

TRI-COUNTY REGIONAL PLANNING COMMISSION

Transportation Improvement Program (TIP)

FISCAL YEARS 2023-2026

Transportation Improvement Program (TIP)

for the

Tri-County Regional Planning Commission

Prepared by

Tri-County Regional Planning Commission (TCRPC) Staff

in cooperation with

Illinois Department of Transportation (IDOT)

Federal Highway Administration (FHWA)

Federal Transit Administration (FTA)

Approved by the Commission on July 6, 2022

Amended on August 2, 2023

FY 2023-2026 TCRPC TRANSPORTATION IMPROVEMENT PROGRAM

The TCRPC's FY 2023-2026 Transportation Improvement Program is prepared by TCRPC staff in collaboration with member agencies.

COMMISSION

Andrew Rand Peoria County
Don White Peoria County
Russ Crawford..... Tazewell County
Greg Menold Tazewell County
Barry Logan..... Woodford County
Chuck Nagel Woodford County
Rita Ali City of Peoria
Patrick Urich City of Peoria
Rick Powers..... City of Peoria
Mark Luft City of Pekin
John Kahl..... City of East Peoria
Gary Manier City of Washington
Nate Parrott Village of Morton
Leon Ricca..... Village of Bartonville
Mike Phelan Village of Peoria Heights
Mike Hughes City of Chillicothe
Ron Talbot Village of Creve Coeur
James Dillon City of West Peoria
Mike Hinrichsen V. of Germantown Hills
Don Knox CityLink
Karen Dvorsky IDOT

TECHNICAL COMMITTEE

Amy Benecke McLaren..... Peoria County
Jeff Gilles Peoria County
Dan Parr Tazewell County
Vacant Tazewell County
Conrad Moore..... Woodford County
Andrea Klopfenstein.....City of Peoria
Alyssa McCainCity of Peoria
Sie MaroonCity of Peoria
Justin Reeise..... City of Pekin
Ric SemonskiCity of East Peoria
Dennis Carr..... City of Washington
Craig Loudermilk..... Village of Morton
Patrick Meyer Village of Bartonville
Chris Chandler..... Village of Peoria Heights
Kenneth Coulter City of Chillicothe
Terry KoegelVillage of Creve Coeur
Kinga KriderCity of West Peoria
Rich Brecklin V. of Germantown Hills
Nick StandeferCityLink
Terrisa Worsfold..... IDOT
Gene Olson Peoria International Airport
Eric Miller.....TCRPC

TCRPC STAFF

Eric MillerExecutive Director
Ray Lees Planning Program Manager
Debbie Ulrich Office Manager
Rebecca Eisele..... Accountant
Reema Abi-Akar Planner III
Michael Bruner Planner III
Britney West.....GIS Specialist II
Logan Chapman GIS Specialist I
Gabriel Guevara Planner I
Francesca Lewis Planner I

TABLE OF CONTENTS

Executive Summary..... 1

Annual MPO Certification..... 2

Introduction 3

Performance-Based Planning and Performance Measures..... 5

Financial Plan..... 9

Project Listings.....13

Illustrative Project Listing..... 22

Appendix A – Urbanized Area..... 25

Appendix B – Abbreviations & Glossary 26

Appendix C – Funding Sources..... 29

Appendix D – Environmental Justice31

Appendix E – Public Involvement..... 35

Appendix F – Amendments37

LIST OF MAPS

Map 1: Peoria-Pekin Urbanized Area 25

Map 2: Minority Population by Block Group.....32

Map 3: Median Household Income by Census Tract.....33

Map 4: Senior Population by Block Group34

Executive Summary

The Transportation Improvement Program (TIP) is prepared annually by the Tri-County Regional Planning Commission (TCRPC). TCRPC serves as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area. The TIP represents the programming of transportation improvements for the Peoria-Pekin Metropolitan Planning Area beginning July 1, 2022.

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

The FY 2023-2026 Transportation Improvement Program (TIP) is a four-year program of highway and transit projects developed to fulfill the requirements set forth in the FAST Act (2015) and IIJA (Infrastructure Investment and Jobs Act, 2021). The purpose of this document is to identify all street/highway and transit projects, plus related enhancement projects, programmed from FY 2023 through FY 2026 in the Tri-County Metropolitan Planning Area (MPA), and to offer the public an opportunity to comment.

The FY 2023-2026 TIP is a result of the comprehensive, coordinated, and continuing (3-C) urban transportation planning process within the Peoria-Pekin urbanized area MPA. The programs listed in the FY 2023-2026 TIP have been locally approved by the Commission to receive federal funding. All projects are funded with federal, state, and local funds. Local funds include funding from municipalities, counties, and/or public transportation providers. 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 TIP Project Table because they are not fiscally constrained.

The FY 2023-2026 TIP document was approved by the Tri-County Regional Planning Commission on July 6, 2022.

Annual MPO Certification

In accordance with 23 CFR 450.336, USDOT certified the planning process of the Peoria-Pekin Urbanized Area in May 2022. The Illinois Department of Transportation and Tri-County Regional Planning Commission, which is the Metropolitan Planning Organization for the Peoria-Pekin Urbanized Area, herewith certify that the metropolitan transportation planning process is being carried out pursuant to 23 CFR 450.336 and all applicable requirements, including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 Subpart C;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506 (c) and (d)] and 40 CFR 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38,
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Signed,


Tri-County Regional Planning Commission


Don White, Chairman

Date

7.20.22

Illinois Department of Transportation


Holly Bieneman, Office of Planning and Programming Director

Date

7/22/2022

Introduction

The Tri-County Regional Planning Commission (TCRPC) is recognized as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area. As the MPO, TCRPC provides technical and policy level decision-making leadership for transportation planning and programming within the Metropolitan Planning Area.

What is the Urbanized Area?

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

This region’s **urbanized area** includes larger communities like Peoria and Pekin, as well as smaller communities like Bartonville and Germantown Hills.

Organization and Duties

The MPO comprises of two groups: the **Commission** and **Technical Committee**.

The **Commission** directs the transportation planning activities of the urbanized area and is responsible for adopting and implementing policies and plans to meet federal guidelines. This includes but is not limited to the Long-Range Transportation Plan, the TIP, and the annual Unified Planning Work Program (UPWP). 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 their approval. The Technical Committee is comprised of staff from the urbanized area’s jurisdictions.

MPO membership includes municipalities and counties, the Peoria International Airport, the Greater Peoria Mass Transit District, and the Illinois Department of Transportation (IDOT). The Federal Highway Administration and IDOT’s Planning and Programming office are advisory members.

Planning Area

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

The Peoria-Pekin Urbanized Area (UA) is defined by the Census Bureau and represents the built-up core of the Greater Peoria region. The MPO creates its own Adjusted Urbanized Area for the purposes of transportation planning. The Adjusted UA includes the Census Bureau’s UA, small areas necessary to round-off jagged or irregular boundaries, other contiguous areas that the Commission considers to be urbanized, and areas likely to be developed within the next five years.

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

TIP Process and Funding Authorization

The FY2023-2026 TIP includes summaries of federally-funded transportation projects to be implemented each year of a four-year period. These projects have been identified for funding from the FY 2020-2045 Long-Range Transportation Plan, which was adopted in May 2020.

The TIP is financially constrained, meaning that all projects listed in the present year (FY2023) have verified funding sources. In addition, the three subsequent years' listings (FY2024, FY2025, and FY2026) have "reasonably available" funding sources associated with them.

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

Ten Planning Factors

The MPO's overall transportation planning goal is to provide for the adequate, safe, and efficient movement of persons and goods in the urban area. In concert with the Infrastructure Investment and Jobs Act (IIJA) – also known as the Bipartisan Infrastructure Law or BIL, the current federal transportation bill, the MPO utilizes the nine thematic areas included to help reach this goal:

1. Economic vitality;
2. Safety;
3. Security;
4. Accessibility and Mobility;
5. Environment, Energy Conservation, Quality of Life, and Consistency;
6. Integration and Connectivity;
7. Efficient management and operation;
8. Preservation;
9. Resiliency and Reliability; and
10. Travel and Tourism.

What is IIJA?

The **Infrastructure Investment and Jobs Act** is the most recent funding and authorization bill for federal surface transportation spending in the United States. President Joe Biden signed this bill on November 15, 2021.

The bill authorizes approximately \$550 billion in federal money over a five-year period for a variety of funding streams: bridges, mass transit, roads, broadband, water infrastructure, resilience, and more. Within these funds, IIJA authorizes approximately \$350 billion for federal highway programs, also for a five-year period ending in fiscal year 2026.

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

Public Involvement Process

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

Public notices announcing the review of all TCRPC documents are published in the Peoria Journal Star and Pekin Daily Times, for three (3) days. The public review period is thirty (30) days. TCRPC's 20 public review sites are selected to ensure accessibility to all, including the area's minority populations, low-income populations, and people with disabilities. All public review sites are accessible by mass transit. A complete list of public review sites is located in Appendix E.

During the 30-day public review period, at least three (3) public meetings are held. All public meeting locations are selected with capabilities to accommodate persons with disabilities. Verbal comments and written submissions presented at the public meetings

are generally responded to immediately or the topic is flagged for later response. Minutes are compiled for all public meetings, where public comments and responses are recorded therein.

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

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

- A. Members of the public may make comments by calling the Tri-County Regional Planning Commission at (309) 673-9330.
- B. Written comments may be:
 - 1. Emailed to: input@tricountyrpc.org
 - 2. Mailed or hand delivered to:
TCRPC
456 Fulton Street, Suite 401
Peoria, Illinois 61602
- C. The public may submit comments to their respective Commission representative(s)

for transmittal to the respective full committees.

- D. Comments on the draft TIP may be made at public meetings. TCRPC ensures that all public meeting locations are accessible in accordance with the Americans with Disabilities Act.
- E. Time scheduled on the Commission or Technical agendas may be requested by members of the public or a representative of a group to offer input to the full committees.
- F. General comments by the public and/or organizations can be made at any Commission meeting. All Commission meetings are open to the public, and public comment is allowed on all matters. Open discussion, under "Public Comment" is permitted on any transportation-related matter at every meeting.

TCRPC responds to all public input received during the planning and program development of the TIP. These documents are not adopted and are not considered complete until all comments are responded to, or changes have been made to the documents to accommodate the comments.

TIP Revisions

In certain cases, a revision to a project must occur between regular TIP updates. Revisions in these cases fall into two categories: amendments, which require action by the Commission, or administrative modifications, which are performed by TCRPC staff and require no committee action.

Amendment

An amendment represents a major change to the TIP that requires approval by the Commission. Amendments are most often presented to the Technical Committee for recommendation for the approval before being sent to the Commission. Should a federally funded project be added to or removed from the TIP, such a change constitutes an amendment. In addition, changes to listed projects constitute an amendment when the amount of federal aid being revised is greater than 50% of the previous amount, when the scope of a project is being changed significantly, or when an additional funding source is being added to a project. The movement of a project from the Illustrative Project Table (future projects) to a fiscal year in the TIP will require an amendment.

