

ALOP

Annual List of Obligated Projects for the Peoria-Pekin Urbanized Area

Fiscal Year 2026

July 1, 2025, through June 30, 2036



TRI-COUNTY REGIONAL PLANNING COMMISSION

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Annual List of Obligated Projects

Fiscal Year 2026

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

Compiled on September 29, 2026



Tri-County Regional Planning Commission
456 Fulton Street | Suite 401 | Peoria, Illinois 61602
Telephone: (309) 673-9330 | Email: info@tricountyrpc.org
Website: tricountyrpc.org

Acknowledgments

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

Commission

Leon Ricca, Bartonville
Amanda Beadles, Chillicothe
Don Knox, CityLink
Terry Keogel, Creve Coeur
John Kahl, East Peoria
Karl Figg, Germantown Hills
Karen Dvorsky, IDOT
Nate Parrot, Morton
Marry Burress, Pekin
Camille Coates, Peoria Co
Dan Phelan (Vice-Chair), Peoria County
Rita Ali, Peoria
Patrick Ulrich, Peoria
Rick Powers, Peoria
Matt Wigginton, Peoria Heights
Russ Crawford, Tazewell County
Cathryn Stump (Treasurer), Tazewell Co
Lilija Stevens, Washington
James Dillon, West Peoria
Autum Jones, Woodford County
Chuck Nagel (Chair), Woodford Co

Technical Committee

Patrick Meyer, Bartonville
Josh Harken, Chillicothe
Brad Siltman, CityLink
LD Chaney, Creve Coeur
Ty Livingston, East Peoria
Ann Doubet, Germantown Hills
Dan Corp, IDOT
Craig Loudermilk, Morton
Simon Grimm, Pekin
Jeff Gilles (Vice-Chair), Peoria County
Amy McLaren, Peoria County
Andrea Klopfenstein, Peoria
Paola Mendez, Peoria
Sie Maroon, Peoria
Mark Lee, Peoria Heights
Paul Augspurger, Tazewell County
Dan Parr, Tazewell County
Eric Miller, TCRPC
Dennis Carr, Washington
Kinga Krider, West Peoria
Conrad Moore (Chair) Woodford Co

Tri-County Staff

Eric Miller, Executive Director
Michael Bruner, Planning Program Manager
Rebecca Eisele, Accountant
Lori Reynolds, Office Administrator
Reema Abi-Akar, Senior Planner
Isaiah Hageman, GIS Specialist III
Adam Crutcher, Planner II
Else Hayes, Planner II
Gavin Hunt, Planner I
Bano Moosavi, Planner I

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Overview

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

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

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

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

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

MPO Organization and Duties

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

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

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

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

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

Metropolitan Planning Area

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

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

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

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

Annual Listing of Obligated Projects

The Annual Listing of Obligated Projects (ALOP) provides a record of transportation projects within the Greater Peoria MPA for which Federal transportation funds were obligated during the preceding State Fiscal Year. The ALOP is prepared in accordance with the requirements of 23 U.S.C. § 134(j)(7)(B), which calls for an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year. The listing is developed through the cooperative efforts of IDOT, Greater Peoria Mass Transit District (GPMTD), and TCRPC. The ALOP is published by TCRPC on an annual basis and is made available to the public no later than September 30th.

For purposes of this report, TCRPC uses the Illinois State Fiscal Year, July 1 through June 30, as the reporting period for the ALOP. This differs from the Federal Fiscal Year, which runs from October 1 through September 30. Accordingly, this report identifies federally funded highway and public transportation projects within the MPA for which Federal funds were obligated during State Fiscal Year 2026, July 1, 2025, through June 30, 2026.

Federal Obligations

A Federal obligation represents a legal commitment by the Federal government to provide its share of funding for an eligible project. An obligation is different from an expenditure. The obligation establishes the Federal government's commitment to the project, while expenditures occur as project costs are incurred and Federal funds are subsequently drawn down.

The timing of an obligation varies by Federal funding program. For Federal Highway Administration (FHWA) projects, an obligation generally occurs when the Federal government approves the project and the applicable project agreement is executed, allowing Federal funds to be committed to the project. For Federal Transit Administration (FTA) projects, an obligation generally occurs when Federal financial assistance is awarded through an executed grant or cooperative agreement.

Projects for which funds have been obligated does not necessarily mean construction or other project activities have started during the FY. Likewise, the amount obligated during the FY may represent only a portion of the total Federal funding associated with a project. The obligation amount should therefore not be interpreted as the total project cost, the amount spent during the year, or the value of work completed during the year.

The ALOP serves an important transparency function by providing the public, local governments, transportation agencies, and other stakeholders with information about the use of Federal transportation funds within the MPA.

Surface Transportation Projects

The surface transportation portion of the ALOP identifies highway, bicycle, pedestrian, and other surface transportation projects for which Federal funds were obligated during State Fiscal Year 2026. The listing includes the project, location, Federal funding source, and amount obligated during the reporting period, as applicable.

As the region's MPO, TCRPC is responsible for programming certain Federal transportation funds allocated to the Greater Peoria Metropolitan Planning Area, including Surface Transportation Block Grant (STBG), Carbon Reduction Program (CRP), and Transportation Alternatives (TA) funds. TCRPC programs these funds to eligible projects through its competitive programming process. While TCRPC determines how these funds are programmed, the Federal funding is administered through the IDOT, which coordinates project authorization and reimbursement with project sponsors.

