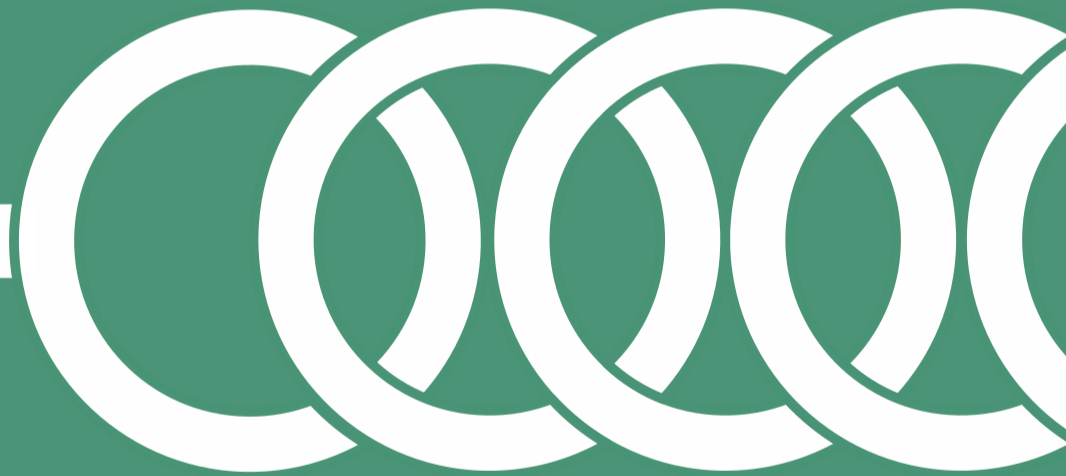


Annual List of Federally Authorized Projects

Fiscal Year 2025



TRI-COUNTY REGIONAL PLANNING COMMISSION

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Annual List of Federally Authorized Projects

Fiscal Year 2025

The Tri-County Regional Planning Commission (TCRPC) 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. TCRPC prepared this document in cooperation with its member jurisdictions, Illinois Department of Transportation (IDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

Compiled on September 22, 2025



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Acknowledgements

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Introductions

Established in 1958, Tri-County Regional Planning Commission (referred to in this document as TCRPC or Tri-County) serves the Peoria, Tazewell, and Woodford counties, located in Central Illinois and collectively known as the Tri-County Region. The region is comprised of three counties, 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. Additionally, TCRPC serves as the region's Metropolitan Planning Organization (MPO).

Metropolitan Planning Organizations

Congress passed the Federal-Aid Highway Act of 1962, requiring the formation of MPOs in urbanized areas (UZA) with a population of 50,000+ to provide multimodal 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 (3-C) planning process. Federal funding for transportation projects and programs in a metropolitan area is allocated through the MPO.

As a result, TCRPC was designated as the MPO for the Greater Peoria area by Illinois Governor Dan Walker in 1976. That same year TCRPC established the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) to function as the MPO for the UZA. The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law or BIL, was signed into law by President Biden on November 15, 2021, and is the current infrastructure bill that continues the federal requirement for the multimodal transportation planning process outlined in Title 23 Code of Federal Regulations Part 450 Subpart C. This process brings together state and local jurisdictions, transportation authorities, and interested public members to assist in creating transportation policy and developing comprehensive plans that reflects the transportation vision for the future within the 20-Year Metropolitan Planning Area (MPA).