Administrative Modification

An administrative modification represents a minor change to the TIP that does not require approval by the Commission. Any change that does not represent an amendment, defined prior, is considered an administrative modification. Moving a project from one fiscal year to another is considered an administrative modification. Adding, removing, or changing a project in the Illustrative Project Table (future projects) is an Administrative Modification.

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

Federally Obligated Projects

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

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

<https://tricountyrpc.org/documents/pop/>

Performance-Based Planning and Performance Measures

The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, passed in 2012, established a national performance measurement system for the highway and transit programs. Based on this policy change, the US Department of Transportation (USDOT) established performance measures for four areas:

- Safety
- Infrastructure
- System Performance
- Transit Asset Management

The state departments of transportation (state DOTs) and metropolitan planning organizations (MPOs) are required to establish targets for each highway performance measure while transit agencies and MPOs set targets for transit asset condition.

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

As part of complying with the national performance measurement system established by MAP-21, IDOT, the MPOs and the transit agencies have established a process for data sharing, target setting, and reporting. An Intergovernmental Agreement for Transportation Performance Management was created to comply with 23 CFR 450.314(h). This Agreement between IDOT, the MPO, and the local transit agency defines rights and obligations for each agency in terms of cooperatively developing and sharing information related to transportation performance management data and transit asset management data, performance target setting, reporting of performance targets, and tracking progress toward attainment of critical outcomes for the MPO region.

Safety

Performance Measure	IDOT Baseline 5-Year Avg (2016-2020)	Basis for Target	IDOT 2018 Target (2014-2018)	TCRPC TIP Project(s) Addressing this Target
Number of fatalities	1,081.0	2% annual reduction	1,038.2	S-24-06
Rate of fatalities per 100 million Vehicle Miles Traveled (VMT)	1.04	2% annual reduction	0.99	S-24-06
Number of serious injuries	10,704.0	Ordinary least square projection	10,280.1	S-24-06
Rate of serious injuries per 100 million Vehicle Miles Traveled (VMT)	10.17	Ordinary least square projection	9.77	S-24-06
Number of non-motorized fatalities and non-motorized serious injuries	1,490.6	2% annual reduction	1,431.6	S-24-06

Infrastructure

Performance Measure	TCRPC Baseline	IDOT Baseline	IDOT 2020	IDOT 2022	TCRPC TIP Project(s) Addressing This Target
% of Interstate Pavement in Good Condition	67.90%	65.96%	65%	61%	
% of Interstate Pavement in Poor Condition	0.38%	0.27%	<5%	<2%	
% of non-Interstate Pavement in Good Condition	40.67%	27.71%	27%	21%	S-23-03
% of non-Interstate Pavement in Poor Condition	0.41%	4.94%	6%	9%	S-23-03
% of NHS bridges classified as in Good Condition	9%	29.40%	28%	23.5%	S-23-05
% of NHS bridges classified as in Poor Condition	31%	11.60%	13%	15.5%	S-23-05

System Performance

Performance Measure	TCRPC Baseline	IDOT Baseline	IDOT 2020	IDOT 2022	TCRPC TIP Project(s) Addressing This Target
% person-miles traveled on reliable Interstates	100	80.8	79	77	
% person-miles traveled on reliable non-Interstate NHS	95.3	87.3	85.3	83.3	
Truck Travel Time Reliability Index	1.2	1.3	1.34	1.37	

Transit Asset Management

Facility Type	Facilities Rated Below 3.0	Total Facilities	% Rated Below 3.0	TCRPC TIP Project(s) Addressing This Target
Admin/Maintenance	15	88	17%	CL-23-02
Passenger/Parking	4	33	12%	5310-18-02, 5310-18-03
<i>Total</i>	<i>19</i>	<i>121</i>	<i>16%</i>	
Revenue Vehicle Type	# Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB	
Articulated bus	12	16	75%	
Automobile	8	8	100%	
Bus	181	547	33%	CL-23-05
Ferryboat	3	3	100%	
Minibus	82	171	48%	
Minivan	163	243	67%	
Other rubber tire vehicles	8	8	100%	
Van	447	852	52%	
<i>Total</i>	<i>904</i>	<i>1,848</i>	<i>49%</i>	
Service Vehicle Type	# Vehicles At/Beyond ULB	Total Vehicles	% Vehicles At/Beyond ULB	
Automobile	52	112	46%	
Minivan	28	50	56%	
Other rubber tire vehicles	6	6	100%	
Van	0	4	0%	
<i>Total</i>	<i>86</i>	<i>172</i>	<i>50%</i>	

Financial Plan

Current transportation law and regulations require that Transportation Improvement Programs include a financial plan that discusses revenue sources and estimates the federal funding available for transportation projects covered in the TIP's timeframe in the Peoria-Pekin Metropolitan Planning Area. The Financial Plan demonstrates how the TIP can be implemented and indicates reasonably expected resources from public and private sources available to carry out the TIP. This section estimates the anticipated available revenues and compares them to the costs of implementation in the FY23-FY26 TIP and previous years. The analysis is based largely on revenue and expenditure information supplied to TCRPC by the Illinois Department of Transportation, public transportation agencies, and local governments.

Federal Funding Sources

There are many different funding sources that IDOT, counties, and municipalities use to maintain and expand their transportation systems, including federal, state, and local funding sources. The financial plan will focus on federal funding sources. The primary source of federal funds for transportation projects is the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan

Infrastructure Law (BIL). The IIJA was signed into law on November 15, 2021 and provides funding through the federal Fiscal Year 2026. Prior to this, The Fixing America's Surface Transportation (FAST) Act, enacted in December 2015 and extended through September 2021, by the Continuing Appropriations Act, provided the primary source of funding for federal transportation projects.

IDOT relies primarily on federal funds to build and maintain roads and bridges in the transportation systems. IDOT also relies on the State of Illinois to provide the matching funds needed for these projects, as most federal transportation programs require a 20% match. The State uses funds received from the Motor Fuel Tax and vehicle registration to provide the match.

Both the federal government and the State of Illinois tax motor fuel, the federal government at \$0.184 per gallon on gasoline and \$0.244 per gallon on diesel, and Illinois at \$0.392 per gallon on gasoline and \$0.467 per gallon on diesel.

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

only for bridges, while other funds are unrestricted. Certain funds, such as STBG-Urban (formerly referred to as STP-U), can be used only in the urbanized area. Other funds, such as STBG-Rural (formerly referred to as STP-R), must be used outside the urbanized area, but can also be used within the MPA.

Counties also receive dedicated federal funds. Peoria, Tazewell, and Woodford counties receive an annual allotment of federal bridge funds known as HBP (Highway Bridge Program). Each county's allotment is based on the total need for deficient local bridges in the county as compared to statewide. These funds are limited to use on existing local structures within the county which meet eligibility criteria. These criteria are solely on bridges' deficient need and are only authorized by counties in coordination with IDOT. Funds are distributed regardless of whether or not bridges are within the MPA. Counties are also allotted a portion of federal STBG-Rural funds which may only be used to address needs on county highways or other rural federal-aid eligible routes outside the urbanized area. These are only eligible when authorized in coordination with IDOT. Counties may compete for other statewide transportation funds such as Major Bridge funds. They are also eligible to apply for STBG-Urban funds

that are programmed by the MPO and must be used within the 20-Year Planning Boundary

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

See Appendix – C Funding Source for additional details and information on all federal funding sources and their prerequisites.

Mass Transit Districts rely on federal funds allocated through the Federal Transit Administration (FTA). In addition, they receive funding through the state of Illinois and property tax revenue to fund the required match.

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

projects related to transportation enhancements and the Safe Routes to School (SRTS) program for projects related to walking and biking to school.

Fiscal Constraint

The TIP must be financially constrained by year using estimates of current and/or reasonably available revenues. Federal regulation 23 CFR 450.104 states that the TIP must include sufficient financial information to demonstrate that included projects can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federal transportation system is adequately operated and maintained. Additionally, an Illustrative projects list is included to demonstrate projects that local agencies would like to see implemented but do not currently have available funding. These projects are not included in the TIP project table because they are not fiscally constrained.

Project costs often increase or decrease after being programmed in the TIP. IDOT project managers evaluate projects in the TIP to make sure that there are sufficient funds available to complete their projects. If additional funding is required, the MPO must process a cost change. Cost changes are recorded through modification processes completed by TCRPC staff or TIP amendments which need approval by the Commission. Those processes are

detailed under TIP revisions in the introduction section.

Also included in the TIP for illustrative purposes, is a list of additional projects in the region that would be funded if reasonable resources beyond those identified in the Financial Plan were to become available. See Illustrative Project Listing on page 19 of the TIP.

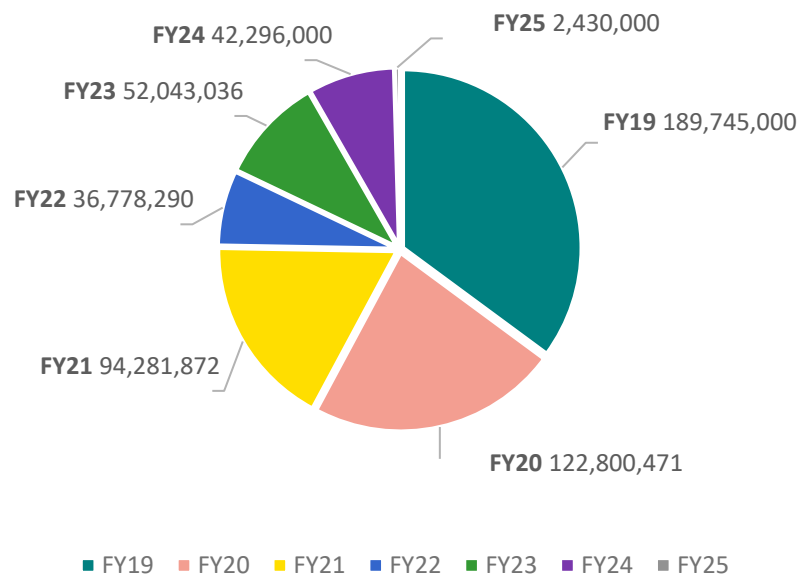
**Programmed Surface Transportation Project Federal
Funding FY19-FY25**

Funding Sources	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25
Covid Relief				100,000	5,340,000		
CRRSAA-Rural					166,245		
CRRSAA-Urban					876,791		
HSIP	1,559,000	4,414,923	10,601,551	1,655,250	542,000		
ITEP		746,616	519,406	950,450			
NHFP	469,000	4,664,000					
NHPP	176,656,000	104,757,000	69,248,000	19,880,000	42,804,000	39,046,000	
RAILROAD	261,000						
Section 130		270,000					
SRTS		597,932	200,000				
STP-BR (Bridge)		1,600,000	800,000	848,000			
STBG-R (STP-R)	7,360,000	4,400,000	10,400,000	6,349,340		1,600,000	2,430,000
STBG-U (STP-U)	3,440,000	1,350,000	1,600,000	6,995,250	2,314,000	5,650,000	
TAP		863,585	912,915				
Total	189,745,000	122,800,471	94,281,872	36,778,290	52,043,036	46,296,000	2,430,000

