

UPWP

Unified Planning Work Program

Fiscal Year 2027

July 1, 2025, through June 30, 2026

Draft



TRI-COUNTY REGIONAL PLANNING COMMISSION

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Unified Planning Work Program

Fiscal Year 2027

The Tri-County Regional Planning Commission is dedicated to providing access to the transportation planning process and associated planning documents to all people regardless of race, color, national origin, sex, socioeconomic status, English proficiency, or disability. This document was prepared with financial assistance from the Federal Highway Administration and the Federal Transit Administration of the U.S. Department of Transportation through the Illinois Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the authors and do not necessarily represent the U.S. Department of Transportation and Illinois Department of Transportation.

Approved and adopted by the Commission on **MONTH DAY, 2026**



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Acknowledgments

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Overview

The Tri-County Regional Planning Commission (referenced here as TCRPC or Tri-County) was established in 1958 by Peoria, Tazewell, and Woodford counties. Tri-County services the three-county region, supporting 48 communities, and over 350,000 residents.

The primary function of TCRPC is to study the needs and conditions of our region and to develop strategies that enhance the region's communities. Tri-County seeks to promote intergovernmental cooperation, regional planning, and a vision for the future by offering a forum for local government, defining regional issues, setting goals, and cooperatively implementing plans for the region. Tri-County is the "Steward of the Regional Vision" in Greater Peoria.

Tri-County is the federally recognized Metropolitan Planning Organization (MPO) for the Greater Peoria area, serving Peoria, Tazewell, and Woodford counties. Under federal law, the formation of an MPO is required for any urbanized area (UZA) with a population greater than 50,000. Furthermore, all UZA with over 200,000 in population are classified as a Transportation Management Area (TMA).

The Greater Peoria UZA, also known as the Peoria-Peking UZA, spans three counties, incorporates 16 municipalities, and services over 240,000 residents. Additionally, the Metropolitan Planning Area (MPA), which is the UZA plus the adjacent area expected to urbanize within 20 years, incorporates eight additional municipalities and increases the population by over 55,000.

As the MPO, TCRPC is responsible for transportation planning outlined in Title 23 Code of Federal Regulations Part 450 Subpart C¹. The transportation planning process brings together local governments, transportation authorities, and interested parties to create transportation policies and develop comprehensive plans that reflect the region's transportation vision.

¹ 23 CFR 450: <https://www.ecfr.gov/current/title-23/chapter-I/subchapter-E/part-450#subpart-C>

MPO Organization and Duties

In 1976, TCRPC was federally designated as the MPO for the Peoria-Pekin Urbanized Area. In response, Tri-County created a new organization, the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) to carry out the work of the MPO. PPUATS was comprised of two committees: the Policy Committee and the Technical Committee.

From 1976 to 2021, the PPUATS Policy Committee functioned as the MPO. On July 1, 2021, the PPUATS Policy Committee merged with TCRPC. Following the merger, the Full Commission assumed the MPO's role, duties, and responsibilities. The Technical Committee continues preparing, reviewing, and recommending actions to the Full Commission for approval.

The Full Commission directs the transportation planning activities of the urbanized area. The Commission is responsible for adopting and implementing policies and plans to meet federal guidelines, including but not limited to the Long-Range Transportation Plan, the Transportation Improvement Program, and the annual Unified Planning Work Program. It is comprised of elected leaders and senior administrators of the urbanized area's major jurisdictions.

The Technical Committee provides technical expertise to the planning process under the direction of the Commission. The Technical Committee prepares, reviews, and recommends actions to the Commission for approval. The Technical Committee is composed of staff from the urbanized area's jurisdictions.

The MPO coordinates and completes many transportation plans, projects, and studies, some required by federal law. These plans and programs result from the inclusive transportation planning process and delineate the region's future transportation vision, help implement and monitor projects, and provide financial guidance for the MPO.

Transportation Funding

Federal funding for transportation projects is programmed through the transportation planning process. Tri-County receives federal funding on an annual basis to carry out a Continuing, Cooperative, and Comprehensive transportation planning process, also known as the 3Cs, in the Tri-County MPA as outlined in federal legislation. The amount and allocation of federal transportation funds are determined through the current legislation. The federal funds come from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) of the U.S. Department of Transportation through the Illinois Department of Transportation (IDOT).

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law or BIL, is the most recent funding and authorization bill for federal surface transportation spending. President Joe Biden signed the bill on November 15, 2021.

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

Tri-County receives a portion of the money from the IIJA via IDOT to program for roadway, transit, bicycle-pedestrian infrastructure, and other types of surface transportation projects in the MPA. To manage this process, TCRPC develops its Unified Planning Work Program (UPWP) annually to outline the day-to-day activities of the MPO and sets the budget for all transportation planning activities during Fiscal Year (FY) 2026, the period from July 1, 2026, through June 30, 2027. Tri-County staff develop the UPWP with direction from the TCRPC governing board, known as the Full Commission, the MPO Technical Committee, the Greater Peoria Mass Transit District (CityLink), and IDOT.

Funding and Work Elements

Tri-County actively monitors both the development and implementation of the UPWP. Annual development and periodic updates of the UPWP ensure the planning work detailed in this document (1) satisfies federal and state requirements, (2) addresses the region’s transportation needs, and (3) is performed cost-effectively.

During this fiscal year, the Tri-County MPO will undertake transportation planning tasks in the following four major categories:

- **Task 1:** Management and Administration
- **Task 2:** Data Development and Maintenance
- **Task 3:** Long Range Planning
- **Task 4:** Short Range Planning

Metropolitan Planning Funding

The UPWP includes federal funding for transportation planning funded through a combination of FHWA Planning (PL) funds authorized under 23 U.S.C. § 134 and FTA Metropolitan Planning (Section 5303) funds authorized under 49 U.S.C. § 5303, along with the non-federal match typically provided by IDOT’s Metropolitan Planning Funds. Together, FHWA, FTA, and IDOT funds make up TCRPC’s Metropolitan Planning (PL) funding for FY 2027. Additionally, IDOT is dispersing previously unspent PL funding to all MPOs in the State of Illinois and is categorized below as Provisional PL Funds. The total amount of funding available for this fiscal year is outlined in **Table 1**.