Planning Area

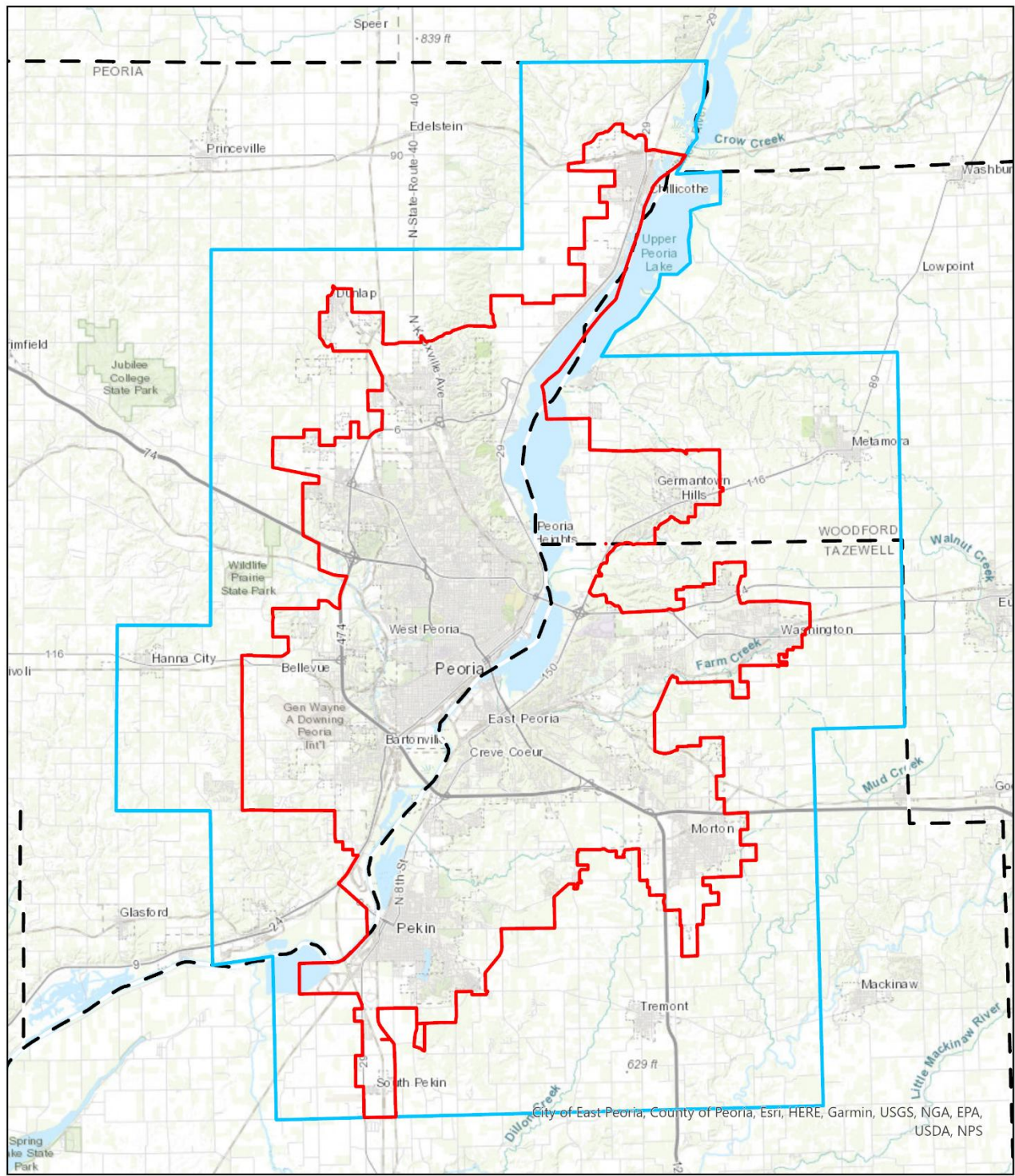
The region's UZA spans three counties, incorporates 16 municipalities, and services over 240,000 residents. The UZA includes larger communities like Peoria and Pekin, as well as smaller communities like Bartonville and Germantown Hills. Additionally, the MPA, which is the UZA plus the adjacent area expected 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. As explained above, the MPA contains the UZA and the adjacent land likely to urbanize in the next 20 years. The UZA is defined by the Census Bureau and represents the built-up core of the Greater Peoria region.

The Census Bureau defines an 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 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 is based on the 2020 Decennial Census and was adopted in August 2024. 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 located on the following page.



Tri-County Metropolitan Planning Organization

- Urban Area
- Metropolitan Planning Area
- Counties

0 1 2 4 6 8 Miles



Figure 1: Tri-County MPO Urbanized and Metropolitan Planning Area

Organization and Duties

Tri-County is the MPO for the Greater Peoria Area. Representation on the TCRPC is drawn from elected officials and staff of local municipalities and counties, along with the Peoria International Airport, the Greater Peoria Mass Transit District (GPMTD) – commonly known as CityLink – and the Illinois Department of Transportation (IDOT). The MPO is comprised of two boards: the Full Commission (TCRPC's governing board) and a Technical Committee.

