



## TRI-COUNTY REGIONAL PLANNING COMMISSION

456 FULTON STREET, SUITE 420  
PEORIA, IL 61602  
Phone: 309-673-9330 FAX: 309-673-9802  
[www.tricountyrpc.org](http://www.tricountyrpc.org)

**Ways & Means Committee: 8:30 a.m, August 3, 2022**  
**Full Commission/Executive Board (in lieu of Lack of Quorum): 9:00 a.m., August 3, 2022**

Please join my meeting from your computer, tablet or smartphone.

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United States: +1 (408) 650-3123

Access Code: 291-023-189

### AGENDA

- 1. Call to Order, Welcome, Recognition of Audience**
- 2. Roll Call**
- 3. Public Input**
- 4. Motion to approve July 6, 2022 Commission minutes**
- 5. Chairman report**
- 6. Executive Director report**
- 7. Ways and Means Report**
  - a. Motion to approve June 2022 Financial Statements and Billings (Resolution 23-09)
- 8. Administration**
  - a. Motion to approve request for staff member(s) to attend Illinois American Planning Association Conference (Resolution 23-14)
  - b. Motion to approve, TCRPC Officers and Committee appointments July 1, 2022 thru June 30, 2023, Autumn Jones to replace Barry Logan on Nominations and Executive Board Committees. (Amended Resolution 22-51) (Resolution 23-15)
  - c. Discussion of Strategic Planning Report
- 9. Planning**
  - a. Motion to approve Executive Director to enter into contracts with the Illinois Emergency Management Agency and consultant to update Regional Hazard Mitigation Plan (Resolution 23-13)
- 10. Transportation**
  - a. Motion to approve Surface Transportation Block Grant (STBG) Projects (Resolution 23-12)
  - b. Motion to approve Transportation Improvement Program Amendments (Resolution 23-11)
    - i. S-23-08 Pavement Preservation
    - ii. S-24-08 Airport Road Bridge Replacement
    - iii. S-23-01 Adams Street Bridge Replacement
    - iv. S-25-01 IL-8 Bridge Rehabilitation
    - v. S-20-13 IL-29 Bridge Rehabilitation
    - vi. S-23-04 IL-29 Bridge Rehabilitation
  - c. Motion to approve the extension of Section 5310 Agreement with the Greater Peoria Mass Transit District to improve bus stops throughout the region. (Resolution 23-16)
  - d. Motion to approve the adoption of Congestion Management Process (CMP) (Resolution 23-10)
- 11. Updates**
  - a. STBG Preservation Set-Aside Program
  - b. IDOT
  - c. FHWA
- 12. Other**
- 13. Adjournment**



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Minutes

**Ways & Means Committee.....8:30 a.m, July 6, 2022**  
**Full Commission/Executive Board (in lieu of Lack of Quorum) ...9:00 a.m., July 6, 2022**

Minutes

1. Call to Order, Welcome, Recognition of Audience
2. Roll Call

Commissioner	P	A	Commissioner	P	A
<b>Mike Hughes</b> Chillicothe	x		<b>Leon Ricca</b> Bartonville	x	
<b>Rita Ali</b> City of Peoria		x	<b>Nate Parrott</b> Morton		x
<b>Patrick Urich</b> City of Peoria	x		<b>Autum Jones</b> Woodford Co		x
<b>Rick Powers</b> City of Peoria	x		<b>Chuck Nagel</b> Woodford Co.	x	
<b>Ron Talbot</b> Creve Coeur	x		<b>Andrew Rand</b> Peoria Co.		x
<b>John Kahl</b> East Peoria	x		<b>Don White</b> Peoria Co.	x	
<b>Ann Sasso</b> Germantown Hills	x		<b>Russ Crawford</b> Tazewell Co.	x	
<b>Mike Phelan</b> Peoria Heights		x	<b>Greg Menold</b> Tazewell Co.	x	
<b>Mark Luft</b> City of Pekin		x	<b>Don Knox</b> CityLink	x	
<b>Gary Manier</b> Washington	x		<b>Karen Dvorsky</b> IDOT-04		x
<b>James Dillon</b> West Peoria	x				

Present: Eric Miller, Ray Lees, Debbie Ulrich, Francesca Lewis, Logan Chapman, Gabriel Guevara, Michael Bruner, Rebecca Eisele, and Reema Abi-Akar. Virtual: Mike Huddleson- IDOT, and Eric Arnold, City of Glasford. Also present: Brandon Geber- IDOT

**3. Public Input**

Eric Arnold from City of Glasford mentioned his concerns of Rt. 24 to Hanna City and wanted to learn the dynamics of the Commission.

**4. Motion to approve June 1, 2022, Commission minutes**

Ron Talbot moved to approve June 1, 2022, Commission minutes and John Kahl seconded. Motion carried.

**5. Chairman report- none**

## 6. Executive Director report

Eric Miller reported on the following:

- New revenue for projects
- Rail consultant is finishing. The feasibility study is in final steps.
- Don White asked for TCRPC to look into environmental perspectives
- Ann Sasso asked about the grant approval of the SPR grant

## 7. Ways and Means Report

a. Motion to approve May 2022 Financial Statements and Billings (Resolution 23-03)

Leon Ricca moved to approve May 2022 Financial Statements and Billings (Resolution 23-03) and Ron Talbot seconded.

Rebecca Eisele reported on the following:

- Operating Activities in May resulted in a net surplus of approximately \$7k.
- Balance Sheet
  - End of month Operating cash was \$772k, and net cash decreased in May by about (\$90k)
  - Accounts Receivable at the end of the month was \$244k. Of the A/R balance, \$169k was federal funds, \$66k was state funds, and \$8k was local funds.
  - Accounts Payable at the end of the month was \$67k, there was \$57k in unpaid pass-through expenses as of the end of May. The remaining \$10k A/P balance included regular monthly bills, including health, dental, vision, and life insurances.
- Income Statement
  - Total Current Billings for May were \$149k, minus direct pass-throughs of \$77k, resulting in Operating Revenue of approximately \$72k. May included 21 regular working days and 1 paid holiday.
  - Total Expenses for May were \$142k, minus direct pass-throughs of \$77k resulting in Operating Expenses of \$65k.
  - May ended with a net surplus of about \$7k, and FY22 has a year-to-date surplus of \$26k.

b. Motion to approve Morton Community Bank signatories (Resolution 23-04)

Russ Crawford moved to approve Morton Community Bank signatories (Resolution 23-04) and John Kahl seconded.

Motion carried.

## 8. Administration

a. Motion to approve Consultant Contract for Compensation/Benefits Study (Resolution 23-08)

Rick Powers moved to approve Consultant Contract for Compensation/Benefits Study (Resolution 23-08) and Ron Talbot seconded.

Eric Miller discussed that Erik Christian will be doing a salary survey. Motion carried.

- b. Motion to approve Salary Ranges of Full-Time and Part-Time Employees (Resolution 23-02)  
John Kahl moved to approve Salary Ranges of Full-Time and Part-Time Employees (Resolution 23-02) and Leon Ricca seconded.

Eric Miller mentioned this is a practice of the Commission to review and adjust the Wage and Salary Schedules listed in the Employee Handbook. This adjustment is partially based on the U.S. Dept. of Labor's Consumer Price Index and input from other sources. The attached report from DOL indicates that the CPI ending in June 2022 has increased 8.6%. Last year, the schedules were adjusted upward of 3%. Based on the information, I am recommending Commission to adjust the wage and salary schedule by 4%.

Motion carried.

- c. Motion to approve Salary increases of Full-Time and Part-Time Employees (Resolution 23-01)

Leon Ricca moved to approve Salary increases of Full-Time and Part-Time Employees (Resolution 23-01) and Greg Menold seconded.

- Eric Miller explained that the Commission will be giving 6% to all employees. We have put 8% in our budget which will give us a chance to give more to those that go beyond of the duties.
- Russ Crawford added we give a lump sum to the Executive Director, and he has a 2-tier evaluation and can give COLA, and then recognize those that deserve more in a promotion in place or a promotion.
- Gary Manier asked if the hrFIT survey comes back with less do you take some away from employees and Eric Miller said no.

- d. Motion to approve agreement for IT administration and web hosting services (Resolution 23-05)

John Kahl moved to approve agreement for IT administration and web hosting services (Resolution 23-05) and Ron Talbot seconded.

Mike Bruner updated that we went through the procurement process to upgrade the Commission's Server and associated IT infrastructure. This is to allow the Executive Director to enter a contract with our IT vendor to administer the Commission's new server and associated IT infrastructure. The contract includes the Commission's phone number, backup internet, website hosting, and IT support. The cost of this contract has been accounted for in the Commission's FY23 budget. Motion carried.

- e. Motion to approve purchasing of technology and equipment upgrades (Resolution 23-06)

John Kahl moved to approve purchasing of technology and equipment upgrades (Resolution 23-06) and Ron Talbot seconded.

Michael Bruner updated that on an annual basis staff evaluates the Commission's computer hardware and software needs. The staff had identified a need for two new workstation computers and monitors. Additionally, the staff has identified a need to replace its video conferencing to upgrade to a wireless unit that improve sound quality and recording capabilities for Commission meeting. The cost for these purchases has been identified and budgeted in existing Commission contracts with IDOT: FY 2022 and 2023 UPWP.

Motion carried.

## 9. Planning

- a. Motion to approve the adoption of FY 2023-26 Transportation Improvement Program (Resolution 23-07)

Russ Crawford moved to approve the adoption of FY 2023-26 Transportation Improvement Program (Resolution 23-07) and John Kahl seconded.

Michael Bruner explained the following:

- Transportation Improvement Program (TIP) is one of our federally required documents and includes a listing of federally funded transportation projects in the Metropolitan Planning Area or MPA for the next 4 years (FY 2023-2026) and includes, roadway transit, and non-motorized projects.
- The TIP was out for a 30-day public comment period, which expired on June 30<sup>th</sup>. There were no public comments and Technical recommended the approval at their June 15<sup>th</sup> meeting which includes: MPO Self-Certification, Financial Plan, Project listing and Illustrative Project Listing. These are projects that would be funded if money would come available during the TIP four-year period, but currently have no federal funding associated with them.
  - Russ Crawford asked why to regenerate the list and Bruner said we chose to use TIP numbers. Brandon Geber said the goal is to prioritize the list. Russ Crawford suggested to prioritize the list better. Ron Talbot asked if we need to have the funds set aside and Brandon Geber said yes. Rick Powers said the list needs to be amended some projects are missing.

Motion carried.

- b. Discussion and approval of Safe Streets and Roads for All Discretionary Grant- Attachment  
Michael Bruner updated on the following:

The Bipartisan Infrastructure Law (BIL) established the new Safe Streets and Roads for all (SSA) discretionary program. This includes the following:

- Included \$5 billion in appropriated funds over the next 5 years and it support the National Roadway Safety Strategy and USDOT's goal of zero deaths and serious injuries on our nation's roadways.
- Eligible activities within the SS4A grant include developing or updating a Comprehensive Safety Action Plan (CSAP), Conducting supplemental planning activities for a CSAP, or implementing projects identified in CSAP to be eligible for an implementation grant, jurisdictions must have a CSAP. The grant is 80/20. Applications are due on September 15, 2022, at 4:00 p.m. CST.
- The staff proposes to apply for the region to have a consultant develop a Comprehensive Action Plan. This application will include both urban and rural areas in all three counties. Local match would either come from participating jurisdictions or membership dues. To encourage regional cooperation and collaboration, the FHWA recommends only one jurisdiction applies for funding (unless the scope is significantly different)

Ann Sasso asked the estimated cost and Michael Bruner said \$4 to \$5 hundred.

