TIP

Transportation Improvement Program
for the Peoria-Pekin Urbanized Area

Fiscal Year 2027 – 2030

July 1, 2026, through June 30, 2030

TRI-COUNTY REGIONAL PLANNING COMMISSION

This page is intentionally left blank.

Transportation Improvement Program
Fiscal Year 2027 – 2030

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.

Approved and adopted by the Commission on October 7, 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 Urich, 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

Table of Contents

Acknowledgments ii

Table of Contents iii

List of Figures v

Acronyms and Abbreviations vi

Executive Summary viii

Overview 1

MPO Organization and Duties 2

Metropolitan Planning Area 3

About the TIP 4

Requirements 4

Overview of the TIP 5

eTIP Database 7

Federally Obligated Projects 7

Project Selection 8

Combined Call for Projects and Federal Funding Allocation 8

Project Programming and Approval Process 9

Financial Plan 10

Financial Summary 10

Fiscal Constraint 11

Financial Summary of Programmed Projects 11

Performance Measures 14

Linking the TIP to Performance Outcomes 15
Progress Toward Meeting Targets 16
Performance Measure Summary Tables 17
Highway Safety Performance Measures 17
Pavement and Bridge Condition Performance Measures 19
System Performance Measures 20
Transit Asset Management 21
Public Transportation Agency Safety Plan 24
Public Participation 25
Amendment Procedures 26
TIP Amendment 26
Administrative Modification 27
Advanced Construction 27
Project Listing 28
Understanding the Listings 28
Surface Transportation Projects 29
Mass Transit Projects 38
Appendix A: Adoption Resolution 45
Appendix B: Self-Certification Resolution 46
Appendix C: Metropolitan Planning Area 48
Appendix D: Public Involvement 49

List of Figures

Figure 1: Federal Highway Programs Financial Summary 12
Figure 2: Federal Transit Programs Financial Summary 12
Figure 3: State Programs Financial Summary 13
Figure 4: Local Funding Source Financial Summary 13
Figure 5: Financial Summary 13
Figure 6: PM 1 TIP Projects 18
Figure 7: PM 2 TIP Projects 19
Figure 8: PM 3 TIP Projects 20
Figure 9: TAM TIP Projects 23
Figure 10: PTASP TIP Projects 24
Figure 11: Abbreviations of MPO Member Jurisdictions 28
Figure 12: Tri-County Metropolitan Planning Area 48
Figure 13: Public Review Sites 50

Acronyms and Abbreviations

3C	Comprehensive, Cooperative, and Continuing
ADA	American with Disabilities Act of 1990
ALOP	Annual Listing of Federally Obligated Projects
BLR	Bureau of Local Roads and Streets
CFR	Code of Federal Regulations
eTIP	electronic Transportation Improvement Program
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GPMTD	Greater Peoria Mass Transit District
IDOT	Illinois Department of Transportation
IIJA	Infrastructure Investment and Jobs Act, 2021
LRTP	Long Range Transportation Plan
MFT	Motor Fuel Tax
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
NHS	National Highway System
PBPP	Performance-Based Planning and Programming
PM1	Highway Safety Performance Measures
PM2	Pavement and Bridge Condition
PM3	System Performance
POP	Program of Projects
PPUATS	Peoria-Pekin Urbanized Area Transportation Study

PTASP	Public Transportation Agency Safety Plan
Section 5310	Enhanced Mobility of Seniors and Individuals with Disabilities
STBG	Surface Transportation Block Grant
STIP	Statewide Transportation Improvement Program
TA or TAP	Transportation Alternative Set-Aside
TAM	Transit Asset Management
TCRPC or Tri-County	Tri-County Regional Planning Commission
TDC	Transportation Development Credit or Toll Credit
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UPWP	Unified Planning and Work Program
U.S.C.	United States Code
UZA	Urbanized Areas

Executive Summary

The Tri-County Regional Planning Commission (referenced here as TCRPC or Tri-County) serves as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area. As the MPO, TCRPC prepares the region's Transportation Improvement Program (TIP) annually. The TIP is a short-term plan with a detailed listing of near-term regionally significant projects and represents the programming of transportation improvements for the Peoria-Pekin Metropolitan Planning Area (MPA).

The Fiscal Year 2027 – 2030 TIP is a four-year program of highway, transportation alternatives, and transit projects developed to fulfill the requirements outlined in the current Federal infrastructure bill, the Infrastructure Investment and Jobs Act, 2021 (IIJA). The purpose of the TIP is to document highway, transportation alternatives, and transit projects programmed within the Peoria-Pekin MPA for the next four fiscal years. This includes all surface transportation (highway and transportation alternatives) and public transportation (operations and capital) receiving federal and state funding or the project is regionally significant.

The Fiscal Year 2027 – 2030 TIP is a result of the comprehensive, cooperative, and continuing (3Cs) urban transportation planning process within the Peoria-Pekin MPA. The programs listed in this document have been locally vetted and approved by the Full Commission. Projects included in the Surface Transportation Project Table and the Mass Transit Project Table are eligible to receive federal funding. Project funding is derived mainly from four primary sources, in addition to previously obligated project funding:

- Local tax levies
- Motor fuel tax (MFT)
- State funding
- Federal funding

Additionally, an Illustrative Projects list is maintained to reflect projects that local agencies would like to see implemented but do not currently have a funding source. Therefore, these illustrative projects are not eligible to be included in the Surface Transportation and Mass Transit Project Tables because they are not fiscally constrained.

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 C[1]. 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.

About the TIP

The TCRPC Transportation Improvement Program (TIP) consists of two components. The first is a static program document (this document) that describes the metropolitan transportation planning and programming process, including how projects are selected, programmed, and advanced through the MPO framework. The second is a dynamic, web-based project listing that is updated regularly and includes all federally funded or regionally significant transportation projects within the MPA. The web-based project listing is amended frequently and managed with an online database called the eTIP.

Requirements

As the designated MPO, TCRPC maintains the region's TIP, which satisfies the requirements described in Title 23, Code of Federal Regulations, Section 450.326 (23 CFR § 450.326). Tri-County prepares the TIP in cooperation with IDOT, Greater Peoria Mass Transit District (GPMTD), and its local member jurisdictions on an annual basis. The TIP is required to be consistent with the adopted Long Range Transportation Plan (LRTP) and identifies all federally funded and regionally significant transportation projects within the MPA over a minimum four-year period. Essentially, the TIP serves as the short-range implementation plan for the region's LRTP.

In accordance with federal regulations, the TIP is required to be financially constrained, meaning it must demonstrate that sufficient revenues are reasonably expected to be available to fund the projects and phases included. The TIP must also support the achievement of established federal performance targets and include sufficient project details, such as scope, location, cost, responsible agency, and implementation phase. The development of the TIP includes opportunities for public involvement and review, and it is approved by both the MPO and the State prior to incorporation into the Statewide Transportation Improvement Program (STIP).

Overview of the TIP

This TIP covers State Fiscal Year 2027 – 2030, with each fiscal year beginning July 1. The TIP includes projects expected to receive federal funding in each fiscal year and regionally significant projects funded by non-federal sources. A regionally significant project is defined in federal transportation planning regulations (23 CFR § 450.104) as any transportation project, regardless of funding source, that would have a significant effect on regional transportation system performance, travel patterns, capacity, or mobility. Non-federally funded projects that are not regionally significant are not required to be included in the TIP. Many local jurisdiction projects, including municipal, township, and county projects, fall into this category.

The TIP serves as the short-range implementation program of the region's LRTP, translating long-term transportation goals and priorities into a program of funded projects over the four-year period. It provides a coordinated listing of surface transportation investments across the MPA and reflects projects programmed for federal transportation funding administered by IDOT and other implementing agencies.

The development and implementation of the TIP is a collaborative effort involving TCRPC, IDOT, GPMTD, and local member jurisdictions. Municipalities, counties, and townships within the MPA play a critical role in identifying, prioritizing, and advancing transportation projects. These local partners are responsible for providing project information, including scope, cost estimates, schedules, and funding sources, and for implementing many of the projects included in the TIP. Ongoing coordination among these partners ensures that the TIP reflects regional priorities and remains consistent with available funding and planning requirements.

The TIP includes the Program of Projects (POP) for the FTA Section 5307 Urbanized Area Formula and Section 5339(a) Buses and Bus Facilities Funds. The POP is developed in cooperation with the GPMTD and identifies transit capital, operating, and planning projects to be funded within the urbanized area. Inclusion of these projects in the TIP, along with the associated public involvement process, satisfies the federal requirement for public review of the POP. Changes to the POP are reflected through TIP amendments or administrative modifications, as applicable.

The development of the TIP is conducted in accordance with Title VI of the Civil Rights Act of 1964 and related nondiscrimination requirements to ensure that no person is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal assistance. Tri-County also considers Environmental Justice principles, consistent with Executive Order 12898, to identify and address disproportionately high and adverse effects on minority and low-income populations. Through the project selection process and public involvement activities, TCRPC works to promote equitable transportation outcomes and ensure meaningful access to the decision-making process.

The TIP also serves as a key communication and coordination tool, providing transparency in the use of federal transportation funds and supporting coordination among agencies responsible for project delivery. It supports public awareness of planned transportation investments and helps demonstrate how regional priorities are advanced through programmed projects.

Project programming is a dynamic and ongoing process influenced by the need to maintain the existing transportation system while also addressing safety, system preservation, congestion mitigation, multimodal connectivity, and freight considerations. Project selection and prioritization are conducted through established MPO processes in coordination with implementing agencies and funding partners. The TIP is updated annually and amended as needed to reflect changes in project scope, cost, funding sources, and schedules. Amendments and administrative modifications are processed in accordance with MPO procedures and applicable federal and state requirements.

eTIP Database

The TIP is primarily maintained through the region's electronic TIP (eTIP) database, which serves as the official and dynamic record of all programmed transportation projects. The eTIP includes all federally funded transportation projects and regionally significant projects funded with state or local sources. While this TIP document includes the initial approved project listing for the State Fiscal Year 2027–2030 period, it is a static snapshot and will not be updated. The most current and authoritative information on programmed projects is available through the eTIP system at Tri-County eTIP Database.

The eTIP platform is a secure, web-based tool used by TCRPC staff to submit new projects and process amendments or administrative modifications. The system supports the ongoing development, management, and maintenance of the TIP, including verification of fiscal constraint and tracking of project changes over time. Web-based eTIP systems are designed to streamline TIP development and allow agencies and federal partners to review and manage project information more efficiently.

A public-facing version of the eTIP is available through the link above and provides the most up-to-date view of the approved TIP. Users can search, filter, and sort projects; view detailed project information; track amendment history; and explore projects through an interactive map. Project information may be downloaded or printed for reference; however, the eTIP remains the official source for current project listings and amendments. The use of the eTIP enhances transparency and allows the public and partner agencies to access real-time information on transportation investments across the region.