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

As the MPO, the Full Commission function is to determine transportation policy within the framework of the multimodal transportation planning process. The Full Commission is required to vote on Technical Committee recommendations. The MPO Technical Committee is made up of individuals appointed by their respective MPO jurisdictions. 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 Full Commission.

The following four continuing, cooperative, and comprehensive documents were developed and recommended by the Technical Committee, and approved by the Full Commission:

Long-Range Transportation Plan

The Long-Range Transportation Plan (LRTP) is a comprehensive proposal for the further development, improvement, and maintenance of the major transportation systems for the Peoria Metropolitan Area. The LRTP has a 20-year (minimum) time horizon and addresses all modes of transportation: highway, transit, freight, and enhancement. The LRTP is updated every five years. The latest LRTP was adopted by the Full Commission on April 2, 2025.

Transportation Improvement Program

The Transportation Improvement Program (TIP) proposes expenditures using federal dollars for transportation improvements scheduled for the next four years. The listing includes all

transportation projects proposed within the Metropolitan Planning Area for the Greater Peoria area. The listing establishes priorities and is financially constrained (i.e., a project can only be included if there is a reasonable expectation of sufficient funding for its completion). The TIP is typically updated and approved by TCRPC annually. The latest TIP was adopted by the Full Commission on September 20, 2024.

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is prepared annually to direct day-to-day work of the TCRPC staff and committees. The UPWP outlines specific planning activities to be accomplished in the coming fiscal year and assigns responsibilities to the various TCRPC departments. The bulk of the work is funded by grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The latest UPWP was adopted by the Full Commission on April 2, 2025 for Fiscal Year 2026.

Public Participation Plan

Since its inception, TCRPC has been actively committed to involving the public in its planning process. Mailings, public notices, and frequently updated postings to TCRPC website/newsletter are all common methods utilized to keep the public informed of projects, documents, and public input sessions. TCRPC maintains a Public Participation Plan (PPP) which was last updated and approved on June 5, 2024, along with the Commission's Title VI Program, which ensures "no person in the United States shall, on the ground 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.

Annual Listing of Obligated Projects

The IIJA outlines the requirement for MPOs to publish an annual listing of obligated projects (ALOP) for which Federal funds have been given in the preceding year, including a listing of pedestrian and bicycle projects. From 23 U.S. Code § 134:

“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 shall be published or otherwise made available by the cooperative effort of the State, transit operator, and metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the [Transportation Improvement Program].”

This report is published in response to the above-mentioned criteria by listing all federally funded transportation projects in the MPA that were obligated during the state fiscal year (FY) 2025 from July 1, 2024, to June 30, 2025. For FHWA projects, obligation occurs when a project agreement is executed and the State/grantee requests that the funds be obligated. For FTA projects, obligation occurs when the FTA grant is awarded.

Within this context, an obligation is the Federal government's legal commitment to pay the Federal share of a project's cost. An obligated project is one that has been authorized by the Federal agency and funds have been committed. Projects for which funds have been obligated are not necessarily initiated or completed in the program year, and the amount of the obligation will not necessarily equal the total cost of the project. This report's second purpose is to provide increased transparency of government spending on transportation projects and strategies to state and local officials, and to the public.

Surface Transportation Projects

This report lists highway projects that received federal funding during FY 2025. Approximately **\$51.58 million** in federal funds and approximately **\$493,000 thousand in state advance construction funds** were obligated for regional transportation projects between July 1, 2024, and June 30, 2025. A listing of acronyms and funding sources may be found in the appendices of this document.

Advanced Construction

Some projects in the Obligated Projects List are advanced construction projects. The definition of “Advanced Construction” and current operating procedures come from the Statewide Transportation Improvement Program (STIP):

“Advanced Construction (AC) is a cash flow management tool that allows IDOT to begin projects with State funds and later convert these projects to Federal assistance. Advance Construction allows IDOT to request and receive approval to construct Federal-aid projects in advance of the apportionment of authorized Federal-aid funds. Under normal circumstances, states “convert” advance-constructed projects to Federal aid at any time sufficient Federal-aid funds and obligation authority are available. The department’s [IDOT] longstanding policy is to maximize the number of projects eligible for federal reimbursement.... The department’s [IDOT] new practice is to place all federally eligible highway projects on AC status at the time of authorization and to then convert projects to current funded status as needed to use up available apportionment obligation ceiling. When this occurs, the MPO’s are notified electronically. In like fashion, this STIP document indicates planned amounts of AC conversation in each fiscal year.”