## 10. Updates

- Strategic Planning

Eric Miller updated the final report is complete and he will review and bring back to Commission.

- Congestion Management Plan

Reema Abi-Akar reported on the following:

As the MPO, Tri-County is required to develop a Congestion Management Process (CMP) as per the requirements of 23 Code of Federal Regulation (CFR) Part 450.322. The CMP maps the region's transportation network and identifies the areas with high traffic to be able to manage them effectively in the future.

We worked with our consultant Lochmueller Group for this plan. We are also working with them moving forward for our update Activity Based Travel Demand Model.

The plan identifies eight objectives across the sectors of public health, mobility and connectivity, freight, and environment (same as LRTP)

1. Reduce fatal and severe injury crashes
2. Improve travel time reliability for auto and trucks
3. Reduce recurring congestion
4. Increase mode share of non-SOV modes
5. Improve and expand pedestrian and bicycle infrastructure
6. Enhance transit services in the region
7. Reduce the amount of congested roadways in the network
8. Develop and maintain a signal retiming program.

There is a 30-day public comment period. July 1- July 31. We will hold a public meeting during the July Technical meeting: July 2 @ 9am. We have distributed this to 20 libraries in the region. You can find documents on the Document page of our website:

<https://tricountyrpc.org/documents/cmp-update-draft/>

- IDOT

Brandon Geber updated the State Research is 1 month behind.

- FHWA-nothing to report

## **11. Other**

Eric Miller said there is an Open House today at Gateway Building for Adams St. and Jefferson Ave proposed Two-Way Traffic Conversion from 4:00pm to 6:00pm

## **12. Adjournment**

Rick Powers moved to adjourn at 10:00 am and John Kahl seconded. Motion carried

Submitted by:

Eric Miller, Executive Director

Transcribed by:

Debbie Ulrich, Office Manager

To: Members of the Commission  
 From Eric W. Miller, Executive Director  
 Date: July 18, 2022  
 Subject: Executive Director Report for July 2022

Project	Activity	Status
<b>Administrative</b>		
Headlines	Review Consultant's report of Strategic Planning Meeting	Ongoing
	Working with stakeholders with guardrail agreements	Ongoing
	Monitored Federal Grants NOFO's	Ongoing
	Working with members on support for federal grant programs	Complete
	Coordination with Stakeholders regarding Hanna City Trail Implementation	Ongoing
	Continued support of regional freight transportation through the Heart of Illinois Regional Port District	Ongoing
	Working with IDHS regarding Program Audit	Ongoing
	Met with Peoria Rail Team to review feasibility study	Ongoing
Commission vendor selection	Developing RFQ for legal services	Will begin in July
<b>Personnel</b>		
	Annual staff reviews ongoing	Ongoing
	Executed Agreement with HR fit for Salary Survey	Ongoing
<b>Website</b>		
	Content review of website.	Ongoing
<b>Planning issues</b>		
<b>Illinois River Issues</b>		
	Continued coordination of Beneficial Use of Dredged Material Pilot project	Ongoing
	Continued coordination and outreach regarding Asian Carp	Ongoing
	Continued discussion with stakeholders re: Island Design Workshop -USACE Engineering with Nature (nationa	Ongoing
Village of Goodfield Comp Plan	Continued discussion with Village board regarding Scope of work	On hold
Village of Dunlap Comp Plan	Work is complete	Complete
Village of Tremont Comp Plan	Work is ongoing	Ongoing
Village of Germantown Hills Comp Plan	Continued discussion with Village board regarding scope of work	Ongoing
Village of Minonk Comp Plan	Presented scope of work and Contract to Village Board	Ongoing
Village of Eureka park mapping project	Work is ongoing	Ongoing
Village of Creve Coeur	Continued discussion with Village board regarding scope of work	Ongoing
Village of Bartonville	Continued discussion with Village board regarding scope of work	Ongoing
City of Chillicothe	Continued discussion with Village board regarding scope of work	Ongoing
Village of Brimfield	Continued discussion with Village board regarding scope of work	Ongoing
Watershed Planning	Submitted Scope of Work and IEPA 319 Grant Submittal for a Watershed plan in Kickapoo Creek WS	Ongoing
Hazard Mitigation Plan	Submitted full proposal to update Hazard mitigation plan, Coordination with IEMA and Stakeholders	Ongoing
<b>GIS Projects/ Asset Management</b>		
Village of Elmwood	Dunlap	Ongoing
Washburn	Peoria Heights	Ongoing
Minonk	Village of North Pekin	Ongoing
Delavan	Village of Washburn	Ongoing
North Pekin	Peoria Park District	Ongoing
El Paso	Tremont	Ongoing
Hollis Park District	Hanna City	Ongoing
Chillicothe	Creve Coeur	Ongoing
Bartonville		
Logan County GIS technical assistance	Signed Contract, work has commenced	Ongoing
Maintained COVID-19 dashboard for Woodford County Health Dept.		Ongoing
<b>MPO/Transportation</b>		
Technical Committee	Prepare agenda for and coordination for Technical Meetings	ongoing
Transportation Improvement Program	Development of FY 23 Transportation Improvement Program	Complete
	Creation of web based TIP document application	
	Processed FY 22 TIP Amendments	Ongoing
Intelligent Transportation Systems	Continued work on update to regional ITS architecture	on hold
Highway Safety Improvement Program Guardrails	working with Stakeholders to identify project lead for implementation	Ongoing
<b>Special Transportation Studies</b>		
City of East Peoria Riverfront Bikeway study	Project is complete	Complete
Woodford County Pavement evaluation	Project is complete	Complete
East Peoria Storm Sewer planning	Consultant Selection underway	Ongoing
Passenger Rail multimodal Center location study	Draft report received	Ongoing
		Ongoing
FY 21 State Planning and Research Funding		
Asset Management software	Project is underway, coordinating with consultant	Ongoing
Activity Based Travel Demand Model	Project is underway, coordinating with consultant	Ongoing
Congestion Management Plan	Project is underway, coordinating with consultant	Ongoing
FY 23 State Planning and Research Funding	4 proposals submitted awaiting award decision by IDOT	ongoing
<b>HSTP/Transportation</b>		
5310 program Grant	work with 5310 Grant recipients to ensure commitment to project	Ongoing
HSTP meetings		

**RESOLUTION 23-09**

**A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO APPROVE THE FINANCIAL REPORTS AND BILLINGS FOR JUNE**

**WHEREAS** the Tri-County Regional Planning Commission is required to establish and maintain proper accounting procedures and cash management records in accordance with Generally Accepted Accounting Principles (GAAP) as applied to governmental agencies, and

**WHEREAS**, on a monthly basis, the staff accountant prepares end-of-month financial reports and a listing of cash disbursements, and

**WHEREAS**, the Ways & Means Committee has reviewed the end-of-month financial statements and cash disbursements report for June 2022 and recommends that the Commission approve said reports.

**THEREFORE, BE IT RESOLVED BY THE COMMISSION AS FOLLOWS:**

That the financial reports and cash disbursements for June 2022 are approved.

Presented this 3rd day of August 2022

Adopted this 3rd day of August 2022

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Don White, Chairman  
Tri-County Regional Planning Commission

**ATTEST:**

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Eric W. Miller  
Executive Director  
Tri-County Regional Planning Commission



## Balance Sheet

As of June 30, 2022

	Jun 30, 22	May 31, 22	Jun 30, 21
<b>ASSETS</b>			
<b>Current Assets</b>			
<b>Checking/Savings</b>			
<b>10000 · Cash - Unrestricted</b>			
<b>10110 · MCB Checking - Operations</b>	<b>836,926</b>	<b>772,035</b>	<b>627,679</b>
<b>Total 10000 · Cash - Unrestricted</b>	<b>836,926</b>	<b>772,035</b>	<b>627,679</b>
<b>11000 · Cash - Restricted</b>			
11110 · MCB Checking - Flex Benefits	1,530	1,530	1,530
11210 · MCB Money Market - PPUATS	206,571	202,584	51,231
11310 · MCB Checking - IL MPO Adv.	19,238	19,238	19,238
11410 · MCB Savings - Unvested Retirement	4,227	9,609	14,572
<b>Total 11000 · Cash - Restricted</b>	<b>231,567</b>	<b>232,961</b>	<b>86,571</b>
<b>Total Checking/Savings</b>	<b>1,068,493</b>	<b>1,004,996</b>	<b>714,250</b>
<b>Accounts Receivable</b>			
13000 · Accounts and Grants Receivable	174,129	243,613	438,904
<b>Total Accounts Receivable</b>	<b>174,129</b>	<b>243,613</b>	<b>438,904</b>
<b>Other Current Assets</b>			
15000 · Prepaid Expenses	25,844	27,536	20,369
<b>Total Other Current Assets</b>	<b>25,844</b>	<b>27,536</b>	<b>20,369</b>
<b>Total Current Assets</b>	<b>1,268,466</b>	<b>1,276,145</b>	<b>1,173,522</b>
<b>Fixed Assets</b>			
17100 · Computer Equipment	33,098	33,098	33,098
17101 · Accum. Deprec. - Computers	(33,098)	(33,098)	(32,941)
17200 · Office Furniture	23,019	23,019	23,019
17201 · Accum. Deprec. - Office Furn.	(23,019)	(23,019)	(23,019)
17300 · Vehicles	23,944	23,944	23,944
17301 · Accum. Deprec. - Vehicles	(23,944)	(23,944)	(23,944)
17400 · Leasehold Improvements	7,080	7,080	7,080
17401 · Accum. Deprec. - Leasehold Impr	(7,080)	(7,080)	(7,080)
<b>Total Fixed Assets</b>	<b>-</b>	<b>-</b>	<b>157</b>
<b>TOTAL ASSETS</b>	<b>1,268,466</b>	<b>1,276,145</b>	<b>1,173,679</b>
<b>LIABILITIES &amp; EQUITY</b>			
<b>Liabilities</b>			
<b>Current Liabilities</b>			
<b>Accounts Payable</b>			
20000 · Accounts Payable	75,176	76,479	116,793
<b>Total Accounts Payable</b>	<b>75,176</b>	<b>76,479</b>	<b>116,793</b>
<b>Credit Cards</b>			
20011 · MCB Credit Card	16	16	51
<b>Total Credit Cards</b>	<b>16</b>	<b>16</b>	<b>51</b>
<b>Other Current Liabilities</b>			
21000 · Accrued Expenses	1,014	845	991

