Transportation Improvement Program

Peoria/Pekin Urbanized Area Transportation Study (PPUATS)

FY 2014 - 2017

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TRI-COUNTY REGIONAL PLANNING COMMISSION
PEORIA WOODFORD TAZEWELL

Transportation Improvement Program

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ABSTRACT

Fiscal Years 2014-2017

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Abstract

The Transportation Improvement Program (TIP) is prepared for the Peoria/Pekin Urbanized Area Transportation Study (PPUATS) on an annual basis by the Tri-County Regional Planning Commission. The TIP represents the programming of transportation improvements for the Peoria/Pekin Metropolitan Planning Area. This document allows PPUATS to prioritize transportation improvements during the initial year of a four-year period starting July 1, 2013 (beginning Fiscal Year 2014).

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

ANNUAL MPO CERTIFICATION

In accordance with 23 CFR 450.334 (b), the planning process in the Peoria-Pekin Urbanized Area was certified by USDOT in December 2009.

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

1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 Subpart C;
2) In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR 93);
3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21; Executive Order 13166(Limited English Proficiency) and Executive Order 12898(Environmental Justice);
4) 49 U.S.C. 5332, Section 324 of title 23 U.S.C. and the Older Americans Act(as amended 42 U.S.C. 6101) prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5) Section 1101(b) of MAP-21 (Pub. L. 112–41) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7) The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973(29 U.S.C. 794) regarding discrimination against individuals with disabilities.

James Dillon, PPUATS Policy Chairman	Susan Stitt, Illinois Department of Transportation
Date	Date

PPUATS Committee Members

	PPUATS Policy	PPUATS Technical
Peoria County (3)	Phillip Salzer, Peoria County - District 8 Thomas O'Neill, Peoria County - District 17 Stephen Morris, Peoria County - District 10	Amy Benecke-Mclaren - County Engineer, Peoria County Jeff Gilles - Assistant County Engineer, Peoria County Josh Sender - Engineer, Peoria County
Tazewell County (2)	Greg Sinn, Tazewell County - District 2 Mel Stanford, Tazewell County - District 3 (Alternate) Russ Crawford, Tazewell County - District 3	County Engineer, Tazewell County Dan Parr - Highway Department, Tazewell County
Woodford County	**(Vice Chairman)** Barry Logan, Woodford County - District 2	Robert Tyler - County Engineer, Tazewell County
City of Peoria (2)	Mayor Jim Ardis, Peoria (Alternate) Michael Rogers - Director of Public Works, Peoria (Alternate) Scott Reeise - City Engineer, Peoria (Alternate) Nick Stoffer - Traffic Engineer, Peoria	Scott Reeise - City Engineer, Peoria **(Chairman)** Nick Stoffer - Traffic Engineer, Peoria
City of Pekin	Mayor Laurie Barra, Pekin (Alternate) Joe Wuellner - City Manager, Pekin	Michael Guerra - City Engineer, Pekin (Alternate) Joe Wuellner - City Manager, Pekin
City of East Peoria	Mayor Dave Mingus, East Peoria (Alternate) Steve Ferguson - Director of Public Works, East Peoria	Ric Semonski - Street Dept. Supervisor, East Peoria (Alternate) Patrick Meyer - Engineer, East Peoria
City of Washington	Mayor Gary Manier, Washington (Alternate) Timothy Gleason - City Administrator, Washington	Ed Andrews - City Engineer, Washington (Alternate) Jon Oliphant - Planning & Development Director, Washington
Village of Bartonville	Mayor Rhonda Wolfe, Bartonville (Alternate) Tina Hart - Trustee, Bartonville	Patrick Meyer - Engineer, Bartonville
Village of West Peoria	**(Chairman)** Mayor James Dillon, West Peoria (Alternate) John Carlson - City Administrator, West Peoria	Henry Strube, Jr. - Manager Street Dept., West Peoria (Alternate) Alicia Hermann - Engineer, West Peoria
Village of Morton	President Ronald Rainson, Morton (Alternate) Ginger Herman - Trustee, Morton (Alternate) Wendy Ferrill - Village Administrator, Morton	**(Vice Chairman)** Craig Loudermilk - Director of Public Works, Morton (Alternate) Frank Sturm - Engineer, Morton
Village of Peoria Heights	Mayor Mark Allen, Peoria Heights (Alternate) Matt Fick - Village Administrator, Peoria Heights	Kyle Smith - Director of Public Works, Peoria Heights
Village of Creve Coeur	Mayor Fred Lang, Creve Coeur	Alicia Hermann - Engineer, Creve Coeur
City of Chillicothe	Mayor Douglas Crew, Chillicothe	Kenneth Coulter - Engineer, Chillicothe
CityLink	Sharon McBride - Trustee, CityLink (Alternate) Tom Lucek - General Manager, CityLink	Josh Moore - Assistant General Manager, CityLink (Alternate) Joe Alexander - Planning Administrator, CityLink
IDOT	Maureen Addis - Program Development Engineer, IDOT 4	Terrisa Worsfold – Programming Engineer, IDOT 4
TCRPC	N/A	Staff
Peoria Airport	N/A	Gene Olson - Director of Airports, Peoria Airport (Alternate) Mary DeVries - Director of Finance & Admin., PIA

EXECUTIVE SUMMARY

The FY 2014-2017 Transportation Improvement Program (TIP) is a four-year program of highway and transit projects developed to fulfill the requirements set forth in Moving Ahead for Progress in the 21st Century (MAP-21). The purpose of this document is to identify all street/highway and transit projects plus related enhancement projects programmed from FY 2014 through FY 2017 in the Peoria/Pekin Urbanized Area Transportation Study (PPUATS) Metropolitan Planning Area, and to offer the public an opportunity to comment.

The FY 2014-2017 TIP totals approximately $244 million in improvements; with $167 million in highway improvements and $73 million in transit improvements and operating assistance. All projects are funded with federal, state, and local funds. Local funds include funding from municipalities, counties, and/or public transportation providers.

The FY 2014-2017 TIP is a result of the comprehensive, coordinated, and continuing (3-C) urban transportation planning process within the Peoria/Pekin Metropolitan Planning Area. The programs listed in the FY 2014-2017 TIP have been locally approved by PPUATS to receive federal funding.

PPUATS

INTRODUCTION

The Tri-County Regional Planning Commission (TCRPC) is the designated Metropolitan Planning Organization (MPO) for the Peoria/Pekin Metropolitan Planning Area. The Peoria/Pekin Urbanized Area Transportation Study (PPUATS) serves as the transportation advisory board to the TCRPC.

Representation on PPUATS is drawn from elected officials and staff of local municipalities and counties, along with the General Wayne A. Downing Peoria International Airport, the Greater Peoria Mass Transit District, and the Illinois Department of Transportation. Other entities such as the Federal Highway Administration, Heart of Illinois Regional Port District, and Illinois Department of Transportation – Office of Planning and Programming serve as advisory members to PPUATS.

Two committees make up PPUATS; a **Policy Committee** and a **Technical Committee**.

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

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

As the MPO, TCRPC has review authority over PPUATS, and may request that both committees further consider and act upon controversial decisions.

Moving Ahead for Progress in the 21st Century (MAP-21) requires the cooperation of all state and local jurisdictions and other transportation stakeholders to be in concert with each other while addressing transportation and other governmental issues within the 20-Year Metropolitan Planning Area (MA). No federal funding can be applied towards transportation improvement projects, transportation services, or transportation studies in the MA unless the project, service, or study are included in one or more of the following three comprehensive, coordinated, and cooperative documents developed by PPUATS and approved by TCRPC:

1. **The Long-Range Transportation Plan (LRTP).** The LRTP is a comprehensive proposal for the further development, improvement and maintenance of the major transportation systems for the Peoria Metropolitan Area. The LRTP has a 20-year (minimum) time horizon and addresses all modes of transportation: highway, transit, freight, and enhancement. The LRTP is updated every five years.

2. **The Transportation Improvement Program (TIP).** The TIP (this document) proposes expenditures using federal dollars for transportation improvements scheduled for the next four years. The listing includes all transportation projects proposed within the 20-Year Metropolitan Planning Area for the Peoria Metropolitan Area. The listing establishes priorities and is financially constrained (i.e., a project can only be included if there is a reasonable expectation of sufficient funding for its completion). The TIP is updated annually.

3. **The Unified Planning Work Program (UWP).** The UWP is prepared annually to direct day-to-day work of the TCRPC staff and committees. The UWP outlines specific planning activities to be accomplished in the coming fiscal year, and assigns responsibilities to the various TCRPC departments. The bulk of the work is funded by grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

PLANNING AREA

The full jurisdictional area of PPUATS is the **Metropolitan Planning Area (MA)**. To understand what land and jurisdictions are included in the MA, two additional designated areas must be explained: the "**Urbanized Area**" and the "**Adjusted Urbanized Area**".

The **Urbanized Area (UA)** is defined by the US Census Bureau in accordance with strict population density criteria. Generally speaking, urbanized areas must have a minimum of 50,000 persons living in contiguous dense settlement patterns. From the 2010 Census, the Peoria Urbanized Area covers portions of Peoria County, Tazewell County, and Woodford County; and consisted primarily of the incorporated areas of Peoria, Peoria Heights, Dunlap, Chillicothe, West Peoria, East Peoria, Morton, Washington, Bartonville, Creve Coeur, Pekin, Germantown Hills, and immediately surrounding intensely developed lands.

The Urbanized Area based on the 2010 census contains three areas that were not in the 2000 Urbanized Area – Dunlap, Chillicothe, and Germantown Hills. In addition, South Pekin was removed from the Urbanized Area.

The real importance of the UA is that this area, along with population and other statistics computed for this area relative to other such areas throughout the USA, serve as the basis for several federal funding formulas. Federal transportation funding for the Peoria area is substantial. In recent years, the Peoria area has received Federal transportation planning funds approaching $470,000 per year, roadway construction funds approaching $2.8 million per year, and public transit planning funds close to $132,000 per year.

One of the functions of PPUATS is to determine when and on what projects the above funds can be spent locally. In making this determination, federal guidelines require PPUATS to conduct the "3-C" planning process, mentioned in the "Executive Summary" on Page V. **This guideline further allows/requires that PPUATS adjust the UA for planning purposes and to further forecast a Metropolitan Planning Area.**

For transportation planning purposes, the **Adjusted Urbanized Area** includes all of the UA, plus other small areas necessary to round-off the jagged or sometimes irregular boundaries of the UA. In addition, the Adjusted Urbanized Area includes lands that are highly likely to be developed within the next five years, and other abutting or nearby developed lands. The Adjusted Urbanized Area is used primarily to determine which roadways are eligible for federal "urban" and "rural" funding assistance (but does not affect the total amount of federal assistance available).

The **Metropolitan Planning Area (MA)** is similarly determined by PPUATS. The **MA** is the area that is expected to be urbanized in the next 20-25 years. It can be as large as the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Census Bureau.

TIP PROCESS & FUNDING AUTHORIZATION

The TIP is comprised of four Annual Elements, which include summaries of projects to be implemented each year during the four-year period. These projects have been identified for funding out of the FY 2010-2035 Long-Range Transportation Plan, which was adopted in May 2010.

The FY 2014-2017 TIP is financially constrained, meaning that all of the projects listed in the initial year Annual Element (FY 2014) have verified funding sources. In addition, the three subsequent Annual Elements (FY 2015 through FY 2017) have "reasonably available" funding sources.

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

The programming of all transportation projects within the Peoria/Pekin Urbanized Area follows three (3) basic variables:

1. Program Development
2. Prioritization of Projects
3. Availability of Financial Resources

These variables are applied to proposed projects developed from input from numerous sources including the public, area agencies, elected officials, the Tri-County Regional Planning Commission, and IDOT staff. The final list of projects for the proposed TIP on the State system is ultimately selected by IDOT, which functions as the lead agency for this work. Likewise, the final list of projects for the proposed TIP on the local system is ultimately selected by PPUATS, via the Technical and Policy Committees.

Transit projects are selected by transit providers and approved by the MPO. The local transit agency typically prioritizes projects internally.

PUBLIC INVOLVEMENT PROCESS

To the extent possible, PPUATS policy puts actual copies of all documents and information in the hands of the public. The Draft Transportation Improvement Plans (TIPs) are specifically distributed to PPUATS 39 Public Review Sites located throughout the urbanized area for public review. Extra copies of the Draft TIPs are available for the public at Tri-County Regional Planning Commission (TCRPC), and can be found online at www.tricountyrpc.org. Draft TIPs can also be mailed to individuals and/or organizations by request.

Public Notices announcing the review of all PPUATS documents are published in both the Peoria Journal Star and Pekin Daily Times for three days. The public review period is 30 days. PPUATS' 39 Public Review Sites are accessible by the area's minority and low-income populations, and are accessible by mass transit, particularly the South Side Mission, the Urban League, the Friendship House, CityLink, the Peoria Housing Authority, Tri-County Regional Planning Commission, the Peoria Public Library, and IDOT District 4. A complete list of PPUATS' 39 Public Review Sites is located in the Appendix.

During the 30-day public review period, a minimum of three Public Hearings are held. All Public Hearing locations are selected with appreciation of the need to accommodate persons with disabilities. Verbal comments and written submissions presented at the Public Hearings are generally responded to immediately or the topic is continued for later response. Minutes are compiled for all Public Hearings, where public comments and responses are recorded therein.

