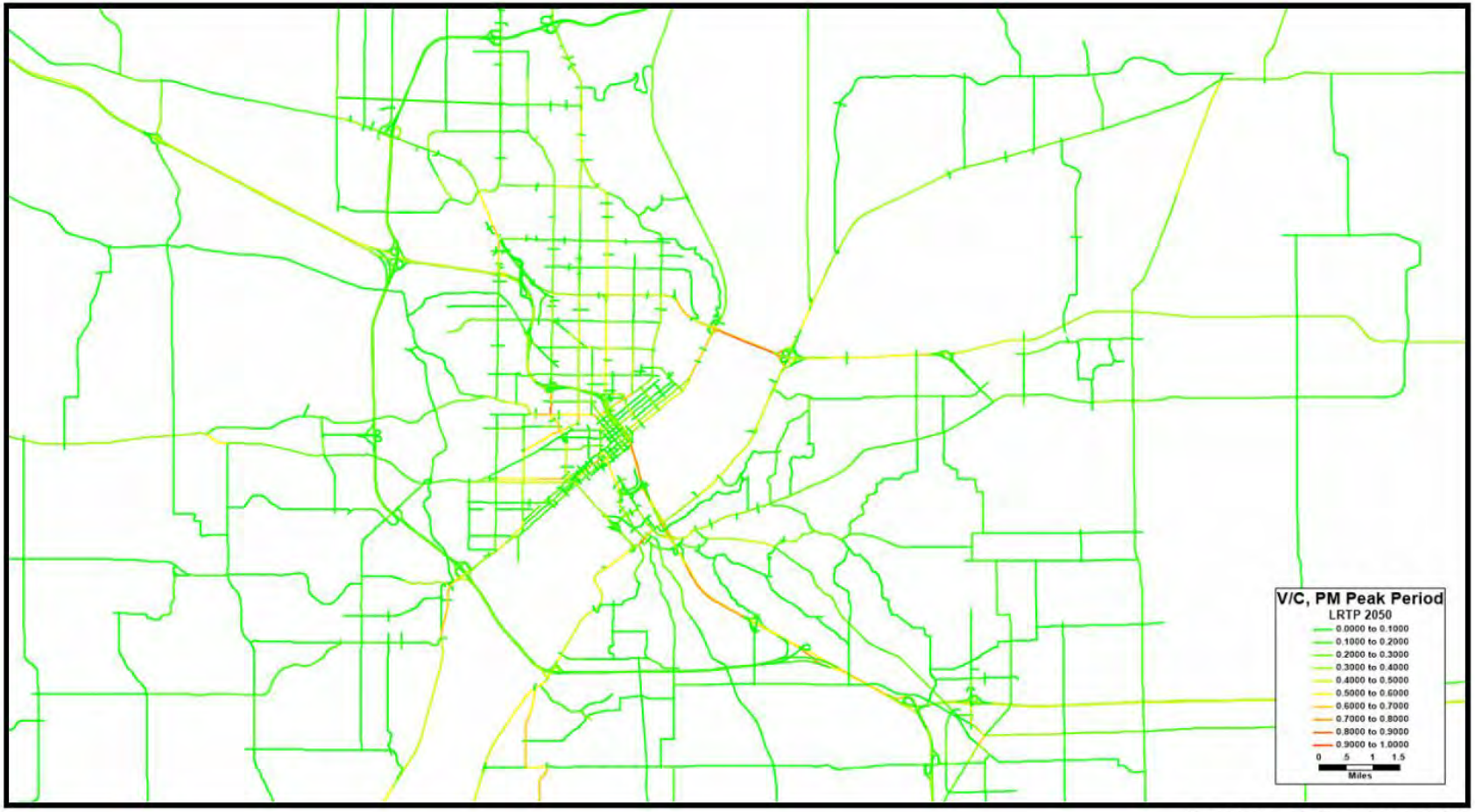


Figure 127: LRTP 2050 Congestion Map, TCRPC ABM

The congestion for this scenario is comparable to the congestion seen in the Horizon 2050 scenario, with minor differences in locations near downtown Peoria. **Table 73** below lists the most congested roadway segments in the network, where V/C during the p.m. peak period is greater than 0.85.

Table 73: Congested Segments in the LRTP 2050 Scenario

Segment	Average V/C, PM Peak Period
Southbound I-74 over the Illinois River	0.87
W Main Street west of N University Street	0.88
N University Street north of W Columbia Terrace	0.87

Table 74 compares several key metrics between the Base Year 2021, Horizon 2050, and LRTP 2050 scenarios, including model-wide VMT (vehicle miles traveled), VHT (vehicle hours traveled), average speed, miles of congested roadway, and mode split.

Table 74: TCRPC ABM Metrics, Base Year 2021 vs. Horizon 2050 vs. LRTP 2050

Metric		Base Year 2021	Horizon 2050	LRTP 2050
Network-wide VMT		7,587,000	8,384,000	8,702,000
Network-wide VHT		157,600	172,200	180,000
Network-wide average speed (VMT/VHT)		48.1	48.7	48.4
Miles of congested roadway (V/C > 0.85)		2.32	1.29	1.39
Distribution of trips by mode	Drive alone	54.8%	54.8%	53.7%
	Bike	3.8%	3.8%	3.6%
	Walk	13.1%	13.1%	13.3%
	Carpool	19.5%	19.4%	20.3%
	School bus	7.0%	7.0%	6.6%
	Other	0.7%	0.8%	0.8%
	Public transit	1.1%	1.1%	1.7%
Average Auto Accessibility to Jobs Index		126,471	149,385	153,676
Average Non-Motorized Accessibility Index		2,790	3,289	6,141

As shown in **Table 74**, VMT, VHT, and congestion are higher in future years than in the existing year, and the LRTP 2050 scenario has higher VMT and VHT than the Horizon 2050 scenario. For mode-choice in the LRTP 2050 scenario, there is a shift away from drive-alone travel in favor of walking, carpooling, and transit, likely caused by the enhanced access to new facilities specific to bikers and pedestrians.

The TCRPC ABM also outputs several indices intended to gauge network accessibility for different areas in the model. These indices are calculated based on several factors, including intersection density, employment density, and network connectivity. Two of these indices (auto accessibility to jobs and non-motorized accessibility) increase in the LRTP 2050 scenario when compared to the Base Year 2021 and Horizon 2050 scenarios.

Appendices

Appendix A: Adoption Resolution

RESOLUTION 25-49

A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO APPROVE AND ADOPT THE LONG-RANGE TRANSPORTATION PLAN 2050.

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

WHEREAS, Titles 23 and 49 of the United States Code require MPOs to develop a Long-Range Transportation Plan (LRTP), and Title 23 Code of Federal Regulations, Section 450.324, records the required content; and

WHEREAS, the Commission has developed the Long-Range Transportation Plan 2050 (LRTP 2050) through the continuing, cooperative, and comprehensive transportation planning process; and

WHEREAS, the LRTP 2050 is a comprehensive plan that guides multimodal transportation improvements in the Peoria-Pekin Urban Area within a 25-year planning horizon and warrants the metropolitan transportation planning process follow all applicable state and federal requirements; and

WHEREAS, the LRTP 2050 was developed through a participatory process as prescribed in the Commission's Public Participation Plan (PPP), and public comment on the draft plan was sought and received during the public comment period from March 3, 2025 through April 1, 2025, with two public meetings at the March 5, 2025 Tri-County Regional Planning Commission board meeting and March 19, 2025 MPO Technical Committee meeting; and

WHEREAS, the Technical Committee recommended to the Commission the adoption of the LRTP 2050, and the Commission has reviewed the plan and found it consistent with the policies, plans, and programs of the Commission, and is consistent with all federal and state requirements.

THEREFORE, BE IT RESOLVED BY THE COMMISSION AS FOLLOWS:
That the Tri-County Regional Planning Commission hereby approves and adopts the Long-Range Transportation Plan 2050.

Presented this 2nd day of April 2025
Adopted this 2nd day of April 2025

ATTEST:

_____
Greg Menold, Chairman
Tri-County Regional Planning Commission

_____
Eric Miller, Executive Director
Tri-County Regional Planning Commission

Appendix B: LRTP Federal Compliance Checklist

The following is a checklist that outlines the required contents of the LRTP, also known as the metropolitan transportation plan, as set forth in 23 U.S.C. 134 and 23 CFR 450.324. The checklist is organized by each subsection.

§ 450.324 Development and content of the metropolitan transportation plan

Citation	Subsection
23 CFR 450.324(a)	The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date. In formulating the transportation plan, the MPO shall consider factors described in § 450.306 as the factors related to a minimum 20-year forecast period. In nonattainment and maintenance areas, the effective date of the transportation plan shall be the date of a conformity determination issued by the FHWA and the FTA. In attainment areas, the effective date of the transportation plan shall be its date of adoption by the MPO.

	Does the plan address no less than a 20-year planning horizon?

✓	Yes, the LRTP has a planning horizon through 2050. The below locations in the plan identify the 25-year planning horizon.
	• Chapter 1: Framework, Page 3
	  ▪ Defines what an LRTP is
	• Chapter 2: Regional Overview, Pages 22-25
	  ▪ Reviews the process of forecasting the region's population and housing
	• Chapter 4: Plan Elements & Vision, Page 61
	  ▪ Identifies that the purpose of the section is to develop a regional vision for the next 25 years
	• Chapter 6: Financial Plan, Pages 235-258
	  ▪ Outlines the financial plan for the 25-year planning horizon
	• Appendix A: Adoption Resolution, Page 280
	  ▪ The plan's effective date is the date of adoption

	Does the plan consider the Planning Factors described in § 450.306?
✓	Yes, the plan considers all 10 of the planning factors identified in 23 CFR 450.306. The checklists following this one will review each planning factor and identify locations in the plan they are addressed.

Citation	Subsection
23 CFR 450.306(b)	The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address all of the following factors: 1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; 2. Increase the safety of the transportation system for motorized and non-motorized users; 3. Increase the security of the transportation system for motorized and non-motorized users; 4. Increase accessibility and mobility of people and freight; 5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns; 6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; 7. Promote efficient system management and operation; 8. Emphasize the preservation of the existing transportation system; 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and 10. Enhance travel and tourism.

✓	**Does the plan consider economic vitality, including global competitiveness and productivity?** Yes, the plan considers economic vitality in the following locations: • Chapter 4: Plan Elements & Vision, Active Transportation Section ▪ Page 64 – Examines the economic development opportunities that active transportation creates ▪ Page 76 – Outlines the benefits of Complete Streets • Chapter 4: Plan Elements & Vision, Economy Section ▪ Pages 84-89 – Discusses the relationship between transportation and the economy • Chapter 4: Plan Elements & Vision, Freight Movement Section ▪ Pages 115-136 – Lays out freight movement in the region • Appendix G: County Freight Profiles ▪ Pages 330-333 – Provides freight profiles for Peoria, Tazewell, and Woodford counties from the Illinois 2023 District 4 Freight Plan

✓	**Does the plan consider safety of the transportation system for all users?** Yes, the plan considers safety in the following locations: • Chapter 2: Regional Overview, System Performance Section ▪ Pages 31-37 – Illustrates the region's Highway Safety Performance Measures ▪ Pages 49-50 – Exhibits the region's Transit Safety Performance Measures • Chapter 4: Plan Elements & Vision, Freight Movement Section ▪ Pages 120-122 – Examines long-term parking and Jason's Law for commercial motor vehicle operators. • Chapter 4: Plan Elements & Vision, Transportation System Overview Section ▪ Pages 160-170 – Comprehensive examination of roadway safety in the region. ▪ Pages 193-196 – Reviews railroad crossing safety in the region.

✓	**Does the plan consider security of the transportation system?**
	Yes, the plan considers security in the following locations:
	• Chapter 4: Plan Elements & Vision, Freight Movement Section
	  ▪ Pages 120-122 – Examines long-term parking and Jason's Law for commercial motor vehicle operators
	• Chapter 4: Plan Elements & Vision, Transportation System Overview Section
	  ▪ Page 200 – Outlines ITS security and safety in the region.

✓	**Does the plan consider accessibility and mobility options for people and freight?**
	Yes, the plan considers accessibility and mobility options in the following locations:
	• Chapter 4: Plan Elements & Vision, Active Transportation Section
	  ▪ Page 64-66 – Examines the connection between transit and active transportation
	  ▪ Pages 75-77 – Explains Complete Streets, their benefits, and Illinois Complete Streets and accessibility codes
	• Chapter 4: Plan Elements & Vision, Public Health Section
	  ▪ Pages 143-146 – Reviews physical activity, obesity, and accessibility as it relates to public health
	• Chapter 4: Plan Elements & Vision, Transportation System Overview Section
	  ▪ Pages 185-190 – Discusses Human Services as it relates to transportation and mobility
	• Appendix E: Fixed-Route Transit Service Audit
	  ▪ Pages 310-321 – Illustrates TCRPC's fixed-route transit service audit of CityLink

	Does the plan consider the protection and enhancement of the environment, energy conservation, and quality of life?

✓	Yes, the plan considers the environment in the following locations:
	• Chapter 4: Plan Elements & Vision, Active Transportation Section
	  ▪ Page 64 – Discusses quality of life as it pertains to active transportation
	• Chapter 4: Plan Elements & Vision, Environment Section
	  ▪ Page 90 – Reviews the connection between transportation and environment
	  ▪ Pages 91-99 – Examines air quality in the region
	  ▪ Pages 100-103 – Outlines habitats and endangered species
	  ▪ Page 104 – Reviews impaired waterways in the region
	  ▪ Pages 105-108 – Discusses water quality
	  ▪ Pages 109-111 – Examines erosion and runoff
	  ▪ Pages 112-114 – Discusses the region's adaptability to hazards
	• Chapter 4: Plan Elements & Vision, Transportation System Overview Section
	  ▪ Pages 185-190 – Discusses Human Services as it relates to transportation and mobility
	• Appendix E: Fixed-Route Transit Service Audit
	  ▪ Pages 310-321 – Reviews TCRPC's fixed-route transit service audit of CityLink

	Does the plan consider coordination between transportation and land use planning?

✓	Yes, the plan considers the coordination between transportation and land use in the following locations:
	• Chapter 2: Regional Overview, Land Use Section
	  ▪ Pages 26-30 – Examines land use in the region, including population density and historic resources
	• Chapter 4: Plan Elements & Vision, Active Transportation Section
	  ▪ Page 76 – Discusses the benefits of complete streets
	• Chapter 4: Plan Elements & Vision, Economy Section
	  ▪ Page 84 – Illustrates how transportation is linked between land use and the economy

✓	**Does the plan consider integration and connectivity across all transportation modes?** Yes, the plan considers connectivity across all modes in the following locations: • Chapter 4: Plan Elements & Vision, Active Transportation Section ▪ Pages 64-66 – Reviews the importance of connectivity between transit and active transportation ▪ Pages 74-75 – Outlines the importance of multimodal transportation options on area Illinois River crossings. ▪ Pages 75-77 – Discusses the concept of complete streets • Chapter 4: Plan Elements & Vision, Freight Movement Section ▪ Pages 115-136 – Discusses the connections to various other freight modes: highways and trucks, rail, barge, and air cargo

✓	**Does the plan consider system management and operations efficiency?** Yes, the plan considers system management and operations efficiency in the following locations: • Chapter 2: Regional Overview, System Performance Section ▪ Pages 38-40 & 43-44 – Exhibits the Pavement and Bridge Condition Performance Measures ▪ Pages 41-42 – Illustrates the System Performance Measures ▪ Pages 45-48 – Outlines Transit Asset Management • Chapter 4: Plan Elements & Vision, Active Transportation Section ▪ Pages 67-70 – Explains TCRPC's recent asset management and data collection efforts as it pertains to regional trails • Chapter 4: Plan Elements & Vision, Transportation System Overview Section ▪ Pages 147-156 – Shows the region's roadway network ▪ Pages 157-159 – Explains the region's Congestion Management ▪ Pages 172-181 – Outlines public transportation in the region ▪ Pages 182-184 – Lays out GPMTD's capital & operational development ▪ Pages 185-190 – Explains Human Service Transportation in the region ▪ Page 200 – Exhibits ITS security & safety ▪ Pages 201-210 – Examines transportation asset management

	Does the plan consider the preservation of the existing transportation system?
✓	Yes, the plan considers preservation of the system in the following locations: • Chapter 4: Plan Elements & Vision, Transportation System Overview Section ▪ Page 201 – Outlines Transportation Asset Management ▪ Pages 202-204 – Reviews bridge conditions in the region ▪ Pages 205-206 – Introduces pavement management and Illinois funding ▪ Pages 206-207 – Presents the case for pavement preservation ▪ Pages 208-210 – Exhibits the State of Illinois Pavement Condition inventory • Chapter 5: MPO Project Funding and Prioritization, MPO Programming Process Section ▪ Pages 228-230 – Provides a high-level overview on TCRPC's programming of federal transportation funding, including setting aside a portion of the STBG allotment for pavement preservation • Appendix I: Overview of FY 2024 Combined Call for Projects ▪ Pages 344-353 – Further outlines TCRPC's programming of federal transportation funding, including setting aside funding for pavement preservation

	Does the plan consider resiliency and reliability of the transportation system?
✓	Yes, the plan considers resiliency and reliability of the system in the following locations: • Chapter 2: Regional Overview, System Performance ▪ Pages 41-42 – Illustrates the System Performance Measures • Chapter 4: Plan Elements & Vision, Environment Section ▪ Pages 112-114 – Outlines the region's adaptability to hazards • Appendix E: Fixed-Route Transit Service Audit ▪ Pages 310-321 – Showcases the importance of transportation reliability in the fixed-route transit service audit

Citation	Subsection
23 CFR 450.324(b)	The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

	Does the plan include both long-range and short-range strategies/actions?

✓	Yes, the plan considers both long-range and short-range strategies in the following locations:
	• Chapter 4: Plan Elements & Vision, Regional Vision Section
	  ▪ Pages 211-226 – Exhibits the plan's goals, objectives, and strategies, and categorizes them based on the six plan elements; each strategy is identified as a short-, mid-, or long-range item
	• Chapter 6: Financial Plan, Funding Forecasts Section
	  ▪ Pages 242-256 – Reviews and organizes the region's proposed transportation projects as short-, mid-, long-range, or illustrative projects
	• Chapter 7: Travel Demand Modeling
	  ▪ Pages 259-279 – Reviews travel demand modeling and provides modeling results based on the current scenario and selected projects from the regional prioritization process
	• Appendix H: Regional Vision Performance Metrics
	  ▪ Pages 334-343 – Provides metrics for measuring success for each strategy identified in the Regional Vision section

Citation	Subsection
23 CFR 450.324(c)	The MPO shall review and update the transportation plan at least every 4 years in air quality nonattainment and maintenance areas and at least every 5 years in attainment areas to confirm the transportation plan's validity and consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period to at least a 20-year planning horizon. In addition, the MPO may revise the transportation plan at any time using the procedures in this section without a requirement to extend the horizon year. The MPO shall approve the transportation plan (and any revisions) and submit it for information purposes to the Governor. Copies of any updated or revised transportation plans must be provided to the FHWA and the FTA.

✓	**Update the LRTP every four years (for nonattainment) and five years (for attainment).** The Greater Peoria urbanized area is in attainment; therefore, the LRTP is required to be updated every five years. Tri-County's LRTP 2045 was adopted on June 3, 2020, and amended on February 1, 2023.

Citation	Subsection
23 CFR 450.324(d)	In metropolitan areas that are in nonattainment for ozone or carbon monoxide, the MPO shall coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP).

✓	**Coordinate the development of the LRTP with the process for developing transportation control measures in nonattainment metropolitan areas.** The Greater Peoria urbanized area is in attainment; therefore, this requirement is not applicable to the Peoria-Pekin MPA.

Citation	Subsection
23 CFR 450.324(e)	The MPO, the State(s), and the public transportation operator(s) shall validate data used in preparing other existing modal plans for providing input to the transportation plan. In updating the transportation plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

✓	**Coordinate the development of the LRTP with the state, local, and transit agencies the LRTP development.** Tri-County coordinated with its state, local, and transit agencies when developing the plan document. Representatives of these agencies participated in the public engagement and stakeholder outreach.

Citation	Subsection
23 CFR 450.324(f)	The metropolitan transportation plan shall, at a minimum, include: 1. The current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan; 2. Existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities (e.g., pedestrian walkways and bicycle facilities), and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan. 3. A description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with § 450.306(d). 4. A system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in § 450.306(d), including— i. Progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data; and ii. For metropolitan planning organizations that voluntarily elect to develop multiple scenarios, an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets. 5. Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods; 6. Consideration of the results of the congestion management process in TMAs that meet the requirements of this subpart, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide.

	7. Assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters. The metropolitan transportation plan may consider projects and strategies that address areas or corridors where current or projected congestion threatens the efficient functioning of key elements of the metropolitan area's transportation system. 8. Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a), as appropriate; 9. Design concept and design scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, in nonattainment and maintenance areas for conformity determinations under the EPA's transportation conformity regulations (40 CFR part 93, subpart A). In all areas (regardless of air quality designation), all proposed improvements shall be described in sufficient detail to develop cost estimates; 10. A discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on policies, programs, or strategies, rather than at the project level. The MPO shall develop the discussion in consultation with applicable Federal, State, and Tribal land management, wildlife, and regulatory agencies. The MPO may establish reasonable timeframes for performing this consultation; 11. A financial plan that demonstrates how the adopted transportation plan can be implemented. i. For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are

	reasonably expected to be available to adequately operate and maintain the Federal-aid highways (as defined by 23 U.S.C. 101(a)(5)) and public transportation (as defined by title 49 U.S.C. Chapter 53). ii. For the purpose of developing the metropolitan transportation plan, the MPO(s), public transportation operator(s), and State shall cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under § 450.314(a). All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified. iii. The financial plan shall include recommendations on any additional financing strategies to fund projects and programs included in the metropolitan transportation plan. In the case of new funding sources, strategies for ensuring their availability shall be identified. The financial plan may include an assessment of the appropriateness of innovative finance techniques (for example, tolling, pricing, bonding, public private partnerships, or other strategies) as revenue sources for projects in the plan. iv. In developing the financial plan, the MPO shall take into account all projects and strategies proposed for funding under title 23 U.S.C., title 49 U.S.C. Chapter 53 or with other Federal funds; State assistance; local sources; and private participation. Revenue and cost estimates that support the metropolitan transportation plan must use an inflation rate(s) to reflect "year of expenditure dollars," based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s). v. For the outer years of the metropolitan transportation plan (i.e., beyond the first 10 years), the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding source(s) is reasonably expected to be available to support the projected cost ranges/cost bands. vi. For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP.

	vii. For illustrative purposes, the financial plan may include additional projects that would be included in the adopted transportation plan if additional resources beyond those identified in the financial plan were to become available. viii. In cases that the FHWA and the FTA find a metropolitan transportation plan to be fiscally constrained and a revenue source is subsequently removed or substantially reduced (i.e., by legislative or administrative actions), the FHWA and the FTA will not withdraw the original determination of fiscal constraint; however, in such cases, the FHWA and the FTA will not act on an updated or amended metropolitan transportation plan that does not reflect the changed revenue situation. 12. Pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g).

	**Include the current and projected transportation demand in the LRTP.** • Chapter 7: Travel Demand Modeling ▪ Pages 259-279 – Reviews travel demand modeling and provides modeling results based on the current scenario and selected projects from the regional prioritization process

	**Include existing and proposed transportation facilities in the LRTP.** • Chapter 4: Plan Elements & Vision, Transportation System Overview Section ▪ Pages 147-156 – Shows the region's roadway network ▪ Pages 157-159 – Explains the region's Congestion Management ▪ Pages 172-181 – Outlines public transportation in the region ▪ Pages 182-184 – Lays out GPMTD's capital & operational development • Chapter 6: Financial Plan ▪ Pages 242-256 – Illustrates the region's proposed transportation projects

	**Include a description of the performance-based approach as outlined in 23 CFR 450.306(d) in the LRTP.** • Chapter 1: Framework, Federal Legislation Section ▪ Pages 6-7 – Outlines the Federal requirements for a performance-based approach in establishing performance measures and targets

	**Include a system performance report evaluating the conditions and performance of the transportation system as outlined in 23 CFR 450.306(d) in the LRTP.** • Chapter 2: Regional Overview, System Performance Section ▪ Pages 31-50 – Examines each of the federally required performance measures; provides the targets for both IDOT and the MPO, with baseline data

	**Include operational and management strategies to improve the performance of the existing transportation system in the LRTP.** • Chapter 4: Plan Elements & Vision, Regional Vision Section ▪ Pages 211-226 – Illustrates regional goals, objectives, and strategies that include both operational and management activities to improve the performance of the transportation system

	**Include results of the congestion management process.** • Chapter 4: Plan Elements & Vision, Transportation System Overview Section ▪ Pages 157-159 – Incorporates a high-level review of the region's Congestion Management

✓	**Include an assessment of capital investments and other strategies to preserve the transportation system.**
	• Chapter 6: Financial Plan
	  ▪ Pages 235-258 – Outlines the financial plan for the 25-year planning horizon
	• Chapter 7: Travel Demand Modeling
	  ▪ Pages 259-279 – Reviews travel demand modeling and provides modeling results based on the current scenario and selected projects from the regional prioritization process

✓	**Include transportation and transit enhancement activities as defined in 23 U.S.C. 101(a) and described in 49 U.S.C. 5302(a).**
	• Chapter 4: Plan Elements & Vision, Active Transportation Section
	  ▪ Pages 64-66 – Examines the connection between transit and active transportation.
	  ▪ Pages 75-77 – Explains Complete Streets, their benefits, and Illinois Complete Streets and accessibility codes
	• Appendix E: Fixed-Route Transit Service Audit
	  ▪ Pages 310-321 – Provides recommendations for TCRPC's Fixed-Route Transit Service

✓	**Include design concepts and scope description if all existing and proposed transportation facilities in sufficient detail in nonattainment areas for conformity determination under EPA's transportation conformity regulations.** The Greater Peoria urban area is in attainment; therefore, this requirement is not applicable to the Peoria-Pekin MPA.

	**Include a discussion of potential environmental mitigation activities and potential areas to carry out these activities in the LRTP.** • Chapter 4: Plan Elements & Vision, Environment Section ▪ Page 90 – Reviews the connection between transportation and environment ▪ Pages 91-99 – Explains air quality in the region ▪ Pages 100-103 – Outlines habitats and endangered species ▪ Page 104 – Exhibits impaired waterways in the region ▪ Pages 105-108 – Discusses water quality ▪ Pages 109-111 – Examines erosion and runoff ▪ Pages 112-114 – Lays out the region's adaptability to hazards

	**Include a financial plan that demonstrates how to implement the LRTP.** • Chapter 6: Financial Plan ▪ Pages 235-237 – Reviews funding sources ▪ Page 237 – Outlines the fiscal constraint requirement ▪ Pages 237-238 – Discusses the method of determining funding estimates ▪ Pages 239-240 – Illustrates historical funding amounts ▪ Pages 240-241 – Introduces the funding forecast methodology ▪ Pages 242-247 – Exhibits the Short-Range Project Listing ▪ Pages 248-251 – Lays out the Mid-Range Project Listing ▪ Pages 252-254 – Shows the Long-Range Project Listing ▪ Pages 255-256 – Displays the Illustrative Project Listing ▪ Pages 257-258 – Showcases that the Financial Plan is fiscally constrained • Appendix L: Funding Sources ▪ Pages 404-409 – Provides an inventory of possible federal, state, and local funding sources

✓	**Include pedestrian and bicycle activities in the LRTP.** • Chapter 4: Plan Elements & Vision, Active Transportation Section ▪ Pages 62-83 – Examines active transportation activities and facilities to improve the region's multimodal options

Citation	Subsection
23 CFR 450.324(g)	The MPO shall consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of the transportation plan. The consultation shall involve, as appropriate: 1. Comparison of transportation plans with State conservation plans or maps, if available; or 2. Comparison of transportation plans to inventories of natural or historic resources, if available.

✓	**Consult state and local agencies during the development of the LRTP.** Tri-County coordinated with its state, local, and transit agencies when developing the plan document. Representatives of these agencies participated in the public engagement and stakeholder outreach. Additionally, data provided by federal, state, and local agencies was utilized in this document's preparation.

Citation	Subsection
23 CFR 450.324(h)	The metropolitan transportation plan should integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP required under 23 U.S.C. 148, the Public Transportation Agency Safety Plan required under 49 U.S.C. 5329(d), or an Interim Agency Safety Plan in accordance with 49 CFR part 659, as in effect until completion of the Public Transportation Agency Safety Plan, and may incorporate or reference applicable emergency relief and disaster preparedness plans and strategies and policies that support homeland security, as appropriate, to safeguard the personal security of all motorized and non-motorized users.