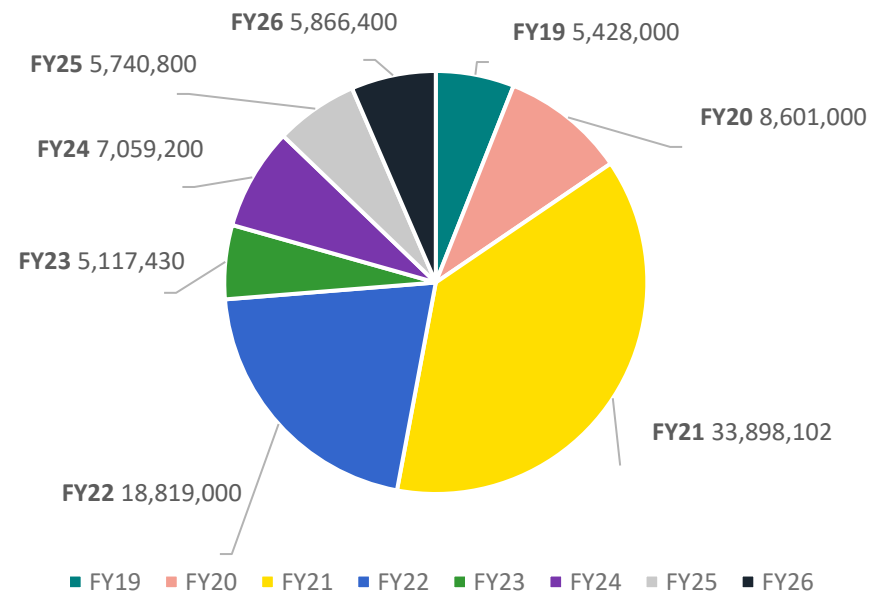
**Programmed Mass Transit Project
Federal Funding FY19-FY26**

Funding Sources	FY 19	FY 20	FY 21	FY 2022	FY 2023	FY 2024	FY25	FY26
FTA 5307	3,062,000	4,391,000	1,868,000	6,148,000	4,707,600	4,059,200	5,740,800	5,866,400
FTA 5310	110,476	113,830	114,847	164,556	109,830			
FTA 5339	2,356,000	4,200,000	16,900,000	10,000,000				
REBUILD IL			14,955,000	2,425,000	300,000	3,000,000		
TOTAL	5,528,476	8,704,830	33,837,847	18,737,556	5,117,430	7,059,200	5,740,800	5,866,400

STP Programmed Federal Funding By Fiscal Year



MTP Programmed Federal Funding by Fiscal Year



Project Listings

Understanding the Listings

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

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

Surface Transportation Projects

The programming of highway funds is a major function of IDOT and Tri-County. Federal highway funds come from many sources and programs, including the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG-U for projects in the urbanized area; STBG-R for projects outside the urbanized area), and HSIP. Descriptions of these funding programs, their eligibility requirements, and their selection processes (if applicable) may be found in Appendix C.

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

Mass Transit Projects

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

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-20-43	2021	No	IL-40 Bridge Preservation	Bob Michel Bridge over Illinois River	NHPP-State, State	State	\$1,600,000	\$400,000	\$0	\$2,000,000	Preliminary Engineering - Ph I & II
S-18-11	2021	No	IL 8/116	Over Tazewell & Peoria RR (TZPR) & IL 29 in East Peoria	NHPP-State, State	State	\$2,560,000	\$640,000	\$0	\$3,200,000	Preliminary Engineering Ph. II
PC-21-02	2021		Truitt Road Bridge Rehabilitation	Over Hallock Hollow Creek	STP-Bridge, Local	PC	\$800,000	\$0	\$200,000	\$1,000,000	Removal and replacement of precast, prestressed concrete deck beams, concrete repair, channel excavation, riprap, and guardrail
W-20-01	2021	No	US-24 Business Multi-Use Path	Gillman Ave to Eagle Ave	TAP, Local	W	\$293,959	\$0	\$124,619	\$418,578	Engineering (Phase I & II), Path construction
S-22-01	2022	No	Bridge Preservation	Various locations in Tazewell County	STP-State, State	State	\$280,000	\$70,000	\$0	\$350,000	Bridge Preservation
S-22-14	2022	Yes	IL-29 Major Reconstruction	N of Gardner Ln. to McClugage Bridge in Peoria	NHPP-State, State	State	\$2,400,000	\$600,000	\$0	\$3,000,000	P.E. Ph. II
PC-21-01	2022	No	Glen Avenue	Knoxville Ave. to Sheridan Ave. in Peoria	STP-U, COVID Relief, Local	PC	\$1,467,891	\$0	\$2,532,109	\$4,000,000	Reconstruction to 3 lanes with addition of pedestrian accommodations.
PEO-22-01	2022	No	Glen Avenue Reconstruction	US-150 (War Memorial Dr) to University St	RBI, Local	PEO	\$0	\$7,579,413	\$2,905,000	\$10,484,413	Reconstruction
PEO-22-02	2022	No	Prospect Rd Preservation	IL-40 (Knoxville Ave) to Belmont PL	ARP	PEO	\$950,000	\$0	\$0	\$950,000	Mill & Overlay
TZ-21-01	2022	No	Furrow Road Bridge Replacement Engineering	Furrow Road (TR 141) over lost Creek,	STP-Bridge, Local	TZ	\$48,000	\$0	\$12,000	\$60,000	Construction Engineering
TZ-21-02	2022	No	Furrow Road Bridge Replacement	Furrow Road (TR 141) over lost Creek	STP-Bridge, Local	TZ	\$800,000	\$0	\$200,000	\$1,000,000	Structure removal, replacement, and associated roadway work
S-20-01	2023	No	IL-8/116 Bridge Replacement	Over Tazewell & Peoria RR (TZPR) & IL-29 in East Peoria	NHPP-State, State	State	\$800,000	\$200,000	\$0	\$1,000,000	Construction Engineering
S-23-03	2023	No	IL-29 Resurfacing	N of Truitt Ave. to S of Cloverdale Rd. in Chillicothe	NHPP-State, State	State	\$2,800,000	\$700,000	\$0	\$3,500,000	Pavement Rehab / Resurfacing
S-23-05	2023	Yes	IL-40 Bridge Preservation	Bob Michel Bridge at Illinois River	NHPP-State, State	State	\$14,400,000	\$3,600,000	\$0	\$18,000,000	Bridge Preservation
S-23-06	2023	No	Intersection Improvements	Intersection of IL-9 (Veterans) and 14 th St in Pekin	HSIP-State, State	State	\$542,000	\$130,000	\$0	\$672,000	Installation of traffic signals

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-23-07	2023	No	I-474 Bridge Replacements	I-474 over IL-116 (Plank Rd) in Bellevue	NHPP-State, COVID, State	State	\$7,104,000	\$196,000	\$0	\$7,300,000	Bridge replacement
S-23-08	2023	Yes	Interstate Pavement Preservation	Various locations on I-74 & I-474 in Peoria & Tazewell County	NHPP-State, State	State	\$216,000	\$24,000	\$0	\$240,000	Pavement preservation, Crack & Joint Sealing
S-23-09	2023	Yes	Bridge Preservation (Cleaning)	Various locations over the Illinois River and within IDOT Dist. 4	STP-Flex	State	\$780,000	\$195,000		\$975,000	Bridge Cleaning
S-23-10	2023	No	Bridge Preservation (Painting)	Various locations within IDOT Dist. 4	STP-Flex	State	\$1,604,000	\$401,000		\$2,005,000	Bridge Painting
S-24-08	2023	No	Airport Rd Bridge Replacement	Airport Rd over I-474	NHPP-NHS Penalty, State	State	\$9,900,000	\$1,100,000	\$0	\$11,000,000	Bridge Replacement
S-23-11	2023	Yes	Motorist Caused Highway Damage Repairs	Various locations within District 4	CRRSAA-State, MCHD, SWLI Cable Bar, & State	State	\$100,000	\$748,000	\$0	\$848,000	Repair and replace motorist caused damage to fences, guardrail, and cable barrier
S-23-12	2023	Yes	Traffic Signals	Intersection of IL-8/116 (MacArthur Highway) & Washington Street	NHPP-State, State	State	\$160,000	\$40,000	\$0	\$200,000	Remove & replace traffic signal mast arms and post at IL-8/116 (MacArthur Highway) & Washington Street
S-23-13	2023	No	Traffic Signals	IL-29 (Adams St) and Spring St in Peoria; IL-78 and Vine, IL-78 and Ash in Canton	NHPP-State, State, Local	State, PEO, Canton	\$240,000	\$10,000	\$10,000	\$300,000	Remove & replace traffic signal mast arms and posts
S-23-14	2023	No	Safety - Add Turn Lane	IL-116 at Cameron Lane	HSIP, State	State	\$1,020,000	\$113,000	\$0	\$1,133,000	Addition of left turn lane at IL 116 and Cameron Lane
BA-23-01	2023	No	Adams St Preservation	US-24 to Franklin Ave in Bartonville	STBG-Urban, Local	BA	\$595,000	\$0	\$148,750	\$743,750	Pavement preservation
CC-23-01	2023	No	Fischer Rd Preservation	Fischer Rd from IL Rt. 29 to S. Creve Coeur Ave.	CRRSAA-Urban, Local	CC	\$375,289	\$0	\$163,509	\$538,798	Pavement preservation
CC-23-02	2023	No	Safe Routes to School: Parkview Middle School	South side of Groveland St. from Allyn St. to Eller Ave. and Eleanor Ct. from Groveland St. to Briarwood Ct.	SRTS	CC	\$145,600	\$0	\$36,400	\$182,000	Sidewalk and ADA Improvements
MPO-23-01	2023	No	Tri-County Multi-Jurisdictional Guardrail Replacement Program	Various locations within Peoria, Tazewell, and Woodford counties	HSIP, Local	TZ	\$3,000,000	\$0	\$333,333	\$3,333,333	Engineering, and systematic guardrail improvements