Federally Obligated Projects

Federal regulations require the preparation of an Annual Listing of Federally Obligated Projects (ALOP) that identifies transportation projects for which federal funds were obligated during the preceding federal fiscal year. This listing is prepared as a separate document from the TIP and is used to document actual federal expenditures compared to programmed investments.

The ALOP is published by TCRPC on an annual basis and is made available to the public no later than September 30th. The document may be accessed on the TCRPC website.

Project Selection

The development of the TIP is a cooperative and performance-driven process that ensures transportation investments align with regional priorities, available funding, and federal requirements. Projects included in the TIP are identified through coordination among TCRPC, IDOT, GPMTD, and local member jurisdictions.

At the start of each TIP development cycle, TCRPC issues a Call for Projects to solicit project submissions from local member jurisdictions, including our transit provider, and other eligible sponsors within the MPA. This process provides an opportunity for project sponsors to propose new projects or update existing projects for consideration in the upcoming TIP.

As part of this process, project sponsors are required to submit a BLR 17100 Project Programming Request form for each proposed project. This ensures that all submissions include standardized project information – such as project scope, location, cost estimates, anticipated schedule, and proposed funding sources – necessary for review and consideration. Tri-County staff reviews submitted projects for completeness, eligibility, consistency with federal requirements, and alignment with the region's LRTP.

Combined Call for Projects and Federal Funding Allocation

In addition to project submissions initiated through the TIP development cycle, TCRPC maintains a Combined Call for Projects process for the programming of federally allocated transportation funds administered through the MPO. This process is used to evaluate and recommend projects for funding consideration under applicable federal funding programs.

Submitted projects are reviewed and scored through a structured evaluation process that includes initial review and grading by TCRPC staff, peer review by participating member communities, and final recommendation by the MPO Technical Committee. Final approval of project selections is made by the Commission.

While the TCRPC facilitates this evaluation process for federally allocated funds under its jurisdiction and advocates for the transportation needs of its member communities, it does not control or influence the selection of projects programmed through IDOT-administered programs. Projects funded through IDOT

competitive or statewide programs are included in the TIP once the MPO is notified by the respective member jurisdiction or IDOT District 4 of the award.

Project Programming and Approval Process

Projects included in the TIP are those for which funding has already been identified or is reasonably expected to be available within the TIP period. Project inclusion is based on coordination among TCRPC, IDOT, GPMTD, and local project sponsors to ensure consistency with federal eligibility requirements, the LRTP, and available funding sources. Consideration is also given to federal performance management requirements and applicable planning factors to ensure that programmed projects support the overall transportation goals of the metropolitan planning area.

The Technical Committee reviews proposed projects and provides recommendations to the Commission. The Commission, acting as the MPO Policy Board, is responsible for final approval of projects included in the TIP. This process ensures that project selection reflects both technical analysis and policy-level decision-making.

In addition to locally sponsored projects, IDOT and GPMTD include projects within their respective programs that fall within the MPA. Tri-County coordinates closely with these agencies to ensure that all federally funded and regionally significant projects are incorporated into the TIP and that the program remains fiscally constrained.

Project selection is an ongoing process. Updates to project scope, cost, schedule, or funding may occur throughout the year and are incorporated into the TIP through amendments or administrative modifications, consistent with MPO procedures. This continuous process allows the TIP to remain responsive to changing conditions, funding availability, and regional priorities while maintaining compliance with federal and state requirements.

Financial Plan

Tri-County, in cooperation with IDOT, GPMTD, local governments, and other transportation agencies, has developed a financially constrained TIP for the FY 2027-2030 period. Consistent with federal requirements, the TIP includes only those projects for which funding is committed, available, or reasonably expected to be available during the program period.

The financial plan demonstrates that sufficient revenues are anticipated to implement the projects included in the TIP while continuing to operate and maintain the region's transportation system. Revenue estimates are based on information provided by federal, state, regional, and local transportation agencies and reflect current funding authorizations, grant awards, historical funding trends, and anticipated local matching contributions.

Financial Summary

The TIP programs approximately $795 million in fiscally constrained transportation investments, excluding illustrative projects. Programmed funding includes federal, state, and local revenue sources that are reasonably expected to be available during the TIP period. In addition, the TIP identifies approximately $849.5 million in illustrative projects that represent regional transportation needs for which funding has not yet been identified. Illustrative projects are not included in the fiscally constrained program and are presented separately.

While the TIP includes all federally funded transportation projects within the MPA, TCRPC directly programs only a limited subset of federal funding sources through MPO-established selection procedures. These funding programs include Surface Transportation Block Grant Urban (STU-Local), Transportation Alternatives Set-Aside for Transportation Management Areas (TA-TMA), Carbon Reduction Program (CRP), and FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (FTA 5310 Seniors/Disability). Most remaining federal and state transportation funding is programmed by IDOT, local counties, and transit operators and is incorporated into the TIP through the regional transportation planning process.

Fiscal Constraint

The FY 2027-2030 TIP is fiscally constrained as required under 23 CFR 450.326. The total cost of projects programmed within each fiscal year does not exceed the amount of funding that is committed, available, or reasonably expected to be available during that year.

Project costs and funding commitments are monitored throughout the TIP cycle. As projects advance through planning, design, right-of-way acquisition, and construction, programming adjustments may be necessary to reflect updated cost estimates, grant awards, or project schedules. Any revisions to project funding are processed in accordance with the TIP amendment and administrative modification procedures adopted by TCRPC and described in the TIP Introduction.

Projects identified on the Illustrative Project List are not considered part of the fiscally constrained TIP. These projects represent additional transportation needs and priorities that could be implemented if future funding becomes available through federal discretionary grants, state initiatives, local revenues, or other funding opportunities.

Financial Summary of Programmed Projects

The following tables and graphs summarize programmed transportation investments for the TIP for the FY 2027-2030 period. Of the $795 million of programmed funding:

- Federal Highway Programs account for approximately $592.7 million.
- Federal Transit Programs account for approximately 36.9 million.
- State Funding Sources account for approximately 141.0 million.
- Local Funding Sources account for approximately 24.4 million.

Approximately 79 percent of programmed funding is derived from federal highway and transit programs, demonstrating the continued importance of federal transportation investment within the region.

Fund Type	2027	2028	2029	2030	Total
Bridge - Local Prgmd	$2,116,000	$0	$0	$0	$2,116,000
Bridge - State Prgmd	$6,885,000	$0	$44,500,000	$2,000,000	$53,385,000
Carbon Reduction Program	$1,188,992	$630,405	$0	$0	$1,819,397
Congressionally Directed Spending	$1,750,000	$0	$0	$0	$1,750,000
Highway Safety Improvement Program	$661,500	$247,509	$0	$0	$909,009
NHPP	$81,160,000	$94,256,000	$60,000,000	$90,080,000	$325,496,000
Rail-Highway Safety Section 130	$92,894,718	$0	$0	$0	$92,894,718
STBG-State	$25,568,000	$6,304,000	$7,200,000	$51,200,000	$90,272,000
STR-Local	$5,800,000	$880,000	$0	$4,279,600	$10,959,600
STU-Local	$5,062,192	$6,583,924	$0	$0	$11,646,116
TA-TMA	$1,044,108	$441,340	$0	$0	$1,485,448
Federal Highway Subtotal	**$224,130,510**	**$109,343,178**	**$111,700,000**	**$147,559,600**	**$592,733,288**

Figure 1: Federal Highway Programs Financial Summary

Fund Type	2027	2028	2029	2030	Total
FTA 5307 Urban Formula	$12,154,000	$2,954,000	$2,954,000	$2,954,000	$21,016,000
FTA 5310 Seniors/Disability	$381,680	$0	$0	$0	$381,680
FTA 5339A Bus (Formula)	$600,000	$0	$0	$0	$600,000
FTA 5339C Low or No Emission Bus	$14,862,586	$0	$0	$0	$14,862,586
Federal Transit Subtotal	**$27,998,266**	**$2,954,000**	**$2,954,000**	**$2,954,000**	**$36,860,266**

Figure 2: Federal Transit Programs Financial Summary

Fund Type	2027	2028	2029	2030	Total
Local Project Funding	$9,985,000	$0	$0	$0	$9,985,000
Rebuild Illinois	$7,500,000	$0	$0	$0	$7,500,000
State IL Funds	$37,629,873	$24,780,000	$25,300,000	$35,820,000	$123,529,873
State Subtotal	**$55,114,873**	**$24,780,000**	**$25,300,000**	**$35,820,000**	**$141,014,873**

Figure 3: State Programs Financial Summary

Fund Type	2027	2028	2029	2030	Total
Local Funds	$7,275,150	$2,286,331	$676,000	$676,000	$10,913,481
Motor Fuel Tax	$5,652,400	$2,117,501	$0	$5,720,400	$13,490,301
Local Subtotal	**$12,927,550**	**$4,403,832**	**$676,000**	**$6,396,400**	**$24,403,782**

Figure 4: Local Funding Source Financial Summary

Fund Type	2027	2028	2029	2030	Total
Federal Highway Subtotal	$224,130,510	$109,343,178	$111,700,000	$147,559,600	$592,733,288
Federal Transit Subtotal	$27,998,266	$2,954,000	$2,954,000	$2,954,000	$36,860,266
State Subtotal	$55,114,873	$24,780,000	$25,300,000	$35,820,000	$141,014,873
Local Subtotal	$12,927,550	$4,403,832	$676,000	$6,396,400	$24,403,782
Grand Total	**$320,171,199**	**$141,481,010**	**$140,630,000**	**$192,730,000**	**$795,012,209**

Figure 5: Financial Summary

Performance Measures

Tri-County implements a performance-based planning and programming (PBPP) approach to ensure that transportation investments support regional and national goals. This approach establishes a direct relationship between the goals and objectives identified in the LRTP and the projects programmed in the TIP.

Performance-based planning uses data-driven decision-making to evaluate system conditions, identify needs, and prioritize investments that contribute toward achieving established performance targets. These targets are developed in coordination with the Illinois Department of Transportation (IDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and local transit providers.

TCRPC supports IDOT's statewide performance targets for highway measures and coordinates with the GPMTD on transit-related performance targets, including Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) measures. Project selection and programming decisions consider performance outcomes alongside project readiness, funding availability, and consistency with regional priorities identified in the LRTP.

Federal funding for transportation projects is programmed through the transportation planning process. TCRPC receives federal funding on an annual basis to carry out a 3C transportation planning process within the TCRPC MPA, as outlined in federal legislation. These funds are distributed through IDOT from FHWA and FTA.

