

## AGENDA

### Peoria-Pekin Urbanized Area Transportation Study (PPUATS)

#### Policy Committee

Wednesday, August 1, 2018 at 9:00 am

456 Fulton St, Suite 420

Peoria, IL 61602

- 
1. Call to Order
  2. Roll Call
  3. Public Comment
  4. Approval of Minutes, June 6, 2018 Meeting – *Attachment*
  5. Chairman’s Report
  6. Financials
    - a. Approval of June Financial Report and Performance Report – *Memo*
    - b. Approval of Resolution 19-01 GPS Receiver – *Attachment*
  7. **Public Hearing – FY2019-2022 Transportation Improvement Plan (TIP)**
  8. Approval of TIP Amendment PEK-18-01/PEK-20-01 Pekin Front Street – *Attachment*
  9. Updates
    - a. IDOT State Planning and Research Grant Applications
      - Tri-Counties Roadway Asset Management
      - Central Illinois Digital Orthophotography
    - b. Special Projects and Metropolitan Planning Funds
    - c. Transportation Alternatives (TAP) and Special Transportation Studies
  10. Executive Session
  11. Any action coming out of Executive Session
  12. Other
    - a. Next meeting scheduled for September 5, 2018
  13. Adjournment

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI complaint form, call 309-673-9330.

Tri-County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 309-673-9330 to request special accommodations at least two business days in advance.

**MINUTES**

**Peoria-Pekin Urbanized Area Transportation Study (PPUATS)**

**Technical Committee**

Wednesday, June 6, 2018 at 9:00 am

456 Fulton St, Suite 420

Peoria, IL 61602

1. Call to Order

Chairman Morris called the meeting to order at 9:00 a.m.

2. Roll Call

**PPUATS POLICY COMMITTEE**

Member	Present	Absent	Member	Present	Absent
<b>Karen Dvorsky,</b> IDOT	x		<b>Jim Ardis,</b> City of Peoria		x
<b>Terrisa Worsfold,*</b> IDOT		x	<b>Leon Ricca,</b> Bartonville		x
<b>Tom O'Neill,</b> Peoria County	x		<b>Bob Lawless,*</b> Bartonville		x
<b>Stephen Morris,</b> Peoria County	x		<b>James Dillon,</b> West Peoria	x	
<b>Greg Sinn,</b> Tazewell County	x		<b>Kinga Krider,*</b> West Peoria		x
<b>Mike Harris,</b> Tazewell County		x	<b>Jeff Kauffman,</b> Village of Morton		x
<b>Greg Menold*,</b> Tazewell County		x	<b>Ginger Herman,*</b> Village of Morton		x
<b>Doug Huser,</b> Woodford Co.	x		<b>Dustin Sutton</b> Peoria Heights		x
<b>Donald White,</b> Chillicothe		x	<b>Kyle Smith,*</b> Peoria Heights		x
<b>John McCabe,</b> City of Peoria	x		<b>Fred Lang,</b> Creve Coeur		x
<b>Dave Mingus,</b> City of E. Peoria		x	<b>Terry Keogel*</b> Creve Coeur		x
<b>Jeff Eder*,</b> City of E. Peoria	x		<b>Gary Manier,</b> Washington		x
<b>Scott Reise,</b> City of Peoria		x	<b>Jim Culotta,*</b> City of Washington	x	
<b>Patrick Urich,</b> City Manager		x	<b>Sharon McBride,</b> City Link	x	
<b>Jane Gerdes*</b>		x	<b>Doug Roelfs*</b>	x	

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City of Peoria			City Link		
<b>Nick Stoffer,*</b> City of Peoria	x		<b>Mark Rothert*</b> City of Pekin		x
<b>Ross Black,*</b> City of Peoria		x	<b>Mike Hinrichsen</b> Village of Germantown Hills	x	

\*Alternate

Staff: Harms, Miller, Abi-Akar, Bruner, and Hendon

3. Public Comment

None

4. Approval of Minutes, April 18, 2018 Meeting – *Handout*

O’Neill moved to approve the April 18,2018 minutes and Eder seconded. Motion carried.

5. Chairman’s Report

Chairman Morris said he had nothing to report except there will not be a July PPUATS Policy meeting. Dvorsky -IDOT said she will have a presentation in August on the bridge projects.

6. Presentation of April Financial Report and Performance Report – *Memo*

- Harms reported these financials will be approved at the August meeting. He explained the total budget for FY18 is \$1,019,148 which includes the \$787,861 and the carryover of \$230,287. At the end of April 2018 69% of the budget has been used.
- He also said we expect to have funds left at the end of our fiscal year and hope to extend these into FY 2019.
- Hinrichsen asked what the amount we are asking to extend. Harms replied \$61,000.
- Miller said these are on a reimbursement basis. Under-staffing was the cause for leftovers. We now have a full staff and the funds will be used accordingly.

7. Approval of Joint Funding Agreement – *Attachment*

O’Neill moved to approve the Joint Funding Agreement and Hinrichsen seconded. Motion carried.

Harms explained the Resolution went to Commission for the 2019 funds and it passed. He then explained the process of how the numbers were figured. According to the Fast Act methods are agreed upon to provide sufficient local matching funds enabling the PPUATS to receive about \$518,825 in Federal Planning funds and \$135,109 in Federal Transit Administration Section 5303 planning funds. Both funding resources require 20% local match, based upon the Motor Fuel Tax (MFT) funding each participating community receives. Greater Peoria Mass Transit District (not an MFT recipient) will provide \$3,800 as a membership fee for participation in the planning process. Once the Technical Committee approves this resolution we will send out to the communities and the dues will be due in November of this year.

8. Recap of Spring Symposium “Productive Streets: The Driving Force for a Stronger Region”
  - Harms updated on the Spring Symposium held May 9<sup>th</sup> and 10<sup>th</sup> at the Gateway Building in Peoria. The featured speaker was Chuck Marohn of Strong Towns. He introduced a different way of thinking for development and infrastructure needs in our communities, one that focuses on incremental, lower risk investments. The panel discussion on Complete Streets had representatives from FHWA, IDOT, City of Peoria, Champaign County RPC, and Illinois Institute of Rural Affairs.
  - Stoffer mentioned that event was taped and will send this out to PPUATS members and will send link to our website.
  - Hinrichsen commented it was a very informational meeting.
9. Updates
  - a. IDOT Special Planning and Research Grant Applications  
Miller updated the IDOT call for projects for \$20 million statewide. TCRPC has turned in 3 projects, (1) expansion of pavement assessment, (2) update of aerial orthophotography, and (3) beneficial use of sediment. Will find out by July 1<sup>st</sup> if the applications were successful.
  - b. FY18 Special Projects and Metropolitan Planning Funds  
Harms updated on the end of the year projects close out.
    - Stoffer updated on the Downtown Wayfinding Study. They had a public meeting on feedback for signs and classifications of districts in the downtown area.
    - Harms updated on the UWP had 100,000 dollars for special projects and that there will be a call for projects later this summer. Staff is available to help communities put a request together. These funds can only be used for planning.
  - c. IDOT - Presentation of FY 2019-2024 Proposed Highway Improvement Program
    - Dvorsky from IDOT updated that the McCluggage Bridge was included in the 2019 Program, a \$200 million project in our region. She handed out a link to review the FY2019-2024 Proposed Highway Improvement Program.
    - Harms said now that the state has released its information we can incorporate it into the development of our area’s Transportation Improvement Program.
10. Other
  - a. Next meeting scheduled for August 1, 2018 – NO JULY MEETING
    - McCabe updated the committee that the City of Pekin received a \$5 million-dollar grant for Front Street. Miller said it was from the Illinois Competitive Freight Program.
11. Adjournment  
Adjourned at 9:30 a.m.

Submitted by:

Eric Miller

Executive Director

Recorded and transcribed by: Debbie Ulrich



# MEMORANDUM

**TO:** PPUATS Policy Committee  
**FROM:** Staff  
**SUBJECT:** June 2018 Financial Report and Performance Report  
**DATE:** August 1, 2018

**Action needed by Policy Committee:**

Approve the June 2018 Financial Report and Performance Report.

**Background:**

The total budget for FY18 is \$1,018,148. This includes the FY18 budget of \$787,861 plus the carryover of \$230,287. As of the end of June 2018, PPUATS expended approximately 88% of its budget.

