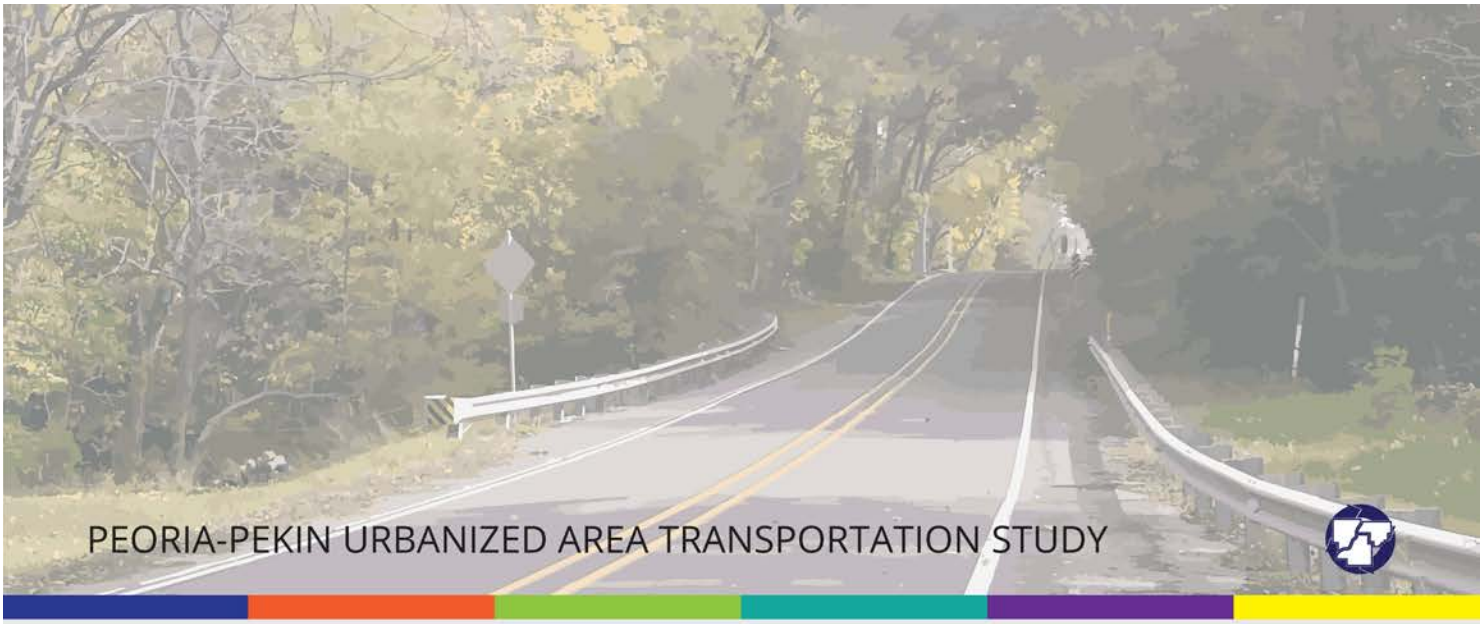

FY2017-2020

TRANSPORTATION IMPROVEMENT PROGRAM

For the Peoria-Pekin Urbanized Area

Approved August 2016

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Peoria-Pekin Urbanized Area Transportation Study
FY 2017-2020 Transportation Improvement Program

Prepared by TCRPC staff in collaboration with PPUATS member agencies

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Executive Summary

Prepared By:

Peoria Pekin Urbanized Area Transportation Study
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The Transportation Improvement Program (TIP) is prepared annually by the Peoria/Pekin Urbanized Area Transportation Study (PPUATS). The TIP represents the programming of transportation improvements for the Peoria/Pekin Metropolitan Planning Area beginning July 1, 2016.

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

The FY 2017-2020 Transportation Improvement Program (TIP) is a four-year program of highway and transit projects developed to fulfill the requirements set forth in the FAST Act. The purpose of this document is to identify all street/highway and transit projects plus related enhancement projects programmed from FY 2017 through FY 2020 in the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) Metropolitan Planning Area, and to offer the public an opportunity to comment.

The FY 2017-2020 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 2017-2020 TIP have been locally approved by PPUATS to receive federal funding. All projects are funded with federal, state, and local funds. Local funds include funding from municipalities, counties, and/or public transportation providers.

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 April 2014.

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 the SAFETEA-LU (pub. L. 109-59) 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.

Signed,

Ronald Rainson
Mayor, Village of Morton
PPUATS Policy Chairman

Bruce Carmitchel
Bureau Chief Urban Program Planning
Illinois Department of Transportation

August 4, 2016
Date

Date

Introduction

The Tri-County Regional Planning Commission (TCRPC) is designated as the Metropolitan Planning Organization (MPO) for the Peoria/Pekin Metropolitan Planning Area. TCRPC has delegated the responsibilities of the MPO to the Peoria-Pekin Urbanized Area Transportation Study (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.

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. The Federal Highway Administration (FHWA) and the Illinois Department of Transportation's Office of Planning and Programming serve as advisory members to PPUATS.

Planning Area

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

The Urbanized Area (UA) is a geographic area defined by the Census Bureau that represents the densely-populated "core" of a region. The Peoria Urbanized Area represents the core of the Tri-County region, comprising municipalities like Peoria, Pekin and East Peoria, among others. PPUATS creates its own Adjusted Urbanized Area for the purposes of transportation planning. The Adjusted UA includes the Census Bureau's UA, other small areas necessary to round-off jagged or irregular boundaries, other contiguous areas that PPUATS considers to be urbanized, and areas that are likely to be developed within the next five years.

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

"What makes an Urbanized Area?"

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

TIP Process and Funding Authorization

The FY2017-2020 TIP includes summaries of federally-funded transportation projects to be implemented each year of a four-year period. These projects have been identified for funding from the FY 2015-2040 Long-Range Transportation Plan, which was adopted March 2015.

The TIP is financially constrained, meaning that all of the projects listed in the present year (FY2017) have verified funding sources. In addition, the three subsequent years' listings (FY2018, FY2019, and FY2020) have "reasonably available" funding sources associated with them.

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.

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 the *FAST Act*, the current federal transportation bill, the MPO utilizes the seven thematic areas included to help reach this goal:

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

Public Involvement Process

To the greatest extent possible, PPUATS strives to make all documents and information readily available to the public. Upon completion, drafts copies of the TIP are distributed to 36 sites located throughout the urbanized area for public review. Extra copies of the Draft TIP are available for the public at the Tri-County Regional Planning Commission (TCRPC) office and online at http://www.tricountyrpc.org. Draft copies of the TIP may also be mailed to individuals and/or organizations by request.

Public notices announcing the review of all PPUATS documents are published in both the Peoria Journal Star and Pekin Daily Times for three (3) days. The public review period is thirty (30) days. PPUATS' 36 public review sites are selected to ensure accessibility to all, including the area's minority populations, low-income populations, and people with disabilities. All public review sites are accessible by mass transit. A complete list of all 36 public review sites is located in Appendix E.

"What exactly is the FAST Act?"

The *Fixing America's Surface Transportation Act* is the latest funding and authorization bill to govern US federal surface transportation spending. This latest "highway bill" was passed by Congress on December 3, 2015 and signed by President Obama on December 4. The bill authorizes $305 billion in federal money to be spent on surface transportation. PPUATS and MPOs throughout the country receive a portion of that money via the State Department of Transportation to program for roadway, transit, and bicycle/pedestrian infrastructure projects in the MPA.

During the 30-day public review period, at least three (3) 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 (2) weeks ahead of the scheduled public hearing at which they would like to speak. Appropriate 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. Emailed to: rharms@tricountyrpc.org

2. Mailed or hand delivered to:
   TCRPC
   456 Fulton Street, Suite 401
   Peoria, Illinois 61602

C. The public may submit comments to their respective PPUATS representative(s) 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 "Public Comment" is permitted on any transportation-related matter at every meeting.

PPUATS 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 provides at the meetings. These documents are not adopted and are not considered complete until all comments are responded to or changes have been made to the documents to accommodate the comments.

TIP Revisions

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

Amendment

An amendment represents a major change to the TIP that requires approval by the PPUATS Policy Committee. Amendments are most often presented to the PPUATS Technical Committee for recommendation for the approval before being sent to Policy. Should a federally-funded project be added to or removed from the TIP, such a change constitutes an amendment. In addition, changes to listed projects constitute an amendment when the amount of federal aid being revised is greater than 30% of the previous amount, when the scope of a project is being changed significantly, or when an additional funding source is being added to a project.

Administrative Modification

An administrative modification represents a minor change to the TIP that does not require approval by PPUATS. Any change that does not represent an amendment, defined above, is considered an administrative modification. Moving a project from one fiscal year to another is considered an administrative modification.