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
PC-23-01	2023	Yes	Old Galena Road	Boy Scout Road to IL Route 29	STBG-Rural, Local	PC	\$4,500,000	\$0	\$3,973,178	\$8,473,178	Reconstruction
PC-23-02	2023	No	Hanna City – Glasford Road HSIP	Smithville Road to Lancaster Road	HSIP, Local	PC	\$117,309	\$0	\$13,034	\$130,343	Preliminary Engineering
PEK-23-01	2023	No	Court St	Stadium to Parkway Dr	STBG-Urban, Local	PEK	\$1,719,900	\$0	\$1,345,100	\$3,065,000	Reconstruction
PEK-23-02	2023	No	Stadium Drive Multi-Use Path	Court St to existing Pekin Park District Trail 0.47 miles north	ITEP, State	PEK	\$480,000	\$120,000	\$0	\$600,000	Construction of multi-use path
PEO-23-01	2023	No	Rock Island Greenway	Park Ave to Spring St	ITEP, State	PEO	\$600,000	\$150,000	\$0	\$750,000	Preliminary engineering, construction engineering, and construction of multi-use path
PEO-23-02	2023	No	Gale Ave Preservation	University to Sheridan	ARP	PEO	\$600,000	\$0	\$0	\$600,000	Resurfacing
PEO-23-03	2023	No	MacArthur Hwy	Moss Ave to MLK Jr Dr	ARP	PEO	\$400,000	\$0	\$0	\$400,000	Resurfacing
PEO-23-04	2023	No	Wisconsin Ave	Forrest Hill to McClure	ARP, Local	PEO	\$2,000,000	\$0	\$5,500,000	\$7,500,000	Rehabilitation
WC-23-01	2023	Yes	Santa Fe Trail	IL 26 to Lourdes Rd	CRRSAA-Urban, CRRSAA-Rural, MFT, Local	WC	\$667,747	\$0	\$852,253	\$1,520,000	Pavement Preservation
S-24-01	2024	No	US-150 Bridge Rehabilitation	Over IL-29	NHPP-State, State	State	\$2,000,000	\$500,000	\$0	\$2,500,000	Bridge Rehabilitation
S-24-02	2024	No	US-150 Bridge Preservation	Over Illinois River	NHPP-State, State	State	\$14,400,000	\$3,600,000	\$0	\$18,000,000	Bridge Preservation
S-24-03	2024	No	US-150 Bridge Preservation	Over Illinois River	NHPP-State, State	State	\$720,000	\$180,000	\$0	\$900,000	Construction Engineering
S-24-04	2024	No	US-150 Bridge Rehabilitation	Over IL-29	NHPP-State, State	State	\$240,000	\$60,000	\$0	\$300,000	Construction Engineering
S-24-05	2024	No	I-474 Bridge Rehabilitation	Over Kickapoo Creek & BNSF RR E of I-74 Intchg.	NHPP-State, State	State	\$12,276,000	\$1,364,000	\$0	\$13,640,000	Bridge Rehabilitation
S-24-06	2024	No	IL-29 Intersection Improvement	At Old Galena Rd. N of IL-6	NHPP-State, State	State	\$2,496,000	\$624,000	\$0	\$3,120,000	Intersection Improvement
S-24-07	2024	No	I-474 Bridge Rehabilitation	Over Kickapoo Creek & BNSF RR E of I-74 interchange	NHPP-State, State	State	\$614,000	\$68,000	\$0	\$682,000	Construction Engineering
S-24-09	2024	No	IL-8 Bridge Replacement	Kickapoo Creek tributary 1.5 mi east of Edwards	STBG-Rural-State, State	State	\$1,600,000	\$400,000	\$0	\$2,000,000	Bridge Replacement

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
S-24-10	2024	No	IL-9 Bi-directional Turn Lane	WCL of Tremont to W of I-155 ramps	NHPP-State, State	State	\$3,440,000	\$860,000	\$0	\$4,300,000	Bi-directional turn lane and resurfacing
S-24-11	2024	No	Safety: Interstate Delineators	Various locations along Interstates in District 4	HSIP-State, State	State	\$990,000	\$110,000	\$0	\$1,100,000	Replace safety delineators
S-24-12	2024	No	Safety: Guardrail Replacement	IL-98 Tazewell Co: McNaugon Park Dr to Springfield Rd; and IL-18 Putnam Co: IL-89 to Meridian Rd	HSIP-State, State	State	\$900,000	\$100,000	\$0	\$1,000,000	Replace guardrail
S-24-13	2024	No	Safety: Peoria County Pedestrian Push Buttons	Various locations throughout Peoria County	HSIP-State, State	State	\$1,350,000	\$150,000	\$0	\$1,500,000	Replace push buttons with APS push buttons
S-24-14	2024	No	Safety: Pedestrian Push Buttons	Various locations in District 4	HSIP-State, State	State	\$1,350,000	\$150,000	\$0	\$1,500,000	Replace push buttons with APS push buttons
C-24-01	2024	No	Chillicothe Shared Use Path	From Library along Bradley and Cloverdale to Calvary Baptist	ITEP, State, Local	C	\$671,352	\$68,919	\$68,919	\$839,190	Construction of off-road multiuse path
EP-24-01	2024	No	Washington St Preservation	Main St to I-74 interchange in East Peoria	STBG-Urban, Local	EP	\$364,000	\$0	\$91,000	\$455,000	Pavement preservation
GH-21-01	2024	No	Germantown Hills to Metamora Trail	Germantown Hills to Metamora along IL-116	TA-Urban, Local	GH	\$240,000	\$0	\$60,000	\$300,000	Phase I & II Engineering
MO-24-01	2024	No	Detroit Ave Preservation	Main St to ~0.7 mi north of Birchwood St in Morton	STBG-Urban, Local	MO	\$720,000	\$0	\$180,000	\$900,000	Pavement preservation
PC-24-01	2024	No	Maxwell Road Bridge Rehabilitation	S.N. 072-3072 over C&NW RxR	Major Bridge, Local	PC	\$1,800,000	\$0	\$450,000	\$2,250,000	Deck replacement, structural steel repair, painting, slope wall repair, and guardrail.
PC-24-02	2024	No	Maxwell Road Bridge Rehabilitation	S.N. 072-3072 over C&NW RxR	Major Bridge, Local	PC	\$168,000	\$0	\$42,000	\$210,000	Construction Engineering
PEK-24-01	2024	No	Safety Railroad Crossing Improvement	Two crossings along Illinois and Midland Railroad (IMRR) at Washington St (169803C) and McLean St (170029P)	Section 130	PEK	\$928,947.18	\$0	\$0	\$928,947.18	Install new automatic flashing light signals and gates and new constant warning time circuitry with event recorder and remote monitor and crossing surface
PEO-21-02	2024	No	Adams St & Jefferson St Signal Upgrades	SW Jefferson St at IL-40, Liberty, Fulton, Main, & Hamilton; SW Adams St at IL-40, Harrison, Liberty, Fulton, & Main	HSIP, Local	PEO	\$1,804,551		\$9,195,449	\$11,000,000	Changing existing one-way pedestal signals to mast arms to two-way traffic at eight intersections, replacing two signals for two-way operations, upgrading signals at one intersection in downtown, and adding corner bump outs.

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
PEO-24-01	2024	No	Pioneer Pkwy & University St	Intersection	STBG-Urban, Local	PEO	\$2,420,600	\$0	\$2,309,400	\$4,730,000	Reconstruction
PH-24-01	2024	No	Prospect Road Reconstruction Project	War Memorial Drive (US-150) to Kingman Road	THUD, Local	PH	\$2,000,000	\$0	\$500,000	\$2,500,000	Preliminary Engineering (Phase I)
W-24-01	2024	No	Freedom Pkwy	Extension to 1000' W of N Cummings Ln	STBG-Urban, Local	W	\$2,146,026	\$0	\$1,762,931	\$3,908,957	New road
W-24-02	2024	No	Safety Railroad Crossing Improvement	Two crossings along Toledo, Peoria and Western Railway (TPW) at Zinser Place (801919V) and Wood St (801920P)	Section 130	W	\$790,049.83	\$0	\$0	\$790,049.83	Install new automatic flashing light signals and gates and new constant warning time circuitry with event recorder and remote monitor and crossing surface
W-24-03	2024	No	Nofsinger Road	Cruger Road to Santa Fe Road	CPF, HSIP-State, State, Local	W	\$6,700,000	\$300,000	\$1,000,000	\$8,000,000	Realignment and Construction of existing Nofsinger Road from Santa Fe Road to Cruger Road, including new intersection at US-24 and at Dallas Road at the south end of the project.
W-24-04	2024	No	Washington Safe Routes to School	Grant Street from School St to the east, and North Street from Main St to West St	SRTS, Local	W	\$377,280	\$0	\$95,045	\$472,325	Work will consist of a 5-foot sidewalk on the south side of Grant Street, as well as on the north side of North Street.
S-23-01	2025	No	Adams St. Bridge Replacement	Over BNSF RR & UP RR at WCL of Peoria	NHPP-State, State	State	\$28,800,000	\$7,200,000	\$0	\$36,000,000	Bridge Replacement
S-23-02	2025	No	Adams St. Bridge Replacement & Rehabilitation	Over BNSF RR & UP RR at WCL of Peoria	NHPP-State, State	State	\$1,200,000	\$300,000	\$0	\$1,500,000	Construction Engineering
S-25-01	2025	No	IL-8 Bridge Rehabilitation	Over Kickapoo Creek Tributary 3.5 miles NW of Pottstown	BFP-State, State	State	\$744,000	\$186,000	\$0	\$930,000	Bridge Rehabilitation
S-25-02	2025	NO	IL-8 Bridge Rehabilitation	Over Kickapoo Creek in Pottstown	BFP-State, State	State	\$720,000	\$180,000	\$0	\$900,000	Bridge Rehabilitation
C-25-01	2025	No	Cloverdale Rd Preservation	Western City Limits to IL-29	STBG, Local	C	\$416,320		\$104,080	\$520,400	Preservation
PC-23-03	2025	No	Maxwell & Middle Road Pedestrian Accommodations	Maxwell Road and Middle Road from Dirksen Pkwy to Charleston Rd	TA-Urban, Local	PC	\$543,159	\$0	\$135,790	\$678,949	Sidewalk and multi-use trail construction
PC-25-01	2025	No	Maxwell Road	Fauber Road to Middle Road	STBG-Rural, Local	PC	\$2,430,000	\$0	\$2,070,000	\$4,500,000	Reconstruction to 3 lanes with addition of pedestrian accommodations.