**FY18 + Carryover PL/FTA Budget – June 2018**

	<b>FY18 + CARRYOVER</b>	<b>Sep-17</b>	<b>YTD</b>	<b>% USED YTD</b>	<b>REMAINING</b>
Salaries	\$356,333	\$28,022	\$342,508	96%	\$13,825
Fringe Benefits	\$92,132	\$7,605	\$90,888	99%	\$1,244
<b>TOTAL SALARIES</b>	<b>\$448,465</b>	<b>\$35,627</b>	<b>\$433,396</b>	<b>97%</b>	<b>\$15,069</b>
<b>INDIRECT COSTS</b>	<b>\$250,647</b>	<b>\$19,880</b>	<b>\$241,835</b>	<b>96%</b>	<b>\$8,812</b>
Direct Costs					
Travel/Training/Conferences	\$18,231	\$2,247	\$10,786	59%	\$7,445
APWA Conference	\$7,500		\$7,500	100%	\$0
Computer Hardware & Software	\$39,408	\$1,210	\$34,004	86%	\$5,404
Contractual - Engineering	\$24,092		\$0	0%	\$24,092
Contractual - Special Projects	\$190,305	\$42,177	\$145,957	77%	\$44,348
Audit	\$36,000		\$23,745	66%	\$12,255
Misc (Legal Notices, Printing)	\$3,500		\$2,818	81%	\$682
Retroactive Pay	\$0		\$0	0%	\$0
<b>TOTAL DIRECT COSTS</b>	<b>\$319,036</b>	<b>\$45,634</b>	<b>\$224,811</b>	<b>70%</b>	<b>\$94,225</b>
<b>TOTAL</b>	<b>\$1,018,148</b>	<b>\$101,141</b>	<b>\$900,041</b>	<b>88%</b>	<b>\$118,107</b>

## **PPUATS MONTHLY PERFORMANCE REPORT**

**June 2018**

### **Management and Administration**

- Hosted meeting of PPUATS Policy Committees
- Prepared financial records and developed drawdown request for IDOT funds
- Attended Peoria Chamber Transportation Committee meeting
- Attended Pekin Chamber Transportation Committee meeting
- Participated in monthly conference call of statewide HSTP Coordinators
- Attended CityLink Board meeting
- Participated in CityLink ADA Committee
- Continued development of FY19-22 Transportation Improvement Program (TIP)

### **Data Development and Maintenance**

- Continued to maintain GIS system for the region
- Continued work on TCRPC/PPUATS website update
- Responded to technical assistance requests for GIS

### **Long Range Planning**

- Continued to implement Regional Bicycle Plan
- Continued discussion and planning for 2020-2045 Long-Range Transportation Plan
- Continued preparations for FY18-20 Transportation Alternatives (TAP) funding round

### **Short Range Planning**

- Prepared call for FY19 Special Projects
- Prepared call for projects for FY18-20 Transportation Alternatives (TAP)
- Monitored progress of FY17 and FY18 Special Projects funds
- Researched and projected Safety performance measure targets
- Monitored and made administrative changes to TIP

**RESOLUTION 19-01**

**A RESOLUTION OF THE PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY POLICY COMMITTEE TO PURCHASE AN NEW GPS RECEIVER.**

**WHEREAS**, the Peoria-Pekin Urbanized Area Transportation Study, hereafter referred to as PPUATS, provides geographic information system support and data collection assistance for its members which requires up-to-date GPS equipment, and

**WHEREAS**, asset management is emphasis area in the Fixing Americas Surface Transportation (FAST) Act. Updated GPS equipment will provide PPUATS and its members with an effective tool to collect the region's assets, and

**WHEREAS**, the GIS staff has evaluated current equipment and identified the need for an additional GPS unit to assist with current data collection projects. New equipment to include Trimble R2 GPS Receiver, & Trimble VRS Network Subscription, and

**WHEREAS**, adequate funding for this upgrade has been included in the PL/FTA line item of the FY 2018 budget.

**THEREFORE, BE IT RESOLVED BY THE PPUATS POLICY COMMITTEE AS FOLLOWS:**

That the PPUATS Policy Committee authorizes the Executive Director to purchase this GPS equipment for an amount not to exceed \$10,000.00.

Presented this 1st day of August 2018

Adopted this 1st day of August 2018

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Stephen Morris, Chairman  
PPUATS Policy Committee

ATTEST:

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Eric W. Miller, Executive Director  
Tri-County Regional Planning Commission

DRAFT – July 27, 2018

Fiscal Years 2019-2022

Transportation Improvement Program

Peoria-Pekin Urbanized Area Transportation Study

## DRAFT FY 2019-2022 PPUATS TRANSPORTATION IMPROVEMENT PROGRAM

The PPUATS FY2019-2022 Transportation Improvement Program is prepared by TCRPC staff in collaboration with PPUATS member agencies.

### PPUATS POLICY COMMITTEE

James Ardis.....City of Peoria  
James Dillon ..... Village of West Peoria  
Mike Harris.....Tazewell County  
Mike Hinrichsen ... V. of Germantown Hills  
Doug Huser ..... Woodford County  
Jeff Kaufman..... Village of Morton  
Fred Lang..... Village of Creve Coeur  
Gary Manier ..... City of Washington  
Sharon McBride ..... CityLink  
John McCabe .....City of Peoria  
Karen Dvorsky .....IDOT  
Dave Mingus ..... City of East Peoria  
Stephen Morris..... Peoria County  
Thomas O’Neill..... Peoria County  
Leon Ricca..... Village of Bartonville  
Scott Reeise .....City of Peoria  
Greg Sinn .....Tazewell County  
Dustin Sutton ..... Village of Peoria Heights  
Patrick Urich.....City of Peoria  
Donald White ..... City of Chillicothe

### PPUATS TECHNICAL COMMITTEE

Courtney Allyn.....Village of Creve Coeur  
Ed Andrews..... City of Washington  
Rich Brecklin .....V. of Germantown Hills  
Amy Benecke-McLaren ..... Peoria County  
Michael Casey ..... V. of Peoria Heights  
Ken Coulter .....City of Chillicothe  
Craig Fink .....Tazewell County  
Jeff Gilles..... Peoria County  
Michael Guerra ..... City of Peoria  
Stephen Letsky..... City of Peoria  
Bill Lewis .....City of Peoria  
Craig Loudermilk.....Village of Morton  
Patrick Meyer .....Village of Bartonville  
Eric Miller .....TCRPC  
Conrad Moore..... Woodford County  
Gene Olson Metro. Airport Auth. Of Peoria  
Dan Parr.....Tazewell County  
Doug Roelfs..... CityLink  
Ric Semonski..... City of East Peoria  
Nick Stoffer..... City of Peoria  
Henry Strube, Jr ..... Village of West Peoria  
Terrisa Worsfold..... IDOT

### TCRPC/PPUATS STAFF

Eric Miller..... Executive Director  
Ray Lees..... Planning Program Manager  
Ryan Harms ..... Planner III  
Andrew Hendon ..... GIS Specialist II  
Hannah Martin ..... Planner II  
Reema Abi-Akar..... Planner I  
Michael Bruner ..... Planner I  
Britney West.....GIS Specialist I  
Debbie Ulrich.....Office Manager  
Debbie Stratton.....Staff Accountant

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## EXECUTIVE SUMMARY

### Prepared By:

Peoria Pekin Urbanized Area Transportation Study  
456 Fulton, Suite 401  
Peoria, IL 61602

The Transportation Improvement Program (TIP) is prepared annually by the Peoria/Pekin Urbanized Area Transportation Study (PPUATS). The TIP represents the programming of transportation improvements for the Peoria/Pekin Metropolitan Planning Area beginning July 1, 2018.

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

The FY 2019-2022 Transportation Improvement Program (TIP) is a four-year program of highway and transit projects developed to fulfill the requirements set forth in the FAST Act. The purpose of this document is to identify all street/highway and transit projects plus related enhancement projects programmed from FY 2019 through FY 2022 in the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) Metropolitan Planning Area, and to offer the public an opportunity to comment.

The FY 2019-2022 TIP is a result of the comprehensive, coordinated, and continuing (3-C) urban transportation planning process within the Peoria/Pekin Metropolitan Planning Area. The programs listed in the FY 2019-2022 TIP have been locally approved by PPUATS to receive federal funding. All projects are funded with federal, state, and local funds. Local funds include funding from municipalities, counties, and/or public transportation providers.

## ANNUAL MPO CERTIFICATION

In accordance with 23 CFR 450.334 (b), the planning process in the Peoria-Pekin Urbanized Area was certified by USDOT in April 2014.