The ALOP may also include projects using Advance Construction (AC). Advance Construction is a Federal-aid financing mechanism that allows a project to be authorized and advanced using non-Federal funds before Federal funds are formally obligated. Federal participation may subsequently be added when Federal funding and obligation authority become available.

Because Advance Construction projects may involve multiple stages of Federal participation, the presence of an AC project in the ALOP does not necessarily indicate that the entire project cost was federally obligated during State Fiscal Year 2026. Additional information regarding IDOT's Advance Construction procedures is provided in the Illinois Statewide Transportation Improvement Program (STIP).

Project Listing

The Annual Listing of Federally Authorized Surface Transportation Projects begins on the following page.

Tip	State Job Number	Federal Project Number	Project Description	County	TIP Funding Source	Authorization Earliest Date	Last Federal Approval Date	AC	Federal Funds	Soft Match	State	Local	Total
S-24-03	C-94-079-18	ST9M(831)	Bridge rehabilitation on US 150 over IL 29 and the Illinois River in Peoria.	TAZEWELL	BRIDGE - STATE PRGMD	5/5/2025	9/4/2025	\$311,508.00	\$57,847,150.00	\$0.00	\$14,539,667.00	\$0.00	\$72,698,325.00
S-19-05	C-94-091-09	WF2H(398)	Bridge replacement on IL 116 over BNSF RR, UP RR & Kickapoo Creek 0.1 Mi E of Airport Rd.	PEORIA	BRIDGE - STATE PRGMD	6/23/2025	3/3/2026	\$ -	\$20,000,000.00	\$0.00	\$5,000,000.00	\$0.00	\$25,000,000.00
S-17-03	C-94-079-12	0474(106)	2.03 miles of painting and steel repairs to the two structures (Shade Lowman Bridge) carrying I-474 over the Illinois River in Bartonville	TAZEWELL	NHPP	9/19/2016	1/12/2026	\$ -	\$12,114,647.40	\$0.00	\$1,346,071.97	\$0.00	\$13,460,719.37
S-24-10	C-94-008-12	B5LT(281)	Roadway reconstruction on IL 9 from the WCL of Tremont to W of I-155 Ramps.	TAZEWELL	NHPP	2/26/2025	1/29/2026	\$ -	\$10,425,383.00	\$0.00	\$2,587,721.00	\$21,560.00	\$13,034,664.00
S-25-09	C-94-064-24	3AHI(863)	Resurfacing on US 24/IL 9 from Kingston Mines to W of IL 9 (E).	PEORIA	NHPP	2/13/2025	1/29/2026	\$ -	\$7,654,347.42	\$0.00	\$2,002,907.36	\$0.00	\$9,657,254.78
S-26-04	C-94-115-20	MDDS(771)	Resurfacing and traffic signal modernization on US 24 from W of Grosenbach Rd in East Peoria to N Cummings Ln in Washington.	TAZEWELL	NHPP	10/28/2025	6/17/2026	\$5,131,217.00	\$5,455,510.66	\$0.00	\$2,546,203.67	\$100,487.00	\$13,233,418.33
PEO-26-01	C-94-054-25	2VQI(848)	Project consists of full depth HMA and PCC pavement removal, HMA surface removal, HMA overlay, full depth composite or HMA pavement, traffic signals, lighting, storm sewer, median removal, concrete base course widening, concrete sidewalk and trail, concrete curb and gutter, drainage improvements, and pavement markings.	PEORIA	STU-LOCAL	9/19/2025	3/31/2026	\$ -	\$3,612,988.39	\$0.00	\$0.00	\$2,018,247.10	\$5,631,235.49
PEK-25-01	C-94-051-24	J35T(004)	Pavement removal, sub and aggregate bases, PCC pavement, sidewalk replacement, curb and gutter replacement, storm sewer, watermain improvements, pavement markings, traffic signals and lighting.	TAZEWELL	STU-LOCAL	4/23/2025	9/11/2025	\$ -	\$3,000,000.00	\$0.00	\$0.00	\$1,855,530.00	\$4,855,530.00
S-24-20	C-94-048-21	EVKY(103)	Bridge rehabilitation on IL 8/IL 116 at the Cedar St bridge over the Illinois River in Peoria.	TAZEWELL	BRIDGE - STATE PRGMD	2/13/2025	3/20/2026	\$ -	\$2,977,304.00	\$0.00	\$744,328.00	\$0.00	\$3,721,632.00
S-26-11	C-94-073-25	D24G(394)	Lighting on I-74 from Sterling Ave in Peoria to the Illinois River.	PEORIA	CARBON REDUCTION PROGRAM	7/9/2025	9/11/2025	\$ -	\$1,686,600.00	\$0.00	\$187,400.00	\$0.00	\$1,874,000.00