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

Federally Obligated Projects

TIP documents previous to the FY 2016-19 TIP included a section containing a "Status of Previously Obligated Federal and State Projects." The section listed all projects that had received federal funds during the past fiscal year. Due to conflicts in timing, not all applicable projects would be able to be included in the listing. Because of this, the *Annual Listing of Federally Obligated Projects* is

now its own separate document. The document is traditionally released after September 30th. Any person requesting a copy of the *Annual Listing of Federally Obligated Projects* may contact TCRPC or may visit:

http://www.tricountyrpc.org/transportation-documents

Project Listings

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

How to Understand the Project Listings

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

Highway Projects

The programming of highway funds is a major function of IDOT and PPUATS. Federal highway funds come from many sources and programs, including the National Highway Performance Program (NHPP), Surface Transportation Block Grant Program (STBG-U for projects in the urbanized area, STBG-R for projects outside the urbanized area), Highway Safety Improvement Program (HSIP) and Major Bridge Program. While NHPP, STBG-R, HSIP, and Major Bridge funds are programmed at the state level, STBG-U funds (known locally as STU funds) are programmed and awarded to communities by the MPO. Descriptions of these funding programs, their eligibility requirements, and their selection processes (if applicable) may be found in Appendix C.

Mass Transit Projects

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

Non-Motorized Transportation Projects

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

Highway Projects

TABLE 1. FY 2017 FEDERALLY FUNDED HIGHWAY PROJECTS

* Indicates Advanced Construction

TIP No. Contract No. PPS No.	Project Location or Description	TERMINI		Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s					Description and Comments
		From	To				Federal	State	Local	Other	Total	
ILLINOIS DEPARTMENT OF TRANSPORTATION												
S-17-01 N/A 4-00174-0003	US 150 (Eastbound) War Memorial Drive	Illinois River		State	IDOT		0	1,500	0	0	1,500	Land Acquisition
S-17-02 68B00 4-01481-0000	I-474 US 24	Illinois River		NHPP-State, State Match	IDOT		12,875	1,431	0	0	14,306	Bridge Painting
S-17-03 N/A 4-01481-0003	I-474 US 24	Illinois River		NHPP-State, State Match	IDOT		1,120	124	0	0	1,244	Construction Engineering
S-17-08 N/A 0-01623-4008	US 24	South of Bartonville SCL	0.4 mi North of IL 9	State	IDOT		0	146	0	0	146	Slope Stabilization
S-16-02 N/A 4-00174-0004	US 150 (Eastbound) War Memorial Dr	Illinois River		State	IDOT		0	8,500	0	0	8,500	Preliminary Engineering (Consultant Plans)
S-16-06 N/A 4-09300-0003	IL 8	Over BN RR at Edwards		State	IDOT		0	300	0	0	300	Land Acquisition
S-16-07 N/A 4-08440-0107	IL 116 Harmon Hwy	Over C&NW RR / Kickapoo Creek 0.1 Miles East of Airport Rd		State	IDOT		0	500	0	0	500	Preliminary Engineering (Phase II & Consultant TSL)
S-16-09 N/A 4-00052-0004	IL 8 IL 116 Cedar St Ext	Over P&PU Railroad and IL 29 East Peoria		State	IDOT		0	1,500	0	0	1,500	Preliminary Engineering (Phase I)
S-16-11 68D03 4-40610-1602	IL 74 Safety Improvements	IL 97	West of Sterling Ave in Peoria	HSIP, F25-Restrict State Match	IDOT		945	105	0	0	1,050	Upgrade guard rail and terminals
S-19-08 N/A 4-09300-0107	IL 8	Over BN RR at Edwards		State	IDOT		0	200	0	0	200	RR Flagger
S-17-09 N/A 4-80170-0401	IL 29	Roosevelt Rd	0.2 mi North of Lorenz St	State	IDOT		0	300	0	0	300	Erosion Control, Drainage, Storm Sewer Repair

TIP No. Contract No. PPS No.	Project Location or Description	TERMINI		Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s					Description and Comments
		From	To				Federal	State	Local	Other	Total	
S-18-08 N/A 4-40700-0103	IL 29	Under BNSF Railroad North of Chillicothe		State	IDOT		0	170	0	0	170	Land Acquisition
S-18-10 N/A 4-09855-1002	IL 336 Macomb to Peoria	W of Hanna City	I 474	HPP (SAFETEA-LU), State Match	IDOT		240	60	0	0	300	Preliminary Engineering (Phase II & Consultant Plans)
S-17-06 68A93 4-01510-0702	IL 8 IL 116 Cedar St	Illinois River & TZPR RR		NHPP-State, State Match	IDOT		80	20	0	0	100	RR Flagger
S-17-07 N/A 4-00017-0102	Farmington Rd	At Kickapoo Creek Rd West of Peoria		State	IDOT		0	300	0	0	300	Land Acquisition
S-17-10 N/A N/A	Blue Ridge Road	At BNSF Railroad Near Chillicothe		HSIP (Section 130), Railway	IDOT		211.5	0	0	23.5	235	Preliminary Engineering, Upgrade Gates & Signals, Upgrade Crossing Surface
CITY OF PEORIA												
PEO-17-01 N/A N/A	Northmoor Rd Stage 4	Hamilton Rd	University St	STP-Urban, Local Match	City of Peoria		3,255	0	1,395	0	4,650	Reconstruction, Additional Turn Lanes
PEORIA COUNTY												
PC-19-02 N/A N/A	Lancaster Rd	At Intersection with Croy Lane		Major Bridge, Local Match	Peoria County		2,672	1,188	0	0	3,860	Bridge Replacement

