

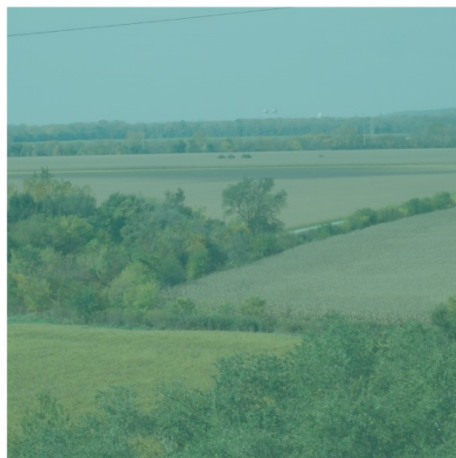
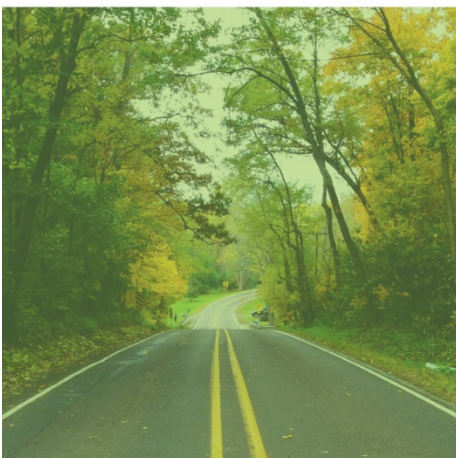


Welcome to
Tri-County Regional Planning Commission

Commissioner Orientation Manual

Information about the mission, duties, and organization of TCRPC

Updated March 2019



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TRI-COUNTY REGIONAL PLANNING COMMISSION

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January 26, 2019

Commissioners,

On behalf of the Commissioners of the Tri-County Regional Planning Commission, I would like to welcome you. Your time here is very important to the success of the Commission and we appreciate your support.

The purpose of this orientation manual is to provide you with information to help you better perform your duties and understand our organization. As TCRPC grows and changes, so may the information within this manual. Please check with the Office Administrator to make certain you have the latest information available.

The Tri-County Regional Planning Commission was established in 1958 to promote intergovernmental cooperation, regional planning, and a vision for the future. The Commission exists to serve the residents of Peoria, Tazewell and Woodford Counties by offering a forum for leaders of local government, and to develop a vision for the future by defining regional issues, setting goals, and cooperatively implementing plans. The Tri-County Regional Planning Commission is the "Steward of the Regional Vision."

The Tri-County Regional Planning Commission provides regional planning services to the Tri-County Region which includes Peoria, Tazewell, and Woodford Counties in Central Illinois. These services include regional projects such as metropolitan transportation planning services provided in cooperation with the Peoria/Pekin Urbanized Area Transportation Study (PPUATS), and projects which promote responsible land use management and protection of the environmental assets.

I hope you find this information helpful and useful. If you have any questions please do not hesitate to contact me.

Sincerely,

Eric Miller

Executive Director

Table of Contents

CHAPTER ONE: INTRODUCTION	4
Background and History	5
Commissioners of TCRPC, as of July 1, 2015.....	8
Strategic Planning for the Commission.....	10
Legislative Agenda.....	14
CHAPTER TWO: CORE ACTIVITIES OF TCRPC	15
Transportation	16
Comprehensive and Land Use Planning	24
Environmental Planning	25
Other Areas of Planning and Coordination.....	28
Regional Geographic Information System (GIS).....	30
CHAPTER THREE: ADMINISTRATION	33
Budget.....	34
Staff.....	37
APPENDIX A: HISTORICAL DOCUMENTS AND TCRPC BYLAWS	38
Appendix A(1): Enabling Legislation	41
Appendix A(2): Creating Resolutions	44
Appendix A(3): Bylaws of Tri-County Regional Planning Commission.....	52
APPENDIX B: STRATEGIC PLANS	63
Appendix B(1): 2009 Strategic Plan.....	64
Appendix B(2): 2011 Strategic Plan.....	72
Appendix B(3): 2012 Strategic Plan.....	82
APPENDIX C: TRI-COUNTY REGIONAL PLANNING COMMISSION LEGISLATIVE AGENDAS	91
Appendix C(1): Tri-County Regional Planning Commission 2013 Legislative Agenda	92
Appendix C(2): Tri-County Regional Planning Commission 2012 Legislative Agenda	95
APPENDIX D: PPUATS DOCUMENTS	98
Appendix D(1): Establishment of TCRPC as the Metropolitan Planning Agency	99
Appendix D(2): Cooperative Agreement.....	101
Appendix D(3): PPUATS Policy Committee Members	111
Appendix D(4): PPUATS Policy Committee Bylaws.....	113
Appendix D(5): PPUATS Technical Committee Members	119
Appendix D(6): PPUATS Technical Committee Bylaws.....	121

Chapter One: Introduction

Background and History

Background

Regional Planning Commissions (sometimes called Regional Councils or Councils of Government) are voluntary multi-service entities formed under Illinois law. Their primary purpose is to study the needs and conditions of a region and to develop strategies which enhance the region. There are currently 14 multi-county regional planning commissions in Illinois and about the same number of single-county planning commissions.

History

1957: Illinois State Legislature enacted “An Act to provide for regional planning and for the creation, organization and powers of regional planning commissions” (Chapter 34, Paragraph 152a, et seq., Illinois Revised Statutes, 1957).

1958: Peoria, Tazewell and Woodford Counties each passed a resolution establishing TCRPC, which stated “this region should have a plan made for the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development and said region, and of public improvements and utilities therein for the purpose of best promoting health, safety, morals, order, convenience, prosperity, efficiency, and economy in the process of development and the general welfare of said region.”

Pertinent Facts:

- 45 members, 15 from each county, to include members from:
 - County Zoning Board of Appeals
 - City or Village Planning Commissions
 - Mayors/Village Presidents
 - Trustees of Sanitary Districts
 - Commissioners of Airport Authorities
 - Trustees of Park District
 - Trustees of Fire Protection Districts
 - Each county’s Superintendent of Schools
 - Each county’s Superintendent of Highways
 - General population
- Primary function of TCRPC: Prepare and recommend to the County Boards a Regional Plan *“for the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of said region, and of public improvements and utilities therein, for the purpose of best promoting health, safety, morals, order, convenience, prosperity, efficiency, and economy in the region.”*

1965: Membership in Tri-County Regional Planning Commission was changed to 19 members:

- 3 officials from the following list:
 - County Superintendent of Schools
 - County Superintendent of Highways
 - County Zoning Board of Appeals
 - City or Village Planning Commissions
 - Mayors/Village Presidents
 - City Council or Village Board members
 - Trustees of Sanitary Districts
 - Commissioners of Airport Authorities
 - Trustees of Park District
 - Trustees of Fire Protection Districts
- 3 members who hold no salaried public office or office listed above
- 1 member from IDOT

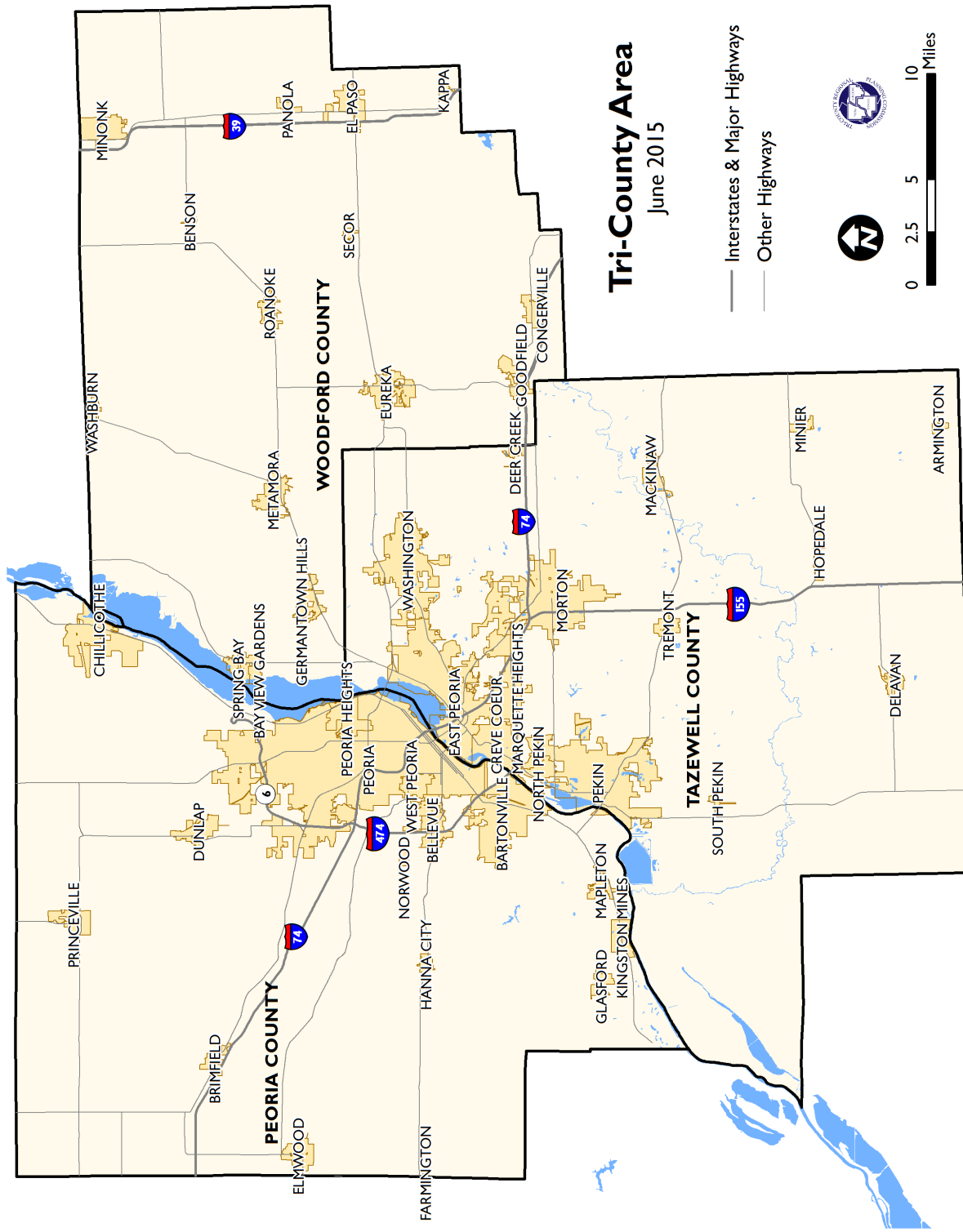
1969: The membership list was amended to include “Members of the County Board of Supervisors” to the list of potential members.

1971: The membership was changed to 7 members from each county, to be appointed by the County Board Chair with confirmation by the County Board, plus a representative from IDOT. The appointments were to be made so that all areas and interests within the County were broadly represented.

1976: TCRPC was named the Metropolitan Planning Organization (MPO) for the Peoria/Pekin Urbanized Area. TCRPC created a new organization, the Peoria/Pekin Urbanized Area Study (PPUATS) to carry out the work of the MPO.

See *Appendix A: Historical Documents and Bylaws* for more detailed information regarding the establishment of TCRPC.

Jurisdiction of the Tri-County Regional Planning Commission



Commissioners of TCRPC, as of January , 2019

Name	Represents	Email	Phone
Bender, Matthew	Peoria	mbender@carpentersunion.org	309-634-5847
Bockler, Roy	Woodford	REBFinancial@dpc.net	309-360-4620
Chance, Greg	Peoria	Greg.chance@mchsi.com	309-368-9832
Cotton, Russ	Woodford	rcotton@woodford-county.org	309-370-4964
Crawford, Russ	Tazewell	russ@mtco.com	309-265-2468
Gorman, Don	Peoria	dcgorman2@comcast.com	309-251-1879
Hinrichsen, Mike	Woodford	mikehinrichsen@mtco.com	309-256-9196
Kingdon, Ben	Woodford	benkingdon@aol.com	309-830-8157
Lind, Eric	Woodford	Linderic12@gmail.com	309-229-9463
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<i>Neuhauser, Tim Chairman</i>	Tazewell	tneuhauser@envisions.com	309-231-0388
Phelan, Michael	Peoria	Michael, Phelan@peoriaheights.org	309-363-4804
Proehl, Nancy	Tazewell	Idandnancy65@gmail.com	309-208-4246
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Salzer, Phil	Peoria	psalzer@peoriacounty.org	309-251-4868
Smith, Michael	Woodford	msmith@mtco.com	309-370-3428
Sundell, Susan	Tazewell	sundell@grics.net	309-241-1951
White, Donald	Peoria	Dzw50@aol.com	309-208--6856
Wolfe, Joe	Tazewell	jwolfe@tazewell.com	309-267-8677

Bold – Executive Committee*Italics – Chair*

Standing TCRPC Committees, as of January 2019

Executive Board	Chair	Tim Neuhauser	Tazewell
	1st Vice Chair	Mike Hinrichsen	Woodford
	2nd Vice Chair	Paul Rosenbohm	Tazewell
	Secretary	Sue Sundell	Tazewell
	Treasurer	Mike Smith	Woodford
		Russ Crawford	Tazewell
		Mike Phelan	Peoria
		Ben Kingdon	Woodford
		Matt Bender	Peoria
Personnel Committee	Chair	Mike Hinrichsen	Woodford
		Mike Phelan	Peoria
		Sue Sundell	Tazewell
Ways & Means	Chair	Mike Smith	Woodford
		Tim Neuhauser	Tazewell
		Matt Bender	Peoria
Nominations Committee	Chair	Paul Rosenbohm	Peoria
		Russ Crawford	Tazewell
		Mike Hinrichsen	Woodford

Strategic Planning for the Commission

From 2009 to 2013, TCRPC Commissioners held several strategic planning sessions. The sessions were conducted by outside facilitators who took the Commission through a strategic planning process. Summaries from those sessions are included here. Full reports on each Strategic Planning session can be found in Appendix B.

TCRPC Strategic Plan 2009

- Be more aggressive in Promoting Intergovernmental Cooperation
- Positive External Communication Strategy
- Blurring County Boundaries into Regional Focus: One-stop shop/clearinghouse for regional projects and information
- Proactively Monitor Major Regional Issues
- Increased Public Policy/Legislative Presence (State/Federal)
- Geographic Expansion of Commission
- Attractiveness of Region to Young Professionals
- Support the Riverfront Museum
- Pursuing Rail Services
- Freight Transportation Planning & Support
- Strengthening Relationships with Educational Institutions
- Ten Year Illinois River Strategy
- Regional GIS – Leadership Role
- Policy Framework for Planning Endeavors
- Balancing “Bricks & Mortar” and Green
- Strengthening Older Neighborhoods

For more information on the 2009 Strategic Plan, including Implementation Strategies, refer to Appendix B(1).

TCRPC Strategic Plan 2011

Top Priority Strategies:

- Create jobs, grow businesses
- Intergovernmental Cooperation
- Regional Focus/Comprehensive Vision
- Rural Economic Development
- Legislative Presence and Agenda
- Connect Rural Areas Digitally

High Priority Strategies:

- Strengthening Heritage Neighborhoods
- Comprehensive Transportation Planning
- Advocating for Responsible Development Practices
- Monitoring Regional Issues
- Positive External Communication
- Illinois River Strategy

For more information on the 2011 Strategic Plan, refer to Appendix B(2).

TCRPC Strategic Plan 2012

Top Priority Strategies:

- Create jobs, grow businesses
- Illinois River Strategy
- Intergovernmental Cooperation
- Economic Development Leadership
- Attractiveness of Region to Young Professionals

High Priority Strategies:

- Legislative Presence and Agenda
- Rural Economic Development
- Regional Focus/Comprehensive Vision
- Building Trust
- Pursuing Rail Services

For more information on the 2012 Strategic Plan, refer to Appendix B(3).

TCRPC Strategic Plan 2013

Eastern Bypass:

- Final Corridor Selection
- NEAPA process done
- Nearing completion of alignment phase
- All major obstacles addressed
- Continued Federal and State legislative support

Passenger Rail:

- Phase 1: Buss transportation
- TIGER grant achieved
- Operational and preliminary numbers on ridership known (universities, airports, rail terminals)
- Implement bus service

Peoria Lakes:

- Adoption of Peoria Lakes Comprehensive Plan as led by TCRPC and supported by Army COE and HWRC
- Promotion of stormwater utilities foe funding
- Completed individual watershed plans
- Identify the end stage: healthy lakes for swimming and use, passable stream for recreational use

Locks & Dams:

- Funding appropriation by Congress to replace the locks
- Collaborative agreement with all stakeholders (including USACoE, corn and soybeans growers, barge operators, commercial and industrial interests)

Legislative Agenda

In 2012 and 2013, TCRPC conducted meetings with state and federal legislators to outline a regional legislative agenda for the Commission. The meetings were well attended by Commissioners and local legislators from the area. Listed below are the primary issues of the 2012 and 2013 Legislative Agendas. A full discussion of the issues can be found in Appendix C.

2012 Summarized Legislative Agenda

- Passenger Rail Service for the Peoria Area
- Eastern Bypass-Funding to complete the Phase I (Location and Design Study) so that corridor preservation can begin
- Broadband for Rural Areas and Small Towns
- Illinois River-WRDA, Illinois River Caucus, Emiquon Designation, Stormwater Utilities
- Illinois Commerce Commission Appointment
- Legislation to Allow Regional Planning Commissions to Own Real Estate
- State Strategy for Economic Competitiveness

2013 Summarized Legislative Agenda

- Eastern Bypass-Funding to complete the Phase I (Location and Design Study) so that corridor preservation can begin
- Passenger Rail Service for the Peoria Area
- State Strategy for Economic Competitiveness
- Federal Bureau of Prisons at Pekin Expansion
- Broadband for Rural Areas and Small Towns
- Illinois River-WRDA, Illinois River Caucus, Emiquon Designation, Stormwater Utilities
- Illinois Commerce Commission Appointment
- Legislation to Allow Regional Planning Commissions to Own Real Estate

Chapter Two: Core Activities of TCRPC

Transportation

Tri-County Regional Planning Commission provides regional planning services to Peoria, Tazewell, and Woodford Counties. The planning services fall into three activities: Transportation Planning, Comprehensive and Land Use Planning, Environmental Planning, and Geographic Information System (GIS) services. Each activity will be discussed in turn.