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

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

A. Members of the public may make comments by calling the Tri-County Regional Planning Commission at (309) 673-9330.
B. Written comments may be:
   1. Faxed to TCRPC at: (309) 673-9802;
   2. E-mailed to: dsmesrud@tricountyrpc.org.
   3. Mailed to:

      TCRPC
      Attn: David Smesrud
      One Technology Plaza
      211 Fulton, Suite 207
      Peoria, Illinois 61602

C. The public may submit comments to their respective PPUATS representatives for transmittal to the respective full committees.
D. Comments on the Draft TIP may be made at Public Hearings. PPUATS ensures that all Public Hearing locations are accessible in accordance with the Americans with Disabilities Act.
E. Time scheduled on Tri-County Regional Planning Commission agenda or PPUATS agenda may be requested by members of the public or a representative of a group, to offer input to the full committees.
F. General comments by the public and/or organizations can be made at any PPUATS meetings. All PPUATS meetings are open to the public and public comment is allowed on all matters. Open discussion, under "Other Business" is permitted on any transportation-related matter at the end of every meeting.

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

THE SEVEN PLANNING FACTORS

The MPO's overall transportation planning goal is to provide for the adequate, safe, and efficient movement of persons and goods in the urban area. In concert with Moving Ahead for Progress in the 21st Century, also known as MAP-21, the MPO utilizes the seven thematic areas included in MAP-21 to help reach this goal:

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

TRANSPORTATION PROJECTS

INTRODUCTION

The Transportation Improvement Program is divided into multiple sections based on the type of transportation work being completed. The three main sections are Transportation, Transit, and Non-Motorized projects. Transportation refers to road construction activities in the region. Listed on the following pages are all of the road projects planned to occur over the next four years using federal dollars within the Peoria/Pekin Urbanized Area. The projects are divided up by year in which they will be implemented or constructed.

The TIP does not contain every project to occur within the urbanized area, it only contains those that utilize federal dollars. Projects that are completed by a municipality using only local funds will not be listed in the TIP; projects using only state funds are also not included in the TIP.

The intention of the TIP is to give the community advance notice of what projects are anticipated for the area. Traditionally, projects first appear in the out years (ex. for a FY 2014 TIP, the out years would be 2015, 2016, & 2017) and as each additional TIP is released these projects should move closer towards the implementation year (ex. for a FY 2014 TIP, the implementation year would be 2014). The TIP is designed to allow for the public to comment on projects before they reach the implementation stage. While this is the traditional progression of projects, not every project follows this path. In some instances projects are removed from years due to funding concerns or other implementation interruptions, while in other years some projects are added due to funding becoming available or as replacements for projects which have been removed.

HOW TO UNDERSTAND THE LISTINGS

Each listing contains a variety of information useful to different entities in the community. Some of the information gives background information and the actions being done on the project. Other information is for the benefit of the State and Federal Government used to track projects.

Project: Where the project will occur.
Sponsor: The governing agency responsible for the project.
County: The County in which the project is located, not necessarily responsible for sponsoring the project.
Advanced Construction (AC): is a cash flow technique used by IDOT to allow projects to move forward to implementation using state funds for which federal reimbursement may be sought at a later date.
Termini: The beginning and end points of the projects limits.
Contract#: Number used by IDOT to track what contract the project is associated with. Traditionally remains the same throughout the lifetime of a project. Multiple projects may contain the same contract number.
TIP#: The Transportation Improvement Program number. This number is used to help identify where projects are located within the TIP. There are three parts to the number: The first is a letter indicating what agency is associated with the project; S for IDOT-State Routes, L for IDOT Bureau of Local Roads, or a STU project sponsored by a municipality indicated by using two/three letters associated with the municipality (ie MO – Morton, PEK – Pekin, EP – East Peoria, PEO – Peoria). The second part of the number indicates what year it is in the TIP. The third part to the number states what project it is within each year of the TIP. The projects do not retain the same TIP number every year.
PPS#: Number used by IDOT to track each project. The PPS is unique to the project and its number remains with the project throughout its lifetime.
SEC#: Represents the section number. This number is primarily used by IDOT's Bureau of Local Roads to help track projects.
Action/Comment: Explains what type of work will occur on the project using the specified funds. Some common abbreviations include P.E. (Preliminary Engineering) and C.E. (Construction Engineering). This section may also include comments as to the status of the project.
Funding Sources: This section describes what sources of funds will be used to pay for the project. A complete description of each funding source can be found in the appendix.
Total: This section shows how much the total project will cost.

Each transportation project is listed individually within its corresponding year's spreadsheet. In addition to its listing, each project can be found on a map at the beginning of each year's section. The projects are labeled based on their TIP number. If one is interested at finding projects in a particular area of the urbanized area this is a good place to start the search.

PREVIOUSLY OBLIGATED PROJECTS

In past versions of the TIP, it has been tradition to include the section of "Status of Previously Obligated Federal & State Projects." The section listed all of the projects that had received funds during the past fiscal year.

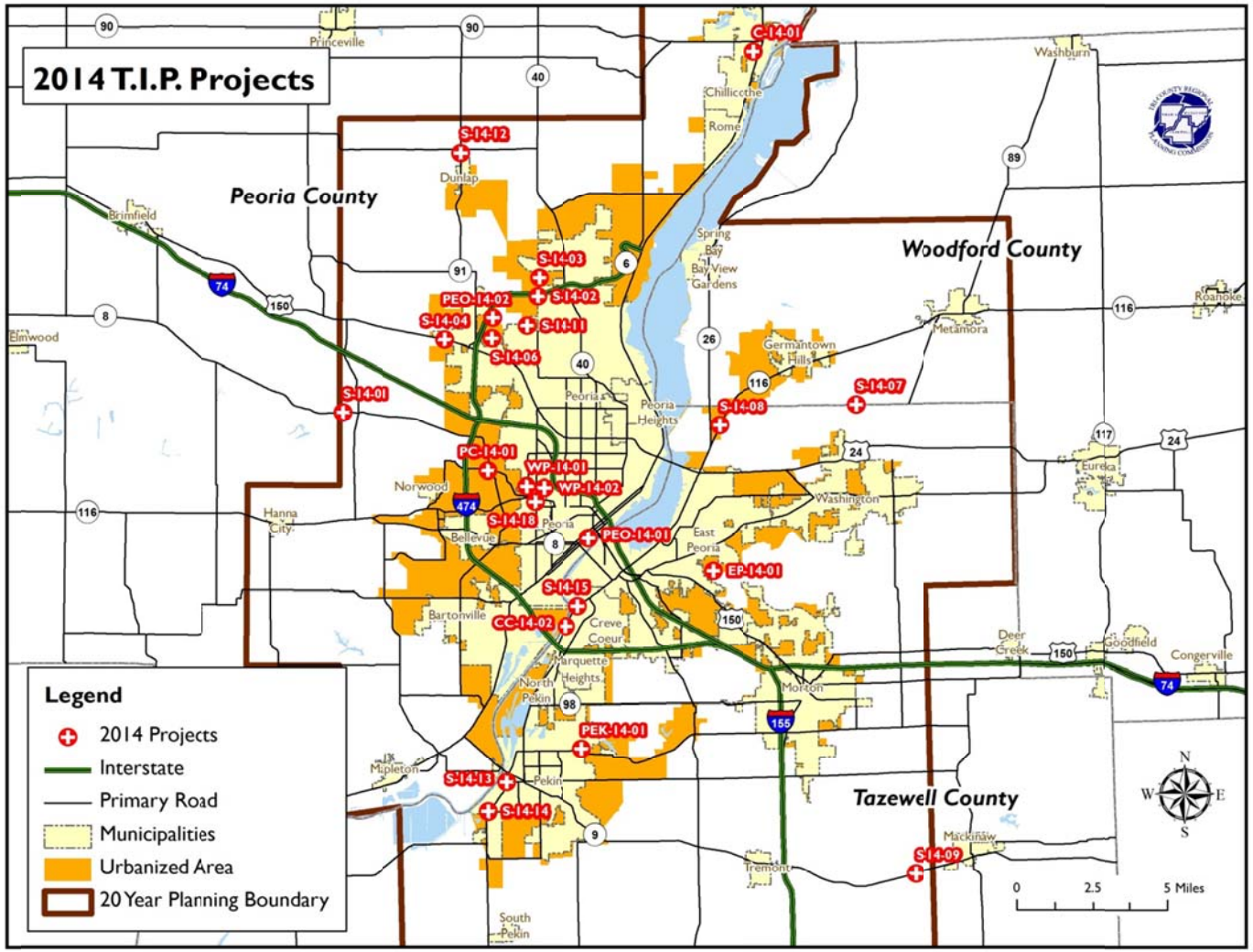
Unfortunately due to timing issues and the dates in which TIP are released, not all the projects are able to be included in the listing. Because of this the Listing of Federally Obligated Transportation Funds is now its own separate document.

The Listing of Federally Obligated Transportation Funds document provides fuller explanation as to the projects that have been completed within the past year.

The document is traditionally released during early fall. Please contact Tri-County Regional Planning Commission if you desire a copy of the document.

FISCAL YEAR 2014

TRANSPORTATION PROJECTS



Peoria/Pekin Urbanized Area Transportation Study

2014-2017

	Project / Sponsor / County	Location		Action / Comments	Funding Source		Total Cost
1	IL 8	*Termini:*	Kickapoo Creek .5 Miles west of Edwards	Bridge Replacement	STP-Rural-State	2,520,000	
					State Match	630,000	
		Contract #:	68697				
	IDOT Project	*TIP #:*	S-14-01				
	Peoria	*PPS #:*	4-00145-0100			Total:	$ 3,150,000
2	Allen Road (FAU 6584)	*Termini:*	Over IL 6 north of Peoria	Bridge Widening	STP-Urban	4,000,000	
					State Match	1,000,000	
		Contract #:	68683				
	IDOT Project	*TIP #:*	S-14-02				
	Peoria	*PPS #:*	4-09860-0000			Total:	$ 5,000,000
3	Allen Road (FAU 6584 & 6585)	*Termini:*	Alta Road to Townline Road in Peoria	Additional Lanes Intersection Reconstruction Traffic Signal Installation Resurfacing Culvert	STP-Urban	6,348,000	
					State Match	1,587,000	
		Contract #:	68683				
	IDOT Project	*TIP #:*	S-14-03				
	Peoria	*PPS #:*	4-09860-0100			Total:	$ 7,935,000
4	US 150	*Termini:*	at Koerner Road / Trigger Road	Traffic Signal Installation	STP-URB	600,000	
					State Match	150,000	
		Contract #:	68B39				
	IDOT Project	*TIP #:*	S-14-04				
	Peoria	*PPS #:*	4-00047-0100				$ 750,000
5	Pioneer Parkway (FAU 6643)	*Termini:*	Allen Road to Trigger Road	Reconstruction	HPP-STLU-Local	1,440,000	
					HPP-STLU-Local Match	360,000	
		Contract #:					
	IDOT Project	*TIP #:*	S-14-06				
	Peoria	*PPS #:*	4-10188-0100				$ 1,800,000

6	**Eastern By-Pass**	*Termini:*	IL 6 to I-74	P.E. (Corridor Study)	**State Only**	**500,000**	
		Contract #:					
	IDOT Project	*TIP #:*	**S-14-07 (Formerly S-08-12)**				
	Tazewell/Woodford	*PPS #:*	4-44440-0212				**$ 500,000**

7	**IL 116**	*Termini:*	Ten Mile Creek north of IL 26 (northbound)	Bridge Replacement	**State Only**	**2,390,000**	
		Contract #:	68671				
	IDOT Project	*TIP #:*	**S-14-08 (Formerly S-13-14)**				
	Tazewell	*PPS #:*	4-00075-0000				**$ 2,390,000**

8	**IL 9**	*Termini:*	Mud Creek 2.5 Miles west of Mackinaw	Bridge Replacement	**STP-Rural-State**	**1,859,000**	
					State Match	**465,000**	
		Contract #:	68757				
	IDOT Project	*TIP #:*	**S-14-09 (Formerly S-15-01)**				
	Tazewell	*PPS #:*	4-00088-0000			**Total:**	**$ 2,324,000**

9	**District-Wide Safety Improvements**	*Termini:*	Various	Safety Improvements	**HSIP Safety - State**	**2,289,000**	
					Restrict State Match	**254,000**	
		Contract #:					
	IDOT Project	*TIP #:*	**S-14-10**				
		PPS #	4-40610-2014			**Total:**	**$2,543,000**

10	**Pioneer Parkway**	*Termini:*	Allen Road to Radnor Road	Land Acquisition	**HPP**	**768,000**	
					Local Match	**192,000**	
		Contract #:					
	IDOT Project	*TIP #:*	**S-14-11**				
	Peoria	*PPS #:*	4-10188-0014				**$ 960,000**

11	IL 91 (ADVANCED CONSTRUCTION)	*Termini:*	North of Dunlap to Legion Hall Road in Dunlap	Bi-Direct Turn Lane, Resurfacing, Curb & Gutter, New Storm Sewer	STP-Rural-State	5,024,000	
					State Match	1,256,000	
		Contract #:	88792		City	163,000	
	IDOT Project	*TIP #:*	S-14-12		County	127,000	
	Peoria	*PPS #:*	4-04300-0600				$ 6,570,000
12	Rail Improvements	*Termini:*	I&M Railroad Broadway Avenue crossing in Pekin	Installation of new gates and circuitry	Safety	300,000	
		Contract #:					
	IDOT - Pekin	*TIP #:*	S-14-13 (Formerly S-13-19)				
	Tazewell	*PPS #:*				Total:	$ 300,000
13	Rail Improvements	*Termini:*	I&M Railroad Distillery Road Crossing in Pekin	Installation of new circuitry	Safety	250,000	
		Contract #:					
	IDOT - Pekin	*TIP #:*	S-14-14 (Formerly S-13-20)				
	Tazewell	*PPS #:*				Total:	$ 250,000
14	Rail Improvements	*Termini:*	TZPR Railroad Wesley Road crossing in Creve Coeur	Installation of new gates and circuitry	Safety	250,000	
		Contract #:					
	IDOT - Creve Coeur	*TIP #:*	S-14-15 (Formerly (S-13-21)				
	Peoria	*PPS #:*				Total:	$ 250,000
15	Bike Racks	*Termini:*	Various Locations on Illinois Scenic Byways	Install (14) bike racks - project sponsor Illinois Route 66 Organization	Federal	10,483	
					State	2,621	
		Contract #:					
	IDOT Project	*TIP #:*	S-14-16				
		PPS #:				Total:	$ 13,104