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

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

Signed,

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Stephen Morris  
Peoria County Board  
PPUATS Policy Committee Chairman

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Holly Ostdick  
Bureau Chief Urban Program Planning  
Illinois Department of Transportation

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Date

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Date

## INTRODUCTION

The Tri-County Regional Planning Commission (TCRPC) is designated as the Metropolitan Planning Organization (MPO) for the Peoria/Pekin Metropolitan Planning Area. TCRPC has delegated the responsibilities of the MPO to the Peoria-Pekin Urbanized Area Transportation Study (PPUATS). Two committees make up PPUATS: a **Policy Committee** and a **Technical Committee**.

The **PPUATS Policy Committee** is made up of elected officials representing their respective communities. The Policy Committee function is to determine transportation policy within the framework of the urban transportation planning process. The Policy Committee is mandated to vote on the Technical Committee recommendations.

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

Representation on PPUATS is drawn from elected officials and staff of local municipalities and counties, along with the

General Wayne A. Downing Peoria International Airport, the Greater Peoria Mass Transit District, and the Illinois Department of Transportation. The Federal Highway Administration (FHWA) and the Illinois Department of Transportation's Office of Planning and Programming serve as advisory members to PPUATS.

## PLANNING AREA

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

The Urbanized Area (UA) is a geographic area defined by the Census Bureau that represents the densely-populated "core" of a region. The Peoria Urbanized Area represents the core of the Tri-County region, comprising municipalities like Peoria, Pekin and East Peoria, among others. PPUATS creates its own Adjusted Urbanized Area for the purposes of transportation planning. The Adjusted UA includes the Census Bureau's UA, other small areas necessary to round-off jagged or irregular boundaries, other contiguous areas that PPUATS considers to be urbanized, and areas that are likely to be developed within the next five years.

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

### ***"What defines an Urbanized Area?"***

The Census Bureau defines an Urbanized Area as "a densely settled [area] that meets minimum population density requirements, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core."

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

## TIP PROCESS AND FUNDING AUTHORIZATION

The FY2019-2022 TIP includes summaries of federally-funded transportation projects to be implemented each year of a four-year period. These projects have been identified for funding from the FY 2015-2040 Long-Range Transportation Plan, which was adopted March 2015.

The TIP is financially constrained, meaning that all of the projects listed in the present year (FY2019) have verified funding sources. In addition, the three subsequent years' listings (FY2020, FY2021, and FY2022) have "reasonably available" funding sources associated with them.

The existing transportation system within PPUATS is being adequately operated and maintained with resources that are provided through federal, state, and local jurisdictions. All funding estimates in this document are based on anticipated state, federal, and local sources for the region. It is anticipated that funding will be available for all projects included in the TIP.

## SEVEN PLANNING FACTORS

The MPO's overall transportation planning goal is to provide for the adequate, safe, and efficient movement of persons and goods in the urban area. In concert with the *FAST Act*,

the current federal transportation bill, the MPO utilizes the seven thematic areas included to help reach this goal:

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

## PUBLIC INVOLVEMENT PROCESS

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

Public notices announcing the review of all PPUATS documents are published in both the Peoria Journal Star and Pekin Daily Times for three (3) days. The public review period is thirty (30) days. PPUATS' 20 public review sites are selected to ensure accessibility to all, including the area's minority populations,

## "What is the FAST Act?"

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

low-income populations, and people with disabilities. All public review sites are accessible by mass transit. A complete list of public review sites is located in Appendix E.

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

response. Minutes are compiled for all public hearings, where public comments and responses are recorded therein.

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

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

- A. Members of the public may make comments by calling the Tri-County Regional Planning Commission at (309) 673-9330.
- B. Written comments may be:
  1. Emailed to: info@tricityrpc.org
  2. Mailed or hand delivered to:  
TCRPC  
456 Fulton Street, Suite 401  
Peoria, Illinois 61602
- C. The public may submit comments to their respective PPUATS representative(s) for transmittal to the respective full committees.
- D. Comments on the draft TIP may be made at Public Hearings. PPUATS ensures that

all Public Hearing locations are accessible in accordance with the Americans with Disabilities Act.

- E. Time scheduled on Tri-County Regional Planning Commission agenda or PPUATS agenda may be requested by members of the public or a representative of a group, to offer input to the full committees.
- F. General comments by the public and/or organizations can be made at any PPUATS meetings. All PPUATS meetings are open to the public and public comment is allowed on all matters. Open discussion, under "Public Comment" is permitted on any transportation-related matter at every meeting.

PPUATS responds to all public input received during the planning and program development of the TIP. Specific sections are reserved in the TIP for public comments and the responses PPUATS provides at the meetings. These documents are not adopted and are not considered complete until all comments are responded to or changes have been made to the documents to accommodate the comments.

### TIP REVISIONS

In certain cases, a revision to a project must occur between regular TIP updates. Revisions in these cases fall into two categories:

*amendments* which require action by the PPUATS Policy Committee, or *administrative modifications* which are performed by TCRPC staff and require no committee action.

### Amendment

An amendment represents a major change to the TIP that requires approval by the PPUATS Policy Committee. Amendments are most often presented to the PPUATS Technical Committee for recommendation for the approval before being sent to Policy. Should a federally-funded project be added to or removed from the TIP, such a change constitutes an amendment. In addition, changes to listed projects constitute an amendment when the amount of federal aid being revised is greater than 30% of the previous amount, when the scope of a project is being changed significantly, or when an additional funding source is being added to a project.

### Administrative Modification

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

An administrative modification would also be appropriate in the case of advanced construction. Advanced construction is a technique by which the State may initiate a project with non-federal funds while maintaining eligibility for federal aid funds in the future. In such a case, FHWA has indicated that the project qualifies for federal aid, but no present or future federal funds are committed to it. Once the project is authorized for advanced construction, the State may convert it to a regular federal aid project when funds become available. The full project may be converted all at once, or piecemeal as additional funds become available. A project must be included in the TIP to be eligible for advanced construction.

### FEDERALLY OBLIGATED PROJECTS

TIP documents prepared before the FY 2016-19 TIP included a section containing a “Status of Previously Obligated Federal and State Projects.” The section listed all projects that had received federal funds during the past fiscal year.

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

<http://www.tricountyrpc.org/transportation-documents>

## PROJECT LISTINGS

The Transportation Improvement Program is divided into multiple sections based on the type of transportation work to be completed. The three main sections are Highway, Transit, and Non-Motorized projects. Listed on the following pages are all of the federally-funded transportation projects anticipated to occur within the Metropolitan Planning Area over the next four (4) federal fiscal years. The projects are organized by the fiscal year in which they will be implemented or constructed.

### HOW TO UNDERSTAND THE PROJECT LISTINGS

All projects are identified by their TIP Number. This three-part number identifies where a project is located within the TIP. First is a letter or letters indicating the agency associated with a given project. S indicates an IDOT State Routes project, L for IDOT Bureau of Local Roads, and two or three letters associated with a municipality (e.g. MO for Morton, PEO for Peoria). A full glossary of these abbreviations may be found in Appendix B. The second part indicates the fiscal year under which a project is listed and the third part identifies each project in the given fiscal year.

### Highway Projects

The programming of highway funds is a major function of IDOT and PPUATS. Federal highway funds come from many sources and programs, including the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG-U for projects in the urbanized area, STBG-R for projects outside the urbanized area), Highway Safety Improvement Program (HSIP) and Major Bridge Program. While NHPP, STBG-R, HSIP, and Major Bridge funds are programmed at the state level, STBG-U funds (known locally as STU funds) are programmed and awarded to communities by the MPO. Descriptions of these funding programs, their eligibility requirements, and their selection processes (if applicable) may be found in Appendix C.

### Mass Transit Projects

Mass Transit funds are primarily programmed by the mass transit agency, IDOT, and the Federal Transportation Administration (FTA). The local transit agency, the Greater Peoria Mass Transit District (CityLink), handles a majority of the region's mass transit needs. CityLink's jurisdiction includes the communities of Peoria, Peoria Heights, and West Peoria, and they also serve the communities of East Peoria and Pekin contractually. Other local service providers, typically affiliated with or

operated by non-profit agencies, are also eligible to receive federal funds for transit.