Linking the TIP to Performance Outcomes

Projects included in the TIP are selected and prioritized based on their ability to address identified system needs and contribute toward achieving performance targets. This connection is established through the LRTP, which identifies regional priorities such as safety, system preservation, mobility, and reliability, and organizes investments into defined project categories.

In general, TIP projects contribute to performance outcomes in the following ways:

- **Bridge** – Projects focused on bridge rehabilitation or replacement improve structural condition and help reduce the percentage of bridges in poor condition on the National Highway System (NHS), supporting infrastructure condition performance targets.
- **Enhancement** – Enhancement projects, including bicycle and pedestrian facilities, streetscape improvements, and multimodal connections, improve accessibility, mobility, and quality of life while also contributing to safety outcomes, particularly for non-motorized users.
- **Pavement Preservation** – Resurfacing and maintenance projects extend the life of existing roadway assets and help maintain pavements in a state of good repair, directly supporting pavement condition performance targets.
- **Reconstruction** – Reconstruction projects address roadways that have reached the end of their useful life and require full replacement. These projects significantly improve asset condition, system reliability, and long-term performance.
- **Safety** – Safety projects, such as intersection improvements, roadway reconfigurations, and traffic control enhancements, are specifically designed to reduce fatalities and serious injuries for all users, directly supporting national safety performance goals.
- **Transit** – Transit investments, including vehicle replacements, facility improvements, and operational upgrades, support TAM and PTASP targets by improving system reliability, safety, and the state of good repair for transit assets.

While individual projects may be categorized based on their primary purpose, many contribute to multiple performance areas. Collectively, the TIP represents a coordinated program of investments that advances progress toward achieving regional and national transportation performance targets.

Progress Toward Meeting Targets

Progress toward performance targets is achieved through the cumulative implementation of projects programmed in the TIP, in coordination with state and local agency efforts. Tri-County and its partner agencies are actively working toward achieving performance targets through ongoing planning, programming, and project implementation.

Examples of how progress is being made include:

- Continued investment in system preservation, which represents a significant portion of programmed funding and directly supports pavement and bridge condition targets;
- Implementation of safety-focused projects, including roadway improvements and multimodal enhancements, aimed at reducing crash frequency and severity;
- Coordination with IDOT and local agencies to ensure that projects on the National Highway System (NHS) align with statewide performance priorities;
- Transit investments in vehicle replacement and facility improvements, helping reduce the percentage of assets beyond their useful life and improving service reliability;
- Integration of performance considerations into project development, including consistency with LRTP goals and identified needs.

Performance Measure Summary Tables

This section summarizes the performance measures and targets applicable to the TCRPC region, including those established by IDOT and GPMTD.

Tri-County supports IDOT's statewide performance targets for highway safety (PM1), pavement and bridge condition (PM2), and system performance (PM3), as well as transit performance targets established through the Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) processes.

The following tables present the adopted statewide targets, the methodology used to establish those targets, and MPO-level baseline data with equivalent values provided for planning context. MPO-equivalent values are estimates only and do not represent formally adopted targets.

Following each performance measure summary, a table identifies TIP projects that are expected to contribute toward achieving the applicable targets and the anticipated outcomes of those investments. Where appropriate, similar projects are grouped together to illustrate their collective contribution to improving system performance and advancing the goals and objectives of the Long-Range Transportation Plan (LRTP).

Highway Safety Performance Measures

Performance Measure	2026 Target	Method	MPO Baseline	MPO Equivalent Target*
Number of Fatalities (K)	1,077.5	2% Annual Reduction	38.00	36.50
Rate of Fatalities	1.061	2% Annual Reduction	1.72	1.65
Number of Serious Injuries (SI)	7,215.5	Ordinary Least Squares Linear Trend	239.20	213.72
Rate of Serious Injuries	7.595	Ordinary Least Squares Linear Trend	10.78	9.45
Number of Non-Motorized K	194.4	2% Annual Reduction	5.00	4.80
Number of Non-Motorized SI	1,094.8	Ordinary Least Squares Linear Trend	29.00	27.48
Non-Motorized K & SI	1,289.3	Non-Motorized K + Non-Motorized SI	34.00	32.28

Project Category	TIP No.	Expected Outcome
Enhancement	C-27-01; MO-28-01; PEO-26-02; PH-26-01	Increases active transportation usage by providing dedicated space for non-motorized users.
Reconstruction	PC-24-03; PC-27-01; PC-27-02, S-26-07; S-26-08	Reduces conflict points with dedicated center turn lane; Increases active transportation usage by providing dedicated space for non-motorized users; Improves pavement condition
	PEK-27-01; PEO-27-01; PEO-28-01; PEO-28-02; PH-28-01	Improves pavement conditions and increases active transportation usage by providing dedicated space for non-motorized users
Safety	MO-20-01; PEK-24-01; W-24-02	Improves safety at railroad crossing
	PC-27-03; S-24-06; S-26-09; S-27-14	Reduces the frequency and severity of crashes; Improves traffic operations by reducing delays, congestion, and vehicle conflicts.
	S-26-03	Replace deteriorated culvert to maintain roadway integrity, improve drainage, reduce flooding risk, and extend infrastructure service life.
Transit	5310-26-01	Improves transit access, increase safety crossing IL-116 (Main St)

Figure 6: PM 1 TIP Projects

Pavement and Bridge Condition Performance Measures

Performance Measure	TCRPC Estimated Baseline 2022	IDOT Estimated Baseline 2022	TCRPC Actual 2024	IDOT Actual 2024	Targets 2024	Targets 2026	Adjusted Targets 2026
% of Interstate Pavement in Good Condition	67.6%	65.7%	86.9%	64.9%	65.0%	66.0%	65.0%
% of Interstate Pavement in Poor Condition	0.2%	0.4%	0.0%	0.4%	1.0%	0.7%	0.5%
% of non-Interstate NHS Pavements in Good Condition	11.7%	29.5%	21.3%	30.8%	29.0%	30.0%	
% of non-Interstate NHS Pavements in Poor Condition	11.2%	8.0%	14.8%	10.1%	8.9%	8.5%	
% of NHS bridges classified as in Good Condition	2.8%	22.8%	3.5%	22.4%	18.5%	15.8%	19.0%
% of NHS bridges classified as in Poor Condition	29.2%	12.4%	21.7%	10.5%	12.4%	12.0%	

Project Category	TIP No.	Expected Outcome
Bridge	PC-27-04; S-20-01; S-20-06; S-20-13: S-20-17; S-23-01; S-23-02: S-25-01; S-25-02; S-26-06; S-27-01; S-27-02; S-27-03; S-27-05; S-27-07; TZ-21-01; TZ-21-02	Extending service life and improving the bridge's overall condition rating.
Preservation	EP-27-01; MO-28-01; PC-28-01; S-24-19; S-25-03; S-27-11; S-27-13; TZ-26-01; TZ-27-02 W-27-01; W-27-02	Improves pavement condition, improved ride quality
Reconstruction	PC-24-03; PC-27-01; PC-27-02; PEK-27-01; PEO-27-01; PEO-28-01; PEO-28-02; PH-28-01; S-21-20; S-22-11; S-24-21; S-25-04; S-26-01; S-26-02; S-26-05; S-26-07; S-26-08; S-27-09; S-27-12; S-28-01; S-28-02, TZ-27-01	Improves pavement condition, increases active transportation usage, and reduces conflict points and delay

Figure 7: PM 2 TIP Projects

System Performance Measures

Performance Measure	TCRPC Estimated Baseline 2022	IDOT Estimated Baseline 2022	TCRPC Actual 2024	IDOT Actual 2024	Targets 2024	Targets 2026	Adjusted Targets 2026
% of person-miles traveled on the Interstate NHS that are reliable	99.5%	85.3%	99.97%	83.5%	80.0%	79.0%	80.0%
% of person-miles traveled on the non-Interstate NHS that are reliable	93.8%	94.2%	93.7%	92.3%	91.0%	90.0%	
Truck Travel Time Reliability Index	1.19	1.28	1.18	1.3	1.37	1.37	1.32

Project Category	TIP No.	Expected Outcome
Enhancement	C-27-01; MO-28-01; PEO-26-02; PH-26-01	Increases active transportation usage by providing dedicated space for non-motorized users.
Reconstruction	PEK-27-01; PEO-28-01; PH-28-01	Improves pavement condition, increases active transportation usage, and reduces conflict points and delay
Safety	PC-27-03; S-24-06; S-26-09; S-27-14	Reduces the frequency and severity of crashes; Improves traffic operations by reducing delays, congestion, and vehicle conflicts.

Figure 8: PM 3 TIP Projects

Transit Asset Management

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

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

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

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

Project Category	TIP No.	Expected Outcome
Transit	CL-24-06; CL-25-07; CL-25-08	Improves facility condition ratings
	CL-24-08; CL-26-04; CL-26-05; CL-26-08; CL-27-02; CL-27-03; CL-27-04; CL-28-02; CL-28-03; CL-29-02; CL-29-03; CL-30-02; CL-30-03; S-27-15; S-27-16	Improves transit reliability, reduced emissions, better on-time performance

Figure 9: TAM TIP Projects

Public Transportation Agency Safety Plan

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

Fixed Route Safety Performance Targets

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

Demand Response Safety Performance Targets

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

Project Category	TIP No.	Expected Outcome
Transit	5310-26-01; 5310-26-02	Improves transit access and increases safety at bus pickup spots

Figure 10: PTASP TIP Projects

Public Participation

The development of the TIP is carried out in accordance with the TCRPC Public Participation Plan (PPP) and applicable federal requirements for metropolitan transportation planning process. Tri-County provides reasonable opportunities for public review and comment throughout the development and adoption of the TIP to ensure transparency and meaningful public involvement in the transportation planning process.

Draft versions of the TIP are made available for public review through the TCRPC website, the electronic TIP (eTIP) system, and at the TCRPC office. The eTIP serves as the primary and most current source for viewing programmed transportation projects within the MPA. Public notices announcing the availability of the draft TIP and associated review period are published in local newspapers and through appropriate electronic notification methods. The public comment period is no less than 30 days.

The public participation process used for the TIP satisfies the federal requirement for public involvement in the development of the TIP, including the Program of Projects for FTA Section 5307 transit funds.

During the public comment period, at least one public meeting is held to provide an opportunity for individuals and organizations to provide input on the draft TIP. Public meetings are held at accessible locations in compliance with the Americans with Disabilities Act (ADA), and reasonable accommodations are provided upon request. Written and verbal comments received during public meetings are documented and incorporated into the TIP review process. Responses to substantive comments are provided prior to final adoption of the TIP when feasible, or otherwise documented as part of the final TIP record.

Public comments are accepted through multiple methods, including email, telephone, mail, and direct submission at public meetings or through MPO committee representatives. All meetings of the Full Commission and Technical Committee are open to the public, and opportunities for public comment are provided in accordance with established meeting procedures and the Illinois Open Meeting Act.