Transportation Planning

The primary function of TCRPC is transportation planning. TCRPC was designated the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area in 1976. See Appendix D(1) for a copy of the letter establishing TCRPC as the MPO. The MPO region includes portions of Peoria, Tazewell and Woodford Counties. MPOs are required by federal legislation in urban areas with a population of 50,000 or more to provide multi-modal transportation planning.

The purpose of the MPO is to bring together local governments, transportation authorities, citizens and other interested persons and organizations that assist in creating transportation policy and developing comprehensive plans that reflect the area's transportation vision for the future. The MPO consists of the Urbanized Area, and the 20 Year Planning Area, which is the area that is expected to become urbanized in the future. See map on Page 18.

Tri-County Regional Planning Commission has delegated the responsibilities of the MPO to the Peoria-Pekin Urbanized Area Transportation Study (PPUATS). PPUATS consists of a Policy Committee and a Technical Committee. See Appendix D(2) for a copy of the Cooperative Agreement that outlines the duties and responsibilities of PPUATS.

The MPO receives federal funding on an annual basis to carry out its mission. The federal funds must be matched by the local jurisdictions that are part of PPUATS. The funds must be used in the 20 Year Planning Boundary. The **Policy Committee** is the decision maker. The Policy Committee guides staff planning efforts, assists in developing plans, and makes the final decisions on key documents and amendments. The Policy Committee consists of a 19-person board with representatives from the local county boards, city councils, CityLink, and the Illinois Department of Transportation. The members of the FY 2016 Policy Committee can be found in Appendix D(3), and the Bylaws of the Policy Committee may be found in Appendix D(4).

The **Technical Committee** provides recommendations to the Policy Committee on technical issues. The Technical committee is made up of engineering, public works, and planning staff from cities and counties, along with CityLink, the Peoria Airport and TCRPC. The members of the FY 2016 Technical Committee can be found in Appendix D(5), and the Bylaws of the Technical Committee may be found in Appendix D(6).

PPUATS emphasizes plans and transportation projects that can accommodate both the current population and future growth. Transportation planning is a cooperative process designed to

foster involvement by all users of the system, such as the business community, community groups, environmental organizations, freight operators, and the general public. This process is informed by PPUATS' work in:

- Monitoring existing conditions;
- Forecasting future population and employment growth, including assessing projected land uses in the region and identifying major growth corridors;
- Identifying current and projected future transportation problems and needs and analyzing, through detailed planning studies, various transportation improvement strategies to address those needs;
- Developing long-range plans and short range programs of alternative capital improvement and operational strategies for moving people and goods;
- Estimating the impact of recommended future improvements to the transportation system on environmental features, including air quality; and
- Developing a financial plan for securing sufficient revenues to cover the costs of implementing strategies.

It should be acknowledged that PPUATS is a planning agency and does not implement capital improvements, which are accomplished by the sponsoring jurisdiction, organization, or agency. PPUATS programs federal transportation funds attributable to the area.

PPUATS coordinates and completes many transportation plans, projects, and studies; however there are certain federally required plans and programs for which PPUATS is responsible. These plans and programs are designed to create a vision, implement and monitor projects, incorporate public participation in all stages of the planning process, and provide financial guidance for the MPO. Our four main plans and programs are:

Long Range Transportation Plan (LRTP)

The LRTP is the region's Long Range Transportation Plan. The LRTP is updated every five years based on regional population and economic growth projections. The plan identifies and prioritizes needed improvements of all types of transportation within the 20-year planning boundary for the next 20+ years. The LRTP must be fiscally-constrained; projects and project costs may not exceed the federal transportation funds that are anticipated to be available. A proposed transportation project must coincide with the goals in the LRTP for that project to be funded with federal transportation funds. All other plans and programs are linked to the LRTP.

The LRTP can be found on the TCRPC website at www.tricountyrpc.org/lrtp-2040

Unified Work Program (UWP)

The UWP documents the transportation planning activities and products PPUATS will conduct or complete in the upcoming fiscal year. It includes a budget for the federal funds allocated to TCRPC for transportation planning functions.

The FY 2016 UWP, which covers the period July 1, 2015 to June 30, 2016, can be found at www.tricountyrpc.org/files/Final_FY16_UWP.pdf

Transportation Improvement Program (TIP)

The TIP is our region's short-term (one to four years) spending program for implementing transportation related projects. The program identifies and allocates federal funding for transportation improvements. All TIP projects must be identified in the LRTP and must be included in the TIP to be eligible to receive federal transportation funding. The TIP is updated annually.

The TIP can be found at www.tricountyrpc.org/files/FY16_19_TIP_FINAL.pdf

Public Participation Plan (PPP)

The PPP identifies opportunities for the public to get involved in the regional planning process, and includes methods to increase public awareness and understanding, as well as provide complete and timely information to the public and all transportation stakeholders. The PPP can be found at www.tricountyrpc.org/files/PPUATS_PublicParticipationPlan_2007.pdf

Current Projects

As part of its transportation planning functions, TCRPC has undertaken numerous studies and projects for the betterment of the region. Some of these are:

Travel Demand Model

The travel demand model is an analysis tool utilized by the Tri-County Regional Planning Commission staff to make unbiased projections of future transportation demands on both existing and proposed roadways. These projections allow regional engineers and planners to make informed recommendations and decisions concerning necessary future infrastructure improvements.

Air Quality

In 2007, TCRPC learned that the ground level ozone levels were dangerously close to the maximum levels permitted by the United States Environmental Protection Agency (USEPA). Ground level ozone is a pollutant that primarily affects the respiratory systems of humans. A significant source of ground level ozone is vehicle exhaust.

If the region exceeds USEPA standards, which may become more restrictive in the future, the area will be in 'non-attainment.' Consequences of non-attainment include vehicle inspections, different (and more expensive) gasoline blends, and restrictions on building new or expanded roadways.

TCRPC monitors air quality and advises individuals, communities, and businesses on ways to reduce ground level ozone levels.

Mass Transit Planning

TCRPC understands that transportation planning includes more than highways that carry personal vehicles and trucks. An important part of any transportation system is mass transit. Mass transit refers to municipal or regional shared public transportation. This includes the use of busses on a fixed route system, as well as paratransit, which is more personalized transportation for people with disabilities. TCRPC works very closely with the major provider of mass transit in the urbanized area, which is the Greater Peoria Mass Transit District, or 'CityLink.' TCRPC also works with providers of paratransit, which include CityLink, We Care, and CountyLink.

Map of the Peoria Pekin Urbanized Area

Transportation Planning outside of the MPO

Human Services Transportation Plan

TCRPC undertakes other transportation programs in addition to the responsibilities as the Metropolitan Planning Organization for the region. In 2008, Tri-County Regional Planning Commission was designated the Regional Coordinator for a seven county region Human Services Transportation Plan. The seven counties are Peoria, Tazewell, Woodford, Knox, Fulton, Marshall, and Stark.

The Human Services Transportation Plan (HSTP) focuses on transit. It identifies strategies that encourage more efficient use of available services to provide enhanced mobility to persons with disabilities, older adults, persons with limited incomes, and the general public.

The HSTP program has both an urban and a rural component. The HSTP is managed by a 21 member HSTP Committee, consisting of County Board members, transit providers, social service agencies, and transit users from throughout the seven county region.

Eastern Bypass Coalition

The Eastern Bypass concept has been studied several times over the last several decades, starting first in the late 1960s, as part of the East Peoria Comprehensive Plan, in 1993 as part of the "Heart of Illinois Highway Feasibility Study" and under a corridor study that was completed in December of 1998. In 2005, \$2.4 million in funding was provided as part of the Federal Highway Legislation. The State of Illinois agreed to provide the required match to those funds for the purpose of conducting a new corridor study for the proposed Eastern Bypass.

In 2007 the Eastern Bypass coalition formed under IRS code 501(c)(4) for the purpose of supporting the highway. The board members of the Eastern Bypass Coalition meet regularly at the TCRPC office and TCRPC attends the Eastern Bypass Coalition meetings but does not provide additional support to the organization.

Passenger Rail Advisory Committee

Bringing commuter/passenger rail back to the Peoria area after decades of absence has been identified as a regional top priority by the TCRPC. To that end, TCRPC established the Passenger Rail Advisory Committee (PRAC). PRAC is made up of local leaders and elected officials who have worked diligently over the past years to define a preferred rail corridor linking the Peoria and Bloomington/Normal metro areas. A preliminary feasibility study is complete and reveals encouraging numbers with respect to potential ridership and system costs. Additional funding is currently being sought to capitalize on recent momentum and continue with crucial rail study efforts.

Greenways and Trails Planning

Greenways and trails play an integral role in shaping a region's livability by preserving natural resources and wildlife, providing erosion and storm water control, and providing recreational and alternative transportation options. TCRPC has been a leader in Greenways and Trails Planning for over 15 years. Plans developed by TCRPC include:

- Peoria Metro Area Greenways and Trails Plan – 1997
- Un-urbanized Greenways and Trails Plan for Peoria and Tazewell Counties – 2002
- Un-urbanized Greenways and Trails Plan for Woodford and McLean Counties – 2002
- Peoria County Recreation Trail System Connectivity Study – 2005
- Hanna City Trail Concept Plan – 2008
- Rock Island State Trail Extension Concept Plan - 2008

In the last few years, the focus of Greenways and Trails planning has shifted from preserving natural resources to providing options for non-motorized transportation, such as bicycle trails. Especially in the urbanized area, there is a need for bicycle trails to be used as a means of transportation to work and school, in addition to trails for recreation purposes. TCRPC is beginning work on the development of a regional bicycle plan that will focus on this sector of our overall transportation system.

Comprehensive and Land Use Planning

Land Use Planning

Land use planning is one of the core functions of Tri-County Regional Planning Commission. Land use planning is the general term for the use of various disciplines to plan for the future uses of land in an efficient and ethical way. The goal of land use planning is to ensure that future development occurs in an efficient pattern that makes wise use of resources.

Comprehensive Planning

TCRPC assists municipalities and counties with the development of comprehensive plans. A comprehensive plan assesses transportation, environmental, economic, and social conditions to develop a blueprint for community improvement.

The following is a list of comprehensive plans developed by TCRPC in the last ten years:

- Brimfield (2014)
- Chillicothe (2014)
- Dunlap (2011)
- El Paso (2006)
- Germantown Hills (2014)
- Mackinaw (2013)
- Mapleton (2014)
- Metamora (2014)
- Pekin (2006)
- Peoria Heights (2009)
- Princeville (2014)
- West Peoria (2014)
- Tazewell County (2011)
- Woodford County (2011)
- Peoria County (2009)

Hazard Mitigation Planning

In 2010, TCRPC coordinated an effort by Peoria, Tazewell, and Woodford Counties, along with several municipalities within each county, to develop a Natural Hazards Mitigation Plan. The NHMP allows the area to:

- Better understand local hazards and risks of natural disasters such as tornados and flooding,
- Build support for mitigation activities,
- Develop more effective hazard-reduction policies,
- Obtain disaster-mitigation grants to prevent damage from natural disasters.

The plan should be updated every five years; TCRPC is currently communicating with local counties and municipalities about updating the 2010 plan.

Environmental Planning

Environmental Planning focuses on the protection and management of our valuable natural resources to ensure the needs of current residents and future generations are met. TCRPS's environmental planning activities primarily focus on the Illinois River and the region's water resources.

The health of the Illinois River is one of the most pressing issues facing the region. The Illinois River and many of its tributaries are suffering from poor water quality due to sedimentation and pollution. TCRPC has been a leader in addressing these issues for more than twenty years. Some of the major initiatives have been:

Watershed Planning

A watershed plan identifies water quality problems in a watershed, proposes solutions, and creates a strategy for putting those solutions into action. Watershed plans take a long-term, comprehensive approach, which has proven to be successful in a number of watersheds. Watershed plans developed by TCRPC include:

- Farm Creek Watershed Management Plan (2001)
- Mossville Bluffs Watershed Restoration Management Plan (2002)
- Ten Mile Creek Watershed Restoration Plan (2004)
- Ackerman Creek Watershed Restoration Plan (2004)
- Partridge Creek Watershed Restoration Plan (2004)

Stormwater Management

Sedimentation of the Illinois River is one the most critical environmental issues facing the region. According to the Illinois Environmental Protection Agency (Illinois EPA), several tributaries in Peoria, Tazewell, and Woodford Counties are suffering from poor water quality due to sedimentation and other common contaminants. Ravine and stream erosion are threatening properties and transportation infrastructure throughout the region. The Peoria Lakes, a common resource to all three counties, have lost 77 percent of their 1900 volume due to sedimentation, half of which originates from local sources. While communities are combating these issues with localized initiatives, a comprehensive, regional approach is necessary to have an impact on the complex stormwater system that drains the Tri-County area.

In 2009, TCRPC worked with the Illinois River Valley Council of Governments Stormwater Committee to develop *Honoring Our Water: A Regional Stormwater Plan for Peoria, Tazewell, and Woodford Counties of Illinois* to address the emerging challenges of a degrading stormwater infrastructure and the contamination of local streams and the Illinois River.

Ravine and Stream Stabilization

TCRPC has partnered with the Illinois Environmental Protection Agency to fund the construction of ravine and stream stabilization projects throughout the region. These projects were necessary to stabilize ravine and stream systems eroding due to increased surface water flow from sidewalks, roads, agriculture and other surfaces. Projects include:

- Implementing Best Management Practices in the Mossville Bluffs Watershed (2008-2009)
- Installation of Best Management Practices in Springdale Cemetery (2008)
- Ravine Stabilization in the Farm Creek Watershed (2012)

Forest Management

Forest management, especially on the bluffs, involves controlled burns of underbrush. (Before European settlement, wildfires naturally managed underbrush.) The result of these burns and other techniques to manage non-native trees is the proliferation of dense, deep rooted grasses and flowers. This vegetation holds the hillsides in place. In 2011, TCRPC undertook a project in the Farm Creek watershed entitled “Engaging Landowners in Oak-Hickory Forest Restoration in a Critical Watershed of the Illinois River.”

Total Maximum Daily Load (TMDL) of Pollutants

According to federal, state, and local data sources, the Illinois River at Peoria and Pekin and several local tributaries are impaired due to the presence of fecal coliform, manganese, total dissolved solids, and sediment. The October 2011 Middle Illinois River Total Maximum Daily Load and Load Reduction Strategies is an Illinois EPA report that details pollutant sources and quantities. Illinois EPA subsequently worked in cooperation with TCRPC to complete a detailed watershed implementation plan to support the health of the Illinois River.

Stormwater Utility Feasibility Study

TCRPC coordinated a Stormwater Utility Feasibility Study in 2014. Thirteen governmental agencies within the Tri-County area participated in the effort to evaluate the stormwater utility concept and to determine whether it is capable of bringing an adequate, stable, dedicated, and equitable method of funding stormwater management to the participating entities. The thirteen participants were: the Cities of Peoria, East Peoria, West Peoria, and Pekin; the Villages of North Pekin, South Pekin, and Bartonville; Peoria County; and Limestone, Cincinnati, Hollis, Washington and Morton Townships.

Peoria Lakes Basin Alliance

The purpose of the Peoria Lakes Basin Alliance (PLBA) is to serve as a unified voice for the restoration and preservation of the Peoria Lakes portion of the Illinois River. PLBA is comprised of Heartland Water Resources Council, The Nature Conservancy, and Tri-County Regional

Planning Commission. Through the Alliance, these three organizations coordinate and collaborate on issues pertaining to the Peoria Lakes.

Water Resources Action Team

This group works under the Greater Peoria Economic Development Council to convene water resource stakeholders and identify how our region's water assets can lead to market opportunities enabling new business ventures and employment.

Other Areas of Planning and Coordination

Illinois River Valley Council of Governments (IRVCOG)

The IRVCOG is composed of elected officials from Peoria, Tazewell and Woodford Counties, municipalities, and townships. The mission of the Illinois River Valley Council of Governments is:

- Coordination of governmental services and planning
- Building effective working relationships among elected leaders
- Advocacy for the region
- Development of a regional vision
- Regional problem solving
- Development of partnerships among public and private entities

In the past TCRPC provided the following services to IRVCOG:

- Staff the Executive Board of the IRVCOG; provide meeting space, prepare agendas and minutes of meetings
- Coordinate communication with the entire IRVCOG membership
- Organize sub-committees of the IRVCOG to undertake projects of regional interest

The IRVCOG is currently in an inactive status.

Grant Assistance

TCRPC can assist local communities with applying for grants. For example, TCRPC recently helped Washington and Roanoke to be included in the State of Illinois application for the HUD National Disaster Resilience Competition. TCRPC notified the communities of this grant application, helped compile documentation for the application, and assisted with required public meetings.

Greater Peoria Economic Development Council

TCRPC staff attends monthly meetings of the Greater Peoria Economic Development Council (GPEDC). The GPEDC consists of economic development and community development professionals from across the region that provide technical expertise for the region's economic development effort.

Energy Efficiency Program

TCRPC assists the public sector in Peoria, Tazewell, and Woodford Counties in identifying projects eligible for DCEO's Energy Efficiency Program (EEP) incentives. TCRPC also provides assistance in completing and submitting grant applications at no charge. The Illinois Energy Now program offers a portfolio of both electric and natural gas efficiency programs to achieve targeted annual energy savings goals. Participants receive financial incentives that can range from 15 to 75% of the energy improvement costs for installing energy efficient products in public buildings. Illinois Energy Now was created under the Public Utilities Act giving Illinois among the most ambitious energy efficiency standards in the nation. The Initiative is funded by a Systems Benefit Charge on customers' monthly utility bills.

Regional Geographic Information System (GIS)

Geographic Information Systems (GIS) is a computer program that can be used to manage, analyze, and communicate geographically based information including infrastructure and other data used by local governments. Sharing a common platform for GIS has been a goal since TCRPC began involvement in GIS. The region has standardized on the ESRI platform and we have seen continued acceptance and participation. The primary benefit of having similar GIS's is the ability to share data and application software to enhance the usefulness at a lower cost to local government. This is highlighted by the use of Online Mapping to provide low cost public mapping tools to local governments.

Regional Orthophotography

County and municipal governments are participating in a regional effort to acquire new aerial imagery. This valuable data will be obtained at significant cost savings due to regional cooperation. TCRPC is coordinating this project to update the imagery.

Woodford County GIS

TCRPC provides technical services to Woodford County to support the County's digital mapping work. TCRPC provides support in the following areas:

- Administrative Support
- GIS Database Development and Maintenance
- Departmental Support of GIS data
- Data Distribution (Sales)
- Training

Municipal GIS Support Services

TCRPC provides services to the smaller municipalities as requested for the purpose of updating and maintaining their Geographic Information System.