MAP 1. FY2017 FEDERALLY FUNDED HIGHWAY PROJECTS

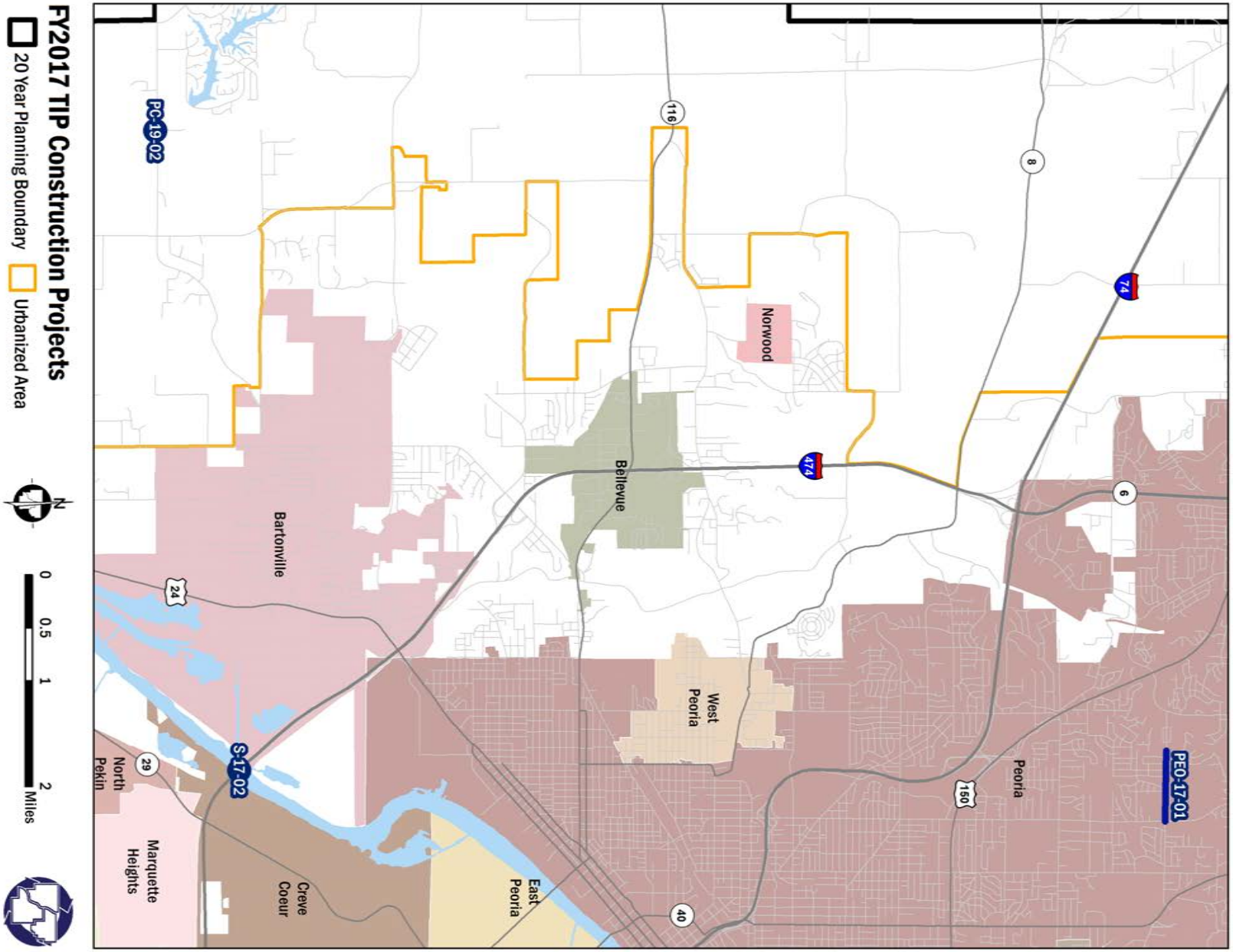


TABLE 2. FY 2018 FEDERALLY FUNDED HIGHWAY PROJECTS

* Indicates Advanced Construction

TIP No. Contract No. PPS No.	Project Location	TERMINI		Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s					Description and Comments
		From	To				Federal	State	Local	Other	Total	
ILLINOIS DEPARTMENT OF TRANSPORTATION												
S-18-04 N/A 4-00174-0002	US 150 (Eastbound) War Memorial Drive	Illinois River		State	IDOT		0	100	0	0	100	Utility Adjustment
S-18-06 68799 4-09300-0100	IL 8	Over BN Railroad at Edwards		STP-Rural, State Match	IDOT		5,600	1,400	0	0	7,000	Bridge Replacement
S-18-07 N/A 4-09300-0101	IL 8	Over BN Railroad at Edwards		State	IDOT		0	310	0	0	310	Construction Engineering
S-18-09 N/A 4-08440-0103	IL 116 Harmon Highway	Over C&NW Railroad / Kickapoo Creek, 0.1 Miles East of Airport Road		State	IDOT		0	200	0	0	200	Land Acquisition
S-18-11 N/A 4-00052-0003	IL 8 IL 116 Cedar St Ext	Over P&PU Railroad and IL 29 East Peoria		State	IDOT		0	1,500	0	0	1,500	Preliminary Engineering (Phase II)
S-18-12 68C89 4-00330-0000	I 74 IL-29	Illinois River Murray Baker Bridge		NHPP-State, State Match	IDOT		2,700	300	0	0	3,000	Preliminary Engineering, Bridge Rehabilitation, Joint Repair, Bridge Repair
S-18-13 68C63 4-08440-0820	IL 98	Creek 0.1 Miles East of Cole Hollow Rd		STP-Urban, State	IDOT		240	60	0	0	300	Culvert Replacement
S-18-14 68D15 4-00020-0500	IL 40	W Corrington Ave	Richmond Ave	STP-Urban, State	IDOT		3,600	900	0	0	4,500	ADA Improvements, Resurfacing (3P)
S-18-15 N/A 4-03071-0150	US 24 IL 9	IL 9 to South of Tuscarora Rd - and – North of CILCO Lane to Pfieffer Rd		NHPP-State, State Match	IDOT		3,000	750	0	0	3,750	Resurfacing (3P)
S-18-16 68C98 4-00112-0160	IL 6	At Allen Rd Interchange - and – At IL 40 Interchange		NHPP-State, State Match	IDOT		960	240	0	0	1,200	Shoulder Repair
S-18-17 68C98 4-00112-0150	IL 6	IL 40 Knoxville Ave	0.7 mi North of Hoerr's Pond	NHPP-State, State Match	IDOT		3,440	860	0	0	4,300	Shoulder Repair, Patching, Resurfacing (3R)
S-18-18 68C00 4-00012-1421	IL 8 IL 116	Cedar St Ext East Peoria		NHPP-State, State Match	IDOT		3,200	800	0	0	4,000	Resurfacing (3P), Patching

TIP No. Contract No. PPS No.	Project Location	TERMINI		Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s					Description and Comments
		From	To				Federal	State	Local	Other	Total	
S-18-19 N/A 4-40700-0153	IL 29	Under BNSF Railroad North of Chillicothe		State	IDOT		0	500	0	0	500	RR Flagger
S-18-20 N/A 4-40700-0151	IL 29	Under BNSF Railroad North of Chillicothe		State	IDOT		0	800	0	0	800	Construction Engineering
S-18-21 N/A 4-02650-0800	IL 98	Stream 0.4 Miles East of Parkway Dr		STP-Urban, State	IDOT		320	80	0	0	400	Culvert Replacement
S-16-01 N/A 4-00077-0002	I 74	Pinecrest Drive East Peoria		State	IDOT		0	550	0	0	550	Preliminary Engineering (Phase II & Consultant Plans)
S-05-07 68D16 4-00090-0350	I 74	East of Washington St	Muller Rd	NHPP-State, State Match	IDOT		5,400	600	0	0	6,000	Resurfacing (INT-4th)
CITY OF PEORIA												
PEO-18-01 N/A N/A	Northmoor Rd Stage 5	Hamilton Rd	Allen Rd	STP-Urban, Local Match	City of Peoria		3,220	0	2,780	0	6,000	Reconstruction, Additional Turn Lanes
PEO-18-02 N/A N/A	MacArthur Hwy Bridge	Over Romeo B Garret Ave in Peoria		Major Bridge, Local Match	City of Peoria		4,840	0	1,892	0	6,732	Bridge Replacement

MAP 2. FY2018 FEDERALLY FUNDED HIGHWAY PROJECTS

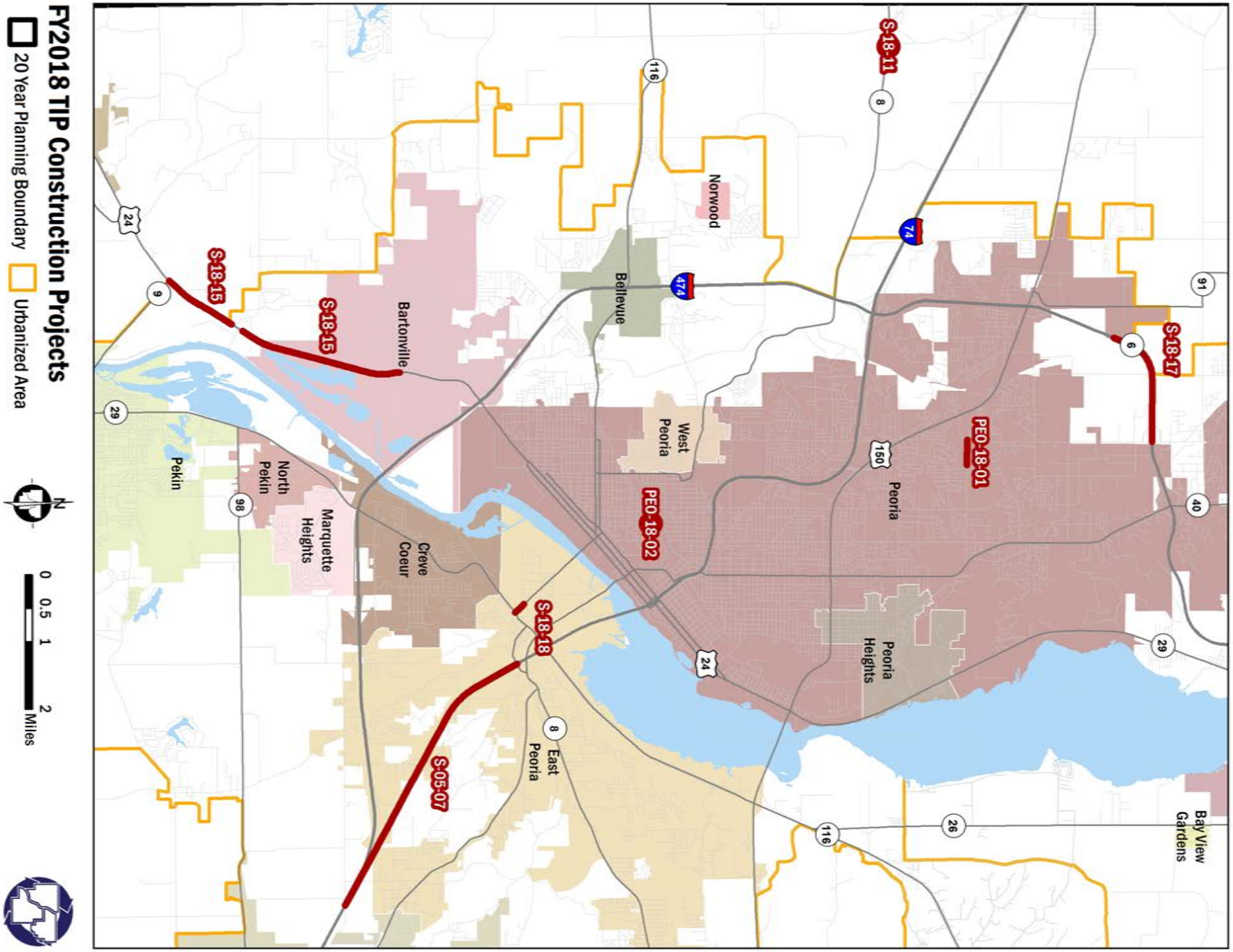


TABLE 3. FY 2019 FEDERALLY FUNDED HIGHWAY PROJECTS

* Indicates Advanced Construction

TIP No. Contract No. PPS No.	Project Location	TERMINI		Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s					Description and Comments
		From	To				Federal	State	Local	Other	Total	
ILLINOIS DEPARTMENT OF TRANSPORTATION												
S-18-02 68B46 4-00174-0000	US 150 (Eastbound) War Memorial Drive	Illinois River		NHPP-State, State Match	IDOT		136,000	34,000	0	0	170,000	Bridge Replacement
S-18-03 N/A 4-00174-0001	US 150 (Eastbound) War Memorial Drive	Illinois River		NHPP-State, State Match	IDOT		13,600	3,400	0	0	17,000	Construction Engineering
S-18-05 N/A 4-40174-0006	US 150 (Eastbound) War Memorial Drive	Illinois River		State	IDOT		0	500	0	0	500	RR Flagger
S-19-01 N/A 4-00052-0002	IL 8 IL 116 Cedar St Ext	Over P&PU Railroad and IL 29 East Peoria		State	IDOT		0	200	0	0	200	Land Acquisition
S-19-02 68A92 4-40700-0150	IL 29	Under BNSF RR North of Chillicothe		NHPP-State, State Match	IDOT		9,260	2,315	0	0	11,575	Bridge Replacement
S-19-03 68898 4-08440-0100	IL 116 Harmon Hwy	Over C&NW RR / Kickapoo Creek 0.1 Mile East of Airport Road		NHPP-State, State Match	IDOT		9,400	2,400	0	0	11,800	Bridge Replacement
S-19-04 N/A 4-08440-0108	IL 116 Harmon Hwy	Over C&NW RR / Kickapoo Creek 0.1 Mile East of Airport Road		NHPP-State, State Match	IDOT		720	180	0	0	900	Construction Engineering
S-19-05 N/A 4-08440-0109	IL 116 Harmon Hwy	Over C&NW RR / Kickapoo Creek 0.1 Mile East of Airport Road		NHPP-State, State Match	IDOT		0	100	0	0	100	RR Flagger
S-19-06 N/A 4-00017-0100	Farmington Rd	At Kickapoo Creek Rd West of Peoria		STP-Rural, State Match	IDOT		10,468	2,617	0	0	13,085	Horizontal Realignment, Intersection Reconstruction, Bridge Approach Roadway, Bridge Replacement
S-18-12 N/A 4-00017-0105	FAU 6659 Farmington Rd	At Kickapoo Creek Rd West of Peoria		State	IDOT		0	400	0	0	400	Land Acquisition
S-19-09 N/A 4-20670-0301	IL 9	West Corporate Limit of Tremont	West of I 115 Ramps	State	IDOT		0	445	0	0	445	Land Acquisition