Tip	State Job Number	Federal Project Number	Project Description	County	TIP Funding Source	Authorization Earliest Date	Last Federal Approval Date	AC		Federal Funds	Soft Match	State	Local	Total
S-23-05	C-94-041-20	1619(181)	Bridge rehabilitation, drainage improvements, pavement removal and replacement, and traffic signal improvements on IL 40 over Bob Michael Bridge at Illinois River	PEORIA	NHPP	9/20/2022	4/7/2026	\$	-	\$1,528,169.97	\$0.00	\$382,043.31	\$98,842.52	\$2,009,055.80
S-18-37	C-94-002-16	QKQV(661)	Resurfacing on US 24 B from E of Lynn St in Washington to US 24.	WOODFORD	STBG-STATE	4/11/2018	2/12/2026	\$	-	\$1,431,381.30	\$0.00	\$361,631.94	\$0.00	\$1,793,013.24
S-27-08	C-94-039-14	DSQD(097)	Intersection improvement and traffic signal installation on IL 40 at IL 6 (NB) Ramp Terminal in Peoria.	PEORIA	HIGHWAY SAFETY IMPROVEMENT PROGRAM	3/26/2025	3/2/2026	\$	-	\$1,424,001.00	\$0.00	\$158,224.00	\$0.00	\$1,582,225.00
PEK-24-01	C-94-074-23	T0YV(554)	Installation of automatic flashing LED light signals with bells and gates controlled by constant warning time circuitry with event recorder and remote monitor system upgraded crossing surface on Washington Street (FAU 6690) and McLean Street (MUN 3130) at Illinois and Midland Railroad tracks in City of Pekin, Tazewell AAR/DOT # 169803C RR MP 10.26 AAR/DOT # 170029P RR MP 10.33	TAZEWELL	RAIL-HIGHWAY SAFETY SECTION 130	7/27/2023	9/11/2025	\$	-	\$1,294,983.00	\$0.00	\$0.00	\$0.00	\$1,294,983.00
S-25-09	C-94-064-24	3AHI(863)	Resurfacing on US 24/IL 9 from Kingston Mines to W of IL 9 (E).	PEORIA	NHPP	2/13/2025	1/29/2026	\$	-	\$866,998.58	\$0.00	\$216,749.65	\$0.00	\$1,083,748.23
MPO-23-01	C-94-017-23	TKUI(239)	Removal of existing guardrail, installation of new guardrail, removal of existing traffic barrier terminals, installation of new traffic barrier terminals, pedestrian hand-railing, and aggregate shoulders.	PEORIA	HIGHWAY SAFETY IMPROVEMENT PROGRAM	9/23/2025	3/19/2026	\$	-	\$851,913.00	\$0.00	\$0.00	\$94,837.50	\$946,750.50
MPO-23-01	C-94-017-23	TKUI(239)	Removal of existing guardrail, installation of new guardrail, removal of existing traffic barrier terminals, installation of new traffic barrier terminals, pedestrian hand-railing, and aggregate shoulders.	WOODFORD	HIGHWAY SAFETY IMPROVEMENT PROGRAM	9/23/2025	3/19/2026	\$	-	\$851,913.00	\$0.00	\$0.00	\$94,837.50	\$946,750.50

Tip	State Job Number	Federal Project Number	Project Description	County	TIP Funding Source	Authorization Earliest Date	Last Federal Approval Date	AC		Federal Funds	Soft Match	State	Local	Total
S-23-05	C-94-041-20	1619(181)	Bridge rehabilitation, drainage improvements, pavement removal and replacement, and traffic signal improvements on IL 40 over Bob Michael Bridge at Illinois River	PEORIA	NHPP	9/20/2022	4/7/2026	\$	-	\$820,147.40	\$0.00	\$416,905.72	\$0.00	\$1,237,053.12
*MO-24-01	C-94-022-21	E2J2(937)	HMA removal, HMA resurfacing, sidewalk, median replacement, curb and gutter replacement, pavement markings, and the installation of pedestrian signals.	TAZEWELL	STU-LOCAL	3/17/2025	9/8/2025	\$	-	\$720,000.00	\$0.00	\$0.00	\$280,000.00	\$1,000,000.00
*MO-24-01	C-94-022-21	E2J2(937)	HMA removal, HMA resurfacing, sidewalk, median replacement, curb and gutter replacement, pavement markings, and the installation of pedestrian signals.	TAZEWELL	TA-TMA	3/17/2025	9/8/2025	\$	-	\$675,000.00	\$0.00	\$0.00	\$268,750.00	\$943,750.00
S-26-14	C-94-103-24	B91E(596)	Bridge joint replacement and bridge painting carrying IL-8 over Union Pacific RR, 0.2 mile E of Reservoir Blvd in Peoria County	PEORIA	STBG-STATE	1/5/2026	6/17/2026	\$	-	\$650,021.00	\$0.00	\$162,505.25	\$0.00	\$812,526.25
S-26-12	C-94-074-25	S75P(806)	Lighting from I-74 Knoxville Interchange in Peoria to I-74 Washington Interchange in East Peoria.	TAZEWELL	CARBON REDUCTION PROGRAM	7/9/2025	2/20/2026	\$	-	\$557,272.00	\$0.00	\$61,921.00	\$0.00	\$619,193.00
S-24-03	C-94-079-18	ST9M(831)	Bridge rehabilitation on US 150 over IL 29 and the Illinois River in Peoria.	PEORIA	BRIDGE - STATE PRGMD	5/5/2025	9/4/2025	\$2,813,689.00		\$552,850.00	\$0.00	\$841,636.00	\$0.00	\$4,208,175.00
PC-24-03	P-94-012-24	8HDC(481)	Phase 1 PE for the complete reconstruction of Radnor Road and Willow Knolls Road. New intersections will be studied at Pioneer Parkway, Townline Road, and Walton Road. All crossroad culverts will be replaced. A sidewalk and shared-use path will be included in proposed improvements.	PEORIA	CONGRESSIONALLY DIRECTED SPENDING	5/4/2026	5/4/2026	\$	-	\$500,000.00	\$0.00	\$0.00	\$125,000.00	\$625,000.00
S-20-22	C-94-009-19	JSKJ(375)	Project includes ramp modifications, intersection improvements and miscellaneous electrical work.	TAZEWELL	NHPP	4/26/2019	10/28/2025	\$	-	\$1,043,532.67	\$260,882.68	\$0.73	\$0.00	\$1,304,416.08
S-26-12	C-94-074-25	S75P(806)	Lighting from I-74 Knoxville Interchange in Peoria to I-74 Washington Interchange in East Peoria.	PEORIA	CARBON REDUCTION PROGRAM	7/9/2025	2/20/2026	\$	-	\$451,402.00	\$0.00	\$50,157.00	\$0.00	\$501,559.00
C-25-01	C-94-049-25	9XXJ(839)	HMA removal, HMA resurfacing, aggregate shoulders, and pavement markings.	PEORIA	STU-LOCAL	4/17/2025	9/10/2025	\$	-	\$416,000.00	\$0.00	\$0.00	\$104,000.00	\$520,000.00