Staff provides the following services in the following areas:

- Develop a data management system to ensure the municipality has appropriate access to GIS data and ensure the data is housed in a secure environment
- Assess and make recommendations on the use and potential purchase of GIS software and hardware
- Develop and perform clean up and maintenance procedures to update the GIS data layers
- Create various data layers beneficial to the system
- Assist and train the municipality staff in GIS data collection

Regional GIS Server Partnership

With the assistance of a past grant from the IDOT, the Tri-County Regional Planning Commission created a Regional GIS Server partnership with the City of East Peoria, City of Pekin, City of Eureka, Woodford County and CityLink to create a Regional GIS Server, which was initiated to provide capabilities to public agencies that desire to put their GIS on the internet. Under this project, each participating community would have their own dedicated mapping website that is based on a common template. All templates would be linked through the community's homepage.

Program Objectives

- Continue to update the Regional GIS vision
- Expand regional GIS Server capabilities including GIS data sharing and applications
- Provide a regional GIS user forum for exchange of ideas
- Expand the Peoria GIS awareness campaign to the region
- Develop model GIS standards for the region

GIS Application Development

TCRPC develops GIS applications for local partners. Using recently released software, TCRPC is offering assistance to local governments to expand internet mapping options to smaller communities with limited funds. These applications include diverse functions such as asset management, economic development, and public data access.

Greater Peoria Sanitary District GIS assistance

TCRPC provides Greater Peoria Sanitary District with Professional GIS services. The tasks involve the database maintenance of sewer utility data, including manholes, sewer mains, lateral pipes, permits/inspection points, and repair locations.

Homeless Management Information System

TCRPC provides staff support to operate the Homeless Management Information System for the Heart of Illinois Homeless Continuum of Care (HOIHCOC).

TCRPC provides qualified staff to achieve the activities below:

- Provide initial and ongoing individual and group training to HOIHCOC members regarding use of the software system
- Add/delete new/existing user passwords as needed
- Provide monthly reports as defined by the HOIHCOC Steering Committee
- Update new flash for the system
- Create custom assessment for providers as defined by HOIHCOC Steering Committee

- Monitor end user data input for proper collection with each agency, using data quality reports
- Engage in on-going analysis of the system implementation and provider needs and make recommendations to HOIHCOC Steering Committee and Human Service Center
- Adhere to all existing state and federal confidentiality guidelines as required by the various agencies.

Chapter Three: Administration

Budget

Tri-County Regional Planning Commission relies on federal, state, and local sources of funds for its budget.

Federal grants are the primary source of funds for the Commission. Every year, we receive an allocation from the Federal Highway Administration and the Federal Transit Administration to provide the services as a result of our designation as the Metropolitan Planning Organization (MPO) for the region. In FY2016, these two sources, plus the required local match, provide 61% of the revenues for the Commission.

TCRPC also applies for federal grants on a competitive basis. The Commission has received grants from the U.S. Environmental Protection Agency, the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation, and the U.S. Department of Energy.

State sources include grants by state agencies. In the past, TCRPC has received funding from the Illinois Department of Transportation, the Illinois Environmental Protection Agency, and the Illinois Department of Natural Resources.

Local sources include an annual contribution by each county. In addition, local jurisdictions that are part of PPUATS provide the required cash match for federal transportation planning grants.

TCRPC is not a taxing body and receives no funding through property taxes, sales taxes, or other local taxing sources.

The budget for the Commission follows the Commission's fiscal year of July 1 to June 30. Staff prepares the next fiscal year's budget in the spring and presents it to the Ways and Means Committee. The Ways and Means Committee recommends the budget to the full Commission at their June Meeting.

The FY 2018 Commission budget can be found on the following pages.

Tri-County Regional Planning Commission
FY 2016 Budget
July 1, 2018 - June 30, 2019

Revenue:	FY 19 Budget
UWP: FHWA	\$516,608
UWP: FTA	\$137,326
UWP: PPUATS MATCH	\$163,483
Regional/Local	\$41,250
Woodford County GIS	\$45,000
Woodford County Planning & Zoning	\$500
Tazewell County Planning & Zoning	\$9,000
Human Services Transportation Plan- Rural	\$73,810
Regional Server Partnership	\$9,000
JARC – ciCarpool- (Driving Change/Air Quality)	\$9,800
GPSD GIS Staffing	\$25,000
City of El Paso GIS	\$3,425
Village of Washburn GIS	\$1,000
IDOT State Planning Funds FY18	\$160,000
IDOT State Planning Funds FY17	\$157,000
IDOT Rural Planning Funds FY18	\$22,000
Minonk GIS	\$4,240
Elmwood GIS	\$3,674
Hazard Mitigation Plan	\$23,139
Interest Income	\$1,000
FTA JARC & New Freedom (Pass Through)	\$71,390
FTA Paratransit Study	\$10,000
FTA 5310 Administration Fee	\$10,000
Water Supply Planning	\$0
Total Income	\$1,497,645

Expense:	FY19 Budget
Advertising/Legal Notices	\$1,800
Community Events	\$0
Contractual Services	
Hazard Mitigation	\$23,139
ci Car Pool	\$9,800
New Freedom	\$71,390
TCRPC Pavement Contract	\$105,000
IDOT State Planning Funds FY18	\$160,000
IDOT PL Funds- Unallocated	\$90,000
Copying and Printing	\$6,000
Repairs and Maintenance	\$2,000
Computer Software and Support	\$32,000
Computer Hardware	\$20,000
Group Health Insurance	\$82,000
Insurance- Property, General Liab, Crime, Auto, Umbrella	\$7,100
General Insurance (WC)	\$2,700
Memberships and Subscriptions	\$3,000
Miscellaneous	\$2,500
Office Supplies	\$4,000
Postage	\$500
Space Costs - Rent	\$34,184
Space Costs - Cleaning	\$1,980
Space Costs - Parking	\$11,400
Space Costs- Utilities	\$3,832
Retirement	\$28,000
Salaries	\$555,000
Telephone	\$2,688
Conference Travel	\$2,500
Local Travel	\$1,700
Conferences Registration	\$10,000
Professional Services - Legal	\$10,000
Professional Services - Accounting/Audit	\$29,400
Professional Services-Compensation and benefits Study	\$2,000
ER Taxes (@8%)	\$49,000
Depreciation Expense\$5,000	
Total Expense	\$1,369,613
Excess rev. over exp.	\$128,032

Staff

TCRPC has an Executive Director and two divisions – a Planning Division, headed by the Planning Program Manager, and a Geographic Information System (GIS) Division, headed by the GIS Program Manager. In addition, TCRPC employs an Office Administrator and a Staff Accountant.

The current staff of TCRPC is:

Eric Miller, Executive Director - 673-9796 ext. 228 - emiller@tricountyrpc.org

Eric Miller is the Executive Director and has been with the Commission since 1989. Eric has over 25 years of experience and has held various positions at the Commission including Senior Planner and GIS Program Manager. Eric has experience in managing large projects and is responsible for overseeing the overall work activities at the Commission. Eric is a lifelong resident of the Peoria area, graduating in 1989 with a B.S. Degree in Geography from Illinois State University.

Debbie Ulrich, Office Administrator - 673-9330 dulrich@tricountyrpc.org

Debbie Ulrich is the Office Administrator and has been with the Commission since July 2014. She holds a degree in Child Development and is a native of Eureka, in Woodford County. Debbie has been in the field of office manager for 15+ years. She wears many hats, with her talents devoted to organizing meetings, recording and transcribing minutes for various meetings. Additionally, she is in charge of general office upkeep, especially keeping track of spending for certain accounts. She is always trying to make things run smoothly and efficiently.

Debbie Stratton, Accountant - 673-9796 ext. 233 - dstratton@tricountyrpc.org

Ray Lees, Planning Program Manager- 673-9796 ext. 227- rlees@tricountyrpc.org

Ray Lees is responsible for providing guidance in the development and implementation of strategies leading to the adoption of regional approaches addressing issues of transportation, environment, conservation, land use, development and quality of life. He brings decades of experience in local and regional planning in Central Illinois, the State of Illinois and the State of Arizona to this position. His twenty years of service to the City of Peoria as a member of the Planning Commission, seventeen of which he served as Chairman, includes work on several comprehensive and area plans and updates addressing infrastructure development, land use and growth strategies. He is currently a member of the City's Downtown Advisory Commission. He has also been involved with planning initiatives for Peoria County and economic development work for the Greater Peoria Economic Development Council and the Arizona Industrial Development Association

Ryan Harms, Planner III - 673-9796 ext. 235 - rharms@tricityprc.org

Ryan Harms joined the Commission full-time as a Planner I in July 2014. He previously served the Commission as a part-time intern during breaks while studying at the University of Illinois, where he received a bachelor's degree in urban planning. Ryan works closely with both the Planning and GIS operations. He manages the regional travel demand model, assists senior planners with transportation-related duties, manages the Commission website, and responds to mapping requests. He also serves as the land use planner for Tazewell County, advising the Zoning Board of Appeals for zoning issues.

Hannah Martin, Planner II– 673-9796 ext. 225 – hmartin@tricityprc.org

Hannah Martin is the most recent addition to the Commission's planning program, joining TCRPC as a Planner I in January 2016. She holds a bachelor's degree in civil engineering from Bradley University. Hannah currently serves as the Human Services Transportation Plan (HSTP) Coordinator for Illinois Region 5. As HSTP Coordinator, Hannah works to implement and update a comprehensive strategy to meet the transportation needs of people with disabilities, elder adults, and persons with limited incomes in our region. Prior to joining the Commission full-time, she served Woodford County as their Map Technician.

Andrew Hendon, GIS Specialist II – 673-9796 ext. 234 – ahendon@tricityprc.org

Andrew Hendon joined the Commission as a GIS Specialist II in January 2016. He received his Bachelor's degree in Geography from Eastern Illinois University while concentrating on GIS and Environmental Studies. Andrew previously worked for the Village of Plainfield, Illinois working closely with planning, public works, and police/fire departments fulfilling GIS needs. Andrew currently supports ongoing TCRPC GIS contracts with local agencies, provides general mapping assistance, and data development support for all TCRPC planning functions and GIS data/map requests.

Michael Bruner, Planner II- 673-9796 ext. 224- mbruner@tricityprc.org

Michael Bruner joined the Commission full-time as Planner I in February 2017. He received his bachelor's degree in Community and Regional Planning from Missouri State University and master's degree in Geography from Western Illinois University. Michael previously worked for Western Illinois Regional Council in Macomb, Illinois where his primary duties were writing and administering public infrastructure grants. Currently, Michael supports ongoing TCRPC environmental planning projects. Most notably, Michael was the Project Facilitator for the Peoria Lakes Comprehensive Conservation Plan that was completed in Fall 2018.

Reema Abi-Akar, Planner II 673-9796 ext. 231 rabiakar@tricityprc.org

Britney West, GIS I 673—9796 ext. 258 bwest@tricountyrpc.org

Appendix A: Historical Documents and TCRPC Bylaws

Appendix A(1): Enabling Legislation

Appendix A(2): Creating Resolutions

Appendix A(3): Bylaws of Tri-County Regional Planning
Commission

Appendix A(1): Enabling Legislation

Tri-County Regional Planning Commission was enabled under Chapter 55 (Counties) of the Illinois Compiled Statutes. The following language is taken directly from the ILCS.

(55 ILCS 5/Div. 5-14 heading) Division 5-14. Regional Planning

(55 ILCS 5/5-14001) (from Ch. 34, par. 5-14001)

Sec. 5-14001. Regional plan. Whenever in the judgment of the county board of any county, a portion or all of said county as a region, should have a plan made for the general purpose of guiding and accomplishing a co-ordinated, adjusted and harmonious development of said region, and of public improvements and utilities therein, and which plans will in the judgment of the county board, in accordance with the present and future needs of the region and of the State, best promote health, safety, morals, order, convenience, prosperity, efficiency and economy in the process of development and the general welfare of said region, the county board is hereby empowered by resolution of record to define the boundaries of such region and to create a regional planning commission for the making of a regional plan for such region so defined. The number of members of such commission, their method of appointment, and their power and authority in the making of such plan, shall be such as the county board may deem proper and not in conflict with law. Said Commission shall be a fact finding body and shall make such investigations and gather such statistics as it shall deem necessary for the planning and development of said region, and shall make a plan of said region to include all matter which it may deem necessary for the development of the region as provided above.

(Source: P.A. 86-962.)

(55 ILCS 5/5-14002) (from Ch. 34, par. 5-14002)

Sec. 5-14002. Expenses of commission. The county board is hereby authorized to appropriate to the planning commission from any funds under its control and not otherwise appropriated, such sum as the county board may deem proper for said work as above, and within the amounts so appropriated, the regional planning commission shall have the authority:

- (1) to employ such assistance as it may deem necessary;
- (2) with the concurrence of the county board of any county to accept, receive and expend funds, grants and services from the federal government, or its agencies, and from departments, agencies and instrumentalities of state and local governments;
- (3) to contract with respect to any funds, grants or services from whatever source derived;
- (4) to provide such information and reports as may be necessary to secure financial aid.

(Source: P.A. 86-962.)

(55 ILCS 5/5-14003) (from Ch. 34, par. 5-14003)

Sec. 5-14003. Joint regional planning commission. If such region is situated in or embraces more than one county, the county boards of said counties are hereby empowered to cooperate in defining the boundaries of said region, and in the creation and organization of one joint regional planning commission for such region so mutually defined. The county boards of the counties which are members of the joint regional planning commission are authorized to appropriate from their funds for the use of the joint regional planning commission, in the

amounts as may mutually be agreed upon by said county boards.

The joint regional planning commission is authorized to prepare zoning and building codes, ordinances or resolutions for submission to and adoption by the various member county boards. The joint regional planning commission may employ a staff to assist the member county boards in the administration and enforcement of such zoning and building codes or ordinances throughout the district, and in each member county.

(Source: P.A. 86-962.)

(55 ILCS 5/5-14004) (from Ch. 34, par. 5-14004)

Sec. 5-14004. Advisory plan; member expenses. The members of the regional planning commission may be compensated on a per diem basis with a mileage allowance for travel. The county board shall determine the amount of compensation by ordinance, however such compensation shall not exceed the compensation paid to members of the county board for per diem and mileage expenses. Except as hereinafter provided, all plans of the region made by such commission shall be advisory only, unless such plan or portion of it may affect any city, village or incorporated town in which there is a planning commission, and in case such regional plan for such city, village or incorporated town is adopted by the city, village or incorporated town planning commission, such regional plan or such part of which as may be adopted shall have such force and effect as by law may be provided; provided in counties of less than 500,000 inhabitants that, if such plan sets out the centerline location and right-of-way width of planned major streets in unsubdivided land or if such plan sets out the future location of planned major streets in unsubdivided land, the county board, upon adoption of such plan or part thereof by such regional planning commission, may by resolution of record forbid the construction of buildings in the right-of-way of such planned streets.

(Source: P.A. 89-103, eff. 7-7-95.)

(55 ILCS 5/5-14005) (from Ch. 34, par. 5-14005)

Sec. 5-14005. Coordination of plans. The county planning commission or regional planning commissions created under the provisions of this Division shall encourage the cooperation of the political subdivisions within their respective territories in any matters whatsoever which may concern the county or regional plan or maps prepared by such commission as an aid toward coordination of municipal plans with county and regional plans.

(Source: P.A. 86-962.)

Appendix A(2): Creating Resolutions

RESOLUTION FOR ESTABLISHMENT
OF A TRI-COUNTY REGIONAL PLANNING COMMISSION

BE IT HEREBY RESOLVED BY the Board of Supervisors of Peoria County, Tazewell County, and Woodford County that:

WHEREAS, the Illinois State Legislature has heretofore enacted: An Act to provide for regional and for creation, organization and powers of regional planning and for the creation, organization and powers of regional planning commission" (Chapter 34, Paragraph 152a, et. seg., Illinois Revised Statutes 1957), and

WHEREAS, said Act authorizes the establishment of regions embracing more than one county and gives the several County Boards power to define the boundaries of such region situated in more than one county, and to cooperate in the creation and organization and definition of the powers of a regional planning commission for such region so mutually defined, and

WHEREAS, the Counties of Peoria, Tazewell, and Woodford comprise a general metropolitan area, and this region should have a plan made for the general purpose of guiding and accomplishing a coordinated, adjusted, and harmonious development of said region, and of public improvements and utilities therein for the purpose of best promoting health, safety, morals, order, convenience, prosperity, efficiency, and economy in the process of development and the general welfare of said region, therefore

BE IT HEREBY RESOLVED, as follows:

Section 1. DEFINITION OF REGION. All territory in Peoria County, Tazewell County and Woodford County is hereby designated as the Tri-County region.

Section 2. NAME. A planning commission for such Tri- County Region is hereby created, and is hereby designated as the "Tri-County Regional Planning Commission."

Section 3. MEMBERSHIP. The Tri-County Regional Planning Commission shall consist of forty-five (45) members, fifteen (15) from each of the three named counties, and the membership from each county shall be constituted as follows:

- a. The following persons are designated as ex officio members from each county, their terms to be coterminous with their terms of elective or appointive office:
County Superintendent of Schools
County Superintendent of Highways
- b. Seven (7) members from each county shall be appointed by the respective Chairman of the County Board of Supervisors from among the following persons, their terms of office to be coterminous with their terms of elective or appointive office but in no event longer than four (4) years, unless reappointed in the same manner as their original appointment:

Members of the County Board of Zoning Appeals
Members of City and Village Planning Commission
Mayors of Cities and Presidents of Village Boards of Trustees
Trustees of Sanitary Districts
Commissioners of Airport Authorities
Trustees of Park Districts
Trustees of Fire Protection Districts

- c. Six (6) members from citizens of the respective counties who hold no salaried public office, to be appointed by the respective Chairman of the County Board of Supervisors, subject to confirmation by a majority of the members of the respective County Board of Supervisors. These members shall be appointed for three (3) years except that the respective terms of the members first appointed shall be two (2) for one (1) year, two (2) for two (2) years, and two (2) for three (3) years. Their terms of office shall be for a period of three (3) years, or until their successors are duly appointed and qualified.

Vacancies otherwise occurring than through the expiration of terms shall be filled for the unexpired term in the same manner as the original appointment. All members, including the chairman, shall have the right to vote on all matters before the Commission.

Section 4. COMPENSATION All members of the Commission shall serve without compensation.

Section 5. REMOVAL. A member of the Commission, once qualified, shall not be removed during his term of office except for cause and after a hearing held before the governing body by which he was appointed.