Surface Transportation Projects

TIP No.	Year	AC	Project Title	Termini	Funding Sources	Lead Agency	Federal	State	Local/Other	Total	Description
PC-25-02	2025	No	Hanna City - Glasford Road HSIP	Smithville Road to Lancaster Road	HSIP, Local	PC	\$1,243,474	\$0	\$138,164	\$1,381,638	Shoulder widening, rumble strips, and edge line markings
PEK-25-01	2025	No	Court Street	8 th St to Stadium Dr	STBG, Local	PEK	\$3,000,000	\$0	\$6,700,00	\$9,700,000	Reconstruction
TZ-25-01	2025	No	Parkway Dr Preservation	Pekin City Limits to IL-98	STBG, Local	TZ	\$240,000	\$0	\$60,000	\$300,000	Preservation
S-20-13	2026	No	IL-29 Bridge Replacement	Over Dickison Run Creek 0.3 mile north of IL-6	NHPP-State, State	State	\$2,560,000	\$640,000	\$0	\$3,200,000	Bridge Replacement
S-23-04	2026	No	IL-29 Bridge Replacements	Over Dickison Run Creek 0.3 mile north of IL-6	NHPP-State, State	State	\$2,560,000	\$640,000	\$0	\$3,200,000	Bridge replacements
PEO-26-01	2026	No	Northmoor & University Intersection	500ft in all directions	STBG, Local	PEO	\$3,560,000	\$0	\$3,455,000	\$7,015,000	Reconstruction
WC-26-01	2026	No	Santa Fe Trail Preservation	Lourdes Rd to IL-116	STBG, Local	WC	\$820,000	\$0	\$780,000	\$1,600,000	Preservation

Mass Transit Projects

TIP No.	Fiscal Year	Project Title	Funding Sources	Lead Agency	All Agencies	Federal	State/Local	Other	Total	Description
5310-18-03	2023	Bus Stop Upgrades	FTA 5310, Local	CL	CL, State, Federal	\$66,000	\$16,500	\$0	\$82,500	Construct boarding/ alighting pads and sidewalk connections
5310-22-01	2023	Washington Paratransit Expansion	FTA 5310	CL	CL, W, Federal	\$100,000	\$100,000	\$0	\$200,000	Expanding paratransit to Washington Township and City of Washington
5310-18-02	2023	Pedestrian/ Bus Stop Improvements	FTA 5310, Local	PEO	PEO, Federal	\$106,716	\$30,571.50	\$0	\$137,287.50	Pedestrian access route installation
5310-22-02	2023	Pedestrian/ Bus Stop Improvements	ARP 5310	EP	EP, Federal	\$32,000	\$0	\$0	\$32,000	Sidewalk installation
CL-23-01	2023	Capital Cost of Contracting	FTA 5307, Local	CL	CL, Federal	\$580,000	\$145,000	\$0	\$725,000	Paratransit Contract Purchase
CL-23-02	2023	Other Capital Items	FTA 5307, Local	CL	CL, Federal	\$1,680,000	\$420,000	\$0	\$2,100,000	Preventative Maintenance
CL-23-03	2023	Lease Assoc Capital Maint.	FTA 5307, Local	CL	CL, Federal	\$72,000	\$18,000	\$0	\$90,000	Tire Lease, TPM
CL-23-04	2023	Facility Camera	FTA 5307, Local	CL	CL, Federal	\$750,000	\$0	\$0	\$750,000	
CL-23-05	2023	Diesel Buses	FTA 5339, TDC	CL	CL, Federal	5339: \$3,843,479 TDC: \$156,521	\$0	\$0	\$4,000,000	
CL-23-06	2023	Administration Roof	FTA 5339, TDC	CL	CL, Federal	5339: \$400,000 TDC: \$100,000	\$0	\$0	\$500,000	
CL-23-07	2023	New Building FFE & Soft Costs	Rebuild IL	CL	CL, State	\$0	\$3,000,000	\$0	\$3,000,000	
CL-23-08	2023	MicroTransit Pilot Program	FTA 5307, Local	CL	CL, Federal	\$1,200,000	\$300,000	\$0	\$1,500,000	
CL-23-09	2023	Bus Stop Upgrades	FTA 5307, TDC	CL	CL, Federal	\$65,000	\$0	\$0	\$65,000	
CL-23-10	2023	Solar Car Port	Rebuild IL	CL	CL, State	\$800,000	\$0	\$0	\$800,000	
CL-23-11	2023	Transit App/Farebox Recovery Project	FTA 5307, TDC	CL	CL, Federal	\$500,000	\$0	\$0	\$500,000	
5310-24-01	2024	Crosswalk Safety Improvement Feasibility Study, Intersection Design Study, and Phase I & II Engineering	ARP/CCRSA 5310	EP	EP, State, Federal	\$25,000	\$0	\$0	\$25,000	Engineering Study to fully investigate the options to enhance pedestrian crossing safety at the signalized intersection of IL-116 and Mariner's Way for CityLink route #20 ICC Express transit users.
CL-21-12	2024	Support Vehicle Replacement	Rebuild IL	CL	CL, State	\$0	\$500,000	\$0	\$500,000	
CL-24-01	2024	Capital Cost of Contracting	FTA 5307, Local	CL	CL, Federal	\$600,000	\$150,000	\$0	\$750,000	Paratransit Contract Purchase
CL-24-02	2024	Other Capital Items	FTA 5307, Local	CL	CL, Federal	\$1,760,000	\$440,000	\$0	\$2,200,000	Preventative Maintenance

Mass Transit Projects

TIP No.	Fiscal Year	Project Title	Funding Sources	Lead Agency	All Agencies	Federal	State/Local	Other	Total	Description
CL-24-03	2024	Lease Assoc Capital Maint	FTA 5307, Local	CL	CL, Federal	\$60,800	\$15,200	\$0	\$76,000	Tire Lease, TPM
CL-24-04	2024	Diesel Buses	FTA 5307, TDC	CL	CL, Federal	5307: \$6,000,000 TDC: \$1,500,000	\$0	\$0	\$7,500,000	Purchase new Diesel Buses
CL-24-05	2024	Transit Center Signage and Kiosks	Rebuild IL	CL	CL, State	\$2,500,000	\$0	\$0	\$2,500,000	
CL-24-06	2024	Transit Center Rehabilitation	Rebuild IL	CL	CL, State	\$500,000	\$0	\$0	\$500,000	
CL-24-07	2024	Battery Electric Buses	FTA 5307, Local	CL	CL, Federal	\$2,400,000	\$600,000	\$0	\$3,000,000	
CL-24-08	2024	Refurbish 35' Diesel Buses	FTA 5307, TDC	CL	CL, Federal	5307: \$2,200,000 TDC: \$550,000	\$0	\$0	\$2,750,000	Refurbish existing vehicles that has met useful life
CL-24-09	2024	New Farebox/Validators System	FTA 5307, TDC	CL	CL, Federal	5307: \$1,600,000 TDC: \$400,000	\$0	\$0	\$2,000,000	New Fixed Route, Paratransit, and Rural Farebox/Validator System
CL-24-10	2024	A & E Services	FTA 5307, TDC	CL	CL, Federal	5307: \$160,000 TDC: \$40,000	\$0	\$0	\$200,000	Architecture and Engineering Services for Jefferson location
CL-25-01	2025	Capital Cost of Contracting	FTA 5307, Local	CL	CL, Federal	\$640,000	\$160,000	\$0	\$800,000	Paratransit Contract Purchase
CL-25-02	2025	Other Capital Items	FTA 5307, Local	CL	CL, Federal	\$1,840,000	\$460,000	\$0	\$2,300,000	Preventative Maintenance
CL-25-03	2025	Lease Assoc Capital Maint	FTA 5307, Local	CL	CL, Federal	\$60,800	\$15,200	\$0	\$76,000	Tire Lease, TPM
CL-25-04	2025	Diesel Buses	FTA 5307, Local	CL	CL, Federal	800,000	200,000		1,000,000	
CL-25-05	2025	Battery Electric Buses	FTA 5307, Local	CL	CL, Federal	2,400,000	600,000		3,000,000	
CL-26-01	2026	Capital Cost of Contracting	FTA 5307, Local	CL	CL, Federal	672,000	1,008,000		840,000	Paratransit Contract Purchase
CL-26-02	2026	Other Capital Items	FTA 5307, Local	CL	CL, Federal	1,932,000	2,898,000		2,415,000	Preventative Maintenance
CL-26-03	2026	Lease Assoc Capital Maint	FTA 5307, Local	CL	CL, Federal	62,400	15,600		78,000	Tire Lease, TPM
CL-26-04	2026	Diesel Buses	FTA 5307, Local	CL	CL, Federal	800,000	200,000		1,000,000	
CL-26-05	2026	Battery Electric Buses	FTA 5307, Local	CL	CL, Federal	2,400,000	600,000		3,000,000	

Illustrative Project Listing

In accordance with Title 23 Code of Federal Regulations; Chapter I: Federal Highway Administration, Department of Transportation; Subchapter E: Planning and Research; Part 450: Planning Assistance and Standards; Subpart C: Metropolitan Transportation Planning and Programming; Section 450.326: Development and content of the transportation improvement program (TIP); Paragraph j (23 CFR 450.326(j)), "... 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."

Separate from the Transportation Improvement Program Surface Transportation Project Listing and 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 the Peoria-Pekin Urbanized Area 2045 Long-Range Transportation Plan.

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: Abbreviations of Entities (See Appendix B for list) – FP (Which stands for Future Project) and the last two numerical numbers of the current program year (i.e., FY2023 would be 23) – numerical numbering in ascending order for each entity's illustrative project. For Example: Peoria Height's first illustrative project would be numbered PH-FP-01, their second illustrative project would be PH-FP-02, and so forth.