Description	Total
PL Funds	\$ 857,816.73
Provisional PL Funds	\$ 134,498.37
Non-Federal Match	\$ 248,078.78
Total	\$ 1,240,393.88

Table 1: Metropolitan Planning Funding

IDOT State Planning Funds

The UPWP also includes state funding for transportation planning provided by IDOT, known as State Planning Funds. These funds are meant to supplement the MPO’s federal transportation funds, helping the MPO to fulfill its transportation planning obligations. State Planning funds do not require a match and may be used as a match for Metropolitan Planning (PL) funds and Statewide Planning and Research (SPR) funds. The total funding available for the fiscal year is estimated to be \$248,078.78. These State Planning Funds will be utilized by TCRPC to match PL funds.

Activity	Total
Non-Federal Match – IDOT State Planning Funds	\$ 248,078.78
Total	\$ 248,078.78

Table 2: IDOT State Planning Funds

Other Federal and State Transportation Funds

Occasionally, the MPO applies for and receives Federal and State Discretionary funding on top of the PL and State Planning Funds. The table below details projects that the MPO applied for, received, and will undertake or complete during FY 2027. Additionally, the table shows the funding source, starting budget, and indicates the status of the grant agreement as executed or pending for each project.

Project	Grant	Status	Federal	State	Local	Total
Multi-modal Network Inventory and Acquisition	FY24 SPR	Executed	\$384,000		\$96,000	\$480,000
Illinois Route 29 Multi-modal Corridor Study	FY25 SPR	Executed	\$240,000	\$60,000		\$300,000
Bus Stop Condition Inventory and Analysis	FY23 5305e	Executed	\$159,599		\$39,900	\$199,499
Human Service Transportation Plan	FY26-27 HSTP	Executed	\$136,638*			\$136,638*

Table 3: Other Federal and State Transportation Grant Funds

* Tri-County is working with IDOT to add Logan County and expected to receive an additional \$20,000 in FY 2026-27 HSTP funding.

Membership Dues

If State Planning Funds are available to offset the required 20 percent non-federal match for PL funds, the Full Commission programs a separate local work program to cover Tri-County membership dues. Each member jurisdiction's dues are determined by the contributing percentage of motor fuel tax (MFT) funds each agency received in the previous calendar year. The Greater Peoria Mass Transit District contributes \$3,800 annually as a pass-through membership fee for participation in the metropolitan transportation planning process. Each year, the Commission enters into a Joint Funding Agreement with all MPO member jurisdictions that document each jurisdiction's contribution toward the non-federal match requirement (see Exhibit VI).

Jurisdiction	FY 2025 MFT Allotment	MFT %	Cost Share
Peoria County	\$2,155,640.84	22.54%	\$55,051.41
Tazewell County	\$1,701,027.55	17.78%	\$43,441.36
Woodford County	\$585,371.96	6.12%	\$14,949.41
Bartonville, Village of	\$131,767.49	1.38%	\$3,365.12
Chillicothe, City of	\$135,823.57	1.42%	\$3,468.70
Creve Coeur, Village of	\$109,359.26	1.14%	\$2,792.85
East Peoria, City of	\$498,344.87	5.21%	\$12,726.88
Germantown Hills, Village of	\$75,625.02	0.79%	\$1,931.33
Morton, Village of	\$379,388.43	3.97%	\$9,688.94
Pekin, City of	\$703,299.30	7.35%	\$17,961.07
Peoria, City of	\$2,507,904.40	26.22%	\$64,047.63
Peoria Heights, Village of	\$130,947.41	1.37%	\$3,344.17
Washington, City of	\$356,204.44	3.72%	\$9,096.86
West Peoria, City of	\$94,486.93	0.99%	\$2,413.04
CityLink	N/A	N/A	\$3,800.00
Total	\$9,565,191.47		\$248,078.78

Table 4: Membership Dues

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Planning Factors

The MPO’s overall goal is to provide for the adequate, safe, and efficient movement of people and goods in the UZA. In concert with the IIJA, the MPO utilizes the ten thematic planning factors² to help reach the above-mentioned goal. The Planning Factor or Factors addressed by each task on the following pages are indicated in parentheses after the Task Description. The Planning Factors are identified by their two-letter abbreviations as shown in the table below. Activities that support all ten planning factors are identified with the abbreviation **ALL**.

Planning Factor	Abbreviation
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	EV
Increase the safety of the transportation system for motorized and non-motorized users	SS
Increase the security of the transportation system for motorized and non-motorized users	TS
Increase accessibility and mobility of people and freight	AM
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	EE
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	CI
Promote efficient system management and operation	MO
Emphasize the preservation of the existing transportation system	PE
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation	RR
Enhance travel and tourism	ET

Table 5: Ten Planning Factors

² 23 CFR 450.306: <https://www.ecfr.gov/current/title-23/section-450.306>

The degree of consideration and analysis of planning factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment, and housing and community development.

Human Service Transportation Plan

In response to the 2005 federal transportation law, Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Illinois Department of Transportation's Office of Intermodal Project Implementation (IDOT-OIPI) coordinates efforts to meet the mobility needs of seniors, individuals with disabilities, and low-income populations. IDOT-OIPI manages 11 regional Human Services Transportation Plan (HSTP) regions across the state to support this goal.

The HSTP framework improves coordination between transportation providers and human service agencies, identifies service gaps and unmet needs, and recommends strategies to enhance mobility options for vulnerable populations. Tri-County coordinates HSTP efforts in Rural Region 5, covering Fulton, Knox, Marshall, Peoria, Stark, Tazewell, and Woodford counties, as well as in the Peoria-Pekin Urbanized Area. Tri-County is working with IDOT to add Logan County and is expecting to receive an additional \$20,000 in FY 2026-27 HSTP funding.