Section 6. OFFICERS. The Commission shall elect a Chairman, two (2) Vice-Chairmen, a Secretary, and a Treasurer. The term of these officers shall be one year, with eligibility for re-election. The officers shall be elected from among the members of the Commission, but no more than two officers shall be from the same county.

Section 7. EXECUTIVE BOARD. In the interest of effective functioning of the Commission, there shall be an Executive Board consisting of the nine (9) members, including the Chairman and other officers of the Commission. The members of the Executive Board, other than the officers of the Commission, shall be determined by the Commission, except that each county shall have a representation of not less than three (3) members on said Board. The Executive Board shall have such powers and duties as the By-Laws shall provide.

Section 8. MEETINGS. The Commission shall meet regularly as determined by the By-laws. The meetings of the Executive Board may coincide at appropriate times with the

regular meeting of the Commission as a whole. All meetings of the Commission as a whole shall be open to the public.

Section 9. QUORUM. A majority of the members of the Commission shall constitute a quorum for the transaction of business at any meeting.

Section 10. RULES. The Commission shall adopt by-laws, including rule for the transaction of business and shall keep a complete record of its functions and activities, which shall be a public record.

Section 11. FUNCTION, DUTIES, AND POWERS. The Tri-County Regional Planning Commission shall have the functions, duties, and powers as provided in the Illinois Regional Act.

- a. In the exercise of its general functions, duties, and powers, the Commission:
 - (1) Shall prepare and recommend to the County Boards a Regional Plan, or functional segments thereof looking to the present and future development of the Region. Such Regional Plan may include recommendations for land use, circulation, general location of public works, urban renewal, and other such problems and developments relevant to Regional Planning. Such plan shall be known as the Regional Plan of the Tri-County Region. The Tri-County Regional Planning Commission may thereafter, from time to time, recommend changes in such Regional Plan.
 - (2) Shall prepare and recommend to the County Boards, from time to time, plans for specific improvements to promote the realization of the Regional Plan.
 - (3) May enter upon or designate staff members who may, at reasonable times and in such manner as to cause no unnecessary injury, enter upon any lands in order to make examinations and surveys related to regional planning, providing that the owner of said lands has not refused permission to enter thereon.
 - (4) Shall have access to information, reports and data relating to planning in possession of departments of the County Governments.
 - (5) May request for its information all municipal or other governmental agency plans, zoning ordinances, official maps, building codes, subdivision regulations, or amendments or revisions of any of them, as well as copies of their special reports dealing in whole or in part with planning matters.
 - (6) Shall advise units of government concerning the relationship of any plans, projects, proposals and policies adopted or under consideration by any such unit of government to other plans, projects, proposals and policies applicable to the Tri-County Region.
 - (7) Shall have authority to contract with any unit of government within the Tri-County Region to provide specialized planning services with appropriate reimbursement when a unit of government so desires.

- b. In the exercise of its fiscal functions, duties, and powers the Commission:
- (1) Shall prepare an annual budget in the same manner as other departments of the Counties. Such budget shall be submitted to the Chairman of the Finance Committee of the County Board of each county in the Tri-County Region at least thirty (30) days prior to the meeting at which said Boards adopt their annual budget.
 - (2) Shall have authority to make expenditures upon vouchers executed by proper officers of the Commission from funds appropriated by the separate County Boards, such funds to be held by the County Treasurer of each county for disbursement upon such vouchers.
 - (3) Shall have authority to accept, receive and expend funds from the Federal Government or its agencies, and instrumentalities of state and local governments.
 - (4) Shall have authority to accept, receive and expend funds, grants and services from private persons or organizations, including business or non-profit corporations.
 - (5) Shall have authority to provide such information and reports as may be necessary to secure financial aid.
 - (6) Shall deposit any moneys received as gifts, donations or grants from public or private sources for planning purposes in a public banking institution or institutions designated by the Executive Board, to be available for expenditure by the Tri-County Planning Commission by warrants upon such moneys to be drawn only upon vouchers signed by the Chairman and Treasurer of the Tri-County Regional Planning Commission.
 - (7) Shall have authority to contract with respect to any funds, grants or services from whatever source derived, within the limits of its budget.
 - (8) Shall have authority to appoint such employees as it deems necessary, including an Executive Director, and engage consultants as it may require, within the limits of its budget.
 - (9) Shall have authority to acquire equipment and materials for its use and incur other necessary expenses, within the limits of its budget.
 - (10) May authorize the members or employees of the Commission to attend planning conferences or meetings of planning institutions or hearing upon pending planning legislation, or to engage in other planning activities, as official representatives of the Commission, and shall have authority to pay, within the limits of the budget, the reasonable traveling expenses of such representatives.
 - (11) No expenditures for traveling expenses in any amount, nor any other expenditure for single items or to a single firm or individual in an amount of \$500.00 or more shall be made unless the expenditure has been approved by a majority vote of the Commission at a regular or special meeting.

Section 12. SEPARABILITY. If any one or more of the provisions of this resolution is declared unconstitutional or contrary to law, the validity of the remainder of the resolution shall not be affected thereby.

Section 13. ADVISORY DUTIES. The Tri-County Regional Planning Commission shall serve in a general advisory capacity to the County Boards, and to this end the County Clerks shall furnish the Tri-County Regional Planning Commission for its consideration a copy of all ordinances, resolution, plans, and other data relative to capital improvements of any substantial nature. The Commission may report in relation thereto if it deems a report necessary or advisable, and shall so report when specifically requested by the County Boards, for the consideration of the County Boards before final action on such improvements is taken by the Board.

Section 14. EFFECTIVE DATE. This resolution shall become effective when passed by the County Boards of Supervisors of each of the three counties comprising the Tri-County Region, as designated in Section1, above, and the Tri-County Regional Planning Commission shall be established as of the date that it is approved by the last of said counties.

Section 15. ABOLISHMENT OF OTHER REGIONAL PLANNING COMMISSION. Any and all county of regional planning commission heretofore created by virtue of "An Act to provide for regional planning and for the creation, organization and power of regional planning commissions" (Approved June 25, 1929, and as amended) within the three counties embraced in the Tri-County Region are hereby abolished as of the effective date of this resolution, and the resolution or resolutions heretofore creating and establishing such county or regional planning commissions are by the passage of this resolution hereby repealed.

March 1958


State of Illinois, }
County of Peoria } s.s.

I, Wm. E. Koepfel, County Clerk, in and for said County of Peoria and State of Illinois, and the keeper of the Records and Seal of said County, do hereby certify that I have compared the foregoing copy of the
Resolution of the Peoria County Zoning Committee establishing
the Tri-County Regional Planning Commission, which was adopted by
the Peoria County Board of Supervisors on March 12, 1958

with the original record thereof remaining in my office, and have found the same to be a correct transcript therefrom, and of the whole of such original record. In Testimony Whereof, I have hereunto set my hand and the official seal, at
Peoria this 28th day of October, A. D. 1980

WILLIAM E. KOEPFEL
County Clerk

By *John Ingram*
Deputy



CLERK'S CERTIFICATE OF COPY—Minook News-Dispatch Print

STATE OF ILLINOIS, }
County of Woodford, } ss.

I, INA B. VERCLER, County Clerk and Clerk of the County Court in and for the County and State aforesaid, and Keeper of the Records, Files and Seal thereof (said Court being a Court of Record and having Probate Jurisdiction and a Seal), do hereby certify that the above and foregoing is a true, correct and complete copy of "Resolution Amending Resolution for Establishment of a Tri-County Regional Planning Commission" adopted by the Board of Supervisors of Woodford County, Illinois, at its June 1958 meeting held on June 10, 1958, as the same appears from the record and files in my custody remaining.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Seal of said court at my office in Bureau, in said County, this 20th day of May, A. D. 1959.

Ina B. Vercler
County Clerk and Clerk of the County Court of Woodford County, Illinois

By _____ Deputy

Appendix A(3): Bylaws of Tri-County Regional Planning Commission

**BYLAWS OF
TRI-COUNTY REGIONAL PLANNING COMMISSION**

Adopted October 14, 1976
and as amended through September 28, 2006

Section 1. NAME AND AREA

The name of this organization shall be the TRI-COUNTY REGIONAL PLANNING COMMISSION, hereinafter called the "Commission", embracing all the territory of Peoria County, Tazewell County, and Woodford County, in the State of Illinois, and which territory is hereby designated as the Tri-County Region.

Section 2. AUTHORITY

The authority and powers of the Commission shall be in accordance with the provisions of the Chapter 34, sections 152a-152d.3, 1957 Illinois Revised Statutes as now or hereafter amended, and pursuant to "Resolution for Establishment of the Tri-County Regional Planning Commission," passed and approved by Peoria County, Tazewell County, and Woodford County, on March 12, 1958, as amended.

Section 3. MEMBERSHIP

The Tri-County Regional Planning Commission shall consist of such members to be appointed and removed as authorized in the County's creating resolution.

Section 4. COMPENSATION

All members of the Commission shall serve without compensation.

Section 5. OFFICERS

- A. The officers of the Commission shall be a Chairman, a First Vice Chairman, a Second Vice Chairman, a Secretary, and a Treasurer, who shall be elected by the Commissioners at the annual meeting for a term of one year. Officers may succeed themselves. Officers shall be elected from members of the Commission, however, no more than two (2) officers shall be from the same county, and the Chairman and two Vice-Chairmen shall be from different counties.
- B. The Chairman shall preside at all Commission and Executive Board meetings and have general charge of the Commission business. The Chairman shall generally perform such

other duties normally conferred by parliamentary usage of such affairs. The Chairman, after a report by the Nominating Committee, shall make appointments of Commissioners to various committees of the Commission. The Chairman shall appoint such other persons to committees of the Commission. All such appointments shall be approved by the Commission, as deemed necessary.

- C. The Vice-Chairmen shall, in their numerical order, perform the duties of the Chairman during the absence or disability of the Chairman.
- D. The Treasurer of the Commission shall be the Chairman of the Ways and Means Committee, and shall perform such duties as normally associated with fiscal management of the Commission. Financial records shall be kept in the Commission offices.
- E. The Secretary of the Commission shall perform such duties as normally associated with Commission records. However, the Secretary may delegate certain signatory functions to the Director. All official records shall be kept in the Commission offices.
- F. An officer of the Commission, once elected to office, shall not be removed from such office during his term of office, except as may be determined by the Commission.
- G. An officer resigning from a Commission elected office or from the Commission shall be replaced at a special election of the Commission, and shall serve for the remaining term of the officer originally elected.

Section 6. EXECUTIVE BOARD (amended 03/10/1988)

In the interest of effective functioning of the Commission, there shall be an Executive Board consisting of nine (9) members of the Commission, including the Chairman and other officers of the Commission. The members of the Executive Board, other than the officers of the Commission, shall be elected by the Commission, at the annual meeting and shall serve for one (1) year. Each county shall have representation of three (3) members on said Board. The Director shall be an advisory member of the Executive Board without the power to vote.

The Executive Board may perform the functions and duties in the name of the Commission upon the call of the Chairman or in his absence, the first and second Vice-Chairman respectively. In so performing such function, the Executive Board shall observe the rules set forth in these Bylaws. It is the intent of these rules that the Executive Board may legally perform the full duties of the Commission at a meeting called for the Commission or called only for the Executive Board. However, the Executive Board may legally perform the full duties of the Commission at a meeting called for the Commission or called only for the Executive Board. However, the Executive Board shall not solely perform the full duties of the Commission if a quorum of the Commission is present. Copies of the Executive Board minutes shall be mailed to all members of the Commission.

In addition to the duties and functions specified herein, the Executive Board shall serve as the policy formulation and coordination body for the Commission. In addition, the Commission may direct the Executive Board to undertake other specific functions, duties, or powers not specified herein, and may reserve to the Commission the right of final approval of any such act undertaken.

In the event that any one of the three (3) counties does not appoint members to the Commission, the membership of the Executive Board shall be reduced by three (3) members for that county and the quorum shall be reduced to four (4) members for the transaction of business by the Executive Board.

Section 7. MEETINGS

- A. Regular meetings of the Commission shall be held at least once each month on a day, time, and place determined by the Commissioners. The regular meeting scheduled for June of each year shall be the annual meeting for election of officers.
- B. Special meetings of the Commission may be held at such other times as the Chairman deems necessary, or upon the written request of not less than five (5) members of the Commission.
- C. Committee meetings shall be held as necessary and as determined by Commission policy, the rules of the Committee, or upon call of the Committee Chairman.
- D. Notice of all meetings shall be given by mail in accordance with law.
- E. All meetings, except as provided by law, shall be open to the public.
- F. A record of all meetings shall be prepared and kept in the offices of the Commission.

Section 8. QUORUM (amended 03/10/1988)

- A. A majority of the members shall constitute a quorum for the transaction of any business. In the event that any one of the three (3) counties does not appoint members to the Commission, the quorum shall be reduced to eight (8) members for the transaction of business by the Commission.
- B. The affirmative votes of the majority of the members present constituting a quorum shall be required to exercise the functions and powers of the Commission.
- C. The Chairman shall vote on all matters before the Commission.

- D. Voting shall be by voice vote, or roll call if called for by a Commissioner. A record of the vote shall be kept as part of the minutes.

Section 9. RULES

It shall be the duty of the Chairman to preside at all meetings of the Commission and Executive Board. In his absence, the First Vice-Chairman, if present, shall preside, otherwise, the Second Vice-Chairman shall preside at such meetings.

The Commission shall determine its own order of business for meetings.

Parliamentary procedure in Commission meetings shall be governed by Robert's "Rules of Order."

Section 10. COMMITTEES

- A. The Commission may establish committees to assist in the operation, management and program planning activities of the Commission. If there is not a quorum present, the Chairman of the Commission shall have full voting rights on any committee. Such committees shall be classified generally into the following categories:
1. Internal Committees: The intent of these committees is to assist the Commission internal operations, management and policy matters. Such committees permanently established are:
 - a) Ways and Means Committee. The Commission Treasurer is to be the Committee Chairman. There shall be two additional Commission members, with at least one (1) member being from each county, including the Treasurer, so that the committee is represented by each county. The purpose of this committee is to review and advise the Commission on the fiscal affairs of the Commission.
 - b) Personnel Committee. The First Vice Chairman is to be the Committee Chairman with at least two (2) other Commissioners to be members. The purpose of the Personnel Committee shall be to review and advise the Commission on personnel matters, and to carry out responsibilities as may be specified by the Commission.
 - c) Nominations Committee. The Second Vice Chairman is to be the Committee Chairman with at least two (2) other Commission members from each county, so that the committee is represented by each county. The purpose of the Nominations Committee is:

- 1) To prepare a slate of nominations for Commission officers and Executive Board for report to the Commission at its May meeting each year.
 - 2) To prepare a nomination for any office or Executive Board position which may be vacated; such nominations to be presented at the first meeting following the vacancy of such office.
 - 3) To prepare nominations for consideration of the Chairman of members of the Commission who are to be appointed to the various committees of the Commission.
- d) Employee's Retirement Fund Administrative Committee. The authority of the committee is strictly advisory to the Tri-County Regional Planning Commission on matters pertaining to the operation of the TRI-COUNTY REGIONAL PLANNING COMMISSION EMPLOYEE'S RETIREMENT FUND.
- 1) Membership. The committee shall be composed of four (4) members of the Tri-County Regional Planning Commission staff. The membership shall be composed of a voting Chairman, non-voting Secretary, and two (2) additional voting committee members other than those above. The Secretary shall be non-voting except in the absence of one or more voting members, and shall act as technical advisor for both the committee and the Commission.
 - A) The Director of the Tri-County Regional Planning Commission shall act as Chairman of the committee.
 - B) The Commission shall appoint a person to act as Secretary of the committee, shall be responsible for the taking of the minutes, and shall be responsible for day-to-day surveillance of the TRI-COUNTY REGIONAL PLANNING COMMISSION EMPLOYEE'S RETIREMENT FUND.
 - C) The two (2) remaining committee members shall be participants in the TRI-COUNTY REGIONAL PLANNING COMMISSION EMPLOYEE'S RETIREMENT FUND and shall be appointed by the Director.
 - 2) Terms of Office. The Committee members are appointed as standing committee members to be replaced upon resignation from the Committee, or majority vote of the Tri-County Regional Planning Commission.

- 3) Meetings. Regular meetings are to be held twice yearly (when the Fiduciary values the Retirement Fund and when the Fiduciary makes its annual report of the trust operation available), and special meetings may be called by the Committee Chairman or by the Tri-County Regional Planning Commission Chairman.
- 4) Quorum. Three (3) or more committee members shall constitute a quorum for the transaction of business. The affirmative votes of the majority of the voting members present constituting a quorum shall be required to exercise the functions and powers of the committee.
- 5) Functions and Duties. The committee shall operate under the "Prudent Man" rule in making all recommendations to the Commission.
 - A) The committee shall act as oversight for the Tri-County Regional Planning Commission and the Commission staff concerning the administration and resultant returns and costs of operation. If necessary, the committee shall make recommendations to the Commission concerning changes in the operation, administrations, or contributions to the Retirement Fund.
 - B) The committee shall review all requests for Retirement Fund withdrawals and plan re-entry requests for compliance with plan provisions and ERISA guidelines.
 - C) The committee shall evaluate the profession retirement age trends for adequate comparability with current plan provisions.
 - D) The committee shall act as Commission representative in carrying out Commission directives concerning the TRI-COUNTY REGIONAL PLANNING COMMISSION EMPLOYEE'S RETIREMENT FUND.
 - E) For the purpose of ascertaining a participant's total disability, the committee shall utilize the Social Security Administration determination of the participant's disability.
2. Citizen Advisory Committees: The establishment of Citizen Advisory Committees and the Commission's policy thereof is as contained in the Policy Statement, adopted April 27, 1976, which may be amended from time to time by the Commission.

3. Special Committees: The Commission Chairman may establish and appoint members to special committees to address particular needs of the Commission. Such committees shall be assigned specific responsibility. Special committees shall cease existence and be disbanded upon completion of such assignment or upon direction of the Chairman.
- B. Terms of Office: Terms of office for Commission members to the Commission's committees shall be for one (1) year, and Commissioners may succeed themselves. Appointments of Commissioners shall be made at the July Commission meeting each year. The Commission shall give appropriate consideration for continuity of interests of Commissioners on such committees. Appointments of Citizen Advisory Committee members shall be in accordance with Section 10.A.2.

Section 11. FUNCTIONS AND DUTIES

The Commission shall have the functions, duties, and powers as provided in the Illinois Regional Planning Act, and the Resolution of the County Boards.