The TIP is not adopted until the public involvement process is complete and all substantive comments have been considered. Where appropriate, revisions are made to the TIP in response to public input, or responses are provided explaining why changes were not incorporated.

Amendment Procedures

The TIP is maintained through the region's eTIP system, which serves as the official record of all programmed transportation projects. Changes to the TIP may occur throughout the year to reflect updates in project scope, cost, schedule, or funding. These changes are processed as either TIP amendments or administrative modifications, depending on the nature and magnitude of the revision.

All TIP amendments and administrative modifications are processed in accordance with MPO public participation procedures and applicable federal and state requirements.

The eTIP system maintains the current status of programmed projects as well as a record of approved amendments and administrative modifications. Users should refer to the eTIP database for the most current project information and amendment history, as the TIP document itself is not updated following adoption.

TIP Amendment

A TIP amendment represents a significant change to the TIP that requires action by the Full Commission following recommendation by the MPO Technical Committee. Amendments are required for major revisions that substantially alter the intent, scope, or financial structure of a programmed project.

Examples of actions that require a TIP amendment include:

- Addition or removal of a federally funded project from the TIP;
- A change in federal funding greater than 50 percent of the previously programmed amount;
- A significant change in project scope, purpose, limits, or work type;
- Addition of a new funding source or project phase not previously programmed; or
- Movement of a project from the Illustrative Project List into a fiscally constrained year of the TIP.

All amendments are reviewed through the MPO committee process and approved by the Full Commission prior to incorporation into the eTIP system, which serves as the official record of TIP actions.

Administrative Modification

Administrative modifications are minor changes that do not require Full Commission action. These changes are processed by TCRPC staff and are reflected directly in the eTIP system following coordination with project sponsors and funding partners.

Administrative modifications may include, but are not limited to:

- Changes in federal funding of less than 50 percent of the previously programmed amount;
- Movement of a project between fiscal years that does not affect fiscal constraint;
- Minor revisions to project descriptions, termini, or implementing agency information;
- Updates to funding sources that do not add a new funding category or materially affect fiscal constraint; and
- Other minor revisions that do not significantly alter project scope, cost, or intent.

Administrative modifications ensure that the TIP remains current while maintaining consistency with federal and state requirements.

Advanced Construction

Projects utilizing the Illinois Department of Transportation (IDOT) Advanced Construction (AC) process may be included in the TIP when programmed for federal eligibility. Advanced Construction allows a project to proceed using non-federal funds while preserving eligibility for future federal reimbursement.

When a project is converted from Advanced Construction to federal funding, this change is reflected in the eTIP system as funding becomes available. Such conversions are typically processed as administrative modifications, provided there is no significant change in project scope or intent. A project must be included in the TIP to be eligible for Advanced Construction.

Project Listing

The Fiscal Year 2027 – 2030 TIP is a schedule of projects that are consistent with the policies and needs articulated in the region's LRTP. The project listings presented in this document reflect the approved program at the time of TIP adoption. As described in the preceding eTIP Database section, the eTIP serves as the official source for current project information and any subsequent amendments or administrative modifications.

Understanding the Listings

The TIP is divided into two sections based on the type of transportation work to be completed: Surface Transportation projects and Mass Transit projects The following project listings include all federally funded transportation projects programmed within the MPA during the four-year TIP period and are generally organized by the federal fiscal year in which they are scheduled for implementation.

All projects are identified by their TIP Number. This three-part number identifies where a project is located within the TIP. The first is a letter or letters indicating the agency associated with a given project. The second part indicates the fiscal year under which a project is listed, and the third part identifies each project in the given fiscal year. See **Error! Reference source not found.** for a full glossary of the abbreviations of member jurisdictions.

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

Figure 11: Abbreviations of MPO Member Jurisdictions

Surface Transportation Projects

The programming of highway and non-motorized transportation funds is a major function of IDOT and TCRPC. Multiple sources of federal and state funds are available, including the National Highway Performance Program (NHPP), STBG-Urban, STBG-Rural, HSIP, TA, ITEP, SRTS, and the Federal Recreational Trails Program (RTP). Descriptions of these funding programs and their eligibility requirements may be found in Appendix C.

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
MO-20-01	2025	Village of Morton	Main St Rail Upgrade	Preliminary engineering, construction engineering, and construction	Rail-Highway Safety Section 130	$300,000	$300,000	$0	$	$0
PEK-24-01	2025	City of Pekin	Safety Railroad Crossing Improvement	Install new automatic flashing light signals and gates and new constant warning time circuitry with event recorder and remote monitor and crossing surface	Rail-Highway Safety Section 130	$92,894,718	$92,894,718	$0	$	$0
W-24-02	2025	City of Washington	Safety Railroad Crossing Improvement	Install new automatic flashing light signals and gates and new constant warning time circuitry with event recorder and remote monitor and crossing surface	Rail-Highway Safety Section 130	$790,050	$790,050	$0	$	$0
PC-24-03	2026	Peoria County	Radnor Road	Phase I Preliminary Engineering	Congressionally Directed Spending, Local Funds, STR-Local	$1,407,000	$820,000	$0	$587,000	$0
C-27-01	2027	City of Chillicothe	Sycamore Street Shared Use Path	Engineering, ROW, and Construction for Shared Use Path	Local Project Funding	$935,000	$0	$935,000	$0	$0
EP-27-01	2027	City of East Peoria	Centennial Drive Resurfacing	Resurfacing	Local Funds, STU-Local	$800,000	$640,000	$0	$160,000	$0

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
GH-21-01	2027	Village of Germantown Hills	Germantown Hills to Metamora Multi-Use Path Phase I & II Engineering	Phase I & II engineering for a multi-use pathway from the Village of Germantown Hills to the Village of Metamora along IL-116, with expanded scope identified during Phase I engineering for easements, drainage, and retaining wall design	Local Funds, TA-TMA	$597,000	$473,100	$0	$123,900	$0
PC-27-01	2027	Peoria County	Radnor Road	This project consists of Phase II Preliminary Engineering and Reconstruction of Radnor Road. Phase II PE is from IL Route 6 to Willow Knolls Road. Construction is from 950' north of Ridgeview Drive to Willow Knolls Road. FHWA funding source for PE is Congressional Project Funding.	Congressionally Directed Spending, Motor Fuel Tax, STR-Local	$11,250,000	$5,279,600	$0	$5,970,400	$0
PC-27-02	2027	Peoria County	Sheridan Road	Reconstruction of Sheridan Road from Sherbrook Lane to Northmoor Road in the City of Peoria. Construction funding is from IDOT's FY 2024 Local Public Funding.	Motor Fuel Tax, State IL Funds	$11,000,000	$0	$10,000,000	$1,000,000	$0
PC-27-04	2027	Peoria County	Kickapoo Creek Rd Bridge Rehabilitation	Bridge Deck Beam Replacement and Rehabilitation of S.N. 072-3126 on Kickapoo Creek Road.	Bridge - Local Prgmd, Local Funds	$900,000	$720,000	$0	$180,000	$0
PEK-27-01	2027	City of Pekin	Broadway Street Rehabilitation	Mill & Overlay, ADA ramps, sidewalk upgrades & infill, traffic signal improvements, and pedestrian refuge island	Local Funds, STU-Local	$3,600,000	$2,880,000	$0	$720,000	$0

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
PEO-26-02	2027	City of Peoria	Pioneer Parkway Multiuse Pathway	Construction of multiuse pathway	Carbon Reduction Program, Motor Fuel Tax, TA-TMA	$3,000,000	$2,000,000	$0	$1,000,000	$0
PEO-27-01	2027	City of Peoria	Wisconsin Ave	Reconstruction of Wisconsin Ave from McClure Ave to Forrest Hill Ave	Local Project Funding	$6,900,000	$0	$6,900,000	$	$0
PH-26-01	2027	Village of Peoria Heights	Glen Ave ADA Ramps	Construction of ADA-compliant sidewalk ramps	Motor Fuel Tax, STU-Local, TA-TMA, TIFIA	$1,132,881	$836,004	$0	$296,877	$0
S-20-01	2027	State of Illinois	IL 8/ IL 116 Bridge Reconstruction	Construction Engineering	NHPP, State IL Funds	$6,800,000	$5,440,000	$1,360,000	$0	$0
S-20-06	2027	State of Illinois	IL 8/IL 116 Bridge Reconstruction	Bridge Replacement/ Interchange Reconstruction	NHPP, State IL Funds	$65,400,000	$52,320,000	$13,080,000	$0	$0
S-20-17	2027	State of Illinois	Adams Street Bridge Reconstruction	Preliminary Engineering Phase II	NHPP, State IL Funds	$2,000,000	$1,600,000	$400,000	$0	$0
S-21-16	2027	State of Illinois	IL-29 Pavement Reconstruction	Land Acquisition	NHPP, State IL Funds	$1,764,000	$1,411,000	$353,000	$0	$0
S-21-20	2027	State of Illinois	US-24 Pavement Reconstruction	Preliminary Engineering Phase I & Phase II	State IL Funds, STBG-State	$5,000,000	$4,000,000	$1,000,000	$0	$0
S-22-11	2027	State of Illinois	IL-8 Pavement Reconstruction	Preliminary Engineering Phase I & Phase II - Part 1	State IL Funds, STBG-State	$1,500,000	$1,200,000	$300,000	$0	$0
S-24-21	2027	State of Illinois	US-150 Pavement Rehabilitation	Preliminary Engineering Phase I & Phase II	NHPP, State IL Funds	$3,000,000	$2,400,000	$600,000	$0	$0
S-25-03	2027	State of Illinois	US-150 Pavement Rehabilitation	Resurfacing	State IL Funds, STBG-State	$8,000,000	$6,400,000	$1,600,000	$0	$0
S-25-04	2027	State of Illinois	IL-116 Pavement Reconstruction	Preliminary Engineering Phase I	NHPP, State IL Funds	$2,000,000	$1,600,000	$400,000	$0	$0
S-26-03	2027	State of Illinois	US-24/IL-29 (Main St) Structure Reconstruction	Culvert Replacement	NHPP, State IL Funds	$800,000	$640,000	$160,000	$0	$0