Tip	State Job Number	Federal Project Number	Project Description	County	TIP Funding Source	Authorization Earliest Date	Last Federal Approval Date	AC		Federal Funds	Soft Match	State	Local	Total
*W-24-04	C-94-027-24	5WM1(086)	Locations: Grant Street from School Street to IL Route 8 and North Street from North Main Street to West Street. Earth excavation, aggregate base, PCC sidewalk, curb and gutter replacement, storm sewer, and pavement markings.	TAZEWELL	TA-ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM	3/17/2025	3/20/2026	\$	-	\$377,280.00	\$0.00	\$0.00	\$118,300.00	\$495,580.00
S-26-10	C-94-075-25	60I4(407)	Traffic signal improvements at various locations in District 4.	PEORIA	CARBON REDUCTION PROGRAM	6/23/2025	3/20/2026	\$	-	\$308,423.00	\$0.00	\$66,825.07	\$10,280.68	\$385,528.75
PEO-26-01	C-94-054-25	2VQI(848)	Project consists of full depth HMA and PCC pavement removal, HMA surface removal, HMA overlay, full depth composite or HMA pavement, traffic signals, lighting, storm sewer, median removal, concrete base course widening, concrete sidewalk and trail, concrete curb and gutter, drainage improvements, and pavement markings.	PEORIA	STU-LOCAL	9/19/2025	3/31/2026	\$	-	\$307,011.61	\$0.00	\$0.00	\$76,752.91	\$383,764.52
S-27-08	C-94-039-14	DSQD(097)	Intersection improvement and traffic signal installation on IL 40 at IL 6 (NB) Ramp Terminal in Peoria.	PEORIA	NHPP	3/26/2025	3/2/2026	\$	-	\$274,219.00	\$0.00	\$68,556.00	\$0.00	\$342,775.00
S-17-03	C-94-079-12	0474(106)	2.03 miles of painting and steel repairs to the two structures (Shade Lowman Bridge) carrying I-474 over the Illinois River in Bartonville	TAZEWELL	BRIDGE - STATE PRGMD	9/19/2016	1/12/2026	\$	-	\$1,535,233.59	\$0.00	\$170,581.56	\$0.00	\$1,705,815.15
PC-25-01	C-94-006-22	YUFR(842)	Full-depth pavement removal and reconstruction with new PCC pavement with new curb and gutters including sidewalks, multi-use path, storm sewer, water main relocation, and pavement markings.	PEORIA	TA-TMA	9/23/2024	2/19/2026	\$	-	\$198,714.00	\$0.00	\$0.00	\$49,678.50	\$248,392.50
*W-24-04	C-94-027-24	5WM1(086)	Locations: Grant Street from School Street to IL Route 8 and North Street from North Main Street to West Street. Earth excavation, aggregate base, PCC sidewalk, curb and gutter replacement, storm sewer, and pavement markings.	TAZEWELL	TA-TMA	3/17/2025	3/20/2026	\$	-	\$196,027.10	\$0.00	\$0.00	\$67,200.00	\$263,227.10