- A. In the exercise of its general functions, duties, and powers, the Commission:
 1. Shall prepare and recommend to the County Boards a Regional Plan, or functional segments thereof, looking to the present and future development of the region. Such Regional Plan may include recommendations for land use, circulation, general location of public works, urban renewal and other such problems and developments relevant to Regional Planning. Such plans shall be known as the Regional Plan of the Tri-County Region. The Commission may thereafter, from time to time, recommend changes in such Regional Plan.
 2. Shall prepare and recommend to the County Boards, from time to time, plans for specific improvements to promote the realization of the Regional Plan.
 3. May enter upon, or designate staff members who may, at reasonable times and in such manner as to cause no unnecessary injury, enter upon any lands in order to make examinations and surveys related to regional planning, providing that the owner of said lands has not refused permission to enter thereon.
 4. Shall have access to information, reports, and data relating to planning in possession of departments of the County Governments.
 5. May request for its information all municipal or other governmental agency plans, zoning ordinances, official maps, building codes, subdivision regulations, or amendments or revisions of any of them, as well as copies of their special reports dealing in whole or in part with planning matters.

6. Shall advise units of government concerning the relationship of any plans, projects, proposals, and policies adopted or under consideration by any such unit of government to other plans, projects, proposals, and policies applicable to the Tri-County Region.
 7. Shall have authority to contract with any unit of government within the Tri-County Region to provide specialized planning services with appropriate reimbursement when a unit of government so desires.
- B. In the exercise of its financial functions, duties, and powers the Commission:
1. Shall prepare and approve an annual budget in the same manner as other departments of the Counties. Such budgets shall be submitted to the Chairman of the Finance Committee of the County Board of each county in the Tri-County Region at least thirty (30) days prior to the meeting at which said boards adopt their annual budgets.
 2. Shall have authority to make expenditures upon vouchers executed by Chairman and Treasurer of the Commission from funds appropriated by the separate County Boards, such funds to be held by the County Treasurer of each county for disbursement upon such vouchers.
 3. Shall have authority to accept, receive and expend funds, grants, and services from the Federal Government or its agencies, and instrumentalities of state and local governments.
 4. Shall have authority to accept, receive and expend funds, grants, and services from private persons or organizations, including business or non-profit corporations.
 5. Shall have authority to provide such information and reports as may be necessary to secure financial aid.
 6. Shall deposit any moneys received as gifts, donations or grants from public or private sources for planning purposes in a public banking institution or institutions designated by it, to be available for expenditure by the Commission by warrants upon such moneys to be drawn only upon vouchers signed by the Chairman and the Treasurer of the Commission.
 7. Shall have authority to contract with respect to any funds, grants, or services from whatever source derived, within the limits of its budget.
 8. Shall have authority to appoint such employees as it deems necessary, including agency directors, and engage consultants as it may require, within the limits of its budget.

9. Shall have authority to acquire equipment and materials for its use and incur other necessary expenses, within the limits of its budgets.
10. May authorize the members or employees of the Commission to attend planning institutes or hearings upon pending planning legislation, or to engage in other planning activities, as official representatives of the Commission, and shall have authority to pay, within the limits of the budget, the reasonable traveling expenses of such representatives.
11. All non-budgeted expenses in excess of \$1,000.00 shall be authorized by the Ways and Means Committee, Executive Committee or the full Commission prior to expenditure, excluding "usual and ordinary" operational expenditures, and co-signed by the Chairman or Treasurer. (Usual and ordinary includes payroll, rent, health insurance and other general insurance, consulting and professional contracts.)
12. Shall have the financial books of the Commission audited by competent accountants annually.

Section 12. ADVISORY DUTIES

The Commission shall serve as an extension of services provided by the County Boards, such services shall include general planning and human service programs as deemed necessary by the counties as well as the development of reports and providing recommendations with respect to establishing policy to resolve regional issues. As a means of accomplishing such tasks the County shall provide the Commission copies of ordinances, resolutions, plans, and other data relative to capital improvements of any substantial nature. The Commission may report in relation thereto if it deems necessary or advisable. The Commission shall so report when specifically requested by the County Boards, for the consideration of the County Boards before final action on such improvements is taken by the Board.

Section 13. FISCAL YEAR

The fiscal year of the Commission shall begin on the first day of July of each year and end on the last day of June each year.

Section 14. HEADQUARTERS

The official headquarters and office of the Commission shall be as may be determined by the Commission.

Section 15. AMENDMENTS

These Bylaws may be amended by a majority vote of the Commission at any meeting, provided that such proposed amendment or amendments shall be in writing in the call for the meeting in which they are acted upon.

Section 16. EFFECTIVE DATE

These Bylaws and any amendments thereto shall become effective immediately upon adoption.

Appendix B: Strategic Plans

Appendix B(1): 2009 Strategic Plan

Appendix B(2): 2011 Strategic Plan

Appendix B(3): 2012 Strategic Plan

Appendix B(1): 2009 Strategic Plan

Tri-County Regional Planning Commission Strategic Planning Session April 23, 2009

Be More Aggressive in Promoting Intergovernmental Cooperation.

Illinois has more units of local government than any other state in the union and has twice as many as the #2 state. That creates the need and opportunity for a much higher level of intergovernmental cooperation in Illinois. As a creation of county government and with our relationships through Peoria/Pekin Urbanized Area Transportation Study (PPUATS) and the Illinois River Valley Council of Governments (IRVCOG), the Commission is well suited to promote more intergovernmental cooperation.

Implementation activities:

1. Conduct a survey of local governments to identify areas/issues that are most in need of intergovernmental cooperation.
2. Allocate more staff time to supporting the IRVCOG Board and membership.
3. Sponsor regional forums/gatherings for local government staff on issues of mutual concern.
4. Generate more awareness of the successes and benefits of intergovernmental cooperation.

Positive External Communication Strategy

The volume and significance of the work of the Commission has increased greatly in recent years and the Commission should have a thoughtful plan for communicating its activities to the public and to other units of government. The goal of the communications plan should be to promote awareness of, accountability for, and transparency in the Commission's work. The Commission works with many partners and the strategy should include the recognition that on many occasions the role of our partners should be highlighted.

Implementation activities:

1. Reinstitute the Commission's annual dinner with an emphasis on the Commission's work and results.
2. Prepare and present for adoption a policy statement specifying the goals of a communications strategy.
3. For each project, make communications with the general public and with local government a part of the work plan.

Blurring County Boundaries into Regional Focus. One-stop shop/clearinghouse for regional projects and information.

Much of each community's success comes from the success of the region. Therefore, it is important to have the capability to think about, plan for, and act decisively for the region. The Commission is well suited to serve in this role especially with respect to units of local government.

Implementation activities:

1. Host at least two meetings per year which engages elected officials from across the region to focus on an issue of regional significance.
2. Prepare and update annually a "top ten" list of the most important regional issues. Select three issues and identify specific measures by the Commission to address those top three issues.
3. Make regular reports to the Commission on developments related to each year's top ten issues.

Proactively Monitor Major Regional Issues

Every entity needs someone charged with the responsibility to watch for threats and opportunities that are developing on or just beyond the horizon. The Commission has a network of relationships and connections that can be used to identify issues and opportunities that can have a major impact on the region. The Commission's efforts to avoid "non-attainment" status under the Clean Air Act are a good example of this role.

Implementation activities:

1. Monitor national organizations and publications to assess trends in other regions that may constitute potential threats and opportunities for our region.
2. Attend two conferences per year that focus on national and international developments that may impact our region. Report the findings to the Commission.
3. Prepare a short survey of government and business leaders to assess their view of developing threats and opportunities.

Increased Public Policy/Legislative Presence (State/Federal)

State and Federal actions have an enormous impact on local government. Too often, the level of communication between levels of government is not sufficient to support the development of good public policy. Many interest groups are better prepared and motivated to work for policies that are beneficial to their constituencies as compared to units of local government. A regional approach to the state and national government is more effective and more efficient.

Implementation activities:

1. Arrange meetings and contacts with state and federal legislators to identify current and emerging issues.

2. Expand the Commission's contacts with existing organizations that represent local government in the state and national capitals.
3. Coordinate strategies with organizations with common interests.

Geographic Expansion of Commission

A number of factors and developments are driving a greater need to coordinate with counties outside the tri-county area. The need to efficiently build Geographic Information Systems has led to a contractual relationship with Logan County. Fulton County has similar interests. The opportunity to extend corridor planning along the proposed Route 336 corridor is another factor in an expanding relationship with Fulton County. Geographic expansion of the Commission also presents challenges in that the level of service to the current members should not be jeopardized or diluted.

Implementation activities:

1. Develop multiple contacts with officials from adjacent counties to build an atmosphere of trust, understanding and confidence that can be used the need arises.
2. Respond as requested to interest by other counties in working with the Commission and keep the Commission fully informed of such interest.
3. As approved by the Commission, develop proposals and contracts to work other counties or units of government.

Leadership in Regional Issues

Attractiveness of Region to Young Professionals Study

An important indicator of the long term health of the region is our ability to attract and retain young professionals. The leadership of any community or region is almost always more representative of more mature generations so special efforts should be undertaken to understand what young professions find attractive in a region.

Implementation activities:

1. Research what other communities have done to better understand the interests of young professionals and how those other communities have responded.
2. Prepare an initial scope of work for a survey of young professionals, college students and high school seniors.
3. Begin investigating potential funding sources for the survey
4. Contact the Young Professionals Organization and others to identify potential project partners.

Riverfront Museum

The museum and Caterpillar Visitors Center is important to the region because it will enhance the quality of life for our residents, magnify our efforts to make tourism a larger part of our

economic future, provide a valuable service to educational institutions in the area and anchor Caterpillar's commitment to Central Illinois.

Implementation activities

1. Offer to assist in building regional awareness of the benefits of the museum.
2. Take a formal and public position in support of the project.
3. Investigate ways to assist with the resources needed for the museum.
4. Investigate ways to partner with the museum to pursue the Commission's strategic goals.

Pursuing Rail Services

A longstanding transportation goal of region is improved connections with the Chicago area. The nearest passenger rail service is at least 45 minutes away from the center of our urbanized area. Interest in passenger rail is likely to grow if fuel costs continue to increase over the long term or fluctuate as they have in recent years. Although the cost and effort that will be required to bring passenger rail service to our region is likely to be great, we cannot afford to be one of the few major urban areas in the Midwest without the advantages this service.

Implementation activities:

1. Form a structured partnership with TransPort that identifies the roles of each organization.
2. Review recent studies to determine if a specific route is highly preferred.
3. Seek the advice of U.S. Secretary of Transportation LaHood on strategies and tactics.
4. Support high speed rail in Illinois
5. Keep the issue visible as a public policy goal for Central Illinois.

Freight Transportation Planning & Support

Our regional economy is heavily influenced by the quality of our freight related infrastructure. The creation of TransPort is a very positive development in strengthening the ability of local governments to identify and respond needed improvements and opportunities to better use current capabilities.

Implementation activities:

1. Regularly attend TransPort meetings
2. Meet informally with TransPort staff to identify issues of mutual concern.
3. Attend meeting of Transportation Committees of local Chambers of Commerce.
4. Attend at least one national conference on freight issues.
5. Participate in national freight related working groups.
6. Annually make a report to PPUATS on local and national freight issues.

Strengthening Relationships with Educational Institutions

Local school districts are a large and vital part of public sector services. Much of their success is influenced by factors that are beyond their control, including housing patterns, demographic changes, and the strength of the local economy. There are numerous opportunities to promote cooperation and joint planning between and among local school districts, general purpose units of government and special units of government.

Implementation activities:

1. Investigate what other regions are doing to promote better cooperation between local governments, school districts and regional organizations.
2. Interview local educational leaders to identify current issues of mutual concern.
3. Offer to make classroom presentations on general regional issues and issues of local regional significance.
4. Make better use of secondary and post secondary interns in assisting the work of the Commission staff.

10 Year Illinois River Strategy (federal large-scale restoration status)

The restoration and preservation of the Illinois River and its watershed is one of the Commission's major goals. The State of Illinois recognizes the Illinois River as our most important natural resource. The degradation of the Illinois River has happened over several decades and it will take several decades to restore it to health. A ten year strategy is a good planning horizon because it offers sufficient time to make meaningful progress and will promote an appropriate sense of urgency.

Implementation activities:

1. Work with the Peoria Lakes Basin Alliance (The Nature Conservancy, Heartland Water Resources Council, and the Commission), the Illinois River Coordinating Council, U.S. Army Corps of Engineers, Illinois Department of Natural Resources, U.S. and Illinois Environmental Protection Agencies, IL State Water Survey, and others on a basin wide plan to fund and implement projects and programs.
2. Continue local watershed planning efforts until there is a plan for each local tributary.
3. Seek out opportunities to implement local watershed plans or significant parts of watershed plans.
4. Work with other organizations in the Illinois River Watershed to encourage similar activities, especially upstream
5. Complete the USGS bacteria study and work with USEPA and IEPA on the completion of Total Maximum Daily Load's (TMDL) for our reach of the Illinois River.
6. Keep local governments informed about the implementation of TMDL's.

ROLE DEFINITION AND RESOURCE ALLOCATION

Regional GIS – Leadership Role (gaining efficiencies-cost savings for units of government)

Over the past 15 years, Geographic Information Systems have become an integral part of local government operations. Tri-County Regional Planning Commission serves a unique role in the development and coordination of this technology among the units of government. The Commission can take a larger leadership role with both technical and policy related GIS issues. This role will result in increased communication and efficiencies among units of government while reducing duplication of effort.

Implementation activities:

1. Develop a regional GIS vision
2. Consider creation of a formal regional GIS organization
3. Expand regional GIS Server capabilities including GIS data sharing and applications
4. Provide a regional user forum for exchange of ideas
5. Expand the Peoria GIS awareness campaign to the region
6. Develop model GIS standards for the region

Policy Framework for Planning Endeavors

Sound planning must be based on accepted and supported principles and goals. While staff can assist elected officials in developing these principles and goals, ultimately they should be established by elected officials in their role as democratic representatives of citizens and taxpayers. While each community will have some policies and goals that are based on unique local conditions, there can and should be regional consistency on others. While the Commission can help individual communities as requested, the Commission has a special responsibility to understand and respond to regional issues and needs with policies and goals.

Implementation activities:

1. With each new planning project, present a description of the policy framework that justifies the project and how the project will support that framework.
2. Make confirmation of the policy/goal a recognized part of the Commission's approval of the project.
3. Assess recent projects for consistency with established policy as a way of understanding how "disconnects" can happen.
4. Solicit input from local planners to identify issues most in need of a policy framework.
5. Use the Regional Plan (Eco-Logical) to identify regional policies that will strengthen the region.
6. Develop a five year plan to promote adoption of those policies.

Balancing "Bricks & Mortar" and Green

Development is sometimes considered to be inherently inconsistent with environmental responsibility. There is, however, an emerging understanding that development, even of the

“bricks and mortar” type can be “green”. This can take the form of buildings that meet established codes such as LEED. LEED sets standards for energy efficiency and reduced natural resource impacts. There is an enormous body of work on protecting fragile and valuable natural resources and on the best strategies to reduce the impact of necessary developments. The Commission has the staff expertise to make useful recommendations on how to access and use that body of work in finding a sustainable balance between development and environmental responsibility.

Implementation activities:

1. Prepare a briefing paper on the basic principles of sustainable development.
2. Begin a discussion with local government leaders to identify the region’s most fragile and valuable natural resources.
3. Complete the Eco-Logical project and include in the final report a section on how good planning can produce a consensus on a balance in specific corridors for new roads.

Strengthening Older Neighborhoods

One of the most challenging problems faced by most urban areas is the decline of older neighborhoods. Some of the trends that contribute to the decline of older neighborhoods can be found in those neighborhoods and others in other parts of the community or region. For example, patterns of new development directly affect efforts to sustain or redevelop older parts of a community. The Commission has recognized that declining neighborhoods are a challenge for region and has offered staff and funding resources to advance local initiatives to develop strategies to address this challenge.

Implementation activities

1. Consider funding requests from communities for programs directed at strengthening older neighborhoods.
2. Commit staff time as available to support those programs.
3. Invite periodic status reports on those programs.

Appendix B(2): 2011 Strategic Plan

Tri-County Regional Planning Commission Strategic Planning Session January 29, 2011

Strategic Planning Recap

Executive Director Terry Kohlbuss presented information on the status of current strategic planning efforts. Peoria County Administrator Patrick Ulrich outlined the agenda for the day.

What are the Region's Strategic Needs?

What strategies can be developed for Rural Areas/ Small Towns?

A Prioritization of the Existing and New Strategies/ Objectives/ Goals

Issues Identification

Peoria County Administrator Patrick Ulrich facilitated an issue identification session by focusing on the key problems and asking the following questions:

What is TCRPC's role in Economic Development?

What is TCRPC's role in developing a regional legislative agenda?

What is TCRPC's role in addressing Rural Issues?

What is TCRPC's role in addressing Neighborhood issues?

What other issues should TCRPC's address?

As part of the issue identification, several key questions were framed for the identification of the issues:

Can we realistically hope to make a significant contribution to addressing this problem?

How does this problem or issue affect our primary stakeholders? How do they see it?
What are their concerns and interests in relation to the problem or issue?

What key stakeholders stand to gain or lose from our taking up this problem or issue?

What experience have we had so far that is relevant to this problem or issue and what can we learn from it?

What can TCRPC realistically expect to achieve? What resources and capacity are available to us inside and outside TCRPC? What does this mean for our planning?

The attendees brainstormed on the issues, using the key questions as the guide. The following is the result of that effort:

ECONOMIC DEVELOPMENT

- Need for broadband technology as an economic tool in rural areas. Look at technology as part of infrastructure.
- Comprehensive Plan to attract and develop and retain small and large with emphasis on minority and female owned.
- Employment opportunities that provide head of household income
- Training and educational opportunities for vocational and technical careers to support economic redevelopment
- Harvest renewable energy and green business strategies to develop good jobs in our communities.
- Healthcare
 - Economic
 - Rural & Urban
 - Long term planning
 - Aging population
 - Assisting developing
 - Jobs
- What's the vision/future for next 20 years of small town retail? How do we build a group of knowledgeable local champions for growth?
- How do we compete with other Midwestern or national regions? How do we measure? What's our scorecard?
- Highway connectivity big map of 2020 or 2030?