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
S-26-06	2027	State of Illinois	IL-6 Bridge Rehabilitation	Superstructure Replace & Bridge Repair	NHPP, State IL Funds	$5,000,000	$4,000,000	$1,000,000	$0	$0
S-26-09	2027	State of Illinois	IL-116 Miscellaneous Improvements	Traffic Signal Installation	State IL Funds, STBG-State	$2,000,000	$1,600,000	$400,000	$0	$0
S-27-01	2027	State of Illinois	I-474 Bridge Reconstruction	Bridge Replacement	Bridge - State Prgmd, State IL Funds	$7,650,000	$6,885,000	$765,000	$0	$0
S-27-13	2027	State of Illinois	IL-26 Pavement Preservation	Resurfacing (SMART Overlay)	State IL Funds, STBG-State	$3,460,000	$2,768,000	$692,000	$0	$0
S-27-14	2027	State of Illinois	Business US-24 Intersection Improvement	Converting the Intersection of Business U.S. Route 24 and Dee-Mac Road to an All-Way Stop	Highway Safety Improvement Program, State IL Funds	$710,000	$639,000	$71,000	$0	$0
S-27-17	2027	State of Illinois	IL 9 Pavement Rehabilitation	Pavement - Resurfacing	State IL Funds, STBG-State	$13,000,000	$10,400,000	$2,600,000	$0	$0
S-27-18	2027	State of Illinois	IL 9 Pavement Preservation	Pavement - Resurfacing	NHPP, State IL Funds	$2,700,000	$2,160,000	$540,000	$0	$0
S-27-19	2027	State of Illinois	IL 98/ IL 29 Bridge Preservation	Bridge - Preservation	NHPP, State IL Funds, STBG-State	$1,900,000	$1,520,000	$380,000	$0	$0
S-27-20	2027	State of Illinois	IL 40 Pavement Rehabilitation	Pavement - Resurfacing	NHPP, State IL Funds	$12,000,000	$9,600,000	$2,400,000	$0	$0
S-27-21	2027	State of Illinois	IL 8/ IL 116 Bridge Reconstruction	Bridge - Replacement - Part 1	NHPP, State IL Funds	$1,000,000	$800,000	$200,000	$0	$0
S-27-22	2027	State of Illinois	IL 40 Pavement Reconstruction	Pavement - Phase I and Phase II	NHPP, State IL Funds	$500,000	$400,000	$100,000	$0	$0
S-27-23	2027	State of Illinois	US 24/IL 29/IL 116 (Main St) Pavement Reconstruction	Reconstruction - Phase I/Phase II - Part 1	NHPP, State IL Funds	$1,000,000	$800,000	$200,000	$0	$0
S-27-24	2027	State of Illinois	US 150 - Bridge Preservation	Bridge - Preservation	State IL Funds, STBG-State	$800,000	$640,000	$160,000	$0	$0

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
TZ-21-01	2027	Tazewell County	Furrow Road Bridge Replacement Engineering	Construction Engineering	Bridge - Local Prgmd, Local Funds	$220,000	$176,000	$0	$44,000	$0
TZ-21-02	2027	Tazewell County	Furrow Road Bridge Replacement	Structure removal, replacement, and associated roadway work	Bridge - Local Prgmd, Congressionally Directed Spending, Local Funds	$2,150,000	$1,720,000	$0	$430,000	$0
TZ-26-01	2027	Tazewell County	Broadway Road Resurfacing	This project received $2,150,000 in FY 2024 Local Public Funding for Construction from IDOT to resurface Broadway Road from a joint 170' east of Springfield Road easterly to 930' east of NB I-155 Ramps.	Local Project Funding	$2,150,000	$0	$2,150,000	$	$0
TZ-27-01	2027	Tazewell County	Muller Road Widening and Resurfacing	Widening and resurfacing of roadway along with drainage improvements	Local Funds, STR-Local	$7,250,000	$5,800,000	$0	$1,450,000	$0
TZ-27-02	2027	Tazewell County	N. Main Street Preservation	Mill and Overlay	Local Funds, STU-Local	$975,000	$780,000	$0	$195,000	$0
W-27-01	2027	City of Washington	S. Main Street Preservation	Mill and Overlay	Local Funds, STU-Local	$534,718	$427,769	$0	$106,949	$0
W-27-02	2027	City of Washington	N. Main Street Resurfacing	Resurfacing	Local Funds, STU-Local	$424,029	$334,423	$0	$89,606	$0
MO-28-01	2028	Village of Morton	Main Street Preservation and Multi-Use Trail	Mill and Overlay of Main Street from Courtland Street to Jackson Street (US-150) & Construction of multi-use pathway from Courtland Street to Nebraska Ave.	Carbon Reduction Program, Local Funds, STR-Local, TA-TMA	$1,900,000	$1,520,000	$0	$380,000	$0

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
PC-27-03	2028	Peoria County	Intersection Safety Improvements	This project entails intersection safety improvements at seven (7) intersections in Peoria County. The intersections include IL Route 40 / Truitt Road, Parks School Road / Elliott Road, IL Route 116 / Eden Road, IL Route 116 / Texas Road, IL Route 116 / Stone School Road, Hanna City-Glasford Road / Lancaster Road, and Maple Ridge Road / Harkers Corner Road. The last two (2) intersections are in the Tri-County MPO Boundary.	Highway Safety Improvement Program, Motor Fuel Tax	$300,010	$270,009	$0	$30,001	$0
PC-28-01	2028	Peoria County	Cameron Lane Resurfacing	Resurfacing	Local Funds, STU-Local	$1,110,000	$811,669	$0	$298,331	$0
PEO-28-01	2028	City of Peoria	Reservoir Blvd Complete Street	Roadway rehabilitation, new curb & gutter, ADA ramps, and sterling & Reservoir signal upgraded to APS	Motor Fuel Tax, STU-Local	$5,000,000	$3,500,000	$0	$1,500,000	$0
PEO-28-02	2028	City of Peoria	Abington Street Rehabilitation	Resurfacing; Curb & Gutter; Sidewalks & Ramps; Drainage; Lane Reconfiguration	Local Funds, STU-Local	$1,430,000	$1,144,000	$0	$286,000	$0
PH-28-01	2028	Village of Peoria Heights	Glen Avenue Rehabilitation	Resurfacing; Curb & Gutter; Intersection & Crossing Improvements; Lane Reconfiguration	Local Funds, STU-Local, TA-TMA	$1,846,000	$1,560,000	$0	$286,000	$0
S-20-13	2028	State of Illinois	IL-29 Bridge Reconstruction	Bridge Replacement	NHPP, State IL Funds	$11,200,000	$8,960,000	$2,240,000	$0	$0
S-22-11	2028	State of Illinois	IL-8 Pavement Reconstruction	Preliminary Engineering Phase I & Phase II - Part 2	State IL Funds, STBG-State	$1,000,000	$800,000	$200,000	$0	$0

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
S-24-06	2028	State of Illinois	IL-29 Intersection Improvement	Intersection Improvement	NHPP, State IL Funds	$4,000,000	$3,200,000	$800,000	$0	$0
S-24-19	2028	State of Illinois	US-24 BUS Pavement Preservation	Cape Seal	State IL Funds, STBG-State	$900,000	$720,000	$180,000	$0	$0
S-26-07	2028	State of Illinois	IL-29 Pavement Reconstruction	Pavement Reconstruction, Bi-direct Turn Lane, Retaining Wall	NHPP, State IL Funds	$78,000,000	$62,400,000	$15,600,000	$0	$0
S-26-08	2028	State of Illinois	IL-29 Pavement Reconstruction	Construction Engineering	NHPP, State IL Funds	$5,000,000	$4,000,000	$1,000,000	$0	$0
S-27-02	2028	State of Illinois	US-150 Bridge Rehabilitation	Bridge Rehabilitation	NHPP, State IL Funds	$1,080,000	$864,000	$216,000	$0	$0
S-27-05	2028	State of Illinois	IL-6 Bridge Rehabilitation	Bridge Superstructure Replacement	NHPP, State IL Funds	$5,000,000	$4,000,000	$1,000,000	$0	$0
S-27-11	2028	State of Illinois	Dr M L King Jr. Dr. Pavement Rehabilitation	Resurfacing	State IL Funds, STBG-State	$4,500,000	$3,600,000	$900,000	$0	$0
S-27-21	2028	State of Illinois	IL 8/ IL 116 Bridge Reconstruction	Bridge - Replacement - Part 2	NHPP, State IL Funds	$7,000,000	$5,600,000	$1,400,000	$0	$0
S-27-23	2028	State of Illinois	US-24/ IL-29/ IL-116 (Main St) Pavement Reconstruction	Reconstruction - Phase I/Phase II - Part 2	NHPP, State IL Funds	$1,000,000	$800,000	$200,000	$0	$0
S-28-03	2028	State of Illinois	IL-9/ IL-98/ US-24 Culvert Reconstruction	Culvert - Replacement	NHPP, State IL Funds, STBG-State	$2,220,000	$1,776,000	$444,000	$0	$0
S-28-04	2028	State of Illinois	IL-6 Bridge Rehabilitation	Bridge - Phase I and Phase II	NHPP, State IL Funds	$1,800,000	$1,440,000	$360,000	$0	$0
S-28-05	2028	State of Illinois	IL-29 Pavement Reconstruction	Pavement - Phase I/ Phase II	NHPP, State IL Funds	$1,000,000	$800,000	$200,000	$0	$0

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
PEO-29-01	2029	City of Peoria	Forrest Hill & Sterling Ave	The Forrest Hill and Sterling Intersection was identified by IDOT as one of the worst crash locations for local roads in the city. This project will reconstruct the intersection to improve visibility for left turning movements and improve pedestrian accommodations.	Congressionally Directed Spending, Motor Fuel Tax	$5,239,900	$250,000	$0	$4,989,900	$0
S-23-01	2029	State of Illinois	Adams Street Bridge Reconstruction	Bridge Replacement	NHPP, State IL Funds	$59,500,000	$47,600,000	$11,900,000	$0	$0
S-23-02	2029	State of Illinois	Adams Street Bridge Reconstruction	Construction Engineering	NHPP, State IL Funds	$6,000,000	$4,800,000	$1,200,000	$0	$0
S-27-07	2029	State of Illinois	IL-9 Bridge Rehabilitation	Bridge Superstructure Replacement	NHPP, State IL Funds	$2,500,000	$2,000,000	$500,000	$0	$0
S-27-09	2029	State of Illinois	IL-116 Pavement Reconstruction	Preliminary Engineering Phase II	NHPP, State IL Funds	$2,000,000	$1,600,000	$400,000	$0	$0
S-27-21	2029	State of Illinois	IL-8/ IL-116 Bridge Reconstruction	Bridge - Phase II Engineering	NHPP, State IL Funds	$8,000,000	$6,400,000	$1,600,000	$0	$0
S-29-01	2029	State of Illinois	IL-8 Bridge Reconstruction	Bridge - Replacement	State IL Funds, STBG-State	$5,000,000	$4,000,000	$1,000,000	$0	$0
S-29-02	2029	State of Illinois	US-24/IL-9 Bridge Reconstruction	Bridge - Replacement	Bridge - State Prgmd, State IL Funds	$20,000,000	$16,000,000	$4,000,000	$0	$0
S-29-03	2029	State of Illinois	IL-91 Pavement Rehabilitation	Pavement - Resurfacing	State IL Funds, STBG-State	$4,000,000	$3,200,000	$800,000	$0	$0
S-29-04	2029	State of Illinois	US-24 Bridge Rehabilitation	Bridge - New Deck	NHPP, State IL Funds	$12,000,000	$9,600,000	$2,400,000	$0	$0
S-29-05	2029	State of Illinois	I-74/I-474 Bridge Rehabilitation	Bridge - New Deck	Bridge - State Prgmd, State IL Funds	$18,000,000	$16,200,000	$1,800,000	$0	$0