Tip	State Job Number	Federal Project Number	Project Description	County	TIP Funding Source	Authorization Earliest Date	Last Federal Approval Date	AC		Federal Funds	Soft Match	State	Local	Total
S-20-44	P-94-024-18	ESPL(325)	Preliminary Engineering required for the design and revision of contract plans for the replacement of the east abutment backwall and fiber-reinforced polymer (FBP) repairs at the piers. Work required but not limited to: increase thickness of abutment, front face of the backwall shifted back to provide space for the girder ends, revise slab elevation & bridge approach, drainage details; pier cap beam structural concrete repair; design of steel extensions at the truss bearing replacement locations and coordination with the Coast Guard.	TAZEWELL	NHPP	9/9/2020	4/1/2026	\$	-	\$546,981.00	\$0.00	\$136,745.70	\$0.00	\$683,726.70
PC-25-01	C-94-006-22	YUFR(842)	Full-depth pavement removal and reconstruction with new PCC pavement with new curb and gutters including sidewalks, multi-use path, storm sewer, water main relocation, and pavement markings.	PEORIA	TA-TMA	9/23/2024	2/19/2026	\$	-	\$169,317.49	\$0.00	\$0.00	\$42,329.38	\$211,646.87
S-25-05	C-94-065-24	NDL4(835)	Crack and joint sealing on various routes in Peoria, Marshall, and Woodford Counties.	PEORIA	STBG-STATE	1/22/2025	4/17/2026	\$	-	\$157,814.35	\$0.00	\$39,453.59	\$0.00	\$197,267.94
S-21-11	C-94-122-20	TQPG(562)	Culvert lining at various locations along US 24 in Tazewell and Woodford Counties	TAZEWELL	NHPP	8/31/2020	3/12/2026	\$	-	\$176,043.06	\$0.00	\$44,010.83	\$0.00	\$220,053.89
*W-24-04	C-94-027-24	5WM1(086)	Locations: Grant Street from School Street to IL Route 8 and North Street from North Main Street to West Street. Earth excavation, aggregate base, PCC sidewalk, curb and gutter replacement, storm sewer, and pavement markings.	TAZEWELL	TA-ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM	3/17/2025	3/20/2026	\$	-	\$49,542.00	\$0.00	\$0.00	\$0.00	\$49,542.00
PC-25-01	C-94-006-22	YUFR(842)	Full-depth pavement removal and reconstruction with new PCC pavement with new curb and gutters including sidewalks, multi-use path, storm sewer, water main relocation, and pavement markings.	PEORIA	TA-TMA	9/23/2024	2/19/2026	\$	-	\$39,234.20	\$0.00	\$0.00	\$9,808.55	\$49,042.75

Tip	State Job Number	Federal Project Number	Project Description	County	TIP Funding Source	Authorization Earliest Date	Last Federal Approval Date	AC		Federal Funds	Soft Match	State	Local	Total
GH-21-01	P-94-034-23	DLMG(471)	The Germantown Hills to Metamora Trail Project consists of study and design for a proposed off-road, multiuse trail to be located adjacent to IL Route 116.	WOODFORD	TA-TMA	1/16/2024	6/8/2026	\$	-	\$34,547.02	\$0.00	\$0.00	\$8,636.76	\$43,183.78
PC-23-02	P-94-011-23	MQ2X(794)	Preliminary engineering to improve roadway using shoulder widening, rumble strips and edge line markings.	PEORIA	HIGHWAY SAFETY IMPROVEMENT PROGRAM	6/28/2023	7/2/2025	\$	-	\$117,308.70	\$0.00	\$0.00	\$13,034.30	\$130,343.00
S-26-14	C-94-103-24	B91E(596)	Bridge joint replacement and bridge painting carrying IL-8 over Union Pacific RR, 0.2 mile E of Reservoir Blvd in Peoria County	PEORIA	STBG-STATE	1/5/2026	6/17/2026	\$	-	\$20,006.00	\$0.00	\$5,001.50	\$0.00	\$25,007.50
S-18-11	D-94-036-15	MFYW(952)	Preliminary Engineering services required for reconstruction of the Cedar Street Extension over Tazewell & Peoria Railroad and IL 29. Work includes but is not limited to: field survey; resolve recommendations from the Roadway & Structural Geotechnical Report; reconcile utility & refine plans for work adjacent to the railroad; prepare preliminary roadway & lighting plans, revise Maintenance of Traffic; update foundation design, updates for utility conflicts, header beams and produce subsurface model; update final plans to incorporate Bridge Operations comments; revisions to bridge deck elevations & modification of Scrubber design; develop retaining walls drainage solution and redesign retaining walls due to utility conflicts, utilize Value Engineering including Erosion Control Plans; additional management & administration.	TAZEWELL	NHPP	7/20/2020	1/14/2026	\$	-	\$2,280,000.00	\$0.00	\$570,000.00	\$0.00	\$2,850,000.00
S-24-18	C-94-071-23	B33G(445)	Bridge preservation of structure on I-155 at Queenwood Rd, Broadway Rd, Allentown Rd, Feather Rd, IL 122 (W) & Armington Road (All Overhead)	TAZEWELL	NHPP	3/6/2024	4/1/2026	\$	-	\$14,819.93	\$0.00	\$1,646.67	\$0.00	\$16,466.60
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	PEORIA	STBG-STATE	3/14/2024	3/25/2026	\$	-	\$14,233.81	\$0.00	\$3,558.45	\$0.00	\$17,792.26