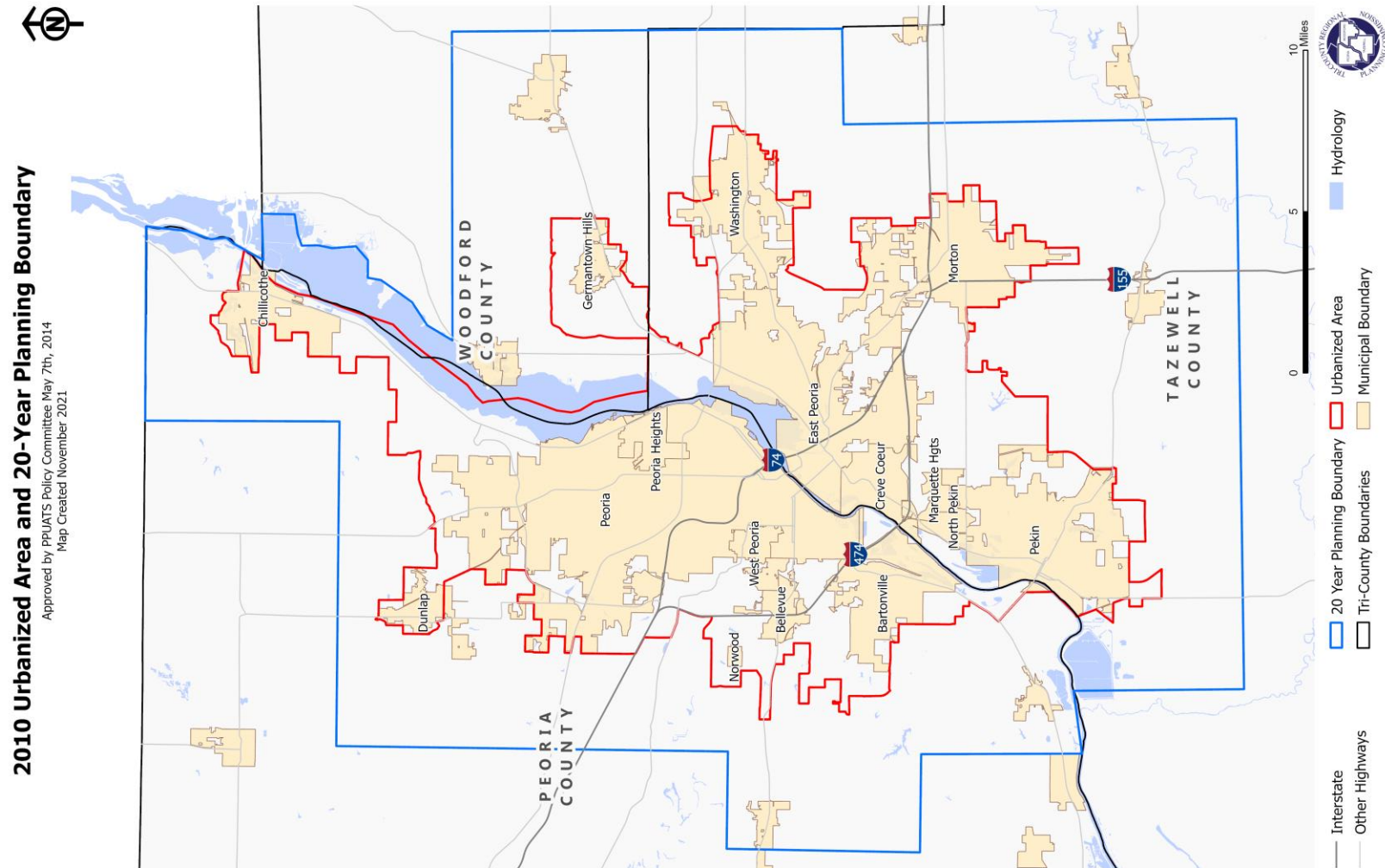
Illustrative Projects

TIP Number	Project Title	Termini	Lead Agency	Total Cost	Description
CL-FP23-01	Bike Share Program	City of Peoria	CL	\$100,000	Re-Establish Bike Share Program
EP-FP23-01	Grange Rd	Centennial Dr to US-24	EP	\$5,375,000	Reconstruction and Pedestrian Accommodations
PC-FP23-01	Gale Ave	Sterling Ave to Forrest Hill	PC	\$7,000,000	Road Improvements
PC-FP23-02	Lake St	Sheridan to Knoxville	PC	\$6,000,000	Road Improvements
PC-FP23-03	Middle Rd	Dirksen Pkwy to Maxwell Rd	PC	\$1,400,000	Road Improvements
PC-FP23-04	Sheridan Rd	Glen to Northmoor	PC	\$9,250,000	Reconstruction
PC-FP23-05	Charter Oak Rd Bridge	S.N. 072-3077	PC	\$1,000,000	Bridge Improvements
PC-FP23-06	Voorhees Rd Bridge	S.N. 072-4708	PC	\$2,000,000	Bridge Improvements
PC-FP23-07	Johnson Farm Rd Bridge	S.N. 072-5508	PC	\$1,000,000	Bridge Improvements
PC-FP23-08	Radnor Rd	Willow Knolls to Alta Ln	PC	\$20,000,000	Road Improvements
PC-FP23-09	Big Hallow Rd	US-150 (War Memorial Dr) to Charter Oak Rd	PC	\$10,000,000	Road Improvements
PC-FP23-10	Cedar Hills Dr	IL-29 to Dunlap Village Limits	PC	\$6,000,000	Road Improvements
PC-FP23-11	Charter Oak Rd	Koerner Rd to Big Hollow Rd	PC	\$7,700,000	Road Improvements
PC-FP23-12	Old Galena Rd	Cedar Hills Dr to Truitt Ave	PC	\$6,000,000	Road Improvements
PC-FP23-13	Reservoir Blvd	City of Peoria to IL-8	PC	\$7,000,000	Road Improvements
PC-FP23-14	Richwoods Blvd	Sterling Ave to Reservoir Blvd	PC	\$10,000,000	Road Improvements
PC-FP23-15	Sterling Ave	MLK Dr to Manor Pkwy	PC	\$1,000,000	Road Improvements
PC-FP23-16	Willow Knolls Rd	US-150 (War Memorial Dr) to University St	PC	\$15,000,000	Road Improvements
PC-FP23-17	Cameron Ln	IL-116 to US-24	PC	\$20,300,000	Road Improvements
PC-FP23-18	Hanna City – Glasford Rd	IL-116 to Glasford Village Limits	PC	\$25,000,000	Road Improvements
PC-FP23-19	Truitt Rd	Chillicothe City Limits to IL-40	PC	\$25,000,000	Road Improvements
PEK-FP23-01	Downtown ADA	Broadway from IL-29 to Margaret	PEK	\$3,000,000	Mill & Overlay, sidewalk repairs
PEK-FP23-02	Court St	Valle Vista to Stadium Dr	PEK	\$9,000,000	Reconstruction
PEK-FP23-03	Derby	8 th Street to IL-29	PEK	\$6,000,000	Reconstruction
PEK-FP23-04	Broadway	8 th Street to Parkway Dr	PEK	\$2,500,000	Mill & Overlay
PEK-FP23-05	Veterans Dr	I-474 to IL-98	PEK	\$5,000,000	Design Engineering to extend Veterans Dr to I-474
PEK-FP23-07	Derby St	S 14 th St to S 8 th St	PEK	\$5,000,000	Reconstruction
PEK-FP23-08	Parkway	Court St to Willow St	PEK	\$1,500,000	Mill & Overlay
PEK-FP23-09	Margaret & Ann Eliza	IL-29 (N 5 th St) to N 8 th St	PEK	\$7,000,000	Reconstruction
PEK-FP23-10	Veterans Dr.	Sheridan to IL-98	PEK	\$25,000,000	New Construction
PEK-FP23-11	Veterans Dr.	IL-98 to I-474	PEK	\$25,000,000	New Construction
PEK-FP23-12	5 th Street Widening	Koch St to Veterans Dr	PEK	\$2,500,000	New Construction
PEK-FP23-13	Brenkman Extension	Brenkman Dr to IL-98	PEK	\$1,000,000	New Construction
PEO-FP23-02	Wisconsin Ave	McClure Ave to Nebraska Ave	PEO	\$5,825,000	Rehabilitation
PEO-FP23-03	Allen Rd	US-150 (War Memorial Dr) to Northmoor Rd	PEO	\$4,830,000	Reconstruction

TIP Number	Project Title	Termini	Lead Agency	Total Cost	Description
PEO-FP23-04	Orange Prairie Rd	US-150 (War Memorial Dr) to Charter Oak Rd	PEO	\$17,900,000	Reconstruction
PEO-FP23-05	Pioneer Pkwy	Allen Rd to Knoxville Ave	PEO	\$28,406,000	Reconstruction
PEO-FP23-06	Main St	Farmington Rd to Water St	PEO	\$25,000,000	Reconstruction
PEO-FP23-07	Nebraska Ave	Sterling Ave to I-74 Bridge	PEO	\$7,000,000	Reconstruction
PEO-FP23-08	Prospect Ave	Glen Oak to War Memorial Dr	PEO	\$22,500,000	Reconstruction
PEO-FP23-09	University St	Pioneer Pkwy to Northmoor Rd	PEO	\$25,000,000	Reconstruction
TZ-FP23-01	Muller Rd	Pinecrest Dr (East Peoria) to Jay Ave (Morton)	TZ	\$7,140,000	Reconstruction
W-FP23-01	Nofsinger Rd Realignment	Santa Fe Rd to W Cruger Rd	W	\$6,560,000	New Construction
W-FP23-02	Eagle Ave Extension	US Bus 24 to Kern Rd	W	\$2,000,000	New Construction
W-FP23-03	Freedom Parkway Extension	1,000' northeast of McClugage Rd to N. Commings Ln	W	\$7,000,000	New Construction
W-FP23-04	Lakeshore Dr Extension	Future Freedom Parkway to US Bus 24	W	\$3,500,000	New Construction
W-FP23-05	Dallas Rd Reconstruction	W Cruger Rd to Westminster Dr	W	\$2,000,000	Reconstruction
W-FP23-06	W. Jefferson St Extension	N Wilmor Rd to Eagle Ave	W	\$2,000,000	New Construction

Appendix A – Urbanized Area

MAP 1: PEORIA-PEKIN URBANIZED AREA



Appendix B – Abbreviations & Glossary

Abbreviations of Entities

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

Glossary

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

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

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

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

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

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

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

Fixing America’s Surface Transportation Act (FAST Act): The FAST Act is the federal transportation bill signed into law in December 2015. It replaces the 2012 transportation bill, *MAP-21*. It provided long-term funding certainty for surface transportation, such as highways and transit lines.

Infrastructure Investment and Jobs Act (IIJA): IIJA is the most recent funding and authorization bill for federal surface transportation, passed in November 2021. MPOs nationwide are set to receive a portion of that money via the State Department of Transportation for roadway, transit, bicycle-pedestrian infrastructure, and other types of projects in the MPA.

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

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

Fiscal Year: TCRPC's fiscal year mirrors that of the State of Illinois. The fiscal year runs six months ahead of the calendar year. For example, fiscal year 2023 begins on July 1, 2022 and ends on June 30, 2023.

Illinois Transportation Enhancement Program (ITEP): ITEP was created in response to federal transportation legislation requiring that 10% of all Surface Transportation Program funds be used toward projects serving to enhance the transportation system. Examples of projects include bike

routes, historic preservation, and transportation museums. Localities wishing to secure ITEP funds must apply to the state and pay a 20% match.

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

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

Metropolitan Planning Area (MPA): The MPA is the full jurisdictional area of the MPO, comprised of the Peoria-Pekin Urbanized Area and the 20-Year Planning Boundary Area, which includes the land outside the Urbanized Area likely to become urbanized in the next 20 years.

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

Mode: A transportation mode is the medium used to get from one place to another (i.e., car, bus, bike, taxi).

Moving Ahead for Progress in the 21st Century (MAP-21): MAP-21 was a federal transportation bill signed into law in 2012. The approval of MAP-21 resulted in the consolidation and elimination of several federal aid programs, as well as an increased emphasis on asset management and performance measures. In 2015, MAP-21 was superseded by the FAST Act, which is superseded recently by the IIJA.

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

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

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

Peoria/Pekin Urbanized Area Transportation Study (PPUATS): From 1976 to 2021, PPUATS was the MPO's decision-making body. The committee was made up primarily of municipal and county representatives, as well as the Greater Peoria Mass Transit District, Greater Peoria Regional Airport, Illinois Department of Transportation, Federal Highway Administration, and TCRPC. PPUATS Policy merged with TCRPC effective July 1, 2021.

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

Regional Planning Commission (RPC): It is important to note that an RPC and an MPO are different organizations. An RPC is meant to serve a particular region and

promote intergovernmental cooperation, regional planning, and a vision for the future. Unlike MPOs, RPC duties are not federally mandated and are not particular to transportation. In this case, TCRPC serves as both the region's RPC and the region's MPO.

Transportation Improvement Program (TIP): While this document's title is "Transportation Improvement Program," it is important to note that the TIP is not only a document or a listing of projects. It is the result of a process of determining how millions of federal transportation dollars are to be spent. It is the mechanism that allows implementation of transportation projects. The TIP is programmed four years in advance. All projects within the MPA that receive federal transportation funding are to be in the TIP.

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

Tri-County Regional Planning Commission (TCRPC): The Tri-County Regional Planning Commission serves all of Peoria, Tazewell, and Woodford Counties as

the Regional Planning Commission (RPC) for the area. Following a merger with the PPUATS Policy Committee effective July 1, 2021, TCRPC also serves as the MPO's decision-making body.