## Tri-County Regional Planning Commission

## Balance Sheet

As of June 30, 2022

	Jun 30, 22	May 31, 22	Jun 30, 21
21100 · Accounts Payable - Employees	99	217	126
<b>22000 · Employer Liabilities</b>			
22100 · Accrued Wages Payable	23,327	23,174	22,424
22200 · Accrued Vacation/Personal Time	62,737	58,949	65,073
22300 · Unvested Retirement	4,416	9,859	14,752
<b>22500 · Payroll Taxes and Withholdings</b>			
22503 · FICA & Medicare	1,854	1,838	1,787
22504 · IL Unemployment Taxes	163	131	127
22505 · 457 (b) Contributions	961	900	981
22520 · United Way	-	13	20
<b>Total 22500 · Payroll Taxes and Withholdings</b>	<b>2,978</b>	<b>2,882</b>	<b>2,914</b>
<b>Total 22000 · Employer Liabilities</b>	<b>93,458</b>	<b>94,863</b>	<b>105,163</b>
<b>23000 · Unearned Revenue</b>			
23100 · PPUATS	185,137	181,155	29,837
23200 · IL MPO	19,238	19,238	19,238
23250 · Walkability Funds	-	-	10,975
23300 · Woodford County	-	-	4,667
23400 · Regional Server Partnership	-	750	-
23500 · Village of Washburn	488	488	488
<b>Total 23000 · Unearned Revenue</b>	<b>204,862</b>	<b>201,630</b>	<b>65,204</b>
<b>Total Other Current Liabilities</b>	<b>299,434</b>	<b>297,555</b>	<b>171,484</b>
<b>Total Current Liabilities</b>	<b>374,626</b>	<b>374,051</b>	<b>288,328</b>
<b>Total Liabilities</b>	<b>374,626</b>	<b>374,051</b>	<b>288,328</b>
<b>Equity</b>			
31000 · General Fixed Asset Equity	13,450	13,450	13,450
35000 · Capital Contribution	193,000	193,000	193,000
39000 · Retained Earnings	678,902	678,902	619,810
<b>Net Income</b>	<b>8,489</b>	<b>16,743</b>	<b>59,092</b>
<b>Total Equity</b>	<b>893,840</b>	<b>902,094</b>	<b>885,352</b>
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>1,268,466</b>	<b>1,276,145</b>	<b>1,173,679</b>

Tri-County Regional Planning Commission

Profit & Loss

June 2022

	Current Month	Previous Month	FY22 - Current YTD	FY21 - Previous YTD
	Jun 22	May 22	Jul '21 - Jun 22	Jul '20 - Jun 21
<b>Ordinary Income/Expense</b>				
<b>Revenue by Type</b>				
41000 · Federal Grants and Awards	87,054	110,096	863,764	961,962
42000 · State Grants and Awards	69,504	32,202	319,699	451,473
43000 · Local Matching Contributions	-	-	(6,648)	110,086
44010 · GIS Support	2,081	1,773	24,986	65,978
44020 · Planning & Zoning Support	2,528	803	16,727	25,114
45000 · Member Dues	4,250	4,250	50,102	49,431
46000 · Interest Income	19	21	176	297
<b>Total Income</b>	<b>165,436</b>	<b>149,145</b>	<b>1,268,805</b>	<b>1,664,340</b>
Gross Profit	165,436	149,145	1,268,805	1,664,340
<b>Expense by Account &amp; Category</b>				
Total 61000 · Computer Expenses	57,640	19,910	128,557	99,770
Total 61500 · Outside Services	45,762	58,920	304,607	420,336
Total 62000 · Depreciation	-	-	157	1,883
Total 63000 · Employee Benefits	12,858	12,004	160,230	176,783
Total 63500 · Office Administration	2,277	1,484	21,171	24,853
Total 64000 · Miscellaneous	73	509	(4,676)	28,170
Total 65000 · Professional Fees	-	302	40,875	231,838
Total 65500 · Facility Costs	3,765	3,088	47,570	41,443
Total 66000 · Salaries and Wages	50,852	46,186	539,571	578,637
Total 67000 · Travel and Training	463	1,514	22,255	1,534
<b>Total Expense</b>	<b>173,690</b>	<b>143,919</b>	<b>1,260,316</b>	<b>1,605,248</b>
<b>Net Income</b>	<b>(8,254)</b>	<b>5,226</b>	<b>8,489</b>	<b>59,092</b>

**Tri-County Regional Planning Commission**  
**Statement of Cash Flows**

June 2022

	<u>Jun 22</u>	<u>Jul '21 - Jun 22</u>
<b>OPERATING ACTIVITIES</b>		
Net Income	(8,254)	8,489
Adjustments to reconcile Net Income to net cash provided by operations:		
13000 · Accounts and Grants Receivable	69,484	264,774
15000 · Prepaid Expenses	1,692	(5,476)
20000 · Accounts Payable	(1,304)	(41,617)
20011 · MCB Credit Card	-	(35)
21000 · Accrued Expenses	169	23
21100 · Accounts Payable - Employees	(118)	(27)
22100 · Accrued Wages Payable	153	903
22200 · Accrued Vacation/Personal Time	3,789	(2,336)
22300 · Unvested Retirement	(5,443)	(10,336)
22503 · FICA & Medicare	16	68
22504 · IL Unemployment Taxes	32	36
22505 · 457 (b) Contributions	61	(20)
22520 · United Way	(13)	(20)
23100 · PPUATS	3,982	155,300
23250 · Walkability Funds	-	(10,975)
23300 · Woodford County	-	(4,667)
23400 · Regional Server Partnership	(750)	-
<b>Net cash provided by Operating Activities</b>	<u>63,496</u>	<u>354,086</u>
<b>INVESTING ACTIVITIES</b>		
17101 · Accum. Deprec. - Computers	-	157
<b>Net cash provided by Investing Activities</b>	<u>-</u>	<u>157</u>
<b>Net cash increase for period</b>	63,496	354,242
<b>Cash at beginning of period</b>	<u>1,004,996</u>	<u>714,250</u>
<b>Cash at end of period</b>	<u><u>1,068,493</u></u>	<u><u>1,068,493</u></u>

**Tri-County Regional Planning Commission**  
**Check Register - Operating Account**  
**June 2022**

Date	Num	Name	Memo	Amount
06/03/2022	ACH	Delta Dental	Dental Insurance	238.31
06/03/2022	ACH	Guardian	Life, Disability, and Vision Insurance	410.68
06/03/2022	ACH	Hanson Professional Services	Consultants - IDOT UPWP FY22	45,000.00
06/03/2022	ACH	Lochmueller Group, Inc.	Consultants - Activity Based TDM / State Metro CMP	11,802.50
06/03/2022	ACH	Verizon Wireless	Phones	308.25
06/03/2022	ACH	Staff - Payroll	Payroll 06/16/22 - 06/30/22	17,563.92
06/03/2022	ACH	Department of the Treasury	Payroll Taxes 06/16/22 - 06/30/22	5,799.72
06/03/2022	ACH	CEFCU	Payroll Liability 06/16/22 - 06/30/22	50.00
06/03/2022	ACH	Illinois Department of Revenue	Payroll Taxes 06/16/22 - 06/30/22	1,104.63
06/03/2022	ACH	Nationwide	Retirement 06/16/22 - 06/30/22	1,607.50
06/03/2022	ACH	Unvested Retirement Account	Retirement 06/16/22 - 06/30/22	304.35
06/08/2022	1253	Blue Cross and Blue Shield of Illinois	Health Insurance	6,703.10
06/08/2022	1254	City of Peoria	Rent - 06/2022	2,950.00
06/08/2022	1255	GateHouse Media Illinois Holdings	Legal Notices - IDOT UPWP FY22	247.00
06/08/2022	1256	Morton Community Bank	05/2022 Credit Card Payment - Bruner	243.20
06/08/2022	1257	Morton Community Bank	05/2022 Credit Card Payment - Ulrich	386.11
06/08/2022	1258	Xerox Financial Services	Copier Lease	417.91
06/17/2022	ACH	Staff - Payroll	Payroll 07/01/22 - 07/15/22	15,889.58
06/17/2022	ACH	Department of the Treasury	Payroll Taxes 07/01/22 - 07/15/22	6,298.16
06/17/2022	ACH	CEFCU	Payroll Liability 07/01/22 - 07/15/22	50.00
06/17/2022	ACH	Illinois Department of Revenue	Payroll Taxes 07/01/22 - 07/15/22	1,036.34
06/17/2022	ACH	Nationwide	Retirement 07/01/22 - 07/15/22	7,598.05
06/21/2022	ACH	Cempel Int. Transportation Consulting	TCRPC Strategic Planning Workshop	5,425.32
06/21/2022	ACH	Eco-Counter, Inc.	State Metro - Bicycle Counting Devices	4,870.00
06/21/2022	ACH	Eco-Counter, Inc.	State Metro - Bicycle Counting Devices	420.00
06/21/2022	ACH	Facet Technologies, Inc.	Office 365 Business 06/2022 - 05/2023	891.00
06/21/2022	ACH	Heartland Parking	Parking Validations	74.00
06/21/2022	ACH	Heyl Royster	Legal Fees	302.40
06/21/2022	ACH	Hinckley Springs	Water	126.36
06/21/2022	ACH	Quill Corporation	Office Supplies	105.45
06/21/2022	ACH	Quill Corporation	Office Supplies	105.99
06/21/2022	ACH	Quill Corporation	Office Supplies	183.98
06/21/2022	ACH	The Cleaning Source	Office Cleaning - 05/2022	186.00
06/28/2022	1259	Heart of IL United Way	Payroll Liability	19.50
06/28/2022	1260	Xerox Financial Services	Copier Lease	417.91
06/28/2022	1261	APWA	APWA Conference Sponsorship	7,500.00
06/28/2022	1262	Prospect Sound & Lighting	TCRPC Strategic Planning Workshop	1,750.00
06/28/2022	ACH	Transfer to PPUATS Account	City of Washington - Prepaid FY23 Joint Funding	7,482.00
06/29/2022	ACH	Comcast	Phones and Internet	365.71
06/29/2022	ACH	ESRI, Inc.	ArcGIS credits	500.00
06/29/2022	ACH	Hanson Professional Services	State Metro - Travel Demand Model Updates	2,264.97
06/29/2022	ACH	Heartland Parking	Monthly Parking	966.00
06/29/2022	ACH	IT Unified	State Metro - MPO Server	19,143.98
06/29/2022	ACH	Quill Corporation	Office Supplies	30.98
06/29/2022	ACH	Trimble, Inc.	GIS Service 08/2022 - 07/2023	3,300.00
06/30/2022	ACH	Morton Community Bank	Service Charge	16.55
<b>Register</b>			<b>Total Checks</b>	<b>182,457.41</b>

**Tri-County Regional Planning Commission**  
**Credit Card Register**  
 June 2022

<b>Date</b>	<b>Employee Card</b>	<b>Vendor</b>	<b>Memo</b>	<b>Amount</b>
05/31/2022	Ulrich	Adobe	Adobe User Subscription - Accounting	15.93
06/03/2022	Ulrich	Cracked Pepper Catering	Strategic Planning Meeting - 29 lunches	290.00
06/05/2022	Ulrich	Adobe	Adobe User Subscription - Miller	15.93
06/06/2022	Ulrich	Adobe	Adobe User Subscription - Lees	15.93
06/07/2022	Ulrich	Qbox	QuickBooks File Management	12.00
06/08/2022	Ulrich	USPS	postage	8.95
06/09/2022	Ulrich	Walmart	IDOT UWP FY22 - cord for new iPad	8.55
06/09/2022	Ulrich	Staples	Office Supplies - files for storage	94.35
06/14/2022	Bruner	Amazon Business	IDOT UWP FY22 - 2 new iPads and accessories	1,563.32
06/15/2022	Ulrich	Adobe	Adobe Main Account Subscription	54.99
06/15/2022	Ulrich	Upper Mississippi Rivers Assoc	Registration - R. Lees	75.00
06/22/2022	Ulrich	GoToWebinar.com	Monthly Subscription	25.00
06/29/2022	Ulrich	USPS	postage for Legal Notices	36.60
06/30/2022	N/A	Morton Community Bank	Finance Charges	0.00
<b>Register</b>			<b>Total Charges</b>	<b>2,216.55</b>

<b>Date</b>	<b>Employee Card</b>	<b>Vendor</b>	<b>Memo</b>	<b>Amount</b>
<b>Register</b>			<b>Total Refunds and Credits</b>	<b>-</b>

**RESOLUTION 23-14**

**A RESOLUTION BY THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO ALLOW FOUR (4) STAFF PLANNERS TO ATTEND THE AMERICAN PLANNING ASSOCIATION-ILLINOIS CHAPTER STATE CONFERENCE IN CHICAGO, ILLINOIS**

**WHEREAS**, the Tri-County Regional Planning Commission, hereafter referred to as the Commission, has supported and funded the continuing education, training, and professional development of Commission staff members, hereafter referred to as Staff, and

**WHEREAS**, one of many opportunities to enhance the capabilities and performance of Staff is to have them attend and participate in local, regional and/or national conferences focusing on planning issues with program content impacting and benefiting the Commission's Planning Mission, and

**WHEREAS**, building relationships with other regional planning professionals, government officials, and proponents of urban planning issues will benefit the Commission and the work it performs to achieve consensus, and

**WHEREAS**, the Commission's planning interests are best served by retaining committed, motivated, engaged, and informed Staff, and

**WHEREAS**, the Intergovernmental Agreement with IDOT includes funds to enable Staff to participate in conferences to expand the skills and experience needed to provide essential leadership,

**THEREFORE BE IT RESOLVED BY THE COMMISSION AS FOLLOWS:**

That the Commission approves the expenditure of funds for four (4) Tri-County staff planners to attend the American Planning Association-Illinois Chapter State Conference from September 28-30, 2022, in Chicago, Illinois, for a cost not to exceed \$4,500.00.