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
S-29-06	2029	State of Illinois	I-474/ US-24 Bridge Repair	Bridge Repair	NHPP, State IL Funds	$3,000,000	$2,700,000	$300,000	$0	$0
S-25-01	2030	State of Illinois	IL-8 Bridge Rehabilitation	Bridge Superstructure Replacement	Bridge - State Prgmd, State IL Funds	$1,300,000	$1,040,000	$260,000	$0	$0
S-25-02	2030	State of Illinois	IL-8 Bridge Rehabilitation	Bridge Superstructure Replacement	Bridge - State Prgmd, State IL Funds	$1,200,000	$960,000	$240,000	$0	$0
S-26-01	2030	State of Illinois	US-24/IL-29/IL-116 (Main St) Pavement Reconstruction	Pavement Reconstruction & ADA Improvements	NHPP, State IL Funds	$15,600,000	$12,480,000	$3,120,000	$0	$0
S-26-02	2030	State of Illinois	US-24/IL-29/IL-116 (Main St) Pavement Reconstruction	Construction Engineering	NHPP, State IL Funds	$1,000,000	$800,000	$200,000	$0	$0
S-26-05	2030	State of Illinois	US-150 Pavement Rehabilitation	Construction Engineering	NHPP, State IL Funds	$3,000,000	$2,400,000	$600,000	$0	$0
S-27-03	2030	State of Illinois	IL-6 Bridge Rehabilitation	Bridge New Deck & Bridge Repair	NHPP, State IL Funds	$10,000,000	$8,000,000	$2,000,000	$0	$0
S-27-12	2030	State of Illinois	US-150 Pavement Rehabilitation	Resurfacing, Sidewalks	NHPP, State IL Funds, STBG-State	$60,000,000	$48,000,000	$12,000,000	$0	$0
S-28-01	2030	State of Illinois	US-24 BUS Pavement Reconstruction	Pavement Reconstruction, ADA Improvements, Sidewalks, Drainage	State IL Funds, STBG-State	$43,000,000	$34,400,000	$8,600,000	$0	$0
S-28-02	2030	State of Illinois	US-24 BUS Pavement Reconstruction	Construction Engineering	State IL Funds, STBG-State	$3,000,000	$2,400,000	$600,000	$0	$0
S-30-01	2030	State of Illinois	IL-6 - Bridge Rehabilitation	Bridge - Construction Engineering	NHPP, State IL Funds	$1,000,000	$800,000	$200,000	$0	$0
S-30-02	2030	State of Illinois	US-150 - Pavement Rehabilitation	Pavement - Resurfacing	NHPP, State IL Funds	$3,500,000	$2,800,000	$700,000	$0	$0
S-30-03	2030	State of Illinois	IL-8 - Pavement Rehabilitation	Pavement - Resurfacing	State IL Funds, STBG-State	$3,000,000	$2,400,000	$600,000	$0	$0
S-30-04	2030	State of Illinois	IL 40 Pavement Reconstruction	Pavement Reconstruction & Construction Engineering	NHPP, State IL Funds	$30,500,000	$24,400,000	$6,100,000	$0	$0

Mass Transit Projects

Mass transit funds are primarily programmed by the mass transit agency, IDOT, and the FTA. The local transit agency, the Greater Peoria Mass Transit District (GPMTD or CityLink), handles a majority of the region's mass transit needs. CityLink's jurisdiction includes the communities of Peoria, Peoria Heights, and West Peoria, and they also serve the communities of East Peoria and Pekin contractually. Other local service providers, typically affiliated with or operated by non-profit agencies, are also eligible to receive federal funds for transit.

As described in the preceding TIP Overview section, the TIP includes the POP for the FTA Section 5307 Urbanized Area Formula and Section 5339(a) Buses and Bus Facilities Funds. Inclusion of these projects in the TIP, along with the associated public involvement process, satisfies the federal requirement for public review of the POP.

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
5310-26-02	2026	CityLink	Washington Paratransit Service Extension	Operation of Paratransit Service in Washington Township, Tazewell County, IL	FTA 5310 Seniors/Disability, Local Funds	$200,000	$100,000	$0	$100,000	$0
5310-24-01	2027	CityLink	Bus Equipment Upgrades	Procurement of bus equipment	FTA 5310 Seniors/Disability, Local Funds	$156,167	$77,039	$0	$79,128	$0
5310-26-01	2027	City of East Peoria	Main & Mariners Way Crossing	Engineering for bus stop, sidewalk, and crossing improvements at the IL-116 (Main St) and Mariners Way intersection for outbound bus stop (Stop ID 2020) and inbound bus stop (Stop ID 2006) on Access Road 6	FTA 5310 Seniors/Disability, Local Funds	$76,800	$61,440	$0	$15,360	$0
5310-27-01	2027	CityLink	Center for the Blind Accessible Bust Stop	Bus Stop Improvement (Bus Stop 7370) at the Central Illinois Center for the Blind and Visually Impaired facility	FTA 5310 Seniors/Disability, Local Funds	$30,000	$24,000	$0	$6,000	$0

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
5310-27-02	2027	City of Pekin	Miller Center Senior Transportation	Pekin Park District - Miller Center Senior Transportation	FTA 5310 Seniors/Disability, Local Funds	$16,292	$13,034	$0	$3,258	$0
CL-24-05	2027	CityLink	Transit Center Signage and Kiosks	Installation of signage and kiosks at the Transit Center	Rebuild Illinois	$2,500,000	$0	$2,500,000	$0	$0
CL-24-06	2027	CityLink	Transit Center Rehabilitation	Rehabilitation of Transit Center with installation of oil-water separator and concrete work	Rebuild Illinois	$500,000	$0	$500,000	$0	$0
CL-24-08	2027	CityLink	Refurbish 35' Disesel Buses	Refurbish existing vehicles that have met useful life	FTA 5307 Urban Formula	$3,400,000	$3,400,000	$0	$0	$550,000
CL-24-09	2027	CityLink	New Farebox / Validators System	New fixed route, para-transit, and rural fare-box / validator system	FTA 5307 Urban Formula	$1,600,000	$1,600,000	$0	$0	$400,000
CL-25-07	2027	CityLink	Construction & Renovation of Buildings	New building construction and renovation of existing buildings	Rebuild Illinois	$4,500,000	$0	$4,500,000	$0	$0
CL-25-08	2027	CityLink	Underground Storage Tank Replacement	Replace Underground Storage Tank	FTA 5307 Urban Formula	$1,000,000	$1,000,000	$0	$0	$250,000
CL-26-04	2027	CityLink	Diesel Buses	Diesel Buses	FTA 5307 Urban Formula	$800,000	$800,000	$0	$0	$200,000
CL-26-05	2027	CityLink	Hybrid Buses	Purchase of hybrid buses	FTA 5307 Urban Formula, Local Funds	$3,000,000	$2,400,000	$0	$600,000	$0
CL-26-08	2027	CityLink	Medium Duty Vans	Purchase of Paratransit Vans	FTA 5339A Bus (Formula)	$600,000	$600,000	$0	$0	$150,000
CL-27-01	2027	CityLink	Capital Cost of Contracting	Paratransit Contract Purchase	FTA 5307 Urban Formula, Local Funds	$1,000,000	$800,000	$0	$200,000	$0
CL-27-02	2027	CityLink	Other Capital Items	Preventative Maintenance	FTA 5307 Urban Formula, Local Funds	$2,300,000	$1,840,000	$0	$460,000	$0

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
CL-27-03	2027	CityLink	Lease Assoc Capital Maint	Tire Lease, TPM	FTA 5307 Urban Formula, Local Funds	$80,000	$64,000	$0	$16,000	$0
CL-27-04	2027	CityLink	Low Emission Buses and workforce development	Low Emission Buses and workforce development	FTA 5339C Low or No Emission Bus, Local Funds	$16,871,044	$14,415,095	$0	$2,455,949	$0
CL-27-05	2027	CityLink	AVL Systems	AVL Systems - Year 2 of 5	FTA 5307 Urban Formula	$250,000	$250,000	$0	$0	$62,500
S-27-15	2027	State of Illinois	IDOT Section 5310 Capital Program - Peoria, IL UZA	IDOT Section 5310 Capital - paratransit vehicle replacements /expansion for Peoria, IL UZA. Please note, this project is funded 100% by federal cash. Normally, federal grants require local public agencies to pay a 20% non-federal match. Instead of cash, this project uses Transit Development Credits (TDC), also known as Toll Credits, to fulfill that matching rule. It is important to know that Toll Credits are not actual dollars and add no new money to the project budget; they are simply accounting points showing credit usage. The federal funding row displays the full, actual dollar cost of the project.	FTA 5310 Seniors/Disability	$206,167	$206,167	$0	$0	$41,233

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost	Federal	State	Local	TDC
S-27-16	2027	State of Illinois	Greater Peoria MTD - IDOT Statewide Low-No Emissions Deployment	IDOT discretionary award to provide two low- or no-emissions replacement vehicles & associated equipment	FTA 5339C Low or No Emission Bus, State IL Funds	$559,364	$447,491	$111,873	$0	$0
CL-28-01	2028	CityLink	Capital Cost of Contracting	Paratransit Contract Purchase	FTA 5307 Urban Formula, Local Funds	$1,000,000	$800,000	$0	$200,000	$0
CL-28-02	2028	CityLink	Other Capital Items	Preventative Maintenance	FTA 5307 Urban Formula, Local Funds	$2,300,000	$1,840,000	$0	$460,000	$0
CL-28-03	2028	CityLink	Lease Assoc Capital Maint	Tire Lease, TPM	FTA 5307 Urban Formula, Local Funds	$80,000	$64,000	$0	$16,000	$0
CL-28-04	2028	CityLink	AVL Systems	AVL Systems - Year 3 of 5	FTA 5307 Urban Formula	$250,000	$250,000	$0	$0	$62,500
CL-29-01	2029	CityLink	Capital Cost of Contracting	Paratransit Contract Purchase	FTA 5307 Urban Formula, Local Funds	$1,000,000	$800,000	$0	$200,000	$0
CL-29-02	2029	CityLink	Other Capital Items	Preventative Maintenance	FTA 5307 Urban Formula, Local Funds	$2,300,000	$1,840,000	$0	$460,000	$0
CL-29-03	2029	CityLink	Lease Assoc Capital Maint	Tire Lease, TPM	FTA 5307 Urban Formula, Local Funds	$80,000	$64,000	$0	$16,000	$0
CL-29-04	2029	CityLink	AVL Systems	AVL Systems - Year 4 of 5	FTA 5307 Urban Formula	$250,000	$250,000	$0	$0	$62,500
CL-30-01	2030	CityLink	Capital Cost of Contracting	Paratransit Contract Purchase	FTA 5307 Urban Formula, Local Funds	$1,000,000	$800,000	$0	$200,000	$0
CL-30-02	2030	CityLink	Other Capital Items	Preventative Maintenance	FTA 5307 Urban Formula, Local Funds	$2,300,000	$1,840,000	$0	$460,000	$0
CL-30-03	2030	CityLink	Lease Assoc Capital Maint	Tire Lease, TPM	FTA 5307 Urban Formula, Local Funds	$80,000	$64,000	$0	$16,000	$0
CL-30-04	2030	CityLink	AVL Systems	AVL Systems - Year 5 of 5	FTA 5307 Urban Formula	$250,000	$250,000	$0	$0	$62,500