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	Program Code	Program Code Description	Authorization Earliest Date	Last Federal Approval Date	AC	Federal Funds	State	Local	Total
CC-23-02	C-94-076-24	4FZB(537)	Locations are along Eleanor Court from Groveland Street to Briarwood Court and along Groveland Street from Allyn Street to Eller Avenue.	TAZEWELL	Y300	TRANSP ALT I IJA	6/25/2024	11/8/2024	\$ -	\$ 145,600.00	\$ -	\$ 36,400.00	\$ 182,000.00
EP-22-01	C-94-008-22	QL9Q459	Pavement removal, aggregate base, PCC pavement, sidewalk, multi-use path, curb and gutter replacement, storm sewer, pavement markings, signing, and traffic signals.	TAZEWELL	Y230	STBG-URBN >200K	1/23/2025	5/15/2025	\$ -	\$1,338,000.00	\$ -	\$1,082,000.00	\$ 2,420,000.00
EP-24-01	C-94-024-21	UB2P(243)	HMA Milling, HMA Resurfacing, and Pavement Markings.	TAZEWELL	Z230	STBG-URBN >200K	8/14/2024	2/25/2025	\$ -	\$ 210,360.60	\$ -	\$ 52,590.15	\$ 262,950.75
EP-24-01	C-94-024-21	UB2P(243)	HMA Milling, HMA Resurfacing, and Pavement Markings.	TAZEWELL	Y230	STBG-URBN >200K	8/14/2024	2/25/2025	\$ -	\$ 153,639.40	\$ 600,000.00	\$ 38,409.85	\$ 792,049.25
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	Y240	STBG FLEX I IJA	9/23/2024	3/3/2025	\$ -	\$3,900,000.00	\$ -	\$3,021,054.00	\$ 6,921,054.00
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	Y301	TAP >200K I IJA	9/23/2024	3/3/2025	\$ -	\$ 543,159.00	\$ -	\$ 135,790.00	\$ 678,949.00
PEK-24-02	P-94-009-24	RPZM(908)	Engineering study (Phase 1&2) for the section of Veterans Drive from Sheridan Road to Fischer Road	TAZEWELL	Y926	HIP COMM PRO-23	3/25/2025	3/25/2025	\$ -	\$ 3,200,000.00	\$ -	\$ 800,000.00	\$ 4,000,000.00
PEO-20-06	C-94-066-19	HSAC(439)	Installation of automatic flashing LED light signals with bells, and gates controlled by constant warning time circuitry with event recorder and remote monitor system on Alta Lane (FAS 381A) at Union Pacific Railroad in Peoria. AAR DOT # 175630D RR MP 69.96	PEORIA	ZS50	RAIL HWY FAST	11/27/2019	5/8/2025	\$ -	\$ 101,441.00	\$ -	\$ -	\$ 101,441.00
PEO-21-02	C-94-021-21	1CDZ(284)	The Jefferson Avenue and Adams Street HSIP Two-Way Conversion project consists of hot mix surface removal, HMA overlay, corner bump-out and ADA ramp improvements, traffic signals, median removal, concrete base course widening, pavement patching, concrete sidewalk, concrete curb and gutter, drainage improvements, signing, and pavement markings.	PEORIA	YS30	HWY SAFETY I IJA	6/28/2023	7/19/2024	\$ -	\$1,636,351.00	\$ -	\$9,176,761.00	\$10,813,112.00
PEO-24-01	C-94-045-23	NMGI(915)	PAVEMENT REMOVAL, EARTH EXCAVATION, AGGREGATE SUBBASE, PCC PAVEMENT, SIDEWALK, CURB AND GUTTER, STORM SEWER, SIGNING, PAVEMENT MARKINGS, ROADWAY LIGHTING AND TRAFFIC SIGNALS.	PEORIA	Z230	STBG-URBN >200K	3/14/2024	9/4/2024	\$ -	\$2,421,000.00	\$ -	\$4,179,000.00	\$ 6,600,000.00
PH-24-01	P-94-002-24	S19Y(559)	Phase 1 PE study: Road reconstruction with complete streets, underground infrastructure, streetscapes, bike/pedestrian/transit amenities	PEORIA	Y926	HIP COMM PRO-23	1/29/2025	1/29/2025	\$ -	\$2,000,000.00	\$ -	\$ 500,000.00	\$ 2,500,000.00
S-05-07	C-94-059-16	B0VX(431)	Resurfacing in I-474 from Washington St. to Muller Rd. and Morton Ave. to Main St. in Tazewell County. Resurfacing on I-74 from Sterling Ave. to the UP RR and I-474 in Peoria County.	PEORIA	Z001	NHPP FAST	1/26/2018	8/13/2024	\$ -	\$5,150,985.21	\$ 572,721.71	\$ -	\$ 5,723,706.92