Presented this 3<sup>rd</sup> day of August 2022

Adopted this 3<sup>rd</sup> day of August 2022

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Don White, Chairman  
Tri-County Regional Planning Commission

**ATTEST:**

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Eric W. Miller, Executive Director  
Tri-County Regional Planning Commission

**AMENDED (Resolution 22-51)  
RESOLUTION 23-15**

**A Resolution of the Tri-County Regional Planning Commission to Adopt the Slate of Officers and Committee Members for a Period from July 1, 2022-June 30, 2023.**

**Whereas**, the Nominations Committee of the Tri-County Regional Planning Commission, hereafter referred to as the Commission is to prepare a slate of nominations for the Commission Officers, Executive Board and Committee Members, as per Commission bylaws; and

**Whereas**, the Nominations Committee of the Commission has contacted all appointees and received their agreement for said appointments; and

**Whereas**, the Nominations Committee recommends the following Commission Officers, Executive Board and Committee Members.

**Therefore Be It Resolved By the Commission as Follows:** That beginning July 1, 2022-June 30, 2023, the following shall be the Commission Officers, Executive Committee and Committee Member Appointments:

**Executive Board:**

Chairman Don White- Peoria  
Vice-Chairman Greg Menold-Tazewell  
Treasurer Chuck Nagel-Woodford  
Russ Crawford-Tazewell  
Rita Ali-Peoria City  
Andrew Rand-Peoria  
Autum Jones-Woodford  
John Kahl-At-Large

**Personnel Committee:**

Chairman Greg Menold-Tazewell  
Don White-Peoria  
Autum Jones-Woodford

**Ways & Means Committee:**

Chairman Chuck Nagel-Woodford  
Andrew Rand-Peoria  
John Kahl-Tazewell

**Nominations:**

Chairman Russ Crawford-Tazewell  
Rita Ali-Peoria  
Chuck Nagel-Woodford

**Commission Leadership Rotation\*:**

Peoria (2022-2024)-Tazewell (2024-2026)-Woodford (2026-2028)

\*All official terms are one (1) year with the possibility of one (1) additional year to be determined by the Nominations Committee recommendation. Exception for abbreviated terms due to departure from office, with replacement by Nominations Committee recommendation.

Presented this 3rd day of August, 2022

Adopted this 3rd day of August, 2022

\_\_\_\_\_  
Don White, Chairman,  
Tri-County Regional Planning Commission

ATTEST:

\_\_\_\_\_  
Eric Miller, Executive Director,  
Tri-County Regional Planning Commission



# Staff Memo

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TCRPC Executive Board

**Date: July 18, 2022**

**ISSUE: Strategic Planning Results and Next Steps**

Discussion regarding Transportation Strategic Planning

**ACTION NEEDED BY PERSONNEL COMMITTEE:  
Discussion item**

**BACKGROUND:**

Please find attached the report from Erik Cempel, the facilitator of our recent transportation Strategic Planning Sessions.

The report summarizes the two meeting that were held and presents recommendations and next steps for the Commission in developing a strategy to create a regional transportation agenda and leverage federal discretionary grants that are expected over the lifecycle of the federal Bipartisan Infrastructure Law (BIL). Staff has reviewed the document and agrees with the recommendations moving forward.

In summary the next steps include,

**Creating a transportation dashboard from existing data sources that support Federal Performance Measures and LRTP Goals**

Listed in the table below are the goals of our current LRTP.

The Greater Peoria Area will have a safe, balanced, regional, and multimodal transportation system that creates an attainable and economically sustainable solution to connect communities to Areas of Opportunity, increase access, maintain infrastructure, and enhance environmental justice for current residents and future generations.				
<b>Public Health</b>  Promote active, healthy living in our region by striving for safety, security, and accessibility in our transportation system.	<b>Mobility &amp; Connectivity</b>  Enable people, goods, and information to travel efficiently throughout, to, and from our region.	<b>Economy</b>  Maintain a transportation system that builds prosperity throughout our region.	<b>Freight</b>  Provide strategic direction for freight movements to, from, and within our region's transportation system	<b>Environment</b>  Support the preservation of natural resources, build environmental resiliency, and improve quality of life through our transportation decisions.

Staff recommends that pavement and bridge condition a part of the dashboard from asset management perspective.

Action needed: Staff compiles existing data into digital and hardcopy (dashboard) reports.

**Create Regional Priority Project List for the Tri-County area**

The list should be prioritized through a quantitative and qualitative process agreed upon by the Commission; this process might look like the current STB grant process, with exact measures adjusted to match Federal priorities and grant requirements and highlighting regional significance to ensure only competitive projects make the list

# Staff Memo

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TCRPC Executive Board

Action needed: Establish a regional priority project committee of Technical members and Commissioners to develop screening criteria similar to the STBG process and develop the priority project list.

## **Support Effective Grant Applications**

TCRPC will track grant timelines with listed eligible grants for the top priority projects in each category. Furthermore, TCRPC should provide technical support to grants and applications if desired.

Action needed: Develop grant tracking process for all federal transportation discretionary programs.

## **Environmental and Land Use Development Strategies**

Once the transportation strategy tasks are established, staff desires to develop future strategy sessions in the Commission's other two "core" areas, the environment and regional land use development. These sessions would be like the format of the transportation strategy sessions, in that stakeholder input session would generate information that summarized for the Commission to develop regional priorities for those core areas. Staff would start these efforts this fall.

# MEMORANDUM

**DATE:** June 30, 2022  
**TO:** Eric Miller and Ray Lees, TCRPC  
**FROM:** Erik Cempel, CempelITC  
**SUBJECT:** TCRPC Strategic Planning – Summary and Recommendations

## 1. Introduction

In the last development of the TCRPC LRTP, there was no opportunity for visioning and goal development; these were mostly developed internally due to COVID. Further, since that time state and Federal capital bills have emerged, providing tremendous opportunity for infrastructure investment for communities that have strategically developed an investment plan for their regions.

As a result, TCRPC engaged in two strategic planning workshops and a series of one-on-one meetings with local leaders and engineers to reaffirm the regional vision and goals and to chart a path for maximizing receipt of Federal discretionary funding for the region. The output from these meetings will serve as a basis for the next LRTP, and will be the starting point for a strategic investment plan for the region that aligns with the recent transportation bills.

Strategic planning is more about process than the resulting report, so the purpose of the meetings also was to allow participants to provide input; become engaged; feel heard; get educated; and become advocates and owners. Meeting 1 focused on public and advocate outreach, including educating participants on key local issues and polling their input on their most important priorities. A set of one-on-one meetings led by TCRPC with local communities, IDOT, and CityLink provided more detailed input on transportation priorities. Finally, Meeting 2 focused on understanding what Commissioners want the transportation system to be and to accomplish for the region. It built on outputs from the prior meetings to build consensus on what is most important and align with the Federal infrastructure bill.

## 2. Meeting Summary

### *Meeting 1. Public, Stakeholders, and Commissioners*

Meeting 1 was held at the Scottish Rite Cathedral on April 28, 2022, from 5:00pm to 7:15pm; it was also broadcast over GoToMeeting for virtual participation. The meeting included presentations from former USDOT Secretary LaHood; a panel of topical experts on regional transportation issues; existing conditions; and the new Federal infrastructure bill. Participants engaged in several online, real-time polls; a collaborative strengths, weaknesses, opportunities, and threats (SWOT) analysis; and questions and answer periods.

Nearly 100 people attended in person or virtually, with 62 pre-meeting survey respondents. The most common motivations for attending the event were:

- Learn more about transportation in the region
- Express the need to implement more complete streets
- Create equitable and accessible infrastructure for Peoria's economic development
- Collaborate and discuss the various ways that people could tap into the Peoria's area's potential

In the pre-meeting survey about how respondents travel, the following key themes materialized:

- Travel by personal car is the primary mode of transportation amongst participants due to its convenience, flexibility, and speed;
- There are concerns about the safety and adequacy of the walking and bicycle network, and they identified specific expansions to the network as a priority; and
- Few use transit, but might consider it if there were more frequent service, more direct routes, and more convenient bus stops to their origins and destinations.

Participants highlighted the strengths, weaknesses, opportunities, and threats shown in Table 1.

**Table 1. SWOT Analysis Summary**

<p><b>Strengths</b></p> <ul style="list-style-type: none"> <li>• Illinois River</li> <li>• Interstate access</li> <li>• Airport</li> <li>• Freight rail</li> <li>• Central location in the state and country</li> <li>• Bike paths, including Rock Island Greenway</li> </ul>	<p><b>Weaknesses</b></p> <ul style="list-style-type: none"> <li>• Need more bike lanes/safe infrastructure</li> <li>• Pedestrian safety and accessibility</li> <li>• No intercity passenger rail connection</li> <li>• Car centric/limited multimodal options</li> <li>• Can't afford to maintain roads</li> <li>• Lack of coordination/working in silos</li> </ul>
<p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Passenger rail</li> <li>• Bike lanes/trails/road diets</li> <li>• Microtransit/paratransit/tech in transportation</li> <li>• Greater utilization of the river for transportation</li> <li>• More regional collaboration</li> </ul>	<p><b>Threats</b></p> <ul style="list-style-type: none"> <li>• Competition instead of collaboration</li> <li>• Community not working/living in the past</li> <li>• Building new roads we cannot maintain instead of better maintenance of current roadways</li> <li>• Not working together to address transportation issues</li> <li>• Declining population and tax base</li> </ul>

Ultimately, the top priorities identified by Meeting 1 participants include:

- Maintaining Roads
- Providing Safety Improvements (including for ped/bike)
- Expanding Public Transit
- Expanding Pedestrian Accommodations (and bike infrastructure)
- Intercity Passenger Rail

More detailed meeting notes are referenced in the appendix.