✓	**Integrate the priorities, goals, and projects from the HSIP, SHSP, PTASP, and disaster preparedness plans to safeguard all transportation users.**
	Tri-County has incorporated the themes and references HSIP, SHSP, PTASP, and disaster preparedness plans throughout this document.
	• Chapter 2: Regional Overview, System Performance Section
	  ▪ Page 31-37 – Reviews State Safety Targets established in IDOT's HSIP Annual Report
	  ▪ Pages 49-50 – Explains the 2018 FTA requirement to develop PTASPs
	• Chapter 4: Plan Elements & Vision, Environment Section
	  ▪ Pages 112-114 – Examines the region's adaptability to hazards, and references the counties' hazard mitigation plans and other related plans
	• Chapter 4: Plan Elements & Vision, Transportation System Overview Section
	  ▪ Page 171 – Outlines state safety plans and initiatives through the review of the HSIP and SHSP

Citation	Subsection
23 CFR 450.324(i)	An MPO may, while fitting the needs and complexity of its community, voluntarily elect to develop multiple scenarios for consideration as part of the development of the metropolitan transportation plan.

✓	**Develop scenarios for consideration as part of the LRTP development.** • Chapter 2: Regional Overview, Population & Housing Forecasting ▪ Pages 22-25 – Reviews the process of forecasting the region's population and housing; three future growth scenarios were tested to forecast for housing construction across a range of observed growth patterns: a growth-oriented scenario, a non-changing scenario, and a decline scenario

Citation	Subsection
23 CFR 450.324(j)	The MPO shall provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under § 450.316(a).

	Provide a reasonable opportunity for public review and comment.

	• Chapter 3: Public Engagement
	  ▪ Pages 51-60 – Reviews the public engagement process used during the planning process for collecting input from transportation stakeholders and the public
	• Appendix A: Adoption Resolution
	  ▪ Page 280 – Outlines the 30-day public review process before the plan is considered for adoption.

Citation	Subsection
23 CFR 450.324(k)	The MPO shall publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web.

	Make the LRTP available in electronically accessible formats.
	It is Tri-County's practice to make a website posting of the public comment period where the draft plan is available for review and comment. Tri-County's PPP outlines this process. The website posting of the review is located at https://tricountyrpc.org/notice-of-citizen-review-lrtp/.

Citation	Subsection
23 CFR 450.324(l)	A State or MPO is not required to select any project from the illustrative list of additional projects included in the financial plan under paragraph (f)(11) of this section.

	Illustrative Project Listing
✓	Tri-County incorporated an Illustrative Project Listing at the below location. • Chapter 6: Financial Plan, Funding Forecasts Section ▪ Pages 255-256 – Reviews projects that did not make the fiscally constrained list

Citation	Subsection
23 CFR 450.324(m)	In nonattainment and maintenance areas for transportation-related pollutants, the MPO, as well as the FHWA and the FTA, must make a conformity determination on any updated or amended transportation plan in accordance with the Clean Air Act and the EPA transportation conformity regulations (40 CFR part 93, subpart A). A 12-month conformity lapse grace period will be implemented when an area misses an applicable deadline, in accordance with the Clean Air Act and the transportation conformity regulations (40 CFR part 93, subpart A). At the end of this 12-month grace period, the existing conformity determination will lapse. During a conformity lapse, MPOs can prepare an interim metropolitan transportation plan as a basis for advancing projects that are eligible to proceed under a conformity lapse. An interim metropolitan transportation plan consisting of eligible projects from, or consistent with, the most recent conforming transportation plan and TIP may proceed immediately without revisiting the requirements of this section, subject to interagency consultation defined in 40 CFR part 93, subpart A. An interim metropolitan transportation plan containing eligible projects that are not from, or consistent with, the most recent conforming transportation plan and TIP must meet all the requirements of this section.

	Conformity determination on any updated or amended transportation plan.
✓	The Greater Peoria urban area is in attainment; therefore, this requirement is not applicable to the Peoria-Pekin MPA.

Appendix C: Areas with Disproportionate Negative Impacts

The goal of exploring areas with disproportionate negative impacts is to support and improve the lives of vulnerable communities who have experienced harmful effects of environmental and/or human health concerns, such as pollution, air quality, and proximity to traffic. As transportation projects are planned around the region, it is imperative to consider such disproportionate negative impacts on communities, specifically populations that are not considered White and/or low-income populations. In the context of transportation, emissions, infrastructure, and runoff can cause a variety of problems that affect land, water, air, and subsequently, human health.

This section will focus on PM2.5, ozone, traffic proximity, lead paint, and wastewater discharge. Refer to the Environment chapter for further details on these elements.

IL DCEO Priority Areas

The Illinois Department of Commerce and Economic Opportunity (DCEO) has developed an interactive map that showcases Census Tracts that are considered under-resourced if they meet one of the following four criteria:

- Poverty rate of at least 20%
- 35% or more of families with children in the area are living below 130% of the poverty line
- At least 20% of the households in the area receive assistance under the Supplemental Nutrition Assistance Program (SNAP)
- Average unemployment rate that is more than 120% of the national unemployment average, for a period of at least two consecutive calendar years (Underserved Areas, 2024)

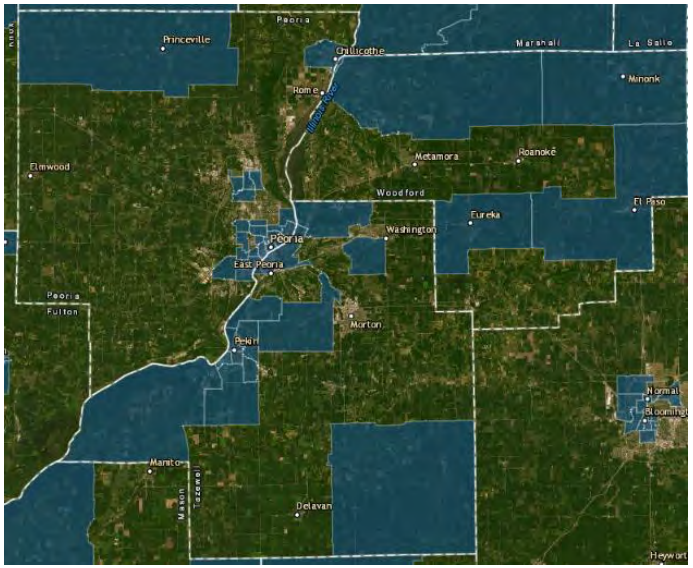


Figure 128: Illinois DCEO Priority Areas, 2024

Tri-County Practices

The TCRPC is committed to including the views and feedback of previously disenfranchised constituencies, including communities with a majority of the population that is not White, and low-income residents. Tri-County carefully considers its Public Participation Plan (PPP) and Title VI Program while developing any plan document that staff create.

Tri-County developed a demographic summary of the region utilizing US Census Bureau ACS five-year estimate data at the Census tract level to determine where EIH areas are located in the region. The most recent update of this utilized the 2018-2022 ACS data for the following demographic groups: carless households, persons with a disability, households with seniors, LEP households, populations who are not White, households in poverty, and single heads of households with children.

Utilizing the above seven population groups, Tri-County created a map-based EIH index that shows the distribution of populations that are typically under-resourced or disadvantaged, especially when it comes to surface transportation. To develop the EIH Index, staff calculated the percentage of each Census Tract for each of the seven population groups. From these, the regional average of each of the seven population groups was determined by finding the average percentage, which is shown in **Table 75**.

Each Census Tract's severity of disadvantage increases by each population group identified to be over the regional average. **Figure 129** is a map that shows the concentration of disadvantaged population groups identified. The darker the shade on the map, the more population groups that are over the regional average.

Table 75: Regional Averages of Traditionally Under-Resourced or Disadvantaged Population Groups

Population Group	Regional Average
Carless Households	7.85%
Households with a Person with a Disability	25.44%
Senior Population	18.12%
LEP	1.75%
People who are not White	25.13%
Households below the Poverty Level	14.07%
Single Households with Children	6.29%

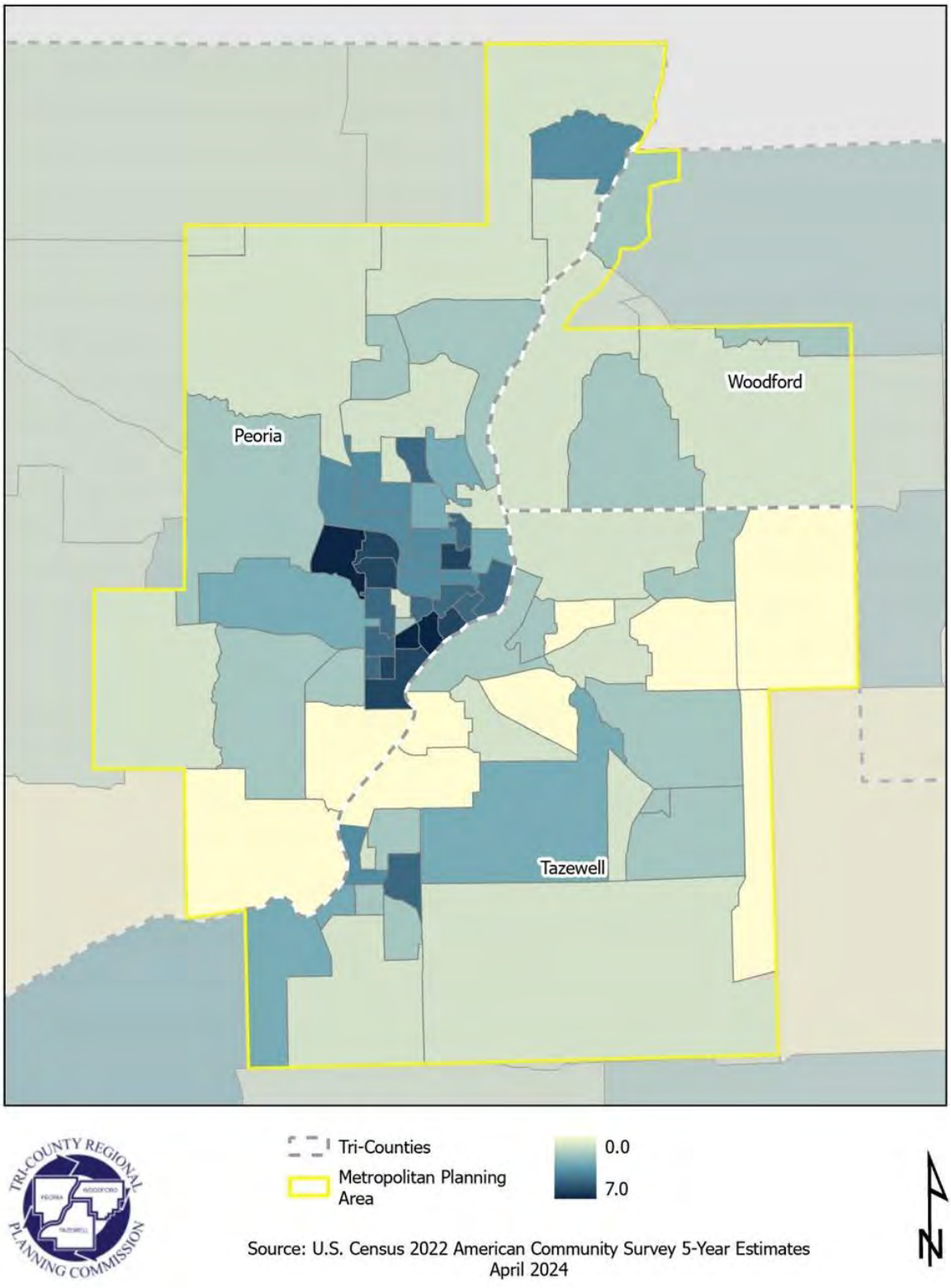
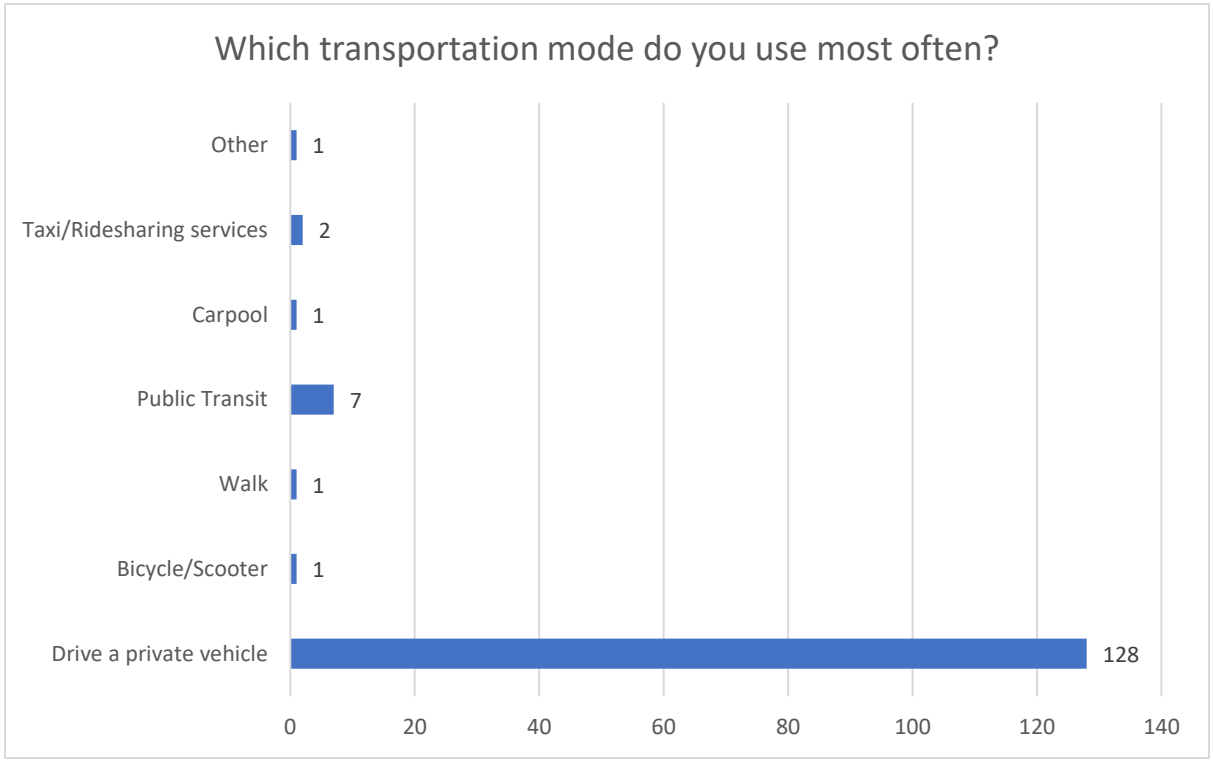
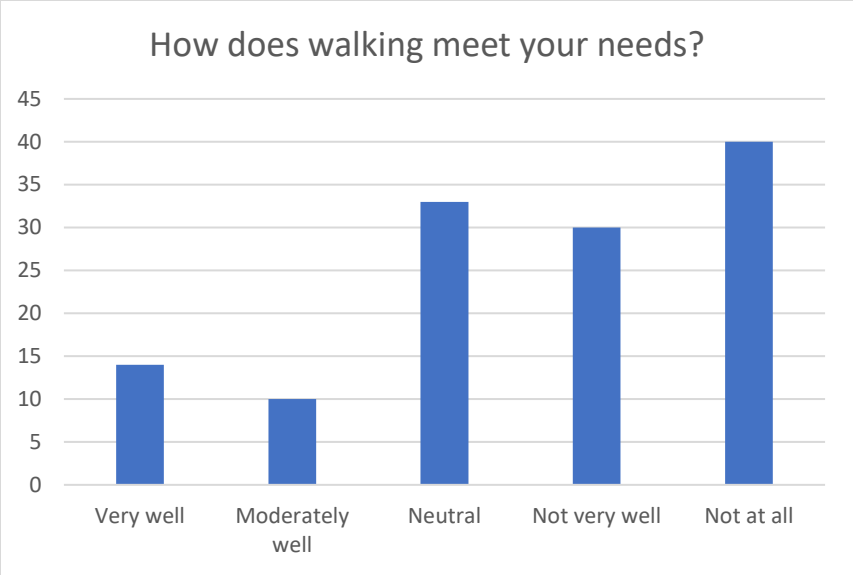


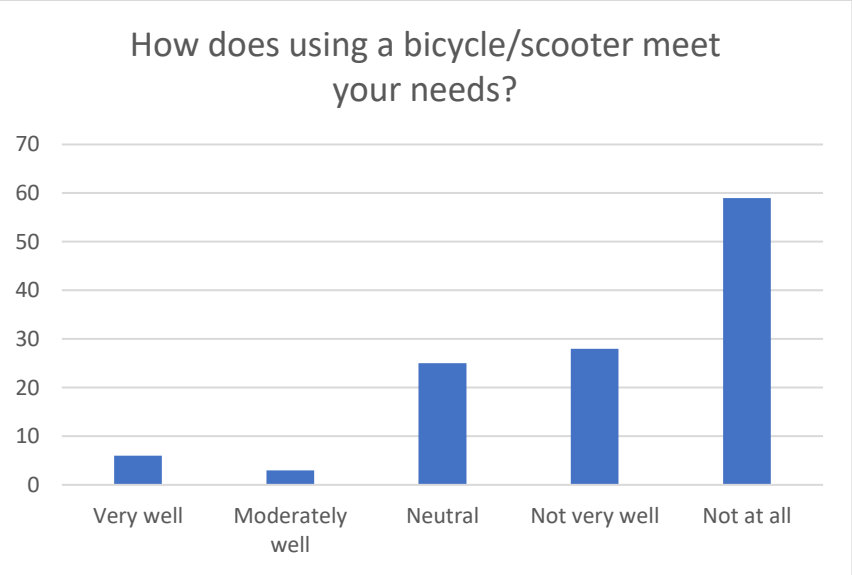
Figure 129: Concentration of Disadvantaged Population by Census Tract

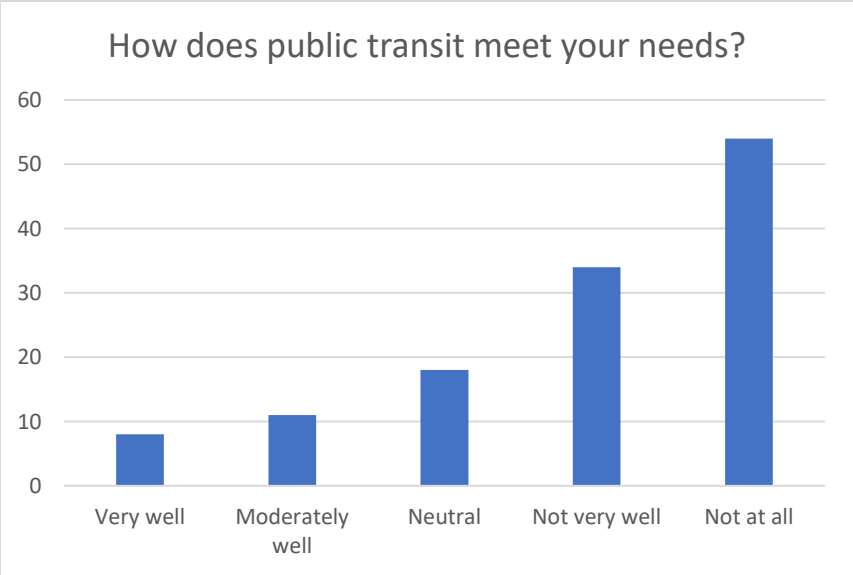
Appendix D: Public Engagement Results

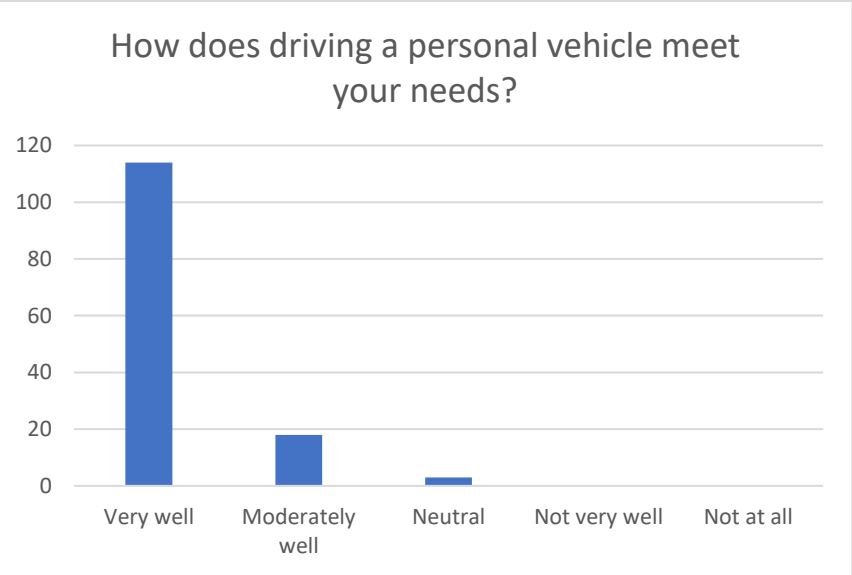
This section contains results from the virtual open house conducted from November 1-20, 2024.

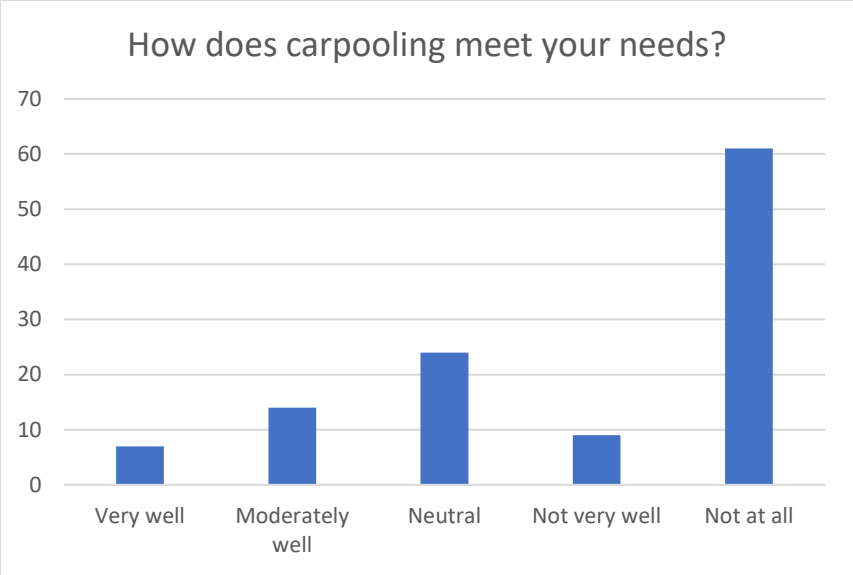


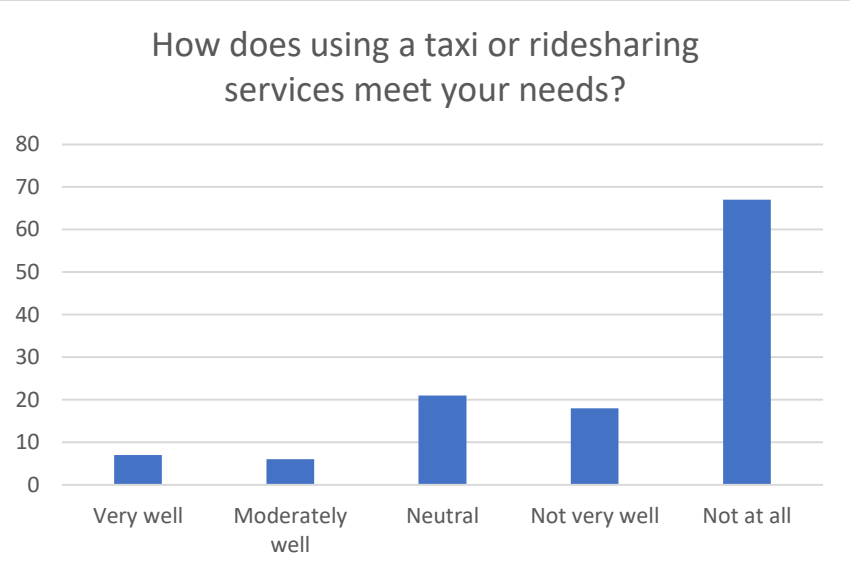

How does walking meet your needs?
45
40
35
30
25
20
15
10
5
0
Very well
Moderately well
Neutral
Not very well
Not at all

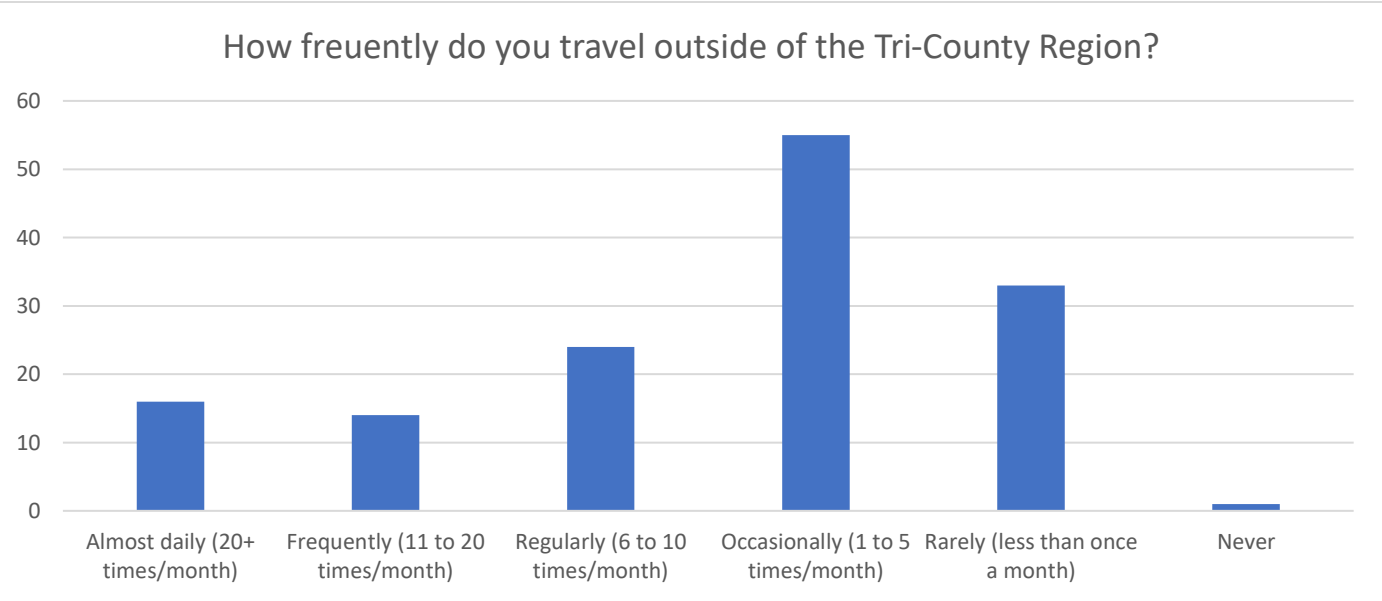

How does using a bicycle/scooter meet your needs?
70
60
50
40
30
20
10
0
Very well
Moderately well
Neutral
Not very well
Not at all