TIP No. Contract No. PPS No.	Project Location	TERMINI		Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s					Description and Comments
		From	To				Federal	State	Local	Other	Total	
S-19-10 N/A 4-40700-0152	IL 29	Under BNSF Railroad North of Chillicothe		State	IDOT		0	200	0	0	200	Utility Adjustment
S-19-11 N/A 4-09855-1003	IL 336 Macomb to Peoria	West of Hanna City	I 474	HPP (SAFETEA-LU), State Match	IDOT		400	100	0	0	500	Preliminary Engineering (Phase II & Consultant Plans)
PEORIA COUNTY												
PC-19-01 N/A N/A	Dirksen Pkwy	Airport Rd	Middle Rd	STP-Urban, Local Match	Peoria County		2,800	0	1,700	0	4,500	Reconstruction

MAP 3. FY2019 FEDERALLY FUNDED HIGHWAY PROJECTS

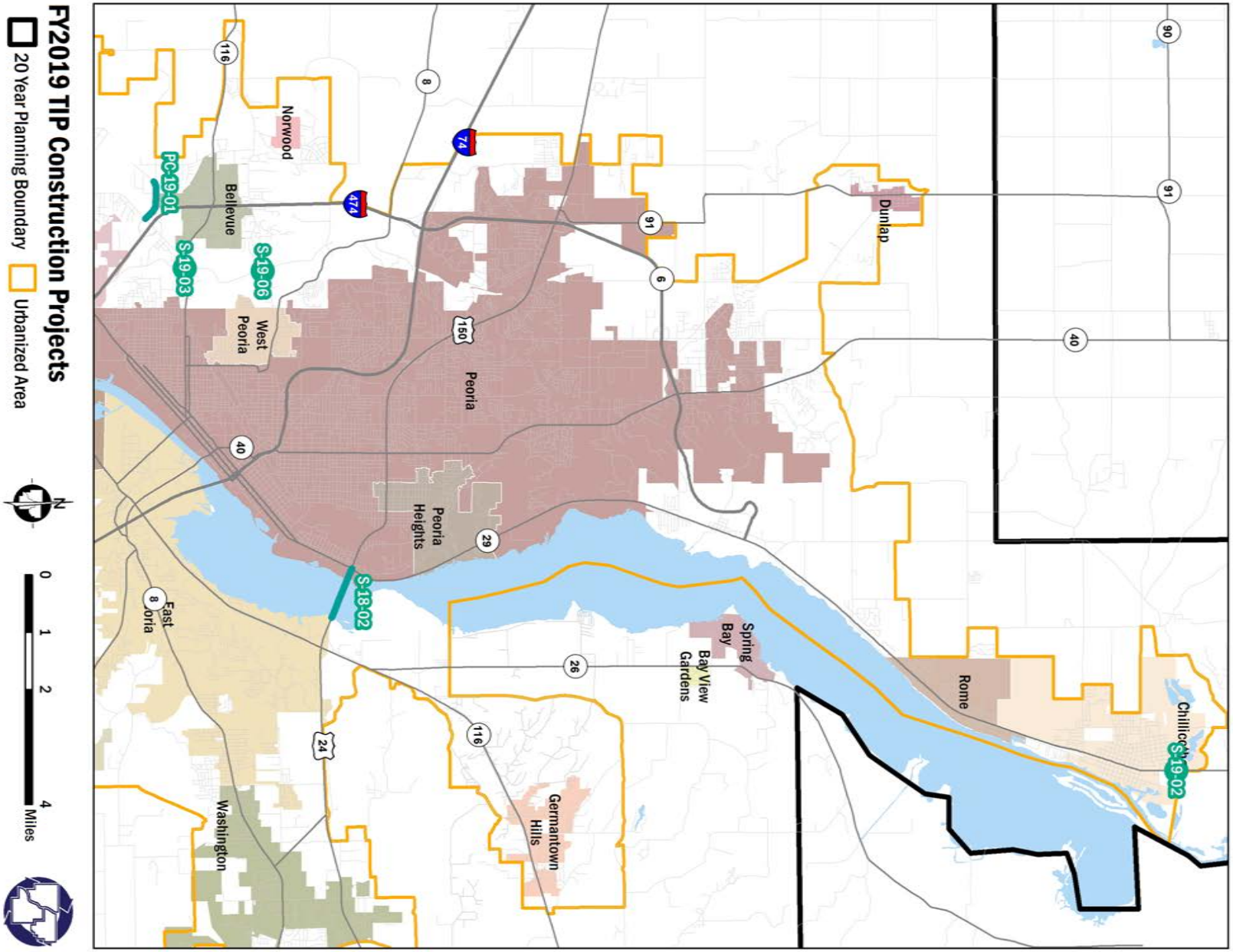


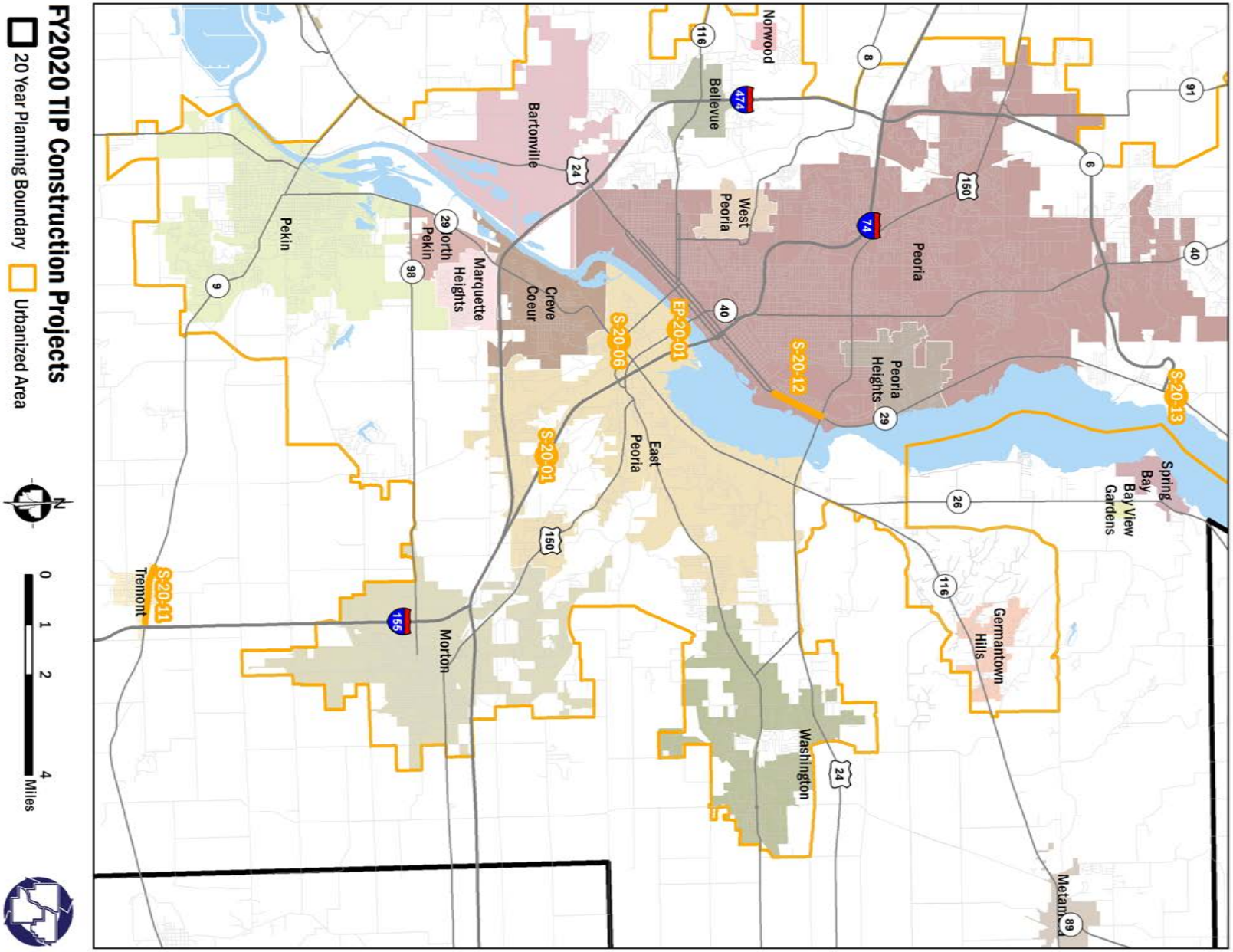
TABLE 4. FY 2020 FEDERALLY FUNDED HIGHWAY PROJECTS

* Indicates Advanced Construction

TIP No. Contract No. PPS No.	Project Location	TERMINI		Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s					Description and Comments
		From	To				Federal	State	Local	Other	Total	
ILLINOIS DEPARTMENT OF TRANSPORTATION												
S-20-01 N/A 4-00077-0000	I 74	Pinecrest Dr in East Peoria		NHPP-State, State Match	IDOT		6,030	670	0	0	6,700	Bridge Superstructure, New Bridge Deck
S-20-02 N/A 4-00077-0001	I 74	Pinecrest Dr in East Peoria		State	IDOT		0	250	0	0	250	Construction Engineering
S-20-03 N/A 4-20675-0111	US 150	At Jackson St and Main St in Morton		State	IDOT		0	500	0	0	500	Land Acquisition
S-20-04 N/A 4-00145-0001	IL 8	Dry Run Creek East of Sterling in West Peoria		State	IDOT		0	200	0	0	200	Land Acquisition
S-20-05 N/A 4-00145-0002	IL 8	Dry Run Creek East of Sterling in West Peoria		State	IDOT		0	195	0	0	195	Utility Adjustment
S-20-06 N/A 4-00052-0000	IL 8 IL 116 Cedar St Ext	Over P&PU Railroad and IL 29 East Peoria		NHPP-State, State Match	IDOT		20,800	5,200	0	0	26,000	Bridge Replacement, Interchange Construction
S-20-07 N/A 4-00052-0006	IL 8 IL 116 Cedar St Ext	Over P&PU Railroad and IL 29 East Peoria		State	IDOT		0	500	0	0	500	Utility Adjustment
S-20-08 N/A 4-00052-0001	IL 8 IL 116 Cedar St Ext	Over P&PU Railroad and IL 29 East Peoria		State	IDOT		0	200	0	0	200	RR Flagger
S-20-09 N/A 4-00052-0007	IL 8 IL 116 Cedar St Ext	Over P&PU Railroad and IL 29 East Peoria		State	IDOT		0	200	0	0	200	Hazardous Material Mitigation
S-20-10 N/A 4-00052-0005	IL 8 IL 116 Cedar St Ext	Over P&PU Railroad and IL 29 East Peoria		NHPP-State, State Match	IDOT		1,440	360	0	0	1,800	Construction Engineering
S-20-11 N/A 4-20670-0300	IL 9	Western Corporate Limit of Tremont	West of I 155 Ramps	STP-Rural, State Match	IDOT		2,720	680			3,400	Resurfacing (3R), Bi-Direct Left Turn Lane
S-20-12 68D22 4-80170-0160	IL 29	South of US 150 (War Memorial Dr)	Camblin Ave	NHPP-State, State Match	IDOT		3,200	800			4,000	Curb and Gutter, Sidewalks, Patching, ADA Improvements, Resurfacing (3P)

TIP No. Contract No. PPS No.	Project Location	TERMINI		Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s					Description and Comments
		From	To				Federal	State	Local	Other	Total	
S-20-13 N/A 4-09655-0100	IL 29	Dickison Run Creek 0.3 Miles North of IL 6		NHPP-State, State Match	IDOT		1,360	340			1,700	Bridge Replacement
CITY OF EAST PEORIA												
EP-20-01 N/A N/A	Camp St / River Rd Roundabout	Intersection of Camp St and River Rd in East Peoria		STP-Urban, Local Match	City of East Peoria		2,433.13	0	1,042.77	0	3,475.9	Roundabout Construction

MAP 4. FY2020 FEDERALLY FUNDED HIGHWAY PROJECTS



Mass Transit Projects

TABLE 5. FY 2017 FEDERALLY FUNDED MASS TRANSIT PROJECTS

* Indicates Advanced Construction