### Non-Motorized Transportation Projects

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

## HIGHWAY PROJECTS

TABLE 1. FY 2019 FEDERALLY FUNDED HIGHWAY PROJECTS

TIP No.	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-18-02	No	EB US-150/War Memorial Dr	Over Illinois River	NHPP-State, State	State	\$155,200,000	\$38,800,000	\$0	\$194,000,000	Bridge replacement, new bridge, culvert replacement
S-18-04	No	EB US-150/War Memorial Dr	Over Illinois River	State	State	\$0	\$100,000	\$0	\$100,000	Utility adjustment
S-18-05	No	EB US-150/War Memorial Dr	Over Illinois River	State	State	\$0	\$500,000	\$0	\$500,000	RR flagger
S-18-13	No	IL-98	0.1 mi E of Cole Hollow Rd	STP-U, State	State	\$640,000	\$160,000	\$0	\$800,000	Culvert replacement
S-18-22	No	US-24/IL-8/IL-29/IL-116	At Farm Creek W of Camp St	NHPP-State, State	State	\$552,000	\$138,000	\$0	\$690,000	Bridge Rehabilitation
S-18-29	No	FAP-404/Riverfront Dr Spur/Washington St	Over Camp St W Washington St	NHPP-State, State	State	\$2,000,000	\$500,000	\$0	\$2,500,000	Bridge Rehabilitation
S-18-30	No	FAU-6712/Washington St	At Farm Creek 0.1 mi S of River Rd	NHPP-State, State	State	\$560,000	\$140,000	\$0	\$700,000	Bridge Rehabilitation
S-19-01	No	IL-8/IL-116/Cedar St Extension	Over P&PU Railroad and IL-29	State	State	\$0	\$200,000	\$0	\$200,000	Land acquisition
S-19-06	No	Farmington Rd	At Kickapoo Creek Rd W of Peoria	STP-Rural, State	State	\$7,360,000	\$1,840,000	\$0	\$9,200,000	Horizontal realignment, intersection reconstruction, bridge approach roadway, bridge replacement
S-19-13	No	US-24	Over IL-116	NHPP-State, State	State	\$1,600,000	\$400,000	\$0	\$2,000,000	Bridge rehabilitation
S-19-14	No	US-24/IL-29	Poplar St to Margaret Dr	NHPP-State, State, Local	State	\$1,200,000	\$300,000	\$600,000	\$2,100,000	Sidewalks, new storm sewer, resurfacing (3R) lighting, water main
S-19-17	No	I-155	NB Ramp over BNSF RR at IL-98	NHPP-State, State	State	\$450,000	\$50,000	\$0	\$500,000	Bridge rehabilitation
S-19-18	No	IL-29	Eureka St to Abington St in Peoria	NHPP-State, State	State	\$2,000,000	\$500,000	\$0	\$2,500,000	Patching, resurfacing (3P), ADA improvements
S-19-19	No	IL-40	Fayette St to Main St	NHPP-State, State	State	\$600,000	\$150,000	\$0	\$750,000	Resurfacing (3P)
S-19-20	No	IL-40	Main St to Illinois River in Peoria	State	State	\$0	\$250,000	\$0	\$250,000	Patching

TIP No.	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-19-21	No	IL-40	I-74 to N of US-150 (War Memorial Dr)	NHPP-State, State	State	\$1,600,000	\$400,000	\$0	\$2,000,000	Preliminary engineering (Phase I)
S-19-22	No	FAI-155/Main St Ramp SB	Over I-155 1.6 mi W of IL-98	NHPP-State, State	State	\$270,000	\$30,000	\$0	\$300,000	Bridge joint repair, bridge repair
PEK-18-01	No	Pekin Front St	Fayette St to Distillery Rd in Pekin	NHFP, Local	PEK	\$469,000	\$0	\$117,250	\$586,250	Preliminary engineering (Phase I)
PC-19-01	No	Dirksen Pkwy	Airport Rd to Middle Rd	STP-U, Local	PC	\$2,800,000	\$0	\$1,700,000	\$4,500,000	Reconstruction
PC-19-03	No	Kickapoo-Edwards Rd Safety Improvements	0.7 mi of road from IL-8 to I-74	HSIP, Local	PC	\$951,000	\$0	\$105,000	\$1,056,000	Construction Engineering; construction of widened, paved shoulders; clear zone improvements

TABLE 2. FY 2020 FEDERALLY FUNDED HIGHWAY PROJECTS

TIP No.	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-18-06	No	IL-8	Over B&N RR	STP-R, State	State	\$7,200,000	\$1,800,000	\$0	\$9,000,000	Bridge replacement
S-18-09	No	IL-116/Harmon Hwy	Over BNSF RR, UP RR, and Kickapoo Creek 0.1 mi E of Airport Rd	State	State	\$0	\$500,000	\$0	\$500,000	Utility adjustment
S-18-16	No	IL-6	At Allen Rd Interchange and at IL-40 Interchange	NHPP-State, State	State	\$960,000	\$240,000	\$0	\$1,200,000	Shoulder repair, ramp repair
S-18-17	No	IL-6	IL-40/Knoxville Ave to 0.7 mi N of Hoerr's Pond	NHPP-State, State	State	\$5,440,000	\$1,360,000	\$0	\$6,800,000	Shoulder repair, patching, resurfacing (3R)
S-19-03	No	IL-116/Harmon Hwy	Over C&NW RR and Kickapoo Creek to 0.1 mi E of Airport Rd	NHPP-State, State	State	\$11,440,000	\$2,860,000	\$0	\$14,300,000	Bridge replacement
S-19-04	No	IL-116/Harmon Hwy	Over C&NW RR and Kickapoo Creek to 0.1 mi E of Airport Rd	NHPP-State, State	State	\$720,000	\$180,000	\$0	\$900,000	Construction Engineering
S-19-05	No	IL-116/Harmon Hwy	Over C&NW RR and Kickapoo Creek to 0.1 mi E of Airport Rd	State	State	\$0	\$200,000	\$0	\$200,000	RR flagger
S-20-01	No	I-74	At Pinecrest Drive	NHPP-State, State	State	\$6,030,000	\$670,000	\$0	\$6,700,000	Bridge replacement, interchange reconstruction
S-20-10	No	IL-8/IL-116/Cedar St Extension	Over TZPR and IL-29 in East Peoria	NHPP-State, State	State	\$640,000	\$160,000	\$0	\$800,000	Construction engineering
S-20-14	No	I-74/IL-29 Murray Baker Bridge	Over Illinois River	NHPP-State, State	State	\$31,500,000	\$3,500,000	\$0	\$35,000,000	New bridge deck, bridge rehabilitation
S-20-19	No	EB US-150/War Memorial Dr	Over Illinois River	NHPP-State, State	State	\$4,000,000	\$1,000,000	\$0	\$5,000,000	Construction engineering
S-20-20	No	IL-8/IL-116/Cedar St Extension	Over TZPR in East Peoria	State	State	\$0	\$300,000	\$0	\$300,000	Land acquisition

TIP No.	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-20-21	No	IL-40	Bob Michel Bridge at Illinois River	NHPP-State, State	State	\$400,000	\$100,000	\$0	\$500,000	Rip rap, navigation lighting repair, scour mitigation
EP-20-01	No	Camp St and River Rd Roundabout	Intersection	STP-U, Local	EP	\$2,433,130	\$0	\$1,042,770	\$3,475,900	Roundabout construction
PC-20-02	No	Kickapoo Creek Rd Structure Replacement	I-474 to SW Adams St	STP-BR, Local	PC	\$1,600,000	\$0	\$780,000	\$2,380,000	Removal and replacement of S.N. 072-3095 on Kickapoo Creek Road, along with removal and replacement of adjacent retaining walls along the Kickapoo Creek.
PEK-20-01	No	Pekin Front St	Fayette St to Distillery Rd in Pekin	NHFP, Local	PEK	\$4,664,000	\$0	\$1,166,000	\$5,830,000	Reconstruction