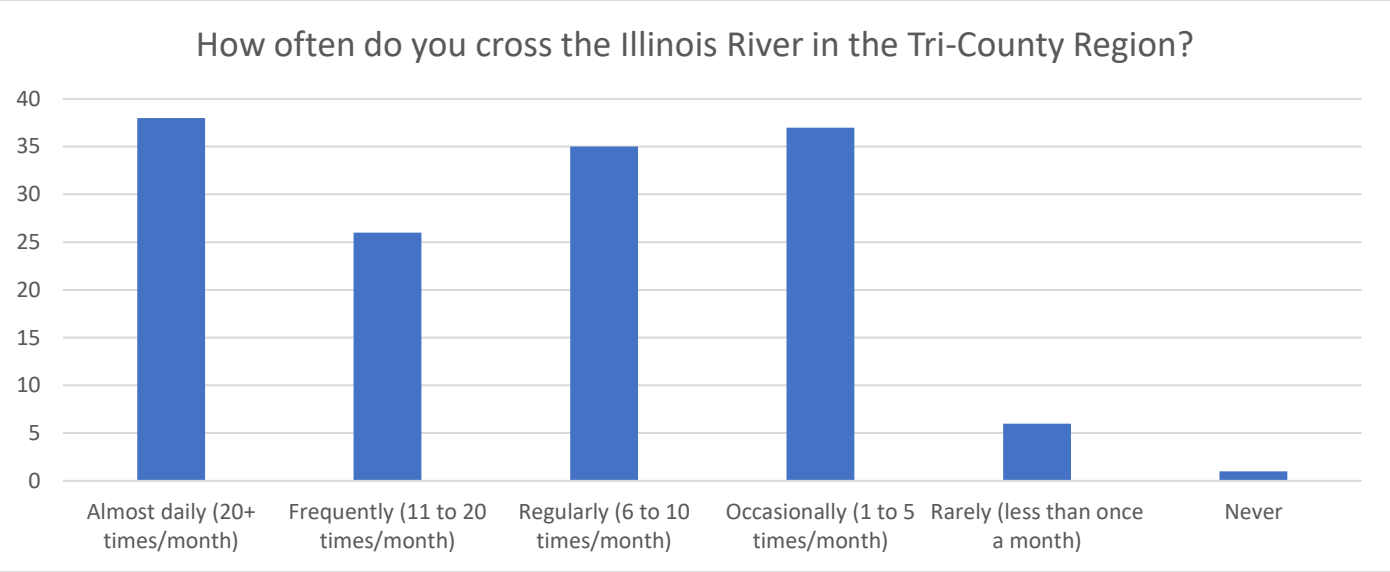

How does public transit meet your needs?
60
50
40
30
20
10
0
Very well
Moderately well
Neutral
Not very well
Not at all

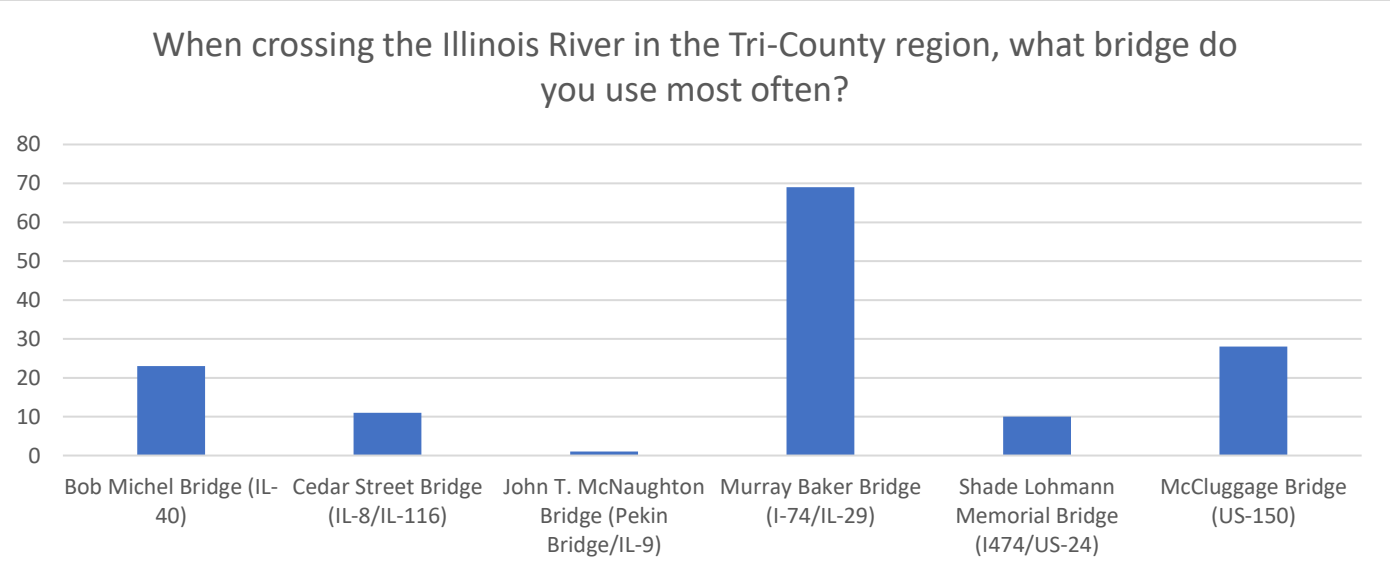

How does driving a personal vehicle meet your needs?
120
100
80
60
40
20
0
Very well
Moderately well
Neutral
Not very well
Not at all

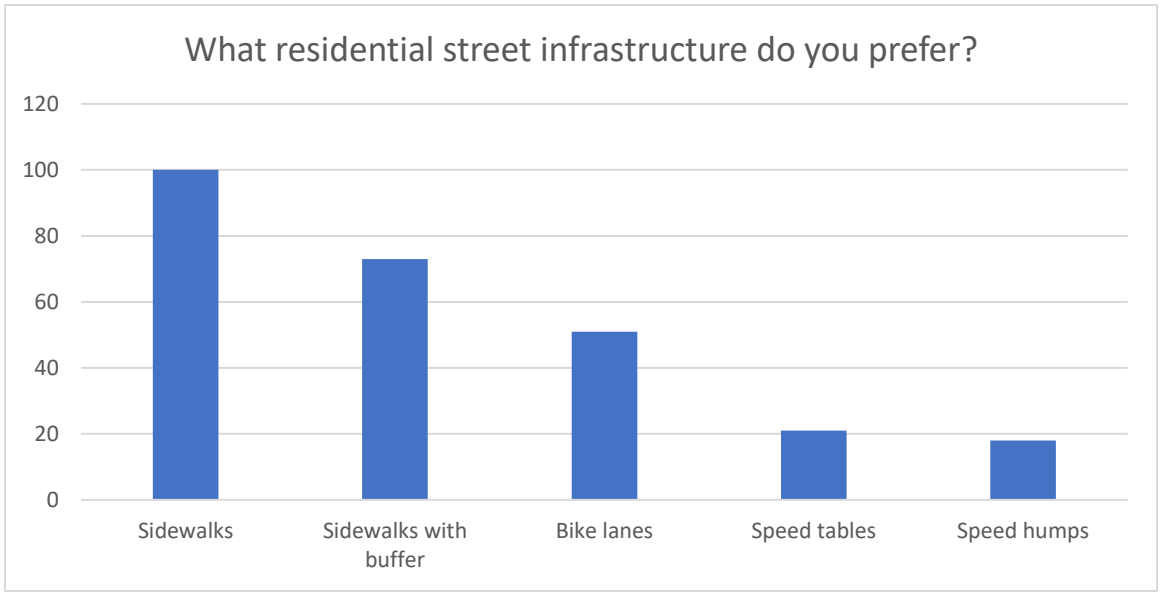

How does carpooling meet your needs?
70
60
50
40
30
20
10
0
Very well
Moderately well
Neutral
Not very well
Not at all

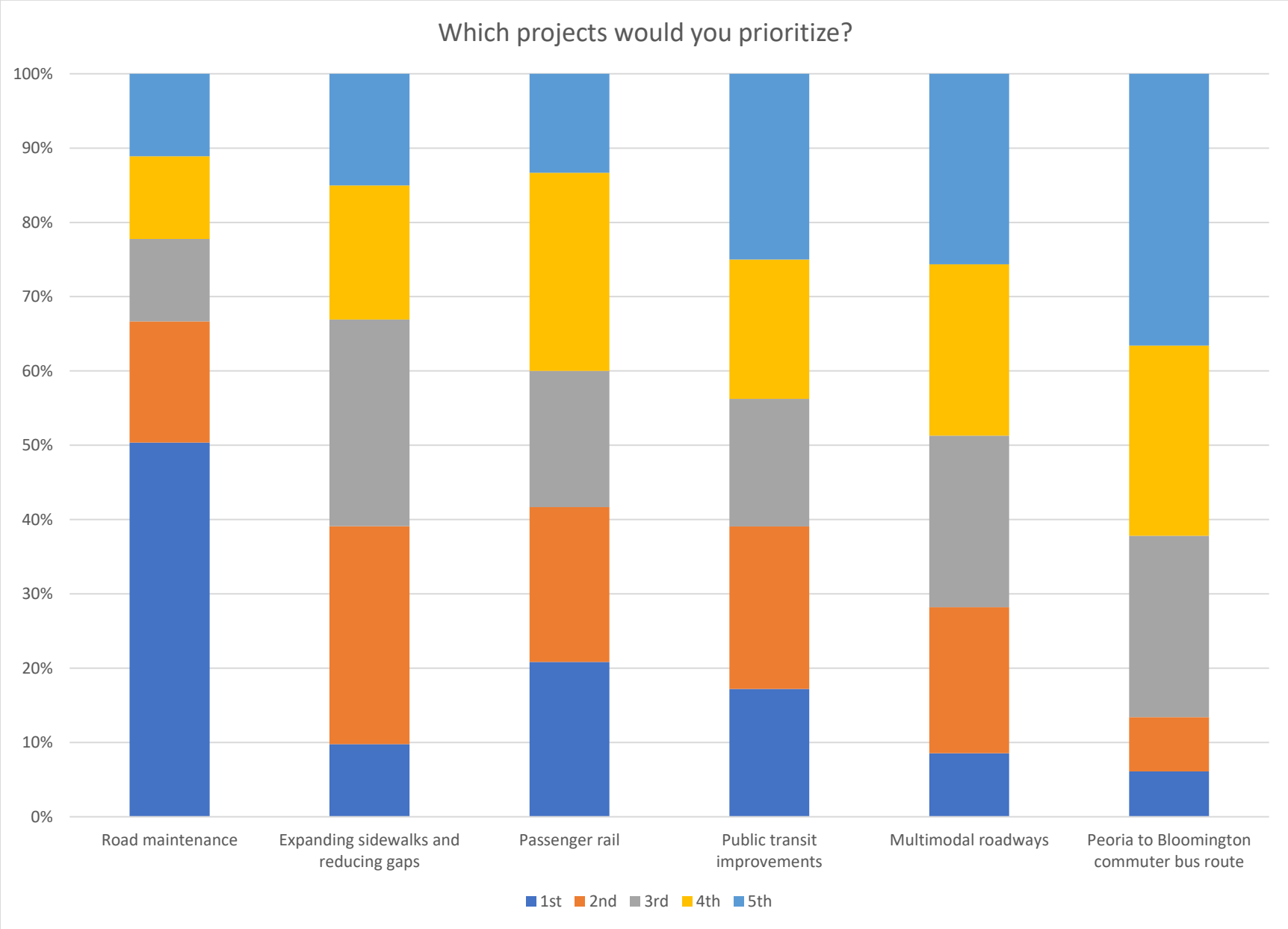

How does using a taxi or ridesharing services meet your needs?
80
70
60
50
40
30
20
10
0
Very well
Moderately well
Neutral
Not very well
Not at all


How freuently do you travel outside of the Tri-County Region?
60
50
40
30
20
10
0
Almost daily (20+ times/month)
Frequently (11 to 20 times/month)
Regularly (6 to 10 times/month)
Occasionally (1 to 5 times/month)
Rarely (less than once a month)
Never


How often do you cross the Illinois River in the Tri-County Region?
40
35
30
25
20
15
10
5
0
Almost daily (20+ times/month)
Frequently (11 to 20 times/month)
Regularly (6 to 10 times/month)
Occasionally (1 to 5 times/month)
Rarely (less than once a month)
Never


When crossing the Illinois River in the Tri-County region, what bridge do you use most often?
80
70
60
50
40
30
20
10
0
Bob Michel Bridge (IL-40)
Cedar Street Bridge (IL-8/IL-116)
John T. McNaughton Bridge (Pekin Bridge/IL-9)
Murray Baker Bridge (I-74/IL-29)
Shade Lohmann Memorial Bridge (I474/US-24)
McCluggage Bridge (US-150)


What residential street infrastructure do you prefer?
120
100
80
60
40
20
0
Sidewalks
Sidewalks with buffer
Bike lanes
Speed tables
Speed humps


Which projects would you prioritize?
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
Road maintenance
Expanding sidewalks and reducing gaps
Passenger rail
Public transit improvements
Multimodal roadways
Peoria to Bloomington commuter bus route
1st
2nd
3rd
4th
5th

Appendix E: Fixed-Route Transit Service Audit

Introduction

As the Metropolitan Planning Organization (MPO) for the Greater Peoria urbanized area, the role of the Tri-County Regional Planning Commission (TCRPC or Tri-County) is to study the conditions and needs of the region, encompassing Peoria, Tazewell, and Woodford counties. A resilient transportation system, effective land use, and impactful environmental planning, serve as the three focus areas for Tri-County. TCRPC is constantly evaluating and assessing the region's transportation system, recognizing the importance of having an efficient and resilient network to connect central Illinois.

In the Greater Peoria region, public transit is provided through the Greater Peoria Mass Transit District (GPMTD) for the urbanized area and rural Peoria County, and We Care for the rural sections of Tazewell and Woodford counties. Under the GPMTD umbrella are CityLink, the fixed-route urban bus service; CityLift, the complementary paratransit demand-response door-to-door urban service; and CountyLink, the demand-response door-to-door rural service. CityLink is the only provider of a fixed-route bus system, playing a critical role within the region's transportation network.

These transit service areas exist across jurisdictional boundaries, and Tri-County receives federal funding that can impact transit across the region. For these reasons, staff set out to assess CityLink's services in reference to accessibility, walkability, and connectivity among other

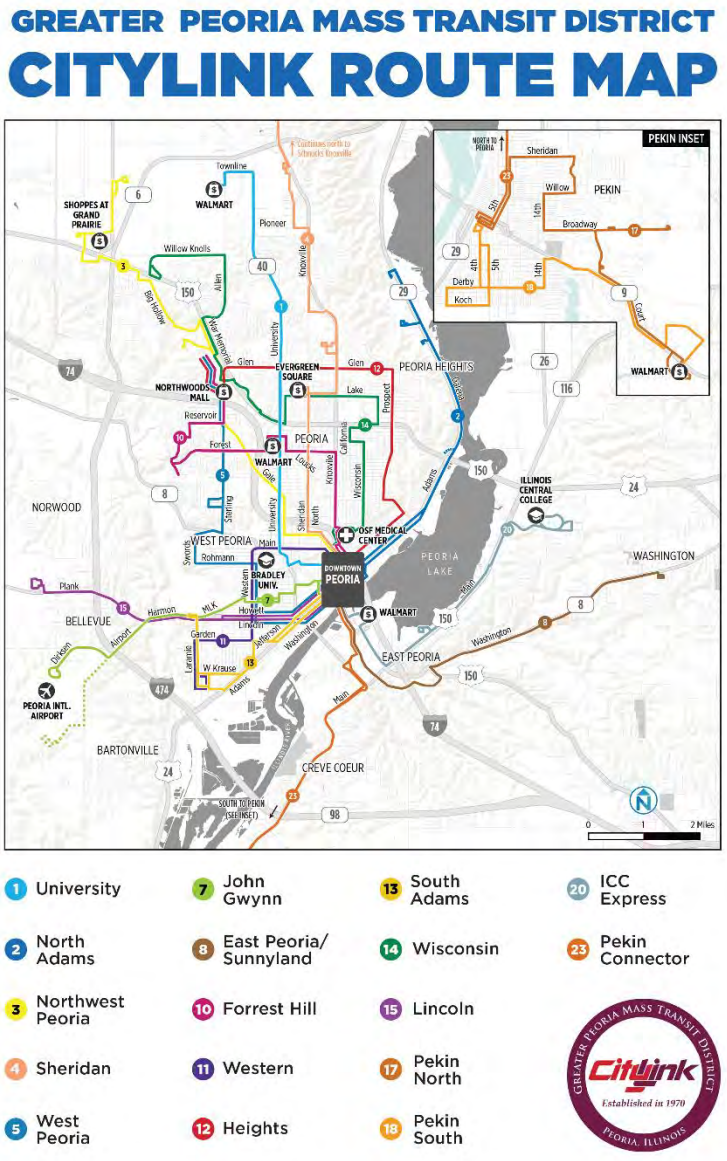


Figure 130: CityLink Fixed-Route Service Map (Route & Schedule Improvements, 2024)

factors discussed later in this document. To do so, TCRPC staff members rode all CityLink bus routes and evaluated them, which will be referred to as a "transit audit" or "ride along" in this report, to understand the user experience and existing conditions of the fixed-route system.

Figure 132: Tri-County Staff in Front of CityLink Bus Route 15

Figure 131: Inside of a CityLink Bus During the Transit Audit

Tri-County Ride Along

In July through October 2023, Tri-County Regional Planning Commission staff conducted a comprehensive study of the area's transit system. The primary objective of this study was to assess the quality of transit

provided in the area to identify the key focus areas for future funding. This study included qualitative and quantitative data collection through experiential assessments and route grading.

Ride Along Methodology

The ride along began with scheduling a trip with the assistance of CityLink's apps, MyStop and Moovit. Once the departure time for the designated route was known, staff traveled to the transit center. After getting on the bus, staff began making observations, taking notes, and grading the route. While riding the bus, staff also conducted interviews. During the trip, staff would disembark at popular stops and speak with passengers to gather feedback on their experience with CityLink.

When staff exited the bus, they would then walk to the next stop to assess the walkability between stops. Once they reached the next stop, staff would continue their bus ride to the final stop of the route. At the final stop, staff would assess the surrounding infrastructure of the bus stop and then wait for the bus to take them back to the transit center.

Study Limitations

Due to the available time and resources, there are limitations within the implementation of Tri-County's ride along. During this process, TCRPC only had one to two staff members conducting the audit. Therefore, most of the study relies on the observations of one person. Another limitation of the audit is that it only took place during Tri-County's office hours, which are 8:30 a.m. - 4:30 p.m., Monday to Friday. So, the study does not assess the fixed-route performance of evening and weekend service.

Figure 133: Bus Stop Infrastructure: Absent (above) and Present (Below)

Additionally, the individuals conducting the ride-along are able-bodied, so they did not experience these rides as someone who uses a wheelchair or mobility aid. Finally, this report was also conducted during summer and autumn and does not evaluate the challenges of ridership during winter or inclement weather. TCRPC staff concluded performing the transit audit in October of 2023.

Figure 134: CityLink Bus Route 5 with Map to the Left

Data Collection Factors

To ensure a structured and quantifiable process, Tri-County used eight factors to assess CityLink's transit system and graded each comment associated with them as "positive" or "negative." Each factor encompassed traits that were consistent and observable, and either present or missing. All such criteria could lead to an adjustment in the rating attributed to a factor. The list of factors and their descriptions is listed below:

Connectivity: Assessing the essential connections that happen along a route. Tri-County identified the connections to schools, medical/social services, markets, employment hubs, parks, and recreational facilities, since these locations serve as major resources across the region. If any of these types of destinations were located within 0.25 miles of a bus stop, then the route received positive feedback.

Wayfinding: Evaluating the ability to navigate the transit system. Tri-County studied passengers' ability to locate their bus stops, reach their destinations, and interpret CityLink information via app and website. Positive route feedback depended on the presence of criteria such as signage, app functionality, and services alerts.

Reliability: Measuring the timeliness of the route. Tri-County staff documented the expected and actual arrival time when boarding each bus and recorded any discrepancy.

Accessibility: Determining the degree to which the transit service accommodates disabilities and different types of passenger needs. When riding the buses, TCRPC staff documented the state of infrastructure such as sidewalks to bus stops, ramps, auditory alerts, and tactile flooring.

Comfort: Recognizing the physical or mental ease felt by the passenger when making their trip. Tri-County staff asked riders around them how they felt about the ride, and staff also documented their sense of comfort in terms of seats, atmosphere, ride turbulence, temperature, driver behavior, and general feelings of safety.

Condition: Assessing the state and upkeep of the transit system infrastructure. This factor assessed the condition of the vehicle and the area surrounding the bus stops. Positive feedback of each route depended on flooring condition, handrails, cleanliness, and bus stop infrastructure.

Figure 135: Two Examples of Existing Bus Stop Infrastructure

Multimodality: Evaluating the quality and accessibility of active transportation infrastructure along a route. This includes walking, biking, and other small-scale modes that could be used in conjunction with public transportation. While riding the routes, Tri-County staff observed the presence and condition of pedestrian

infrastructure such as sidewalks, bike lanes, crosswalks, bike storage, and accommodation of passengers combining such other means with public transit.

Travel Time Ratio: Calculating the public transportation travel time in comparison to personal vehicle travel time. Since the Tri-County region is car-centric, it is useful to understand this comparison to show if and where improvements can be made with future projects. Tri-County acknowledges that not everyone is able to drive, so this factor focuses on individuals who currently drive but could choose to take the bus instead.

During the audit, TCRPC staff kept track of the time it took to reach their destination. Then, they took that time and divided it by the time it takes a car to reach the same destination via Google Maps. Ratios less than 1 indicate that public transit travel times were quicker than commuting by car. Ratios equal to 1 indicate that commuting by car or public transportation were the same. Ratios greater than 1 indicate that public transportation commutes took longer than by car.

Data Results and Recommendations

Connectivity

Most routes had connectivity to a variety of services at various points along the ride (e.g., all but two routes start at Peoria Transit Center in downtown Peoria). Some routes only featured connections to services at the beginning and end of the route with very little in between. Connectivity was mentioned 43 times during the audit with 77% of those mentions being positive. Connectivity was the highest rated factor out of the eight that were reviewed.

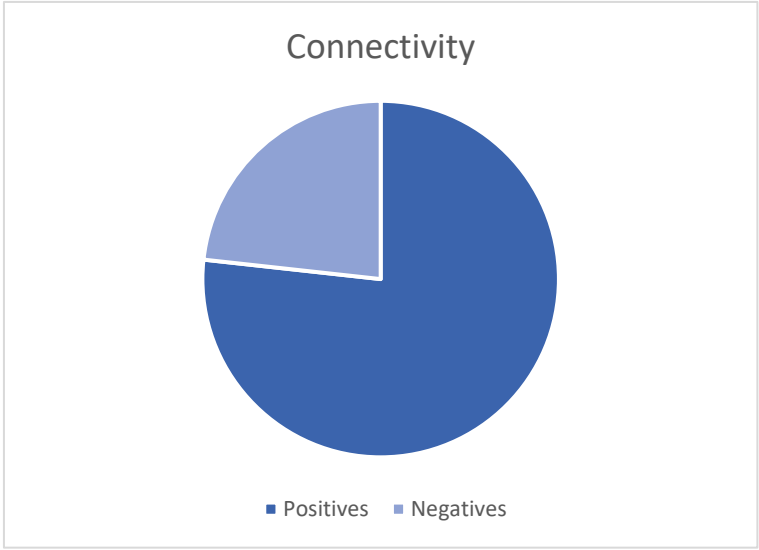


Figure 136: Positive and Negative Comments Related to Connectivity

Recommendations:

- To the extent possible, work with local municipalities to facilitate transit-oriented development to ensure bus routes serve areas where essential services are present.
- Continue to prioritize route locations where essential services are located.

Wayfinding

Of the eight factors in which staff reviewed CityLink operations, wayfinding ranked as second lowest in performance. One of the main issues was that staff sometimes had a difficult time locating bus stops either due to lack of signage or signage not being updated. Also, bus schedules were rarely posted at stops, making it so that passengers had to rely on wayfinding apps, Google Maps, or GPMTD's website.

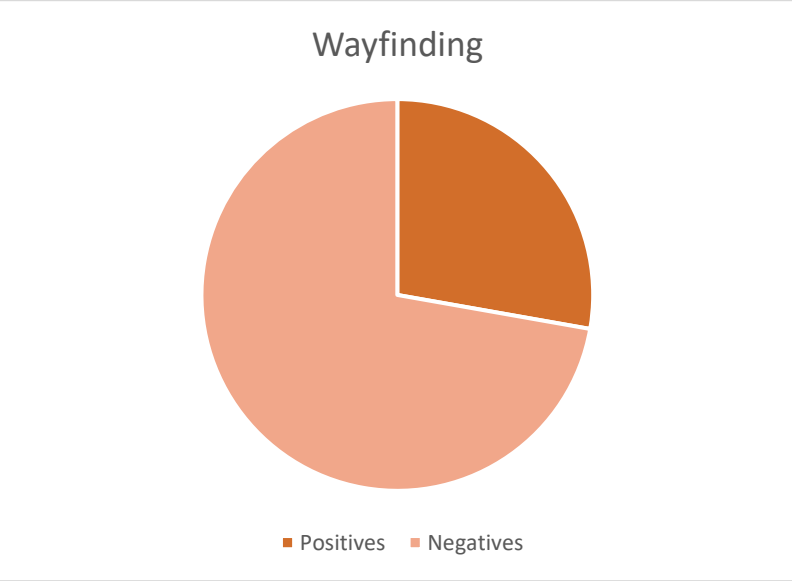


Figure 137: Positive and Negative Comments Related to Wayfinding

As mentioned previously, CityLink utilizes the wayfinding apps MyStop and Moovit to post bus departure times. During the transit audit, staff experienced issues with reliability of these wayfinding apps. There were occasions where the wayfinding app would provide the wrong time for departure.

The area with the best wayfinding was the transit center. This is the only location that has a printed-out schedule for each route, making it easy for passengers to know when the next bus is arriving.

It is worth noting that since the ride along was completed in late 2023, CityLink has been systematically updating its signage throughout its entire service area. So, many of these signage issues may no longer be applicable.

Recommendations:

- Ensure every bus stop has a sign posted.
- Post bus schedules at bus stops to allow passengers who do not have a smartphone to know when bus is scheduled to arrive.
- Update wayfinding apps to ensure arrival times are consistent with CityLink schedules.

Reliability

Of the routes taken by staff, a majority were on time for their departure and arrival at stops. There were a few instances of buses being late in the range of one minute to eight minutes. As mentioned in the wayfinding section, the wayfinding apps sometimes showed departure times which were not reflective of the actual departure time.

Recommendations:

- Continue to ensure buses arrive and depart on time.
- Update wayfinding apps to ensure arrival times are consistent with CityLink schedules.

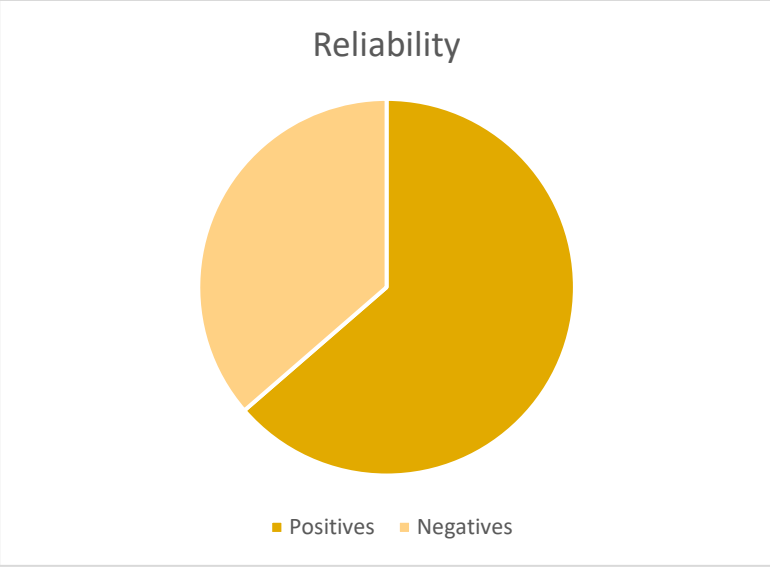


Figure 138: Positive and Negative Comments Related to Reliability

Accessibility

All CityLink buses were equipped with a ramp to allow those who need it to board and ride. These passengers could include people with physical disabilities, people with strollers, large rolling bags, or ambulatory individuals who struggle to take a large step up into the bus.