TIP No.	Project Description/Location or Capital Items	Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s				Comments
					Federal	State/Local	Other	Total	
GREATER PEORIA MASS TRANSIT DISTRICT (CITYLINK)									
CL-17-01	CAD/AVL System for Fixed Route Buses	FTA 5307, State/Local Match	CityLink		224.0	56.0	0	280.0	
CL-17-02	HVAC System for Admin Building	FTA 5307, State/Local Match	CityLink		240.0	60.0	0	300.0	
CL-17-03	Preventative Maintenance	FTA 5307, State/Local Match	CityLink		1,300.0	325.0	0	1,625.0	
CL-17-04	Operating Assistance	FTA 5307, State/Local Match	CityLink		175.0	175.0	0	350.0	
CL-17-05	Non-Fixed Route ADA	FTA 5307, State/Local Match	CityLink		720.0	180.0	0	900.0	
CL-17-06	Northside Transit Center Pre-Construction	FTA 5307, State/Local Match	CityLink		400.0	100.0	0	500.0	
CL-17-07	IT Server Room and UPS	FTA 5307, State/Local Match	CityLink		76.0	19.0	0	95.0	
CL-17-08	Bus Shelter Project	FTA 5307, State/Local Match	CityLink		238.0	59.5	0	297.5	
TRI-COUNTY REGIONAL PLANNING COMMISSION (TCRPC)									
5310-17-01	Cost to Administer FTA 5310 Program	FTA 5310	TCRPC		10.0	0	0	10.0	

TABLE 6. FY 2018 FEDERALLY FUNDED MASS TRANSIT PROJECTS

* Indicates Advanced Construction

TIP No.	Project Description/Location or Capital Items	Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s				Comments
					Federal	State/Local	Other	Total	
GREATER PEORIA MASS TRANSIT DISTRICT (CITYLINK)									
CL-18-01	Paratransit Vehicles (6)	FTA 5339, State/Local Match	CityLink		400.0	100.0	0	500.0	
CL-18-02	HVAC System for Transit Center	FTA 5307, State/Local Match	CityLink		240.0	60.0	0	300.0	
CL-18-03	Preventative Maintenance	FTA 5307, State/Local Match	CityLink		1,400.0	300.0	0	1,700.0	
CL-18-04	Electric Bus Lifts	FTA 5307, State/Local Match	CityLink		64.0	16.0	0	80.0	
CL-18-05	Operating Assistance	FTA 5307, State/Local Match	CityLink		150.0	150.0	0	300.0	
CL-18-06	AVL Phase 2 Fixed Route Buses	FTA 5307, State/Local Match	CityLink		400.0	100.0	0	500.0	
CL-18-07	Non Fixed Route ADA	FTA 5307, State/Local Match	CityLink		720.0	180.0	0	900.0	

TABLE 7. FY 2019 FEDERALLY FUNDED MASS TRANSIT PROJECTS

* Indicates Advanced Construction

TIP No.	Project Description/Location or Capital Items	Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s				Comments
					Federal	State/Local	Other	Total	
GREATER PEORIA MASS TRANSIT DISTRICT (CITYLINK)									
CL-19-01	40' Low Floor Transit Coaches (2)	FTA 5307, State/Local Match	CityLink		746.4	186.6	0	933.0	
CL-19-02	Paratransit Vehicles (2)	FTA 5307, State/Local Match	CityLink		128.0	32.0	0	160.0	
CL-19-03	Preventative Maintenance	FTA 5307, State/Local Match	CityLink		1,575.0	393.8	0	1,968.8	
CL-19-04	Operating Assistance	FTA 5307, State/Local Match	CityLink		300.0	300.0	0	600.0	
CL-19-05	Maintenance Building Conceptual Design	FTA 5307, State/Local Match	CityLink		480.0	120.0	0	600.0	

TABLE 8. FY 2020 FEDERALLY FUNDED MASS TRANSIT PROJECTS

* Indicates Advanced Construction

TIP No.	Project Description/Location or Capital Items	Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s				Comments
					Federal	State/Local	Other	Total	
GREATER PEORIA MASS TRANSIT DISTRICT (CITYLINK)									
CL-20-01	40' Low Floor Transit Coaches (2)	FTA 5307, State/Local Match	CityLink		1,440.0	360.0	0	1,800.0	
CL-20-02	Paratransit Vehicles (2)	FTA 5307, State/Local Match	CityLink		324.0	81.0	0	405.0	
CL-20-03	Preventative Maintenance	FTA 5307, State/Local Match	CityLink		1,580.0	395.0	0	1,975.0	
CL-20-04	Operating Assistance	FTA 5307, State/Local Match	CityLink		300.0	300.0	0	600.0	