RURAL ISSUES

- Communication and co-operation from top to bottom getting participation from small communities to these type of meetings
- Rural communities lack revenues for public service and infrastructure.
- What is needed to sustain the future?
 - Library
 - Schools
 - Grocery
 - Gas
- How to attract businesses/development to Goodfield and El Paso (for example). Rural communities usually don't have full time staff to focus on growth or managing issues.
- Housing opportunities for the elderly
- Employment opportunities within the community to retain or build population.
- Highway connectivity big map of 2020/2030?
- Proximity of medical services.
- Community/Municipal owned high speed internet. T1 lines or broadband data/computer access.
- Need for broadband technology as an economic development tool in rural areas.

NEIGHBORHOODS

- Re-double efforts to abate lead from homes and commercial properties
- Community/Municipal owned/ provided high speed internet access
- Creating special districts
 - Arts
 - Tech
 - Jobs
- Prioritize redevelopment of small businesses in neighborhoods to create safe stable livable neighborhoods.
- Support structures to develop and enable smaller neighborhood business opportunities.

REGIONAL LEGISLATIVE AGENDA

- Revisit the looming crisis in bond and bridge MFT revenues by changing the MFT policies accordingly
- Engage State and Federal Legislators to support our efforts establishing Passenger Rail & Associated Connectivity Issues
- Comprehensive Action Plan for Clean Air supported by Green Renewable Energy Strategy
- How do we measure and compete for Federal and State dollars returned to community for projects? How do we know if we're winning?
- Infrastructure:
 - Air
 - Water
 - Rail
 - Road
- Tri-County Area Infrastructure needs to support the area and economic development
 - Roads
 - Rail-pass/freight
 - Air
 - Water
- Streamlined sales tax initiative (level playing field)
- How do you create now is the time, grassroots champions for issues
- How do you take a legislative issue and make it on a political one?
- How do you delineate action on issues?
- Long term taxing resolution on wind farm developments (while retaining local control of zoning)
- Develop/Market 1-74 business corridor
 - Manufacturing
 - Education
 - Healthcare
 - Agricultural

- Insurance

OTHER NEEDS

- Identify and promote resources for public infrastructure (e.g. water, sewer) upgrades
- We need to look at the blurring county boundaries as a positive focus
- Environmental protection issues (Pekin landfill)

Following the completion of the issue identification exercise, Dave Parkinson and Vicky Clark of the EDC, Tom Fliegge of the Peoria Area Chamber of Commerce, and Jim McConaughy of the Heartland Partnership discussed the importance of regional cooperation in economic development. The business representatives discussed the challenges that our community faces and the opportunities that an organization like the Tri-County Regional Planning Commission can play in partnering with the business community to assist in the fostering economic development.

Strategies for Rural Areas/Small Towns

John Morris, Development Officer for Reagan-Related Programs at Eureka College facilitated a discussion of the strategies for rural areas and small towns. Participants were encouraged to take stock of the assets of the region in order to leverage them for community growth. Dick Taylor, Disaster Recovery Coordinator for the City of Elmwood, outlined Elmwood's recovery efforts and encouraged cooperation and engagement. The discussion moved to the specific challenges rural areas have in Tazewell and Woodford Counties and the role that TCRPC can assist in promoting rural areas and employment opportunities. The barriers of high speed internet access and rural health care were discussed, as well as the important role that each County Government can play in assisting smaller communities. It was concluded that planning must continue, taking inventory of assets is important, and continuing the cooperation between agencies is critical.

Goals, Strategies and Objectives

Patrick Urich facilitated the prioritization of existing and new strategies /objectives/ goals. The purpose of this section was to prioritize the goals and strategies to achieve the Vision of TCRPC. Goals are the key results you must achieve to achieve your Vision and Mission. Goals need to be worded to describe the results you need to achieve in order to achieve your purpose. Goals should be:

Clear — so that anyone would understand them in the same way;

Specific — about who should benefit and how;

Measurable — as far as possible telling us how many or how much will be achieved;

Achievable — by you within the time available;

Realistic — in terms of your resources and capacities; and

Time bound — indicating by when you will achieve them.

Strategy Development: Identify all the possible ways you can achieve each goal and choose the most effective. It is often useful to ask people to think of as many different and creative ways as possible before making a decision.

Key Strategy Questions:

Is it relevant to the Goal and TCRPC Vision?

Is it realistic in terms of TCRPC's capacity and resources?

Will it make the most effective use of TCRPC's resources and capacity?

Could it be done in a simpler way?

Would it get the support we need from potential allies and partners?

Appendix B: Strategic Plans

Taking each of the five issue areas separately, the participants reviewed the existing 16 strategies of TCRPC. They include:

- | | |
|----|---|
| 1 | Intergovernmental Cooperation |
| 2 | Positive External Communication |
| 3 | Regional Focus |
| 4 | Monitor Regional Issues |
| 5 | Legislative Presence |
| 6 | Geographic Expansion |
| 7 | Attracting Young Professionals |
| 8 | Riverfront Museum |
| 9 | Freight Transportation Planning |
| 10 | Pursuing Rail Services |
| 11 | Relations with Educational Institutions |
| 12 | Illinois River Strategy |
| 13 | Regional GIS Leadership |
| 14 | Policy Framework for Planning Endeavors |
| 15 | Balancing "Bricks and Mortar" and Green |
| 16 | Strengthening Older Neighborhoods |

Strategies were discussed and redefined, into a list of 22 potential new strategies. The revisions are:

- | | |
|----|---|
| 1 | Intergovernmental Cooperation |
| 2 | Positive External Communication |
| 3 | Regional Focus/ <u>Comprehensive Vision</u> |
| 4 | Monitor Regional Issues |
| 5 | Legislative Presence <u>and Agenda</u> |
| 6 | Geographic Expansion |
| 7 | Attracting, <u>Keeping, and Supporting</u> Young Professionals |
| 8 | Riverfront Museum |
| 9 | Freight <u>Comprehensive Transportation Planning</u> |
| 10 | Pursuing Rail Services |
| 11 | Relations with Educational Institutions |
| 12 | Illinois River Strategy |
| 13 | Regional GIS Leadership |
| 14 | Policy Framework for Planning Endeavors |
| 15 | Balancing "Bricks and Mortar" and Green: <u>Comprehensive Environmental</u> |
| 16 | Strengthening Older <u>Heritage Neighborhoods: Utilizing Historical Assets</u> |
| 17 | <u>Rural Economic Development</u> |
| 18 | Create Jobs, Grow Businesses |
| 19 | <u>Connect Rural Areas Digitally</u> |
| 20 | <u>Investigate Opportunities for Locally Produced Products</u> |
| 21 | Develop a Regional Scorecard |
| 22 | <u>Advocating for Responsible Development Practices</u> |

The Strategies were prioritized by the participants. The following vote totals were:

	Strategies	Top Priority	High Priority
1	Intergovernmental Cooperation	14	X
2	Positive External Communication	5	11
3	Regional Focus/ Comprehensive Vision	14	X
4	Monitor Regional Issues	4	12
5	Legislative Presence and Agenda	11	X
6	Geographic Expansion	3	10
7	Attracting, Keeping, and Supporting Young	4	5
8	Riverfront Museum	1	1
9	Comprehensive Transportation Planning	6	13
10	Pursuing Rail Services	5	10
11	Relations with Educational Institutions		
12	Illinois River Strategy	2	11
13	Regional GIS Leadership	3	4
14	Policy Framework for Planning Endeavors		3
15	Balancing "Bricks and Mortar" and Green: Comprehensive Environmental Sustainability	4	7
16	Strengthening Heritage Neighborhoods: Utilizing	7	14
17	Rural Economic Development	14	X
18	Create Jobs, Grow Businesses	17	X
19	Connect Rural Areas Digitally	10	X
20	Investigate Opportunities for Locally Produced	2	X
21	Develop a Regional Scorecard	4	9
22	Advocating for Responsible Development Practices	4	13

The Top Priority Strategies were ranked as:

- Create Jobs, Grow Businesses
- Intergovernmental Cooperation
- Regional Focus/ Comprehensive Vision
- Rural Economic Development
- Legislative Presence and Agenda
- Connect Rural Areas Digitally

The High Priority Strategies were ranked as:

- Strengthening Heritage Neighborhoods: Utilizing Historical Assets
- Comprehensive Transportation Planning
- Advocating for Responsible Development Practices
- Monitoring Regional Issues

Positive External Communication Illinois River Strategy

Next Steps

The next steps in the process are critical. TCRPC staff needs to develop implementation plans and reporting mechanisms to provide the Commission with clear expectations of implementation and feedback. Implementation plans should include:

What must be done?

Who must do it?

How it will be done?

By when must it be done?

The Commission should work with the staff to ensure a coordinated implementation and monitor progress. The Commission should agree on dates on which you will assess progress and review the plan on the basis of experience. Staff should be provided regular feedback from the Commission on the implementation progress.

Appendix B(3): 2012 Strategic Plan

Tri-County Regional Planning Commission Strategic Planning Session March 31, 2012

TCRPC Strategic Plan Recap

Executive Director Terry Kohlbus presented information on Frank Knott's Preliminary Findings, specifically looking at the next steps in preparing a regional economic development plan, a revised regional CEDS strategy, and the future of economic development in the region. It was discussed that with the CEDS document due in October, an extension would be necessary. Further discussion centered on who was leading the document preparation and that this was a delicate process to manage.

Maggie Martino outlined the summary of activities of the TCRPC. Transportation planning is the largest segment of the budget, consuming 40% of all funding. Environmental and land use planning was the next largest component with a focus on erosion control in the Illinois River watershed and sub watersheds, air quality and comprehensive planning throughout the region. Many of the planning efforts had been created separately, and it was clear that there is a need to interconnect the planning efforts. The HUD Sustainability Grant could provide that opportunity.

Eric Miller presented background information on the GIS division. External contracts with the Peoria GIS, Washington and Woodford County were an important business function. Peoria GIS was undergoing certain internal changes, Washington had left and moved their GIS functions into the City, but Woodford County remained a strong contract. The regional GIS server was still a strength, with Pekin, Logan County, Woodford County, and Peoria GIS and the GPSD still using the server. Staff support to the TCRPC was important, as was the Homeless Management Information System training and technical assistance contract for the Heart of Illinois Continuum of Care. Finally it was discussed that more of the GIS services would likely be moving to a cloud-based environment.

Jim Webb presented information on transportation planning and the Long Range Transportation Plan. The overview included information on the structure and highlights of all the major planning efforts underway (HSIP, Bike Map, iCarpool, ITS and travel demand modeling), and the STU funding for projects of regional significance. Additional discussion centered on the other studies: Illinois River barge traffic; USDA forest management; ravine stabilization; green highways; and passenger rail. 70% of the Long Range Transportation plan had been accomplished. 51 of 72 goals had been achieved. In the remaining 37 months, the final 21 goals needed to be accomplished. The planning process for the next plan will begin in earnest in January 2014.

Kathy Brown presented information on the Aging Well Planning Initiative. This effort is designed to increase the dialogue on how to make the region a senior friendly community. The planning efforts were designed to be proactive and focus upon community assets and collaborative solutions.

Regional Strategic Needs / TCRPC Vision

Peoria City Manager Patrick Ulrich facilitated a session focusing on the following questions:

Has TCRPC identified its role in Economic Development?

What is TCRPC's Vision for the future?

As part of the needs and vision discussion, several key questions were framed for the identification of the issues:

Can we realistically hope to make a significant contribution to addressing this problem?

How does this problem or issue affect our primary stakeholders? How do they see it?
What are their concerns and interests in relation to the problem or issue?

What key stakeholders stand to gain or lose from our taking up this problem or issue?

What experience have we had so far that is relevant to this problem or issue and what can we learn from it?

What can TCRPC realistically expect to achieve? What resources and capacity are available to us inside and outside TCRPC? What does this mean for our planning?

The attendees brainstormed on the issues, using the key questions as the guide. The following is the results of that effort:

VISION

The elements of a vision statement by the group included the following:

- Collaboration in the region.
- Use Frank Knott's 10 Best Practices for Community Economic Development:
 - Regional Collaboration
 - Leadership Excellence
 - Change Management
 - Balanced Approach
 - Asset-Based Approach
 - Measurable Outcomes

- Innovation Driven
 - Life Cycle Finance
 - Regional Brand Promise
 - Regional Transformation Mindset
- Young professional retention and attraction.
- Regional Aging Well Initiative.
- Is a Tri-County Vision enough? I-74 Corridor – Who/where are we?
- TCRPC has earned the right to expand.
- Explore the limited, mutual beneficial growth of the TCRPC – Mason, Fulton and Logan Counties.
- Promote regional facilitation of large issues – landfill, river, prisons, economic development.
- Trust.
- View the region as the #1 Quality of Life alternative in the Midwest.
- Rationalize all the units of government – consolidation should be used as a mechanism for coordination.
- Build a sense of momentum.
- Benefits of mutual and regional success.
- Define our values.
- Embrace the risk takers.
- Brand.
- External communication – get the word out.

Proposed Key Elements of the Vision Statement

Trust

Collaboration

Growth

Momentum

Quality of Life

The communities of the Tri-County Regional Planning Commission recognize that the success of every community is interconnected and trust that what is good for one is good for all. Collaboration is essential for the growth of the region, and the Tri-County Regional Planning Commission strives to enhance the quality of life of all citizens by building upon each community's success.

Goals, Strategies and Objectives

Patrick Urich facilitated the prioritization of existing and new strategies /objectives/ goals. The purpose of this section was to prioritize the goals and strategies to achieve the Vision of TCRPC. Goals are the key results you must achieve to achieve your Vision and Mission. Goals need to

be worded to describe the results you need to achieve in order to achieve your purpose. Goals should be:

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Strategy Development: Identify all the possible ways you can achieve each goal and choose the most effective. It is often useful to ask people to think of as many different and creative ways as possible before making a decision.

Key Strategy Questions:

Is it relevant to the Goal and TCRPC Vision?

Is it realistic in terms of TCRPC's capacity and resources?

Will it make the most effective use of TCRPC's resources and capacity?

Could it be done in a simpler way?

Would it get the support we need from potential allies and partners?

Taking each of the five issue areas separately, the participants reviewed the existing 22 strategies of TCRPC. They include:

1	Create Jobs, Grow Businesses
2	Intergovernmental Cooperation
3	Regional Focus/ Comprehensive Vision
4	Rural Economic Development
5	Legislative Presence and Agenda
6	Connect Rural Areas Digitally
7	Pursuing Rail Services

8	Strengthening Heritage Neighborhoods: Utilizing Historical Assets
9	Comprehensive Transportation Planning
10	Advocating for Responsible Development Practices
11	Monitoring Regional Issues
12	Positive External Communication
13	Illinois River Strategy
14	Geographic Expansion of Commission
15	Attractiveness of Region to Young Professionals
16	Riverfront Museum
17	Strengthening the Relationship with Educational Institutions
18	Regional GIS Leadership
19	Policy Framework for Planning Endeavors
20	Balancing Green and Gray
21	Investigate Opportunities for Locally Produced Products
22	Develop a Regional Scorecard

Appendix B: Strategic Plans

Strategies were discussed and redefined and in two cases dropped. 7 new potential new strategies were discussed. The revisions are:

1	Create Jobs, Grow Businesses
2	Intergovernmental Cooperation
3	Regional Focus/ Comprehensive Vision
4	Rural Economic Development
5	Legislative Presence and Agenda
6	Connect Rural Areas Digitally
7	Pursuing Rail Services
8	Strengthening Heritage Neighborhoods: Utilizing Historical Assets
9	Comprehensive Transportation Planning
10	Advocating for Responsible Development Practices
11	Monitoring Regional Issues
12	Positive External Communication
13	Illinois River Strategy
14	Geographic Expansion of Commission
15	Attractiveness of Region to Young Professionals
16	Riverfront Museum
17	Strengthening the Relationship with Educational Institutions
18	Regional GIS Leadership
19	Policy Framework for Planning Endeavors
20	Balancing Green and Gray
21	Investigate Opportunities for Locally Produced Products
22	Develop a Regional Scorecard
23	<u>Retention of All Residents</u>
24	<u>Ignite Human Potential</u>
25	<u>Foster Educational Excellence</u>
26	<u>Solid Waste Disposal and Incineration</u>
27	<u>TCRPC's Internal Capacity</u>
28	<u>Building Trust</u>
29	<u>Economic Development Leadership</u>

Appendix B: Strategic Plans

The Strategies were prioritized by the participants. The following vote totals were:

	Strategies	Top Priority	High Priority
1	Create Jobs, Grow Businesses	8	X
2	Intergovernmental Cooperation	5	X
3	<i>Regional Focus/ Comprehensive Vision</i>	1	6
4	<i>Rural Economic Development</i>	2	7
5	<i>Legislative Presence and Agenda</i>	1	8
6	Connect Rural Areas Digitally		1
7	<i>Pursuing Rail Services</i>	2	4
8	Strengthening Heritage Neighborhoods: Utilizing Historical Assets	2	3
9	Comprehensive Transportation Planning	3	3
10	Advocating for Responsible Development Practices		
11	Monitoring Regional Issues		2
12	Positive External Communication	1	2
13	Illinois River Strategy	6	X
14	Geographic Expansion of Commission	1	1
15	Attractiveness of Region to Young Professionals	4	X
17	Strengthening the Relationship with Educational Institutions		
18	Regional GIS Leadership	1	1
19	Policy Framework for Planning Endeavors		1
20	Balancing Green and Gray		1
22	Develop a Regional Scorecard		1
23	Retention of All Residents	3	1
24	Ignite Human Potential		1
25	Foster Educational Excellence	1	1
26	Solid Waste Disposal and Incineration		1
27	TCRPC's Internal Capacity	2	
28	<i>Building Trust</i>	3	5
29	Economic Development Leadership	4	X

The Top Priority Strategies were ranked as:

- Create Jobs, Grow Businesses
- Illinois River Strategy
- Intergovernmental Cooperation
- Economic Development Leadership
- Attractiveness of Region to Young Professionals

The High Priority Strategies were ranked as:

- Legislative Presence and Agenda
- Rural Economic Development
- Regional Focus/ Comprehensive Vision
- Building Trust
- Pursuing Rail Services

Next Steps

The next steps in the process are critical. TCRPC staff needs to develop implementation plans and reporting mechanisms to provide the Commission with clear expectations of implementation and feedback. Implementation plans should include:

What must be done?

Who must do it?

How it will be done?

By when must it be done?

The Commission should work with the staff to ensure a coordinated implementation and monitor progress. The Commission should agree on dates on which you will assess progress and review the plan on the basis of experience. Staff should be provided regular feedback from the Commission on the implementation progress.