Tip	State Job Number	Federal Project Number	Project Description	County	TIP Funding Source	Authorization Earliest Date	Last Federal Approval Date	AC		Federal Funds	Soft Match	State	Local	Total
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	PEORIA	STBG-STATE	3/14/2024	3/25/2026	\$	-	\$14,233.81	\$0.00	\$3,558.45	\$0.00	\$17,792.26
S-18-24	P-94-014-17	354T(405)	The Third Supplement proposes additional structural design required for necessary profile changes. A previous truss modification changed the way the truss deflects and significantly changed the existing profile grade in Span 4, 5 and 6. The Consultant will develop a new proposed profile grade for the deck replacement with improved cross slopes, taller parapets, median barrier and strengthening load capacity of some trusses; rehabilitation plans will be revised as needed. Updates required for the detour traffic models and contract plans for the bridge rehabilitation due to the elimination of the roundabout construction at the intersection of River Road & Camp Street in East Peoria.	TAZEWELL	NHPP	10/30/2017	3/25/2026	\$	-	\$1,834,496.17	\$0.00	\$253,375.29	\$0.00	\$2,087,871.46
S-18-13	C-94-082-15	PKWL(494)	Culvert replacement on IL 98 over creek, 0.1 mile E of Cole Hollow Rd in North Pekin.	TAZEWELL	STBG-STATE	1/9/2019	6/10/2026	\$	-	\$6,673.81	\$0.00	\$0.00	\$1,668.46	\$8,342.27
S-21-15	C-94-083-20	R5FU(904)	Bridge washing of 8 bridges over the Illinois River in Marshall, Tazewell and Mason Counties	PEORIA	NHPP	11/19/2020	3/17/2026	\$	-	\$5,847.10	\$0.00	\$1,461.79	\$0.00	\$7,308.89
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	PEORIA	STBG-STATE	3/14/2024	3/25/2026	\$	-	\$5,152.80	\$0.00	\$1,288.20	\$0.00	\$6,441.00
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	WOODFORD	STBG-STATE	3/14/2024	3/25/2026	\$	-	\$5,152.80	\$0.00	\$1,288.20	\$0.00	\$6,441.00
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	PEORIA	STBG-STATE	3/14/2024	3/25/2026	\$	-	\$4,541.63	\$0.00	\$1,135.41	\$0.00	\$5,677.04
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	PEORIA	STBG-STATE	3/14/2024	3/25/2026	\$	-	\$4,541.63	\$0.00	\$1,135.41	\$0.00	\$5,677.04
S-20-22	C-94-009-19	JSKJ(375)	Project includes ramp modifications, intersection improvements and miscellaneous electrical work.	PEORIA	NHPP	4/26/2019	10/28/2025	\$	-	\$4,343.21	\$1,085.82	\$0.00	\$0.00	\$5,429.03

Tip	State Job Number	Federal Project Number	Project Description	County	TIP Funding Source	Authorization Earliest Date	Last Federal Approval Date	AC		Federal Funds	Soft Match	State	Local	Total
S-21-25	C-94-057-15	KSSN(433)	Resurfacing and bridge deck overlay and repairs to various structures on I-474 from I-74 to the Illinois river in Peoria County	PEORIA	NHPP	5/4/2021	3/19/2026	\$	-	\$20,615,751.28	\$0.00	\$2,702,564.68	\$0.00	\$23,318,315.96
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	PEORIA	STBG-STATE	3/14/2024	3/25/2026	\$	-	\$2,880.14	\$0.00	\$720.04	\$0.00	\$3,600.18
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	PEORIA	STBG-STATE	3/14/2024	3/25/2026	\$	-	\$2,880.14	\$0.00	\$720.04	\$0.00	\$3,600.18
*W-24-04	C-94-027-24	5WM1(086)	Locations: Grant Street from School Street to IL Route 8 and North Street from North Main Street to West Street. Earth excavation, aggregate base, PCC sidewalk, curb and gutter replacement, storm sewer, and pavement markings.	TAZEWELL	TA-ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM	3/17/2025	3/20/2026	\$	-	\$2,140.90	\$0.00	\$0.00	\$0.00	\$2,140.90
S-25-05	C-94-065-24	NDL4(835)	Crack and joint sealing on various routes in Peoria, Marshall, and Woodford Counties.	WOODFORD	STBG-STATE	1/22/2025	4/17/2026	\$	-	\$22,049.63	\$0.00	\$5,512.41	\$0.00	\$27,562.04