16	**Safety**	*Termini:*	Throughout Peoria County	Replacement of guardrails along Peoria County highways	**HSIP-FHWA**	**1,909,710**	
					Local	**212,180**	
		Contract #:					
	IDOT Project	*TIP #:*	**S-14-17**				
	Peoria	*PPS #:*				**Total:**	**$ 2,121,890**

17	**Intersection**	*Termini:*	Intersection of Sterling Avenue and Farmington Road, West Peoria	Intersection improvement / reconstruction including signal modernization	**HSIP-FHWA**	**693,000**	
					Restricted State	**77,000**	
		Contract #:			**STP-URB-FHWA**	**504,000**	
	IDOT Project	*TIP #:*	**S-14-18**		**State**	**126,000**	
	Peoria	*PPS #:*				**Total:**	**$ 1,400,000**

18	**Kickapoo Creek Road (ADVANCED CONSTRUCTION)**	*Termini:*	Kickapoo Creek Road over Kickapoo Creek	Bridge Replacement	**Major BR-S**	**2,400,000**	
					Local	**1,000,000**	
		Contract #:					
	Peoria County	*TIP #:*	**PC-14-01 (Formerly PC-15-01)**				
	Peoria	*PPS #:*				**Total:**	**$ 3,400,000**

19	**HSIP (ADVANCED CONSTRUCTION)**	*Termini:*	Various	Replace regulatory and warning signs throughout Peoria County	**HSIP-FHWA**	**783,902**	
					Local	**87,100**	
		Contract #:					
	Peoria County	*TIP #:*	**PC-14-03 (Formerly S-13-11)**				
	Peoria	*PPS #:*				**Total:**	**$ 871,002**

20	**Rail Crossing Improvements**	*Termini:*	Legion Hall Road and Union Pacific at grade crossing	Installation of flashing light signals, gates, and circuitry	**FHWA**	**250,000**	
		Contract #:					
	Peoria County	*TIP #:*	**PC-14-04**				
	Peoria	*PPS #:*				**Total:**	**$ 250,000**

21	**Warehouse District Tiger II**	*Termini:*	IL River, MacArthur, Jefferson, and Hamilton	Construction and construction engineering	**TIGER II**	**4,400,000**	
					Local	**1,450,000**	
		Contract #:					
	Peoria	*TIP #:*	**PEO-14-01**				
	Peoria	*PPS #:*				**Total:**	**$ 5,850,000**
22	**Pioneer Parkway**	*Termini:*	Allen Road to Trigger Road	New construction	**HPP**	**2,020,000**	
					Local	**505,000**	
		Contract #:	89322				
	Peoria	*TIP #:*	**PEO-14-02**				
	Peoria	*PPS #:*					**$ 2,525,000**
23	**Ridge / Reeser Road (ADVANCED CONSTRUCTION)**	*Termini:*	Ridge Road over Farm Creek to Farmdale Road	Bridge Replacement	**BRP**	**760,000**	
					State Match	**190,000**	
		Contract #:					
	East Peoria	*TIP #:*	**EP-14-01 (Formerly EP-13-01)**				
	Tazewell	*PPS #:*				**Total:**	**$ 950,000**
24	**Sheridan Road (ADVANCED CONSTRUCTION)**	*Termini:*	Over Lick Creek	Culvert Replacement	**BRP**	**600,000**	
					Local	**150,000**	
		Contract #:	89496				
	Pekin	*TIP #:*	**PEK-14-01**				
	Tazewell	*PPS #:*				**Total:**	**$ 750,000**
25	**Sterling Avenue FAU 6585 (Phase 1)**	*Termini:*	Farmington to Nebraska	Complete Reconstruction	**STP-Urban**	**1,595,073**	
					Local	**1,524,927**	
		Contract #:	89385				
	West Peoria	*TIP #:*	**WP-14-01**				
	Peoria	*PPS #:*	4-10466-0000			**Total:**	**$ 3,120,000**

26	**Sterling Avenue FAU 6585 (Phase 2)**	***Termini:***	Farmington to Nebraska	Complete Reconstruction	**STP-Urban**	**1,575,000**	
					Local	**675,000**	
		Contract #:	89385				
	West Peoria	***TIP #:***	**WP-14-02 (Formerly WP-15-01)**				
	Peoria	***PPS #:***	4-10466-0000			**Total:**	**$ 2,250,000**

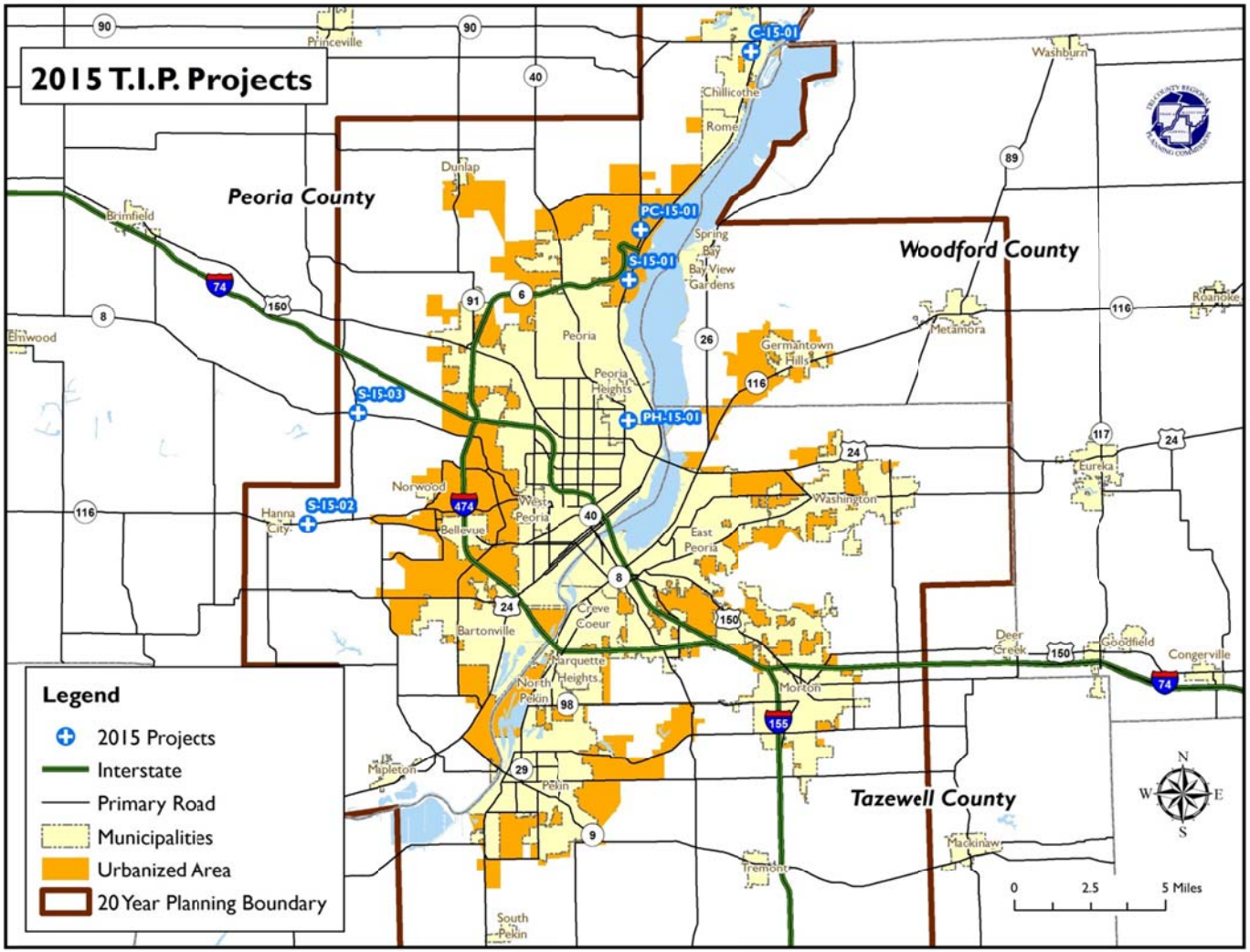
27	**Safety (ADVANCED CONSTRUCTION)**	***Termini:***	Various	Engineering and construction of regulatory/warning sign replacement	**FHWA**	**211,347**	
					Local	**23,483**	
		Contract #:					
	Creve Coeur	***TIP #:***	**CC-14-01**				
	Tazewell	***PPS #:***				**Total:**	**$ 234,830**

28	**Safety (ADVANCED CONSTRUCTION)**	***Termini:***	Wesley Road	Engineering and construction of guard rail installation (west side)	**Major BR-S**	**106,009**	
					Local	**11,778**	
		Contract #:					
	Creve Coeur	***TIP #:***	**CC-14-02**				
	Tazewell	***PPS #:***				**Total:**	**$ 117,787**

29	**Walnut St.**	***Termini:***	Walnut St.	Roadway reconstruction	**STU**	**20,000**	
					Local	**5,000**	
		Contract #:					
	Chillicothe	***TIP #:***	**C-14-01**				
	Peoria	***PPS #:***				**Total:**	**$ 25,000**

FISCAL YEAR 2015

TRANSPORTATION PROJECTS



Peoria/Pekin Urbanized Area Transportation Study

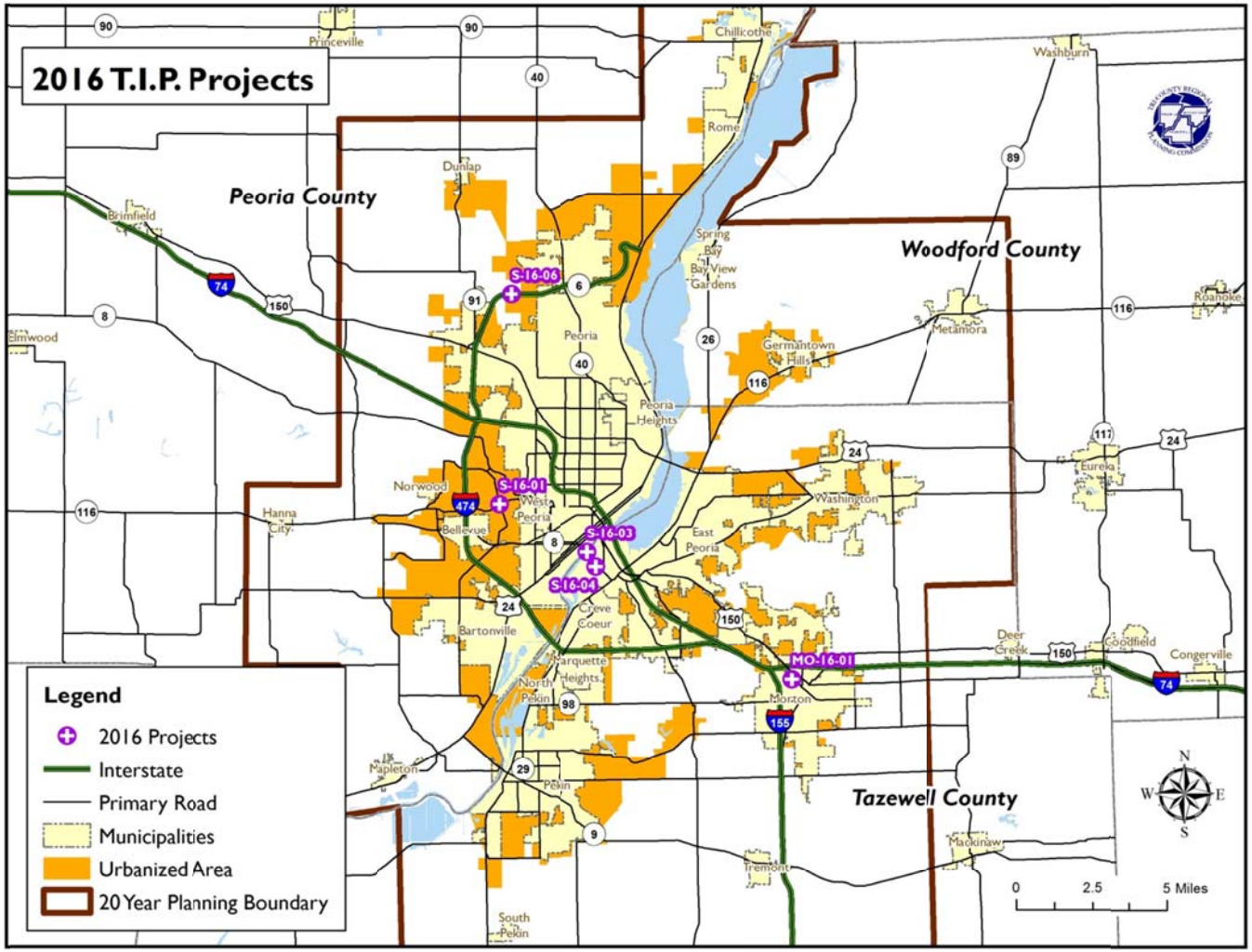
2014-2017

	Project / Sponsor / County	Location		Action / Comments	Funding Source		Total Cost
1	**IL 29**	*Termini:*	Boyd's Hollow .5 miles south of Mossville	Bridge Replacement	**STP-URB**	**1,200,000**	
					State Match	**300,000**	
		Contract #:	68481				
	IDOT Project	*TIP #:*	**S-15-01 (Formerly S-13-13)**				
	Peoria	*PPS #:*	4-14515-0100				**$ 1,500,000**
2	**IL 116**	*Termini:*	N. Carole Street in Hanna City to east of Greengold Road	Bi-Direct Left Turn Lane	**HSIP Safety - State**	**1,817,000**	
					STP-URB	**448,000**	
		Contract #:	68B08		**Restrict State Match**	**202,000**	
	IDOT Project	*TIP #:*	**S-15-02 (Formerly S-14-04)**		**State Match**	**83,000**	
	Peoria	*PPS #:*	4-40610-2213				**$ 2,550,000**
3	**IL 8**	*Termini:*	Over BN Railroad at Edwards	Bridge Replacement	**STP-Rural-State**	**3,064,000**	
					State Match	**766,000**	
		Contract #:	68799				
	IDOT Project	*TIP #:*	**S-15-03**				
	Peoria	*PPS #:*	4-09300-0100				**$ 3,830,000**
4	**Peoria Heights Trailhead**	*Termini:*	Marietta Avenue & Columbus Avenue	Enhancement / Bike Trail Head	**STP-Urban**	**390,600**	
					Local	**499,912**	
		Contract #:					
	Peoria Heights	*TIP #:*	**PH-15-01 (Formerly PH-13-01)**				
	Peoria	*PPS #:*	4-10494-0000				**$ 890,512**
5	**Walnut St.**	*Termini:*	Walnut St.	Roadway Reconstruction	**STU**	**280,000**	
					Local	**70,000**	
		Contract #:					
	Chillicothe	*TIP #:*	**C-15-01**				
	Peoria	*PPS #:*					**$ 350,000**