A bi-monthly HSTP Committee, consisting of transportation providers, transit users, human services agencies, and local officials, guides the plan's development and implementation. The HSTP also informs project funding decisions and selection criteria for transportation initiatives serving these populations.

TCRPC is the co-designated recipient, alongside IDOT-OIPI, of FTA Section 5310 funds, Enhanced Mobility of Seniors and Individuals with Disabilities. Of the funding allocated to the MPO, 55% is directed to IDOT's statewide Consolidated Vehicle Procurement (CVP) program, while 45% is managed by TCRPC to support capital and operating expenses that improve mobility for older adults and individuals with disabilities.

Task 1: Management and Administration

Tri-County must ensure that the transportation process is conducted in conformity with applicable federal and state regulations. TCRPC's governing board, known as the Full Commission, oversees the transportation planning process and makes final decisions on the activities of the Tri-County MPO.

Previous Work and Accomplishments

Tri-County's FY 2026 UPWP was carried out starting July 1, 2025, and ending on June 30, 2026. During this time, the previous work and accomplishments carried out or expected to be completed by TCRPC or its consultants for Task 1: Management and Administration include:

- Accounting & Fiscal Administration
 - Registered with GATA, completed the required questionnaire, and ensured compliance
 - Renewed System Award Management (SAM) registration
 - Maintained fiscal management system
 - Prepared Indirect Cost Rate Proposal
 - Processed invoices and payroll
 - Contracted for Annual Compliance Audit
 - Purchased and upgraded software (including GIS) in support of planning activities
 - Purchased and upgraded computer equipment to enhance transportation planning activities
- Certification Review
 - Staff participated in the federal certification review with representatives from IDOT, FHWA, and FTA on March 10, 2026
- Grant Management
 - Coordinated and administered federal and state grant awards
 - Prepared quarterly financial and progress reports (BoBS Reports) for IDOT grants
 - Prepared budget and contract amendments as necessary
 - Closed out the FY 2022 SS&A Safety Action Grant
 - Project was completed on June 30, 2025
 - Prepared grant applications for federal and state funding

- Applied for IDOT's Highway Safety Improvement Program Grant Application for a Phase II of the Tri-County Multijurisdictional Guardrail Project
 - Applied for IDOT's Safe Routes of Schools FY 2025 Grant Application
- Manage FY 2023 Statewide Non-Metropolitan Transit Planning 5305e grant
 - Continue to Coordinate with GPMTD in implementing our grant award for a regional bus stop assessment and inventory project.
 - Completed inventory of all fixed-route bus stops
 - Started the process of conducted public engagement
- Managed FY 2023 Thriving Communities Program
 - Project stakeholder group meeting facilitation and scope development.
 - Work with the City of Peoria to design, procure, and install two traffic calming demonstration projects.
 - Conduct pre- and post-installation community engagement and traffic analysis.
 - Establish and facilitate a working group to develop an Engagement Playbook for the City of Peoria Public Works Department.
 - Develop a draft Engagement Playbook for the City of Peoria Public Works Department.
 - Socialize the Engagement Playbook to City of Peoria stakeholders, the Tri-County Regional Planning Commission, and the greater project stakeholder group.
 - Facilitate topical expert presentations on modern practices related to identifying potential transportation projects, design considerations, engagement activities, and the use of demonstration projects.
- Managed FY 2026-27 HSTP Grant
 - Held bimonthly HSTP Committee meetings
 - Coordinated with local transit providers
 - Worked with IDOT to add Logan County
- Managed SPR Grants
 - Regional Port District Master Plan and Strategy Implementation – FY 2023
 - Participate in project coordination meetings with selected consultants.

- Project was completed by December 2025.
- Tri-County Multi-Jurisdictional Comprehensive Plan – FY 2023
 - Coordinated the Village of Brimfield Comprehensive Plan, City of Chillicothe Comprehensive Plan, City of East Peoria Comprehensive Plan, and Village of Germantown Comprehensive Plan.
 - All plans shall be completed by June 30, 2026.
- Multi-modal Network Inventory and Acquisition – FY 2024
 - Multi-modal Counting Equipment
 - Procured four MioVision Scout Plus devices
 - Collected counter throughout the MPO region
 - Locally Controlled Traffic Signal Asset Management Plan
 - Coordinated planning process with selected consultants.
- Illinois Route 29 Multimodal Corridor Study – FY 2025
 - Finalized the procurement process
 - Kicked off the planning process
 - Started the public engagement process
- Office Administration
 - Administered Personnel, Affirmative Action, EEO Programs, and other agency policies
 - Procured goods and services and ensured compliance with TCRPC policies, and State and Federal legislation
 - Developed ADA Program Access Plan
 - Maintained equipment inventory
 - Maintained MPO database of media, consultants, and state and local officials
 - Recruited and hired TCRPC staff and interns as needed
- Professional Development
 - Staff attended the IDOT Fall Planning Conference
 - Staff co-presented on the Tri-County Comprehensive Safety Action Plan
 - Staff attended the Illinois American Planning Association State Conference

- Staff hosted the awards ceremony
- Staff attended the Illinois GIS Association State Conference
- Staff attended the Illinois American Public Works Association State Conference
- Public Engagement
 - Participate in public outreach activities
 - Organized and provided support for MPO Technical Committee and Full Commission meetings
 - Prepared monthly status reports for Full Commission
 - Maintained TCRPC's website
 - Presented transportation-related topics for nationwide, statewide, and regional conferences and student populations
- Transportation Improvement Program
 - Implemented the eTIP
- Unified Planning Work Program
 - Developed materials and information to support decisions by MPO committees

Objectives

The Tri-County MPO must conduct federal and state-mandated program administration requirements by supporting the functions of the Full Commission (Policy board) and Technical Committees and any subcommittees in carrying out the transportation planning process. Specific objectives are:

- To establish administrative procedures for the organization of the planning process
- To coordinate the planning activities of the MPO with other transportation agencies
- To ensure that the transportation process is conducted in conformity with applicable federal and state regulations
- To maintain accounting records in conformity with applicable federal and state regulations