TIP	State Job Number	Federal Project Number	Project Description	County	Program Code	Program Code Description	Authorization Earliest Date	Last Federal Approval Date	AC	Federal Funds	State	Local	Total
S-18-02	C-94-052-13	YRP3(905)	Bridge replacement on US 150 (McClugage Bridge) over the Illinois River in Peoria.	PEORIA	Y510	NHS BRDG PENLTY	3/21/2019	6/3/2025	\$ -	\$2,415,676.00	\$ 603,919.00	\$ -	\$ 3,019,595.00
S-18-02	C-94-052-13	YRP3(905)	Bridge replacement on US 150 (McClugage Bridge) over the Illinois River in Peoria.	TAZEWELL	Y510	NHS BRDG PENLTY	3/21/2019	6/3/2025	\$ -	\$2,415,676.00	\$ 603,919.00	\$ -	\$ 3,019,595.00
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 Bride 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	Z0E1	NHPP FAST EXT	7/20/2020	9/4/2024	\$ -	\$1,575,458.80	\$ 393,864.70	\$ -	\$ 1,969,323.50
S-19-23	C-94-005-19	0XQM(889)	Bridge washing at eleven structures over the Illinois River in Tazewell, Marshall, and Mason Counties.	TAZEWELL	M0E1	NHPP MAP-21 EXT	1/9/2019	7/24/2024	\$ -	\$ 270,174.52	\$ 30,019.40	\$ -	\$ 300,193.92
S-19-28	C-94-089-18	6ZVN(096)	Safety improvements on IL 29, IL 8, and BUS 24 in Peoria, Washington, and East Peoria.	TAZEWELL	ZS30	HWY SAFETY FAST	5/3/2019	5/30/2025	\$ -	\$ 690,146.39	\$ 76,683.07	\$ -	\$ 766,829.46
S-20-14	C-94-111-15	Y4TH(575)	Bridge rehabilitation on I-74/IL 29 (Murray Baker Bridge) over the Illinois River in Peoria.	TAZEWELL	Y510	NHS BRDG PENLTY	9/23/2019	3/13/2025	\$ -	\$ 1,083.39	\$ 120.38	\$ -	\$ 1,203.77
S-20-24	C-94-010-19	ZD5E(422)	Installation of dynamic message signs at four locations on I-74 in Peoria and Tazewell Counties.	TAZEWELL	ZS30	HWY SAFETY FAST	1/14/2020	9/12/2024	\$ -	\$1,055,089.12	\$ 117,232.13	\$ -	\$ 1,172,321.25
S-20-44	P-94-024-18	ESPL(325)	Preliminary Engineering required for the rehab of WB McCluggage Bridge and WB FAP US 150 Bridge. Work required but not limited to: review NBIS Inspection Report- some locations require significant modifications due to additional deterioration; correct the truss capacities; widen the WB McCluggage Bridge & east bridge approach slab and modification of east abutment wingwalls; floor beam strengthening; new light pole blister; sign structure support; new concrete pedestal; installation of granular backfill; stage construction of the deck replacement- cantilever truss & dual gird spans require height determination; new sign structure on approach roadway; various unforeseen issues- location identification of relief joints, locating existing light poles, parapet adjustments to extend the slab length, cleaning/painting quantity calculations, detail deck transitions, bottom flange repairs and development of guide pin repairs.	TAZEWELL	Y001	NHPP IIJA	9/9/2020	3/3/2025	\$ -	\$2,160,783.23	\$ 540,195.82	\$ -	\$ 2,700,979.05