6	HSIP	*Termini:*	Old Galena Road and State Street	Intersection reconstruction from stop control to roundabout	HSIP-FHWA	144,000	
		Contract #:			STP-Urban	1,800,000	
					PE-FHWA	160,000	
	Peoria County	*TIP #:*	PC-15-01 (Formerly PC-14-02)		Local	807,500	
	Peoria	*PPS #:*				Total:	$ 2,911,500

FISCAL YEAR 2016

TRANSPORTATION PROJECTS



Peoria/Pekin Urbanized Area Transportation Study

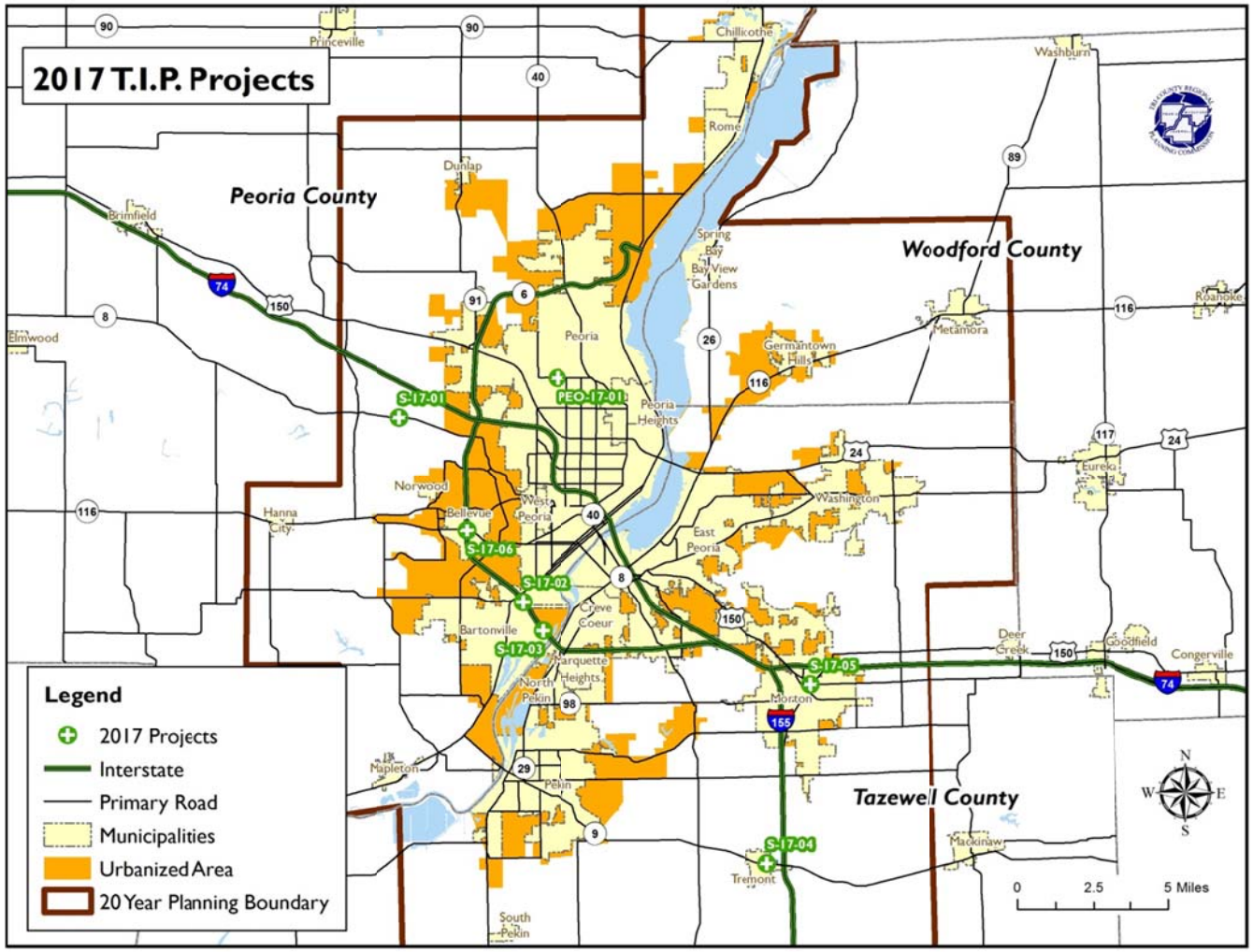
2014-2017

	Project / Sponsor / County	Location		Action / Comments	Funding Source		Total Cost
1	**Farmington Road FAU (6659)**	*Termini:*	At Kickapoo Creek Road west of Peoria	Bridge replacement and intersection reconstruction	**STP Rural**	**6,355,000**	
					State Match	**1,589,000**	
		Contract #:	68185				
	IDOT Project	*TIP #:*	**S-16-01**				
	Peoria	*PPS #:*	4-00017-0100			**Total:**	**$ 7,944,000**
2	**IL 8 / IL 116 / Cedar Street**	*Termini:*	Illinois River and TZPR RR	Bridge Rehabilitation	**NHPP-State**	**8,000,000**	
					State Match	**2,000,000**	
		Contract #:	68A93				
	IDOT Project	*TIP #:*	**S-16-03**				
	Tazewell / Peoria	*PPS #:*	4-01510-0700				**$ 10,000,000**
3	**IL 8 / IL 116 / Cedar Street**	*Termini:*	Illinois River and TZPR RR	Construction Engineering	**NHPP-State**	**400,000**	
					State Match	**100,000**	
		Contract #:					
	IDOT Project	*TIP #:*	**S-16-04**				
	Tazewell / Peoria	*PPS #:*	4-01510-0701				**$ 500,000**
4	**District Wide Safety Improvements**	*Termini:*	Various	Safety Improvements	**HSIP Safety-State**	**1,817,000**	
					Restrict State Match	**202,000**	
		Contract #:					
	IDOT Project	*TIP #:*	**S-16-05**				
	District-Wide	*PPS #:*	4-40610-2016			**Total:**	**$ 2,019,000**
5	**IL 6**	*Termini:*	South of Mossville Road to .7 Miles north of Hoerr's Pond	Resurfacing, Patching, Shoulder Repair	**NHPP-State**	**4,000,000**	
					State Match	**1,000,000**	
		Contract #:					
	IDOT Project	*TIP #:*	**S-16-06 (Formerly S-12-05)**				
	Peoria	*PPS #:*	4-00112-0150				**$ 5,000,000**

6	**Detroit Avenue FAU (6727)**	***Termini:***	US 150 (Jackon Street) intersection to 1,600 ft. south	Roadway widening, signal upgrades, storm sewers, curb and gutter, and bike trail	**STP-Urban**	**1,866,000**	
					Local Match	**802,000**	
		Contract #:					
	Morton	***TIP #:***	**MO-16-01**				
	Tazewell	***PPS #:***				**Total:**	**$ 2,668,000**

FISCAL YEAR 2017

TRANSPORTATION PROJECTS



Peoria/Pekin Urbanized Area Transportation Study

2014-2017

	Project / Sponsor / County	Location		Action / Comments	Funding Source		Total Cost
1	IL 8	*Termini:*	Kickapoo Creek tributary 1.5 Miles east of Edwards	Bridge Replacement	STP-Rural-State	840,000	
					State Match	210,000	
		Contract #:	68756				
	IDOT Project	*TIP #:*	S-17-01				
	Peoria	*PPS #:*	4-00170-0300				$ 1,050,000
2	I-474 / US 24	*Termini:*	Illinois River	Bridge Painting	NHPP-State	12,875,000	
					State Match	1,431,000	
		Contract #:	68B00				
	IDOT Project	*TIP #:*	S-17-02				
	Peoria	*PPS #:*	4-01481-0000				$ 14,306,000
3	I-474 / US 24	*Termini:*	Illinois River	Construction Engineering	NHPP-State	1,120,000	
					State Match	124,000	
		Contract #:					
	IDOT Project	*TIP #:*	S-17-03				
	Peoria	*PPS #:*	4-01481-0003				$ 1,244,000
4	IL 9	*Termini:*	WCL of Tremont to west of I-155 Ramps	Resurfacing, Bi-Direct Turn Lane	STP-Rural-State	1,920,000	
					State Match	480,000	
		Contract #:	68A65				
	IDOT Project	*TIP #:*	S-17-04				
	Tazewell	*PPS #:*	4-20670-0300				$ 2,400,000
5	US 150	*Termini:*	At Jackson Street and Main Street in Morton	Intersection Reconstruction	State Only	2,710,000	
					Local Only	290,000	
		Contract #:	68A45				
	IDOT Project	*TIP #:*	S-17-05				
	Tazewell	*PPS #:*	4-20675-0100				$ 3,000,000

6	I-474	*Termini:*	Over IL 116 (Plank Rd)	Bridge Replacement	NHPP - State	3,285,000	
					State Match	365,000	
		Contract #:	68884				
	IDOT Project	*TIP #:*	S-17-06 (Formerly S-11-02)				
	Peoria	*PPS #:*	4-00181-0400			Total:	$ 3,650,000

7	District Wide Safety Improvements	*Termini:*	Various	Safety Improvements	HSIP Safety - State	1,817,000	
					Restrict State Match	202,000	
		Contract #:					
	IDOT Project	*TIP #:*	S-17-07				
	District-Wide	*PPS #:*	4-40610-2017			Total:	$ 2,019,000

8	Northmoor Road (Stage 4)	*Termini:*	Hamilton Rd to University St	Reconstruction, additional turn lanes	STP-Urban	3,255,000	
					Local	1,395,000	
		Contract #:					
	Peoria	*TIP #:*	PEO-17-01				
	Peoria	*PPS #:*				Total:	$ 4,650,000

MASS TRANSIT PROJECTS

INTRODUCTION

Mass Transit funds are primarily controlled by the mass transit agency, IDOT, and the Federal Transportation Administration (FTA). The local transit agency CityLink, which is also known as the Greater Peoria Mass Transit District, handles a majority of the region's mass transit needs. CityLink's jurisdiction includes the communities of Peoria, Peoria Heights, and West Peoria. They contractually serve the communities of East Peoria, Pekin, and Bartonville.

The transit services are funded through a variety of sources. Listed on the following pages are expenditures expected by the transit district over the next four years.