TABLE 3. FY 2021 FEDERALLY FUNDED HIGHWAY PROJECTS

TIP No.	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-20-06	No	IL-8/IL-116/Cedar St Extension	Over P&PU Railroad and IL-29	NHPP-State, State	State	\$29,600,000	\$7,400,000	\$0	\$37,000,000	Bridge replacement, interchange construction
S-20-07	No	IL-8/IL-116/Cedar St Extension	Over P&PU Railroad and IL-29	State	State	\$0	\$500,000	\$0	\$500,000	Utility adjustment
S-20-08	No	IL-8/IL-116/Cedar St Extension	Over P&PU Railroad and IL-29	State	State	\$0	\$200,000	\$0	\$200,000	RR flagger
S-20-09	No	IL-8/IL-116/Cedar St Extension	Over P&PU Railroad and IL-29	State	State	\$0	\$200,000	\$0	\$200,000	Hazardous Material Mitigation
S-20-16	No	IL-8/IL-116	Cedar St Bridge to TP&W RR Bridge	NHPP-State, State	State	\$3,200,000	\$800,000	\$0	\$4,000,000	Resurfacing (3R), bridge rehabilitation
S-20-17	No	FAP-64/WB Adams St	Over B&N and C&NW RR	NHPP-State, State	State	\$1,200,000	\$300,000	\$0	\$1,500,000	Preliminary Engineering (Phase II)
S-20-18	No	FAP-64/WB Adams St	Over B&N and C&NW RR	NHPP-State, State	State	\$0	\$500,000	\$0	\$500,000	Land acquisition
S-21-02	No	I-474 and IL-9 Ramps	Interchange Ramps	NHPP-State, State	State	\$6,133,000	\$682,000	\$0	\$6,815,000	Ramp repair, bridge repair
S-21-04	No	SB IL-29	Dickison Run Creek 0.3 mi N of IL-6	NHPP-State, State	State	\$1,840,000	\$460,000	\$0	\$2,300,000	Bridge replacement
S-21-06	No	EB US-150/War Memorial Dr	Over Illinois River	NHPP-State, State	State	\$400,000	\$1,000,000	\$0	\$1,400,000	Construction engineering
S-21-07	No	IL-8/IL-116/Cedar St Extension	Over TZPR and IL-29 in East Peoria	NHPP-State, State	State	\$800,000	\$200,000	\$0	\$1,000,000	Construction engineering
S-21-08	No	NB IL-29	Dickison Run Creek 0.3 mi N of IL-6	NHPP-State, State	State	\$1,840,000	\$460,000	\$0	\$2,300,000	Bridge replacement
S-21-09	No	IL-40/Knoxville Ave	I-74 to N of US-150 (War Memorial Dr)	NHPP-State, State	State	\$400,000	\$100,000	\$0	\$500,000	Preliminary engineering (Phase I & II)
PC-21-01	No	Glen Ave	Knoxville Ave to Sheridan Ave in Peoria	STP-U, Local	PC	\$1,274,000	\$0	\$1,426,000	\$2,700,000	Reconstruction

TIP No.	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
PEO-21-01	No	Allen Rd	1,200 ft N of Pioneer Pkwy to Walton St	STP-U, Local	PEO	\$442,250	\$0	\$277,750	\$720,000	Resurfacing

TABLE 4. FY 2022 FEDERALLY FUNDED HIGHWAY PROJECTS

TIP No.	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-17-06	No	I-474	Over IL-116 (Plank Rd) in Bellevue	NHPP-State, State	State	\$6,570,000	\$730,000	\$0	\$7,300,000	Bridge replacement
S-22-01	No	I-74	E of IL-78 to W of Kickapoo-Edwards Rd	NHPP-State, State	State	\$15,300,000	\$1,700,000	\$0	\$17,000,000	Resurfacing (INT-3rd)
S-22-02	No	US-150	Big Hollow Creek	NHPP-State, State	State	\$1,760,000	\$440,000	\$0	\$2,200,000	Culvert rehabilitation
S-22-03	No	Adams St	Over BN RR and CNW RR at WCL of Peoria	State	State	\$0	\$1,000,000	\$0	\$1,000,000	RR flagger
S-22-04	No	FAP-64/Adams St	Over BN RR and CNW RR at WCL of Peoria	State	State	\$0	\$500,000	\$0	\$500,000	Utility adjustment
S-22-05	No	FAP-64/Adams St	Over BN RR and CNW RR at WCL of Peoria	NHPP-State, State	State	\$1,200,000	\$300,000	\$0	\$1,500,000	Construction engineering
EP-22-01	No	Camp St and Riverside Dr	Intersection	STP-U, Local	EP	\$1,338,000	\$0	\$1,082,000	\$2,420,000	Reconstruction, new sidewalks
MO-22-01	No	Courtland St	Morton Ave to Main St	STP-U, Local	MO	\$1,688,000	\$0	\$2,262,000	\$3,950,000	Reconstruction, widening, new sidewalks, ADA improvements
PEK-22-01	No	Parkway Dr	Sheridan Rd to N City Limit	STP-U, Local	PEK	\$215,500	\$0	\$119,500	\$335,000	Resurfacing
TZ-22-01	No	Broadway Rd	Veterans Dr to Springfield Rd	STP-U, Local	TZ	\$442,250	\$0	\$1,187,750	\$1,630,000	Resurfacing

## MASS TRANSIT PROJECTS

TABLE 5. FY 2019-22 FEDERALLY FUNDED MASS TRANSIT PROJECTS

TIP No.	Fiscal Year	Project Title	Funding Sources	Lead Agency	All Agencies	Federal	State	Local/Other	Total	Description
CL-19-01	2019	Electric Bus Lifts (2)	FTA 5339, State	CL	CL, State, Federal	\$400,000	\$100,000	\$0	\$500,000	Electric Bus Lifts (2)
CL-19-02	2019	Capital Cost of Contracting	FTA 5307, State	CL	CL, State, Federal	\$528,000	\$132,000	\$0	\$660,000	Capital Cost of Contracting
CL-19-03	2019	Preventative Maintenance	FTA 5307, State	CL	CL, State, Federal	\$1,344,000	\$336,000	\$0	\$1,680,000	Preventative Maintenance
CL-19-04	2019	Tire Lease	FTA 5307, State	CL	CL, State, Federal	\$35,200	\$8,800	\$0	\$44,000	Tire Lease
CL-19-05	2019	NorthSide Transit Center	FTA 5307, State	CL	CL, State, Federal	\$560,000	\$140,000	\$0	\$700,000	NorthSide Transit Center
RPC-19-01	2019	Cost to Administer 5310 Program	FTA 5310, Local	TCRPC	TCRPC, State, Federal	\$8,000	\$0	\$2,000	\$10,000	Cost to Administer 5310 Program
CL-20-01	2020	Capital Cost of Contracting	FTA 5307, State	CL	CL, State, Federal	\$533,600	\$133,400	\$0	\$667,000	Capital Cost of Contracting
CL-20-02	2020	Preventative Maintenance	FTA 5307, State	CL	CL, State, Federal	\$1,351,200	\$337,800	\$0	\$1,689,000	Preventative Maintenance
CL-20-03	2020	Tire Lease	FTA 5307, State	CL	CL, State, Federal	\$36,000	\$9,000	\$0	\$45,000	Tire Lease
CL-20-04	2020	40' Low Floor Transit Coaches	FTA 5307, State	CL	CL, State, Federal	\$300,000	\$300,000	\$0	\$600,000	40' Low Floor Transit Coaches
CL-20-05	2020	Facility Improvements	FTA 5307, State	CL	CL, State, Federal	\$800,000	\$200,000	\$0	\$1,000,000	Facility Improvements
RPC-20-01	2020	Cost to Administer 5310 Program	FTA 5310, Local	TCRPC	TCRPC, State, Federal	\$8,000	\$0	\$2,000	\$10,000	Cost to Administer 5310 Program
CL-21-01	2021	Capital Cost of Contracting	FTA 5307, State	CL	CL, State, Federal	\$534,400	\$133,600	\$0	\$668,000	Capital Cost of Contracting

TIP No.	Fiscal Year	Project Title	Funding Sources	Lead Agency	All Agencies	Federal	State	Local/Other	Total	Description
CL-21-02	2021	Preventative Maintenance	FTA 5307, State	CL	CL, State, Federal	\$1,351,200	\$337,800	\$0	\$1,689,000	Preventative Maintenance
CL-21-03	2021	Tire Lease	FTA 5307, State	CL	CL, State, Federal	\$36,000	\$9,000	\$0	\$45,000	Tire Lease
CL-21-04	2021	40' Low Floor Transit Coaches	FTA 5306, State	CL	CL, State, Federal	\$480,000	\$120,000	\$0	\$600,000	40' Low Floor Transit Coaches
CL-21-05	2021	Facility Improvements	FTA 5307, State	CL	CL, State, Federal	\$800,000	\$200,000	\$0	\$1,000,000	Facility Improvements
RPC-21-01	2021	Cost to Administer 5310 Program	FTA 5310, Local	TCRPC	TCRPC, State, Federal	\$8,000	\$0	\$2,000	\$10,000	Cost to Administer 5310 Program