Tip	State Job Number	Federal Project Number	Project Description	County	TIP Funding Source	Authorization Earliest Date	Last Federal Approval Date	AC	Federal Funds	Soft Match	State	Local	Total
S-18-28	P-94-017-17	RIAS(156)	Preliminary engineering Services required for bridge replacement & rehabilitation in Peoria. Work includes but is not limited to: Prepare preliminary Type, Size & Location drawing in which the preferred rehabilitation strategy defined in the Bridge Conditions Report (Strategy #3) will serve as the basis for it's development. Strategy #3 entails the replacement of existing structures with a new 2-span structure with construction of retaining walls and land bridge; the new 2-span structure may become a 3-span structure with the elimination of the retaining wall; if Clark Street remains in place a single span bridge may be considered. The Consultant will prepare the Structure Report & make any necessary revisions and prepare pier removal details, prepare Proposed Boring Plan & utility coordination, obtain temporary access permits which includes coordination of flaggers, perform geotechnical exploration & analysis in order to prepare Preliminary Structure Geotechnical Reports. Administration & Project Management includes project set-up & preparation of invoices & general project oversight.	PEORIA	NHPP	6/14/2019	6/23/2026	\$ -	\$1,402.37	\$0.00	\$350.60	\$0.00	\$1,752.97
S-26-04	C-94-115-20	MDDS(771)	Resurfacing and traffic signal modernization on US 24 from W of Grosenbach Rd in East Peoria to N Cummings Ln in Washington.	TAZEWELL	NHPP	10/28/2025	6/17/2026	\$ -	\$1,229.34	\$0.00	\$307.34	\$0.00	\$1,536.68
S-21-15	C-94-083-20	R5FU(904)	Bridge washing of 8 bridges over the Illinois River in Marshall, Tazewell and Mason Counties	PEORIA	NHPP	11/19/2020	3/17/2026	\$ -	\$758.69	\$0.00	\$189.68	\$0.00	\$948.37

Public Transportation Projects

The public transportation portion of the ALOP identifies projects within the metropolitan planning area for which Federal Transit Administration funds were obligated during State Fiscal Year 2026. Public transportation funding is administered through a combination of Federal, State, and local programs, with Federal transit funds generally awarded through the Federal Transit Administration to eligible recipients.

CityLink, which is operated by the GPMTD, is the region's primary public transportation provider and accounts for a significant portion of the region's Federal transit funding. Other eligible public transportation recipients and programs may also be included in the listing when Federal funds are obligated during the reporting period.

As the region's MPO, TCRPC serves as a Co-Designated Recipient of Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funds for the Greater Peoria area, along with the IDOT.

Section 5310 provides funding for capital and operational projects that support the mobility needs of older adults and individuals with disabilities. Within the Greater Peoria area, IDOT receives 55 percent of the Section 5310 funding allocation for its statewide Consolidated Vehicle Procurement (CVP) program. The remaining 45 percent is allocated to TCRPC for programming to eligible capital and operational projects within the Greater Peoria area.

Section 5310 projects programmed by TCRPC are selected through the region's coordinated human services transportation planning process and incorporated into the metropolitan transportation planning and programming process. Projects for which Section 5310 funds were obligated during State Fiscal Year 2026 are included in the public transportation project listing.

Project Listing

The Annual Listing of Obligated Public Transportation Projects follows the surface transportation project listing.

Tip	Federal Project Number	Project Description	County	TIP Funding Source	Federal Award Date	Federal Funds	Soft Match	State	Local	Total
5310-26-02	IL-2024-016	Washington Paratransit Service Continuation	TAZEWELL	FTA 5310 Seniors/ Disability	9/23/2025	\$100,000.00	\$0.00	\$0.00	\$100,000.00	\$200,000.00
5310-26-01	IL-2024-016	Phase I & II Engineering for pedestrian corssing at the intersection of IL Route 116 and Mariners Way	PEORIA	FTA 5310 Seniors/ Disability	9/23/2025	\$45,200.00	\$0.00	\$0.00	\$11,300.00	\$56,500.00

Appendix A: Abbreviations & Acronyms

Abbreviations of Entities

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

List of Acronyms

Acronym	Meaning
3-C	Continuing, Coordination, and Comprehensive
AC	Advance Construction
ADA	Americans with Disabilities Act of 1990
ALOP	Annual Listing of Obligated Projects
BIL	Bipartisan Infrastructure Law
CFR	Code of Federal Regulations
CityLink	Greater Peoria Mass Transit District
DOT	US Department of Transportation
EJ	Environmental Justice
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GPMTD	Greater Peoria Mass Transit District
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
IDOT	Illinois Department of Transportation
IIJA	Infrastructure Investment and Jobs Act

ITEP	Illinois Transportation Enhancement Program
L RTP	Long-Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MFT	Motor Fuel Tax
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NHPP	National Highway Performance Program
NHS	National Highway System
PPUATS	Peoria-Pekin Urbanized Area Transportation Study
PTASP	Public Transportation Agency Safety Plan
RAISE	Rebuilding American Infrastructure with Sustainability and Equity
RPC	Regional Planning Organization
5310	Enhanced Mobility of Seniors and Individuals with Disabilities
SMS	Safety Management System
SS4A	Safe Streets and Roads for All
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
STR	Surface Transportation Rural
STU	Surface Transportation Urban

TA	Transportation Alternative
TAM	Transit Asset Management
TCRPC	Tri-County Regional Planning Commission
TIP	Transportation Improvement Program
TMA	Transportation Management Area
Tri-County	Tri-County Regional Planning Commission
UPWP	Unified Planning and Work Program
USC	United States Code
UZA	Urbanized Area

Appendix B: Funding Sources

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.

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

Bridge Investment Program (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.

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

COVID Relief Funds for Highway Infrastructure Projects (CHIP) was established by Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and provided additional funds for highway infrastructure programs nationwide with no local match requirements. IDOT administered the CHIP program and distributed the urban portion of the funding program to MPO (**CHIP-U**) and the rural portion of the funding to county governments (**CHIP-R**).

Emergency Relief Program (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 meetings 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.