There were some instances of stop monitors/loudspeakers not working, which would put passengers with hearing or visual disabilities at a disadvantage of knowing when their stop is approaching. For passengers with mobility disabilities, many routes did not feature quality infrastructure around bus stops. There were multiple instances of bus stops not having sidewalks nearby, leading to passengers having to access the bus stop over an unimproved surface such as grass. This can result in

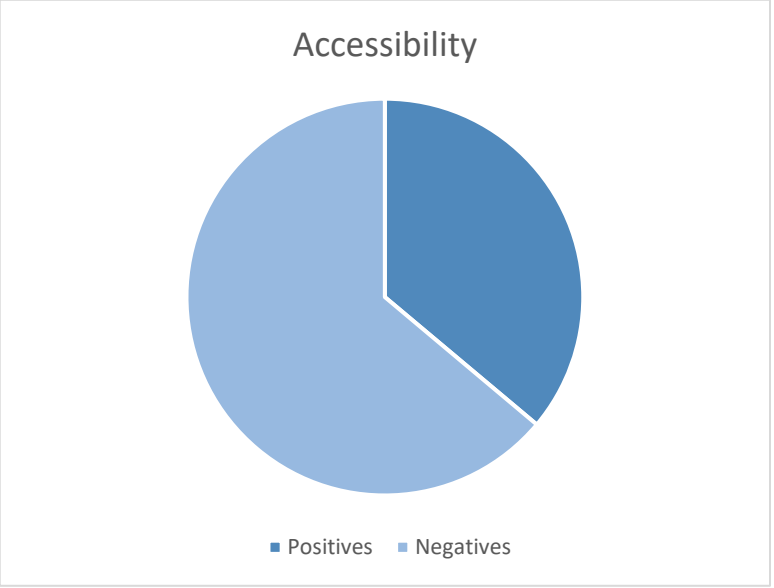


Figure 139: Positive and Negative Comments Related to Accessibility

bus stops being inaccessible for passengers with mobility aids, especially in winter months when snow may be present.

Recommendations:

- Conduct routine maintenance of bus infrastructure to ensure that loudspeakers and monitors function properly.
- Enhance bus stops to ensure that those with mobility aids can easily access the bus when it arrives (e.g. install concrete pad at bus stops which feature only grass).

Comfort

Comfort was the most mentioned factors on the transit audit with 73 comments made. Of this total, 38% of comments were positive, and 62% were negative. Positive comments focused on routes which had bus stop infrastructure such as benches or shelters, helpful bus drivers, and a pleasant riding experience.

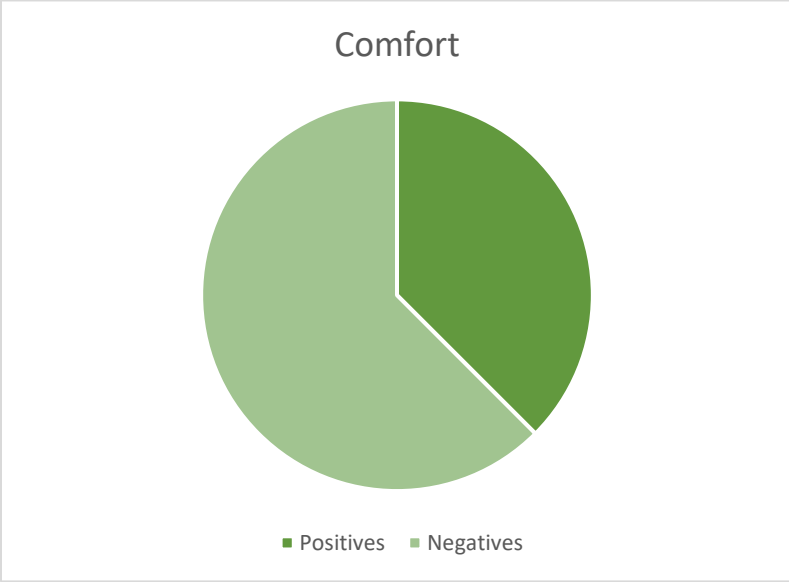


Figure 140: Positive and Negative Comments Related to Comfort

Of the negative comments, many were made due to the lack of bus stop infrastructure which would lead to an unpleasant experience for passengers waiting for the bus, particularly in inclement weather where there is no shelter present. Bus driver behavior was also noted, as there were multiple occasions driver behavior resulted in excess speeding, not coming to complete stops at stop signs, and sharp turns at unsafe speeds. Other negative comments were poor bus driver behavior, bumpy roads, and the temperature inside the bus.

Recommendations:

- Invest in upgrading bus stops to more often have infrastructure such as benches and shelters.
- Ensure drivers obey posted speed limits and drive in a safe manner.

Condition

Of the eight factors reviewed during the transit audit, condition of the buses and transit infrastructure rated the lowest with 73% of the comments detailing conditions that were negative. While some routes had buses in great condition, a majority did not have functioning stop monitors or loudspeakers, had cracks in floor, or showed a dirty exterior.

Recommendation:

- Conduct routine maintenance of buses to ensure all are in fair condition.

Multimodality

Much like accessibility, whether routes featured multimodal infrastructure varied significantly from route to route. While some routes featured sidewalks and bike lanes along significant portions of their travel, others featured no pedestrian or bicycle infrastructure for long stretches.

Recommendations:

- To the extent possible, work with local municipalities to install pedestrian and bicycle infrastructure around route locations.

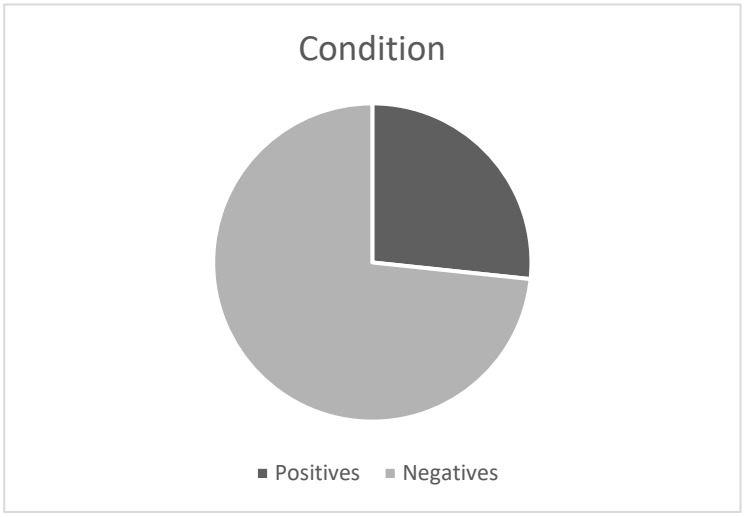


Figure 142: Positive and Negative Comments Related to Condition

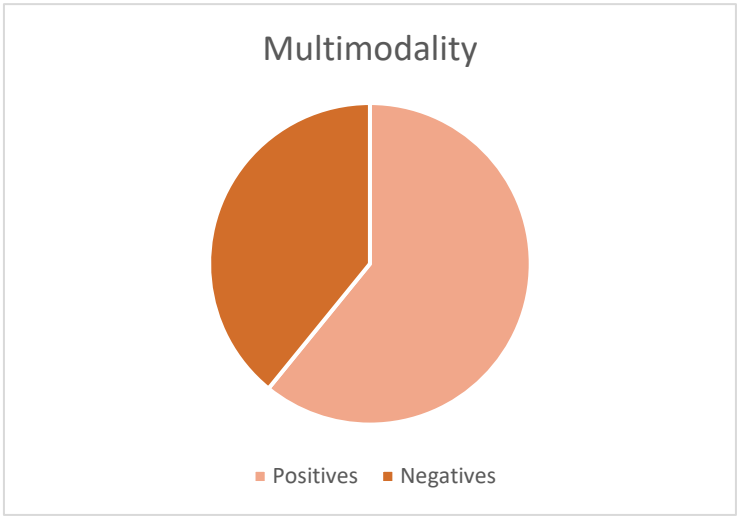


Figure 141: Positive and Negative Comments Related to Multimodality

Time Travel Ratio

The average time travel ratios (TTR) for all 17 CityLink routes came out to 2.45, indicating it takes 2.45 times longer to reach a destination by bus versus by car. Ratios ranged from 1.21 (Route 15) up to 4.30 (Route 10). **Table 74** below details the TTR for all CityLink bus routes.

Recommendations:

- Refine route locations to be more direct in nature, reducing the total time to be more comparable to that of a personal vehicle.

Table 76: Time Travel Ratios for Each of the CityLink Routes

Factor	Route	Bus Time	Car Time	TTR
Travel Time Ratio	#1 University	34	15	2.27
	#2 Adams	30	12	2.50
	#3 Northwest Peoria	50	16	3.13
	#4 Sheridan	51	17	3
	#5 West Peoria	22	10	2.20
	#7 John Gwynn	23	16	1.44
	#8 East Peoria/ Sunnyland	28	14	2
	#10 Forrest Hill	43	10	4.30
	#11 Western	26	8	3.25
	#12 Heights	34	10	3.4
	#13 South Adams	10	8	1.25
	#14 Wisconsin	50	13	3.85
	#15 Lincoln	17	14	1.21
	#17 Pekin North	21	11	1.91
	#18 Pekin South	21	11	1.91
	#20 ICC Express	26	10	2.6
	#23 Pekin Connector	26	18	1.44
	Average			2.45

Conclusion

The transit audit highlighted both positive and negative aspects of the current CityLink system. CityLink can improve its fixed-route system by continuing to implement the items which were mentioned positively in this report as well as working to improve some of the negatively mentioned aspects. This work to improve CityLink operations can be done both by GPMTD as well as partnerships with TCRPC and local municipalities. Tri-County hopes that this data will be useful when selecting projects funded through state or federal transit funding in the future.

Appendix F: Illinois Natural Areas Inventory Sites and Endangered Species

Peoria County INAI Sites

INAI Name	INAI Number	Categories	Acreage
Boyds Hollow Woods	0209	I	56.53
Brimfield Railroad Restoration Prairie	1679	III	6.11
County Line Hill Prairie	0213	I	71.95
Detweiller Riverfront Prairie	1733	I, II	18.88
Detweiller Woods	0208	I, III	360.15
Dickinson Run Hill Prairie	0142	I	13.31
Forest Park	0207	I, III	670.41
Grandview Woods	0205	I	65.37
Jubilee College State Park	0117	I, III	63.40
Mossville Road Hill Prairie	0143	I, III	4.90
Robinson Park Hill Prairie	0233	I, II, III	161.94
Rock Island Trail Prairie	1419	I, III	7.38
Rocky Glen	0204	I	134.10
Root Cemetery	1494	I, III	2.63
Singing Woods	1634	I, II, III	748.22
Spoon River Laura Segment	1943	VI	71.66
Springdale Cemetery Savanna	0210	III	18.03
St. Mary's Cemetery Hill Prairie	0206	I, III	14.42
Trivoli Northwest Geological Area	0776	IV	5.56
Wokanda Camp	0212	I	35.80
Total Acreage			**2,531**
Total Number of Sites			**20**

Tazewell County INAI Sites

INAI Name	INAI Number	Categories	Acreage
Caterpillar Hill Prairies	0134	I	9.96
Clear Lake Rookery	1064	II	1,593.71
Cooper Park North	1139	II, III	96.44
Dirksen - McNaughton Woods	1741	III	836.46
Farm Creek Geological Area	0852	IV	2.05
Fondulac Seep	0851	I, III	19.48
Fort Creve Coeur Hill Prairie	0133	I, III	27.39
Green Valley Site	1136	II	1,090.06
Independence Park Woods	1825	III	264.11
Indian Creek Woods	0130	I, III	32.70
Log Cabin Hill Prairie	0129	I, III	8.64
Mackinaw River	0788	I, II, III, VI	2,159.52
Manito Prairie	0131	I, II, III	31.94
McCoy Woods	0132	I, III	40.78
Middle Fork Sugar Creek - Stanford/Armington Segment	1628	VI	29.43
Neumann Park Hill Prairie	1934	I	0.29
Parklands Site	1138	II, III, IV	649.24
Spring Creek	1986	III	233.52
Spring Lake Seeps	0850	I, II	211.22
West Fork Sugar Creek - Minier/Morgan Bridge Segment	1629	VI	39.03
Worley Lake Area	1137	II	419.50
Total Acreage			**7,795**
Total Number of Sites			**21**

Woodford County INAI Sites

INAI Name	INAI Number	Categories	Acreage
Black Partridge Park Woods	1738	III	294.16
Blalock Creek Site	1143	II	9.01
Caterpillar Hill Prairies	0134	I	9.96
Crow Creek Bluff Forest	1624	II, VI	202.52
East Branch Panther Creek El Paso Reach	1937	VI	13.15
Letcher Basin	1852	III	172.35
Mackinaw River	0788	I, II, III, VI	2,159.52
Mackinaw River Hill Prairie	0250	I, III	11.52
Mackinaw River Hill Prairie South	1933	I	2.69
Partridge Creek Hill Prairies	1935	I	4.31
Ridgetop Hill Prairie	0249	I, III	23.76
Spring Bay Fen	0928	I, II, III	54.29
West Branch Panther Creek Roanoke Reach	1948	VI	16.56
Total Acreage			**2,974**
Total Number of Sites			**13**

Peoria County Endangered Species

Scientific Name	Common Name	State Protection	# of Occurrences	Last Observed
Acipenser fulvescens	Lake Sturgeon	Endangered	4	2016-06-22
Agalinis skinneriana	Pale False Foxglove	Threatened	1	2011-07-13
Apalone mutica	Smooth Softshell	Threatened	3	2021-07-20
Artemisia dracunculus	Dragon Wormwood	Endangered	1	1977-SU
Boltonia decurrens	Decurrent False Aster	Threatened	5	2020-09-25
Bombus affinis	Rusty Patched Bumble Bee	Endangered	8	2021-07-26
Clonophis kirtlandii	Kirtland's Snake	Threatened	1	2022-07-08
Corallorhiza maculata	Spotted Coral-root Orchid	Endangered	1	2007-06
Cypripedium parviflorum	Small Yellow Lady's Slipper	Endangered	1	2021-04-28
Elliptio crassidens	Elephant-ear	Endangered	1	2012-08-19
Filipendula rubra	Queen-of-the-prairie	Threatened	1	2011-08-05
Fundulus dispar	Starhead Topminnow	Threatened	1	1989-07-05
Ixobrychus exilis	Least Bittern	Threatened	1	2004-06-19
Lanius ludovicianus	Loggerhead Shrike	Endangered	1	2006-07-27
Lepomis miniatus	Redspotted Sunfish	Threatened	1	2020-11-04
Monarda clinopodia	White Bergamot	Threatened	2	2021-06-12
Myotis septentrionalis	Northern Long-eared Myotis	Threatened	2	2016-06-07
Myotis sodalis	Indiana Bat	Endangered	1	2017-08-09
Pandion haliaetus	Osprey	Threatened	5	2022-07-14
Poliocitellus franklinii	Franklin's Ground Squirrel	Threatened	1	2017-07-19

Scientific Name	Common Name	State Protection	# of Occurrences	Last Observed
Quadrula metanevra	Monkeyface	Threatened	2	2012-06-26
Rallus elegans	King Rail	Endangered	1	1988-05-26
Reginaia ebenus	Ebonyshell	Endangered	1	2021-08-04
Speyeria idalia	Regal Fritillary	Threatened	1	1961-07-14
Viburnum molle	Arrowwood	Threatened	2	2017-07-01

Tazewell County Endangered Species

Scientific Name	Common Name	State Protection	# of Occurrences	Last Observed
Acipenser fulvescens	Lake Sturgeon	Endangered	3	2016-06-22
Antrostomus carolinensis	Chuck-will's-widow	Threatened	1	1998-06-08
Asio flammeus	Short-eared Owl	Endangered	1	2015-02-10
Aster furcatus	Forked Aster	Threatened	1	1987
Astragalus tennesseensis	Tennessee Milk Vetch	Endangered	1	2020-05-27
Besseya bullii	Kittentails	Threatened	3	2020-04-23
Boltonia decurrens	Decurrent False Aster	Threatened	2	2017-10-13
Circus hudsonious	Northern Harrier	Endangered	1	2015-02-10
Cypripedium parviflorum	Small Yellow Lady's Slipper	Endangered	2	2017-05-06
Elliptio crassidens	Elephant-ear	Endangered	1	2012-08-19
Fundulus dispar	Starhead Topminnow	Threatened	2	1967-07-21
Heterodon nasicus	Plains Hog-nosed Snake	Threatened	1	2007
Kinosternon flavescens	Yellow Mud Turtle	Endangered	4	2009-07-14
Lanius ludovicianus	Loggerhead Shrike	Endangered	2	1990-07-05
Lepomis miniatus	Redspotted Sunfish	Threatened	2	2014-10-01
Lethenteron appendix	American Brook Lamprey	Threatened	2	1999-07-29
Moxostoma carinatum	River Redhorse	Threatened	1	1985
Necturus maculosus	Mudpuppy	Threatened	1	2018-10-30
Notropis chalybaeus	Ironcolor Shiner	Threatened	1	1963-07-01
Nycticorax nycticorax	Black-crowned Night-Heron	Endangered	1	2008-06-26

Scientific Name	Common Name	State Protection	# of Occurrences	Last Observed
Orobanche ludoviciana	Broomrape	Threatened	1	2014-08-15
Pandion haliaetus	Osprey	Threatened	2	2021-07-10
Plantago cordata	Heart-leaved Plantain	Endangered	1	2000-06-02
Poa wolfii	Wolf's Bluegrass	Endangered	1	1998-05-28
Polanisia jamesii	James' Clammyweed	Endangered	1	2012-08-31
Pseudacris illinoensis	Illinois Chorus Frog	Threatened	9	2022
Reginaia ebenus	Ebonyshell	Endangered	1	2012-08-04
Setophaga cerulea	Cerulean Warbler	Threatened	1	2010-06-06
Terrapene ornata	Ornate Box Turtle	Threatened	1	2008-06-06
Tetraneuris herbacea	Lakeside Daisy	Endangered	1	2013-05-02

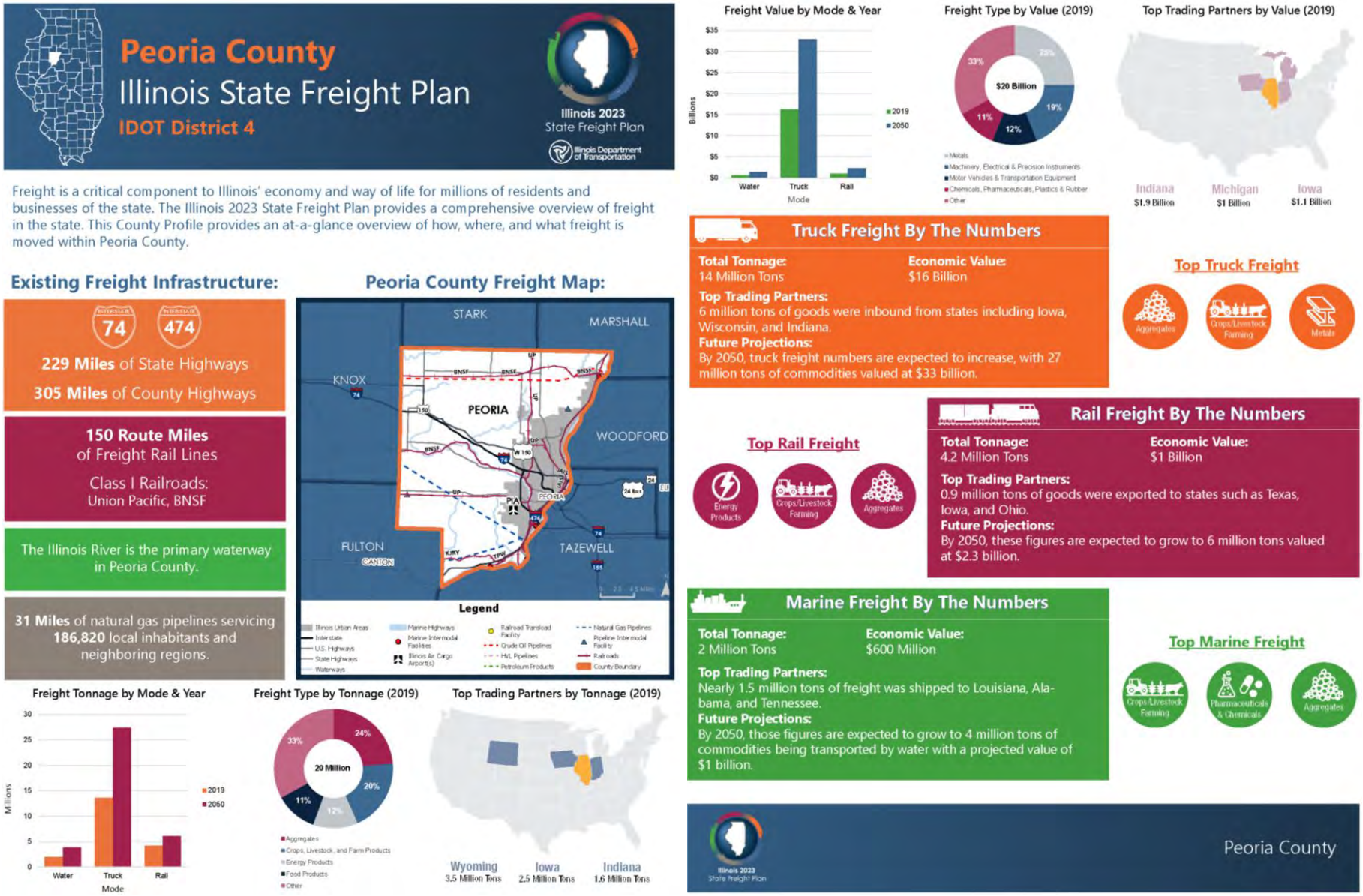
Woodford County Endangered Species

Scientific Name	Common Name	State Protection	# of Occurrences	Last Observed
Acipenser fulvescens	Lake Sturgeon	Endangered	1	2020-04-29
Bartramia longicauda	Upland Sandpiper	Endangered	1	2010-07-01
Boltonia decurrens	Decurrent False Aster	Threatened	4	2022-09-16
Bombus affinis	Rusty Patched Bumble Bee	Endangered	3	2023-08-08
Coccyzus erythropthalmus	Black-billed Cuckoo	Threatened	1	2020-06
Cypripedium reginae	Showy Lady's Slipper	Endangered	1	1999-06-10
Eurynia dilatata	Spike	Endangered	1	2001-08-31
Filipendula rubra	Queen-of-the-prairie	Threatened	1	2013-07-25
Fundulus dispar	Starhead Topminnow	Threatened	1	1989-07-05
Lanius ludovicianus	Loggerhead Shrike	Endangered	1	2007-06-30
Mimulus glabratus	Yellow Monkey Flower	Endangered	1	1989-06-23
Myotis septentrionalis	Northern Long-eared Myotis	Threatened	1	1985-06-13
Myotis sodalis	Indiana Bat	Endangered	1	2011-04-14
Necturus maculosus	Mudpuppy	Threatened	1	2017-11-07
Pandion haliaetus	Osprey	Threatened	2	2021
Spiranthes lucida	Yellow-lipped Ladies' Tresses	Endangered	1	1968-05-25
Virburnum molle	Arrowwood	Threatened	1	1999-09-02

Appendix G: County Freight Profiles

See the following pages for each of the three counties' freight profiles (Illinois Department of Transportation, 2024).

Peoria County



Tazewell County

Freight is a critical component to Illinois' economy and way of life for millions of residents and businesses of the state. The Illinois 2023 State Freight Plan provides a comprehensive overview of freight in the state. This County Profile provides an at-a-glance overview of how, where, and what freight is moved within Tazewell County.

Existing Freight Infrastructure:

74 155 474

172 Miles of State Highways
203 Miles of County Highways

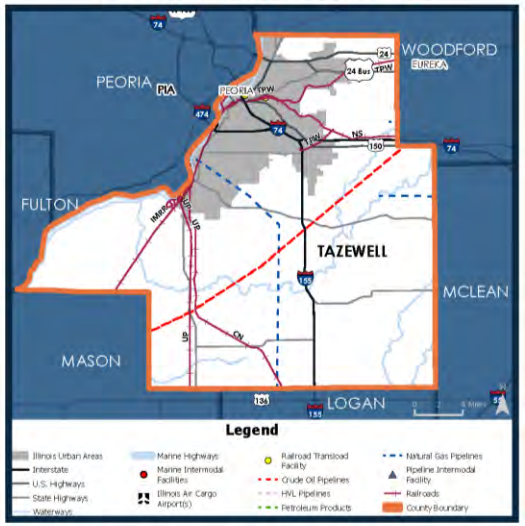
94 Route Miles of Freight Rail Lines

Class I Railroads:
Canadian National, Union Pacific, Norfolk Southern

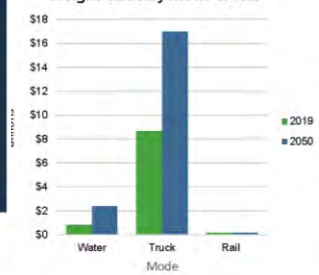
Tazewell County includes the Illinois River, or Marine Highway 55

29 Miles of natural gas pipelines

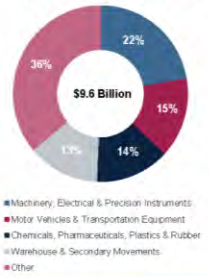
Tazewell County Freight Map:



Freight Value by Mode & Year



Freight Type by Value (2019)



Top Trading Partners by Value (2019)

Truck Freight By The Numbers

Total Tonnage:
11 Million Tons

Economic Value:
$9 Billion

Top Trading Partners:
4.3 million tons of goods were exported to states such as Iowa, Wisconsin, and Indiana in 2019.

Future Projections:
By 2050, the prevalence of truck freight activity is expected to increase, with 22 million tons of freight valued at $17 billion making its way through the county.

Top Truck Freight

Rail Freight By The Numbers

Total Tonnage:
2 Million Tons

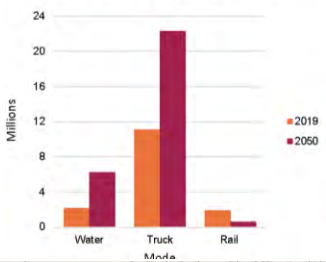
Economic Value:
$140 Million

Top Trading Partners:
2 million tons of freight valued at $140 million were transported via rail from states such as Wyoming, Iowa and Wisconsin.

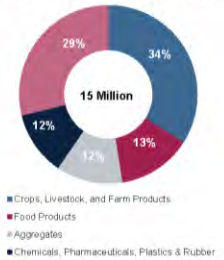
Future Projections:
By 2050, the tonnage will decrease to 600,000 tons, yet the value of goods transported by rail is expected to increase to $181 million.

Top Rail Freight

Freight Tonnage by Mode & Year



Freight Type by Tonnage (2019)



Top Trading Partners by Tonnage (2019)

Marine Freight By The Numbers

Total Tonnage:
2 Million Tons

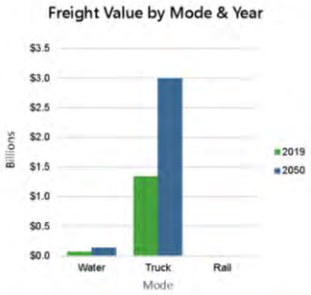
Economic Value:
$1 Billion

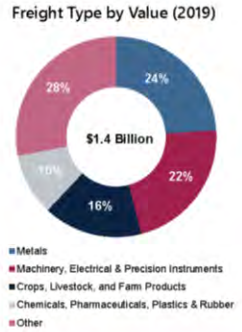
Top Trading Partners:
2 million tons of freight valued at $1 billion were transported via waterways to states such as Louisana, West Virginia, and Texas.

Future Projections:
By 2050, the prevalence of marine activity is expected to increase, with 6 million tons of freight valued at $2 billion making its way through the county.

Top Marine Freight

Woodford County





Freight is a critical component to Illinois' economy and way of life for millions of residents and businesses of the state. The Illinois 2023 State Freight Plan provides a comprehensive overview of freight in the state. This County Profile provides an at-a-glance overview of how, where, and what freight is moved within Woodford County.

Existing Freight Infrastructure:

155 Miles of State Highways
160 Miles of County Highways

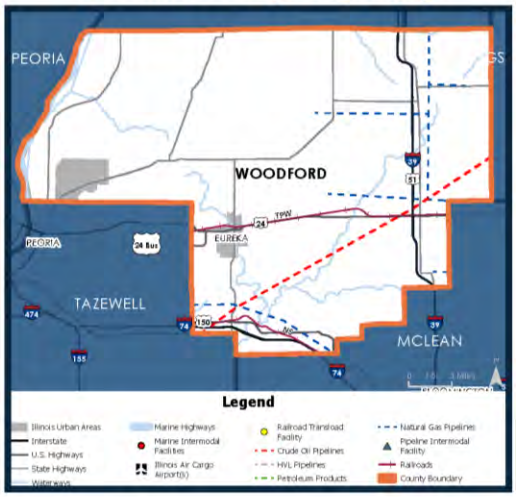
28 Route Miles of Freight Rail Lines

Class I Railroads:
Norfolk Southern

The Illinois River is the primary waterway in the county

23 Miles of Crude Oil Pipelines and
44 Miles of Natural Gas Pipelines

Woodford County Freight Map:



Truck Freight By The Numbers

Total Tonnage:
2.8 Million Tons

Economic Value:
$1.3 Billion

Top Trading Partners:
1.8 million tons of goods were exported to states such as Indiana, Iowa, and Michigan.