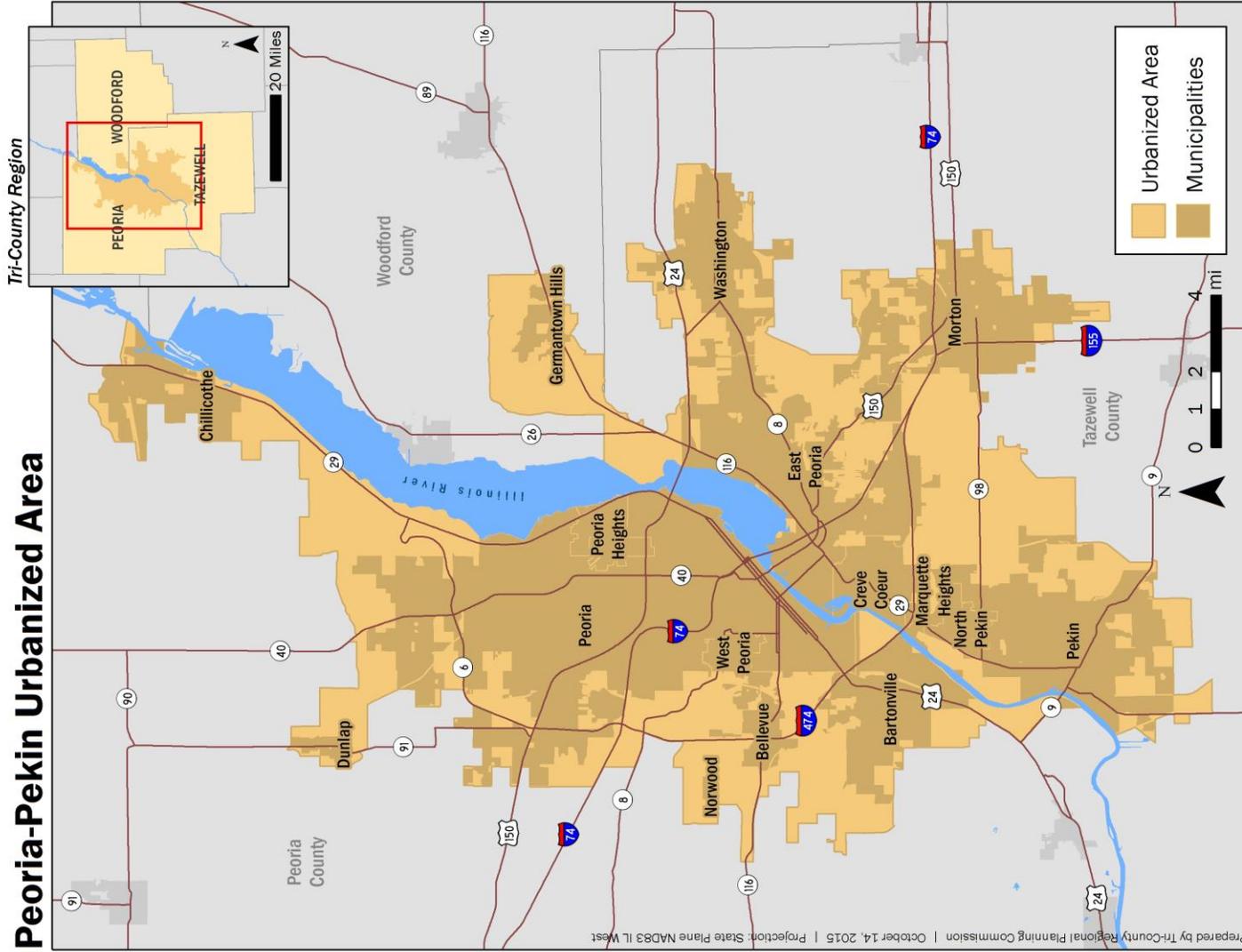
## NON-MOTORIZED PROJECTS

TABLE 6. FY2019-2022 FEDERALLY FUNDED NON-MOTORIZED PROJECTS

TIP No.	Fiscal Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
TAP-14-02	2018	No	Northmoor Rd Trail	University St to Hamilton Rd	TAP, Local	PEO	\$55,400	\$0	\$334,600	\$390,000	Recreation trail construction
TAP-15-01	2018	No	Rock Island Greenway	Over US-150/War Memorial Dr	TAP, Local	PEO	\$283,000	\$0	\$123,800	\$406,800	Improvement of existing rail bridge, recreation trail construction
TAP-16-01	2018	No	Cruger Rd Trail	Nofsinger Rd to N Main St	TAP, Local	WA	\$288,500	\$0	\$135,900	\$424,400	Recreation trail construction
RTP-16-01	2018	No	JR White Park Trail	JR White Park	RTP, Local	GH	\$80,000	\$20,000	\$0	\$100,000	Recreation trail construction
RTP-17-01	2018	No	Camp St Trail	Along Camp St	RTP, Local	EP	\$200,000	\$0	\$76,000	\$276,000	Multi-use trail construction
RTP-18-01	2018	No	Hanna City Rail Trail	Kickapoo Creek Rd to Middlegove	RTP, State, Local	PC	\$616,000	\$77,000	\$77,000	\$770,000	Land acquisition
ITEP-17-01	2018	Yes	Rock Island Greenway	Harvard Ave to Park Ave	ITEP, Local	PEO	\$58,200	\$0	\$41,100	\$99,300	Preliminary Engineering
ITEP-17-02	2018	No	McClugage/Centennial Rec Trail	Washington Rd to School St	ITEP, Local	WA	\$255,800	\$64,000	\$0	\$319,800	Recreation trail construction
ITEP-18-01	2018	No	Rock Island Greenway	Harvard Ave to Park Ave	ITEP, Local	PEO	\$427,000	\$0	\$80,200	\$507,200	Construction Engineering, improvement of existing rail bridge, recreation trail construction
ITEP-18-02	2018	No	Main St	Poplar St to Margaret Dr	ITEP, State, Local	CC	\$1,928,300	\$2,091,500	\$1,873,300	\$5,893,100	Right of way purchase, engineering, roadway surfacing, sidewalk construction, lighting construction, utility construction

# APPENDIX A – URBANIZED AREA

## MAP 1: PEORIA-PEKIN URBANIZED AREA



# APPENDIX B – ABBREVIATIONS & GLOSSARY

## ABBREVIATIONS OF ENTITIES

Abbr.	Entity
S	State of Illinois
L	Local Roads
PC	Peoria County
TZ	Tazewell County
WC	Woodford County
BA	Village of Bartonville
C	City of Chillicothe
CC	Village of Creve Coeur
EP	City of East Peoria
GH	Village of Germantown Hills
CL	CityLink
MO	Village of Morton
PEK	City of Pekin
PEO	City of Peoria
PH	Village of Peoria Heights
WA	City of Washington
WP	City of West Peoria

## GLOSSARY

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

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

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

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

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

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

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

**Fixing America’s Surface Transportation Act (FAST Act):** The FAST Act is the federal transportation bill signed into law in December 2015. It replaces the 2012 transportation bill, *MAP-21*. It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have the necessary federal funding.

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

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

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

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

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

**Long Range Transportation Plan (LRTP):** Metropolitan Planning Organizations are required to produce a LRTP documenting the vision for the region's transportation system for the next 25 years. The LRTP shall list transportation projects to be enacted over that timeframe. Surface Transportation Program-Urban (STU) projects are to be listed in the LRTP as well.

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

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

**Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21):** was a Federal transportation bill signed into law in 2012. MAP-21 The approval of MAP-21 resulted in the consolidation and elimination of a number of federal aid programs, as well as an

increased emphasis on asset management and performance measures. In 2015, MAP-21 was superseded by the *FAST Act*.

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

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

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

**Peoria/Pekin Urbanized Area**

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

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

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

**Transportation Improvement Program (TIP):** While this document's title is "Transportation Improvement Program," it is important to

note that the TIP is not a document or a listing of projects. It is the result of a process of determining how millions of federal transportation dollars are to be spent. It is the mechanism that allows implementation of transportation projects. The TIP is programmed four years in advance. All projects within the MA that receive federal transportation funding are to be in the TIP.