Products and Staff Activities

- Accounting & Fiscal Administration
 - Prepare monthly, quarterly, and annual financial and performance reports for transportation planning programs and grants **ALL**
 - Perform an audit of the FY 2026 Financial Statements of TCRPC **ALL**
 - Purchase software and hardware to support transportation planning functions **ALL**
- Grants Management
 - Research and Identify potential grant opportunities for TCRPC and the region **ALL**
 - Apply for relevant grant opportunities **ALL**
 - Administer federal and state discretionary grants **ALL**
- Office Administration
 - Provide general program management and supervisory functions **ALL**
 - Support Full Commission and Technical Committee with agendas, minutes, and reports **ALL**
 - Administer the Personnel, Affirmative Action, EEO Program, Title VI, and other policies **ALL**
 - Maintain the administrative procedures for TCRPC and ensure conformity with applicable federal and state regulations **ALL**
 - Provide staff support for the MPO Technical Committee and Full Commission **ALL**
 - Recruit and hire new MPO personnel (if necessary) and prepare employee evaluations **ALL**
 - Serve as a liaison between local governments and state and federal agencies **ALL**
- Professional Development
 - Maintain technical and professional subscriptions and association membership dues **ALL**
 - Participate in local, state, and national conferences, meetings, seminars, and training programs related to transportation **ALL**
- Public Engagement
 - Implement objectives of the Public Participation Plan **ALL**
 - Maintain and update MPO information on the TCRPC website **ALL**
 - Maintain the monthly newsletter outreach **ALL**
 - Organize meetings and public hearings as necessary **ALL**

- Form and administer advisory committees as necessary **ALL**
- Special Transportation Planning Studies
 - Administer FY 2027 program and close out FY 2026 projects **ALL**
 - Administer procurement activities and consultant selection for special studies **ALL**
- Transportation Improvement Program (TIP)
 - Develop the Annual Listing of Federally Obligated Projects **ALL**
- Transit Planning
 - Provide staff support for the Human Service Transportation Plan – Urban Subcommittee **ALL**
 - Administer Section 5310 projects (provide quarterly reports, process invoices, etc.) that have not been closed out **ALL**
- Unified Planning Work Program
 - Coordinate transportation planning work with member jurisdictions and stakeholders **ALL**
 - Ensure the 3C transportation planning process is conforming with all applicable federal and state regulations **ALL**
 - Monitor the UPWP budget and amend, if necessary **ALL**
 - Develop the FY 2028 UPWP **ALL**

Description	Total
PL Funding	\$ 396,926.04
State Planning Funds	\$ 99,231.51
Total	\$ 496,157.55

Table 6: Management and Administration Budget

All work will be performed by staff, except for the financial audit and some Special Transportation Studies, which will be performed by an independent auditor and consultants.

Task 2: Data Development and Maintenance

Tri-County recognizes that data is fundamental to an effective and valuable regional planning process. It is necessary to have a process in place to regularly collect regional economic, social, and transportation data to create a holistic, data-informed metropolitan transportation planning process.

Previous Work and Accomplishments

Tri-County's FY 2026 UPWP was carried out from July 1, 2025, to June 30, 2026. During this time, the previous work and accomplishments carried out under Task 2: Data Development and Maintenance are:

- GIS and Data Collection
 - Continued the Regional Server Partnership, which provided local government organizations with a low-cost location to store and disseminate spatial (GIS) data
 - Hosted internet mapping sites that allow internal and external (public) access to organizational data
 - Continued to monitor and analyze performance measure data
 - Continued to monitor greenhouse gas (GHG) statistics
 - Collected bicycle and pedestrian count data on regional trails
 - Collected multimodal counts with MioVision Scout Plus
 - Performed asset management for the Village of Peoria Heights, Village of Bartonville, City of East Peoria, City of West Peoria, and other communities as needed
 - Collected, updated, and mapped regional demographic, economic, environmental, and transportation data for the Bus Stop Accessibility Plan
- Travel Demand Model
 - Continued to utilize Tri-County's Activity-Based Travel Demand Model (ABM) capabilities to serve the region
 - Participated in TransCAD training hosted by IDOT
 - Participated in the Illinois Model Users Group (ILMUG)
 - Conducted model runs for local agencies data requests
 - Programmed the Veterans Drive Extension in the model and ran multiple scenarios

Objective

Information is crucial to the planning process. This Task has been established to gather, maintain, and disseminate social, economic, and transportation data in an efficient and logical manner. Surveillance and database management activities have been integral aspects of the transportation planning process since the initial MPO plan was completed in 1970. The effective maintenance of these activities provides the basis from which all transportation planning and policies will evolve in the future.

These work elements define the areas of concentration for database development, information collection, and information dissemination. Maintaining and building an effective comprehensive planning database and network is the focus of this element of the UPWP.

Products and Staff Activities

- Long-Range Transportation Plan
 - Ensure that the Urbanized Area boundary and Planning Boundary remain accurate **MO**
 - Coordinate activities for a comprehensive region-wide land use, demographic, economic, and transportation database for analyzing trends in the long-range planning process **EV**
- Transportation Improvement Plan
 - Maintain and update the TIP Project Database **ALL**
- Transportation Performance Measures
 - Monitor and collect performance measure data **SS, TS, CI, MO, PE, RR**
- Bicycle and Pedestrian Planning
 - Maintain and update the bike/ped project database **ALL**
 - Collect bike/ped count data on regional active transportation network **SS, MO**
- Travel Demand Model
 - Continue to use the Activity-Based Travel Demand Model (ABM) to project future transportation volumes for proposed surface transportation improvements **MO, PE**
 - Update the ABM with newer data, as needed **MO, SS, EE**
- GIS and Data Development
 - Coordinate with IDOT and other state agencies on statewide GIS development **MO**