Future Projections:
By 2050, truck freight numbers are expected to increase, with 4.0 million tons of commodities valued at $3.0 billion.

Top Truck Freight

Crops/Livestock Farming | Metals | Aggregates

Top Rail Freight

Crops/Livestock Farming

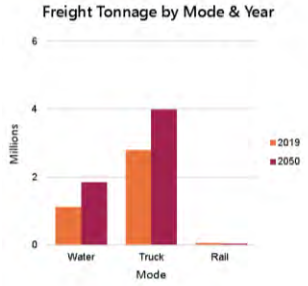
Rail Freight By The Numbers

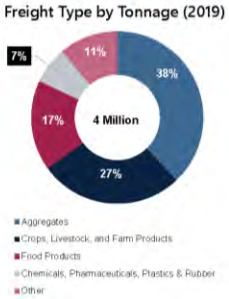
Total Tonnage:
50,000 Tons

Economic Value:
$5 Million

Top Trading Partners:
Almost all goods were outbound to other regions in Illinois.

Future Projections:
By 2050, these figures are expected to decrease to 32,000 tons valued at 33 million.





Marine Freight By The Numbers

Total Tonnage:
1.1 Million Tons

Economic Value:
$69 Million

Top Trading Partners:
800,000 tons were exported to states such as Louisiana, Tennessee, and Minnesota.

Future Projections:
By 2050, these figures are expected to increase to 1.8 million tons valued at $135 million.

Top Marine Freight

Food Products | Metals | Aggregates

Appendix H: Regional Vision Performance Metrics

To track the progress of the regional visions, the following performance metrics organized by each of the six Plan Elements could be utilized. Each metric is numbered to match it back to its corresponding goal, objective, and strategy.

- Metric 1.1.1: Number of municipalities with completed ADA transition plan inventory.
- Metric 1.1.2: Percentage of funding applications requiring ADA transition plans.
- Metric 1.1.3: Number of jurisdictions assisted in developing or updating ADA transition plans.
- Metric 1.1.4: Completion rate of region-wide pedestrian facility design standards.
- Metric 1.1.5: Percentage of pedestrian crossings upgraded to meet ADA standards.
- Metric 1.2.1: Number of outreach campaigns conducted on winter pedestrian facility maintenance.
- Metric 1.2.2: Number of municipalities using sidewalk maintenance funding toolkit.
- Metric 1.2.3: Number of reported sidewalk obstructions removed annually.
- Metric 1.3.1: Percentage of municipalities adopting Complete Streets design templates.
- Metric 1.3.2: Number of completed demonstrative traffic calming projects.
- Metric 1.3.3: Number of high-priority crossings improved.
- Metric 1.3.4: Percentage of crosswalks meeting lighting standards.
- Metric 2.1.1: Completion of network analysis of existing bike facilities.
- Metric 2.1.2: Adoption rate of bicycle facility design standards in funding programs.
- Metric 2.1.3: Miles of separated or protected bike facilities installed.
- Metric 2.2.1: Number of protected intersections prioritized for funding.
- Metric 2.2.2: Miles of green conflict markings applied at intersections.

- Metric 2.2.3: Percentage of bike lanes connected through intersections.
- Metric 2.3.1: Completion of an interactive bicycle infrastructure map.
- Metric 2.3.2: Number of Safe Routes to School micro audits completed.
- Metric 2.3.3: Number of wayfinding signs installed based on regional guidelines.
- Metric 2.4.1: Number of winter maintenance education campaigns conducted.
- Metric 2.4.2: Number of community outreach campaigns on bike lane obstruction.
- Metric 2.4.3: Compliance rate with minimum restriping timeframes for bike lanes.
- Metric 2.5.1: Number of new bike racks installed and reported by municipalities.
- Metric 2.5.2: Percentage of municipalities adopting standardized bike parking requirements.
- Metric 3.1: Number of microtransit service studies or pilot programs implemented.
- Metric 3.2: Completion of regional transportation district feasibility study.
- Metric 4.1.1: Percentage of bus stops inventoried and evaluated.
- Metric 4.1.2: Completion of regional bus stop design standards.
- Metric 4.1.3: Completion of bus stop prioritization rubric.
- Metric 4.1.4: Number of bus stop improvement projects completed.
- Metric 4.1.5: Number of trash disposal campaigns conducted at bus stops.
- Metric 4.2.1: Establishment of a reporting system for equipment malfunctions.
- Metric 4.3.1: Number of grants secured for the transit study.
- Metric 4.4.1: Number of interagency meetings conducted annually.
- Metric 4.5.1: Number of TOD-related projects funded.

- Metric 4.6.1: Inclusion of bus technology evaluation in regional ITS planning efforts.
- Metric 4.7.1: Number of coordination meetings held with IDOT for fare standardization.
- Metric 5.1.1: Number of high-priority enforcement areas identified and targeted.
- Metric 5.2.1: Completion rate of ITS plan and its adoption into local policies.
- Metric 6.1.1: Number of key freight corridors identified and improved.
- Metric 6.1.2: Percentage of freight corridors equipped with Intelligent Transportation Systems (ITS) for real-time monitoring.
- Metric 6.2.1: Number of infrastructure projects prioritized for business attraction.
- Metric 6.2.2: Number of transit-oriented development (TOD) initiatives implemented.
- Metric 6.2.3: Number of multimodal transportation solutions developed for economic corridors.
- Metric 7.1.1: Completion of a transit gap analysis identifying under-resourced employment hubs.
- Metric 7.1.2: Percentage increase in service frequency on key job corridors during peak hours.
- Metric 7.1.3: Number of new fixed-route connections established to emerging employment centers.
- Metric 7.2.1: Number of participants in the reduced fare or fare-free pilot program for low-income workers.
- Metric 7.2.2: Percentage of bus stops upgraded with shelters, seating, and ADA accessibility.
- Metric 7.2.3: Number of employer partnerships offering transit subsidies to employees.
- Metric 8.1.1: Number of speed studies conducted on key commercial corridors.
- Metric 8.1.2: Number of traffic-calming infrastructure improvements completed (e.g., raised crosswalks, curb bump-outs, narrower lanes).
- Metric 8.1.3: Miles of redesigned streets incorporating protected bike lanes and widened sidewalks.

- Metric 8.2.1: Number of priority corridors identified for streetscape improvements.
- Metric 8.2.2: Total investment in street lighting, landscaping, and street furniture enhancements.
- Metric 8.2.3: Number of zoning incentives established for mixed-use development and outdoor dining.
- Metric 9.1.1: Completion of a feasibility study assessing demand and service models.
- Metric 9.1.2: Number of partnerships formed with regional transit agencies and private operators.
- Metric 9.1.3: Percentage increase in service frequency and coverage based on ridership data.
- Metric 9.2.1: Amount of federal and state funding secured for fare subsidies.
- Metric 9.2.2: Number of multimodal hubs developed to connect intercity transit with local services.
- Metric 9.2.3: Implementation rate of real-time tracking and mobile ticketing compatible with CityLink and Connect Transit.
- Metric 10.1.1: Completion rate of stormwater impact assessments for transportation corridors.
- Metric 10.1.2: Number of regional stormwater retention and filtration basins developed along major roadways.
- Metric 10.2.1: Percentage of flood-prone transportation corridors identified and mapped.
- Metric 10.2.2: Miles of existing roadways retrofitted with stormwater infrastructure best management practices.
- Metric 10.2.3: Establishment and revenue generation of stormwater utility fees or funding mechanisms.
- Metric 11.1.1: Completion of bio-based infrastructure design guidelines.
- Metric 11.1.2: Percentage of MPO-funded road projects incorporating tree cover, bioswales, or vegetative buffers.

- Metric 11.1.3: Amount of dedicated funding allocated for bio-based infrastructure maintenance and expansion.
- Metric 11.2.1: Completion of a heat island mapping study.
- Metric 11.2.2: Number of trees planted along high-traffic corridors and transit stops.
- Metric 11.2.3: Square footage of reflective and porous pavement materials installed.
- Metric 12.1.1: Completion of risk assessments identifying erosion-prone areas.
- Metric 12.1.2: Number of erosion control measures implemented (e.g., retaining walls, terracing, native vegetation).
- Metric 12.2.1: Number of setback requirements established for erosion-sensitive roadways.
- Metric 12.2.2: Acres of degraded bluff areas reforested.
- Metric 12.2.3: Number of prescribed burns conducted in collaboration with conservation groups.
- Metric 12.2.4: Number of high-risk erosion areas acquired and protected.
- Metric 13.1.1: Amount of federal and state funding secured for alternative fuel infrastructure.
- Metric 13.1.2: Number of alternative fueling and charging stations constructed in priority areas.
- Metric 13.1.3: Percentage of county and municipal vehicle fleets transitioned to electric or alternative fuels.
- Metric 13.2.1: Number of roadside reforestation, prairie restoration, and urban tree planting projects completed.
- Metric 13.2.2: Acres of right-of-way converted to prairie restoration with reduced mowing frequency.
- Metric 13.2.3: Number of trees planted through the urban tree planting program.

- Metric 13.2.4: Number of educational partnerships with schools and community colleges on habitat restoration.
- Metric 14.1.1: Completion of a regional freight study identifying and prioritizing freight bottlenecks.
- Metric 14.1.2: Number of truck-accessible routes established or improved near industrial parks and distribution centers.
- Metric 14.1.3: Miles of upgraded infrastructure on major freight corridors and high-growth logistics areas.
- Metric 15.1.1: Completion of a regional truck parking needs assessment.
- Metric 15.1.2: Number of partnerships formed with private landowners and businesses for parking expansion.
- Metric 15.1.3: Number of new dedicated truck parking spaces developed, including those with smart technology and electrification stations.
- Metric 16.1.1: Number of key rail bottlenecks identified and prioritized for upgrades.
- Metric 16.1.2: Miles of short-line railroads and industrial spurs upgraded to support heavier loads and longer trains.
- Metric 16.1.3: Number of intermodal freight terminals developed to facilitate freight transfers between barge, rail, and trucks.
- Metric 17.1.1: Completion of a barge terminal assessment identifying needed improvements.
- Metric 17.1.2: Increase in port infrastructure capacity for bulk and containerized cargo.
- Metric 17.1.3: Reduction in barge loading/unloading times due to automation and efficiency upgrades.
- Metric 17.2.1: Completion of a feasibility study on intermodal freight transfers at Peoria’s river terminals.

- Metric 17.2.2: Number of truck and rail access improvements at key barge terminals.
- Metric 17.2.3: Establishment of designated intermodal logistics zones along the Illinois River.
- Metric 18.1.1: Formation of a regional safety committee and frequency of meetings.
- Metric 18.1.2: Number of traffic-calming measures (e.g., speed humps, road diets, pedestrian refuge islands) installed in high-risk areas.
- Metric 18.1.3: Number of high-risk intersections redesigned to improve circulation and reduce conflict zones.
- Metric 18.2.1: Completion of sidewalk and bike lane gap analysis.
- Metric 18.2.2: Number of new high-visibility crosswalks, protected bike lanes, and pedestrian countdown signals installed.
- Metric 18.2.3: Percentage of new road projects that incorporate Complete Streets principles.
- Metric 19.1.1: Completion of an urban canopy assessment identifying priority areas for tree planting.
- Metric 19.1.2: Number of trees planted along major roadways, transit stops, and pedestrian pathways.
- Metric 19.1.3: Percentage of transportation projects incorporating tree planting and vegetation buffers.
- Metric 20.1.1: Number of public awareness campaigns launched in partnership with County Health Departments.
- Metric 20.1.2: Number of bike-sharing stations reintroduced and bike racks installed at transit stops and employment centers.
- Metric 20.1.3: Miles of interconnected regional trails and bike lanes developed.

- Metric 20.2.1: Number of pedestrian-oriented development priority areas identified.
- Metric 20.2.2: Number of local jurisdictions revising zoning regulations to allow mixed-use development.
- Metric 20.2.3: Number of businesses providing end-of-trip facilities (e.g., showers, lockers) for active commuters.
- Metric 21.1.1: Completion of a transit desert analysis identifying gaps in service coverage.
- Metric 21.1.2: Number of transit stop conditions assessed in under-resourced communities.
- Metric 21.1.3: Number of expanded bus routes and increased service frequency in low-income neighborhoods.
- Metric 21.1.4: Number of bus stops upgraded with shelters, seating, and ADA-accessible infrastructure.
- Metric 21.1.5: Number of low-income residents benefiting from fare assistance programs and on-demand microtransit options.
- Metric 21.2.1: Completion of assessments relating to disproportionate negative impacts for transportation projects seeking MPO funds.
- Metric 21.2.2: Number of partnerships formed with local business owners to provide access to healthy food in South Side Peoria food desert.
- Metric 21.2.3: Acres of buffer zones, green spaces, and noise-reducing infrastructure created between highways and residential areas.
- Metric 22.1.1: Completion and updates of the Congestion Management Process using the Tri-County Activity-Based Travel Demand Model.
- Metric 22.1.2: Development and implementation of a traffic signal asset management plan.
- Metric 22.1.3: Number of intersections equipped with adaptive traffic signal technology.

- Metric 22.1.4: Number of park-and-ride facilities developed.
- Metric 22.1.5: Reduction in travel time and delays at high-traffic intersections after redesigns.
- Metric 23.1.1: Completion of a regional transit needs assessment.
- Metric 23.1.2: Increase in bus frequency and service hours on high-ridership routes.
- Metric 23.1.3: Development progress of a bus rapid transit (BRT) corridor along high-demand routes.
- Metric 23.2.1: Implementation of a microtransit or on-demand shuttle pilot program.
- Metric 23.2.2: Number of express bus routes connecting downtown to employment centers.
- Metric 23.2.3: Establishment of a regional transit authority.
- Metric 24.1.1: Number of high-risk railroad crossings identified for improvement.
- Metric 24.1.2: Number of crossings upgraded with warning systems, gates, and pedestrian safety measures.
- Metric 24.1.3: Number of grade separations constructed at high-traffic rail crossings.
- Metric 24.2.1: Completion of a Service Development Plan for Peoria-Chicago passenger rail.
- Metric 24.2.2: Amount of state and federal funding secured for rail service.
- Metric 24.2.3: Development of a multimodal transit hub in Peoria.
- Metric 25.1.1: Development and utilization of an asset management database.
- Metric 25.1.2: Percentage of maintenance funding allocated based on asset condition assessments.
- Metric 25.1.3: Miles of roadways improved through pavement preservation programs.
- Metric 25.2.1: Completion of a fleet condition assessment for transit vehicles.

- Metric 25.2.2: Number of aging buses replaced with low-emission or electric vehicles.
- Metric 25.2.3: Number of transit facilities and maintenance depots upgraded to support adaptable fleet operations.

Appendix I: Overview of FY 2024 Combined Call for Projects

The Tri-County Regional Planning Commission (TCRPC) is the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area. One of the responsibilities of the MPO is to program federal funds allocated to TCRPC. These federal funds are allocated on an annual basis to the MPO and include the Carbon Reduction Program (CRP), Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310), Surface Transportation Block Grant (STBG), and Transportation Alternative (TA) Set-Aside.

The Commission released the Combined Call for Projects on Wednesday, April 17, 2024. To aid in the application process, TCRPC hosted a virtual Pre-Application webinar on Thursday, May 9th, 2024, to cover the Call for Projects and allow for questions. Staff received a total of 19 applications by the Friday, June 28, 2024, due date.

Funding Information

Other than Section 5310, TCRPC's federal allocated funds come from the Federal Highway Administration (FHWA), and the Illinois Department of Transportation (IDOT) serves as the administrator. For Section 5310, the funds come from the Federal Transit Administration (FTA), and TCRPC serves as the administrator.

Tri-County's suballocation for FY 2024 CRP funds is $594,496; therefore, utilizing the same allocation for FY 2025, TCRPC is estimating the available CRP funds for FY 2024 and 2025 are $1,188,992.

The region's FY 2024 apportionment of Section 5310 funds is $168,681, and there is $9,798 available from the remaining FY 2023 unobligated funds. This results in $178,479 available for FY 2023 and 2024 funding.

It is the practice of TCRPC to divide its STBG program into two categories: Traditional Program and Preservation Set-Aside Program. The Traditional Program receives 80% of the available funding and encompasses (1) new road projects, and (2) road reconstruction projects. The Preservation Set-Aside Program receives 20% of the available funding and only encompasses road preservation projects.

The Circular Letter 2023-02 from IDOT shows the Peoria-Pekin Urbanized Area federal funding allotment as $4,385,697. Staff used this allotment for estimating the available funding for FY 2027 and 2028. This

resulted in a total STBG funding pot of $8,771,394, with $7,017,115 in the Traditional Program and $1,754,279 in the Preservation Set-Aside Program.

Tri-County's suballocation for FY 2024 TA funds is $585,160; therefore, utilizing the same allocation for FY 2025, TCRPC is estimating that the available TA funds for FY 2024 and 2025 are $1,170,320. Additionally, $293,959 of withdrawn FY 2020 TA funding requests increased the available amount to $1,464,279.

Below is a table outlining the available funding for each program by fiscal year. A total of $11,305,746 is available from all the funding programs.

Table 77: FY 2024 Combined Call for Projects Funding Overview

FY	CRP	Section 5310	STBG - Traditional	STBG - Preservation	TA
2023		$ 9,798.00			
2024	$ 594,496.00	$ 168,681.00			$ 585,160.00
2025	$ 594,496.00				$ 585,160.00
2026					
2027			$3,508,557.60	$ 877,139.40	
2028			$3,508,557.60	$ 877,139.40	
Total	$1,188,992.00	$ 175,040.00	$7,017,115.20	$1,754,278.80	$1,170,320.00

Combined Call for Projects Review Committee

It is the Commission's practice for Project Review Committees such as this to be comprised of members that did not participate in the Call for Projects. The members that did not participate in the FY 2024 Combined Call for Projects are Bartonville, Chillicothe, West Peoria, and Woodford County. Additionally, the Human Services Transportation Plan (HSTP) Urban Subcommittee and IDOT representatives participated in the review process.

The Commission received 19 applications for the Combined Call for Projects. To reduce the administrative burden for the Project Review Committee, staff divided the Committee into four subcommittees to focus on the following types of projects: Transit, Pavement Preservation, Reconstruction and New Construction,

and Enhancements. Each subcommittee was comprised of two to three members (except for the HSTP Urban Subcommittee, specified in the Transit Subcommittee section below) and was responsible for reviewing and scoring six to seven applications.

The four subcommittees meet separately to discuss their assigned projects and to average each member's scores to determine the highest-ranked projects. The full Project Review Committee then met to review the results of each subcommittee and made a funding recommendation for the Technical Committee to consider at their November 20, 2024 meeting.

Transit Subcommittee

The Transit Subcommittee met on October 22nd to discuss their six projects and was comprised of the HSTP Urban Subcommittee (Dawn Harper, Dr. ShamRA Robinson, Kylie Rathmann, Chris Mitchell, Jim Bremner, and Greg Cassidy*) and TCRPC representatives (Reema Abi-Akar and Michael Bruner). The table below provides the average total score for each project and identifies the subcommittee's funding recommendations with the blue box and text.

Table 78: Transit Projects Scores and Ranking

Organization	Project	Score	Ranking
GPMTD	Washington, IL Paratransit Service	95	1
East Peoria	Main & Mariners Way Intersection	85	2
Pearl Transit Corp	24hr Transportation Service	67.5	3
WeCare	Paratransit Rehabilitation	52.5	n/a
City of Peoria	Pioneer Parkway Multi-Use Path	50	4
City of Pekin	Broadway Street Rehabilitation	42.5	5

At the HSTP Urban Subcommittee meeting, the Subcommittee recommended funding the Washington Paratransit Service project and the engineering portion of the East Peoria project. The remaining $33,279 will be carried over into the next Call for Projects. Additionally, the Subcommittee gave their support for the other available funding sources to fund both the Pekin Broadway Street and Peoria Pioneer Parkway projects. Due to the small amount of Section 5310 funding available, the Subcommittee felt the 5310 funding would have less of an impact on the Pekin and Peoria projects.

**Two HSTP Urban Subcommittee members, Dr. ShamRA Robinson and Jim Bremner, were involved in the Greater Peoria Mass Transit District project submission, so although they were present at the subcommittee meeting, they abstained on voting for the project selections.*

Reconstruction & New Construction Subcommittee

The Reconstruction & New Construction Subcommittee was comprised of Ann Doubet from Germantown Hills, Doug DeLille from IDOT, Kinga Krider from West Peoria, and TCRPC representatives (Reema Abi-Akar, Michael Bruner, Ray Lees, and Eric Miller). The subcommittee met on October 30, 2024 to discuss their seven projects. The table below provides the average total score for the projects and identifies the projects the subcommittee recommended for funding with the blue box and text.

Table 79: Reconstruction & New Construction Project Scores and Rankings

Organization	Project	Score	Ranking
Pekin	Broadway Street Rehabilitation	70.6	1
Peoria	Reservoir Boulevard Complete Street Project	61.1	2
Washington	Lakeshore Drive Extension	55.9	3
Peoria County	Radnor Road Reconstruction	53.2	4
Washington	Dallas Rd Phase 2 Reconstruction	41.5	5
East Peoria	Centennial Drive	38.9	6
Tazewell County	Muller Road Widening & Resurfacing	34.2	7

At the Reconstruction and New Construction Subcommittee meeting, the group recommended funding the top two projects, which results in a remining balance of $637,115. During the FY 2025-26 STBG Traditional Call for Projects, the Commission underfunded the City of Peoria's project reconstructing the Northmoor and University intersection by $360,000. At the time, the ranking of the project was number 2 with an average score of 73.55.

Looking at options to utilize the leftover funding, the group looked at the third- and fourth- ranked projects; however, the third-ranked project requested $2.9 million, and the fourth-ranked project requested $6.7 million. Additionally, the group questioned if the Washington Lakeshore Drive extension

would be eligible, as the group saw it more of a local road and questioned if a functional classification of minor collector or above was eligible due to the proximity of Cummings Lane. As a result, the group left the remaining balance to potentially fully fund projects in the other groups or as recommended by the full Project Review Committee.

Enhancement Subcommittee

Brandon Geber from IDOT, Derek Roemer from Limestone Township, Heidi Rhea from Bartonville, and TCRPC representatives (Reema Abi-Akar, Michael Bruner, and Eric Miller) comprised the Enhancement Subcommittee, which met on October 31, 2024 to discuss their six projects. The table below provides the average total score for the six Enhancement projects and identifies the projects the subcommittee recommended for funding with the blue box and text.

Table 80: Enhancement Projects Scores and Rankings

Organization	Project	Score	Ranking
Peoria	Pioneer Parkway Multi-Use Path	69.9	1
Pekin	Broadway Street Rehabilitation	66.0	2
Peoria Heights	Glen Ave Sidewalk ADA Ramps	65.5	3
Morton	Main Street – Jackson to Courtland St.	59.0	4
East Peoria	Main & Mariners Way Intersection	58.1	5
Washington	Lakeshore Drive Extension	54.9	6

At the Enhancement Subcommittee meeting, staff informed the members that the Transit Subcommittee had recommended funding the engineering portion of the East Peoria project and that the Reconstruction and New Construction Subcommittee had recommended fully funding the Pekin Broadway Street project. As a result, the Enhancement Subcommittee recommended fully funding the Peoria project and utilizing the remaining funds to cover as much of the Peoria Heights project as possible.

The group recommended using all CRP funds for the Peoria project. Also, a couple of the members were uncertain about the funding of the Peoria Heights project since it only involves upgrading ADA ramps and sidewalks to bring it up to code for future road improvements. They saw this as more of a maintenance

project. However, given the average score ranking and the next project being significantly costlier, the Subcommittee recommended proceeding with the Peoria Heights project.

Pavement Preservation Subcommittee

Amanda Beadles from Chillicothe, Conrad Moore from Woodford County, and representatives from TCRPC (Reema Abi-Akar, Michael Bruner, and Eric Miller) comprised the Pavement Preservation Subcommittee. The Subcommittee met on October 31, 2024 to discuss their six projects. The table below provides the average total score for the projects and identifies the projects the subcommittee recommended for funding with the blue box and text.

Table 81: Pavement Preservation Projects Scores and Rankings

Organization	Project	Score	Ranking
Washington	S. Main Street Resurfacing	67	1
Washington	N. Main Street Resurfacing	57.5	n/a
Tazewell County	North Main Street Resurfacing	56.6	2
Morton	Main Street – Jackson to Courtland St.	52.5	3
Creve Coeur	Resurfacing Pekin Avenue	45.4	4
Peoria County	Cameron Lane Resurfacing	44.8	5

At the Pavement Preservation Subcommittee meeting, staff informed the group that the Enhancement Subcommittee recommendation did not include the Morton project. During the discussion, the primary talking point was more related to how vital a connector that roadway is to employment. Because of this, the group recommended fully funding the Washington South Main Street and Tazewell County North Main Street projects and utilizing the remaining balance to fund as much as possible of the Morton Preservation project. However, they did note that the project area needs a walkway. Although the Washington North Main Street Resurfacing project ranked second in terms of score, a community is not allowed to receive funds for two projects at a time, so that project was not considered for this round of funding.

Funding Recommendation

The Project Review Committee recommended funding the projects identified in the table below. Note that the Reconstruction & New Construction projects had a $637,115 balance. Due to this balance, the Project Review Committee developed five funding options for the Technical Committee to consider. These options are outlined below, and the following pages show each option in a table format. Within the tables, all changes that are different from Funding Option One are highlighted.

Option 1: Keep the full $637,115 balance for a future Call for Projects.

Option 2: Make the Peoria FY 2026 project whole and keep the remainder balance of $277,115 for a future Call for Projects.

Option 3: Make the Peoria FY 2026 project whole, fully fund the Morton Preservation project, and use the remainder to bring Peoria Heights closer to their full requested amount.

Option 4: Make the Peoria FY 2026 project whole, fully fund the Peoria Heights Enhancement project, and use the remainder to bring Morton closer to the full requested amount for their Preservation project.

Option 5: Fully fund both Morton and Peoria Heights and bring Peoria's FY 2026 project closer to the full requested amount.

Technical Committee Recommendation

At the November 20, 2024 Technical Committee meeting, the Committee voted by roll call to recommend Option 3, which resulted in a unanimous recommendation. This recommendation funds nine new projects and brings the City of Peoria's FY 2026 STBG project whole.

Full Commission Resolution

At the December 4, 2024 Full Commission meeting, the members voted to approve Option 3, as recommended by the Technical Committee. This vote was also unanimously approved.