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

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

**Urbanized Area:** The urbanized area is the federally-designated area that is considered to be in the metropolitan area. Along with some unincorporated parts of Peoria and Tazewell Counties, the following

municipalities are within the urbanized area: the Villages of Dunlap, Germantown Hills, Bellevue, Norwood, Bartonville, North Pekin, Marquette Heights, Creve Coeur, and Morton; and the Cities of Peoria, Peoria Heights, West Peoria, Chillicothe, East Peoria, Washington, and Pekin.

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

## APPENDIX C – FUNDING SOURCES

### FEDERAL FUNDING SOURCES

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

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

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

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

projects include bicycle trails, scenic roads, and historic preservation efforts.

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

**National Highway Performance Program (NHPP):** MAP-21 program that provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. Interstate highway projects require a 10% match, while other roadways on the NHS require a 20% match.

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

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

**Section 5309:** FTA capital funds.

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

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

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

**Transportation Alternatives Program (TAP):**

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

**Transportation Alternatives (TA):** Set-aside of Surface Transportation Block Grant (STBG) Program funding for all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity.

**STATE FUNDS**

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

**LOCAL FUNDS**

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

**OTHER FUNDS**

Any dollars put toward a project not associated with federal, state, local, or transit district funding sources. There are no such funding sources listed in the PPUATS FY2019-2022 TIP.

## APPENDIX D – ENVIRONMENTAL JUSTICE

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

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

Presidential Executive Order 12898 and the derivative US DOT and FHWA Orders, in essence, required that minority and low-income populations must be treated fairly and equitably, compared to other non-minority and more fortunate higher income populations. In simple terms, this means that as we apply federal programs, use federal funds, and impose federal regulations we:

1. Should not apply a disproportionate share of funding or assistance to minority and low-income populations;
2. Should not allow a disproportionate share of the adverse impacts of activities to fall upon minority and low-income populations;
3. Should make a concerted effort to determine what populations are going to be affected, before we spend any federal funds, implement any federal program, impose any federal regulations, or create or cause any adverse or harmful impacts;
4. Should, periodically, review and analyze our past actions to determine if we are, in fact, treating all groups equitably; and
5. Should make concerted efforts to involve minority and low-income groups in the decision-making process as we plan and program our activities.

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

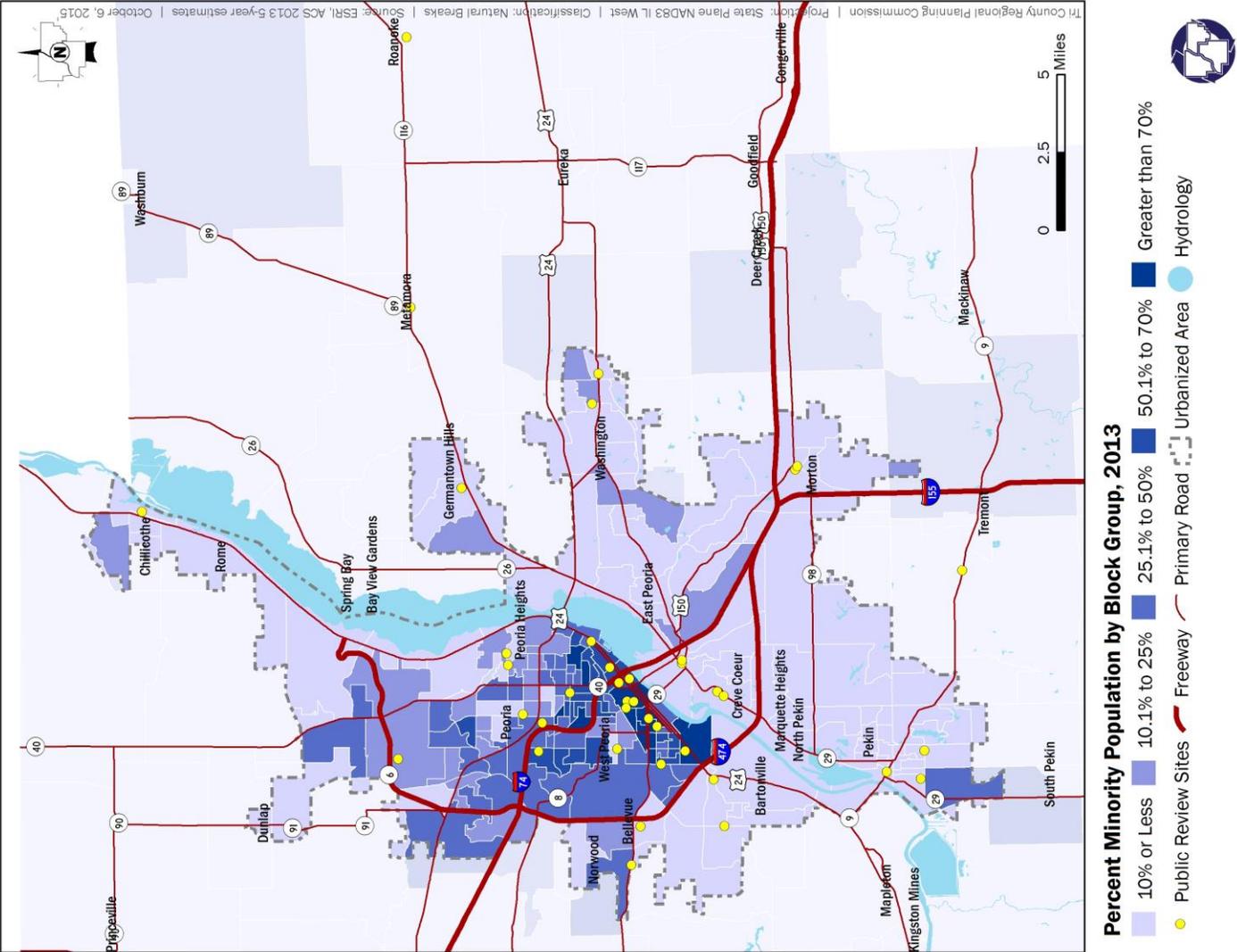
In compliance with the Executive Order, the U.S. Department of Transportation (USDOT) issued its

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

As a matter of policy, Title VI/Environmental Justice is incorporated into all of PPUATS transportation planning efforts. PPUATS is committed in taking into account its decision-making on the views of historically under-served constituencies, including minority communities and low-income residents.

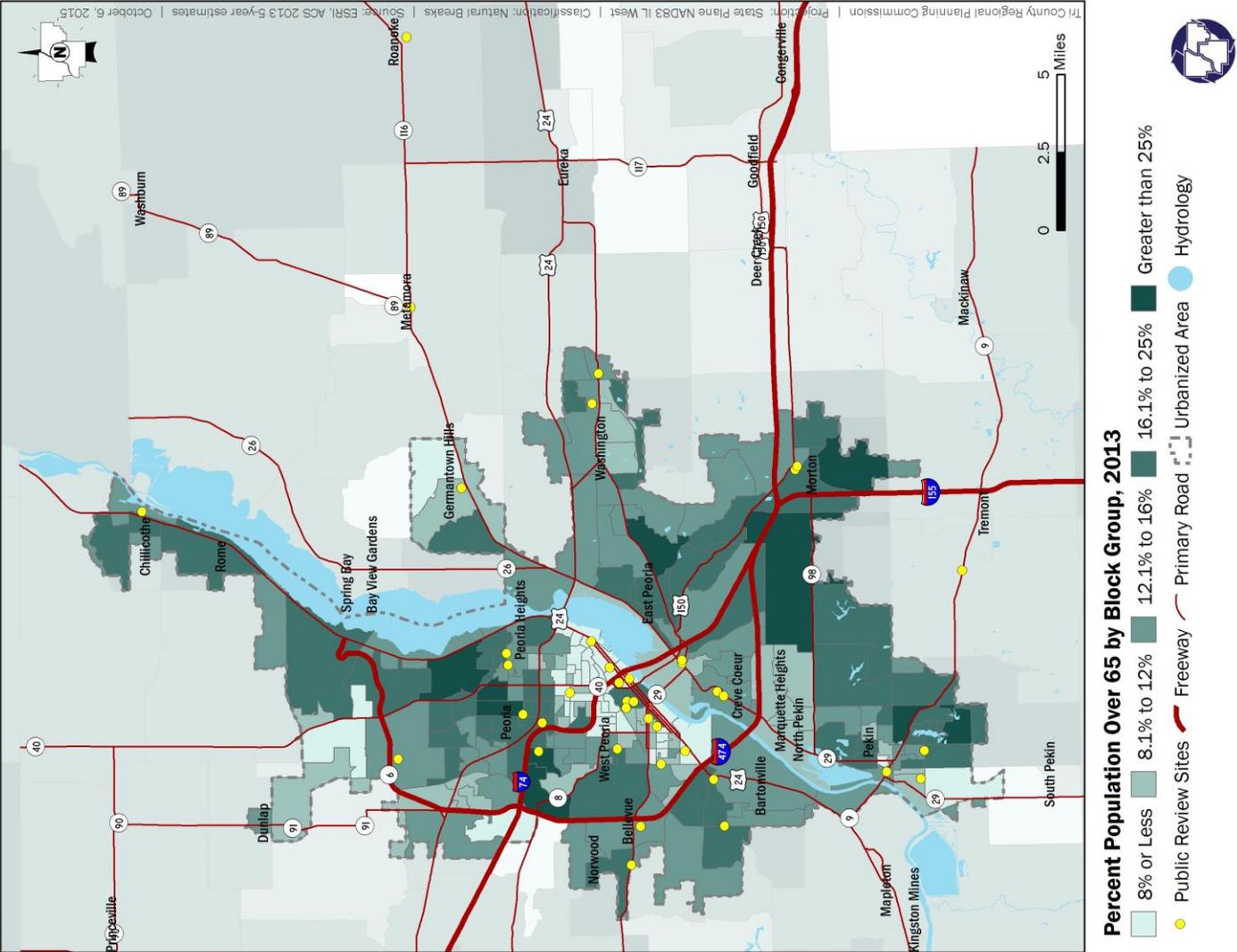
On an annual basis, PPUATS considers Title VI/Environmental Justice while developing the Transportation Improvement Program (TIP). For each Fiscal Year of the TIP, maps are created identifying the location of low income, minority, and elderly populations living within the region. A second set of maps are then created assessing the impact of the programmed transportation projects for the respective Fiscal Year. The following pages contain maps showing average household income, distribution of minority residents, and distribution of elderly residents by Census Tract.