- Coordinate and collaborate with regional and local entities to provide requested transportation data/information **SS, MO**
- Collect multimodal count data on locally controlled roadways and intersections **SS, MO**
- Research best management practices for incorporating drone technology into the metropolitan transportation planning process. **MO, RR**
- Continuing a process designed to lead to the development of a regional GIS capability **MO**
- Continuing in structuring, expanding, updating, and maintaining transportation data layers in a Geographic Information System (GIS) **MO**
- Lead and assist communities in developing GIS transportation applications that will benefit the region at large, including asset inventories and management tools **MO, RR**
- Continue the Regional Server Partnership which provides local government organizations with a low-cost location to store and disseminate spatial (GIS) data **MO**
- Continue to host internet mapping sites that allow both internal and external (public) access to organizational data **MO, RR**
- Administer locally controlled traffic signal asset management plan for MPO members **SS, TS, MO, PE, RR**

Description	Total
PL Funds	\$ 99,231.51
State Planning Funds	\$ 24,807.88
Total	\$ 124,039.39

Table 7: Data Development and Maintenance Budget

All work will be performed by staff, except for updating ABM with current data, which will be performed by a consultant.

Task 3: Long-Range Planning

Tri-County collaborates with local jurisdictions, federal and state agencies, stakeholders, and the public to develop a framework for informed decision-making that aligns with regional priorities.

Previous Work and Accomplishments

Tri-County's FY 2026 UPWP was carried out starting July 1, 2025, and ending on June 30, 2026. During this time, the previous work and accomplishments carried out by TCRPC or its consultants for Task 3: Long-Range Planning include:

- Bicycle and Pedestrian Planning
 - Continue implementing the HOI Bike Connect: Regional Bicycle Plan
 - Started implementation of the Active Transportation section in the LRTP 2050 Update
 - Completed the Village of Bartonville Active Transportation Plan
 - Completed the City of Peoria Bicycle Master Plan Update
- Long-Range Transportation Plan
 - Started the implementation of the 2050 Long-Range Transportation Plan (LRTP)
 - Established internal Quarterly meetings to review LRTP goals and objectives
 - Finalized the regional project prioritization process
 - Developed double-sided project factsheets
- Regional Initiatives
 - Participated in the regional Passenger Rail Initiative
- Safety
 - Started implementation of the Tri-County Comprehensive Safety Action Plan
 - Established the Regional Transportation Safety Committee
 - Promoted regional transportation safety
- Transportation Performance Measures
 - Researched and adopted Performance Measures

Objective

Manage and support a planning process that incorporates an appropriate level of involvement and understanding by local governmental agencies, special interests, and the general citizenry in the activities and policies associated with the continuing, comprehensive, and coordinated (3Cs) local transportation planning process.

Products and Staff Activities

- Bicycle and Pedestrian Planning
 - Implement the BikeConnect HOI: Heart of Illinois Regional Bicycle Plan **EV, SS, TS, AM, EE, CI**
 - Continue non-motorized transportation planning, including bike/ped traffic counts, trail plans in small communities **AM, CI**
- Freight Planning
 - Implement the HOI Regional Port District Master Plan **EV, AM, CI**
 - Continue to dedicate resources to freight transportation planning **EV, AM, CI**
 - Continue to support and coordinate with regional stakeholders to promote the regional port district and multimodal freight transportation opportunities **EV, AM, CI**
- Long-Range Transportation Plan
 - Implement the Long-Range Transportation Plan 2050 Update **EV, SS, TS, AM, EE, CI, MO, PE**
 - Monitor performance of the Long-Range Transportation Plan 2050 Update **EV, SS, TS, AM, EE, CI, MO, PE**
 - Market and support the regional prioritized projects **EV, SS, TS, AM, EE, CI, MO, PE**
- Public Engagement
 - Organize seminars regarding the future of various transportation modes in region **MO**
 - Participating in public outreach activities **MO**
- Regional Initiatives
 - Promote passenger/commuter rail for the region **EV, AM, EE**
 - Coordinate with regional stakeholders to promote smart mobility in the region **EV, SS, TS, AM**

- Coordinate with the Greater Peoria Economic Development Council on transportation elements of the Comprehensive Economic Development Strategy (CEDS), a requirement of the Economic Development Administration (EDA) **EV**
- Coordinate with the GPMTD and local jurisdictions to implement the Grey Area Mobility Enhancement and Expansion Study **AM, CI**
- Work with local agencies to develop policies that apply stormwater management best practices to transportation projects **EE, RR**
- Safe Streets and Roads For All
 - Implement the regions Comprehensive Safety Action Plan **EV, SS, TS, AM, EE, CI, MO, PE**
- Transportation Performance Measures
 - Monitor and update Performance Management targets and programming as required by IIJA **SS, TS, MO, PE, RR**
 - Update System Performance/Freight/CMAQ Measures **EV, AM, CI**
- Transit Planning
 - Implement the Human Service Transportation Plan (HSTP) for the Urbanized Area **AM**
 - Coordinate with the Greater Peoria Mass Transit District (GPMTD) on transit planning and operations, route mapping, and bus stop conditions **AM, CI, MO**
- Travel Demand Modeling
 - Continued to utilize ABM capabilities to serve the region **AM, CI, MO**

Description	Total
PL Funds	\$ 248,078.78
State Planning Funds	\$ 62,019.69
Total	\$ 310,098.47

Table 8: Long-Range Planning Budget

All work will be performed by staff, except for some Special Projects, which will be performed by consultants.



Task 4: Short-Range Planning

Tri-County utilizes its long-range planning framework to fund studies and program projects to meet the immediate transportation needs of the region.