Table 82: FY 2024 Combined Call for Projects Funding Option One

Applicant	Project	CRP	5310	Preservation	Traditional	TA	Total
East Peoria	Main & Mariners Way		$ 45,200				$ 45,200
GPMTD	Washington Service		$100,000				$ 100,000
Morton	Main Street			$ 710,163			$ 710,163
Pekin	Broadway Street				$2,880,000		$ 2,880,000
Peoria	Northmoor & University						$ -
Peoria	Pioneer Parkway Path	$1,188,992				$ 811,008	$ 2,000,000
Peoria	Reservoir Blvd				$3,500,000		$ 3,500,000
Peoria Heights	Glen Ave ADA					$ 653,271	$ 653,271
Tazewell County	N. Main Street			$ 780,000			$ 780,000
Washington	S. Main Street			$ 427,796			$ 427,796
	Total:	$1,188,992	$145,200	$1,917,959	$6,380,000	$1,464,279	$11,096,430
	Leftover:		**$ 33,279**		**$ 637,115**		**$ 670,394**

Table 83: FY 2024 Combined Call for Projects Funding Option Two

Applicant	Project	CRP	5310	Preservation	Traditional	TA	Total
East Peoria	Main & Mariners Way		$ 45,200				$ 45,200
GPMTD	Washington Service		$100,000				$ 100,000
Morton	Main Street			$ 710,163			$ 710,163
Pekin	Broadway Street				$2,880,000		$ 2,880,000
Peoria	Northmoor & University				$ 360,000		$ 360,000
Peoria	Pioneer Parkway Path	$1,188,992				$ 811,008	$ 2,000,000
Peoria	Reservoir Blvd				$3,500,000		$ 3,500,000
Peoria Heights	Glen Ave ADA					$ 653,271	$ 653,271
Tazewell County	N. Main Street			$ 780,000			$ 780,000
Washington	S. Main Street			$ 427,796			$ 427,796
	Total:	$1,188,992	$145,200	$1,917,959	$6,380,000	$1,464,279	$11,096,430
	Leftover:		**$ 33,279**		**$ 277,115**		**$ 310,394**

Table 84: FY 2024 Combined Call for Projects Funding Option Three (approved by Full Commission)

Applicant	Project	CRP	5310	Preservation	Traditional	TA	Total
East Peoria	Main & Mariners Way		$ 45,200				$ 45,200
GPMTD	Washington Service		$100,000				$ 100,000
Morton	Main Street			$ 710,163	$ 169,837		$ 880,000
Pekin	Broadway Street				$2,880,000		$ 2,880,000
Peoria	Northmoor & University				$ 360,000		$ 360,000
Peoria	Pioneer Parkway Path	$1,188,992				$ 811,008	$ 2,000,000
Peoria	Reservoir Blvd				$3,500,000		$ 3,500,000
Peoria Heights	Glen Ave ADA				$ 107,278	$ 653,271	$ 760,549
Tazewell County	N. Main Street			$ 780,000			$ 780,000
Washington	S. Main Street			$ 427,796			$ 427,796
	Total:	$1,188,992	$145,200	$1,917,959	$6,380,000	$1,464,279	$11,096,430
	Leftover:	**$ -**	**$ 33,279**	**$ -**	**$ - .**	**$ -**	**$ 33,279**

Table 85: FY 2024 Combined Call for Projects Funding Option Four

Applicant	Project	CRP	5310	Preservation	Traditional	TA	Total
East Peoria	Main & Mariners Way		$ 45,200				$ 45,200
GPMTD	Washington Service		$100,000				$ 100,000
Morton	Main Street			$ 710,163	$ 54,081		$ 764,244
Pekin	Broadway Street				$2,880,000		$ 2,880,000
Peoria	Northmoor & University				$ 360,000		$ 360,000
Peoria	Pioneer Parkway Path	$1,188,992				$ 811,008	$ 2,000,000
Peoria	Reservoir Blvd				$3,500,000		$ 3,500,000
Peoria Heights	Glen Ave ADA				$ 223,034	$ 653,271	$ 876,305
Tazewell County	N. Main Street			$ 780,000			$ 780,000
Washington	S. Main Street			$ 427,796			$ 427,796
	Total:	$1,188,992	$145,200	$1,917,959	$6,380,000	$1,464,279	$11,096,430
	Leftover:	**$ -**	**$ 33,279**	**$ -**	**$ - .**	**$ -**	**$ 33,279**

Table 86: FY 2024 Combined Call for Projects Funding Option Five

Applicant	Project	CRP	5310	Preservation	Traditional	TA	Total
East Peoria	Main & Mariners Way		$ 45,200				$ 45,200
GPMTD	Washington Service		$100,000				$ 100,000
Morton	Main Street			$ 710,163	$ 169,837		$ 880,000
Pekin	Broadway Street				$2,880,000		$ 2,880,000
Peoria	Northmoor & University				$ 244,244		$ 244,244
Peoria	Pioneer Parkway Path	$1,188,992				$ 811,008	$ 2,000,000
Peoria	Reservoir Blvd				$3,500,000		$ 3,500,000
Peoria Heights	Glen Ave ADA				$ 223,034	$ 653,271	$ 876,305
Tazewell County	N. Main Street			$ 780,000			$ 780,000
Washington	S. Main Street			$ 427,796			$ 427,796
	Total:	$1,188,992	$145,200	$1,917,959	$6,380,000	$1,464,279	$11,096,430
	Leftover:	**$ -**	**$ 33,279**	**$ -**	**$ - .**	**$ -**	**$ 33,279**

Appendix J: Regional Prioritization Rubric

Criterion		Value /100 pts
Safety		
Crash risk	The proposed project encompasses a roadway with existing crash risks (surface transportation) or provides an alternative route for non-vehicular transportation	4
Emergency preparedness	Improves transportation system operation in the event of an emergency	2
Infrastructure and facilities	Proposed intervention is "safe" for its context (e.g., type of roadway, location, adjacent land uses or environmental conditions, etc.)	3
Safety Countermeasures	Incorporates proven safety countermeasures described by FHWA	5
	Safety Subtotal	14

Operations		
Amenities	Incorporation of wayfinding, lighting, and site amenities in alignment with best practices	2
Congestion abatement	Reduces bottlenecks, improves intersections, or encourages alternative transportation	3
Anticipated usage	Possesses a high anticipated usage (in the future, as identified via an Activity Based Travel Demand Model)	3
Smart systems	Incorporates technology to quantify usage, evaluate user behavior, identify and monitor maintenance issues, and/or enable signal prioritization	2
	Operations Subtotal	10

Accessibility + Mobility		
PROWAG/ADA	Results in the upgrade of currently inaccessible infrastructure with regard to Americans with Disabilities Act / Public Right of Way Accessibility Guidelines	4
Enhanced accessibility	Enhances mobility for special needs populations (e.g., youth, older adults, poor, people with disabilities, unemployed)	5
Multimodality	Encourages multimodality (e.g., on or near a bus route, includes micro-transit pickup hub, considers first and last mile)	5
	Accessibility + Mobility Subtotal	14

Environmental Quality		
Air quality	Promotes alternative transportation, mass transportation, or electrification	1
Carbon sequestration	Employs demonstrated strategies to sequester carbon dioxide	1
Quality of life	Enhances quality of life, including health and wellness outcomes, for current and future generations	1
Watershed protection	Mitigates environmental impact on the Illinois River by incorporating bio-based infrastructure best management practices	3
Environmental corridor	Promotes preservation of natural and human resources, rural areas, and sensitive lands	1
Environmental adaptability	Infrastructure supports capacity to reduce current and future risk of environmental threats such as pluvial and fluvial flooding, urban heat islands, and erosion	3
	Environmental Quality Subtotal	10

Project Sustainability		
Fiscal responsibility	Promotes or contributes to fiscally-responsible development	3
Maintenance plan	Possesses a maintenance plan through which continued usage can be guaranteed	3
	Project Sustainability Subtotal	6

Disproportionate Negative Impacts		
Priority Investment Area	Preserves or enhances infrastructure in disproportionately negatively impacted areas	2
Fair Distribution	Aligns with initiatives intended to fairly distribute environmental risks and benefits	2
	Disproportionate Negative Impacts Subtotal	4

Land Use, Economic Development, and Regional Significance		
Active Transportation Infrastructure	Supports alternatives to driving alone (e.g., bike/ped facilities, TOD)	4
Community Preservation	Preserves and/or enhances unique characteristics of existing communities	2
Connectivity	Creates or improves connections between key destinations (e.g., schools, employment centers, hospital, parks, public facilities, etc.)	4
Community Investment	Contributes to revitalization of disinvested communities	4
Regional Economic Impact	Potential to produce a positive economic impact for the region as a whole	5
Regional Connector	Demonstrates a connection between municipalities or major roads	2
Transportation Facility	Improves area access and/or connectivity to a major facility for transit, air, freight, barge, or truck routes	2
Smart Growth	Avoids sprawl through land development that encourages infill and redevelopment	5
	Land Use, Economic Development, and Regional Significance Subtotal	28

Coordination and Cooperation		
Local Plan	Identified in a long-range, comprehensive, special study, master plan or other local planning document	4
Documented Public Involvement and Support	Accompanied by meeting sign-ins, letters of support, or other public involvement documents	5
Documented Community Support	Possesses documented support from public officials, local interest groups, and/or community partners either through a planning process or official proceedings	4
Phasing Continuity	Supplements existing or funded phases and/or projects	1
	Coordination and Cooperation Subtotal	14

TOTAL POINTS	100

Appendix K: Regional Priority Project Factsheets

Adams Street Redevelopment Corridor

Overview

EST $144.13MM

This comprehensive re-envisioning of Peoria's Adams Street utilizes transportation infrastructure and economic development tools to create a thriving commercial and residential arterial spanning the Downtown, the Warehouse District, and two up-and-coming residential districts.

Description

Peoria's Adams Street/IL-29 Corridor runs along the Illinois River, connecting multiple parks, Downtown, the Warehouse District, industrial areas, and two up-and-coming residential districts. A vital commercial and transportation corridor, the Illinois Department of Transportation (IDOT) manages a significant portion of the project area and plans to reconstruct two segments extending from the McClugage Bridge/US-150 south down Downtown.

Complete Streets reconstruction of a portion of Adams Street in the Warehouse District jumpstarted redevelopment activities there. In recent years, multiple vacant warehouses have been transformed into residential units with more than 500 units currently underway. Small businesses have been quick to respond to the dense population growth, quickly filling vacancies in the new mixed-use developments. In Peoria's Downtown, OSF and a new business incubator, Distillery Labs, have renovated and relocated to formerly vacant buildings on NE Adams Street, and Caterpillar recently announced its plan to invest $30MM in the renovation of a building along the corridor where it plans to relocate 300 employees. Coupled with plans to revitalize Peoria's Riverfront Park, connections to the regional transit hub, and proximity to other anchor institutions, the Adams Street Corridor is prime for a renaissance.

This project seeks to build from and expand the scope of recent achievements, re-envisioning the entirety of NE Adams Street as a thriving medium- and high-density mixed-use corridor bridging four distinct areas of Peoria: North Valley, Downtown, Warehouse District, and South End.

Next Steps

1. *Segment I Corridor Study*. Coordinate with the Illinois Department of Transportation to complete the Corridor Study, funded to assess the segments extending from the McClugage Bridge/US-150 to Spalding Avenue. The Corridor Study will include a residential build-out scenario, identification of transit-oriented development opportunities, a transit assessment, and land use and zoning recommendations.
2. *Abandoned rail lines*. Work with the Illinois Department of Transportation to remove abandoned rail lines from NE Adams Street.
3. *Segment II Corridor Study*. Fund and conduct a Corridor Study for the project segments extending from Spalding Avenue to the City Limits in the South End neighborhood. The Corridor Study will fit with Phase I findings and include a residential build-out scenario, identification of transit-oriented development opportunities, a transit assessment, and land use and zoning recommendations.
4. *McClugage Bridge to Abington Street roadway reconstruction*. Following completion of the Phase I Corridor Study, support the Illinois Department of Transportation in project community engagement activities, design processes, and communications.
5. Work with the Illinois Department of Transportation to ensure prioritization of and effective community engagement for all project segments under its jurisdiction.

Quick Facts

Project Type

Transit-oriented development

Jurisdictions

City of Peoria
Greater Peoria Mass Transit District
Illinois Department of Transportation
Peoria Park District

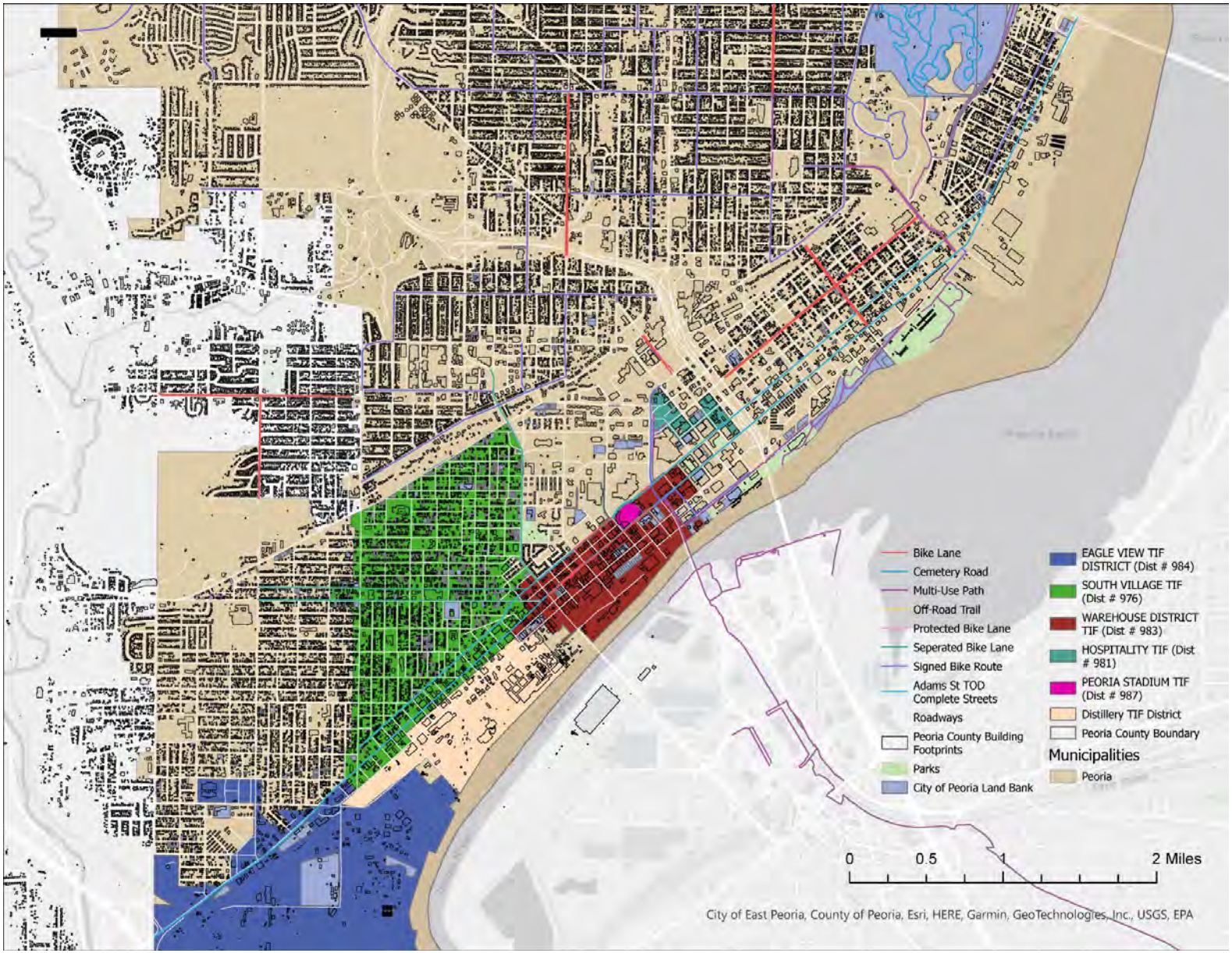
US Congressional District 17
Illinois State House District 92
Illinois State Senate District 46

Segments

1. *IL-29 (Adams Street and Jefferson Street) roadway reconstruction* extending from US-150 (McClugage Bridge) to Abington Street.
2. *IL-29 (Adams Street and Jefferson Street) roadway reconstruction* extending from Abington Street to Spalding Street.
3. *Two-way restoration of Adams Street and Jefferson Street* from Camblin Avenue to Western Avenue.
4. *IL-29 (Adams Street and Jefferson Street) roadway reconstruction* extending from Western Avenue to Washington Street.
5. *IL-29 (Adams Street) roadway reconstruction* extending from Washington Street to the City of Peoria limits.

Key Themes

Regional connector
Disproportionate negative impacts
New bicycle and pedestrian facilities
Parks access
Employment connections
Transit improvements
Economic development catalyst


Bike Lane
Cemetery Road
Multi-Use Path
Off-Road Trail
Protected Bike Lane
Seperated Bike Lane
Signed Bike Route
Adams St TOD Complete Streets
Roadways
Peoria County Building Footprints
Parks
City of Peoria Land Bank
EAGLE VIEW TIF DISTRICT (Dist # 984)
SOUTH VILLAGE TIF (Dist # 976)
WAREHOUSE DISTRICT TIF (Dist # 983)
HOSPITALITY TIF (Dist # 981)
PEORIA STADIUM TIF (Dist # 987)
Distillery TIF District
Peoria County Boundary
Municipalities
Peoria
0
0.5
1
2 Miles
City of East Peoria, County of Peoria, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

Chillicothe-Peoria Multimodal Corridor

Overview

EST $73.85MM

A classic "Main Street" economic revitalization project, the Complete Streets reconstruction of this roadway will foster higher-density residential and mixed-use infill along a keystone corridor.

Description

Peoria's Main Street corridor extends from the Riverfront Park and into the Medical District, climbing the bluff to reach Bradley University and West Peoria before circling back through the near South End to reconnect with NE Adams Street/IL-29 by the river.

Average daily traffic counts exceed 15,000 vehicles in some stretches of the corridor, which is home to several key anchor institutions and businesses including Peoria Riverfront Park, Caterpillar Visitor's Center and Caterpillar Administration Building, the Federal Building and U.S. Courthouse, Carle Health Methodist Hospital, and Bradley University, among others. Unfortunately, declining populations in Peoria's Downtown and South End neighborhoods have caused many businesses along the corridor to close, relocating to suburban areas and leaving vacancies in their wake. This proposal seeks to reverse depopulation trends by harnessing transportation infrastructure improvements to mobilize revitalization activities that attract investment and infill redevelopment.

The City of Peoria proposes to reconstruct W Main Street with improved bicycle and pedestrian facilities, streetscaping, and smart systems to support traffic signal synchronization. The project may reduce congestion at the W Main Street and N University Avenue intersection near Bradley University and implement critical safety improvements.

Like all American towns, Peoria's Main Street acts as an indicator of Peoria's, and the region's, economic and social vigor. Realizing this vision, the Illinois Department of Commerce and Economic Opportunity has pledged $25MM – nearly half of the necessary project funding – to support the City's portion of reconstruction activities. The Illinois Department of Transportation is also taking steps to implement this vision by prioritizing redesign and reconstruction of its portions of the corridor in its Multi-Year Plan.

Next Steps

1. *W Main Street roadway reconstruction.* Secure funding for improvements, begin community engagement activities and preliminary design.
2. *Bike Plan Update.* Complete the ongoing update to the City's Bike Plan and incorporate route and facility recommendations into the design process.
3. *W Main Street Corridor Study.* Coordinate with the Illinois Department of Transportation to conduct a Corridor Study of the entire W Main Street Corridor. The Corridor Study will include a residential build-out scenario, identification of transit-oriented development opportunities, a transit assessment, and land use and zoning recommendations.
4. *Western Avenue roadway reconstruction.* Support the Illinois Department of Transportation in project community engagement activities, design processes, and communications.

Quick Facts

Project Type

Transit-oriented development

Jurisdictions

City of Peoria

City of West Peoria

Greater Peoria Mass Transit District

Illinois Department of Transportation

Peoria Park District

US Congressional District 17

Illinois State House District 92

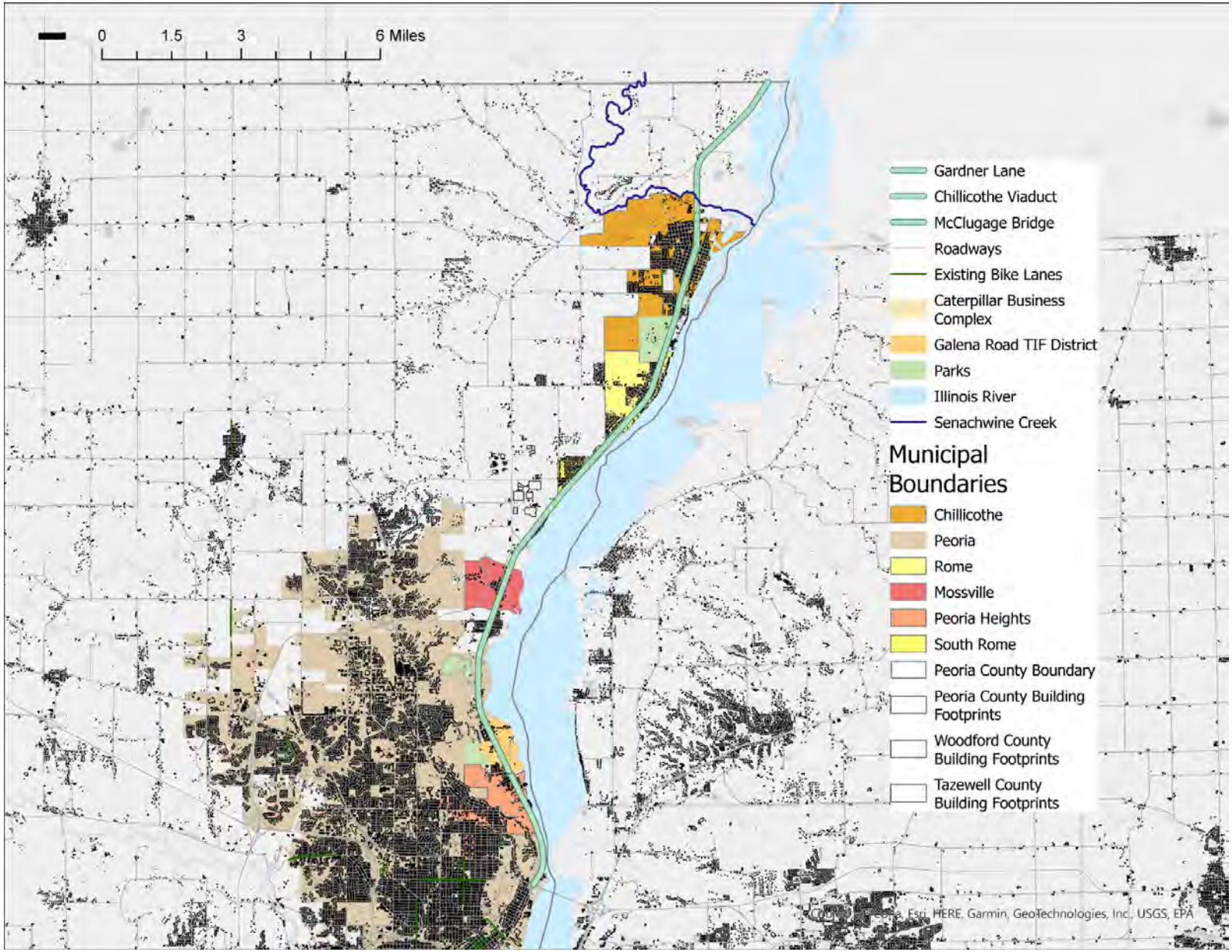
Illinois State Senate District 46

Segments

1. *Main Street roadway reconstruction* extending from Peoria Riverfront Park to N Farmington Road.
2. *IL-8/Western Avenue roadway reconstruction* extending from N Farmington Road to W Lincoln Avenue/IL-116.

Key Themes

Regional connector
Schools access
Disproportionate negative impacts
New bicycle and pedestrian facilities
Parks access
Employment connections
Transit improvements
Economic development catalyst


0
1.5
3
6 Miles
Gardner Lane
Chillicothe Viaduct
McClugage Bridge
Roadways
Existing Bike Lanes
Caterpillar Business Complex
Galena Road TIF District
Parks
Illinois River
Senachwine Creek
Municipal Boundaries
Chillicothe
Peoria
Rome
Mossville
Peoria Heights
South Rome
Peoria County Boundary
Peoria County Building Footprints
Woodford County Building Footprints
Tazewell County Building Footprints
Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

Main Street Redevelopment Corridor

Overview

EST $73.85MM

A classic "Main Street" economic revitalization project, the Complete Streets reconstruction of this roadway will foster higher-density residential and mixed-use infill along a keystone corridor.

Description

Peoria's Main Street corridor extends from the Riverfront Park and into the Medical District, climbing the bluff to reach Bradley University and West Peoria before circling back through the near South End to reconnect with NE Adams Street/IL-29 by the river.

Average daily traffic counts exceed 15,000 vehicles in some stretches of the corridor, which is home to several key anchor institutions and businesses including Peoria Riverfront Park, Caterpillar Visitor's Center and Caterpillar Administration Building, the Federal Building and U.S. Courthouse, Carle Health Methodist Hospital, and Bradley University, among others. Unfortunately, declining populations in Peoria's Downtown and South End neighborhoods have caused many businesses along the corridor to close, relocating to suburban areas and leaving vacancies in their wake. This proposal seeks to reverse depopulation trends by harnessing transportation infrastructure improvements to mobilize revitalization activities that attract investment and infill redevelopment.

The City of Peoria proposes to reconstruct W Main Street with improved bicycle and pedestrian facilities, streetscaping, and smart systems to support traffic signal synchronization. The project may reduce congestion at the W Main Street and N University Avenue intersection near Bradley University and implement critical safety improvements.

Like all American towns, Peoria's Main Street acts as an indicator of Peoria's, and the region's, economic and social vigor. Realizing this vision, the Illinois Department of Commerce and Economic Opportunity has pledged $25MM – nearly half of the necessary project funding – to support the City's portion of

reconstruction activities. The Illinois Department of Transportation is also taking steps to implement this vision by prioritizing redesign and reconstruction of its portions of the corridor in its Multi-Year Plan.

Next Steps

1. *W Main Street roadway reconstruction.* Secure funding for improvements, begin community engagement activities and preliminary design.
2. *Bike Plan Update.* Complete the ongoing update to the City's Bike Plan and incorporate route and facility recommendations into the design process.
3. *W Main Street Corridor Study.* Coordinate with the Illinois Department of Transportation to conduct a Corridor Study of the entire W Main Street Corridor. The Corridor Study will include a residential build-out scenario, identification of transit-oriented development opportunities, a transit assessment, and land use and zoning recommendations.
4. *Western Avenue roadway reconstruction.* Support the Illinois Department of Transportation in project community engagement activities, design processes, and communications.

Quick Facts

Project Type

Transit-oriented development

Jurisdictions

City of Peoria
City of West Peoria
Greater Peoria Mass Transit District
Illinois Department of Transportation
Peoria Park District

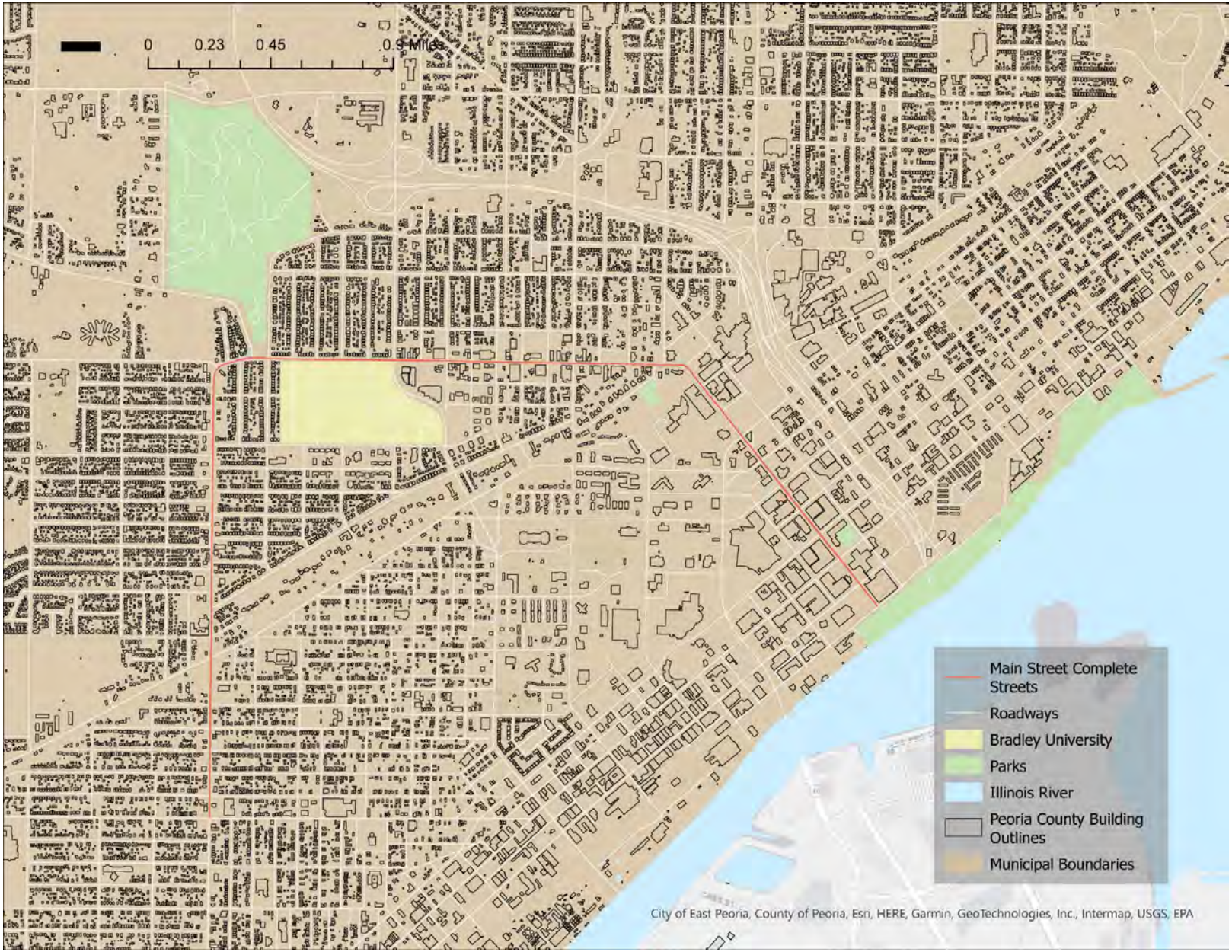
US Congressional District 17
Illinois State House District 92
Illinois State Senate District 46

Segments

1. *Main Street roadway reconstruction* extending from Peoria Riverfront Park to N Farmington Road.
2. *IL-8/Western Avenue roadway reconstruction* extending from N Farmington Road to W Lincoln Avenue/IL-116.