Illustrative Projects

Federal regulation 23 CFR 450.326, paragraph j states "… for illustrative purposes, the financial plan may include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available."[2]

Separate from the TIP's Surface Transportation Project Listing and Mass Transit Project Listing, an Illustrative Project Listing (future projects) is maintained to reflect local jurisdictions' projects that would be included in the TIP if reasonable funding sources were available. Without reasonably guaranteed funding sources, a project cannot be considered fiscally constrained; therefore, it would be ineligible to be included in the active four-year period of the TIP and cannot receive federal funding authorizations.

Through the transportation planning process, projects have been identified as desirable and regionally significant, but they have no associated funding sources identified or confirmed. These projects are included due to the difficulty of forecasting future budgets and funding opportunities. To be eligible to include a project in the Illustrative Project Listing, the project must be listed in Tri-County's current Long-Range Transportation Plan (LRTP).

Once federal funds are allocated to a specific project in the Illustrative Project Listing, all local matches must be identified, or the project cannot be placed in the active four-year period of the TIP. Formal amendment action is required to move a project from the Illustrative Project Listing to the active four-year period of the TIP. Administrative Modifications are used for adding, removing, or changing a project in the Illustrative Project Table.

The following project listing should be considered illustrative and intended as a guide only. All illustrative projects are numbered as follows: FP (Which stands for Future Project) – Abbreviations of Entities (See **Error! Reference source not found.**) – numerical numbering in ascending order for each entity's illustrative project.

[2] 23 CFR 450.326(j): https://www.ecfr.gov/current/title-23/part-450#p-450.326(j)

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost
FP-BA-01	Illustrative	Village of Bartonville	Garfield Ave Improvements	Reconstruction, Bike/Ped Accom	Illustrative	$10,000,000
FP-BA-02	Illustrative	Village of Bartonville	McKinley Ave (US-24) Streetscape	Streetscape and Sidewalk Improvements	Illustrative	$850,000
FP-CC-01	Illustrative	Village of Creve Coeur	Fischer Road Sidewalk	Enhancement	Illustrative	$710,000
FP-CL-01	Illustrative	CityLink	Bike Share Program	Re-Establish Bike Share Program in UZA	Illustrative	$100,000
FP-CL-02	Illustrative	CityLink	Microtransit Pilot Program	Microtransit Pilot Program	Illustrative	$1,500,000
FP-EP-01	Illustrative	City of East Peoria	Riverside Drive Path Extension	Multi-Use Trail extension	Illustrative	$850,000
FP-MO-01	Illustrative	Village of Morton	Tennessee Ave	Improvement	Illustrative	$11,200,000
FP-PC-01	Illustrative	Peoria County	Radnor Road	Improvement	Illustrative	$18,700,000
FP-PC-02	Illustrative	Peoria County	Big Hollow Road	Improvement	Illustrative	$12,000,000
FP-PC-03	Illustrative	Peoria County	Charter Oak Road	Improvement	Illustrative	$11,000,000
FP-PC-04	Illustrative	Peoria County	Willow Knolls Rd	Improvement	Illustrative	$10,000,000
FP-PC-05	Illustrative	Peoria County	Cedar Hills Drive	Improvement	Illustrative	$25,000,000
FP-PC-06	Illustrative	Peoria County	Old Galena Road	Improvement	Illustrative	$18,000,000
FP-PEK-01	Illustrative	City of Pekin	Veterans Dr Extension	New Construction	Illustrative	$25,000,000
FP-PEK-02	Illustrative	City of Pekin	Veterans Dr Ext	New Construction	Illustrative	$25,000,000
FP-PEO-01	Illustrative	City of Peoria	Allen Road	Improvement	Illustrative	$13,000,000
FP-PEO-02	Illustrative	City of Peoria	Pioneer Parkway	New Construction/ Reconstruction	Illustrative	$105,778,000
FP-PEO-03	Illustrative	City of Peoria	Main Street	Improvement	Illustrative	$15,000,000
FP-PEO-04	Illustrative	City of Peoria	Prospect Road	Improvement	Illustrative	$30,500,000
FP-PEO-05	Illustrative	City of Peoria	Nebraska Avenue	Improvement	Illustrative	$21,120,000
FP-PEO-06	Illustrative	City of Peoria	Nebraska Avenue	Improvement	Illustrative	$13,000,000
FP-PEO-07	Illustrative	City of Peoria	Adams St & Jefferson Street	Improvement	Illustrative	$50,000,000
FP-PEO-08	Illustrative	City of Peoria	SW Adams St	Improvement	Illustrative	$10,000,000
FP-PEO-09	Illustrative	City of Peoria	University Street	Maintenance	Illustrative	$15,840,000
FP-PEO-10	Illustrative	City of Peoria	Rock Island Greenway	Engineering & Construction for new bike path	Illustrative	$2,000,000
FP-PEO-11	Illustrative	City of Peoria	Abington St Rehabilitation	Improvement	Illustrative	$8,100,000
FP-PEO-13	Illustrative	City of Peoria	Galena Rd Industrial Park	Roadway construction for the proposed Galena Road Industrial Park	Illustrative	$12,000,000
FP-PEO-14	Illustrative	City of Peoria	Forrest Hill & Sterling intersection	Reconstruction	Illustrative	$6,000,000

ID	Year	Agency	Title	Description	Fund Types (All)	Total Cost
FP-PEO-15	Illustrative	City of Peoria	Alta Road	Improvement	Illustrative	$7,500,000
FP-PEO-16	Illustrative	City of Peoria	Spring Street	Reconstruction	Illustrative	$15,000,000
FP-PEO-17	Illustrative	City of Peoria	Forrest Hill	Reconstruction	Illustrative	$6,500,000
FP-PEO-18	Illustrative	City of Peoria	Nebraska Ave & Sterling Ave Intersection	Reconstruction	Illustrative	$6,000,000
FP-PH-01	Illustrative	Village of Peoria Heights	Prospect Road	Reconstruction, Bike/Ped, Road Diet	Illustrative	$23,500,000
FP-PH-02	Illustrative	Village of Peoria Heights	IL-29 (Galena Rd) Enhancements	Roadway Lighting/Enhanced Safety Improvements	Illustrative	$2,500,000
FP-PH-03	Illustrative	Village of Peoria Heights	Monroe Ave	Reconstruction, Bike/Ped	Illustrative	$10,000,000
FP-S-01	Illustrative	State of Illinois	IL-29	Reconstruction	Illustrative	$100,000,000
FP-S-02	Illustrative	State of Illinois	IL 29 - Chillicothe viaduct	Additional Lanes, bridge	Illustrative	$38,000,000
FP-S-03	Illustrative	State of Illinois	IL-98 (Edgewater Dr)	Resurfacing (3R)	Illustrative	$20,000,000
FP-S-04	Illustrative	State of Illinois	IL-116 - Lincoln & Howett	Reconstruction	Illustrative	$27,000,000
FP-S-05	Illustrative	State of Illinois	IL-29	3R with Bike/Ped Accom	Illustrative	$25,000,000
FP-S-06	Illustrative	State of Illinois	US-150 (War Memorial Dr) & IL-40 (Knoxville Ave) Intersection Improvement	Intersection Reconstruction	Illustrative	$25,000,000
FP-S-07	Illustrative	State of Illinois	IL-8 (Farmington Rd)	Resurfacing (3R), Bike/Ped Accom	Illustrative	$25,000,000
FP-TZ-01	Illustrative	Tazewell County	Manito Rd	Improvement	Illustrative	$40,000,000
FP-W-01	Illustrative	City of Washington	Centennial Dr & Freedom Parkway Trail Extension	Multi-Use Trail extension	Illustrative	$300,000
FP-W-02	Illustrative	City of Washington	Gillman Ave & Grandyle Dr Sidewalks	Enhancement	Illustrative	$200,000
FP-W-03	Illustrative	City of Washington	N Wilmor & W Jefferson Intersection Improvement	turn lanes and signals	Illustrative	$500,000
FP-W-04	Illustrative	City of Washington	Menards/Walmart and Freedom Parkway Intersection Improvement	Signals	Illustrative	$250,000
FP-W-05	Illustrative	City of Washington	Eagl Avenue Extension	2-lane urban roadway with intersection improvements at BUS 24	Illustrative	$2,000,000
FP-W-06	Illustrative	City of Washington	Lakeshore Drive	Completion to urban 3-lane road, signals at BUS 24 and Lakeshore intersection	Illustrative	$3,000,000

Appendix A: Adoption Resolution

RESOLUTION 27-16

A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO ADOPT THE FISCAL YEARS 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM.

WHEREAS, the Tri-County Regional Planning Commission, hereafter referred to as the Commission, is recognized as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area; and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR § 450) requires the Commission to carry out a continuing, cooperative, and comprehensive (3C) transportation planning process and develop a Transportation Improvement Program (TIP), at least every four years, consisting of a comprehensive list of transportation projects that receive federal funds or that are regionally significant as a condition to the receipt of federal transportation assistance; and

WHEREAS, the transportation programming process shall be developed in accordance with the above-stated regulation, be fiscally constrained, address no less than a four-year planning horizon, and be consistent with the Commission's adopted Long Range Transportation Plan; and

WHEREAS, for illustrative purposes, the TIP financial plan may include additional projects in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available; and

WHEREAS, the TIP was developed through a participatory process as prescribed in the Commission's Public Participation Plan (PPP), and public comment on the draft TIP was sought and received during the public comment period from September 7, 2026, through October 6, 2026, with one public meeting during the September 16, 2026, MPO Technical Committee meeting; and

WHEREAS, on September 16, 2026, the Technical Committee recommended to the Commission the adoption of the TIP, which lists the federally funded and regionally significant transportation projects in the Peoria-Pekin Urbanized Area; and

WHEREAS, the Commission has reviewed the TIP and found it consistent with the policies, plans, and programs, including the most recent Long-Range Transportation Plan adopted by the Commission.