Urbanized Area: The urbanized area is the federally designated area that is considered to be in the metropolitan area. Along with some unincorporated parts of Peoria and Tazewell Counties, the following municipalities are within the urbanized area: the villages of Dunlap, Germantown Hills, Bellevue, Norwood, Bartonville, North Pekin, Marquette Heights, Creve Coeur, and Morton; and the cities of Peoria, Peoria Heights, West Peoria, Chillicothe, East Peoria, Washington, and Pekin.

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

Appendix C – Funding Sources

Federal Funding Sources

American Rescue Plan Act (ARPA):

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

Bridge Formula Program (BFP): The Infrastructure Investment and Jobs Act established the BFP to replace, rehabilitate, preserve, protect, and construct highway bridges.

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

COVID Relief Funds for Highway Infrastructure Projects (CHIP): Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021, provided additional funds for highway infrastructure programs nationwide. Administered in Illinois by IDOT, the funds will follow STP guidelines and are not subject to local match requirements.

- **COVID Relief Funds for Highway Infrastructure Projects - Urban (CHIP-U):** CHIP funds distributed to MPOs by IDOT via formula for use in urban areas.
- **COVID Relief Funds for Highway Infrastructure Projects - Rural (CHIP-R):** CHIP funds distributed to county governments by IDOT via formula for use in rural areas.

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

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

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

Illinois Transportation Enhancement Program (ITEP): Provides STBG funds for community-based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic, and environmental aspects of the region's transportation infrastructure. Programmed at the State level, eligible projects include bicycle trails, scenic roads, and historic preservation efforts.

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

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

Recreational Trails Program (RTP): Provides funds to states to develop and

maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. It is administered by the Illinois Department of Natural Resources (IDNR) and requires a 20% local match.

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

Section 5309: FTA capital funds.

Section 5310: FTA funds for capital and operating, dedicated to increasing the mobility of seniors and people with disabilities.

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

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

program within the urbanized area, referred to as STU funds.

- **Surface Transportation Block Grant Program - Rural (STBG-Rural):** STBG funds spent outside of the urbanized area.

Transportation Alternatives Program (TAP): Retired federal program that provided funding for programs and projects defined as transportation alternatives, including pedestrian and bicycle facility additions, public transportation access, community improvement activities, environmental mitigation, recreational trail program projects, safe routes to school initiatives, and others. The FAST Act retired the TAP, replacing it with a set-aside of STBG funding for Transportation Alternatives (TA).

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

State Funds

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

Rebuild Illinois: Statewide capital plan enacted in 2019; some dollars used to match federal transportation funds.

Local Funds

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

Other Funds

Any dollars put toward a project not associated with federal, state, local, or transit district funding sources. There are no such funding sources listed in this iteration of the TIP.

Appendix D – Environmental Justice

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

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

Presidential Executive Order 12898 and the derivative US DOT and FHWA Orders required that minority and low-income populations must be treated fairly and equitably, compared to other non-minority and more fortunate higher income populations. In simple terms, this means that as TCRPC expends federal dollars, it:

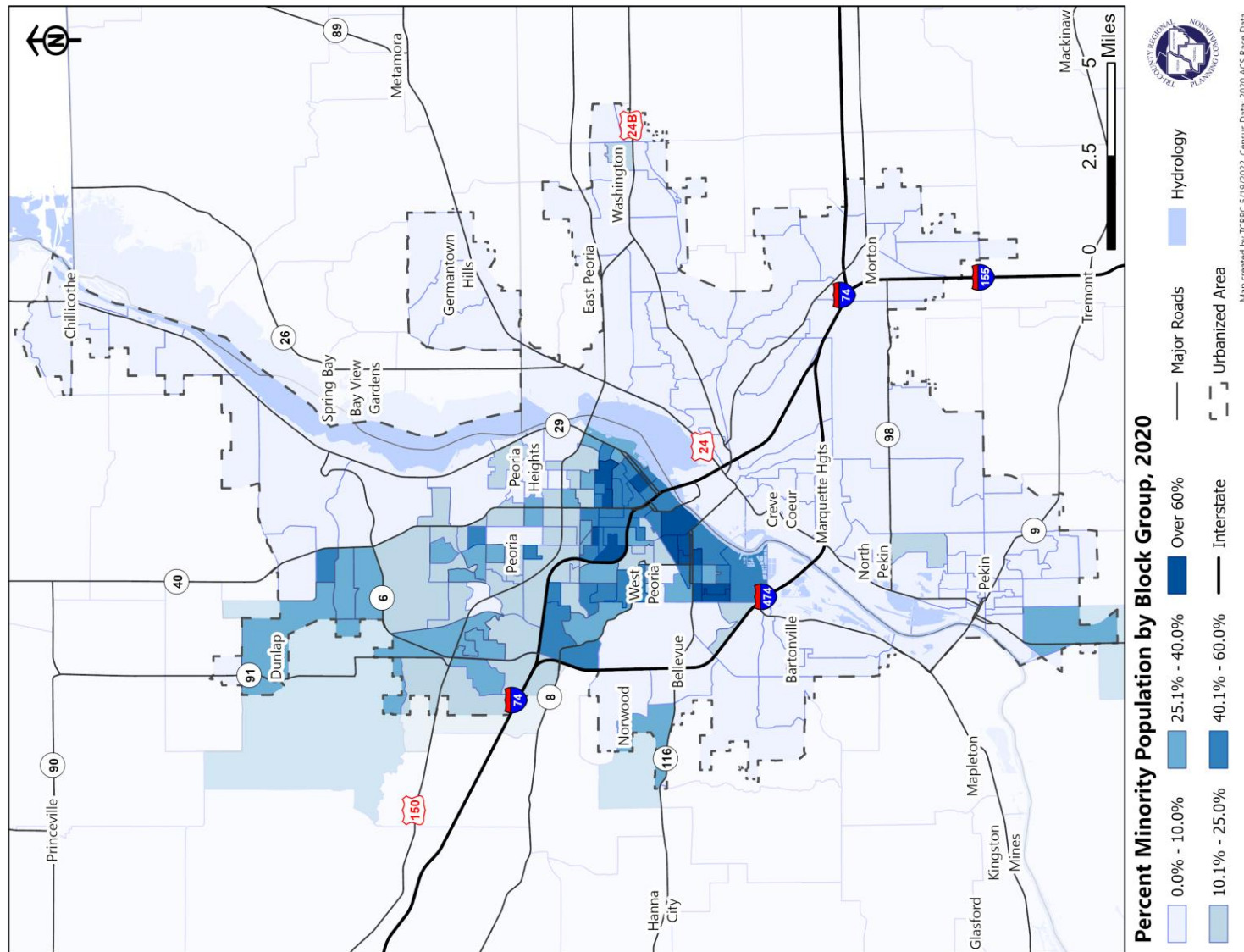
1. Should not allow a disproportionate share of the adverse impacts of activities to fall upon minority and low-income populations
2. Should make a concerted effort to determine which populations will be affected, before Tri-County spends any federal funds, implements any federal program, imposes any federal regulations, or causes any adverse or harmful impacts
3. Should, periodically, review and analyze the MPO’s past actions to determine if TCRPC is, in fact, treating all groups equitably
4. Should make concerted efforts to involve minority and low-income groups in the decision-making process as activities are planned and programmed

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

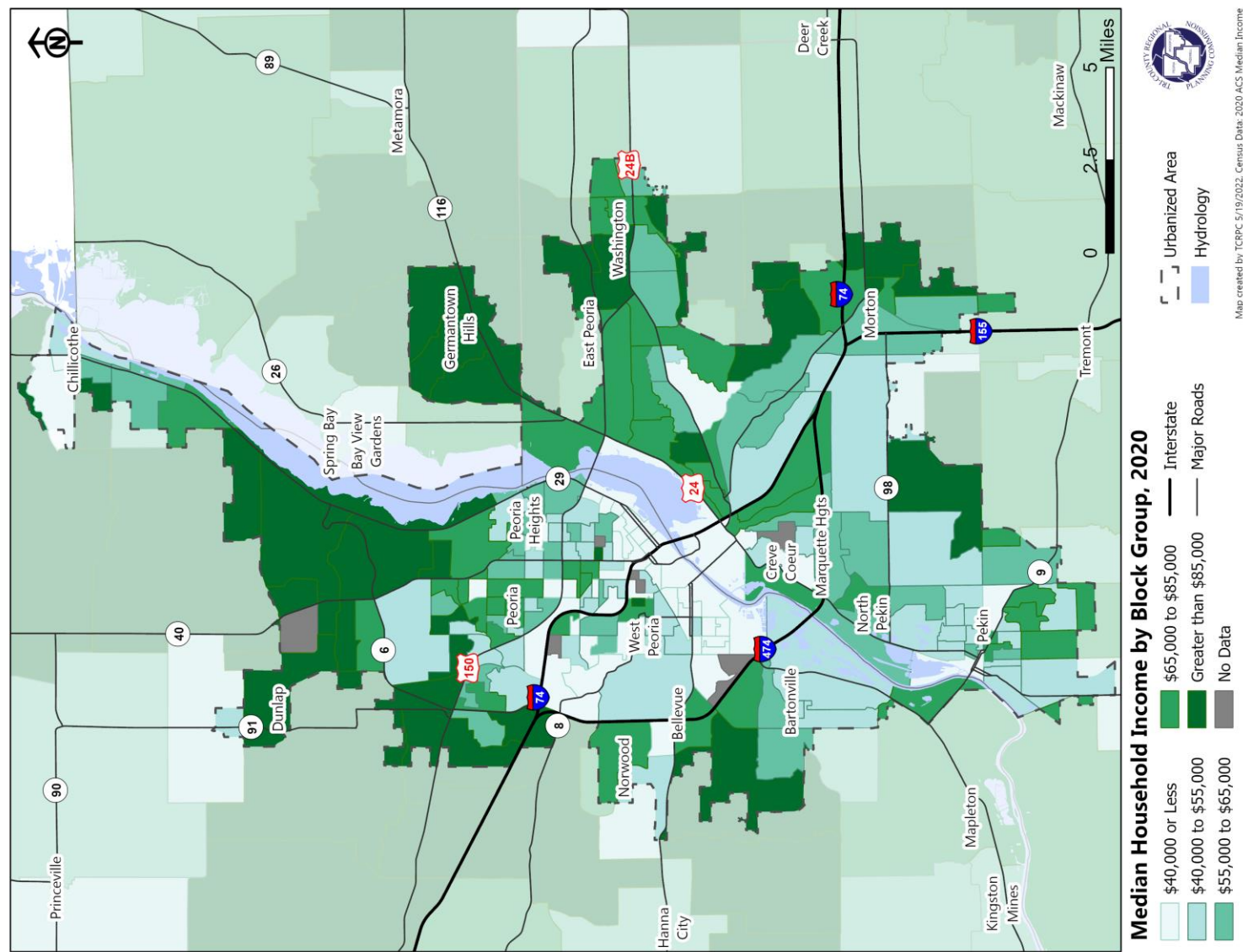
In compliance with the Executive Order, the US Department of Transportation (USDOT) issued its final order on February 3, 1997. The Order described the process to incorporate Environmental Justice principles embodied in the Executive Order into existing programs, policies, and activities. To comply with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

As a matter of policy, Title VI/Environmental Justice is incorporated into all of TCRPC’s transportation planning efforts. Tri-County is committed in considering its decision-making on the views of historically under-served constituencies, including minority communities and low-income residents. Tri-County considers Title VI/Environmental Justice while developing the Transportation Improvement Program (TIP). Staff creates maps identifying low income, minority, and elderly populations living within the region. The following pages contain maps showing distribution of minority residents, median household income, and distribution of elderly residents.