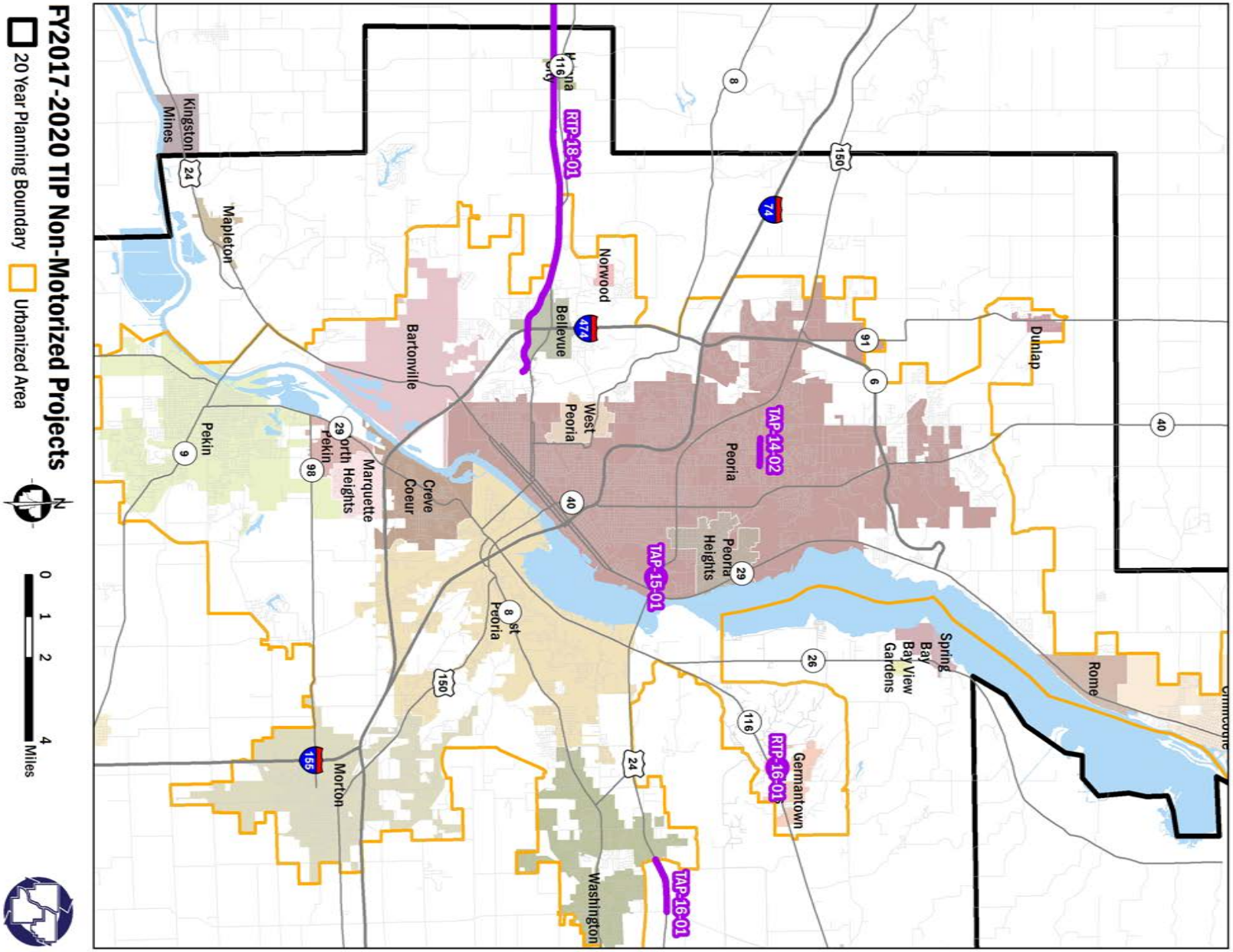
Non-Motorized Projects

TABLE 9. FY2017-2020 FEDERALLY FUNDED NON-MOTORIZED PROJECTS

* Indicates Advanced Construction

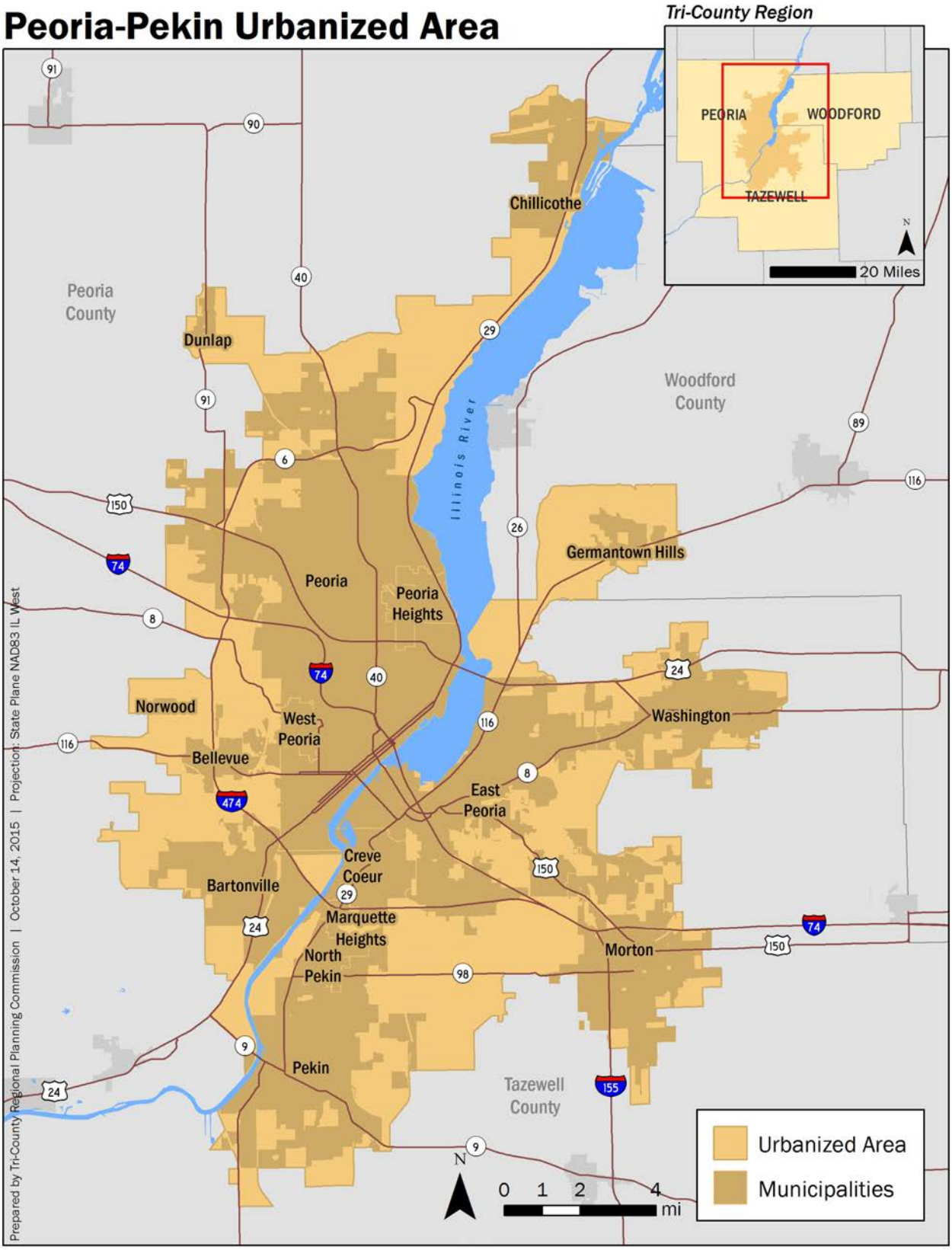
TIP No.	Project Name	TERMINI		Funding Type(s)	Lead Agency	Other Agencies	FUNDING AMOUNTS IN $1,000s					Description and Comments
		From	To				Federal	State	Local	Other	Total	
TRANSPORTATION ALTERNATIVES PROGRAM												
TAP-14-02	Peoria Northmoor Road Multi-use Trial	University St	Hamilton Rd	TAP, Local	City of Peoria		55.4	0	334.6	0	390.0	Recreation trail construction
TAP-15-01	Peoria Rock Island Greenway, Phase 1	Rock Island Trail over War Memorial Dr		TAP, Local	City of Peoria	Peoria Park District	283.0	0	123.8	0	406.8	Improvement of existing rail bridge and recreation trail construction
TAP-16-01	Washington Cruger Road Trail, Phase 2	Nofsinger Rd	N Main St	TAP, Local	City of Washington	Washington Park District	288.5	0	135.9	0	424.4	Land Acquisition
FEDERAL RECREATIONAL TRAILS PROGRAM												
RTP-16-01	J.R. White Memorial Park Trail	J.R. White Park		Federal Rec Trails, Local	Village of Germantown Hills		80.0	20.0	0	0	100.0	Construct one-mile long walking trail
RTP-18-01	Hanna City Rail Trail	Kickapoo Creek Rd	Near Middlegrove, Fulton Co.	Federal Rec Trails, IDNR Bike Path, Local	Peoria County		616.0	77.0	77.0	0	770.0	Land acquisition

MAP 5. FEDERALLY FUNDED NON-MOTORIZED PROJECTS



Appendix A – Urbanized Area

MAP 6: PEORIA-PEKIN URBANIZED AREA



Appendix B – Abbreviations and Glossary

Abbreviations of Entities

Abbr.	Entity
S	State of Illinois
L	Local Roads
PC	Peoria County
TZ	Tazewell County
WC	Woodford County
BA	Village of Bartonville
C	City of Chillicothe
CC	Village of Creve Coeur
EP	City of East Peoria
GPMTD	CityLink
MO	Village of Morton
PEK	City of Pekin
PEO	City of Peoria
PH	Village of Peoria Heights
WA	City of Washington
WP	City of West Peoria

Glossary

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

20-Year Planning Area: 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.