TIP	State Job Number	Federal Project Number	Project Description	County	Program Code	Program Code Description	Authorization Earliest Date	Last Federal Approval Date	AC	Federal Funds	State	Local	Total
S-20-44	P-94-024-18	ESPL(325)	Preliminary Engineering required for the rehab of WB McCluggage Bridge and WB FAP US 150 Bridge. Work required but not limited to: review NBIS Inspection Report- some locations require significant modifications due to additional deterioration; correct the truss capacities; widen the WB McCluggage Bridge & east bridge approach slab and modification of east abutment wingwalls; floor beam strengthening; new light pole blister; sign structure support; new concrete pedestal; installation of granular backfill; stage construction of the deck replacement- cantilever truss & dual gird spans require height determination; new sign structure on approach roadway; various unforeseen issues- location identification of relief joints, locating existing light poles, parapet adjustments to extend the slab length, cleaning/painting quantity calculations, detail deck transitions, bottom flange repairs and development of guide pin repairs.	TAZEWELL	Z002	NHPP EXMT FAST	9/9/2020	3/3/2025	\$ -	\$ 358,259.00	\$ 89,565.20	\$ -	\$ 447,824.20
S-20-44	P-94-024-18	ESPL(325)	Preliminary Engineering required for the rehab of WB McCluggage Bridge and WB FAP US 150 Bridge. Work required but not limited to: review NBIS Inspection Report- some locations require significant modifications due to additional deterioration; correct the truss capacities; widen the WB McCluggage Bridge & east bridge approach slab and modification of east abutment wingwalls; floor beam strengthening; new light pole blister; sign structure support; new concrete pedestal; installation of granular backfill; stage construction of the deck replacement- cantilever truss & dual gird spans require height determination; new sign structure on approach roadway; various unforeseen issues- location identification of relief joints, locating existing light poles, parapet adjustments to extend the slab length, cleaning/painting quantity calculations, detail deck transitions, bottom flange repairs and development of guide pin repairs.	TAZEWELL	LZ10	EQ BONUS EX LIM	9/9/2020	3/3/2025	\$ -	\$ 7,077.40	\$ 1,769.35	\$ -	\$ 8,846.75
S-21-26	C-94-087-18	R034(528)	Bridge rehabilitation to 6 structures on I-74/I-474 and IL6 interchanges in Peoria	PEORIA	Y510	NHS BRDG PENLTY	5/4/2021	2/27/2025	\$ -	\$4,549,444.94	\$ 505,493.89	\$ -	\$ 5,054,938.83
S-22-14	P-94-004-20	W5JM(683)	Preliminary Engine required for design of proposed retaining walls along IL 29 (total length approx 2.8 miles). Work includes but is not limited to: preparation of Structure Geotechnical Report and geotechnical subsurface exploration with approx. 105 soil borings; Wall Type Study which includes development of wall surface aesthetic treatments, drainage analysis and Type,Size & Location drawings; communication/coordination between Consultant, the Department and applicable agencies, meetings with Bridge Office, City of Peoria, Village of Peoria Heights & Peoria Park District.	PEORIA	Y001	NHPP IIJA	11/17/2022	6/27/2025	\$ -	\$ 240,000.00	\$ 60,000.00	\$ -	\$ 300,000.00