**Meeting 2. Commissioners**

Meeting 2 was focused on the Commissioners, and was held on June 3, 2022, 9:00am to 2:00pm and TCRPC offices. The presentation provided a primer on TCRPC and the regional transportation planning process and requirements; an overview of recent transportation bills; national and regional transportation trends; and a summary of prior meeting results. The participants engaged in a SWOT exercise building on the Meeting 1 SWOT results. The main body of discussion focused on strategic approaches to regional coordination, centering on creating regional priorities for better acquisition of Federal funding.

Several key items were indicated or discussed:

- Several Commissioners indicated that the background information on what an MPO is and what it does was helpful. They indicated that education of staff, elected officials, and the public on processes is very important.
- For Meeting 1 results, they praised the meeting format and opportunities for input.
- There was a focus on asset management, including the need to understand asset management implications of future investments.
- As part of that, participants indicated the need for a good baseline assessment of system performance. Gathering and analyzing data, in a cohesive and comprehensive way, is very important.
- Participants also considered larger trends and future risks: covid, inflation, gas prices. Resilience of the transportation system, therefore, is important.
- TCRPC should allow attendees to add input after the meeting—continuous input is important.

The participants informally agreed on the following items:

- The region needs to speak with one voice moving forward; communication and coordination is key in that, both amongst commissioners and community leaders as well as with the public and to those outside of the region. There is an understanding that by having “one voice” and creating regional priorities, each local community might not always get their own first priority.
- A key purpose of speaking with one voice is to better compete with other regions for Federal discretionary funding.
- An effective way to accomplish this is to create Regional Priority Project List for the Tri-County area.
- The list should be prioritized through a quantitative and qualitative process agreed upon by the Commission; this process might look similar to the current STB grant process, with exact measures adjusted to match Federal priorities and grant requirements and highlighting regional significance.
- Projects on the list can be categorized into “buckets”. These might correspond to IJJA program areas or modes. This will help align with discretionary grant programs and pick appropriate top projects to support for each grant notice of funding opportunity; it also will facilitate prioritizing like projects against like projects.
- There should be a minimum project cost threshold for a project to be included on the list. To ensure projects are truly regional and competitive with other regions for Federal grants, a minimum of \$20 to \$30 million was suggested; however, it was recognized that different minimum thresholds might be necessary for different project and grant types, e.g., bicycle and pedestrian-related projects.
- The Commission will further discuss these regional priorities with the IDOT District regarding regional priorities, and recommend those priorities to IDOT for the region; this should happen by early fall to align with IDOT’s processes.
- Once a regional priority project list is created, it should be publicized at a future event to communicate the priorities, the process, and how support for the list will be critical for maximizing future infrastructure funds.

### ***1-on-1 Community Meetings***

TCRPC conducted one-on-one meetings during May and early June 2022 – between Meeting 1 and Meeting 2 – with community elected officials, decision-makers, and engineers. Meetings were conducted with 14 local governments, IDOT District 4, and CityLink.

Meeting participants provided general priorities and specific local and regional projects. These priorities and projects generally fell into six key categories:

- Road maintenance/preservation at all levels
- Bridge maintenance/reconstruction
- Freight multimodal/intermodal development
- Bicycle/pedestrian connections, maintenance
- Transit access (geographic and temporal), options, innovation
- Quality of life issues

Many of the regional and community issues identified in these meetings are consistent with items identified by participants in Meeting 1.

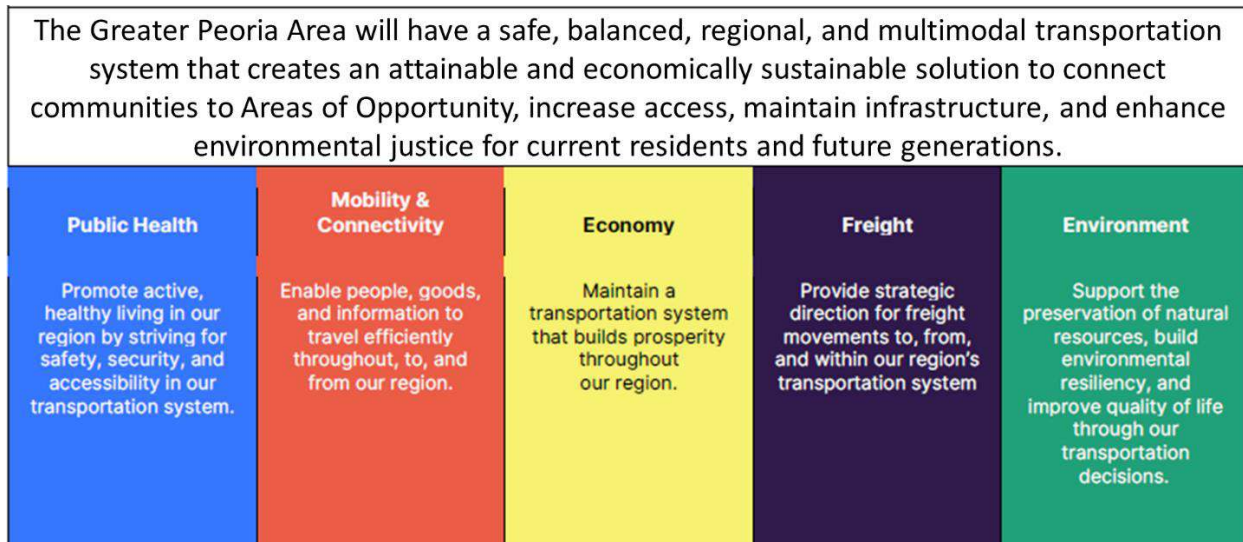
Much of the detailed information collected will support the next round of LRTP and TIP development; this information can be found in the Appendix.

### 3. Recommendations and Next Steps

#### General

- Based on input from all the meetings in Section 2, the vision and goals are largely consistent with the current priorities in the region; this can be revisited again with the next LRTP update.

**Figure 1. Existing Vision and Goals**



- Continue to educate the Commission each year with a primer on TCRPC, and more generally roles and duties of an MPO.
- Strengthen collection of, access to, and analysis of existing data to support understanding of existing conditions and performance evaluation of potential projects from a consistent dataset.

### **Creation of Regional Priority Project List**

- Create Regional Priority Project List for the Tri-County area.
- The list should be prioritized through a quantitative and qualitative process agreed upon by the Commission; this process might look similar to the current STB grant process, with exact measures adjusted to match Federal priorities and grant requirements and highlighting regional significance to ensure only competitive projects make the list:
  - Project minimum eligibility criteria, such as:
    - Projects must be located in the MPO 20-Year Metropolitan Planning Area.
    - Projects must be listed in the LRTP (and depending on the category, IDOT LRTP or modal plans).
    - Projects must be ready to go into the stage of project development for which funding will be requested.
    - There should be an existing commitment to a portion of a local match (though expanding the match through partnerships may occur after project is on the priority project list); the Commission may wish to determine a minimum existing match threshold (as a percent) to be eligible for the list.
    - Only dues-paying members of TCRPC are eligible to be a project sponsor.
  - Start with projects in the TIP, in LRTP, or identified through one-on-one community meetings. Similar projects could be combined into a single, larger, more regionally significant project. In the future, TCRPC could do a “call” for projects, or the Commission could review projects from the LRTP and TIP and collectively suggest projects each year that should be evaluated for consideration for the list.
  - TCRPC can establish an evaluation rubric similar to the STB grant process. It should *also* consider the project’s impact on:
    - Economic impacts such as growing the economy, enhancing U.S. competitiveness, and creating good jobs.
    - Sustainability, resilience, and equity.
    - Federal benefit-cost analysis, including categories such as:
      - Safety
      - Travel time
      - Operating cost savings
      - Emissions reductions
      - Facility and vehicle amenities
      - Health
    - Impact on regional needs, through an overlay with needs analysis done by TCRPC.
  - TCRPC establishes a Review Subcommittee to assign Regional Significance points.
  - Staff presents the final scores and tiers to the subcommittee; subcommittee recommends projects to the Technical Committee.

- Technical Committee considers the subcommittee’s recommendation and makes their own recommendation to the Commission.
- TCRPC adopts their final project selection(s) into the Regional Priority Project List.
- Consider modifying projects to make them more competitive for the criteria above; even projects that have made the list can be made more competitive.
- Create buckets of projects on the list that correspond to IJJA program areas or modes. One suggested grouping includes:
  - roads and bridges;
  - transit;
  - bike/ped and micromobility;
  - rail/freight/intermodal.

Projects may overlap categories. Consider developing a matrix that includes key project benefits/focus areas that are not modal, e.g., safety, preservation, resilience, equity, environment. This will help to match projects to discretionary funding.

- If no regional priority projects are in a particular category, consider developing a project as a region based on systems analysis and need, or by combining several smaller projects (but driven by an identified need).
- There should be a minimum project cost threshold for a project to be included on the list. To ensure projects are truly regional and competitive with other regions for Federal grants, a minimum of \$20 to \$30 million was suggested; however, it was recognized that different minimum thresholds might be necessary for different project and grant types, e.g., bicycle and pedestrian-related projects. Assess the current LRTP and TIP projects by selected categories to determine current mean and a standard deviation above the mean of project costs for each category. Alternatively, identify projects that could be considered regional in nature and check the costs of those projects, ensuring that any threshold would ensure those projects could be included. These approaches may help yield a reasonable starting point for minimum thresholds.
- Projects, while they may be at different stages of development including early stages of planning, should still be well-defined enough to broadly define potential benefits and costs. Programs or broad statements of needs will not be suitable for the purposes of the list.
- Entries on the list should include project name, total cost, current stage of project development, cost for next stage of project development, local match, key benefits (checkboxes for safety, preservation, resilience, equity, environment, etc.), eligible IJJA grant programs, and project sponsor.
- Create a timeline of expected Federal grant notices of funding opportunity for the next 6-12 months, and map this to the eligible grant programs listed for the top priorities in each category. Likely relevant grant programs are shown in Table 2.
- The Commission should formally vote on the process to develop the list, and the list itself.
- The Commission will present these regional priorities with the IDOT District regarding regional priorities, and recommend those priorities to IDOT for the region; this should happen by early fall every year to align with IDOT’s processes.



- Once a regional priority project list is created, it should be publicized at a future event to communicate the priorities, the process, and how support for the list will be critical for maximizing future infrastructure funds. All relevant partners for future grants should be involved in this event, including:
  - Local municipalities and counties
  - IDOT
  - Federal, state and local elected officials
  - USDOT (FRA, FTA, FHWA) representatives
  - Business groups such as the Chamber or Rotary
  - GPEDC
  - advocates
- Post the list on the TCRPC website. At a minimum the list can be a PDF; a more advanced interface could allow users to click on projects and see more information, e.g., estimated cost, location on a map, score, and a narrative description of project and impacts to region.
- A process for maintaining and updating the list should also be explicitly stated. This might include set dates every year to submit updates or potential new projects, similar to a TIP update.

#### ***Support Effective Grant Applications***

- Match the grant timeline with listed eligible grants for the top priority projects in each category. Work with listed sponsors to determine if they believe the project will be ready to submit on the next grant cycle, and if they wish to work with TCRPC to advance the project.
- TCRPC can promote its ability to provide technical assistance to project sponsors for grant preparation and building a coalition of supporters for the project, well in advance of a notice of funding opportunity.