CONSOLIDATED VEHICLE PROCUREMENT (CVP), JOB ACCESS AND REVERSE COMMUTE (JARC), AND NEW FREEDOM PROGRAM FUNDS

	Project / Sponsor / County	Location		Action / Comments	Funding Source		Total Cost
1	EPIC Vehicle Replacement	*Termini:*	City of Peoria, Peoria County	Replacement of 2 mini-vans with high mileage.	FTA (Section 5310)	75,000	
		Contract #:					
	IDOT Consolidated Vehicle Procurement Program	*TIP #:*	MT-14-01				
	Peoria	*PPS #:*				Total:	$ 75,000
2	Peoria County Urbanized Area Gaps	*Termini:*	City of Peoria, Village of Chillicothe, Mossville Township	Operating funds to transport individuals to the Caterpillar-Mossville plant and to day programs at EPIC and CWTC	FTA (Section 5316)	33,050	
					Local Match	33,050	
		Contract #:					
	Peoria County	*TIP #:*	MT-14-02				
	Peoria	*PPS #:*				Total:	$ 66,100
3	Peoria County Urbanized Area Gaps	*Termini:*	City of Peoria, Village of Chillicothe, Mossville Township	Operating funds to transport disabled individuals to day programs at EPIC and CWTC	FTA (Section 5317)	33,050	
					Local Match	33,050	
		Contract #:					
	Peoria County	*TIP #:*	MT-14-03				
	Peoria	*PPS #:*				Total:	$ 66,100

FISCAL YEAR 2014 MASS TRANSIT PROJECTS

FISCAL YEAR 2014					
Capital Items	Quantity	Funding Source	Total Cost	FTA	I-DOT/Local
Transit Coaches	5	I-DOT/Local/FTA 5307/09	$2,000,000	$1,600,000	$400,000
Paratransit Vehicles	5	I-DOT/Local/FTA 5307/09	$500,000	$400,000	$100,000
ADP Hardware		I-DOT/Local/FTA 5307	$100,000	$80,000	$20,000
Two-Way Communication System		I-DOT/Local/FTA 5307	$220,000	$176,000	$44,000
ADP Software		I-DOT/Local/FTA 5307	$75,000	$60,000	$15,000
Support Vehicles		I-DOT/Local/FTA 5307	$175,000	$140,000	$35,000
Shop Equipment		I-DOT/Local/FTA 5307	$225,000	$180,000	$45,000
Misc. Support Equipment		I-DOT/Local/FTA 5307	$300,000	$240,000	$60,000
Parts & Core Return Building		I-DOT/Local/FTA 5307	$50,000	$40,000	$10,000
Industrial Wheel Heat Recovery Systems		I-DOT/Local/FTA 5307	$150,000	$120,000	$30,000
Remodel Dispatch Area Maintenance Bld		I-DOT/Local/FTA 5307	$35,000	$28,000	$7,000
Update Fuel Island/ Automated Information		I-DOT/Local/FTA 5307	$150,000	$120,000	$30,000
Remodel CSR Area Counters Storage & Work Area		I-DOT/Local/FTA 5307	$15,000	$12,000	$3,000
Construct Access Road		I-DOT/Local/FTA 5307	$250,000	$200,000	$50,000
Fluid Hose Reel System & Infrastructure		I-DOT/Local/FTA 5307	$30,000	$24,000	$6,000
HVAC System for Office Space in Maintenance Bld		I-DOT/Local/FTA 5307	$25,000	$20,000	$5,000
Engine Exhaust Systems		I-DOT/Local/FTA 5307	$60,000	$48,000	$12,000
Radiant Heat System in Service Lane		I-DOT/Local/FTA 5307	$100,000	$80,000	$20,000
Enclose Area Between Maintenance Bld		I-DOT/Local/FTA 5307	$25,000	$20,000	$5,000
Misc.Office Equipment		I-DOT/Local/FTA 5307	$50,000	$40,000	$10,000
Shelters		I-DOT/Local/FTA 5307	$50,000	$40,000	$10,000
Preventative Maintenance		I-DOT/Local/FTA 5307	$2,600,000	$2,080,000	$520,000
Transit Planning		I-DOT/Local/FTA 5307	$950,000	$760,000	$190,000
Tire Lease		I-DOT/Local/FTA 5307	$100,000	$80,000	$20,000
TOTAL			$8,235,000	$6,588,000	$1,647,000

FISCAL YEAR 2015 MASS TRANSIT PROJECTS

FISCAL YEAR 2015					
Capital Items	Quantity	Funding Source	Total Cost	FTA	I-DOT/Local
Transit Coaches	5	I-DOT/ Local/FTA 5307/09	$2,050,000	$1,640,000	$410,000
Intelligent Transportation System		I-DOT/Local/FTA 5307/09	$2,400,000	$1,920,000	$480,000
Paratransit Vehicles	5	I-DOT/ Local/FTA 5307/09	$550,000	$440,000	$110,000
ADP Hardware		I-DOT/Local/FTA 5307	$75,000	$60,000	$15,000
ADP Software		I-DOT/Local/FTA 5307	$150,000	$120,000	$30,000
Support Vehicles		I-DOT/Local/FTA 5307	$100,000	$80,000	$20,000
Shop Equipment		I-DOT/Local/FTA 5307	$125,000	$100,000	$25,000
Enhancement Projects		I-DOT/Local/FTA 5307	$50,000	$40,000	$10,000
Misc. Support Equipment		I-DOT/Local/FTA 5307	$300,000	$240,000	$60,000
Paint Floor South Garage Pit Area		I-DOT/Local/FTA 5307	$25,000	$20,000	$5,000
Pave Parking Lot Admin/Maintenance		I-DOT/Local/FTA 5307	$75,000	$60,000	$15,000
Pave/Concrete Lots Where Houses Were Torn Down		I-DOT/Local/FTA 5307	$128,000	$102,400	$25,600
Security Gate with Fob Access Steps Engineering		I-DOT/Local/FTA 5307	$25,000	$20,000	$5,000
Security Fence Around Pave Lots VanBuren St		I-DOT/Local/FTA 5307	$50,000	$40,000	$10,000
HVAC System Admin Bld		I-DOT/Local/FTA 5307	$75,000	$60,000	$15,000
Service Truck		I-DOT/Local/FTA 5307	$48,000	$38,400	$9,600
Fence Around Entire Property		I-DOT/Local/FTA 5307	$100,000	$80,000	$20,000
High Speed Barrier Gate		I-DOT/Local/FTA 5307	$16,000	$12,800	$3,200
Hard Pipe Steam Cleaner & Air Lines into Pit Areas		I-DOT/Local/FTA 5307	$21,000	$16,800	$4,200
Misc.Office Equipment		I-DOT/Local/FTA 5307	$100,000	$80,000	$20,000
Preventative Maintenance		I-DOT/Local/FTA 5307	$2,700,000	$2,160,000	$540,000
Transit Planning		I-DOT/Local/FTA 5307	$975,000	$780,000	$195,000
Tire Lease		I-DOT/Local/FTA 5307	$105,000	$84,000	$21,000
TOTAL			$10,243,000	$8,194,400	$2,048,600

FISCAL YEAR 2016 MASS TRANSIT PROJECTS

FISCAL YEAR 2016					
Capital Items	Quantity	Funding Source	Total Cost	FTA	I-DOT/Local
35' Low Floor Transit Coaches	5	I-DOT/ Local/FTA 5307/09	$2,100,000	$1,680,000	$420,000
Paratransit Vehicles	5	I-DOT/ Local/FTA 5307/09	$575,000	$460,000	$115,000
Intelligent Transportation System		I-DOT/Local/FTA 5307/09	$2,600,000	$2,080,000	$520,000
ADP Hardware		I-DOT/Local/FTA 5307	$150,000	$120,000	$30,000
ADP Software		I-DOT/Local/FTA 5307	$200,000	$160,000	$40,000
Enhancement Projects		I-DOT/Local/FTA 5307	$50,000	$40,000	$10,000
Support Vehicles		I-DOT/ Local/FTA 5307	$100,000	$80,000	$20,000
Shop Equipment		I-DOT/Local/FTA 5307	$250,000	$200,000	$50,000
Misc. Support Equipment		I-DOT/Local/FTA 5307	$375,000	$300,000	$75,000
Misc.Office Equipment		I-DOT/Local/FTA 5307	$125,000	$100,000	$25,000
Preventative Maintenance		I-DOT/Local/FTA 5307	$2,800,000	$2,240,000	$560,000
Transit Planning		I-DOT/Local/FTA 5307	$995,000	$796,000	$199,000
Tire Lease		I-DOT/Local/FTA 5307	$107,000	$85,600	$21,400
TOTAL			**$10,427,000**	**$8,341,600**	**$2,085,400**

FISCAL YEAR 2017 MASS TRANSIT PROJECTS

FISCAL YEAR 2017					
Capital Items	Quantity	Funding Source	Total Cost	FTA	I-DOT/Local
35' Low Floor Transit Coaches	5	I-DOT/ Local/FTA 5307/09	$2,150,000	$1,720,000	$430,000
Paratransit Vehicles	5	I-DOT/ Local/FTA 5307/09	$600,000	$480,000	$120,000
Intelligent Transportation System		I-DOT/Local/FTA 5307/09	$2,600,000	$2,080,000	$520,000
ADP Hardware		I-DOT/Local/FTA 5307	$150,000	$120,000	$30,000
ADP Software		I-DOT/Local/FTA 5307	$200,000	$160,000	$40,000
Enhancement Projects		I-DOT/Local/FTA 5307	$50,000	$40,000	$10,000
Support Vehicles		I-DOT/ Local/FTA 5307	$100,000	$80,000	$20,000
Shop Equipment		I-DOT/Local/FTA 5307	$250,000	$200,000	$50,000
Misc. Support Equipment		I-DOT/Local/FTA 5307	$375,000	$300,000	$75,000
Misc.Office Equipment		I-DOT/Local/FTA 5307	$125,000	$100,000	$25,000
Preventative Maintenance		I-DOT/Local/FTA 5307	$2,700,000	$2,160,000	$540,000
Transit Planning		I-DOT/Local/FTA 5307	$995,000	$796,000	$199,000
Satellite Facility		I-DOT/Local/FTA 5307	$6,000,000	$4,800,000	$1,200,000
Tire Lease		I-DOT/Local/FTA 5307	$105,000	$84,000	$21,000
TOTAL			$16,400,000	$13,120,000	$3,280,000

NON-MOTORIZED PROJECTS

TRANSPORTATION ALTERNATIVES PROGRAM

The Transportation Alternatives Program (TAP) was established within MAP-21 to provide funding for programs and projects defined as transportation alternatives, which still includes many previously eligible activities under separately funded programs. TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

Eligible Activities

The phrase "transportation alternatives" includes the following:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
    - Inventory, control, or removal of outdoor advertising;
    - Historic preservation and rehabilitation of historic transportation facilities;
    - Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
    - Archaeological activities relating to impacts from implementation of a transportation project eligible under 23 USC.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
    - Address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; or
    - Reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to defined Transportation Alternatives (as described above), the following are also eligible:

- The recreational trails program under 23 USC 206.
- The safe routes to school program from SAFETEA–LU.
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Workforce development, training, and education activities are also eligible uses of TAP funds.

Federal funds provide reimbursement up to 50 percent for right-of-way and easement acquisition costs, and up to 80 percent for preliminary engineering, utility relocations, construction engineering, and construction costs. The 20 percent or 50 percent sponsor participation must come from a local government, taxing authority, or state agency.

ILLINOIS SAFE ROUTES TO SCHOOL PROGRAM

The Illinois Safe Routes to School Program (SRTS) is administered by the Illinois Department of Transportation (IDOT). SRTS uses a multidisciplinary approach to improve conditions for students who walk or bike to school. The program has three main goals:

1. To enable and encourage children, including those with disabilities, to walk and bicycle to school;
2. To make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age; and
3. To facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity (within 2 miles) of both public and private primary and middle schools (grades K-8). Illinois Safe Routes to School funds both infrastructure improvements to the physical environment as well as non-infrastructure projects. Eligible project sponsors include schools and school districts, governmental entities and non-profit organizations. Projects may be organized on a variety of jurisdictional levels.

Key features of the Illinois SRTS Program include:

- Projects are funded at 100% with no local match required.
- Between 70% and 90% of funds will support infrastructure projects. 10% to 30% of funds will support non-infrastructure programs.
- All applications require an approved Illinois School Travel Plan.
- Only those projects and programs included in the corresponding School Travel Plan are eligible for funding.
- Multiple projects may be applied for by a single Sponsoring Agency, using a single application.
- School Travel Plans and funding applications are accepted only through an online application process.

Safe Routes to School programs utilize the five "E's" in seeking to improve the school walking and cycling environment: Engineering, Education, Enforcement, Encouragement and Evaluation.

While the Safe Routes to School program still exists, as a result of the MAP-21 legislation, the program does not have its own dedicated funding and must compete with other eligible activities under the Transportation Alternatives Program.

Safe Routes to School Projects

	Project / Sponsor / County	Location		Action / Comments	Funding Source		Total Cost
1	Chillicothe SRTS	*Termini:*		1. Construct/repair/replace sidewalks 2. Install bicycle racks	SRTS	211,000	
		Contract #:	3800, 3877				
	Chillicothe	*TIP #:*	SRTS-14-01 (Formerly SRTS-13-01)				
	Peoria	*PPS #:*				Total:	$ 211,000
2	Creve Coeur SRTS	*Termini:*		Construct/repair/replace sidewalks	SRTS	245,463	
		Contract #:	3890				
	Creve Coeur	*TIP #:*	SRTS-14-02 (Formerly SRTS-13-02)				
	Tazewell	*PPS #:*				Total:	$ 245,463
3	Morton SRTS	*Termini:*		Construct/replace/repair sidewalks	SRTS	380,500	
		Contract #:	3826, 3873				
	Morton	*TIP #:*	SRTS-14-03 (Formerly SRTS-13-04)				
	Tazewell	*PPS #:*				Total:	$ 380,500
4	Washington SRTS	*Termini:*		Construct/replace/repair sidewalks	SRTS	193,752	
		Contract #:					
	Washington	*TIP #:*	SRTS-14-04 (Formerly SRTS-13-05)				
	Tazewell	*PPS #:*				Total:	$ 193,752

FUNDING SUMMARY

Fiscal Years 2014-2017					
Summary - Surface Transportation					
	2014	2015	2016	2017	
	Programmed Dollars	Programmed Dollars	Programmed Dollars	Programmed Dollars	TOTAL
Funding Source					
INT Maint	$ -	$ -	$ -	$ -	$ -
NHS-State	$ -	$ -	$ -	$ -	$ -
State	$ 8,627,621	$ 1,351,000	$ 4,891,000	$ 5,522,000	$ 20,391,621
BRR/P	$ 1,360,000	$ -	$ -	$ -	$ 1,360,000
Major BR-S	$ 2,506,009	$ -	$ 2,400,000	$ -	$ 4,906,009
STP-URB	$ 14,642,073	$ 4,118,600	$ 1,866,000	$ 3,255,000	$ 23,881,673
STP-Rural	$ 9,403,000	$ 3,064,000	$ 6,355,000	$ 2,760,000	$ 21,582,000
HSIP Safety	$ 4,747,710	$ 1,961,000	$ 1,817,000	$ 1,817,000	$ 10,342,710
Local	$ 6,486,468	$ 1,377,412	$ 802,000	$ 1,685,000	$ 10,350,880
TIGER II	$ 4,400,000	$ -	$ -	$ -	$ 4,400,000
NHPP/S	$ 4,228,000	$ -	$ 12,400,000	$ 17,280,000	$ 33,908,000
Safety	$ 800,000	$ -	$ -	$ -	$ 800,000
FHWA	$ 1,399,732	$ 160,000	$ -	$ -	$ 1,559,732
Roads Subtotal	$ 58,600,613	$ 12,032,012	$ 30,531,000	$ 32,319,000	$ 133,482,625
					$ -
IDOT/Local	$ 1,647,000	$ 2,048,600	$ 2,085,400	$ 3,280,000	$ 9,061,000
Clean Fuels II	$ -	$ -	$ -	$ -	$ 935,078
FTA 5303-07-09	$ 6,588,000	$ 8,194,400	$ 8,341,600	$ 13,120,000	$ 36,244,000
CVP/JARC/NF	$ 207,200				$ 207,200
Transit Subtotal	$ 8,442,200	$ 10,243,000	$ 10,427,000	$ 16,400,000	$ 45,512,200
					$ -
SRTS	$ 1,026,715	-	-	-	$ 1,026,715
					$ -
TOTAL	**$ 68,069,528**	**$ 22,275,012**	**$ 40,958,000**	**$ 48,719,000**	$ 180,021,540

STU PROJECTS

INTRODUCTION

The Surface Transportation Program (STP) provides 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, including intercity bus terminals. Funded by contract authority from the Highway Account of the Highway Trust Fund, funds are subject to the overall Federal-aid obligation limitation.