Appendix C: Tri-County Regional Planning Commission Legislative Agendas

Appendix C(1): Tri-County Regional Planning Commission
2013 Legislative Agenda

Appendix C(2): Tri-County Regional Planning Commission
2012 Legislative Agenda

**Appendix C(1): Tri-County Regional Planning Commission 2013
Legislative Agenda**

February 28, 2013

- **Eastern Bypass-Funding to complete the Phase I (Location and Design Study) so that corridor preservation can begin**

The Eastern Bypass has been a top transportation priority for the region for over a decade. Congressman LaHood secured partial funding for a study to determine the best location and design for the road. The first part of the work is underway, but approximately \$7M more is needed to complete all this phase of the project.

Congressman Schock has committed to do all that he can to get the needed funding in the next federal highway bill, but strong support from our area legislators is needed to secure the mix of state and federal funding that is required.

- **Passenger Rail Service for the Peoria Area**

The TCRPC continues to work to bring passenger rail services to the Peoria area and recognizes that support from Federal and State legislators is essential for success.

TCRPC has formed a regional Passenger Rail Advisory Committee and a recommended location for a terminal/station in East Peoria has been identified. The TCRPC has been awarded \$160,000 by the Federal Transit Administration to study options for a variety of connections including to the Peoria International Airport. Amtrak has completed its study of passenger rail service to the Peoria area and IDOT has offered to support studies on one or more feeder bus services as an interim connection to Amtrak stations in Central Illinois.

The TCRPC supports a position that service to Peoria should be Illinois' highest priority for any future funding for Passenger Rail Service. With respect to a 220 mph corridor, TCRPC supports the full consideration of corridors that are closer to Peoria and opposes any corridor that will not serve the Peoria area.

- **State Strategy for Economic Competitiveness**

Much of state government is rightly focused on the desperate financial condition of the state and there are obvious philosophical, political and partisan differences on how to deal with the immediate problems. However, the TCRPC believes that there should be a bipartisan consensus on the need for a longer term strategy to restore Illinois' economic health and competitiveness. If such long term strategic thinking is taking place on the state level, it is not apparent at the local level. If such thinking is not underway, the TCRPC is willing to play whatever role our state representatives feel would be helpful to support long term planning to economic health and competitiveness.

- **Federal Bureau of Prisons at Pekin Expansion**

The City of Pekin invites the Federal Bureau of Prisons to evaluate an expansion of FCI Pekin on 250+ acres (including 90+ acres of City-owned land). The Commission supports this initiative by the City of Pekin and Tazewell County.

- **Broadband for Rural Areas and Small Towns**

At a strategic planning session in this past January, the TCRPC identified the need for more broadband service in rural areas and small towns. With the number of state and federal programs that are currently active, legislative awareness and support for the goal can be critical in extending broadband services.

- **Illinois River-WRDA, Illinois River Caucus, Emiquon Designation, Stormwater Utilities**

Water Resource Development Act-the federal legislation will fund the modernization of the locks on the Illinois and Upper Mississippi Rivers. It also includes significant funding for environmental programs in those rivers. The U.S. Congress based on authorization for WRDA several years ago on a bi-partisan basis, but has never provided the needed appropriation of the associated funding. TCRPC encourages favorable action on WRDA because it will improve the efficiency of the river transportation systems and fund programs and projects for the restoration and preservation of the Illinois River and Peoria Lakes.

- **Illinois Commerce Commission Appointment**

Research by the TCRPC staff has indicated that in the nearly one hundred years since the ICC was created, only one person from central Illinois has ever been appointed to serve on the Commission. The ICC has a major impact on the lives of Illinois citizens, businesses, and local government. The TCRPC encourages legislators to support our efforts to have someone from our region considered for the next opening on the ICC.

- **Legislation to Allow for Regional Planning Commissions to Own Real Estate**

Senate Bill 92 would give joint regional planning commissions the ability to own real estate. TCRPC has sought this legislation because its current office space is leased from Peoria County and Peoria County has indicated a desire to sell the space to the TCRPC. If mutually agreeable terms for the acquisition can be found, SB 92 would remove a fatal obstacle to completing the transaction.

**Appendix C(2): Tri-County Regional Planning Commission 2012
Legislative Agenda**

January 26, 2012

- **Passenger Rail Service for the Peoria Area**

The TCRPC continues to work to bring passenger rail services to the Peoria area and recognizes that support from Federal and State legislators is essential for success. TCRPC has formed a regional Passenger Rail Advisory Committee and a recommended location for a terminal/station in East Peoria has been identified. The TCRPC has been awarded \$160,000 by the Federal Transit Administration to study options for a variety of connections including to the Peoria International Airport. Amtrak has completed its study of passenger rail service to the Peoria area and IDOT has offered to support studies on one or more feeder bus services as an interim connection to Amtrak stations in Central Illinois.

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transportation systems and fund programs and projects for the restoration and preservation of the Illinois River and Peoria Lakes.

- **Emiquon Designation**-The Nature Conservancy plans to submit the Emiquon Complex for a designation as an internationally significant wetlands and letters of support are a part of the application process. Even though the Emiquon Complex is outside of the TCRPC service area, the TCRPC supports this project because the restoration of backwater lakes is an important part of the overall strategy to preserve the Illinois River. Support from legislators is also encouraged.
 - **Stormwater Utilities**-Legislation to give several urban counties including Peoria and Tazewell, the ability to create stormwater utilities is currently being considered by the Illinois General Assembly. The legislation is permission, not mandatory. It would give the subject counties a means to fund the federal mandates for improvements in the management of stormwater and programs and projects to reduce the erosion and sedimentation that is the major threat to the Illinois River
- **Illinois Commerce Commission Appointment**

Research by the TCRPC staff has indicated that in the nearly one hundred years since the ICC was created, only one person from central Illinois has ever been appointed to serve on the Commission. The ICC has a major impact on the lives of Illinois citizens, businesses, and local government. The TCRPC encourages legislators to support our efforts to have someone from our region considered for the next opening on the ICC.
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- **State Strategy for Economic Competitiveness**

Much of state government is rightly focused on the desperate financial condition of the state and there are obvious philosophical, political and partisan differences on how to deal with the immediate problems. However, the TCRPC believes that there should be a bipartisan consensus on the need for a longer term strategy to restore Illinois' economic health and competitiveness. If such long term strategic thinking is taking place on the state level, it is not apparent at the local level. If such thinking is not underway, the TCRPC is willing to play whatever role our state representatives feel would be helpful to support long term planning to economic health and competitiveness.

Appendix D: PPUATS Documents

Appendix D(1): Establishment of TCRPC as the Metropolitan Planning Agency

Appendix D(2): Cooperative Agreement Between TCRPC and PPUATS

Appendix D(3): PPUATS Policy Committee Members

Appendix D(4): PPUATS Policy Committee Bylaws

Appendix D(5): FY 2016 PPUATS Technical Committee Members

Appendix D(6): FY 2016 PPUATS Technical Committee Bylaws

Appendix D(1): Establishment of TCRPC as the Metropolitan Planning Organization



STATE OF ILLINOIS
OFFICE OF THE GOVERNOR
SPRINGFIELD 62706

DAN WALKER
GOVERNOR

May 3, 1976

Mr. Donald Speck
Chairman
Tri-County Regional Planning Commission
P. O. Box 2200
East Peoria, Illinois 61611

Dear Mr. Speck:

In accordance with your request, I am pleased to inform you that your organization is hereby designated as the Metropolitan Planning Agency for the Peoria Urbanized Area, pursuant to Section 112 of the 1973 Federal Aid Highway Act.

This action requires the assumption by your agency of some very important responsibilities in transportation planning. These responsibilities are more specifically identified in the proposed rules for urban transportation planning contained in the September 17, 1975 Federal Register, which became effective on October 17, 1975.

We would call your attention to §450.106 Metropolitan Planning Organization: Designation (d) concerning "adequate representation" and request that your agency provide the Secretary of the Illinois Department of Transportation a list of the membership of your commission by general purpose government unit and your proposed resolution of any deficiencies existing in the area of "adequate representation."

The Illinois Department of Transportation welcomes this opportunity to expand its relationship with your agency in the cooperative planning for transportation facilities in the Peoria Urbanized Area. Should you have any questions concerning this program, please contact Dan Dees, Bureau of Planning in Springfield, 217-782-2755.

Sincerely,

Dan Walker

cc: Mayor Calvin E. Cummins
Robert Wright
John E. Harland✓



Appendix D(2): Cooperative Agreement

An Agreement between

Tri-County Regional Planning Commission,
Peoria-Pekin Urbanized Area Transportation Study Policy Committee,
Illinois Department of Transportation,
Greater Peoria Mass Transit District (CityLink),
and East Peoria Mass Transit District

For

Cooperative Transportation Planning and Programming

Approved: August 1, 2008



IDOT



CityLink

This cooperative agreement is entered into by and between Tri-County Regional Planning Commission (TCRPC), Peoria-Pekin Urbanized Area Transportation Study (PPUATS) Policy Committee, the Greater Peoria Mass Transit District (CityLink), the East Peoria Mass Transit District, , and the State of Illinois acting by and through the Illinois Department of Transportation. This agreement established a cooperative intergovernmental framework for the Tri-County Regional Planning Commission which is charged with providing continuing, cooperative and comprehensive transportation planning in and around the Peoria-Pekin Urbanized Area.

WHEREAS 23 USC Section 134 of US Code as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) , require that each urbanized area with a population of 50,000 or more, as a condition to the receipt of Federal capital or operating assistance for transportation, have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area; and

WHEREAS Article VII, Section 10A of the Constitution of the State of Illinois and the Intergovernmental Cooperation Act, 5 ILCS 220/1 et seq. enable parties here to enter into agreements among themselves and provide authority for intergovernmental cooperation; and

WHEREAS The authority and powers of the Commission are in accordance with the provisions of Chapter 34 Sections 152a-152d. 3,1957 Illinois Revised Statutes as now and hereafter amended, and pursuant to the "Resolution for Establishment of a Tri-County Regional Planning Commission," passed and approved by Peoria County, Tazewell County and Woodford County, on March 12, 1958, as amended; and

WHEREAS, The Tri-County Regional Planning Commission, the Illinois Department of Transportation and the Transit Operators have participated in transportation planning for the Peoria Urbanized Area since 1964, through the Peoria-Pekin Urbanized Area Transportation Study committees; and

WHEREAS, Section 112(f)3 of the 1973 Federal Highway Act authorizes the Governor to designate a Metropolitan Planning Organization responsible for carrying out transportation planning in urbanized areas in cooperation with the state; and

WHEREAS, a May 3, 1976 communication from Governor Dan Walker, acknowledged the Tri-County Regional Planning Commission as the designated Metropolitan Planning Organization for transportation planning in the Peoria-Pekin Urbanized Area; and

WHEREAS, the Tri-County Regional Planning Commission as the MPO is eligible to receive PL funds authorized by Section 104, Title 23 United States Code and planning funds authorized by Section 9 of the Urban Mass Transportation Administration Act of 1964, as amended (49 USC 1607a) ; and

NOW, THEREFORE, the Tri-County Regional Planning Commission has been designated the MPO for the Peoria-Pekin Urbanized area and accepts the responsibilities and obligations that come with this designation: and

NOW, THEREFORE, The Tri-County Regional Planning Commission delegates all MPO functions to the Peoria-Pekin Urbanized Area Transportation Study Policy Committee; and

NOW, THEREFORE, IT IS AGREED by and between the parties including Tri-County Regional Planning Commission, Peoria-Pekin Urbanized Area Transportation Study Policy Committee, Illinois Department of Transportation, Greater Peoria Mass Transit District (CityLink), and East Peoria Mass Transit District hereto that:

Article I.

TCRPC Relationship with PPUATS Policy Committee

It is agreed by and between the Tri-County Regional Planning Commission and the Peoria-Pekin Urbanized Area Transportation Study Policy Committee that:

- A. The Peoria-Pekin Urbanized Area Transportation Study Policy and Technical Committees have been incorporated within the organizational structure of the Tri-County Regional Planning Commission
- B. The Peoria-Pekin Urbanized Area Transportation Study Policy Committee is designated as the committee responsible for transportation planning policy matters such as the long range transportation plan, annual Transportation Improvement Program, transportation planning activities in the urbanized area, and any other necessary plans to meet federal guidelines.
- C. The Peoria-Pekin Urbanized Area Transportation Study Policy Committee recognizes that Tri-County Regional Planning Commission has been designated as the Metropolitan Planning Organization. However, final approval of transportation related decisions are the responsibility of PPUATS Policy.
- D. The Tri-County Regional Planning Commission retains the right to request reconsideration of decisions or issues addressed by PPUATS Policy. The request to reconsider must be passed by a majority vote of the Tri-County Regional Planning Commission.
- E. PPUATS when appropriate and timely will provide opportunities for review and comment to the Tri-County Regional Planning Commission and the PPUATS Technical Committee. PPUATS will always offer opportunities for comments to TCRPC and PPUATS Technical Committee of federally required documents such as the Long Range Transportation Plan, and the Annual Transportation Improvement Program.

- F. The Tri-County Regional Planning Commission will provide adequate staff for administrative services to the Peoria-Pekin Urbanized Area Transportation committees in connection with the transportation planning activities.
- G. The Tri-County Regional Planning Commission will oversee and be responsible for transportation planning funds.
- H. The Tri-County Regional Planning Commission and PPUATS Policy will annually adopt a joint funding agreement, which provides the required match for transportation planning funds.

Article II

Purpose and Duties of PPUATS to perform MPO responsibilities as delegated by TCRPC

Peoria-Pekin Urbanized Area Transportation Study (PPUATS) is created to perform and carry out a continuing, cooperative and comprehensive transportation planning process for the Peoria-Pekin Urbanized Area in accordance with applicable Federal laws, policies and procedures, and with the cooperation and assistance of its members and the U.S. Department of Transportation. Unless otherwise specified by subsequent amendments to 23 U.S.C. 134 and 49 U.S.C. 1607, the duties of PPUATS shall include:

- A. The continued functioning of the PPUATS Policy Committee, to oversee and coordinate the process for the area in a manner that will insure that the transportation planning and programming decisions are reflective of the needs of local and state governments, transit operations, and the general public.
- B. The development and maintenance of a Long Range Transportation Plan (LRTP) for the Peoria-Pekin Urbanized Area, including strategies to make more efficient use of existing transportation systems and to integrate local land use/development decisions and regional transportation investments.
- C. The development and annual update of a Transportation Improvement Program (TIP), which reflects the Policy Committee's priorities for federal and state investments in the urbanized area's transportation systems, to be developed in accordance with the Long Range Transportation Plan and other pertinent policies adopted by the PPUATS Policy Committee.
- D. The development and annual update of a Unified Planning Work Program (UPWP), which coordinates the area's transportation planning activities and establishes the priorities for planning initiatives to be undertaken by PPUATS.
- E. The development and update of a Public Participation Plan (PPP), which established a consistent communication policy to be carried out by PPUATS as it relates to regional plans and activities.
- F. Other planning and project development activities necessary to address transportation issues in the area.

Article III.

General Organization and Duties of PPUATS

- A. PPUATS shall consist of a Policy Committee, a Technical Advisory Committee, and other standing or temporary/special purpose committees as needed to carry out the duties and functions of PPUATS.
- B. The PPUATS Policy Committee shall be the recognized decision-making body for the Metropolitan Planning Organization serving the Peoria-Pekin Urbanized Area. The Policy Committee shall guide and approve all PPUATS planning activities, and shall have final authority over all decision-making matters within the jurisdiction of TCRPC.
- C. The PPUATS Technical Advisory Committee shall be established for the purpose of providing professional technical advice and recommendations to the PPUATS Policy Committee, and conducting or overseeing the technical planning functions and duties of PPUATS.

Sub Article III.1

PPUATS Policy Committee Structure and Responsibilities

See PPUATS POLICY BYLAWS adopted April 1st, 2015

Sub Article III.2

PPUATS Technical Advisory Committee Structure and Responsibilities

See PPUATS TECHNICAL BYLAWS adopted April 15th, 2015

Article IV

Illinois Department of Transportation

PPUATS shall conduct a comprehensive regional transportation planning process for Peoria/Pekin Urbanized area in a manner consistent with applicable provisions of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Illinois Department of Transportation shall participate in said regional planning process through the following actions:

- A. Submit a program of projects for consideration to the annual Transportation Improvement Program document.
- B. Participate in staff level committees and subcommittees as requested by PPUATS.

- C. Assist with providing data to PPUATS upon request, concerning transportation plans, programs, and funding.
- D. Assist with analyses for major transportation capital investments to conform to priorities established in the metropolitan area's long-range transportation plan.
- E.

Article V

Public Transit Operators

PPUATS shall conduct a comprehensive regional transportation planning process for Peoria/Pekin Urbanized area in a manner consistent with applicable provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Public Transit Operators shall participate in said regional planning process through the following actions:

- A. Submit a program of projects for consideration to the annual Transportation Improvement Program document, according to a timetable established by PPUATS.
- B. Participate in staff level committees and subcommittees as requested by PPUATS.
- C. Ensure that plans that require federal funding support for implementation, including plans for major transit capital investments conform to priorities established in the metropolitan area's long-range transportation plan.
- D. Public Transit Operators shall assist PPUATS in securing data and source materials concerning transit plans, programs, and funding necessary to the effective accomplishment of the transportation planning process.

Article VI

Operating Clauses of the Agreement

Sub Article VI.1

Equal Opportunity Assurance

The parties involved in this Agreement hereby certify that as a condition of receiving Federal financial assistance to conduct transportation planning activities, they will ensure:

- A. That the intent of Title VI of the 1964 Civil Rights Act (42 USC 2000d-1) which state "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" is met.
- B. That the PPUATS will compile, maintain and submit in a timely manner Title VI information required by FTA Circular 4702.1 and in compliance with the U.S. Department of Transportation Title VI regulation 49 CFR Part 21.9.
- C. That the PPUATS will make it known to the public that the persons alleging discrimination on the basis of age, race, color or national origin, as it relates to the

provision of transportation services and transit-related benefits, may file a complaint with Federal Transit Administration and/or the U.S. Department of Transportation.

- D. All meetings shall be open to the public and conducted in accordance with the Illinois Open Meetings Act.

Sub Article VI.2

Amendments & Severability

- A. If any one or more of the provisions of this Agreement is declared unconstitutional or contrary to law, the validity of the remainder of the Agreement shall not be affected thereby.
- B. This Agreement is subject to amendment when a majority of all representatives of the PPUATS Policy Committee adopts the amendment.