Key Themes

Regional connector
Schools access
Disproportionate negative impacts
New bicycle and pedestrian facilities
Parks access
Employment connections
Transit improvements
Economic development catalyst


0
0.23
0.45
0.9 Miles
Main Street Complete Streets
Roadways
Bradley University
Parks
Illinois River
Peoria County Building Outlines
Municipal Boundaries
City of East Peoria, County of Peoria, Esri, HERE, Garmin, GeoTechnologies, Inc., Intermap, USGS, EPA

N Prospect Road

Overview

EST $37.25MM

This Complete Streets proposal utilizes transportation infrastructure to catalyze community and economic development along a key commercial and human resource corridor in the Village of Peoria Heights and the City of Peoria.

Description

The Peoria Heights downtown area has experienced tremendous revitalization in recent years, refashioning itself into a human resource and social hub with abundant restaurants, services, and boutiques. Businesses along Prospect Road form the cornerstone of this renaissance; this project leverages Complete Streets principles to further stimulate revitalization activities in Peoria Heights and to encourage their extension southward into disadvantaged, unimproved areas of the corridor.

This Complete Streets project proposes redesign, reconstruction, streetscaping, and accessibility improvements along an essential corridor that extends through downtown Peoria Heights south to Glen Oak Park, Luthy Botanical Gardens, Peoria Zoo, Children's Playhouse Museum, and proposed new connections to the Rock Island Trail.

Next steps

1. *Benefit-Cost Analysis (BCA)*. Conduct a project-wide BCA to demonstrate the project's financial benefits.
2. *Phase I Complete Street reconstruction.* Finalize designs and seek funding to support the reconstruction of the section extending from US-150/War Memorial Drive north to Kingman Avenue in the Village of Peoria Heights.
3. *Phase II Complete Street redesign.* Complete a corridor study and conduct preliminary engineering for the section extending from US-150/War Memorial Drive south to NE Glen Oak Avenue in the City of Peoria.

4. *Pedestrian enhancements*. Design and construct new pedestrian and bicycle infrastructure extending north from Kingman Avenue to the Peoria Heights village limits

Quick facts

Project Type

Roadway redesign and reconstruction
Multimodal network expansion

Jurisdictions

City of Peoria
Greater Peoria Mass Transit District
Peoria Park District
Village of Peoria Heights

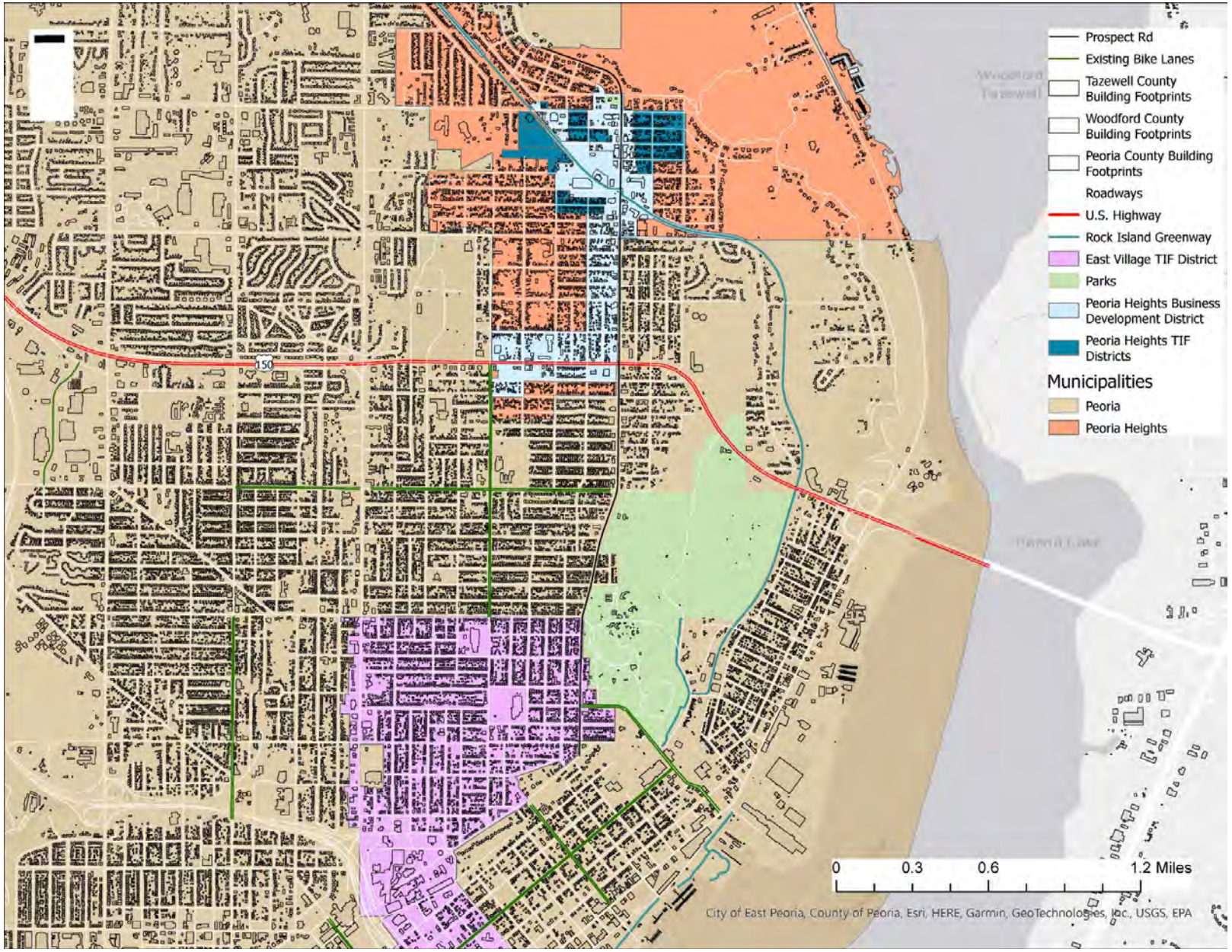
US Congressional District 17
Illinois State House District 92
Illinois State Senate District 46

Segments

1. *Phase I Complete Street redesign* extending from US-150/War Memorial Drive north to Kingman Avenue in the Village of Peoria Heights.
2. *Phase II Complete Street redesign* extending from US-150/War Memorial Drive south to NE Glen Oak Avenue in the City of Peoria.
3. *Pedestrian enhancements* extending from Kingman Avenue to the northern Peoria Heights village limits.

Key themes

Disproportionate negative impacts
New bicycle and pedestrian facilities
Parks access
Employment connections
Economic development catalyst


Prospect Rd
Existing Bike Lanes
Tazewell County Building Footprints
Woodford County Building Footprints
Peoria County Building Footprints
Roadways
U.S. Highway
Rock Island Greenway
East Village TIF District
Parks
Peoria Heights Business Development District
Peoria Heights TIF Districts
Municipalities
Peoria
Peoria Heights
150
0
0.3
0.6
1.2 Miles
City of East Peoria, County of Peoria, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

N Sheridan Road

Overview

EST $39.25MM

Passing through the heart of Peoria, this Complete Streets project retrofits an existing north-south vehicular corridor into a critical reduced-stress pedestrian and bicycle connector. Reconstruction activities will increase area access to local facilities and services and stimulate community and economic activities.

Description

N Sheridan Rd spans from the Rock Island Trail in North Peoria to W Main Street by Bradley University, offering access to the schools, medical facilities, job centers, governmental offices, parks, grocery stores, and other retail establishments that line the corridor.

Residents traveling between North Peoria and Downtown or the Bradley University area use one of three principal north-south corridors: N University Avenue, N Sheridan Road, or Knoxville Avenue/IL-40. Given a combination of development patterns, high traffic volumes, and high speeds on N University Avenue and Knoxville Ave/IL-40, the City and Illinois Department of Transportation have struggled to implement safe, comfortable bicycle and pedestrian facilities there. This project seeks to create an alternative route with safer, low-stress facilities that encourage regular use.

Identified as a local priority, the City of Peoria has already completed a Complete Streets retrofit of one section in a disadvantaged community where many residents depend on transit, walking, and biking facilities. Unfortunately, the efficacy of those bicycle and pedestrian facilities are limited by their lack of network connections. Rather than continue an incremental approach, this proposal calls for funding to advance the entirety of the corridor through the design and construction process.

Next Steps

1. Secure funding for community engagement and Phase I/II Preliminary Engineering for all unimproved segments.

Quick Facts

Project Type

Roadway redesign and reconstruction
Multimodal network expansion

Jurisdictions

City of Peoria
County of Peoria
Greater Peoria Mass Transit District
Peoria Park District

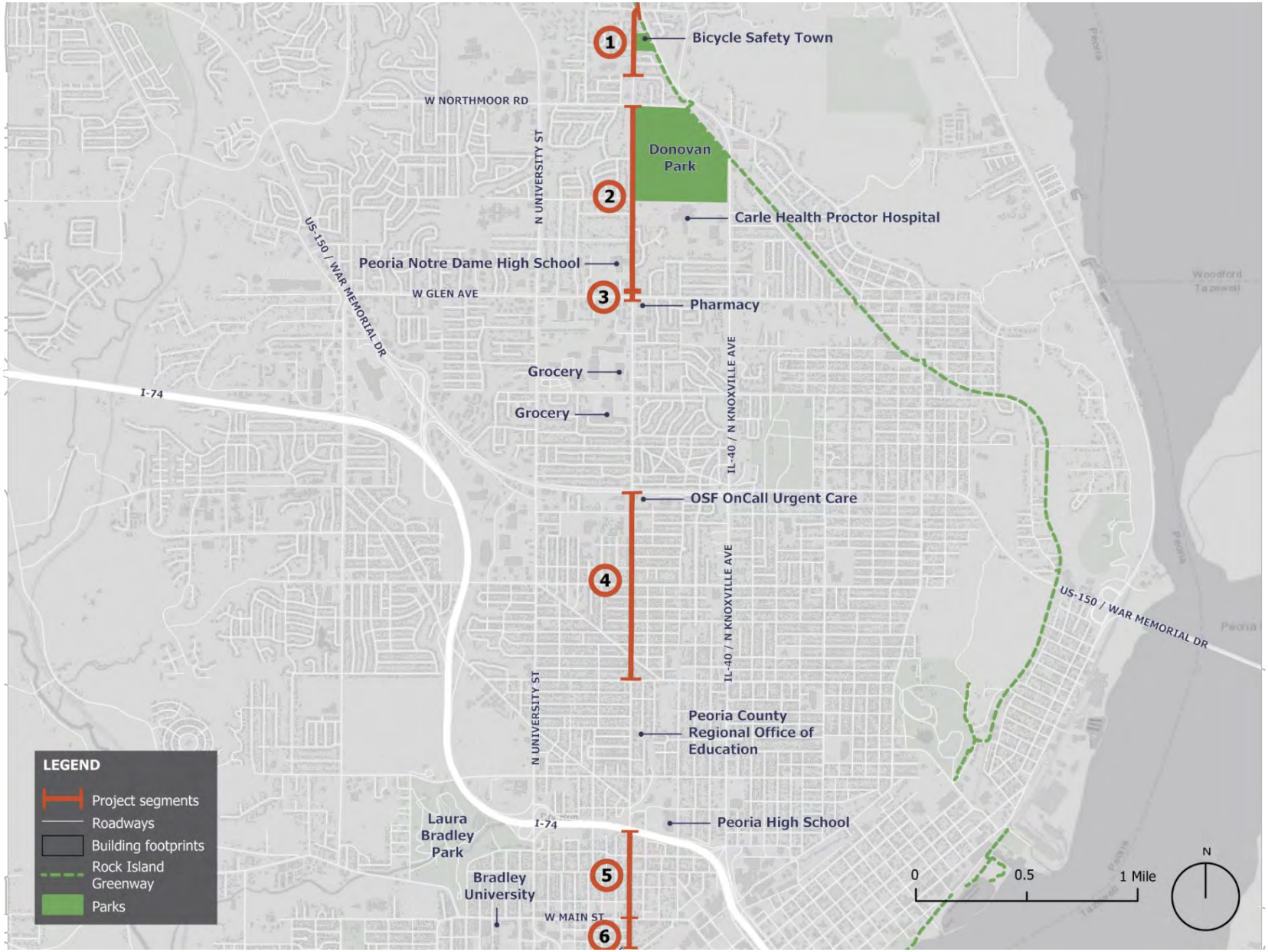
US Congressional District 17
Illinois State House District 92
Illinois State Senate District 46

Segments

1. *Reconstruction* from Knoxville Avenue/IL-40 south to W Kellar Parkway.
2. *Reconstruction* from W Northmoor Road to W Glen Avenue.
3. *Reconstruction* from W Glen Avenue and Sheridan Road intersection.
4. *Reconstruction* from War Memorial Drive/US-150 to W McClure Avenue.
5. *Reconstruction* from I-74 to W Main Street.
6. *Reconstruction* from W Main Street to W Moss Avenue.

Key Themes

Schools access
Disproportionate negative impacts
New bicycle and pedestrian facilities
Parks access
Employment connections
Economic development catalyst


1
Bicycle Safety Town
W NORTHMOOR RD
N UNIVERSITY ST
Donovan Park
2
Carle Health Proctor Hospital
US-150 / WAR MEMORIAL DR
Peoria Notre Dame High School
W GLEN AVE
3
Pharmacy
Grocery
Grocery
I-74
IL-40 / N KNOXVILLE AVE
OSF OnCall Urgent Care
4
US-150 / WAR MEMORIAL DR
Peoria County Regional Office of Education
Laura Bradley Park
I-74
Peoria High School
5
Bradley University
W MAIN ST
6
LEGEND
Project segments
Roadways
Building footprints
Rock Island Greenway
Parks
0
0.5
1 Mile
N

N Veteran's Road Extension

Overview

EST $58.5MM

The extension of Veteran's Road north of Pekin expands regional intermodal freight efficiency, opens more than 1,000 acres to development, creates critical transportation system redundancies, and enables the expansion of regional recreational assets.

Description

The proposed project extends Veteran's Road as it bypasses downtown Pekin, connecting it to I-474 and the Village of Creve Coeur. The new roadway expands the City of Pekin's intermodal capacity, complementing its growing rail and barge infrastructure; it offers an efficient alternative route for freight trucks that are otherwise compelled to use narrow downtown streets, where they cause congestion and are impeded by numerous intersections and high volumes of pedestrian traffic.

The project also creates a pathway for significant expansion of the City's industrial and residential areas. Pekin recently entered into an agreement to purchase a 1,000 acre-property immediately north of the City and adjacent to the proposed roadway. Once annexed, the property will increase Pekin's current land area by 10% and create new opportunities for greenfield industrial development and home construction.

Beyond Pekin, the project enables new development opportunities for the disadvantaged Village of Creve Coeur and enhances connectivity for the Village of Marquette Heights and the Village of North Pekin. The roadway reduces travel time to employment centers and creates a critical redundancy for the County's transportation network. Finally, this initiative presents the most practicable path for the development of a vital regional bicycle and pedestrian connection between Creve Coeur, McNaughton Park, Independence Park, and Pekin.

Next Steps

1. *Industrial Park subarea planning*. Conduct subarea planning for the Industrial Park. The plan should include residential and commercial build-out scenarios, land use and zoning recommendations, and conceptual roadway design.
2. *Benefit-Cost Analysis.* Update the project Benefit-Cost Analysis to include considerations of the Industrial Park and updated designs for roadways and bicycle and pedestrian facilities. Work with the Village of Creve Coeur to quantify their anticipated benefits.
3. *Phase I and II Veteran's Road Extension roadway construction*. Conduct preliminary engineering and community engagement; coordinate with IDOT.

Quick Facts

Project Type

Roadway extension
New multi-use path
Freight/industrial infrastructure

Jurisdictions

City of Pekin
County of Tazewell
Creve Coeur Park District
Greater Peoria Mass Transit District (again, they have a contract with Pekin but it's not technically their jurisdiction)
Illinois Department of Transportation
Pekin Park District
Village of Creve Coeur

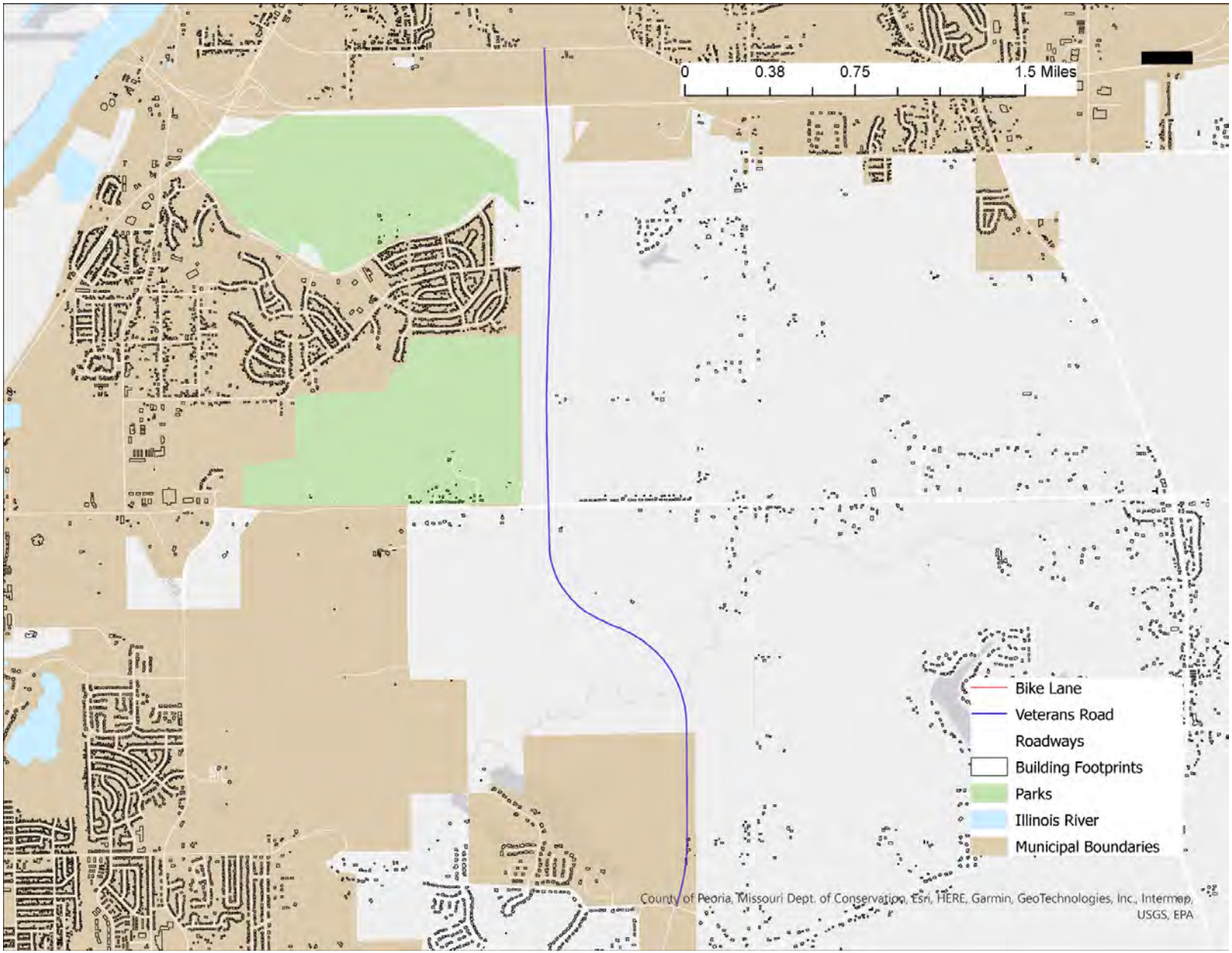
US Congressional District 16
Illinois State House District 87
Illinois State Senate District 44

Segments

1. *Phase I Veteran's Road Extension* extending from Sheridan Road to IL-98.
2. *Phase II Veteran's Road Extension* extending from IL-98 to Fischer Road.

Key themes

Regional connector
Disproportionate negative impacts
New bicycle and pedestrian facilities
Parks access
Employment connections
Recreational amenity
Economic development catalyst


0
0.38
0.75
1.5 Miles
Bike Lane
Veterans Road
Roadways
Building Footprints
Parks
Illinois River
Municipal Boundaries
County of Peoria, Missouri Dept. of Conservation, Esri, HERE, Garmin, GeoTechnologies, Inc., Intermap, USGS, EPA

North Valley Community Revitalization Catalyst

Overview

$23.05MM

The proposed projects work synergistically to leverage transportation improvements that bolster community and economic redevelopment priorities.

Description

The North Valley is located along the Illinois River, immediately north of Downtown Peoria. While the area is classified as traditionally disadvantaged, the community boasts abundant assets such as local schools, proximity to Springdale Cemetery and the Glen Oak Park complex, charming neighborhood character, and a regional commercial corridor along IL-29/NE Adams Street/NE Jefferson Avenue. The community is prime for a renaissance: the Illinois Department of Transportation recently prioritized the reconstruction of the North Valley's primary vehicular thoroughfare, IL-29/NE Adams Street/NE Jefferson Avenue, in its Multi-Year Plan; Komatsu, a major regional employer, is pursuing a $30MM facility modernization project at its North Valley location, located at the intersection of NE Adams Street and Abington Road; and the City continues to aggressively champion the completion of the regional Rock Island Greenway that passes through the community.

The identified projects leverage these investments, drawing momentum from the arterials into neighborhood centers to spur economic development. Together, these projects will spur community transformation, support safe routes to school for Lincoln K-8 School and Woodruff Career and Technical Center, and reduce congestion by expanding multimodal transportation options.

Next Steps

1. *Spring Street reconstruction.* Finalize community engagement and Complete Streets redesign, and fund reconstruction of the roadway extending up the bluff from NE Adams St to NE Glen Oak Avenue.

2. *Spring Street realignment design*. Acquire any necessary properties, coordinate with IDOT, and conduct preliminary engineering for realignment of the roadway extending from NE Adams Street east to the Illinois River.
3. *Abington Street reconstruction.* Finalize community engagement and Complete Streets redesign, and fund reconstruction of the roadway and off-road bicycle and pedestrian facilities extending up the bluff from NE Adams St to N Prospect Rd.
4. *Rock Island Greenway extension.* Final design and fund construction costs to bridge the gap in the Rock Island Greenway between Springdale Cemetery and the Illinois River.

Quick Facts

Project Type

Roadway redesign and reconstruction
Multimodal network expansion

Jurisdictions

City of Peoria
Greater Peoria Mass Transit District
Illinois Department of Transportation
Peoria Park District

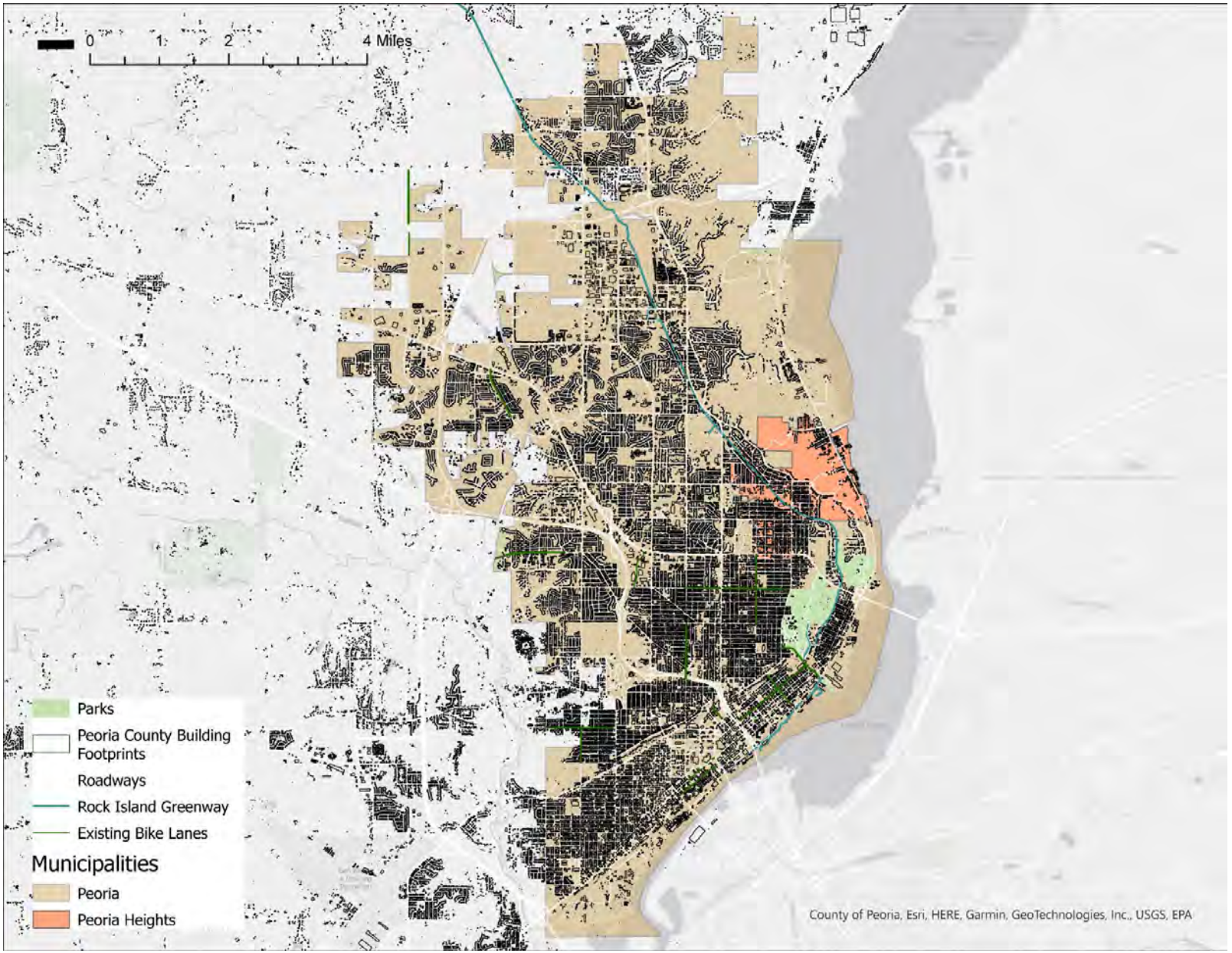
US Congressional District 17
Illinois State House District 92
Illinois State Senate District 46

Segments

1. *Spring Street Complete Streets improvements* extending from NE Glen Oak Avenue to NE Adams St/IL-29.
2. *Spring Street realignment and reconstruction* extending from NE Adams St/IL-29 to the Illinois River.
3. *Abington Street reconstruction* extending from NE Adams St/IL-29 to N Prospect Road.
4. *Rock Island Greenway extension* connecting the Greenway terminus in Springdale Cemetery to Spring Street.

Key Themes

Schools access
Disproportionate negative impacts
New bicycle and pedestrian facilities
Parks access
Employment connections
Recreational amenity
Economic development catalyst


0
1
2
4 Miles
Parks
Peoria County Building Footprints
Roadways
Rock Island Greenway
Existing Bike Lanes
Municipalities
Peoria
Peoria Heights
County of Peoria, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

Passenger Rail

Overview

EST $2.54B

Restoration of passenger rail service connecting Peoria to Chicago along the historic Rock Island Peoria Rocket route.

Description

The Peoria Passenger Rail initiative seeks to reinstate service between Peoria and Chicago, along the historic Rock Island Peoria Rocket route. The Peoria Metropolitan Area is the largest in Illinois without current or planned rail service. Recognizing the immense economic benefits of reviving passenger rail service, individual municipalities and agencies serving communities along the Rock Island Peoria Rocket route have unsuccessfully explored piecemeal restoration strategies since 2003. In recent years, various municipalities, agencies, and stakeholders have coalesced to support its forward progress. The team driving the contemporary push includes the Illinois Department of Transportation; the Cities of LaSalle, Ottawa, Morris, Peoria, and Peru; the Counties of U.S. and Illinois State Representatives; Tri-County Regional Planning Commission; the North Central Illinois Council of Governments; Greater Peoria Economic Development Council; Chambers of Commerce; the Peoria Area Convention and Visitor's Bureau; trade unions; and Bradley University.