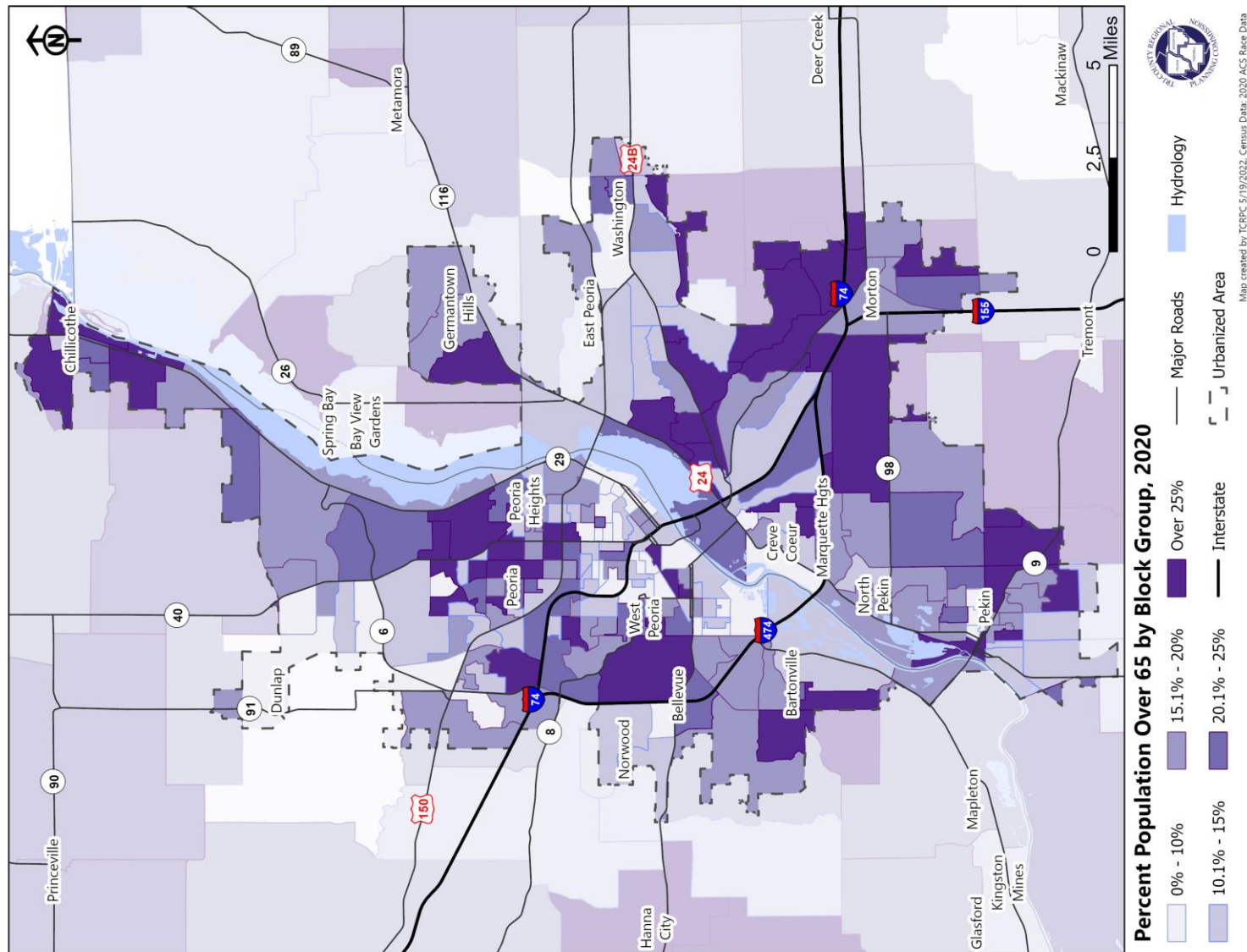
MAP 2: MINORITY POPULATION BY BLOCK GROUP



MAP 3: MEDIAN HOUSEHOLD INCOME BY CENSUS TRACT



MAP 4: SENIOR POPULATION BY BLOCK GROUP



Appendix E – Public Involvement

Public Review Sites

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

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

Public Comments

No public comments were made during the 30-day public review period.

Appendix F – Amendments

Amendments Approved by Commission

On August 3, 2022, TCRPC voted to approve the following:

- Added Project S-23-08 to FY23 program;
- Moved Project S-24-08 to FY23 program and updated funding;
- Moved Project S-23-01 to FY25 program and updated funding;
- Added Projects S-25-01 and S-25-02 to FY25 program; and
- Moved Projects S-20-13 and S-23-04 to FY26 program and updated funding.

On September 7, 2022, TCRPC voted to approve the following:

- Add project CC-23-02 to FY23 program.

On October 5, 2022, TCRPC voted to approve the following:

- Added Project PEK-25-01 to FY25 program;
- Added Project PEO-26-01 to FY26 program; and
- Updated funding source and share for Project CL-23-05.

On November 2, 2022, TCRPC voted to approve the following:

- Added Project MPO-23-01 to FY23 program; and
- Added Project PC-25-02 to FY25 program.

On December 7, 2022, TCRPC voted to approve the following:

- Added Project S-23-09 and S-23-10 to FY23 program.

On February 1, 2023, TCRPC voted to approve the following:

- Added Project C-25-01 to FY25 program;
- Added Project TZ-25-01 to FY25 program;
- Added Project WC-26-01 to FY26 program;
- Added Project PEO-21-02 to FY23 project, dissolved Project PEO-20-01 and moved all federal and local match to Project PEO-21-02, and added an additional \$11,294,943 in MFT and other local funding sources; and
- Added Project S-23-11 and S-23-12 to FY23 program.

On March 1, 2023, TCRPC voted to approve the following:

- Add Projects S-23-13 and PC-23-02 to FY23 program;
- Remove Projects C-23-01 and C-23-02 from the FY23 program;
- Add Project PH-24-01 to FY24 program; and
- Remove the Preliminary Engineering portion of Project PC-25-02 (HSIP - \$117,309 and Local - \$138,164) and add it to Project PC-23-02.

On April 5, 2023, TCRPC voted to approve the following:

- Updated funding amount and source for Project CL-24-04; and
- Added Project CL-24-08, CL-24-09, and CL-24-10 to FY24 program.

On May 3, 2023, TCRPC voted to approve the following:

- Added Project S-23-14 to FY23 program; and
- Added Project PEK-24-01, W-24-02, and 5310-24-01 to FY24 program.

On June 7, 2023, TCRPC voted to approve the following:

- Added Project S-24-11, S-24-12, and GH-21-01 to FY24 program; and

- Added Project PC-23-03 to FY25 program.

On July 5, 2023, TCRPC voted to approve the following:

- Added Projects W-24-03, and W-24-04 to FY 2024 program;
- Added Project C-24-01 to FY 2024 program; and
- Added Projects S-24-13, and S-24-14 to FY 2024 program.

On August 2, 2023, TCRPC voted to approve the following:

- Increased Project S-24-08 federal funding by \$2.89 million and reduced state funding by \$390,000, for a total project increase by \$2.5 million
- Increased Project S-24-12 federal funding by \$630,000 and state funding by \$70,000, for a total project increase by \$700,000.

Administrative Modifications

On July 8, 2022, Project S-23-06 was moved from Advanced Construction to Current Status.

On July 15, 2022, Projects S-23-02 and S-23-03 were moved from the FY 2023 Program to the FY 2025 Program.

On August 2, 2022, Projects S-22-20 and PC-21-01 were moved from Advanced Construction to Current Status.

On August 4, 2022, Project CL-23-06 Project Titled was edited to remove “Repair.”

On August 10, 2022, Project S-23-07 was moved to advance construction status.

On September 1, 2022, Project PC-23-01 funding was updated, including 16.22% increase in federal STBG-R

On September 26, 2022, Project S-23-05 was moved to Advanced Construction status.

On November 3, 2022, Projects S-20-43 and S-18-11 were moved from Advanced Construction to Current Status, and Project 5310-18-02 funding was updated by 2.84%.

On November 22, 2022, Project S-22-14 was moved to Advanced Construction status, and Project TZ-21-02 was moved from Advanced Construction to Current Status.

On November 29, 2022, Project WC-23-01 was moved to Advanced Construction status.

On December 5, 2022, Project PC-23-01 was moved to Advanced Construction status.

On December 16, 2022, Project S-23-07 was moved from Advanced Construction to Current Status.

On January 13, 2023, Project S-23-08 was moved to advance construction status.

On January 23, 2023, Project CL-23-05 and CL-23-06 Federal Budget was itemized by founding source.

On January 24, 2023, Mass Transit Projects All Agencies were updated to include Federal for all FTA 5307 and 5339 funded projects: CL-23-01, CL-23-02, CL-23-03, CL-23-04, CL-23-05, CL-23-06, CL-23-08, CL-24-01, CL-24-02, CL-24-03, CL-24-04, CL-24-07, CL-25-01, CL-25-02, CL-25-03, CL-25-04, CL-25-05, CL-26-01, CL-26-02, CL-26-03, CL-26-04, and CL-26-05.

On January 24, 2023, Project S-23-09 was moved to advance construction status.

On February 1, 2023, Projects S-23-11 and S-23-12 were moved to advance construction status.

On February 15, 2023, Project S-23-03 was moved from the FY 2025 Program to the FY 2023 Program.

On March 10, 2023, Project CL-21-12 was moved to the FY 2024 Program.

On March 17, 2023, Project PEO-21-02 was moved from the FY 2023 Program to the FY 2024 Program and the local match was reduced from \$11,495,449 to \$9,195,449.

On June 19, 2023, Project CL-21-12 was edited to remove an extra 1 in the TIP number that was mistakenly added during the March 10, 2023 Administrative Modification.

Illustrative Modifications

On September 1, 2022, Project PC-FP23-20 was corrected by removed from FY 2023 Program and placed in Illustrative List.

On September 2, 2022, Project PC-FP23-20 – Dickison Lane Bridge – was removed from the Illustrative Project Listing due to having State and local funding.

On October 5, 2022, removed Projects PEK-FP23-06 and PEO-FP23-01 from Illustrative list.

On March 1, 2023, removed Project PH-FP23-01 from Illustrative list.