MAP 2: MINORITY POPULATION BY BLOCK GROUP





MAP 4: SENIOR POPULATION BY BLOCK GROUP



## APPENDIX E – PUBLIC INVOLVEMENT

### PUBLIC REVIEW SITES

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

Name	Branch Name	Address	City	State	Zip
Peoria Public Library	Main Library	107 NE Monroe St	Peoria	IL	61602
Peoria Public Library	McClure Branch	315 W McClure Ave	Peoria	IL	61604
Peoria Public Library	Lakeview Branch	1137 W Lake Ave	Peoria	IL	61614
Peoria Public Library	Lincoln Branch	1312 W Lincoln Ave	Peoria	IL	61605
Peoria Public Library	North Branch	3001 West Grand Pkwy	Peoria	IL	61615
Peoria Heights Public Library		816 E Glen Ave	Peoria Heights	IL	61616
Fondulac District Library		400 Richland St	East Peoria	IL	61611
Washington District Library		380 N Wilmor Rd	Washington	IL	61571
Washington District Branch Library		16 Sunnyland Plaza	Washington	IL	61571
Creve Coeur Public Library		311 N Highland St	Creve Coeur	IL	61610
Alpha Park Public Library		3527 S Airport Rd	Bartonville	IL	61607
Marquette Heights Public Library		715 Lincoln Rd	Marquette Heights	IL	61554
Morton Public Library		315 W Pershing St	Morton	IL	61550
Pekin Public Library		301 S 4th St	Pekin	IL	61554
Germantown Hills Library		101 Warrior Way	Germantown Hills	IL	61548
Dunlap Public Library		302 S 1st St	Dunlap	IL	61525
Spring Bay Branch Library		411 Illinois St	Spring Bay	IL	61611
Illinois Prairie District Public Library		208 E Partridge St	Metamora	IL	61548
Chillicothe Public Library District		430 N Bradley Ave	Chillicothe	IL	61523
Tremont District Library		215 S Sampson St	Tremont	IL	61568

### PUBLIC COMMENTS

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

**APPENDIX F – AMENDMENTS**

**AMENDMENTS APPROVED BY PPUATS  
POLICY COMMITTEE**

None, yet.

**ADMINISTRATIVE AMENDMENTS**

None, yet.

**PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY (PPUATS)  
FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FORM**

TIP Adopted July 17, 2017, as amended

Cells colored in gray are automatically calculated in Excel (see Note 3 below)

DATE	AMENDING TIP DOCUMENT		AGENCY REQUESTING AMENDMENT(S)
7/18/2018	From 2018	To 2021	City of Pekin

**PROJECT INFORMATION**

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
Pekin Front Street	PEK-18-01		D-94-001-19	18-00188-00-RP	Front Street from Fayette St to Distillery Rd in Pekin	Preliminary Engineering, Phase II	NHFP	80%	\$ 469,000
							State		
							Local	20%	\$ 117,250
<b>Total</b>									\$ 586,250

Reason for Amendment: Pekin awarded funding from Illinois Competitive Freight Program

Pekin Front Street	PEK-20-01		C-94-001-19	18-00188-00-RP	Front Street from Fayette St to Distillery Rd in Pekin	Reconstruct roadway	NHFP	80%	\$ 4,664,000
							State		
							Local	20%	\$ 1,166,000
<b>Total</b>									\$ 5,830,000

Reason for Amendment: Pekin awarded funding from Illinois Competitive Freight Program

							State		
							Local		
<b>Total</b>									\$ -

Reason for Amendment:

							State		
							Local		
<b>Total</b>									\$ -

Reason for Amendment:

Technical	
Policy	

IDOT District 4 Local Roads	
IDOT District 4 Programming	
FHWA	

- NOTES:**
- The projects in the state portion of the TIP are the Illinois Department of Transportation's estimate for fiscal year project scheduling and represent an intent to proceed. Impacts on individual project readiness include funding availability, unforeseen events (environmental problems, engineering, land acquisition) and the department's need to retain programmatic flexibility to address changing conditions and priorities on the state highway system.
  - Projects can be moved from Year 2 or 3 of the TIP into Year 1 with the approval of the implementing agency and the PPUATS POLICY COMMITTEE. The implementing agency may elect to change fund type with notification to the PPUATS POLICY COMMITTEE.
  - The Excel document for this form uses formulas to calculate Funding Share % and Total Project Cost. These cells cannot be edited by default, to prevent accidental overwriting of these formulas. To override this protection in Excel 2010 and above, click on the "Review" tab and then click on "Unprotect Sheet."



# MEMORANDUM

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**TO:** PPUATS Technical Committee  
**FROM:** Staff  
**SUBJECT:** Statewide Planning and Research Grant Awards  
**DATE:** July 18, 2018

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## Background

This past spring, IDOT announced 20 million dollars available for planning and research activities that implement the Long Range Transportation Plan (LRTP), or one of the State's modal plans (Freight, Rail, Transit, Bike Transportation, Asset Management, etc). This funding opportunity was open to counties, municipalities, and MPOs with a 20% local match requirement. Awarded funds may be spent through the end of State Fiscal Year 2020.

Staff submitted applications for three projects: Beneficial Use of Dredge Material, Central Illinois Digital Aerial Photography Project, and Tri-County Communities Roadway Asset Management. The latter two applications received Award Letters from IDOT in early July.

### **Central Illinois Digital Aerial Photography Project - \$242,415 (\$192,932/\$49,483)**

GIS Staff will be leading a joint procurement for digital orthophotography beginning in the spring of 2019. This collaborative effort will provide new aerials for local government GIS partners: City of Peoria, Logan County, Peoria County, Tazewell County, Woodford County, and the Greater Peoria Sanitary District. The project will result in a deliverable of color digital ortho-rectified images with a ground pixel resolution of .5 feet (1"=100' scale) covering approximately 2,450 square miles (Logan, Peoria, Tazewell and Woodford Counties).

### **Tri-County Communities Roadway Asset Management - \$235,000 (\$188,000/\$47,000)**

Staff and a sub-committee for Pavement Management have already selected a consultant for the development of a pavement management system for STU-eligible roads. The scope of this project will provide for the collection and processing of pavement condition data on the *non-STU-eligible roads* in a community, and/or Right-of-Way assets. Data collected in this project will be integrated into the regional pavement management system and be made available to each participating community. Final Deliverables of this project include the uploading of data into GIS and Micropaver software, software training, GIS shapefiles, excel spreadsheets, and a final report by the consultant. Consultant will also present this report to Policy and Technical Committees.