**Table 2. Relevant Grant Programs**

<p><u>ROADS AND BRIDGES</u></p> <ul style="list-style-type: none"> <li>• Bridge Investment Program</li> </ul>	<p><u>SAFETY</u></p> <ul style="list-style-type: none"> <li>• Safe Streets and Roads for All</li> </ul>
<p><u>MAJOR PROJECTS (Various Modes)</u></p> <ul style="list-style-type: none"> <li>• Local and Regional Project Assistance Grants (RAISE)</li> <li>• National Infrastructure Project Assistance (Megaprojects)</li> <li>• Nationally Significant Freight and Highway Projects (INFRA)</li> </ul>	<p><u>RAIL</u></p> <ul style="list-style-type: none"> <li>• Consolidated Rail Infrastructure and Safety Improvement Grants (CRISI)</li> <li>• Federal-State Partnership for Intercity Passenger Rail Grants</li> <li>• Railroad Crossing Elimination Grants</li> </ul>
<p><u>RESILIENCE</u></p> <ul style="list-style-type: none"> <li>• Building Resilient Infrastructure and Communities</li> <li>• Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)</li> <li>• Reconnecting Communities</li> <li>• Healthy Streets</li> </ul>	<p><u>TRANSIT</u></p> <ul style="list-style-type: none"> <li>• New Starts</li> <li>• Small Starts</li> <li>• Core Capacity</li> <li>• Bus</li> </ul>
<p><u>ALTERNATIVE FUELS</u></p> <ul style="list-style-type: none"> <li>• Charging and Fueling Infra. Grants</li> <li>• Low or No Emission Grants</li> <li>• Community Alt. Fuel Infra. Grants</li> </ul>	<p><u>AVIATION AND PORTS</u></p> <ul style="list-style-type: none"> <li>• Airport Terminal Program</li> <li>• Port Infrastructure Development Program Grants</li> </ul>
<p><u>OTHER</u></p> <ul style="list-style-type: none"> <li>• Advanced Transportation Technologies and Innovative Mobility</li> <li>• Strengthening Mobility and Revolutionizing Transportation (SMART)</li> <li>• Active Transportation Infrastructure Investment Program</li> </ul>	

## 4. Appendix – Meeting Notes

### *Meeting 1. Public, Stakeholders, and Commissioners*

See Meeting 2 PowerPoint “Strategic Planning: Meeting 1 Outcomes” section; “Pre-Meeting Survey.xls”; and “Strategic Planning top 5 graphs.xls” (all separate files) for detailed output from Meeting 1.

### *Meeting 2. Commissioners*

- Meeting started at 9:10 am
- Everyone introduced themselves around the room
- Housekeeping: Eric
- Eric introduction
  - Last year, TCRPC merged with PPUATS
  - New transportation bill has come out – investment levels we’ve never seen before
    - \$200 billion available
    - We want to put our efforts into the region to ensure success
  - Past efforts included other types of projects
    - Eastern bypass
    - Illinois 336
    - Peoria Lakes restoration
  - Goal is to come together to develop a process, agenda, way to move forward
    - We don’t know what that looks like yet
- Mike Hinrichsen introductory comments
  - Thanked everyone for being here
  - “If there’s any donuts left, you’re not being patriotic”
  - Reminder of Ray LaHood’s comments at the public Strategic Planning Session
  - Strategy logistics
    - We’re competing with other MPOs for the same dollars
    - Tradeoffs
    - We need to align ourselves to understand how we move forward
  - Execution of a strategy
    - A well-executed average strategy always beats a poorly executed great strategy
  - “Confront the issues that separate you from greatness”
- Erik Cempel, Cempel International Transportation Consulting
  - Worked at Amtrak, other MPOs, and other orgs to conduct similar work
  - The point is ultimately to acquire funds for projects that the group has settled on
  - Explained about regional transportation planning
    - A federal requirement for communities over 50,000 people
    - Federally required documents: LRTP, TIP, UPWP
    - Performance management while investing in transportation
      - Set measures and targets to be able to achieve outcomes
      - Seeking a return on investment
      - Improved system performance
  - Went over national goals
  - Ultimately, we want to link the planning to the programming
    - LRTP > vision and goals > TIP

- Example: Indianapolis MPO
  - Create a pie chart to show buckets of funding, percentages
    - Within each bucket, create criteria and score them
- Erik showed a timeline of grant programs in relation to TCRPC's document timeline (i.e. when LRTP will be completed, TIP, etc.)
- Went over LRTP goals
- STBG program
  - Select projects with a regional significance
    - The selection process is set based on the federal and LRTP goals
    - The commission and selection committee members are able to quantify different aspects of each project
- Erik asks if there are any questions and comments at this time
  - Some attendees commented:
  - Ricca – Eric and his team has been helpful
  - Terry – this is new to me; thanks for sharing
  - Russ – he has been a part of this group in past years, and he feels that this process should never be politicized
  - Erik thanked everyone for their comments
- Erik overview of transportation bills
  - IJJA
    - More than just transportation – 400 different pots of money
    - Two types of funding:
      - Formula funds
      - Discretionary funds – competitive funds
        - Focus on growing the economy
        - Alignment between state and regional plans, plus federal goals
    - Passenger rail, electric vehicles, and transit are included, but highways are still the major funding recipient
    - 31% competitive funding – more than previous bills
  - Rebuild Illinois
    - Helps with local match funding
    - Bolsters the federal funding available
- Comments from the group
  - Greg Menold – Comment about local cost share assistance with something like a county road on the outskirts of the county
    - Eric – with each project you must demonstrate need and potential
  - Don white – brought up issues with certain roads
    - Erik – it will help to build partnerships between agencies to tackle these projects
  - Erik – it's good to have both organizational partners as well as political support from elected officials
  - Karen Dvorsky – comment about cost/benefit analysis
- Erik – transportation trends
  - Went over national trends pre- and post-Covid
    - Increase in bike/ped; transit decreased but is creeping back up

- Car trips are about the same as pre-covid, but more for non-work trips
  - Spike in crashes and fatalities
- Comments from the group
  - Rick powers – it’s not necessarily “post-covid”; it’s inflation at this point because of such high gas prices
    - Erik – we don’t have data about that because it’s still too soon. But that is a good point
    - Erik talked about resilience for something like gas prices increasing – is there a backup?

5-minute break

Resumed at 10:35am

- Erik presented the outcomes from Meeting 1
  - Results from pre-meeting survey
- Comments from attendees of the first meeting
  - Russ – “it’s the best process for input that I’ve been involved with” – he said he responded online
  - Mike H – it was good place to share information
  - Don White – biking/walking is not always transportation; likely recreational
  - Eric – what did you expect to hear but didn’t?
    - Patrick Urich – how well do we **measure** our system performance? We need to be able to address this from a systems perspective to understand how to move forward
    - Rick Powers – used to live in Indianapolis; these problems show up in other areas
      - There, they requested asset management in combination with future projects
      - Show the condition of assets to know where to go from there
  - Erik – good to be able to show the public that we spent money in the past and it has produced a useful project
  - Erik – other MPOs have worked together to pool regional assets to show where priorities are
    - Eric – We have a system like this – ISI
    - Russ – we have to gather, analyze, and implement the data
- Erik went through the SWOT analysis
  - Both positives and negatives

Break into small groups at 11:15am

Reconvened at about 11:50am

- Groups share their top ideas; Reema writes down top ideas:
  - Biking & Amtrak—more recreational vs. commuter
  - Let’s not replicate Chicago
  - Prioritizing regional projects for funding

- Consider the political aspects
  - Exploring/expanding technologies, **data**, and strategies
  - Unclear how federal funding will flow locally
    - **Communication and coordination is key**
    - Bring a collective voice forward
  - Give smaller communities and the public a voice
    - Educate these populations about governmental processes
  - Clearer signage/markings on roads
- Discussion followed
- Erik presented a summary of the one-on-one meetings that Eric and Ray held with different jurisdictions
  - Eric gave extra thoughts
    - Idea to have gateways to the region – “a more grand entrance to the region” on different roadways
- Further discussion
  - Focus on a need for communication
    - And education to personnel and the community
    - Regarding funding, processes
- Erik – defining regional significance
  - Think about who is benefitting from a project
    - This may be different than the community at hand, if people commute through a secondary community (like Creve Coeur)
  - Erik identified regional priority project lists in different regions – St. Louis and Chicago

Break, then reconvene at 1:10pm

Final discussion points:

- Group projects similar as IJJA
  - Prioritize lists
- Communication with higher-ups can be challenging
- Minimum threshold of funds
  - Illustrative project list
  - \$20-30 million+
  - Different threshold for different buckets
- Regional significance – ranking
- Discussions with the District regarding regional priorities
- Allow attendees to add input after the meetings—continuous input
- Create publicized future event

## ***1-on-1 Community Meetings***

Tri-County Regional Planning Commission

Strategic Transportation Planning

### **Regional/Community Issues**

May-June 2022

- Existing Infrastructure – Maintenance and Funding/MFT
- Financial Accountability/Responsibility – Long term Maintenance
- District 4 – More structurally deficient bridges than any other District in Illinois-
- Major River Crossings- impedes other state investment in the state system
- Regional & Community Connections / Plans - Bike/Ped Pathways/Sidewalks/Parks/Recreation – Winter Maintenance /Snow Removal, Rails to Trails/Explore Right-of-way acquisitions
- Regional Gateway / Corridor Enhancements North/ South
- Mass Transit – Gray Area Needs/Access, Micro-transit, System Efficiency, Expanded Service Times, Service Fee for Retailers beneficially impacted, All Electric Buses
- Cedar Street Bridge – Value? End of Life
- Fon Du Lac Bridge – Maintenance
- Viaducts – 29 & 24 Frustration with RR
- Underdeveloped Multimodal Corridors – Truck, Rail, River (Heart of Illinois Regional Port District)
- River Bluffs Erosion Control
- Storm Sewers – Aging
- Street Sign / Wayfinding – Larger Signs & Lettering
- Develop Regional Port District Opportunities
- Commercial Expansion – extension of infrastructure
- Assist Farmers, Township Roads falling apart
- Quality of Life issues (need to attract new residents/ balance with maintaining existing infrastructure.
- Increase in federal funding formula pots
- IL 336, is it still a priority?