Fixing America's Surface Transportation Act (*FAST Act*): The FAST Act is the federal transportation bill signed into law in December 2015. It replaces the 2012 transportation bill, *MAP-21*. It is the first law enacted in over ten years that provides long-term funding certainty for surface transportation, meaning States and local governments can move forward with critical transportation projects, like new highways and transit lines, with the confidence that they will have the necessary federal funding.

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*): was a Federal transportation bill signed into law in 2012. MAP-21 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. In 2015, MAP-21 was superseded by the *FAST Act*.

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

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 indicates that a road is handling traffic below its maximum capacity. A V/C ratio over 1 indicates that a roadway or intersection is handling traffic beyond its intended capacity.

Appendix C – Funding Sources

Federal Funding Sources

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.

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

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

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

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

Recreational Trails Program (RTP): Provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. It is administered by the Illinois Department of Natural Resources (IDNR) and requires a 20% local match.

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

Section 5309: FTA capital funds.

Section 5310: FTA funds for capital and operating, dedicated to transportation for the elderly and for disabled persons.

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

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

Transportation Alternatives Program (TAP): Retired federal program that provided funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community

improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. The *FAST Act* retired the TAP, replacing it with a set-aside of STBG funding for Transportation Alternatives (TA).

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

State Funds

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

Local Funds

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

Other Funds

Any dollars put toward a project not associated with federal, state, local, or transit district funding sources. There are no such funding sources listed in the PPUATS FY2017-2020 TIP.

Appendix D – Environmental Justice

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

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

Presidential Executive Order 12898 and the derivative US DOT and FHWA Orders, 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; and
5. Should make concerted efforts to involve minority and low-income groups in the decision-making process as we plan and program our activities.

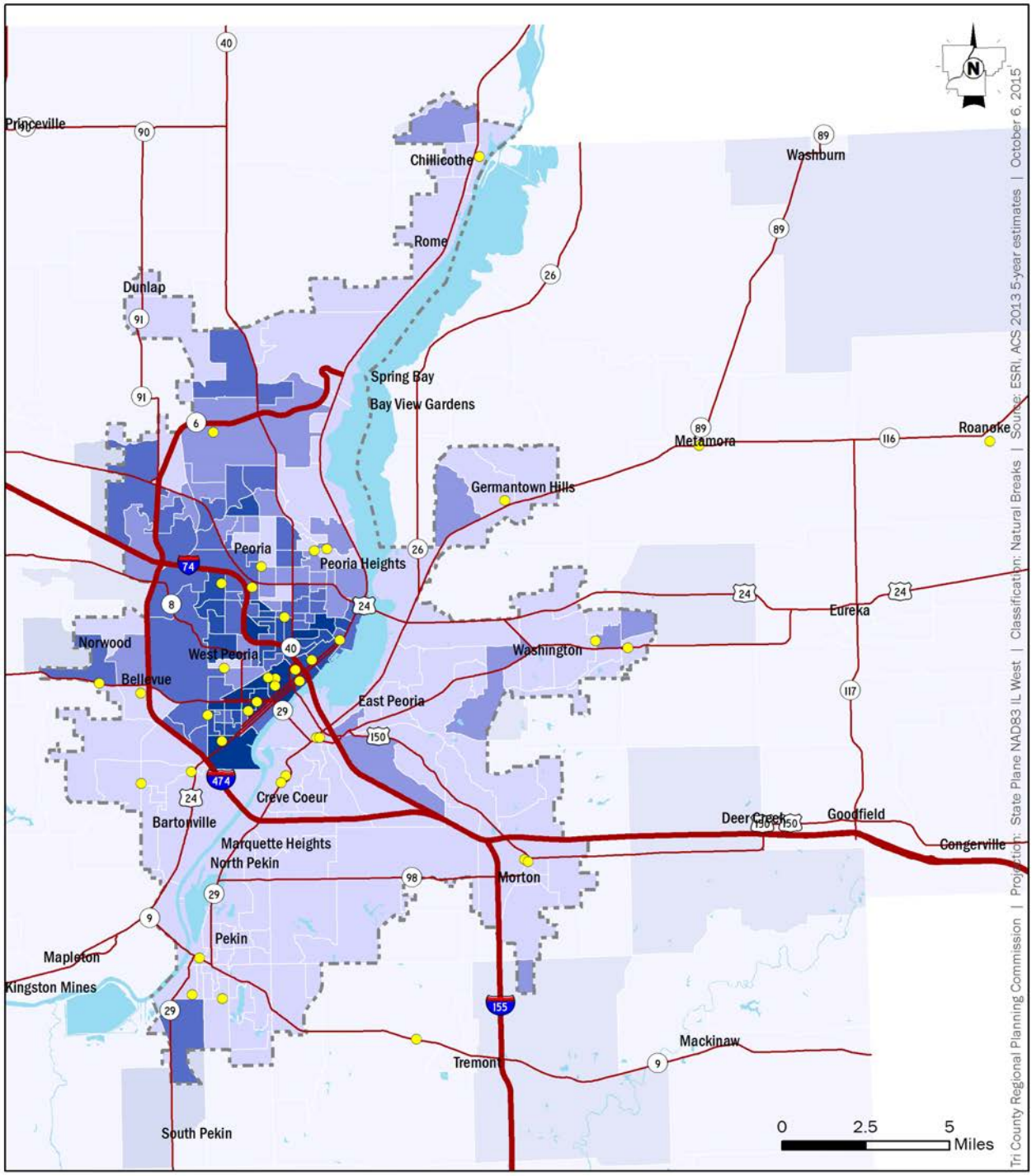
The overall goal of the Executive Order is to ensure that all communities and person, across the nation live in a safe and healthy environment. Further, the Order recognizes that many undeniably beneficial public works projects, infrastructure improvements and governmental actions are often accompanied 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. The following pages contain maps showing average household income, distribution of minority residents, and distribution of elderly residents by Census Tract.