TIP	State Job Number	Federal Project Number	Project Description	County	Program Code	Program Code Description	Authorization Earliest Date	Last Federal Approval Date	AC	Federal Funds	State	Local	Total
S-22-14	P-94-004-20	W5JM(683)	Preliminary Engine required for design of proposed retaining walls along IL 29 (total length approx 2.8 miles). Work includes but is not limited to: preparation of Structure Geotechnical Report and geotechnical subsurface exploration with approx. 105 soil borings; Wall Type Study which includes development of wall surface aesthetic treatments, drainage analysis and Type,Size & Location drawings; communication/coordination between Consultant, the Department and applicable agencies, meetings with Bridge Office, City of Peoria, Village of Peoria Heights & Peoria Park District.	PEORIA	Z001	NHPP FAST	11/17/2022	6/27/2025	\$ -	\$ 1,199,357.72	\$ 299,839.43	\$ -	\$ 1,499,197.15
S-23-09	C-94-007-23	1CX2(553)	Bridge washing of 10 structure in District 4	PEORIA	Y030	REDISTRIB FUNDS	1/26/2023	5/30/2025	\$ -	\$ 325,629.17	\$ 85,291.43	\$ -	\$ 410,920.60
S-23-12	C-94-039-23	6Z7E(825)	Traffic signal mast arm replacement at IL 8/ IL 1116 and Washington St in Peoria	PEORIA	Z001	NHPP FAST	1/26/2023	3/24/2025	\$ -	\$ 341,382.32	\$ 85,345.60	\$ -	\$ 426,727.92
S-24-05	C-94-067-09	IQDY(843)	Bridge deck replacement and rehabilitation of structures on I-474 over Kickapoo Creek/BNSF RR E of I-74 Interchange	PEORIA	Y510	NHS BRDG PENLTY	3/14/2024	8/6/2024	\$ -	\$12,342,155.00	\$1,371,352.00	\$ -	\$13,713,507.00
S-24-17	C-94-084-23	QJ4I(014)	Bridge painting at various locations in Dist 4	PEORIA	Y240	STBG FLEX IIJA	9/19/2023	11/21/2024	\$ -	\$1,087,108.00	\$ 271,777.01	\$ -	\$ 1,358,885.01
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	Y001	NHPP IIJA	3/6/2024	10/24/2024	\$ -	\$5,606,171.00	\$ 622,910.00	\$ -	\$ 6,229,081.00
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	PEORIA	Y002	NHPP EXMT IIJA	3/14/2024	7/24/2024	\$ -	\$ 149,258.34	\$ 37,315.34	\$ -	\$ 186,573.68
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	PEORIA	Y236	STBG 50-200K	3/14/2024	7/24/2024	\$ -	\$ 25,764.00	\$ 6,443.00	\$ -	\$ 32,207.00
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	WOODFORD	Y001	NHPP IIJA	3/14/2024	7/24/2024	\$ -	\$ 284,455.00	\$ 31,607.00	\$ -	\$ 316,062.00
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	WOODFORD	Y240	STBG FLEX IIJA	3/14/2024	7/24/2024	\$ -	\$ 84,260.00	\$ 21,067.00	\$ -	\$ 105,327.00
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	WOODFORD	Y237	STBG 5K-50K POP	3/14/2024	7/24/2024	\$ -	\$ 24,135.00	\$ 6,036.00	\$ -	\$ 30,171.00
S-24-22	C-94-003-23	498D(999)	Crack and joint sealing on various routes in various counties in District 4	WOODFORD	Y238	STBG <5K IIJA	3/14/2024	7/24/2024	\$ -	\$ 21,698.00	\$ 5,426.00	\$ -	\$ 27,124.00
S-24-23	C-94-024-24	UY67(429)	Traffic signal mast arm replacement on IL 98 (Birchwood) and I-155 NB ramps in Morton	TAZEWELL	Z230	STBG-URBN >200K	3/11/2024	7/9/2024	\$ -	\$ 213,894.00	\$ 53,475.00	\$ -	\$ 267,369.00
S-24-24	C-94-033-24	BTPH(676)	Traffic signal mast arm replacement on IL 29 at Cedar Hills Drive Intersection	PEORIA	Y001	NHPP IIJA	2/28/2024	7/19/2024	\$ -	\$ 256,079.00	\$ 64,021.00	\$ -	\$ 320,100.00