## Strategic Transportation Planning

### Community Meetings Input Summary – Roadways & Other Infrastructure

May-June 2022

#### **Germantown Hills**

- Rt. 116 – Exploration of Bike/Ped Pathway & Bridge over 116- Metamora – McCluggage
- Woodland Knolls – sidewalks/pathways
- Summerset Drive – sidewalks/pathways
- Community enhancements

#### **Chillicothe**

- Rt. 29 Viaduct- mega grant applied for
- Selected City Streets – bike/ped pathways
- Truitt Drive – Drainage
- Sycamore Street – drainage
- City Gateways

#### **Peoria Heights**

- Prospect Road – Phase I planning/engineering Applied for (member initiative)
- Monroe – Commercial corridor from War Drive re-developments
- Poplar Lane – Bielfeldt Park
- Pabst Property Development – Surrounding Roadways
- Rock Island Trail – Trailhead

#### **IDOT District 4**

- Cedar Street Bridge – Repairs/Replacement/Removal \$300 million
- Fondulac Bridge - Repairs/Replacement/Removal
- Viaducts – 29 Chilli, 24 Washington, 29 Pekin
- Removal of IL 336 from the LRTP- does this release the hold on ROW
- Downtown Traffic Study- Peoria /EPeoria

#### **Creve Coeur**

- Fischer Road – Phase III reconstruction
- Wesley Road

#### **Bartonville**

- Rt. 24 South Gateway – demolition of Allied Mills facilities
- Rt. 24 upgrade – from Southside of Peoria to Keystone
- Connecting Parks with sidewalks – Alpha Park & Millennial Park
- Larger Street Signs/Letters & Numerals, placement too.
- Adams Street overlay

#### **West Peoria**

- Farmington Road – Sidewalks/Pathways & Bridge
- Western

#### **East Peoria**

- Rt. 116/Main Street – Widen
- Springfield Road
- West Muller Road



- East Washington St- 4 corners to -I-74
- Pinecrest Extension

#### **Pekin**

- Court St
- Derby St
- Front Street – Ports opportunities
- Veterans Sheridan -I-474 – establish Bike/Ped Pathways Raise grant applied for

#### **Peoria**

- Pioneer Parkway rebuild and extension- Mega grant applied for
- Bike/Ped Pathways – connections & development all over town
- Howett & Lincoln Streets – IDOT Improvement
- IL 29 narrows project Pedestrian improvements

#### **Morton**

- Tennessee & Broadway – Traffic Studies possible interchange with I-74
- Bike/Ped Trails & Pathways – TP&W RR right-of-way
- Main & Jackson – Phase II shelved by IDOT
- Completion of Queenwood Interchange other 2 legs

#### **Woodford**

- County Highway 13 -Rural funding applied for
- 80000# load limits expanded
- IL 26 needs shoulder work
- Washington Road in Metamora Intersection improvement

#### **Washington**

- Nofsinger Road
- Business 24
- TPW viaduct
- Washington Road interchange

#### **Tazewell County**

- Broadway Road- Washington Road corridor
- Muller Road Corridor

#### **Peoria County**

- Hanna City trail should be taken out of LRTP
- Would like to update and JT all County roads currently in Municipalities
  - 13miles

**RESOLUTION 23-13**

**A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH THE ILLINOIS EMERGENCY MANAGEMENT AGENCY AND EXECUTE A CONTRACT WITH A SELECTED CONSULTANT TO DEVELOP A HAZARD MITIGATION PLAN FOR THE TRI-COUNTY REGION.**

**WHEREAS**, the Tri-County Regional Planning Commission, hereafter referred to as the Commission, has in the past administrated the development of a regional Natural Hazards Mitigation Plan; and

**WHEREAS**, Tri County Regional Planning Commission is subject to hazards including severe thunderstorms, severe winter storms, floods, tornadoes, and drought, among others, that pose risks to public health and property; and

**WHEREAS**, the Tri County Regional Planning Commission desires to prepare and mitigate for such hazards; and

**WHEREAS**, under the Disaster Mitigation Act of 2000, the United States Federal Emergency Management Agency (FEMA) requires that local jurisdictions have in place a FEMA-approved Hazard Mitigation Plan as a condition of receipt of certain future Federal mitigation funding after November 1, 2004; and

**WHEREAS**, the Commission applied for and received federal Hazard Mitigation Grant Program (HMGP) funds through the Illinois Emergency Management Agency (IEMA); and

**WHEREAS**, the IEMA grant requires a 25% local cost share, and in-kind match is eligible.

**THEREFORE BE IT RESOLVED BY THE COMMISSION AS FOLLOWS:**

That the Commission authorizes its Executive Director to enter into an Intergovernmental Agreement with the Illinois Emergency Management Agency for up to \$106,021.20 and to execute a contract with the selected consultant to coordinate and conduct the planning process that satisfies the requirements of the grant for an amount not to exceed the Intergovernmental Agreement with the Illinois Emergency Management Agency.

Presented this 3<sup>rd</sup> day of August 2022

Adopted this 3<sup>rd</sup> day of August 2022

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Don White, Chairman  
Tri-County Regional Planning Commission

**ATTEST:**

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Eric Miller, Executive Director  
Tri-County Regional Planning Commission

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## MEMORANDUM

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**TO:** Commission  
**FROM:** STBG Review Subcommittee & Technical Committee  
**SUBJECT:** FYs 2025-2026 STBG Traditional Program  
**DATE:** August 3, 2022

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### **Action Needed**

Review and take action on the programming of FYs 2025-2026 STBG Traditional projects

### **Background**

The Tri-County Regional Planning Commission (TCRPC) is the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area. One of the responsibilities of the MPO is to program federal Surface Transportation Block Grant (STBG) funds allocated annually to the urbanized area through the Illinois Department of Transportation.

Approximately \$6.56 million (\$6.56M) will be programmed as part of the Traditional Program, which includes the reconstruction of existing roadways and construction of new roadways. Resurfacing Set-Aside Program funds will be programmed in a separate process. Earlier in calendar year 2022, staff submitted a call for projects, and the MPO Technical Committee established an STBG Review Subcommittee to assign regional significance scores and recommend projects for funding.

### **STBG Traditional Review Subcommittee**

On July 18, 2022, the STBG Review Subcommittee (Rich Brecklin, Terry Keogel, and Kinga Krider) convened a meeting to assign regional significance scores for Traditional Program projects and to formulate a recommendation for funding to Technical. Staff (Reema Abi-Akar, Michael Bruner, Ray Lees, and Eric Miller) facilitated the meeting. The subcommittee's recommendation and findings are as follows.

The subcommittee assigned Project Points (commonly referred to as "regional significance") for each application. Scores were based on the narratives submitted and subcommittee members' collective knowledge of the regional transportation system. They scored each application in five categories on a scale of 0 to 8, with 8 being the most significant. Each member assigned their own Project Points and averaged with staff's assignments. Table 1, on the next page, show the average scores.

Project	Self-Scored Subtotal (Out of 60)	Reg'l Connector	Employment Center	Transportation Facilities	Public Facility	Project Phasing	Project Points Subtotal (Out of 40)	Total (Out of 100)
✓ Court Street Pekin	40	7.95	8.00	6.20	7.95	7.70	37.80	77.80
✓ Northmoor & University Peoria	37	7.50	7.05	7.10	6.95	7.95	36.55	73.55
Nofsinger Road Washington	37	7.20	6.25	4.65	5.75	6.65	30.50	67.50
Sheridan Road Peoria County	27	6.30	7.00	0.60	7.70	7.15	28.75	55.75
Derby Street Pekin	28	5.65	6.50	4.60	5.85	4.70	27.30	55.30
Grange Road East Peoria	16	7.10	1.00	0.00	5.35	7.25	20.70	36.70
Muller Road Tazewell County	16	4.80	4.90	4.50	2.95	3.00	20.15	36.15

**Table 1:** STBG Traditional Program FYs 2025-26 Project Application Scoring (STBG Review Subcommittee)

**Subcommittee STBG Recommendation to Technical**

The total STBG request of the top two projects exceed the available funding by \$360,000, or 5.2% of the total request. To fund the top two scoring projects in the FYs 2025-2026 STBG funding round while equitably splitting the remaining difference, the applicants must accept 94.8% of their requested STBG funding amounts. The subcommittee voted unanimously to recommend funding both projects at the pro-rated amount.

The subcommittee recommended funding the projects listed in **Table 2** at amounts in the column labeled “STBG.” The subcommittee developed their recommendation using the final project scoring, included above.

Project	Extent	Applicant	FY	STBG	Local	Total
Court Street	Reconstruct from 8 <sup>th</sup> Street to Stadium Drive	Pekin	2025	\$2,843,931	\$5,156,069	\$8,000,000
Northmoor & University	Reconstruct Northmoor & University intersection	Peoria	2026	\$3,716,070	\$1,883,931	\$5,600,000
<b>Total</b>				<b>\$6,560,000</b>		
<i>Available (est.)</i>				<i>\$6,560,000</i>		

**Table 2:** STBG Traditional Program FYs 2025-26 Recommended Project Funding (STBG Review Subcommittee)

### Technical Committee

On July 20, 2022, the Technical Committee held their normal July meeting. The Technical Agenda included an action item to recommend to Commission the FY2025-2026 Surface Transportation Block Grant (STBG) Traditional Projects.

Staff presented the projects, process, and recommendation to emerge from the subcommittee’s work. This discussion included the history of the Call for Projects process: March 16, 2022 through April 29, 2022. Applicants submitted seven total projects, which are outlined below in **Table 3**.

Applicant	Road	Termini	STBG Request
East Peoria	Grange Road	Centennial Drive to US 24	\$2,972,200.00
Pekin	Court Street	8th St. to Stadium Dr	\$3,000,000.00
Pekin	Derby Street	8th St. to 14th St.	\$3,000,000.00
Peoria	Northmoor/University	Intersection: 500' in all directions	\$3,920,000.00
Peoria County	Sheridan Road	Glen to Northmoor	\$5,775,000.00
Tazewell County	Muller Road	Pinecrest Drive to Jay Avenue	\$4,984,000.00
Washington	Nofsinger Road	Santa Fe Rd to Cruger Rd	\$3,280,000.00
			\$26,931,200.00

**Table 3:** STBG Traditional Program FYs 2025-26 Applications Received

Staff explained the STBG Subcommittee’s review process, plus a comment received from IDOT Local Roads about rounding the STBG awards to the nearest whole number to make it easier to track.

At this time, the City of Pekin’s representative made a motion to amend the recommendation to award Pekin with the full \$3,000,000 request. Pekin’s reasoning was twofold: because Court Street scored the highest and because their federal share request was 37.5 percent, while the City of Peoria’s Northmoor and University Intersection request was higher — the maximum of 70 percent federally funded.

Pekin’s proposed amendment would result in maintaining their 37.5 federal cost share and increasing the City of Peoria’s local share by \$360,000. This would result in a 63.57 percent federal cost share for the City of Peoria’s project.

Another Technical Committee member seconded the amendment, and staff took a roll call vote to accept the amendment with a total of nine Yes votes and eight No votes. After the amendment passed, the committee then voted on the original motion with the amendment via a second roll call vote. This resulted in nine Yes votes and eight No votes, so the motion with the amendment passed.

**Technical Committee’s Amended STBG Recommendation to Commission**

The Technical Committee recommended funding the projects listed in **Table 4** below at amounts in the column labeled “STBG.” The subcommittee developed their recommendation using the STBG Review Subcommittee scoring and discussion at the July Technical Committee meeting, as described above.