Therefore, be it resolved by the Commission as Follows:
That Tri-County Regional Planning Commission hereby approves and adopts the Fiscal Year 2027 – 2030 Transportation Improvement Program.

Presented this 7th day of October 2026
Adopted on this 7th day of October 2026

Chuck Nagel, Chairman
Tri-County Regional Planning Commission

ATTEST:

Eric Miller, Executive Director
Tri-County Regional Planning Commission

Appendix B: Self-Certification Resolution

RESOLUTION 27-17

A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO SELF-CERTIFY THE METROPOLITAN TRANSPORTATION PLANNING PROCESS IS BEING CARRIED OUT IN ACCORDANCE WITH TITLE 23 CODE OF FEDERAL REGULATIONS PART 450.

WHEREAS, the Tri-County Regional Planning Commission, hereafter referred to as the Commission, is recognized as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area; and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR § 450) requires MPOs to Self-Certify at least every 4 years, concurrent with the submittal of a proposed Transportation Improvement Program (TIP) as part of the State TIP (STIP) approval, that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements; and

WHEREAS, Section 134 of Title 23 United States Code (USC), 49 USC 5303, and 23 CFR Part 450 Subpart C set forth the national policy that the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive (3C) multimodal transportation planning process, including the development of a Long-Range Transportation Plan (LRTP) and TIP, and establish policies and procedures for MPOs to conduct the metropolitan planning process; and

WHEREAS, the requirements of Sections 174 and 176€ and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506€ and (d)] and 40 CFR Part 93 have been met with the Greater Peoria Metropolitan Planning Area (MPA) remaining in attainment; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 as amended (42 USC 2000d-1) and 49 CFR Part 21 assures that no person or group of persons on the basis of race, color, or national origin are subject to discrimination in the level and quality of transportation planning programs and activities provide by the MPO; the requirements of Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations" and Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency" have been met and incorporated in the Commission's Title VI Program; and

WHEREAS, 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex or age in employment or business opportunity has been met by the Commission; and

WHEREAS, the requirements of Section 1101€ of the Fixing America's Surface Transportation (FAST) Act (Public Law 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged or minority business enterprises in FHWA-funded planning projects and FTA-funded projects have been met by the Commission's Procurement Policy; and

WHEREAS, the provisions of 23 CFR Part 230, regarding the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts have been addressed; and

WHEREAS, the provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.), and 49 CFR Parts 27, 37, and 38, regarding discrimination against individuals with disabilities has been met by the Commission; and

WHEREAS, the Older Americans Act, as amended (42 USC 6101), prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance has been met; and

WHEREAS, Section 324 of Title 23 USC regarding the prohibition of discrimination based on gender has been met by the Commission; and

WHEREAS, Section 504 of the Rehabilitation Act of 1973 (29 USC 794) AND 49 CFR Part 27 regarding discrimination against individuals with disabilities have been met by the Commission; and

WHEREAS, in accordance with 23 CFR § 450.336, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certified the planning process of the Greater Peoria MPA in May 2022.

Therefore, be it resolved by the Commission as Follows:
That the Tri-County Regional Planning Commission hereby certifies that its metropolitan transportation planning process is being carried out in conformance with all the applicable provisions of federal law and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all transportation plans and programs, including the Commission's Long-Range Transportation Plan and Transportation Improvement Program.

Presented this 7th day of October 2026
Adopted on this 7th day of October 2026

Chuck Nagel, Chairman
Tri-County Regional Planning Commission

ATTEST:

Eric Miller, Executive Director
Tri-County Regional Planning Commission

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

Appendix C: Metropolitan Planning Area

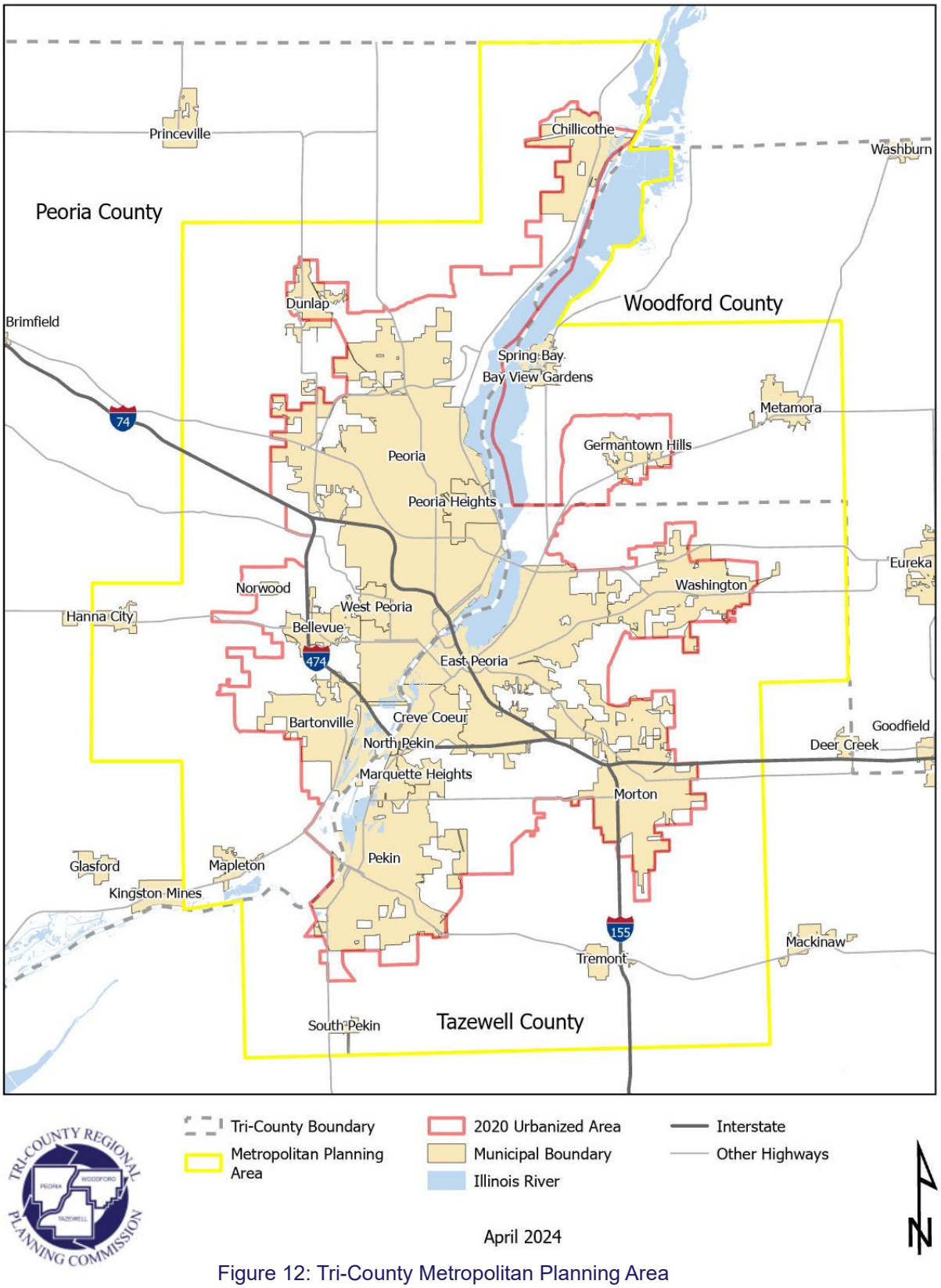

Figure 12: Tri-County Metropolitan Planning Area

Appendix D: Public Involvement

Tri-County provided a 30-day public comment period for the draft Fiscal Year (FY) 2027-30 Transportation Improvement Program (TIP). The public comment period began Monday, September 7, 2026, and ended Tuesday, October 6, 2026. During the comment period, the draft FY 2027-30 TIP was made available on the TCRPC website and in physical form at the TCRPC office and 20 public review locations at local libraries throughout the Peoria-Pekin urbanized area. A complete list of public review sites is available on Figure 13.

A public meeting was held as part of the September 16, 2026 MPO Technical Committee meeting at 9:00 a.m. at the TCRPC office, 456 Fulton Street, Room 420, Peoria, Illinois. Written comments could be submitted by email or by mail or delivery to the TCRPC office. All comments received during the public comment period were to be documented and provided to the Full Commission for consideration prior to adoption.

Following the close of the public comment period, the Full Commission reviewed the draft FY 2027-30 TIP at its regularly scheduled meeting on Wednesday, October 7, 2026. No additional public comments were offered during the meeting, and the Full Commission approved the FY 2027-30 TIP.

Public Review Sites

Name	Address	City	State	Zip
Alpha Park Public Library	3527 S Airport Rd	Bartonville	IL	61607
Chillicothe Public Library District	430 N Bradley Ave	Chillicothe	IL	61523
Creve Coeur Public Library	311 N Highland St	Creve Coeur	IL	61610
Dunlap Public Library	302 S 1st St	Dunlap	IL	61525
Fondulac District Library	400 Richland St	East Peoria	IL	61611
Germantown Hills Library	509 Woodland Knolls Rd	Germantown Hills	IL	61548
Illinois Prairie District Public Library	208 E Partridge St	Metamora	IL	61548
Marquette Heights Public Library	715 Lincoln Rd	Marquette Heights	IL	61554
Morton Public Library	315 W Pershing St	Morton	IL	61550
Pekin Public Library	301 S 4th St	Pekin	IL	61554
Peoria Public Library – Main Library	107 NE Monroe St	Peoria	IL	61602
Peoria Public Library – McClure Branch	315 W McClure Ave	Peoria	IL	61604
Peoria Public Library – Lakeview Branch	1137 W Lake Ave	Peoria	IL	61614
Peoria Public Library – Lincoln Branch	1312 W Lincoln Ave	Peoria	IL	61605
Peoria Public Library – North Branch	3001 W Grand Pkwy	Peoria	IL	61615
Peoria Heights Public Library	816 E Glen Ave	Peoria Heights	IL	61616
Spring Bay Branch Library	411 Illinois St	Spring Bay	IL	61611
Tremont District Library	215 S Sampson St	Tremont	IL	61568
Tri-County Regional Planning Commission	456 Fulton St, Ste 401	Peoria	IL	61602
Washington District Branch Library	16 Sunnyland Plaza	Washington	IL	61571
Washington District Library	380 N Wilmor Rd	Washington	IL	61571

Figure 13: Public Review Sites

Public Comment

No public comments were received during the 30-day public comment period.