MAP-21 has a new approach to core formula program funding, authorizing a lump sum total instead of individual authorizations for each program. Once each State's share of the total is calculated, it is divided up by program within the State. Each year, the Peoria/Pekin Urbanized Area is designated to receive a portion of the STP funds, which are available through the State of Illinois for roadway improvements or non-roadway projects.

LOCAL POLICY

The Surface Transportation Program (STP) funds many of the projects programmed in the Transportation Improvement Program (TIP). Some transportation projects in the TIP are classified as STP-Urban (STPU). A portion of these funds is allocated to PPUATS on an annual basis to be programmed locally. Local transportation projects programmed with these funds by PPUATS are identified as Surface Transportation Program-Urban Funds (STU). STU funds can be used toward any project that permits use of STP funds.

The Peoria/Pekin Urbanized Area Transportation Study (PPUATS) has established a MAP-21 prioritization process with specific procedures and qualifying criteria for the authorization of Title 23 and FTA funds for local improvement projects within the Peoria/Pekin Urbanized Area.

ELIGIBILITY REQUIREMENTS

Highway-related projects are eligible for STP-Urban funding when they meet the following criteria, except where said criteria are explicitly waived or altered by the Policy Committee.

Basic requirements for highway-related projects to be considered for funding:

1. Roadways must be within the current MA (20-Year Metropolitan Planning Area)
2. Roadways must be functionally classified as a minor collector or above
3. Projects must be listed in the Long Range Transportation Plan
4. Projects must be ready to construct/implement
    a. A resolution of support for the project must be submitted by the local sponsoring agency
    b. Right-of-Way acquisition phase must be completed in time to make the scheduled letting

   c. Local sponsoring agency must provide a written status report annually (especially in cases of Right-of-Way acquisition)
5. A TIP sheet describing the full project must be completed (and if necessary, updated on an annual basis)

Transit-related projects shall be considered eligible for STP-Urban funds if they have obvious regional significance and if the capital needs of the area's public transit systems cannot be adequately met from other more direct or traditional transit funding sources including Federal 5307, 5309, and 5310 sources as administered through the Federal Transit Administration (FTA). Capital needs for significant transit service expansions which have good potential to reduce low-occupancy vehicular traffic, and/or traffic congestion are eligible for STP-Urban funding.

Enhancement projects shall be considered eligible for STP-Urban funding when the funding normally reserved for such projects is insufficient and the projects can be demonstrated to be of significant regional benefit similar to a highway-related project.

Ineligible Projects In the past, precedence has been set that the following types of projects will not be funded. They include: maintenance projects (i.e. asphalt overlays, mill & resurfacing, and projects that require less than 50% removal or replacement), drainage projects (i.e. bridges and culverts, unless part of a larger project), right-of-way acquisition, utility projects (installation of sanitary sewer or water mains), planning studies, corridor plans, and engineering (design and construction supervision). In addition to these projects, federal mandate does not allow Rural Minor Collectors to receive STU funding. However, some of these restrictions were waived for projects funded under the American Recovery & Reinvestment Act.

CRITERIA

In June 2013 the PPUATS committee adopted a policy for selecting projects. The policy uses a quantitative criterion to assist in evaluating projects. Three sets of criteria were established; existing roadway, new roadway and non-roadway projects. Existing roadway project criteria focuses on the five factors listed below, points are awarded under each of the subcategories.

1. Regional Significance
   a. Regional Connector
   b. Employment Center
   c. Transportation Facility
   d. Public Facility
   e. Project Phasing Continuity
2. Safety
   a. Crash Rate
   b. Crash Severity
3. Existing Conditions
   a. Average Daily Traffic
   b. Curvature
   c. Lane Modification
4. Multi-Modal

a. Pedestrians
b. Bicyclists
c. Mass Transit

PROJECT SUBMITTAL & SELECTION PROCESS

PPUATS abides by the following procedure in determining how the area's allocated STP-Urban funds shall be used.

A. Staff evaluates past projects not yet completed. Recipients of projects not yet completed shall meet with and submit to staff a written synopsis of the progress accomplished, or delays encountered, in implementing the uncompleted projects. Items evaluated by staff are ensuring local commitments are in place, including the commitments for completion of the design engineering, right-of-way acquisition, and construction costs.

B. The MPO staff submits a memorandum to the PPUATS Technical and Policy Committees documenting the status of projects currently being funded with STP-Urban funds, available fund balances, and projected fund balances in light of ongoing or previously approved projects and projected authorizations and apportionments.

C. It's at the Policy Committee's discretion to determine when projects will be considered for funding. In the past, in order to accumulate a larger pool of funds PPUATS have traditionally reviewed applications every two years. An announcement is made at the PPUATS Policy and Technical Committees whether or not this year is the "Funding Year" for STU programming.

D. Once the "Funding Year" for STU programming is announced (traditionally a two year period of funding), PPUATS participants are invited to submit applications for possible funding from the accumulated STP-Urban funds. All applications are due at Tri-County Regional Planning Commission by a date established by staff when the "Funding Year" is announced. Once a funding year has been established and solicited, the time frame of funding years cannot be extended.

E. Staff reviews all submitted applications. Staff evaluates the applications against the basic requirements to make sure the submitted applications are eligible for funding. Applications not meeting the basic requirements will not be forwarded to the Technical Committee. (An example of an application not eligible for funding would be an application for resurfacing a county highway outside of the 20 year planning boundary). If a project is found to be eligible, the remainder of the application will be checked by staff to ensure all fields are completed and data is correct.

F. A sub-committee of the PPUATS Technical Committee will be formed to review applications, and award points for regional significance. The sub-committee will also help in assigning points to projects whose values cannot be determined through the established criteria (i.e. enhancement, mass transit projects). Staff will then tally points for all projects. The advisory ranking is then determined by graphing the projects (including non-roadway projects) by their individual total number of points to identify natural breaks or clusters of projects. As these breaks occur, projects can be classified in three groups, "A", "B", and "C". "A" candidate projects are characterized as the highest scoring, while "C" projects have the lowest scoring. These groupings of projects (A, B, C) will be the advisory ranking given to the PPUATS Technical Committee.

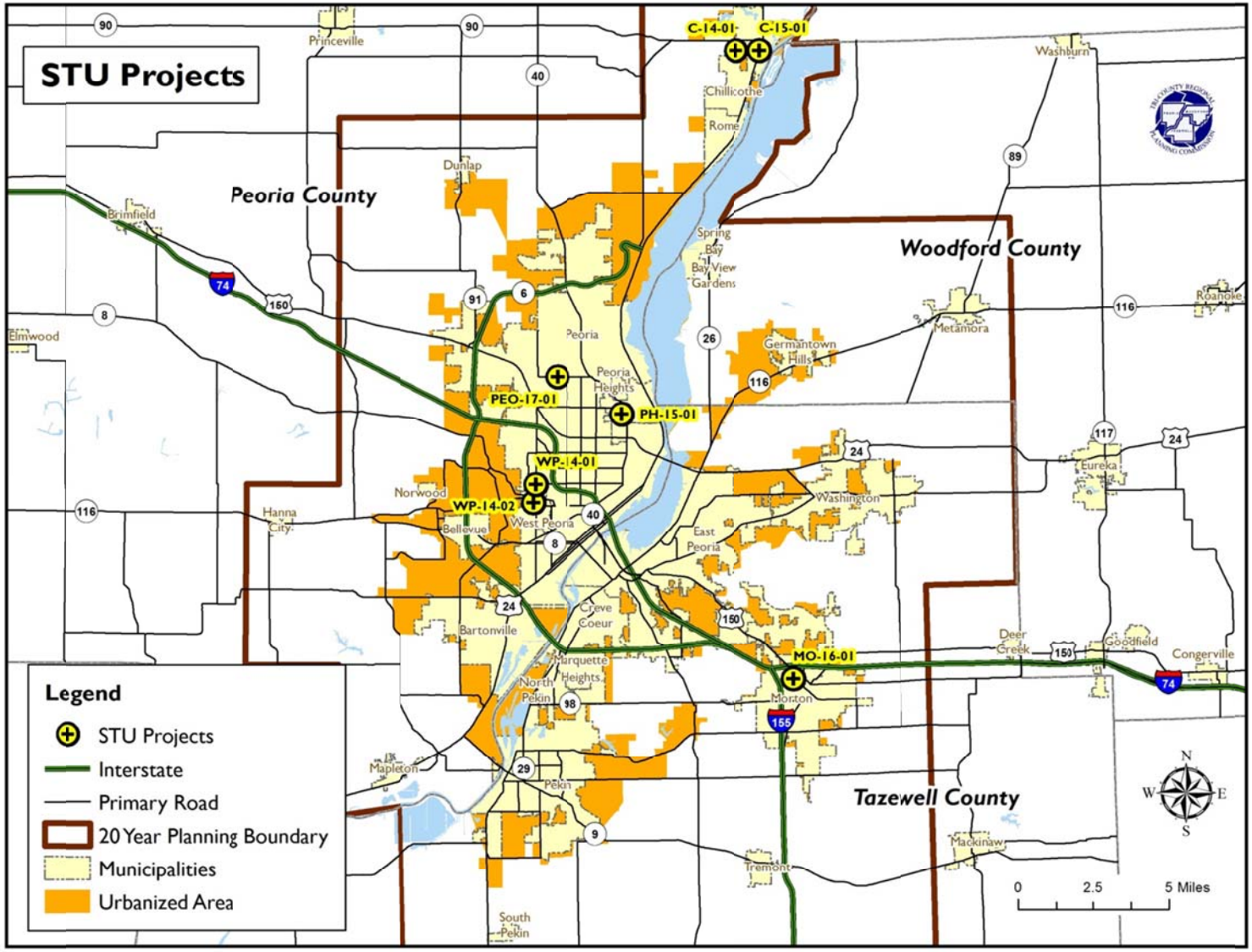
G. All the eligible STU Applications are forwarded from staff to the Technical Committee. Presentations are given on each project to the PPUATS Technical Committee. The Technical Committee reviews and evaluates the applications on a quantitative standpoint while trying to incorporate the advisory ranking. The Technical Committee may choose a lower scoring project based on funding availability, economic development, regional significance or impact, eminent safety concerns, or other non-quantitative factors. Once all the applications are evaluated, the Technical Committee makes its recommendation to the Policy Committee. The public attending this meeting are given the opportunity to hear the deliberations and the final recommendation.

H. During the "Funding Year," the Technical Committee and the Policy Committee hold a joint meeting. The purpose is to have a joint review of past projects not yet completed, and for the Technical Committee to formally present their recommendation of projects including the advisory ranking, for funding to the Policy Committee.

Policy then renders a decision on the recommended list of projects to be funded. The public attending this meeting will hear the final decision.

I. The action of the Policy Committee is incorporated into the draft TIP for the coming fiscal year and subjected to further public review and comment.