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 cultural, historic, aesthetic, and environmental aspects of the region's transportation infrastructure. Eligible projects include bicycle trails, scenic roads, and historic preservation efforts.

National Electric Vehicle Infrastructure Formula Program (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 efficient movement of freight on the National Highway Freight Network (NHFN) and supports 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, cultural, 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 resilience to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, at-risk coastal infrastructure. The discretionary program offers two types of awards: planning grants and Competitive Resilience Improvement grants.

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

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

Recreational Trails Program (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, and generate regional economic growth and improve quality of life.

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, reduce traffic, and air pollution in the vicinity of schools.

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 MPO and identified as **STBG-U or STP-U** (Formerly identified as STU) and the rural portion of the funding to county governments and identified as **STBG-R or STP-R** (Formerly identified as STR).

Transportation Alternatives (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 Funds

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

Economic Development Program (EDP) aids 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.

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

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.

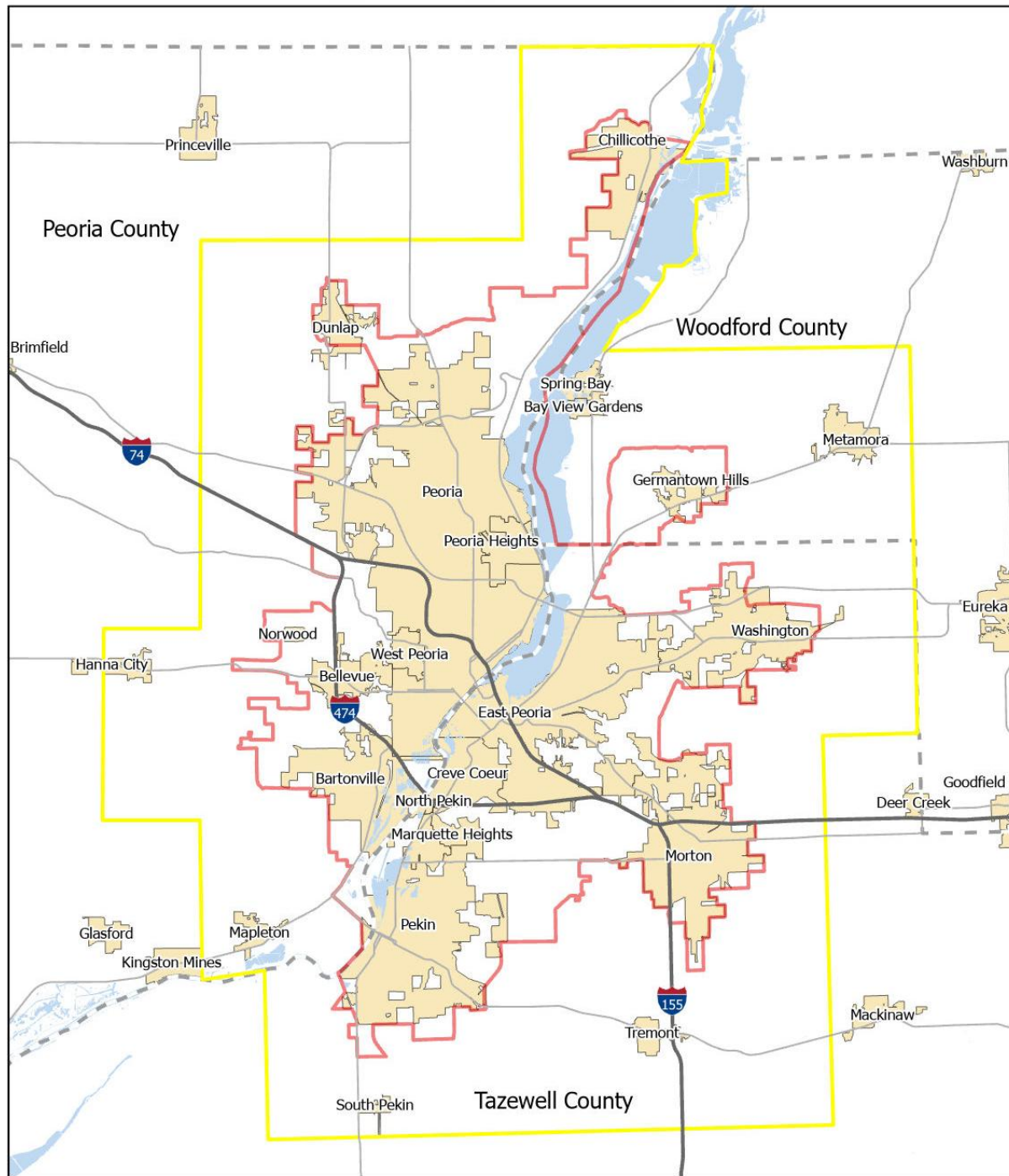
Local Funds

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 ALOP.

Appendix C: Metropolitan Planning Area



--- Tri-County Boundary
 Yellow outline: Metropolitan Planning Area

Red outline: 2020 Urbanized Area
 Orange outline: Municipal Boundary
 Blue outline: Illinois River

Thick black line: Interstate
 Thin black line: Other Highways

April 2024



Figure 1: Tri-County Metropolitan Planning Area

Fiscal Year 2027 - 2030

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TIP