MAP 7: MINORITY POPULATION BY BLOCK GROUP

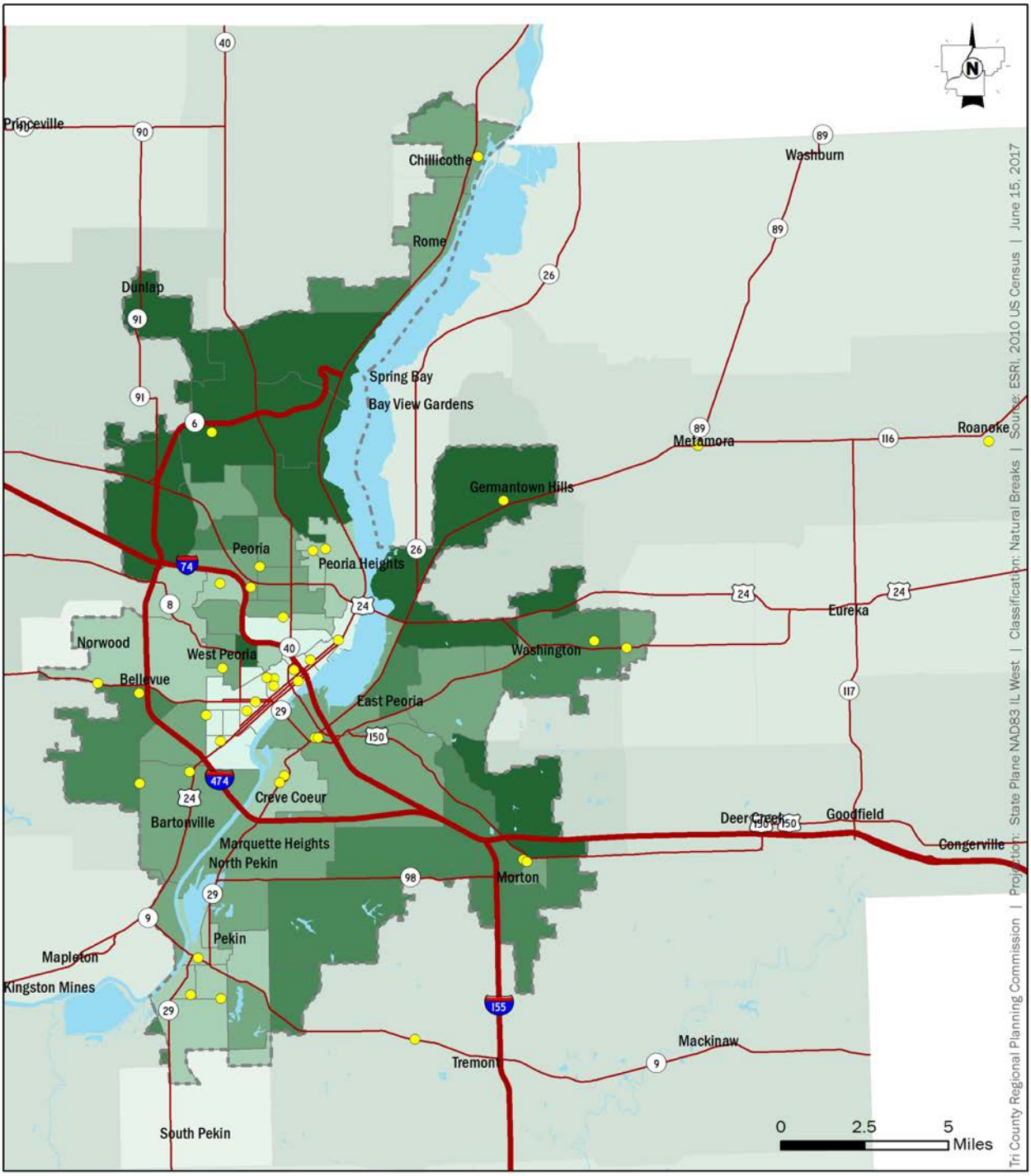


Percent Minority Population by Block Group, 2013

10% or Less | 10.1% to 25% | 25.1% to 50% | 50.1% to 70% | Greater than 70%

Public Review Sites | Freeway | Primary Road | Urbanized Area | Hydrology

MAP 8: MEDIAN HOUSEHOLD INCOME BY CENSUS TRACT

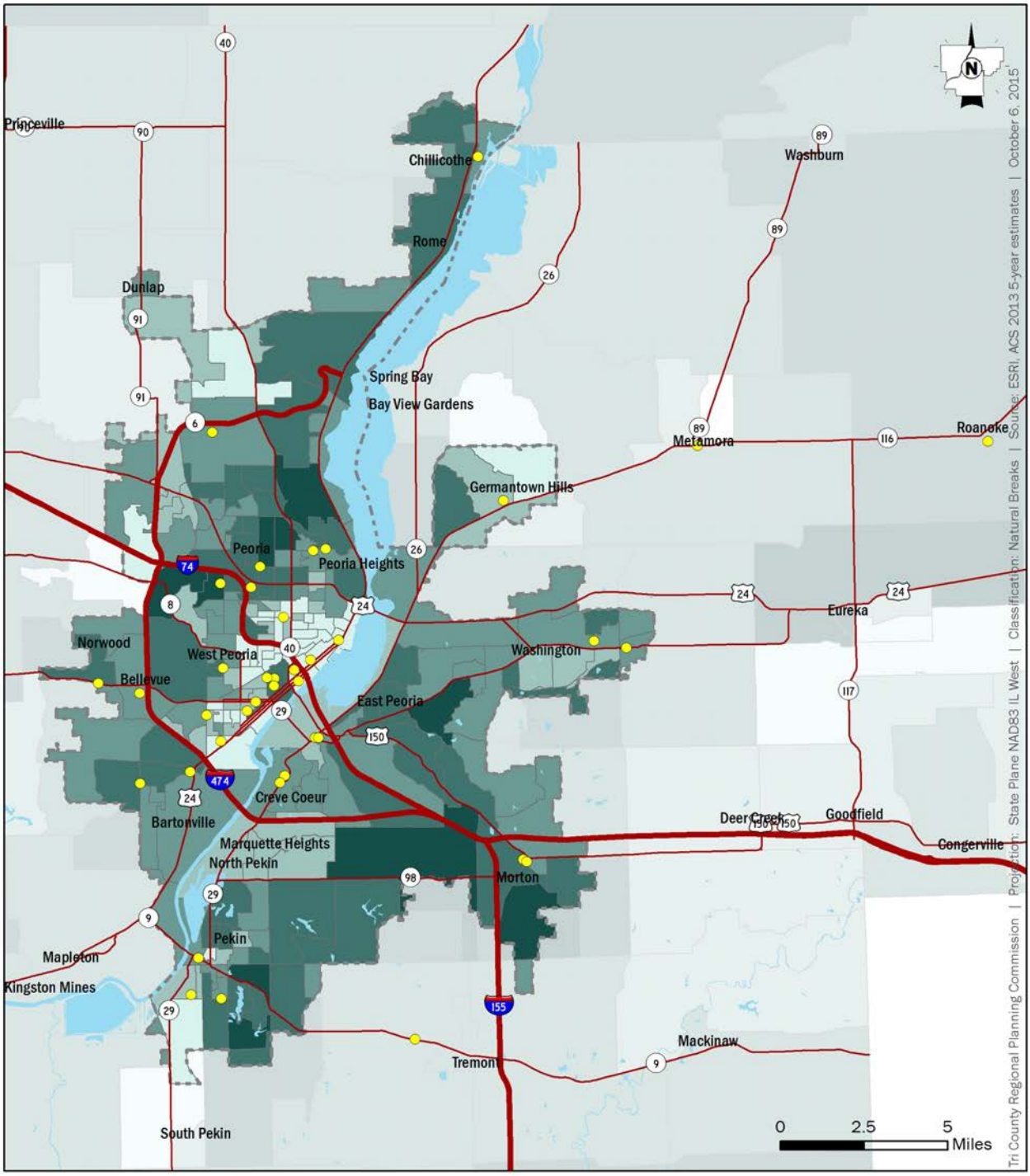


Median Household Incom by Census Tract, 2010

$30,000 or Less
$30,001 to $45,000
$45,001 to $60,000
$60,000 to $75,000
Greater than $75,000

Public Review Sites
Freeway
Primary Road
Urbanized Area
Hydrology

MAP 9: SENIOR POPULATION BY BLOCK GROUP



Percent Population Over 65 by Block Group, 2013

8% or Less | 8.1% to 12% | 12.1% to 16% | 16.1% to 25% | Greater than 25%

Public Review Sites | Freeway | Primary Road | Urbanized Area | Hydrology

Appendix E – Public Involvement

Public Review Sites

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

1. **Alpha Park Public Library**, 3527 S Airport Rd, Bartonville, IL 61607
2. **CityLink**, Administrative Offices, 2105 NE Jefferson St, Peoria, IL 61603
3. **City of Chillicothe**, City Hall, 908 N 2nd St, Chillicothe, IL 61523
4. **City of East Peoria Planning**, 100 S Main St, East Peoria, IL 61611
5. **City of Pekin**, Pekin Service Center, 1130 Koch St, Pekin, IL 61554
6. **City of Pekin**, City Hall, 111 S Capitol St, Pekin, IL 61554
7. **City of Peoria**, Public Works Facility, 3505 Dries Ln, Peoria, IL 61614
8. **City of Washington**, City Hall, 301 Walnut St, Washington, IL 61571
9. **City of West Peoria**, City Hall, 2506 W Rohmann Ave, West Peoria, IL 61604
10. **Creve Coeur Public Library**, 311 N Highland St, Creve Coeur, IL 61610
11. **Fondulac District Library**, 400 Richland St, East Peoria, IL 61611
12. **Friendship House**, 800 NE Madison Ave, Peoria, IL 61603
13. **IDOT District IV**, 401 Main St, Peoria, IL 61602
14. **Morton Public Library**, 315 W Pershing St, Morton, IL 61550
15. **Neighborhood House**, 1020 S Mathew St, Peoria, IL 61605
16. **Pekin Public Library**, 3524 Court St, Pekin, IL 61554
17. **Peoria County Highway Department**, 6915 W Plank Rd, Peoria, IL 61604
18. **Peoria Heights Public Library**, 816 E Glen Ave, Peoria Heights, IL 61616
19. **Peoria Housing Authority**, 100 S Richard Pryor Pl, Peoria, IL 61605
20. **Peoria Public Library**, Main Branch, 107 NE Monroe St, Peoria, IL 61602
21. **Peoria Public Library**, North Branch, 3001 W Grand Pky, Peoria, IL 61615
22. **Peoria Public Library**, Lakeview Branch, 1137 W Lake Ave, Peoria, IL 61614
23. **Peoria Public Library**, Lincoln Branch, 1312 W Lincoln Ave, Peoria, IL 61605
24. **Peoria Public Library**, McClure Branch, 315 W McClure Ave, Peoria, IL 61604
25. **South Side Mission**, 1127 S. Laramie St, Peoria, IL 61605
26. **Tazewell County Highway Department**, 21308 IL Route 9, Tremont, IL 61568
27. **Tri-County Planning Commission**, 456 Fulton St., Suite 401, Peoria, IL 61602
28. **Tri-County Urban League**, 317 S MacArthur Hwy, Peoria, IL 61605
29. **Village of Bartonville**, Village Hall, 5912 S Adams St, Bartonville, IL 61607
30. **Village of Creve Coeur**, Village Hall, 101 N Thorncrest Ave, Creve Coeur, IL 61610
31. **Village of Germantown Hills**, Village Hall, 216 Holland Rd, Germantown Hills, IL 61548
32. **Village of Metamora**, Village Hall, 102 N Davenport St, Metamora, IL 61548
33. **Village of Morton**, Village Hall, 120 N Main St, Morton, IL 61550
34. **Village of Peoria Heights**, Village Hall, 4901 N Prospect Rd, Peoria Heights, IL 61616
35. **Washington District Library**, 380 N Wilmor Rd, Washington, IL 61571
36. **Woodford County Highway Department**, 301 S Main St, Roanoke, IL 61561

Public Comments

All public comments on the draft TIP from the public review period are listed below:

Appendix F – Amendments

Amendments Approved by PPUATS Policy Committee

None, presently.

Administrative Amendments

On August 5, 2016, Project MO-16-01 was moved from advanced construction to current status.

On August 12, 2016, Project S-08-01 was moved from advanced construction to current status.

On September 9, 2016, Project S-15-04 was moved from advanced construction to current status.

On September 9, 2016, Project S-16-04 was moved from advanced construction to current status.

On September 16, 2016, Project PEO-16-02 was moved from advanced construction to current status.