TIP	State Job Number	Federal Project Number	Project Description	County	Program Code	Program Code Description	Authorization Earliest Date	Last Federal Approval Date	AC	Federal Funds	State	Local	Total
S-24-26	C-94-014-24	DPVW(073)	New shoulders on IL 9 from 0.4 mi E of Veterans Drive in Pekin to 0.5 Mi W of WCL of Tremont	TAZEWELL	YS30	HWY SAFETY IIJA	5/1/2024	10/22/2024	\$ -	\$ 1,959,056.00	\$ 217,675.00	\$ -	\$ 2,176,731.00
S-25-05	C-94-065-24	NDL4(835)	Crack and joint sealing on various routes in Peoria, Marshall, and Woodford Counties.	PEORIA	Y001	NHPP IIJA	1/22/2025	5/23/2025	\$ -	\$ 430,000.00	\$ 107,500.00	\$ -	\$ 537,500.00
S-25-05	C-94-065-24	NDL4(835)	Crack and joint sealing on various routes in Peoria, Marshall, and Woodford Counties.	PEORIA	Z240	STBG FLEX FAST	1/22/2025	5/23/2025	\$ -	\$ 123,529.91	\$ 30,882.48	\$ -	\$ 154,412.39
S-25-05	C-94-065-24	NDL4(835)	Crack and joint sealing on various routes in Peoria, Marshall, and Woodford Counties.	PEORIA	Y240	STBG FLEX IIJA	1/22/2025	5/23/2025	\$ -	\$ 36,470.09	\$ 9,117.53	\$ -	\$ 45,587.62
S-25-05	C-94-065-24	NDL4(835)	Crack and joint sealing on various routes in Peoria, Marshall, and Woodford Counties.	WOODFORD	Y238	STBG <5K IIJA	1/22/2025	5/23/2025	\$ -	\$ 20,000.00	\$ 5,000.00	\$ -	\$ 25,000.00
S-25-06	C-94-101-24	1AKL(229)	Bridge painting at various locations in District 4	PEORIA	Z0E1	NHPP FAST EXT	9/23/2024	3/5/2025	\$ -	\$ 383,842.00	\$ 95,963.00	\$ -	\$ 479,805.00
S-25-06	C-94-101-24	1AKL(229)	Bridge painting at various locations in District 4	TAZEWELL	Y002	NHPP EXMT IIJA	9/23/2024	3/5/2025	\$ -	\$ 224,048.00	\$ 24,896.00	\$ -	\$ 248,944.00
TZ-25-01	C-94-056-24	ELND(118)	HMA removal, HMA resurfacing, and pavement markings.	TAZEWELL	Y230	STBG-URBN >200K	11/13/2024	5/5/2025	\$ -	\$ 240,000.00	\$ -	\$ 60,000.00	\$ 300,000.00
WC-26-01	C-94-043-24	BE2V(559)	HMA resurfacing, sidewalk replacement, curb and gutter replacement, aggregate shoulders, and pavement markings.	WOODFORD	Y230	STBG-URBN >200K	11/5/2024	3/25/2025	\$ -	\$ 820,000.00	\$ -	\$ 780,000.00	\$ 1,600,000.00

Figure 2: Annual Listing of Federally Authorized Surface Transportation Project

Mass Transit Projects

Mass Transit funds are primarily controlled by the mass transit agency, IDOT, and the FTA. CityLink oversees most of the region’s mass transit needs. Transit expenditures are funded through various FTA programs.

Project Listing

The Annual Listing of Federally Authorized Mass Transit Projects is below.

TIP	Federal Project Number	Project Description	County	Program Code	Program Code Description	Period of Performance Start Date	Federal Funds	State	Local	Total
5310-24-01	IL-2024-016-01	Procurement of three Quantum Wheelchair Securement Systems	Peoria, Tazewell	Section 5310	Enhanced Mobility of Seniors & Individuals with Disabilities	22-Jul-24	\$ 60,000.00	\$ -	\$15,000.00	\$ 75,000.00
5310-25-01	IL-2024-016-01	ADA Bus Access Improvements - raised median pedestrian refuge island with rapid flashing beacons on Reservoir Boulevard at Sterling Towers Housing complex	Peoria	Section 5310	Enhanced Mobility of Seniors & Individuals with Disabilities	22-Jul-24	\$ 260,000.00	\$ -	\$65,000.00	\$325,000.00

Figure 3: Annual Listing of Federally Authorized Mass Transit Projects

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
LRTP	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), formerly 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 meet these needs.

Federal Lands Access Program (FLAP) provides funding for projects on transportation facilities that are located on, adjacent to, or that provide access to federal lands.

Ferry Boat Program (FBP) provides funds for the construction of ferry boats and ferry terminal facilities.

Highway Safety Improvement Program (HSIP) provides funding for safety improvement projects that will achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

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.