Sub Article VI.3

Ratification & Termination

- A. This cooperative Agreement shall become effective upon approval by all signatory parties and shall remain in effect until a majority of the governing board of any party elects to terminate this agreement. This cooperative agreement may be supplemented with amendments or separate agreements between the parties to establish financial arrangements to specific workloads or to identify any other necessary arrangements.
- B. Designation of the MPO by the Governor and approval of the Agreement by the State of Illinois shall be considered acceptance of the provisions and objectives contained herein and shall constitute an agreement between the jurisdictions heretofore mentioned to cooperate in the continuing, cooperative and comprehensive transportation planning process for the Peoria-Pekin Urbanized Area.
- C. A jurisdiction which is eligible and wishes to be a part of this Agreement may do so by adoption of a resolution: said resolution agreeing to the provisions of this Agreement shall be delivered to the PPUATS Policy Committee. Addition of eligible jurisdictions is subject to the approval of the majority of PPUATS Policy Members
- D. Any party to this Agreement may withdraw by giving written notice to the PPUATS Policy Committee, not less than thirty (30) days prior to the effective date of termination. Termination from this agreement shall not relieve the withdrawing party from compliance with federal requirements for cooperative transportation planning and programming.
- E. Time of Performance: The parties shall commence their mutual responsibilities on the day of execution of this Agreement, and shall continue in this regard for thirty (30) days following the receipt of written notice of termination by either party from the other.

- F. Entire Agreement: This Agreement with its attachments and related laws, regulation and documents referenced herein, contains all of the terms agreed upon between the parties with respect to the subject matter herein and supersedes all prior agreements, arrangements and understanding, written or oral with respect to the subject matter herein.

Appendix D(3): PPUATS Policy Committee Members

FY 2019 PPUATS Policy Committee Members

Name	Title	Representing
Karen Dvorsky		IDOT
Terrisa Worsfold*		IDOT
Tom O'Neill		Peoria County
Stephen Morris	Chairman	Peoria County
Greg Sinn		Tazewell County
Greg Longfellow		Tazewell County
Greg Menold*		Tazewell County
Barry Logan		Woodford County
Donald White		Chillicothe
John McCabe		City of Peoria
Dave Mingus		City of East Peoria
Dennis Barron*		City of East Peoria
Bill Lewis		City of Peoria
Patrick Urich	City Manager	City of Peoria
Jane Gerdes*		City of Peoria
Nick Stoffer*		City of Peoria
Ross Black*		City of Peoria
Jim Ardis	Mayor	City of Peoria
Leon Ricca		Bartonville
Bob Lawless*		Bartonville
James Dillon		West Peoria
Kinga Krider*		West Peoria
Jeff Kauffman		Village of Morton
Sam Heer*		Village of Morton
Dustin Sutton		Peoria Heights
Mike Casey*		Peoria Heights
Fred Lang		Creve Couer
Terry Koegel*		Creve Couer
Gary Manier	Mayor	Washington
Ed Andrews*		Washinton
Sharon McBride		Citylink
Doug Roelfs*		CityLink
Mark Rothert		City of Peoria
Mike Hinrichsen	Mayor	Village of Germantown Hills

*Alternate

Appendix D(4): PPUATS Policy Committee Bylaws

PEORIA/PEKIN URBANIZED AREA TRANSPORTATION STUDY (PPUATS)

POLICY COMMITTEE

ARTICLE I (Statement of Purpose)

The Policy Committee of the Peoria/Pekin Urbanized Area Transportation Study (PPUATS) was established as the result of the 1962 Federal-Aid Highway Act which created the continuing, comprehensive and cooperative planning process within the Peoria/Pekin Urbanized Area. To accomplish the continuing comprehensive and cooperative (3-C) process, the Policy Committee is responsible for transportation planning matters; such as, but not limited to, the preparation and adoption of the long range and short range transportation plans, the Transportation System Management Plan, directing the transportation planning activities in the urbanized area and adopting and implementing any other necessary plans to meet federal guidelines for urbanized area.

The Policy Committee has entered into working agreements with the Governor (through the Illinois Department of Transportation), Tri-County Regional Planning Commission (the designated MPO) and the transit operators within the area. These working agreements (Joint Resolution and Comprehensive Agreement) also recognize that the transportation planning responsibility be with the PPUATS Policy Committee.

ARTICLE II (Membership)

It is the intent of the process to have the chief elected, appointed or administrative officials from eligible units of local government serve as representatives and to thereby decide transportation policy issues. In cases where it is not possible for the chief elected, appointed or administrative official to personally participate, an alternate representative can be appointed. If an alternate is appointed, such alternate has the full responsibility and power of the representative.

A. Membership

Membership on the Policy Committee shall include counties, cities and villages located within the Peoria/Pekin Urbanized Area that have executed their Memorandum of Understanding for the Continuing Transportation Planning Process. In addition, the Greater Peoria Mass Transit District (CityLink) and the Illinois Department of Transportation District 4 shall be members of the Policy Committee.

In order for the MPO to receive federal transportation planning funds, local communities must pay a 20% match. This match shall be covered by those communities represented on the PPUATS Policy Committee. Each year, the Greater Peoria Mass Transit District shall pay \$3,800 of that match. The remainder shall be paid by the member counties and municipalities. The amount

each pays will be based on its share of the State's Motor Fuel Tax Allotment. Each will pay the same proportion of the remaining match as the proportion of Motor Fuel Tax Allotment (the total of all member communities' allotments) received.

A county or municipality may hold membership on the PPUATS Policy Committee if it has signed its Memorandum of Understanding and paid its portion of the match for federal transportation funding and:

1. In the case of counties, membership is limited to those that are at least partially contained within the MPO's long range planning boundary.
2. In the case of municipalities, membership is limited to those that are at least partially located within the MPO's urbanized area boundary.

B. Appointment of Representatives

The chief elected, appointed or administrative official of each member is designated as the Policy Committee representative and may appoint other representatives if the member has more than one representative.

C. Terms of Office

Policy Committee representatives and their alternates shall serve at the discretion of the appointing authority. Such appointments shall be in writing to the Committee Chair. There is no limitation for a representative's term as long the community represented has signed its Memorandum of Understanding and paid its portion of the federal transportation funding match.

D. Alternate Representatives

Members designated in "A" above, may appoint an alternative representative provided that:

1. Such appointment is submitted in writing with the name of the alternate and the time period of such appointment.
2. If the alternative attends with the representative, the alternate may sit at the table and participate in discussion; however, an alternate may not make motions or vote.

Hereafter in the Bylaws, the word "representative" means either representative or alternate as defined above.

ARTICLE III (Officers)

The officers of the Committee shall be a Chair, Vice-Chair and Secretary. The Secretary shall be a staff person as designated by the Executive Director of the MPO. The Chair will appoint representatives to all Ad-Hoc and Advisory Sub-Committees. If at any time, a change in the good standing status of such officer occurs, such officer forfeits the office.

ARTICLE IV (Elections)

The Chair and the Vice-Chair shall be elected from the representatives in good standing for a two year term beginning July 1, 1981. The Chair shall appoint a Nominating Committee to make nominations for these elections.

ARTICLE V (Meetings)

It is the intent that the Committee meet as needed. The policy on meetings is:

- A. There shall be an ESTABLISHED monthly meeting place, date and time for the Policy Committee.
- B. At a minimum the Policy Committee shall meet on a quarterly basis.
- C. Notices of all meetings are to include an agenda and shall be made by the Secretary to all members and as prescribed by law.
- D. Meetings shall not be held in conjunction with other PPUATS committee meetings unless necessitated by extenuating circumstances.
- E. A quorum for any meeting is a majority of the representatives.
- F. When the Chair is not present, the Vice Chair shall serve as Acting Chair for the meeting.
- G. When a quorum is not present only informational items may be discussed and no votes may be taken.
- H. Rules of Order. The Committee shall be governed by Roberts' Rules of Order, latest edition.

ARTICLE VI (Voting)

- A. Each member in good standing (i.e. represented unit of government having paid current assessment for transportation planning activities) has at least one

representative.

The following are the representatives on the PPUATS Policy Committee:

Peoria County (2 representatives)
Tazewell County (2 representatives)
Woodford County (1 representative)
City of Peoria (3 representatives)
City of Pekin (1 representative)
City of East Peoria (1 representative)
Village of Morton (1 representative)
City of Washington (1 representative)
Village of Bartonville (1 representative)
Village of Creve Coeur (1 representative)
City of Peoria Heights (1 representative)
City of West Peoria (1 representative)
City of Chillicothe (1 representative)
Illinois Department of Transportation-District 4 (1 representative)
Greater Peoria Mass Transit District (1 representative)

The number of representatives for each member shall be determined by dividing the amount of Motor Fuel Tax (MFT) received by all members by the number of members to determine an average MFT amount. Each member's MFT is then divided by the average. The result is rounded down to the nearest whole number, which is that member's number of representatives. However, no member shall have less than one representative.

- B. Each representative shall cast one vote. All votes shall be in person.
- C. Voting shall be by voice vote, or roll call if called for by a representative. A record of the vote shall be kept as part of the minutes.
- D. The Policy Committee shall vote on all recommendations presented by the Technical Committee. A simple majority is required to approve all Technical Committee recommendations.
- E. When a motion has been adopted, it can be reconsidered if called for by a representative who voted in the affirmative on the original question. A motion to reconsider a previous motion requires only a majority vote to approve. If approved, the original question can be discussed and a change or new motion can be adopted by a two-thirds (2/3) affirmative vote of the representatives present or in the alternative, it can be added to the agenda for the next meeting for consideration and vote. If a new motion or change fails to obtain such a 2/3 affirmative vote, then the original motion remains valid.

ARTICLE VII (Committees)

As part of the agreement between the PPUATS Policy Committee and the Commission, a Technical Committee has been established. As a further organizational refinement to effectively plan for and coordinate specialized transportation services, the Policy Committee may from time to time establish Ad-Hoc or Advisory Sub-Committees to make recommendations to the PPUATS structure. It is the intent of this Article to establish the purpose and membership of each Committee. It is the responsibility of each Committee to adopt bylaws consistent with the PPUATS Policy Committee Bylaws.

A. Technical Committee

The purpose of the Technical Committee is to provide transportation expertise to the process and to prepare, review, and recommend actions to the Policy Committee.

B. Advisory and Ad-Hoc Sub-Committees

Advisory and Ad-Hoc Sub-committees will be used as deemed necessary by the PPUATS Policy Committee.

ARTICLE VIII (Records)

A. Minutes of all meetings shall be maintained by the Secretary and distributed to all members prior to the next regularly scheduled meeting.

B. The Secretary shall maintain the official records and permanent files of the Committee.

ARTICLE IX (Amendment to Bylaws)

The Bylaws shall be reviewed at least once every ten years, upon receipt of the most current decennial census.

Amendments may be made to these Bylaws at any legally called meeting where a quorum is present. Such Amendments proposed to be considered at a meeting shall have been included as an agenda item in the notice of meeting. A 2/3 vote is required to amend the Bylaws.

Appendix D(5): PPUATS Technical Committee Members

FY 2019 PPUATS Technical Committee Members

Name	Title	Representing
Amy Benecke-Mclaren		Peoria County
Jeff Gilles		Peoria County
Vacant		Peoria County
Craig Fink		Tazewell County
Dan Parr		Tazewell County
Conrad Moore		Woodford County
Bill Lewis		City of Peoria
Nick Stoffer		City of Peoria
Stephen Letsky		City of Peoria
Jane Gerdes*		City of Peoria
Andrea Klopfenstein*		City of Peoria
Michael Guerra		City of Pekin
Josie Esker*		City of Pekin
Rick Semonski		City of East Peoria
Ty Livingston*		City of East Peoria
Mike Casey		Peoria Heights
Dustin Sutton*		Peoria Heights
Ed Andrews		City Of Washington
Jon Oliphant*		City of Washington
Patrick Meyer		Village of Bartonville
Terrisa Worsfold		IDOT
Karen Dvorsky*		IDOT
James Dillon		Village of West Peoria
Henry Strube Jr.*		Village of West Peoria
Craig Loudermilk		Village of Morton
Frank Sturm*		Village of Morton
Kenneth Coulter		City of Chillicothe
Courtney Allyn		Village of Creve Couer
Nick Standefer		City Link
Joe Alexander*		City Link
Gene Olson		MAAP
Eric Miller		TCRPC
Rich Becklin		Village of Germantown Hills

* Alternate Member

Appendix D(6): PPUATS Technical Committee Bylaws

PEORIA URBANIZED AREA TRANSPORTATION STUDY (PPUATS)

TECHNICAL COMMITTEE

ARTICLE I (Statement of Purpose)

The Technical Committee of the Peoria Urbanized Area Transportation Study (PPUATS) was established as the result of the 1962 Federal-Aid Highway Act, which created the continuing, comprehensive and cooperative planning process.

The Technical Committee works under the direction of the Policy Committee, provides the technical expertise to the process and prepares, reviews, and recommends actions to the Policy Committee for their approval.

It is the intent that these Bylaws be consistent with the PPUATS Policy Committee Bylaws.

ARTICLE II (Membership)

It is the intent of the process to have the chief elected, appointed or administrative official of eligible units of local government appoint in writing the representative(s) to the Technical Committee.

A. Membership

Membership on the Technical Committee shall include counties, cities and villages located within the Peoria/Pekin Urbanized Area that have executed their Memorandum of Understanding for the Continuing Transportation Planning Process. In addition, the following agencies/organizations may each designate one person to the Technical Committee: the Greater Peoria Mass Transit District (CityLink), General Wayne A. Downing Peoria International Airport, Illinois Department of Transportation District 4, and Tri-County Regional Planning Commission (staff).

B. Appointment of Representatives

Each member of the PPUATS Policy Committee is represented on the PPUATS Technical Committee. Each chief elected, appointed or administrative official shall appoint one such Technical Committee representative, and may, in addition, appoint additional representatives in the case of members with multiple representatives.

Representatives to the Technical Committee shall be from professional and technical transportation related personnel employed by members represented on the Policy Committee.

An individual may represent more than one unit of local government, either as a representative or as an alternate. However, that individual must state at the beginning of a meeting who he/she represents and can cast only one vote on any issue.

C. Terms of Office

Technical Committee representatives and their alternates shall serve at the discretion of the appointing authority. Such appointments shall be in writing to the Committee Chair. There is no limitation for a representative's term as long the community represented has signed its Memorandum of Understanding and paid its portion of the federal transportation funding match.

D. Alternate Representatives

Members may appoint another person as an alternate to represent them provided that:

1. Such appointment is submitted in writing with the name of the alternate and the time period of such appointment.
2. If the alternative attends with the representative, the alternate may sit at the table and participate in the discussions; however, an alternate may not make motions or vote.

ARTICLE III (Officers)

The officers of the Committee shall be a Chair, Vice-Chair and Secretary. The Secretary shall be a staff person as designated by the Executive Director of the MPO. The Chair will appoint representatives to all Ad-Hoc and Advisory Sub-Committees. If at any time a change in the good standing status of such officer occurs, such officer then forfeits the office.

ARTICLE IV (Elections)

The Chair and Vice Chair shall be elected from the representatives in good standing for a two year term beginning July 1, 1981. The Chair shall appoint a Nominating Committee to make nominations for these elections.

ARTICLE V (Meetings)

It is the intent that the Committee meet as needed. The policy on meeting is:

- A. There shall be an established monthly meeting place, date and time for the Committee.
- B. At a minimum the Technical Committee shall meet on a quarterly basis. Day, time and place of meetings shall take into account Committee recommendations.
- C. Notices of all meetings are to include an agenda and shall be made available by the Secretary to all members and as prescribed by law.
- D. Meetings shall not be held in conjunction with other PPUATS Committee meetings unless necessitated by extenuating circumstances.
- E. A quorum for any meeting is a majority of the representatives.
- F. When the Chair is not present, the Vice Chair shall serve as Acting Chair for the meeting.
- G. When a quorum is not present and a legal meeting has been called, only informational items may be discussed and votes may not be taken.
- H. Rules of Order. The Committee shall be governed by Robert's Rules of Order, latest edition.

ARTICLE VI (Voting)

- A. Each member in good standing (i.e. represented unit of government having paid current assessment for transportation planning activities) has at least one representative.

The following are voting representatives on the PPUATS Technical Committee:

Peoria County (3 representatives)
Tazewell County (2 representatives)
Woodford County (1 representative)
City of Pekin (1 representative)
Village of Morton (1 representative)
Village of Bartonville (1 representative)
Village of Peoria Heights (1 representative)
City of Chillicothe (1 representative)
City of Peoria (3 representatives)
City of East Peoria (1 representative)
City of Washington (1 representative)

Village of Creve Coeur (1 representative)
City of West Peoria (1 representative)
Illinois Department of Transportation – District IV (1 representative)
Greater Peoria Mass Transit District (1 representative)
Greater Peoria Regional Airport (1 representative)
Tri-County Regional Planning Commission (1 representative)

The number of representatives for each member shall be determined by dividing the amount of Motor Fuel Tax (MFT) received by all members by the number of members to determine an average MFT amount. Each member's MFT is then divided by the average. The result is rounded down to the nearest whole number, which is that member's number of representatives. However, no member shall have less than one representative.

- B. Each representative shall cast one vote. All votes shall be in person.
- C. Voting shall be by voice vote, or roll call if called for by a Committee representative. A record of the vote shall be kept as part of the minutes.
- D. A simple majority is required to pass all motions.
- E. Reconsideration of prior motions. When a motion has been approved, it can be reconsidered if called for by a representative who voted in the affirmative of the original question. A motion to reconsider a previous motion requires only a majority vote to approve. If approved, the original questions can be discussed and a change or new motion can be adopted by a two-thirds (2/3) affirmative vote of the quorum present, or in the alternative it can be added to the agenda for the next meeting for consideration and vote. If a new motion or change fails to obtain such a two-thirds (2/3) affirmative vote, then the original motion remains valid.
- F. All recommendations will be forwarded to the PPUATS Policy Committee by the Secretary for its consideration.

ARTICLE VII (Committees)

The Chair of the Technical Committee may from time to time establish ad-hoc or advisory subcommittees to advise the Technical Committee on specific issues.

ARTICLE VIII (Records)

- A. Minutes of all meetings shall be maintained by the Secretary and distributed to all representatives prior to the next regularly scheduled meeting.

- B. The Secretary shall maintain the official records and permanent files of the Committee.

ARTICLE VIII (Amendment to Bylaws)

The Bylaws shall be reviewed at a minimum once every ten years, upon receipt of the most recent decennial census.

Amendments may be made to these Bylaws at any legally called meeting where a quorum is present. Such Amendments proposed to be considered at a meeting shall have been included as an agenda item in the notice of meeting. A two-thirds (2/3) vote is required to amend the Bylaws.