Previous Work and Accomplishments

Tri-County's FY 2026 UPWP was carried out starting July 1, 2025, and ending on June 30, 2026. During this time, the previous work and accomplishments carried out by TCRPC or its consultants for Task 4: Short-Range Planning include:

- Project Programming
 - Program TMA TA-TIFIA Funds
 - Started the Process of Conducting the Biennial Combined Call for Projects for the second time
 - Programming CRP, Section 5310, STBG-Urban, and TA Set-Aside
 - Started the Process of Programming FY 2027 Special Transportation Studies
- Special Transportation Studies
 - Village of Bartonville Active Transportation Plan – Completed
 - City of East Peoria Stormwater Inventory Phase II - Completed
 - City of Peoria Bicycle Master Plan Update – Completed
 - Village of Peoria Heights Central Business District Parking Study - Completed
 - City of Chillicothe Sidewalk Inventory and Prioritization - Initiated
 - City of East Peoria Stormwater Inventory Phase III – Initiated
 - Village of Germantown Hills Active Transportation Plan - Initiated
- Transportation Improvement Plan
 - Worked with member jurisdictions and IDOT to process TIP amendments
- Transit Planning
 - Continued to work with the Human Services Transportation Plan Committee to coordinate transportation needs in the urbanized area and provide planning and technical support
 - Continued implementation of the Gray Area Mobility Enhancement and Expansion Study
 - Administered and completed NEPA for FTA Section 5310-funded projects

Objective

Tri-County must continually fulfill various state and federal requirements in support of regional and local projects. Short-range planning functions are those that address near-term needs or requirements.

Products and Staff Activities

- Bicycle and Pedestrian Planning
 - Continued implementation of BikeConnect HOI **AM, CI**
 - Coordinate and implement bicycle and pedestrian planning efforts **AM, CI**
 - Continue bicycle and pedestrian count efforts **SS, TS, AM, EE, CI, MO, PE, ET**
- Congestion Management Process
 - Monitor and implement the Congestion Management Process **SS, TS, MO**
- GIS and Data Development
 - Continue to monitor air quality issues as they relate to transportation planning **EE**
 - Develop and implement traffic count program for locally controlled roadways and intersections **SS, TS, AM, MO**
- Programming Funding
 - Maintain the Surface Transportation Block Grant (STBG) program of project **MO, PE**
 - Program STBG, Transportation Alternative Set-Aside (TA), Carbon Reduction Program (CRP), and other federal transportation capital funds as available **AM, CI, MO, PE**
 - Improve the Combined Call for Projects process **AM, CI, MO, PE**
- Special Transportation Planning Studies
 - Oversee completion of FY 2026 Special Projects **AM, MO**
 - Program and administer FY 2027 Special Transportation Planning Studies **EV, SS, TS, AM, EE, CI, MO, PE**
- Safety
 - Monitor and Implement the Comprehensive Safety Action Plan **EV, SS, TS, AM, EE, CI, MO, PE, RR, ET**

- Coordinate the Regional Transportation Safety Committee **SS, TS, MO, PE, RR**
- Coordinate regional safety asset management effort resulting in SS4A and HSIP applications **SS, TS, MO, PE, RR**
- Transportation Improvement Program
 - Develop and adopt the FY 2027-30 TIP **ALL**
 - Amend the adopted TIP as needed **ALL**
 - Start the process of developing the FY 2028-31 TP **ALL**
 - Incorporate the regional prioritization process in the TIP **ALL**
- Transportation Performance Measures
 - Continue to research and monitor transportation performance measures **SS, TS, AM, MO**
- Transit Planning
 - Provide technical support to transit and paratransit providers **AM**
 - Coordinate and implement the Gray Area Mobility Enhancement and Expansion Study **AM, CI**
 - Program available FTA Section 5310 funds in the urbanized area **AM**
 - Administered and completed NEPA for FTA Section 5310-funded projects **AM**

Description	Total
PL Funds	\$ 248,078.78
State Planning Funds	\$ 62,019.69
Total	\$ 310,098.47

Table 9: Short-Range Planning Budget

All work will be performed by staff except for development and data collection for the pavement management system, which will be completed by a consultant.

Exhibit I: Work Program Cost Distribution

Task	UPWP Category	Total Cost	PL Funds	State Funds
1	Management and Administration	\$ 496,157.55	\$ 396,926.04	\$ 99,231.51
2	Data Development and Maintenance	\$ 124,039.39	\$ 99,231.51	\$ 24,807.88
3	Long-Range Planning	\$ 10,098.47	\$ 248,078.78	\$ 62,019.69
4	Short-Range Planning	\$ 310,098.47	\$ 248,078.78	\$ 62,019.69
Total		\$ 1,217,631.94	\$ 1,240,393.88	\$ 992,315.10

Table 10: UPWP Cost Distribution

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Exhibit II: Line-Item Budget

Item	Annual Salary	Rate	Total PL	80% Federal	20% State
Personnel					
Salaries					
Full-Time					
Executive Director	\$ 140,304	50%	\$ 70,152	\$ 56,122	\$ 14,030
Planning Program Manager	\$ 123,841	50%	\$ 61,921	\$ 49,536	\$ 12,384
Senior Planner	\$ 75,357	60%	\$ 45,214	\$ 36,171	\$ 9,043
Senior Planner	\$ 75,357	90%	\$ 67,822	\$ 54,257	\$ 13,564
Senior Planner	\$ 75,169	70%	\$ 52,618	\$ 42,095	\$ 10,524
Planner II	\$ 60,107	75%	\$ 45,080	\$ 36,064	\$ 9,016
Planner II	\$ 61,003	75%	\$ 45,752	\$ 36,602	\$ 9,150
Planner I	\$ 53,592	75%	\$ 40,194	\$ 32,155	\$ 8,039
GIS Specialist III	\$ 75,735	80%	\$ 60,588	\$ 48,471	\$ 12,118
Subtotal Full-Time			\$ 489,342	\$ 391,473	\$ 97,868
Part-Time/Temporary					
Interns	\$ 15,000	100%	\$ 15,000	\$ 12,000	\$ 3,000
Subtotal Part-Time/Temporary			\$ 15,000	\$ 12,000	\$ 3,000
Subtotal Salaries			\$ 504,342	\$ 403,473	\$ 100,868
Fringe Benefits		31.00%	\$ 151,696	\$ 121,357	\$ 30,339
Indirect Costs		36.05%	\$ 236,502	\$ 189,201	\$ 47,300
Subtotal Personnel			\$ 892,539	\$ 714,032	\$ 178,508
Other Direct Costs					
Travel and Conferences			\$ 16,175	\$ 12,940	\$ 3,235
Equipment			\$ 0	\$ 0	\$ 0
Supplies			\$ 18,825	\$ 15,060	\$ 3,765
Contractual Services			\$ 71,800	\$ 57,440	\$ 14,360
Consultant Services and Expenses			\$ 135,000	\$ 190,000	\$ 152,000
Occupancy			\$ 31,782	\$ 25,426	\$ 6,356
Training and Education			\$ 18,525	\$ 14,820	\$ 3,705
Miscellaneous			\$ 747	\$ 598	\$ 149
Subtotal Other Direct Costs			\$ 347,854	\$ 278,284	\$ 69,571
Total			\$1,240,394	\$ 992,315	\$ 248,079