Numerous economic incentives drive this initiative. Notably, restoration of rail service supports ongoing business recruitment and expansion strategies. In the Greater Peoria Area, passenger rail service augments airport service to strengthen the region's position as a multimodal hub. For all communities with proposed stations – LaSalle-Peru, Ottawa, Morris, and Peoria – passenger rail service entices businesses interested in increasing the productivity of employees who conduct business in the Chicago area, giving employees the ability to work during a multi-hour commute. Rail commute options would reduce congestion near Chicago and, importantly, encourage regional in-migration of individuals or families that seek the amenities and affordability of Central Illinois while still maintaining access to Chicago commerce.

Next Steps

1. *Complete a Service Delivery Plan* to determine potential service providers and outline operating services.

Quick Facts

Project Type

Passenger rail service

Jurisdictions

City of Joliet
City of LaSalle
City of Morris
City of Ottawa
City of Peoria
City of Peru
County of LaSalle
County of Peoria

North Central Illinois Council of Governments
Tri-County Region
Village of North Utica

US Congressional District 14, 16, 17
Illinois State House District 73, 76, 86, 92
Illinois State Senate District 38, 43, 46

Key Themes

Regional connector
Disproportionate negative impacts
Employment connections

Transit improvements
Economic development catalyst
Congestion abatement


Glenview
GLN
Chicago Union Station
CHI
Summit
SMT
Naperville
NPV
LaGrange Road
LAG
Plano
PLO
Mendota
MDT
Joliet Union Station
JOL
Homewood
HMW
Princeton
PCT
Peru-LaSalle
PER
Ottawa
OTT
Morris
MOR
Kewanee
KEE
Utica
UTC
Kankakee
KKI
ILLINOIS
Dwight
DWT
Pontiac
PON
Gilman
GLM
IN
Peoria
PEO
Bloomington-Normal
BNL
Rantoul
RTL
Champaign-Urbana
CHM
Lincoln
LCN
Springfield
SPI
LEGEND
Interstate
County
Proposed Peoria Route
Existing Stations
New Stations
0 10 20 30
Miles
©2013 CALIPER

Regional Trail Network Expansion

Overview

$78.55MM

The proposed projects establish a foundation for continued economic and community development in Peoria's historical South End community.

Description

The South End is one of Peoria's historical residential areas with over a century of rich history. The community lies along the Illinois River, adjacent to I-474 and proximate to Peoria's Downtown, Warehouse, and Distillery districts. A loss of major employment centers in the 20th century eroded the local economy, creating a persistent legacy of disinvestment that has proven difficult to overcome.

In recent years, the City and County of Peoria have rallied with the Peoria Housing authority and various agencies and non-profits to turn the tide. The City of Peoria and Peoria Housing Authority have partnered to engage in a Choice Neighborhoods Initiative Planning process for the area around Harrison Homes that could result in a $500MM implementation grant; Viridis Chemical announced its relocation to the area's new Distillery District with plans to hire local employees; the Illinois Department of Transportation plans to reconstruct two community corridors - W Lincoln Avenue and W Howett Street (IL/116) – in their Multi-Year Plan; and the City has been strategically acquiring properties for redevelopment.

To facilitate continued community revitalization, outdated transportation infrastructure, including a lack of pedestrian and bicycle facilities, must be addressed. Recent subarea plans for the N MacArthur Corridor and Western Avenue Corridor have emphasized Complete Streets roadway reconstruction as the foundational strategy for other community and economic development initiatives. Accordingly, these projects seek to accelerate the South End's positive momentum by expediting the reconstruction of this community's most influential corridors.

Next Steps

1. *Phase II N MacArthur Highway redesign.* Conduct community engagement and preliminary engineering for the second phase of the N MacArthur Highway reconstruction project extending from W Howett Street/IL-116 to SW Adams Street.
2. *S Laramie Street redesign.* In a joint City-County project, complete a corridor study to recommend land use updates and transportation infrastructure design elements.
3. *W Krause Avenue redesign.* Conduct community engagement and preliminary engineering to implement a Complete Streets retrofit of the existing roadway.
4. *IL-116/ W Howett Street and W Lincoln Avenue reconstruction*. Support the Illinois Department of Transportation in project community engagement activities, design processes, and communications.
5. *S Griswold Street redesign*. Conduct community engagement and preliminary engineering to implement a Complete Streets retrofit of the existing roadway.

Quick Facts

Project Type

Roadway redesign and reconstruction
Multimodal network expansion

Jurisdictions

City of Peoria
County of Peoria
Greater Peoria Mass Transit District
Illinois Department of Transportation
Peoria Park District

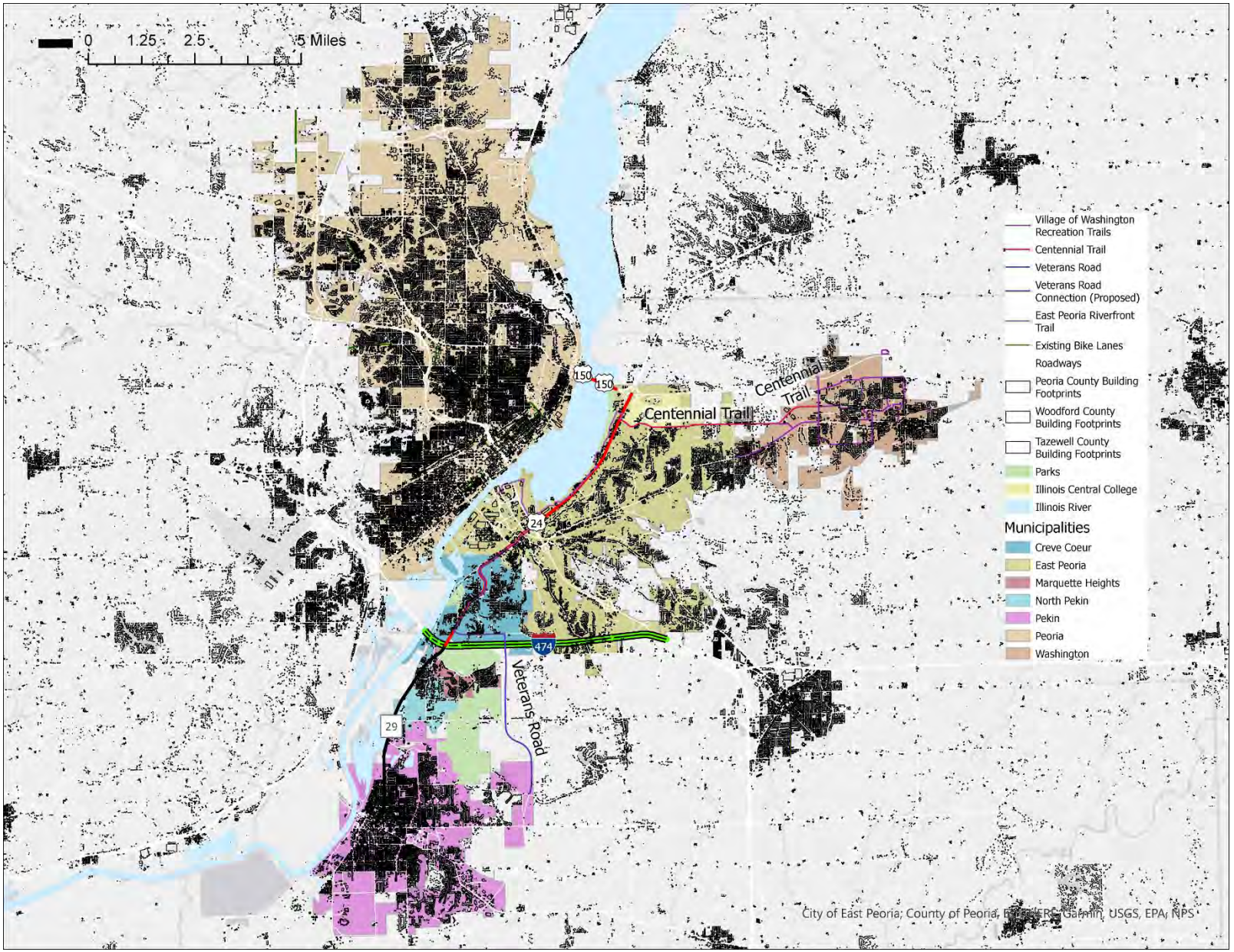
US Congressional District 17
Illinois State House District 92
Illinois State Senate District 46

Segments

1. *N MacArthur Highway reconstruction* extending from W Howett Street/IL-116 south to SW Jefferson Avenue.
2. *N MacArthur Highway reconstruction* extending from the MacArthur Bridge to IL-116.
3. *S Laramie Street rehabilitation* extending from W Lincoln Avenue to W Montana Street.
4. *W Krause Avenue redesign* extending from S Laramie Street to SW Adams Street.
5. *W Howett Street and W Lincoln Avenue (IL-116) reconstruction* extending from S Western Avenue to S Griswold Street.
6. *IL-116 reconstruction* extending from S Griswold Street to Harmon Highway Bridge.
7. *S Griswold Street redesign* extending from W Howett Street to SW Adams Street.

Key Themes

Schools access
Disproportionate negative impacts
New bicycle and pedestrian facilities
Parks access
Employment connections
Transit improvements
Economic development catalyst


0
1.25
2.5
5 Miles
Centennial Trail
Centennial Trail
Veterans Road
150
24
474
29
Village of Washington Recreation Trails
Centennial Trail
Veterans Road
Veterans Road Connection (Proposed)
East Peoria Riverfront Trail
Existing Bike Lanes
Roadways
Peoria County Building Footprints
Woodford County Building Footprints
Tazewell County Building Footprints
Parks
Illinois Central College
Illinois River
Municipalities
Creve Coeur
East Peoria
Marquette Heights
North Pekin
Pekin
Peoria
Washington
City of East Peoria; County of Peoria, Esri, HERE, Garmin, USGS, EPA, NPS

South End Community Revitalization Catalyst

Overview

$78.55MM

The proposed projects establish a foundation for continued economic and community development in Peoria's historical South End community.

Description

The South End is one of Peoria's historical residential areas with over a century of rich history. The community lies along the Illinois River, adjacent to I-474 and proximate to Peoria's Downtown, Warehouse, and Distillery districts. A loss of major employment centers in the 20th century eroded the local economy, creating a persistent legacy of disinvestment that has proven difficult to overcome.

In recent years, the City and County of Peoria have rallied with the Peoria Housing authority and various agencies and non-profits to turn the tide. The City of Peoria and Peoria Housing Authority have partnered to engage in a Choice Neighborhoods Initiative Planning process for the area around Harrison Homes that could result in a $500MM implementation grant; Viridis Chemical announced its relocation to the area's new Distillery District with plans to hire local employees; the Illinois Department of Transportation plans to reconstruct two community corridors - W Lincoln Avenue and W Howett Street (IL/116) – in their Multi-Year Plan; and the City has been strategically acquiring properties for redevelopment.

To facilitate continued community revitalization, outdated transportation infrastructure, including a lack of pedestrian and bicycle facilities, must be addressed. Recent subarea plans for the N MacArthur Corridor and Western Avenue Corridor have emphasized Complete Streets roadway reconstruction as the foundational strategy for other community and economic development initiatives. Accordingly, these projects seek to accelerate the South End's positive momentum by expediting the reconstruction of this community's most influential corridors.

Next Steps

1. *Phase II N MacArthur Highway redesign.* Conduct community engagement and preliminary engineering for the second phase of the N MacArthur Highway reconstruction project extending from W Howett Street/IL-116 to SW Adams Street.
2. *S Laramie Street redesign.* In a joint City-County project, complete a corridor study to recommend land use updates and transportation infrastructure design elements.
3. *W Krause Avenue redesign.* Conduct community engagement and preliminary engineering to implement a Complete Streets retrofit of the existing roadway.
4. *IL-116/ W Howett Street and W Lincoln Avenue reconstruction*. Support the Illinois Department of Transportation in project community engagement activities, design processes, and communications.
5. *S Griswold Street redesign*. Conduct community engagement and preliminary engineering to implement a Complete Streets retrofit of the existing roadway.

Quick Facts

Project Type

Roadway redesign and reconstruction
Multimodal network expansion

Jurisdictions

City of Peoria
County of Peoria
Greater Peoria Mass Transit District
Illinois Department of Transportation
Peoria Park District

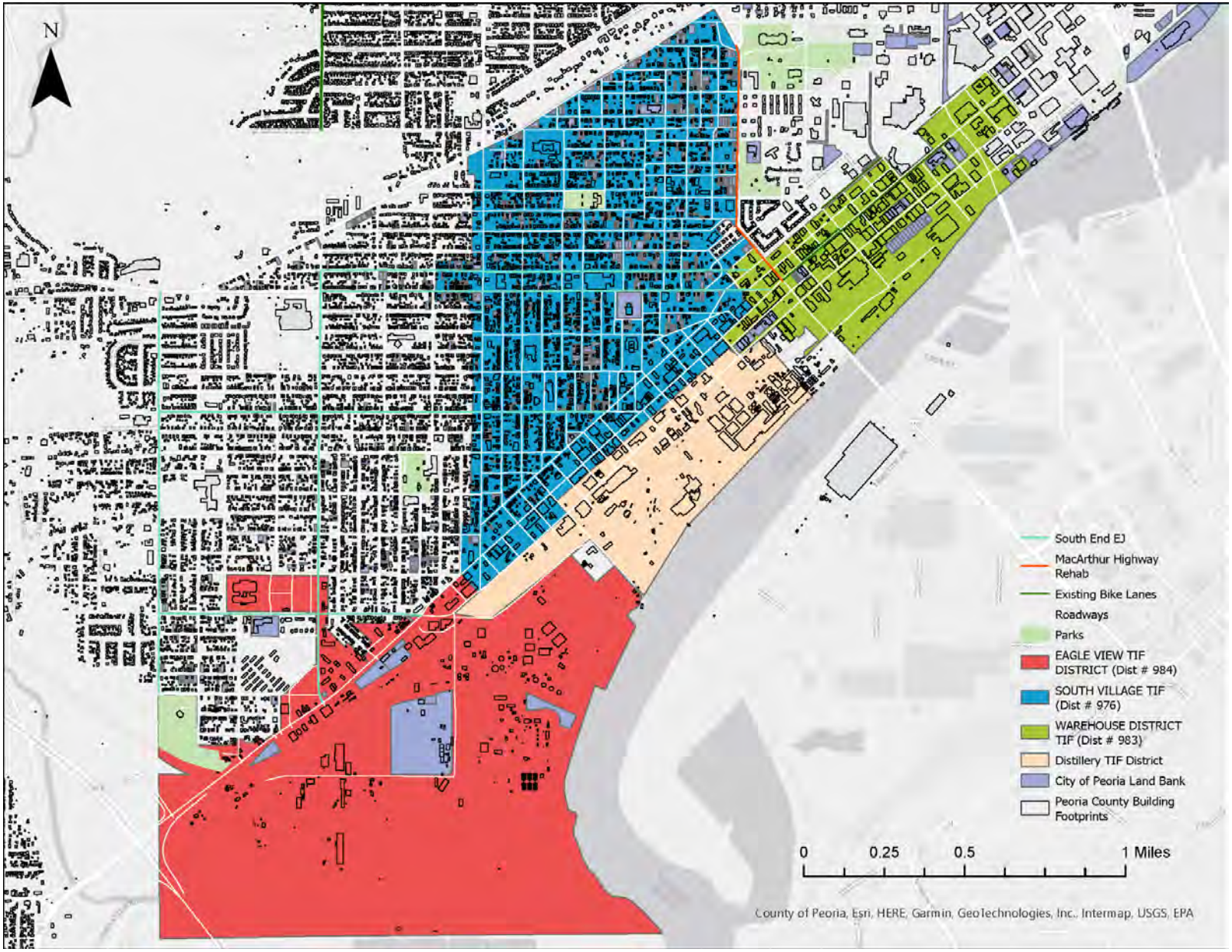
US Congressional District 17
Illinois State House District 92
Illinois State Senate District 46

Segments

1. *N MacArthur Highway reconstruction* extending from W Howett Street/IL-116 south to SW Jefferson Avenue.
2. *N MacArthur Highway reconstruction* extending from the MacArthur Bridge to IL-116.
3. *S Laramie Street rehabilitation* extending from W Lincoln Avenue to W Montana Street.
4. *W Krause Avenue redesign* extending from S Laramie Street to SW Adams Street.
5. *W Howett Street and W Lincoln Avenue (IL-116) reconstruction* extending from S Western Avenue to S Griswold Street.
6. *IL-116 reconstruction* extending from S Griswold Street to Harmon Highway Bridge.
7. *S Griswold Street* redesign extending from W Howett Street to SW Adams Street.

Key Themes

Schools access
Disproportionate negative impacts
New bicycle and pedestrian facilities
Parks access
Employment connections
Transit improvements
Economic development catalyst


N
South End EJ
MacArthur Highway Rehab
Existing Bike Lanes
Roadways
Parks
EAGLE VIEW TIF DISTRICT (Dist # 984)
SOUTH VILLAGE TIF (Dist # 976)
WAREHOUSE DISTRICT TIF (Dist # 983)
Distillery TIF District
City of Peoria Land Bank
Peoria County Building Footprints
0
0.25
0.5
1 Miles
County of Peoria, Esri, HERE, Garmin, GeoTechnologies, Inc., Intermap, USGS, EPA

Transit System Modernization

Overview

This suite of transit expansion and modernization strategies expands medical and jobs access, improves route and station efficiency, and encourages regionwide economic development.

Description

Peoria, Tazewell, and Woodford counties are served by two major transit providers: the Greater Peoria Mass Transit District (GPMTD or CityLink) and We Care. Other entities that supplement these services are Washington Township and the Central Illinois Agency on Aging. This range of providers, nonprofits, and a public-private township partnership, collectively offer a fixed-route bus service (in the Peoria-Pekin Urbanized Area) and urban and rural on-demand, typically door-to-door rides. These serve specific geographic areas, and while the rural services are open to the public, urban area demand response service is categorized as paratransit, which defines its ridership by age or disability. In rural areas and for older adults or people with disabilities, demand-response and paratransit can be the sole means of accessing work or medical services.

Unfortunately, with so many providers, transit services are often fragmented. Some residents live in urban areas that are ineligible for service by area providers due to their community's urban classification. Under current Federal Transit Administration (FTA) rules, transit service providers accept either rural or urban transit funding and must restrict ridership accordingly. While the FTA's intention of equitably distributing funds between rural and urban areas is admirable, logistical challenges arise when clients move between different providers' jurisdictions. To mitigate these issues for residents, this project seeks to study opportunities to coordinate or consolidate transit service providers, identifying ways to fill service gaps, and establishing a single interface for ride scheduling that residents of all three counties can utilize.

Within the urbanized areas served by fixed bus routes, ridership is depressed by inefficient or infrequent bus services and public perceptions of reliability and safety. This project seeks to attract new and increased ridership in two ways: 1) By comprehensively evaluating current system operations, and 2) Setting the foundation for proactive collaboration with municipal partners. This could involve developing higher-density transit-oriented corridors that support more frequent and extended service.

Next Steps

1. *Transit Consolidation Feasibility Study*. Conduct a feasibility study to assess the potential for rural and urban service providers to organize under a single entity or share dispatch services; identify successful case studies and recommend implementation strategies.
2. *Microtransit vehicles*. Identify funding options for a microtransit program, potentially including the purchase of vehicles. Ideally, this program would ultimately serve both rural and urban areas, though the current urban area gaps are the highest priorities.
3. *Transit System Assessment and Modernization Planning*. Conduct a study to evaluate the efficacy of existing routes, explore the impact of a potential second transfer station and transit-oriented developments, recommend route changes, evaluate the potential for Bus Rapid Transit routes, and identify opportunities for software modernization.
4. *Strategic Transit Marketing*. Conduct a study and implement a marketing campaign to improve public perception of transit; survey the needs and wants of current and potential riders; and tailor marketing strategies to encourage ridership.

Quick Facts

Project Type

- Microtransit
- Transit modernization

Jurisdictions

- Chillicothe Park District
- City of Chillicothe
- **City of East Peoria**
- City of Pekin
- **City of Peoria**
- City of Washington
- County of Peoria

County of Tazewell
County of Woodford
Creve Coeur Park District
Fondulac Park District
Greater Peoria Mass Transit District
Pekin Park District
Peoria Park District
Village of Creve Coeur
Village of Germantown Hills
Village of Morton
Village of Peoria Heights

US Congressional Districts 16 and 17
Illinois State House Districts 73, 87, 91, 92, 93
Illinois State Senate Districts 37, 44, 46, 47

Key Themes

Regional connector
Schools access
Disproportionate negative impacts
Benefits rural communities
Parks access
Employment connections
Transit improvements
Economic development catalyst

W Pioneer Parkway Extension

Overview

EST $158.25MM

The improvement and extension of W Pioneer Parkway in North Peoria paves the way for the establishment of a new industrial park and residential development.

Description

Located in an area with a robust transportation network, favorable business environment, reliable power grid, and an abundant water supply from the Illinois River, the Greater Peoria Area is an attractive place for large businesses and industries to base their operations.

However, Peoria's supply of prime greenfield industrial locations has been depleted over time, rendering the City less competitive in negotiations with some businesses interested in locating in Central Illinois. To address this concern, the City proposes creating a new industrial park in the undeveloped Medina Plains TIF District. Prior to any formal development proposal, roadway extension and expansion are required. As envisioned in the City's comprehensive plan, the W Pioneer Parkway Extension will establish a central corridor for the industrial park and offer quick access to I-474.

Critically, the creation of a new industrial park will clear the way for new mixed-use and residential development in the City's Growth Cell #2. In addition to the extension of W Pioneer Parkway, this project envisions the proactive modernization of N Radnor Road to include roadway widening and off-road bicycle and pedestrian accommodations.

Next Steps

1. *Medina Plains subarea planning*. Conduct subarea planning for the new industrial park and undeveloped lands earmarked for mixed-used and residential development. The plan should include residential and commercial build-out scenarios, land use and zoning recommendations, and conceptual roadway design.
2. *W Pioneer Parkway pedestrian enhancements*. Design and construct new pedestrian and bicycle infrastructure extending north from Knoxville Avenue/IL-40 to N Allen Road.

3. *N Radnor Road roadway reconstruction*. Conduct community engagement and preliminary engineering of the reconfigured roadway.
4. *Benefit-Cost Analysis*. Update the project Benefit-Cost Analysis to include considerations of the Medina Plains subarea plan and any design updates.

Quick Facts

Project Type
- Roadway extension
- New multi-use path
- Upgrade bicycle and pedestrian facilities
- Freight/industrial infrastructure

Jurisdictions
- **City of Peoria**
- **County of Peoria**
- Greater Peoria Mass Transit District
- Peoria Park District

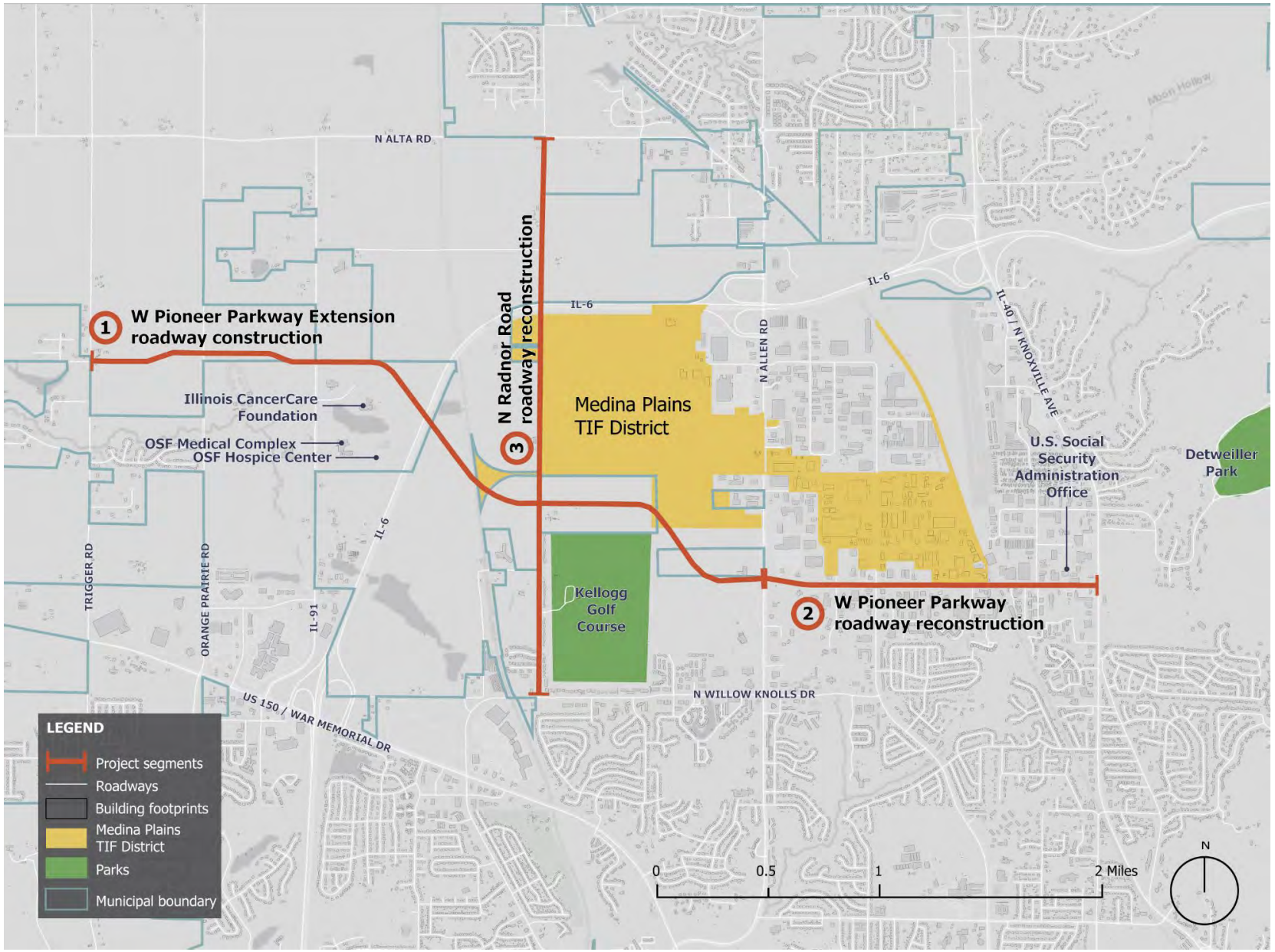
US Congressional District 16
Illinois State House District 73, 92
Illinois State Senate District 37, 46

Segments

1. W Pioneer Parkway Extension roadway construction extending from Trigger Road to W Allen Road.
2. W Pioneer Parkway roadway reconstruction extending from Knoxville Avenue/IL-40 to W Allen Road.
3. *N Radnor Road roadway reconstruction* extending from N Willow Knolls Drive to W Alta Lane.

Key Themes

Regional connector
New bicycle and pedestrian facilities
Employment connections
Economic development catalyst


1 W Pioneer Parkway Extension roadway construction
2 W Pioneer Parkway roadway reconstruction
3 N Radnor Road roadway reconstruction
Medina Plains TIF District
Illinois CancerCare Foundation
OSF Medical Complex
OSF Hospice Center
Kellogg Golf Course
U.S. Social Security Administration Office
Detweiller Park
N ALTA RD
IL-6
N ALLEN RD
IL-40 / N KNOXVILLE AVE
TRIGGER RD
ORANGE PRAIRIE RD
IL-91
US 150 / WAR MEMORIAL DR
N WILLOW KNOLLS DR
LEGEND
Project segments
Roadways
Building footprints
Medina Plains TIF District
Parks
Municipal boundary
0
0.5
1
2 Miles
N

Appendix L: Funding Sources

Below is a list of funding sources available to the region.

Federal Funding Sources

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) includes both formula and discretionary funding to ensure surface transportation adaptability to natural hazards including atmospheric inconsistencies, sea level rise, flooding, extreme weather events, and other natural disasters through the support of planning activities, adaptability improvements, community adaptability, and evacuation routes, at-risk coastal infrastructure. The discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement grants. Note that the funds for this program are no longer available at this time.

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

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

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

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

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

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

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

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

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

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

State Funding Sources

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

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

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

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

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

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

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

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

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

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

Local Funds

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

Other Funds

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

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