STU Projects



FISCAL YEAR	PPUATS TIP NUMBER	SPONSOR/ LOCATION	PROJECT DESCRIPTION	STU FUNDS	TOTAL COST
2014	WP-14-01	**West Peoria -** Sterling Ave from Farmington to Nebraska	Reconstruction	$1,595,000	$3,120,000
2014	WP-14-02	**West Peoria -** Sterling Ave from Farmington to Nebraska	Reconstruction	$1,575,000	$2,250,000
2014	C-14-01	**Chillicothe -** Walnut St.	Reconstruction	$20,000	$25,000
2015	PH-15-01	**Peoria Heights -** Marietta Avenue & Columbus Avenue	Enhancement / Bike Trail Head	$390,600	$890,512
2015	C-15-01	**Chillicothe -** Walnut St.	Reconstruction	$280,000	$350,000
2016	MO-16-01	**Morton -** Detroit Avenue at US 150 to 1,600 ft. south	Widening, signal upgrades, curb and gutter, storm sewers, bike trail	$1,866,000	$2,668,000
2017	PEO-17-01	**Peoria -** Northmoor Road	Reconstruction, additional turn lanes	$3,255,000	$4,650,000

APPENDIX

ABBREVIATIONS

S- State of Illinois, **L**- Local Roads Project, **PC**- Peoria County, **TZ**- Tazewell County, **WC**- Woodford County, **BA-** Village of Bartonville, **BE**- Village of Bellevue
N- Village of Norwood, **PEO**- City of Peoria, **PH**- Village of Peoria Heights, **WP**- Village of West Peoria, **CC**- Village of Creve Coeur, **EP**- City of East Peoria,
MO- Village of Morton, **MH**- Village of Marquette Heights, **NP**- Village of North Pekin, **PEK**- City of Pekin, **SP**- South Pekin, **WA**- City of Washington
GPMTD- Greater Peoria Mass Transit District, **PMBS**- Pekin Municipal Bus Service, **C**- City of Chillicothe

COMMON IMPROVEMENTS

BDW- Bridge Deck Waterproofing, **BRP**- Bridge Painting, **BRR**- Bridge Rehabilitation, **BRX**- Bridge Removal, **NBR**- Bridge Replacement

CG-Curbing and Gutter: *The addition of curbing and gutter to an existing roadway.*

CE-Construction Engineering: *Consultant inspection of a project as it is being built.*

CM- Cold Milling: *The process of grinding off a portion of roadway surface before the overlay of new road material. This is done to correct the cross-slope of pavement and eliminate rutting, providing a more uniform overlay thickness for an upcoming pavement operation.*

DX- Demolition

GR- Grading: *Grading is the "earthwork" portion of a project whereby earth is manipulated to accommodate a new road or road improvement.*

ICN- Intersection Construction

INI- Intersection Improvement: *The most common improvements include addition of turn lanes, improvement of signals and improvement of geometrics.*

LA- Land Acquisition, **LTG-** Lighting, **Misc-**Miscellaneous, **PAV-** Paving, **PEI-** (Preliminary Engineering Phase I): *Work that results in design reports.*

PE II (Preliminary Engineering Phase II): *Work that results in plans and contracts for construction.*

RC (Reconstruction): *The introduction of new pavement to a roadway. Drainage, geometrics and lighting are also a part of reconstruction projects.*

RL- Relocation, **ROW-** Right of Way Acquisition, **RR-** Railroad Crossing Improvement/Reconstruction, **RRR-** Railroad Crossing Relocation

RRX- New Railroad Crossing

RS- Resurfacing, **SG-** Signalization

SM- Scour Mitigation: *Prevention of streambed erosion (Scour) from occurring under bridge piers and/or abutments. This erosion can damage ground support for bridge structures.*

SU- Surface Maintenance, **SW-**Sidewalk, **TS-** Traffic Signals, **TSM-** Modernize Traffic Signals, **UA-** Utility Adjustment

FUNDING SOURCES

Local: County, municipality, or transit district. Local money is often associated with a required match on federal money

State: State of Illinois (IDOT).

Federal: Several Federal Funds are used for Transportation Projects. Most of the Federal Funds are listed below:

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

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

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.*

Surface Transportation Program (STP): *Federal funding program covering many surface transportation projects. Eligible projects include: roads; transit; carpool; safety; research and development; traffic monitoring, management and control facilities; planning programs; enhancement activities; control measures; management systems; environmental projects; intelligent transportation systems; pollution abatement and environmentally acceptable de-icing compositions. All STP projects require a 20% match (sometimes paid by the state and/or locally).*

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

Surface Transportation Program-Urban (STP-URB): *Surface Transportation Program funds aimed to be spent within the planning area of urbanized areas with populations exceeding 200,000. A 20% match is required (often paid by the state).*

Surface Transportation Program-Urban Funds (programmed at the MPO level **(STU)**): *On an annual basis, the MPO receives an allotment of funds to program towards area transportation projects. Typically, this money is programmed every two to three years in order to accumulate more funds.*

Illinois Transportation Enhancement Program (ITEP): *States must dedicate at least 10% of STP funds to projects serving to enhance the transportation system. Such projects include bicycle trails, scenic roads and historic preservation.*

Sec 5307: *Federal Transit Administration capital programs, urbanized area*

Sec 5309: *Federal Transit Administration Capital funds*

Sec 5310: *Federal Transit Administration rural funding*

DISC: *Federal Transit Administration, Sec 5309 discretionary.*

A complete guide and listing of Federal aid programs for transportation projects can be found online at the following link –

http://www.fhwa.dot.gov/federalaid/projects.pdf

GLOSSARY

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

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

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

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

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

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

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

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 TCRCP comes through FHWA.

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

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

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

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

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

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

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

Moving Ahead for Progress in the 21st Century (MAP-21): is the Federal transportation bill signed into law in 2012. MAP-21 is the latest funding and authorization bill to govern federal surface transportation spending. The approval of MAP-21 resulted in the consolidation and elimination of a number of federal aid programs, as well as an increased emphasis on asset management and performance measures.

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

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

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

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

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

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

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

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

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

Volume to Capacity (V/C) Ratio: V/C Ratio is a way to determine whether a roadway or intersection is congested. A V/C ratio below "1" means that there is excess capacity. A V/C ration over "1" indicates that a roadway or intersection is handling more vehicles then it is designed for.

ENVIRONMENTAL JUSTICE

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

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

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

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

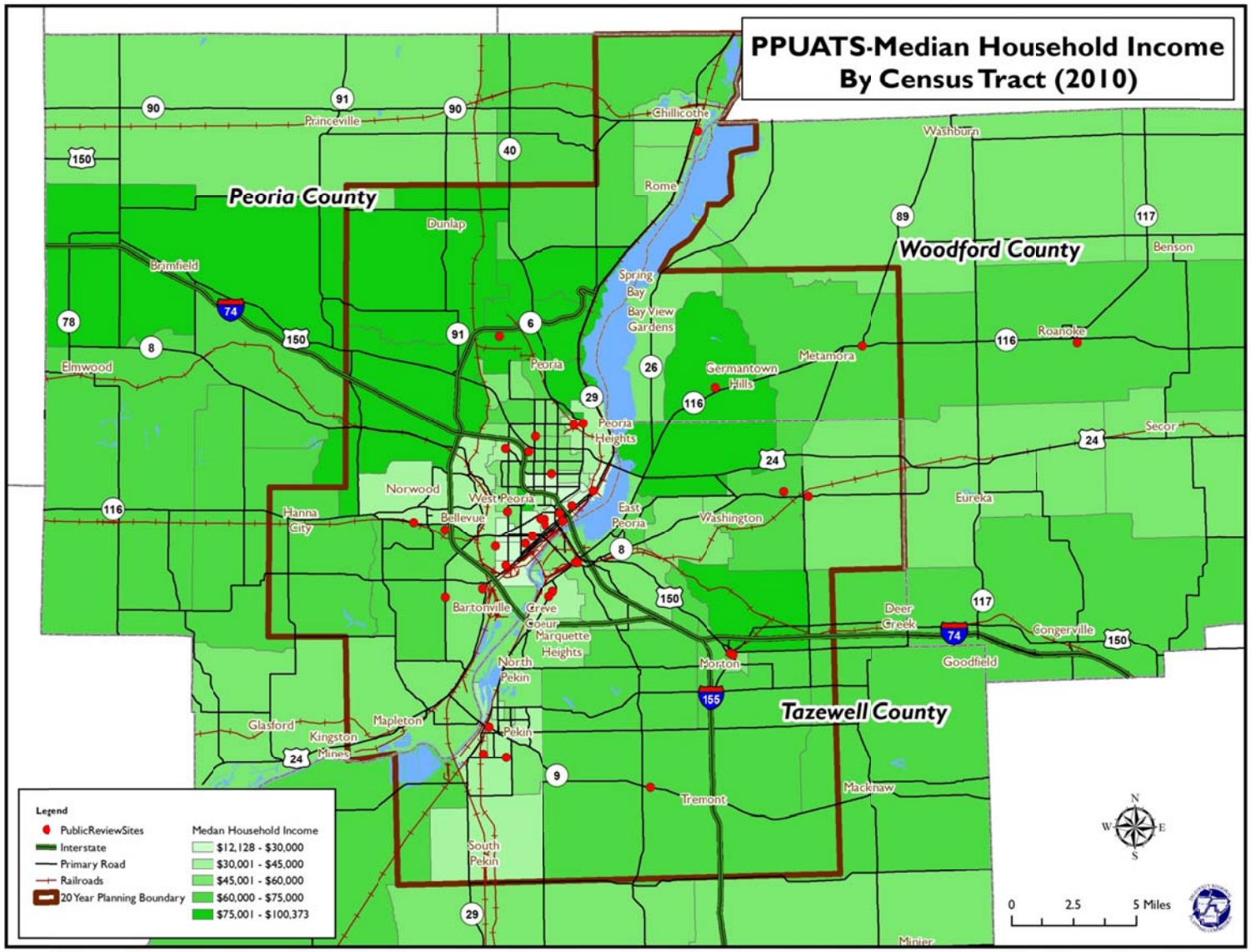
The overall goal of the Executive Order is to ensure that all communities and person, across the nation live in a safe and healthy environment. Further, the Order recognizes that many undeniably beneficial public works projects, infrastructure improvements and governmental actions are often accompanied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

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

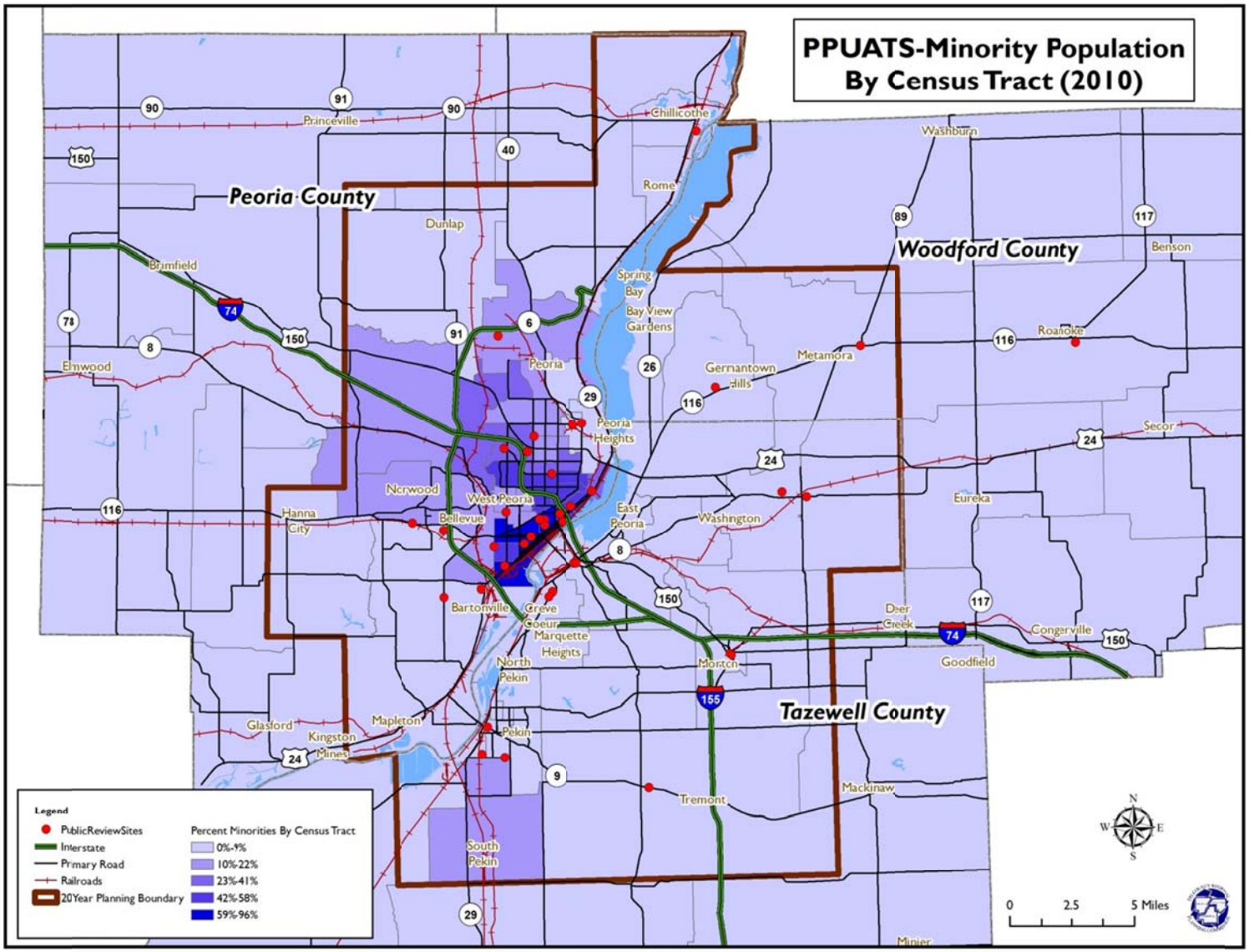
As a matter of policy, Title VI/Environmental Justice is incorporated into all of PPUATS transportation planning efforts. PPUATS is committed in taking into account its decision-making on the views of historically under-served constituencies, including minority communities and low-income residents.