Table 11: UPWP Line-Item Budget

Exhibit III: Labor Distribution

Position	Management and Administration	Data Development & Maintenance	Long-Range Planning	Short-Range Planning	Total
Executive Director	22.50				22.50
Planning Program Manager	22.50				22.50
Senior Planner	5.00		11.00	11.00	27.00
Senior Planner	7.00		16.75	16.75	40.50
Senior Planner	5.00		13.25	13.25	31.50
Planner II	3.00		15.38	15.38	33.75
Planner II	3.00		15.38	15.38	33.75
Planner I	3.00		15.38	15.38	33.75
GIS Specialist III	3.00	33.00			36.00
Part-Time and Interns	1.43	10.00	5.00	5.00	21.43
Total	75.43	43.00	92.13	92.13	302.68

Table 12: Labor Distribution in Work Weeks

Exhibit IV: Accounting Narrative

MPO funds for FY 2027 are administered by the Tri-County Regional Planning Commission as follows:

Separate accounts have been established in the general ledger. The account records identify the receipt and expenditure of funds for each grant and/or provide documentation that supports the entry and provides accurate and current financial reporting information.

Costs within the accounting system are classified into the following groups:

1. Direct labor costs,
2. Non-labor costs related to a specific program, and
3. Indirect costs (both labor and non-labor).

Direct labor hours are charged to the specific general ledger account and work elements within that account based on actual work hours spent. Work elements of the UPWP are numerically coded and are utilized in preparing staff time sheets. The payroll computer printout accumulates staff names, hours, and costs for each work element within the grant account. Non-labor costs are those incurred as being related to a specific program, e.g., Transportation. Typical non-labor costs directly chargeable to the appropriate programs include:

- Costs of goods acquired, consumed, or expended specifically for the grant, and
- Services and contractual items specifically related to the grant program.

These costs are chargeable to the appropriate grant program based on source documentation maintained by the accounting system evidencing the nature and purpose of the charges. Once charged to the transportation program, these costs will be distributed to the various program work elements according to the proportion of direct salaries charged to each work element during the period.

The indirect costs (labor and non-labor) are those incurred which cannot be directly associated with the transportation program, but which support the overall functioning of the Commission. These costs are charged to an indirect cost account. The indirect cost rate utilized in the budget is a projection based on anticipated activity, as well as historical experience. The Indirect Cost Rate for FY23 has been approved by IDOT.

Tri-County utilizes a reduced indirect cost rate. This is because the indirect cost rate approval process is annual and can result in rates that fluctuate significantly from year to year. Our organization's long-term budgeting process often spans multiple years, and we find that it is easier to plan our budgets if we are consistent with our indirect cost rate calculations over the long-term. An indirect cost rate that is less than our maximum approved rate also prevents overcharging indirect costs and allows us to spend more of the grant funds in other areas as needed.

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Exhibit V: Adoption Resolution

RESOLUTION 26-##

A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO ADOPT THE FISCAL YEAR 2027 UNIFIED PLANNING WORK PROGRAM AND AUTHORIZE THE EXECUTIVE DIRECTOR TO EXECUTE AN INTERGOVERNMENTAL AGREEMENT WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

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

WHEREAS, the Commission has established a continuing, comprehensive, and cooperative planning process that follows 23 CFR 450.308 and the Commission's Public Participation Plan to develop the FY 2027 Unified Planning Work Program (UPWP), and

WHEREAS, the work tasks identified in the Commission's UPWP are in conjunction with the programs and planning emphasis areas of the Federal Highway Administration and Federal Transit Administration, and

WHEREAS, the Commission is utilizing Illinois Department of Transportation (IDOT) State Planning Funds for the \$248,078.78 non-federal match requirement and using FY 2027 Joint Funding Agreement for local funding, and

WHEREAS, on February 18, 2026, the Technical Committee reviewed and recommended to the Commission the adoption of UPWP, which specifies the Scope of Work and Budget for Metropolitan Planning (PL) Funds provided by the Illinois Department of Transportation, and

WHEREAS, the Commission has reviewed the FY 2027 UPWP.

THEREFORE, BE IT RESOLVED BY THE COMMISSION AS FOLLOWS:

The Tri-County Regional Planning Commission hereby adopts the FY 2027 Unified Planning Work Program for the period of July 1, 2026, to June 30, 2027, and authorizes the Executive Director to execute an Intergovernmental Agreement and any amendments thereto with the Illinois Department of Transportation for federal transportation planning funding.

Presented this 4th day of March 2026

Adopted this 4th day of March 2026

ATTEST:

Chuck Nagel, Chairman
Tri-County Regional Planning Commission

Eric Miller, Executive Director
Tri-County Regional Planning Commission

Exhibit VI: Joint Funding Agreement

RESOLUTION 26-##

A RESOLUTION OF THE TRI-COUNTY REGIONAL PLANNING COMMISSION TO APPROVE THE FISCAL YEAR 2027 JOINT FUNDING AGREEMENT.