<b>Project</b>	<b>Extent</b>	<b>Applicant</b>	<b>FY</b>	<b>STBG</b>	<b>Local</b>	<b>Total</b>
Court Street	Reconstruct from 8 <sup>th</sup> Street to Stadium Drive	Pekin	2025	\$3,000,000	\$5,000,000	\$8,000,000
Northmoor & University	Reconstruct of Northmoor & University intersection	Peoria	2026	\$3,560,000	\$2,040,000	\$5,600,000
<b>Total</b>				<b>\$6,560,000</b>		
<i>Available (est.)</i>				<i>\$6,560,000</i>		

**Table 4:** STBG Traditional Program FYs 2025-26 Recommended Project Funding (Technical Committee)

## **RESOLUTION 23-12**

**A RESOLUTION BY THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO PROGRAM FISCAL YEARS 2025-2026 SURFACE TRANSPORTATION BLOCK GROUP TRADITIONAL PROJECT FUNDING TO THE CITY OF PEKIN FOR RECONSTRUCTION OF COURT STREET FROM 8<sup>TH</sup> STREET TO STADIUM DRIVE AND THE CITY OF PEORIA FOR RECONSTRUCTION OF THE INTERSECTION OF NORTHMOOR ROAD AND UNIVERSITY STREET.**

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

**WHEREAS**, the MPO receives federal transportation funds from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through the Illinois Department of Transportation (IDOT) and is responsible for competitively programming federal Surface Transportation Block Grant (STBG) funds for eligible projects that have regional significance and benefit the entire region, and

**WHEREAS**, the Commission has approximately \$8.2 million (\$8.2M) in STBG funding for the FYs 2025-2026, with 20%, or \$1.64M, set aside for pavement preservation, and the remaining 80%, or \$6.54M, for traditional reconstruction and new roadway projects, and

**WHEREAS**, the Commission released a Call for Projects for FYs 2025-2026 STBG Traditional Projects, hereafter referred to as Projects, on Wednesday, March 16<sup>th</sup> and received a total of seven project applications on the due date of Friday, April 29<sup>th</sup>, and

**WHEREAS**, the MPO Technical Committee, hereafter referred to as Technical, formed a STBG Traditional Review Subcommittee, hereafter referred to as the Subcommittee, to evaluate and assign Project Points (commonly referred to as “regional significance”) to each Project at their July 18, 2022 meeting, where each member assigned their own Project Points and averaged with staff’s assignments, and

**WHEREAS**, the top two projects, Court Street in Pekin and Northmoor Road and University Street Intersection in Peoria, amount to \$6,920,000 total, which creates an excess request of \$360,000 due to the total available STBG funding being \$6,560,000 for Traditional Projects, and

**WHEREAS**, the Subcommittee recommended to equitably split the difference by reducing both Projects by 5.2%, which is the percentage of the excess request, and

**WHEREAS**, the Technical Committee reviewed the Subcommittee’s recommendation and amended the the recommendation to fully fund the City of Pekin Court Street Project and reduce the federal share of the City of Peoria’s Northmoor and University Intersection by \$360,000 due to the difference in local match between the two projects, and

**WHEREAS**, as presented, the City of Pekin will have a federal cost share of their original request of 37.5% and the City of Peoria’s federal cost share would be reduced from 70 percent to 63.57%, and

**WHEREAS**, the Commission has reviewed these recommendations.

**THEREFORE BE IT RESOLVED BY COMMISSION AS FOLLOWS:**

That Commission accepts the MPO Technical Committee’s recommendation and programs \$3,000,000 to the City of Pekin for reconstruction of Court Street from 8<sup>th</sup> Street to Stadium Drive and the City of Peoria \$3,560,000 for the reconstruction of the Intersection of Northmoor Road and University Street.

Presented this 3rd day of August 2022

Adopted this 3rd day of August 2022

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Don White, Chairman  
Tri-County Regional Planning Commission

ATTEST:

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Eric W. Miller, Executive Director  
Tri-County Regional Planning Commission



**RESOLUTION 23-11**

**A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO APPROVE THE AMENDMENT TO THE FISCAL YEAR 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM.**

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

**WHEREAS**, Titles 23 and 49 of the United States Code require MPOs to develop a Transportation Improvement Program (TIP), and Title 23 Code of Federal Regulations, Section 450.326, records the required content; and

**WHEREAS**, the Commission has developed the Fiscal Year 2023–2026 (FY23-26) TIP through the continuing, cooperative, and comprehensive (3C) transportation planning process and through a participatory process as prescribed in the Commission’s Public Participation Plan (PPP); and

**WHEREAS**, the FY23–26 TIP lists all federally-funded transportation projects in the Peoria-Pekin Urbanized Area programmed within the four-year plan horizon and warrants the metropolitan transportation planning process follow all applicable state and federal requirements; and

**WHEREAS**, the Technical Committee recommended approval of the FY23-26 TIP on June 15, 2022, and the Commission authorized the adoption on July 6, 2022; and

**WHEREAS**, the Commission has received a request to amend the FY23-26 TIP by adding, deleting, or revising project(s) as shown in the TIP Amendment Request Form; and

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

**NOW THEREFORE BE IT RESOLVED BY THE COMMISSION AS FOLLOWS:**

That the Commission herewith amends the Fiscal Year 2023–2026 Transportation Improvement Program as detailed in the attached TIP Amendment Request.

Presented this 3rd day of August 2022

Adopted this 3rd day of August 2022

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Don White, Chairman  
Tri-County Regional Planning Commission

**ATTEST:**

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Eric Miller, Executive Director  
Tri-County Regional Planning Commission

**TRI-COUNTY REGIONAL PLANNING COMMISSION  
FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Adopted July 6, 2022, as amended

**TIP AMENDMENT REQUEST FORM**

DATE	AMENDING TIP DOCUMENT		AGENCY REQUESTING AMENDMENT(S)
7/6/2022	From 2023	To 2026	Illinois Department of Transportation

**PROJECT INFORMATION**

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
Interstate Pavement Preservation	S-23-08	68H21		4-02024-2009	Various Locations on I-74 and I-474 in Peoria and Tazewell County	Pavement Preservation, Crack and Joint Sealing	NHPP-S	90%	\$ 216,000
							State	10%	\$ 24,000
							Local		
							<b>Total</b>		<b>\$ 240,000</b>

Reason for Amendment: Project added to FY 2023 program

Airport Road Bridge Replacement	S-24-08	68886		4-00181-0600	Airport Road Over I-474	Bridge Replacement	PROTECT Program-S	60%	\$ 5,108,000
							NHPP-S	22%	\$ 1,902,000
							State	18%	\$ 1,490,000
							Local		
<b>Total</b>		<b>\$ 8,500,000</b>							

Reason for Amendment: Project funding updated and added to FY 2023 program

Adams Street Bridge Replacement	S-23-01	68D72		4-00080-0000	Over BNSF RR & UP RR at WCL of Peoria	Bridge Replacement	NHPP-S	80%	\$ 28,800,000
							State	20%	\$ 7,200,000
							Local		
							<b>Total</b>		<b>\$ 36,000,000</b>

Reason for Amendment: Project funding updated and moved to FY 2025 program

IL 8 Bridge Rehabilitation	S-25-01	68F83		4-00170-0100	Over Kickapoo Creek Trib 3.5 Miles NW of Pottstown	Bridge Rehabilitation	BFP-S	80%	\$ 744,000
							State	20%	\$ 186,000
							Local		
							<b>Total</b>		<b>\$ 930,000</b>

Reason for Amendment: Project added to FY 2025 program

IL 8 Bridge Rehabilitation	S-25-02	68F83		4-00171-0000	Over Kickapoo Creek in Pottstown	Bridge Rehabilitation	BFP-S	80%	\$ 720,000
							State	20%	\$ 180,000
							Local		
							<b>Total</b>		<b>\$ 900,000</b>

Reason for Amendment: Project added to FY 2025 program

IL-29 Bridge Replacement	S-20-13	68C86		4-09665-0100	Over Dickison Run Creek 0.3 Mile N of ILL 6	Bridge Replacement	NHPP-S	80%	\$ 2,560,000
							State	20%	\$ 640,000
							Local		
							<b>Total</b>		<b>\$ 3,200,000</b>

Reason for Amendment: Project funding updated and moved to FY 2026 program

IL-29 Bridge Replacement	S-23-04	68C86		4-09665-0150	Over Dickison Run Creek 0.3 Mile N of ILL 6	Bridge Replacement	NHPP-S	80%	\$ 2,560,000
							State	20%	\$ 640,000
							Local		
							<b>Total</b>		<b>\$ 3,200,000</b>

Reason for Amendment: Project funding updated and moved to FY 2026 program

Technical	7/20/2022
Commission	8/3/2022

IDOT District 4 Local Roads	
IDOT District 4 Programming	
FHWA	

**RESOLUTION 23-16**

**A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO AUTHORIZE THE EXECUTIVE DIRECTOR TO EXTEND AN AGREEMENT WITH THE GREATER PEORIA MASS TRANSIT DISTRICT TO UTILIZE FTA SECTION 5310 FUNDS TO IMPROVE BUS STOPS THROUGHOUT THE REGION.**

**WHEREAS**, in July 2014, the Tri-County Regional Planning Commission, hereafter referred to as the Commission, was named a Co-Designated Recipient, along with the Illinois Department of Transportation, for FTA Section 5310 Funds by the Governor of Illinois, and

**WHEREAS**, the Commission is the Metropolitan Planning Organization (MPO) for the Peoria/Pekin Urbanized Area, and

**WHEREAS**, every federal fiscal year, the Commission, as the Co-Designated Recipient, is allocated FTA Section 5310 funds to be programmed for the “enhanced mobility of seniors and individuals with disabilities,” and

**WHEREAS**, FTA allocated the Commission \$106,245 in FY16 and \$108,562 in FY17 Section 5310 funds, and

**WHEREAS**, on February 11, 2019, the Commission executed a two-year agreement with the Greater Peoria Mass Transit District, hereafter referred to as GPMTD, to allocate \$66,000 of these funds to GPMTD to improve bus stops throughout their service area, plus a required local match of \$16,500, for a total of \$82,500, and

**WHEREAS**, GPMTD expended \$20,280 of these federal funds and \$5,070 of the local funds; therefore, the remaining amount is \$45,720 federal and \$11,430 local, for a total of \$57,150, and

**WHEREAS**, the 2019 agreement has expired in 2021, and the FTA communicated with the Commission that these funds must be expended by December 31, 2022,

**THEREFORE BE IT RESOLVED BY THE COMMISSION AS FOLLOWS:**

That the Commission authorize its Executive Director to extend an agreement with the Greater Peoria Mass Transit District to utilize FTA Section 5310 Funds to improve bus stops throughout the region for Project No. IL-2018-035-00 for the remaining amount of \$57,150.

Presented this 3rd day of August 2022

Adopted this 3rd day of August 2022

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Donald White, Chairman  
Tri-County Regional Planning Commission

ATTEST:

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Eric Miller, Executive Director  
Tri-County Regional Planning Commission

**RESOLUTION 23-10**

**A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO ADOPT THE CONGESTION MANAGEMENT PROCESS (CMP) UPDATE.**

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

**WHEREAS**, 23 CFR § 450.322 mandates the development of a Congestion Management Process (CMP) for MPOs that are designated as Transportation Management Areas (TMAs), which are urbanized areas with a population over 200,000; and

**WHEREAS**, the transportation planning process in a TMA shall address congestion management through a process that provides safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy, of new and existing transportation facilities through the use of travel demand reduction and operational management strategies; and

**WHEREAS**, the Commission has developed the CMP through the continuing, cooperative, and comprehensive (3C) transportation planning process; and

**WHEREAS**, the CMP was developed through a participatory process as prescribed in the Commission's 2021 Public Participation Plan (PPP), and the public comment on the draft CMP was sought and received during the public comment period from July 1, 2022 through July 31, 2022 with one public meeting during the July 20, 2022 MPO Technical Committee; and

**WHEREAS**, on July 20, 2022, the Technical Committee recommended to the Commission the adoption of the CMP, which provides a systematic, transparent, and continuous method to identify congestion and to prioritize improvements that alleviate it; and

**WHEREAS**, both the Technical Committee and Commission have reviewed the CMP.

**NOW THEREFORE BE IT RESOLVED BY THE COMMISSION AS FOLLOWS:**

That the Tri-County Regional Planning Commission hereby approves and adopts the Congestion Management Process Update.

Presented this 3rd day of August 2022

Adopted this 3rd day of August 2022

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Don White, Chairman  
Tri-County Regional Planning Commission

**ATTEST:**

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Eric Miller, Executive Director  
Tri-County Regional Planning Commission