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

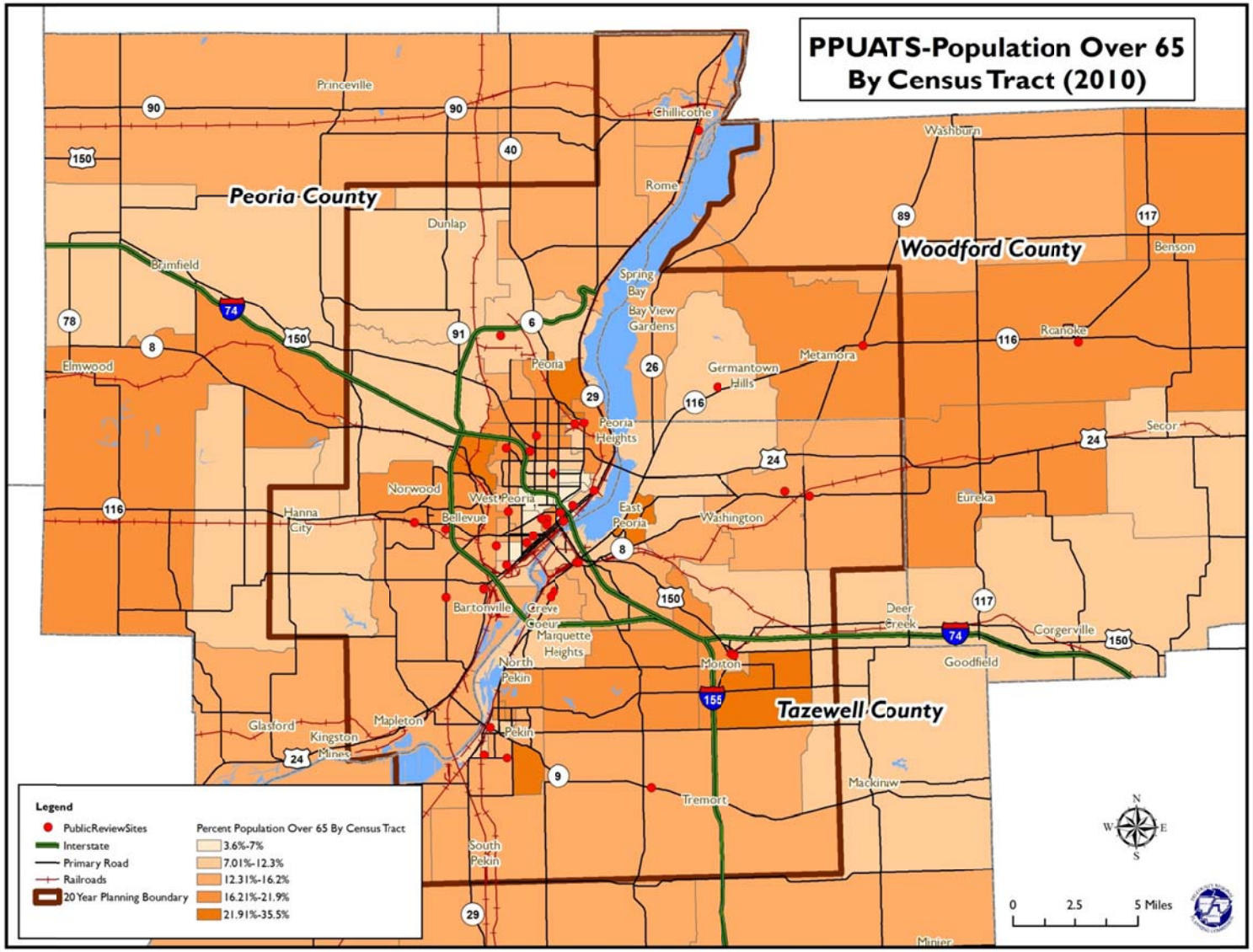
LOW INCOME MAP



MINORITY MAP



ELDERLY MAP


PPUATS-Population Over 65
By Census Tract (2010)
Peoria County
Woodford County
Tazewell County
Princeville
Chillicothe
Washburn
Rome
Dunlap
Brimfield
Elmwood
Spring Bay
Bay View Gardens
Peoria
Germantown Hills
Metamora
Roanoke
Benson
Secor
Eureka
Peoria Heights
Norwood
West Peoria
East Peoria
Washington
Hanna City
Bellevue
Bartonville
Greve
Goeur
Marquette Heights
North Pekin
Morton
Deer Creek
Corgerville
Goodfield
Glasford
Kingston Mines
Mapleton
Pekin
South Pekin
Tremont
Mackinaw
Legend
PublicReviewSites
Interstate
Primary Road
Railroads
20 Year Planning Boundary
Percent Population Over 65 By Census Tract
3.6%-7%
7.01%-12.3%
12.31%-16.2%
16.21%-21.9%
21.91%-35.5%
0
2.5
5 Miles

PUBLIC INVOLVEMENT

PUBLIC NOTICE

Ad #: 4361805

Certificate of Publication

STATE OF ILLINOIS,
ss
County of Peoria.

The Peoria Journal Star, Inc. (which is incorporated and doing business under and by virtue of the Laws of the State of Illinois) HEREBY CERTIFIES that it is the printer and publisher of the Journal Star, which is a public secular newspaper of general circulation printed and published daily in the City of Peoria, County of Peoria and State of Illinois, and that said newspaper has been regularly published in said City for at least one (1) year prior to the first publication of the notice hereto attached.

Said Corporation further certifies that the said notice entitled: **"2014-2017 Transportation Improvement Program - NOTICE OF CIT"** hereto attached has been published **3 time(s)** in the Peoria Journal Star, on the following respective dates:

The	18th	day of	June	A.D.,	2013	in class	0182
The	19th	day of	June	A.D.,	2013	in class	0182
The	20th	day of	June	A.D.,	2013	in class	0182

IN WITNESS WHEREOF, the said Corporation has caused this Certificate to be signed in its name on its behalf by **Pamela Heger** this **20th** day of **June** A.D., **2013**.

The Peoria Journal Star, Inc.

By: Pamela Heger

Notices

Legal Notice Legal Notice Legal Notice

2014-2017 Transportation Improvement Program
- NOTICE OF CITIZEN REVIEW -

As the Peoria/Pekin Urbanized Area's Metropolitan Planning Organization (MPO), the Tri-County Regional Planning Commission (TCRPC) is opening its **Fiscal Year 2014-2017 Transportation Improvement Program (TIP)** for public review and comment. The FY 2014-2017 TIP represents all federally-funded surface transportation projects in the Peoria/Pekin Metropolitan Planning Area. The program document details actions prioritized for implementation during a four-year period starting July 1, 2013, and ending June 30, 2017.

The review and comment period begins **June 19, 2013 and ends on July 18, 2013**. During that period all questions and comments, written or oral, should be directed to:

Attn: Transportation Improvement Program
Tri-County Regional Planning Commission
One Technology Plaza
211 Fulton, Suite 207
Peoria, Illinois 61602
(309) 673-9330
(309) 673-9802 (fax)
ksmith@tricountyrpc.org (email)

Tri-County Regional Planning Commission (TCRPC) will be holding three public hearings on the FY 2014-2017 TIP:

1. **June 19**, PPUATS Technical Committee, **9:00 am**; Tri-County Regional Planning Commission, , One Technology Plaza- 211 Fulton, Suite 207, Peoria, IL 61602
2. **June 27** Tri-County Regional Planning Commission Meeting, **5:30 pm**; Tri-County Regional Planning Commission, One Technology Plaza- 211 Fulton, Suite 207, Peoria, IL 61602
3. **July 3**; PPUATS Policy Committee, **9:00 am**; Tri-County Regional Planning Commission, One Technology Plaza- 211 Fulton, Suite 207, Peoria, IL 61602

All comments will be duly noted and considered prior to final approval by the PPUATS Policy Committee at 9:00 am on Wednesday, July 3, 2013.

The TIP can be viewed at one of 39 public review sites or online at the Tri-County Regional Planning Commission Website at **www.tricountyrpc.org**

The following page lists the review locations in the urbanized area where the FY 2014-2017 TIP will be open for review from June 19, 2013, through the close of business on July 18, 2013.

Public Review Sites

1. **Alpha Park Public Library**, 3527 S Airport Rd, Bartonville, IL 61607
2. **Carver Community Center**, 710 W Third Ave, Peoria, IL 61605
3. **City Link**, 2105 NE Jefferson Ave, Peoria, IL 61603
4. **City of Chillicothe**, 908 N Second St, Chillicothe, IL 61523
5. **City of East Peoria Planning**, 100 S Main St, East Peoria, IL 61611
6. **City of Pekin**, Pekin Service Center, 1130 Koch St, Pekin, IL 61554
7. **City of Pekin**, Public Works Dept, 111 S Capitol St, Pekin, IL 61554
8. **City of Peoria Engineering**, 3505 Dries Lane, Peoria, IL 61604
9. **City of Washington**, 301 Walnut St, Washington, IL 61571
10. **City of West Peoria**, 2506 W Rohmann, West Peoria, IL 61604
11. **Creve Coeur Public Library**, 311 N Highland Ave, Creve Coeur, IL 61610
12. **Fondulac District Library**, 140 E Washington St, East Peoria, IL 61611
13. **Friendship House**, 800 NE Madison Ave, Peoria, IL 61603
14. **IDOT District IV**, 401 Main St, Peoria, IL 61602
15. **Morton Public Library**, 315 W Pershing, Morton, IL 61550
16. **Neighborhood House**, 1020 S Matthews, Peoria, IL 61605
17. **Pekin Public Library**, 301 S 4th St, Pekin, IL 61554
18. **Peoria County Hwy**, 6915 W Plank Rd, Peoria, IL 61604
19. **Peoria Heights Public Library**, 816 E. Glen Ave, Peoria Heights, IL 61616
20. **Peoria Housing Authority**, 100 S Richard Pryor Place, Peoria, IL 61605
21. **Peoria Housing Authority**, 2601 Reservoir Blvd, Peoria, IL 61615
22. **Peoria Housing Authority**, 2638 W Meidroth, Peoria, IL 61605
23. **Peoria Public Library**, 107 NE Monroe St, Peoria, IL 61602
24. **Peoria Public Library**, Lakeview Branch 1137 W Lake, Peoria, IL 61614
25. **Peoria Public Library**, Lincoln Branch, 1312 W Lincoln Ave, Peoria, IL 61605
26. **Peoria Public Library**, McClure Branch, 315 W McClure Ave, Peoria, IL 61604
27. **Peoria Public Library**, North Branch, 3091 West Grand Parkway, Peoria, IL 61615
28. **South Side Mission**, 1127 S Laramie, Peoria, IL 61605
29. **Tazewell County**, Hwy Dept, 21308 IL Rt 9, Tremont, IL 61568
30. **Tri-County Planning Commission**, 211 Fulton St., Suite 207, Peoria, IL 61602
31. **Tri-County Urban League**, 317 N MacArthur Hwy, Peoria, IL 61605
32. **Village of Bartonville**, Village Clerk's Office, 5912 S Adams St, Bartonville, IL 61607
33. **Village of Creve Coeur**, 103 N Thorncrest Ave, Creve Coeur, IL 61610
34. **Village of Germantown Hills**, 216 Holland Rd, Metamora, IL 61548
35. **Village of Metamora**, 102 N Davenport, Metamora, IL 61548

PUBLIC REVIEW SITES

1. **Alpha Park Public Library**, 3527 S Airport Rd, Bartonville
2. **Carver Community Center**, 710 W Third Ave, Peoria
3. **City Link**, 2105 NE Jefferson Ave, Peoria
4. **City of Chillicothe**, 908 N Second St, Chillicothe
5. **City of East Peoria Planning**, 100 S Main St, East Peoria
6. **City of Pekin**, Pekin Service Center, 1130 Koch St, Pekin
7. **City of Pekin**, Public Works Dept, 111 S. Capitol St, Pekin
8. **City of Peoria Engineering**, 3505 Dries Ln., Peoria
9. **City of Washington**, 301 Walnut St, Washington
10. **City of West Peoria**, 2506 W Rohmann, West Peoria
11. **Creve Coeur Public Library**, 311 N Highland Ave, Creve Coeur
12. **Fondulac District Library**, 140 E Washington St, East Peoria
13. **Friendship House**, 800 NE Madison Ave, Peoria
14. **IDOT District IV**, 401 Main St, Peoria
15. **Morton Public Library**, 315 W Pershing, Morton
16. **Neighborhood House**, 1020 S Matthew, Peoria
17. **Pekin Public Library**, 301 S 4th St, Pekin
18. **Peoria County Hwy**, 6915 W Plank Rd, Peoria
19. **Peoria Heights Public Library**, 816 E. Glen Ave, Peoria Heights
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21. **Peoria Housing Authority**, 2601 Reservoir Blvd, Peoria
22. **Peoria Housing Authority**, 2638 W Meidroth, Peoria
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24. **Peoria Public Library**, Lakeview Branch, 1137 W Lake, Peoria
25. **Peoria Public Library**, Lincoln Branch, 1312 W Lincoln Ave, Peoria
26. **Peoria Public Library**, McClure Branch, 315 W McClure Ave, Peoria
27. **Peoria Public Library**, North Branch, 3001 W Grand Pkwy, Peoria
28. **South Side Mission**, 1127 S Laramie, Peoria
29. **Tazewell County**, Hwy Dept, 21308 IL Rt 9, Tremont
30. **Tri-County Urban League**, 317 N. MacArthur Hwy, Peoria
31. **Village of Bartonville**, Village Office, 5912 S Adams St, Bartonville
32. **Village of Creve Coeur**, 103 N Thorncrest Ave, Creve Coeur
33. **Village of Germantown Hills**, 216 Holland Rd, Metamora
34. **Village of Metamora**, 102 N Davenport, Metamora
35. **Village of Morton**, Village Hall, 120 N Main St, Morton
36. **Village of Peoria Heights**, 4901 N Prospect, Peoria Heights
37. **Washington District Library**, 380 N. Wilmor Rd, Washington
38. **Woodford County Hwy**, 301 S Main, PO Box 467, Roanoke
39. **Tri-County Regional Planning Commission**, 211 Fulton St., Suite 207, Peoria

PUBLIC COMMENTS