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

WHEREAS, the Commission has established a continuing, comprehensive, and cooperative planning process that follows 23 CFR 450.308 and the Commission's Public Participation Plan to develop and adopt the Fiscal Year 2027 Unified Planning Work Program (UPWP); and

WHEREAS, the Commission is eligible to receive \$992,315.10 in Federal Metropolitan Planning (PL) funds, contingent upon a 20% non-federal match requirement totaling \$248,078.78 for Fiscal Year 2027; and

WHEREAS, it is the Commission's practice, if available, to utilize Illinois Department of Transportation State Metropolitan Planning Funds for the required non-federal match and collect the same amount from its member jurisdictions as their dues for local funding to be programmed separately by the Commission; and

WHEREAS, the funding amounts are determined by the previous calendar year's Motor Fuel Tax (MFT) allotment for the MPO region, divided by each member jurisdiction's allotment to develop each member's match percentage for the required non-federal match; and

WHEREAS, since the Greater Peoria Mass Transit District (GPMTD) does not receive MFT funding, they have committed to providing a flat rate of \$3,800 as a pass-through membership fee for participation in the planning process; and

WHEREAS, the non-federal match calculations are incorporated in the UPWP as Table 4, and in Attachment A of this Resolution; and

WHEREAS, the Commission has reviewed the FY 2027 Joint Funding Agreement.

THEREFORE, BE IT RESOLVED BY THE COMMISSION AS FOLLOWS:

That the Commission herewith approves the Fiscal Year 2027 Joint Funding Agreement as shown in Attachment A, and the Executive Director or designee is hereby authorized to solicit signatures on the Participating Agency Signature Page shown in Attachment B to execute the Fiscal Year 2027 Joint Funding Agreement and to provide invoices for payment.

Presented this 4th day of March 2026

Adopted this 4th day of March 2026

ATTEST:

Chuck Nagel, Chairman
Tri-County Regional Planning Commission

Eric Miller, Executive Director
Tri-County Regional Planning Commission

Attachment A

Joint Funding Agreement – Unified Planning Work Program FY 2027

This Joint Funding Agreement (“Agreement”) is entered into by and among the participating agencies of the Metropolitan Planning Organization (MPO) for the Peoria–Pekin Urbanized Area. For purposes of this Agreement, the Tri-County Regional Planning Commission (“Commission”) serves as the designated MPO in accordance with Section 134 of the *Infrastructure Investment and Jobs Act (IIJA)*.

The purpose of this Agreement is to establish the procedures and methods by which sufficient local matching funds will be provided to support the receipt and use of Federal Metropolitan Planning (PL) funds for Fiscal Year 2027. The Peoria–Pekin Urbanized Area is anticipated to receive **\$992,315.10** in Federal PL funds, which require a 20 percent non-federal match. The total required non-federal match for FY 2027 is **\$248,078.78**. It is further agreed that the Greater Peoria Mass Transit District (GPMTD) will contribute \$3,800 as a pass-through membership fee for participation in the metropolitan transportation planning process.

Federal PL funds and local matching funds shall be used to carry out the work and services identified in the Unified Planning Work Program (UPWP), as adopted by the Commission. If State Metropolitan Planning funds are available to offset the required non-federal match, the local dollars collected by this Agreement will be programmed by the Commission in a separate local work program, as appropriate.

Each participating agency identified herein agrees to remit its full local share to the MPO no later than November 1, 2026, unless otherwise approved by the Commission. The MPO shall deposit all local funds into a dedicated account. Withdrawals from this account shall be made solely for reimbursement of eligible work performed under the designated UPWP tasks or separate work program. The MPO shall provide monthly reports to the Full Commission accounting for expenditures incurred under the UPWP. Federal and State funds shall be requested by and disbursed directly to the MPO in accordance with applicable agreements with the State of Illinois and the Greater Peoria Mass Transit District.

Local matching funds shall be provided by each participating agency based on the proportionate share of Motor Fuel Tax (MFT) funds received by that agency during the previous fiscal year. The table on the following page depicts each member jurisdiction MFT allotment and their portion of the local matching funds.

Any surplus of local matching funds, including accrued interest, shall remain on deposit in the dedicated account managed by the MPO along with any excess funds from prior fiscal years. Such surplus funds may be used for purposes and projects as designated by the Tri-County Regional Planning Commission, consistent with applicable federal and state requirements.

Joint Funding Agreement – Unified Planning Work Program FY 2027

Community	MFT Allotment	MFT %	Contribution
Peoria County	\$ 2,155,640.84	22.54%	\$ 55,051.41
Tazewell County	\$ 1,701,027.55	17.78%	\$ 43,441.36
Woodford County	\$ 585,371.96	6.12%	\$ 14,949.41
Bartonville, Village of	\$ 131,767.49	1.38%	\$ 3,365.12
Chillicothe, City of	\$ 135,823.57	1.42%	\$ 3,468.70
Creve Coeur, Village of	\$ 109,359.26	1.14%	\$ 2,792.85
East Peoria, City of	\$ 498,344.87	5.21%	\$ 12,726.88
Germantown Hills, Village of	\$ 75,625.02	0.79%	\$ 1,931.33
Morton, Village of	\$ 379,388.43	3.97%	\$ 9,688.94
Pekin, City of	\$ 703,299.30	7.35%	\$ 17,961.07
Peoria, City of	\$ 2,507,904.40	26.22%	\$ 64,047.63
Peoria Heights, Village of	\$ 130,947.41	1.37%	\$ 3,344.17
Washington, City of	\$ 356,204.44	3.72%	\$ 9,096.86
West Peoria, City of	\$ 94,486.93	0.99%	\$ 2,413.04
GPMTD	N/A	N/A	\$ 3,800.00
Total	\$ 9,565,191.47		\$ 248,078.78

Joint Funding Agreement – Unified Planning Work Program FY 2027

Participating Agency Signature Page

By signing below, the undersigned certifies that they are duly authorized to execute this Joint Funding Agreement on behalf of the participating agency identified below and agrees to the terms and conditions set forth herein.

Participating Agency:

Authorized Signature:

Printed Name and Title:

Date:

