



TRI-COUNTY REGIONAL PLANNING COMMISSION

EST. 1958

EXECUTIVE COMMITTEE MEETING

456 Fulton St. Suite 401
Peoria, IL 61602

CHUCK NAGEL, CHAIRMAN

(Danny Phelan, John Kahl, Greg Menold, Camille Coates, Russ Crawford, Patrick Urich, and Autum Jones)

Monday, March 16, 2026, 9:00 a.m.
TCRPC Conference Room

Virtual Option available through
Microsoft Teams
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Meeting ID: 254 703 504 397
Passcode: GfNHbY

AGENDA

1. Call to Order
2. Roll Call
3. Public Input
4. Motion to approve January 19, 2026 minutes
5. Motion to Retain as Confidential or Release to Public the following Executive Session minutes:
 - August 17, 2014
 - February 23, 2015
 - March 2, 2015
 - March 11, 2015
 - March 16, 2015
 - June 20, 2016
 - October 15, 2018
6. Executive Director report
7. Discussion of FY 26 Financial Audit, option to request letter of engagement from incumbent auditor MH accounting or seek proposals from qualified firms.
8. Discussion and recommendation to move forward to full Commission a Resolution of Support for State Rail Planning Act (HB 4279)
9. Discussion of and recommendation to move forward a Resolution of Support to full Commission H.R. 7437, the BASICS (Bridges And Safety Infrastructure for Community Success) Act (Resolution 26-44)
10. Executive Session if necessary
11. Other
 - a. Next Meeting will be April 20, 2026 at 9:00 a.m.
12. Adjournment



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EXECUTIVE BOARD MEETING

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CHUCK NAGEL, CHAIRMAN

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Russ Crawford, Patrick Urich, Autum Jones)

Monday, January 19, 2026 9:00 a.m.

MINUTES

NO QUORUM

1. **Call to Order**

Chairman Chuck Nagel called the meeting to order at 9:05 a.m.

2. **Roll Call**

Present: Chuck Nagel, John Kahl, Danny Phelan, Autum Jones. Russ Crawford joined on the phone.

Also present were Eric Miller, Ray Lees, Reema Abi-Akar, Debbi La Rue, and Lori Reynolds from TCRPC.

3. **Public Input**

None.

4. **Motion to approve November 17, 2026 minutes**

Motion held over until next meeting due to lack of quorum.

5. **Executive Director report**

Eric Miller reported the following:

Federal reauthorization of the transportation bill is in discussion right now, the ILJA, or the bipartisan infrastructure law ends September 1. There will be a lot of traditional highway items. Issues like bike trails and passenger trains will probably take a backseat this time.

The BUILD grant is large discretionary projects which we've identified 10 projects that we're aware of. One will be Prospect Rd. At the Technical Committee meeting this Wednesday, we will see if two others will apply. They would be Veterans Rd. in Pekin, and Pioneer Park in Peoria. We will be taking appropriate action and looking at letters of support.

Staff are having ongoing discussions with the Chillicothe and IL-29 Viaduct replacement. There will be an informational meeting later this month or early February to continue to educate their council and the community on that project and the process, and the leadership that the City of Chillicothe needs to take to move that forward.

Staff continues to work on the draft UPWP (Unified Planning Work Program), which is basically Tri-County's budget that's due to IDOT by the middle of February. It will go through this committee and the Commission in March-April time frame, and it becomes the basis of our budget. Numbers look encouraging in terms of our transportation dollars. This is the last year of provisional money that IDOT is using as their spendout.

In regards to the Brownfield Assessment grant, Tri-County was told there was no way they would consider a budget amendment, but staff were just told to go ahead and submit the budget amendment and they will process it. So that would be \$50,000 over 4 years.

6. Motion to Recommend to Commission Health Insurance Contract renewal (Resolution 26-32)

Motion held over until next meeting due to lack of quorum.

Eric Miller reported that this was discussed at the Personnel Committee earlier today, and they have recommended to the Commission for approval our health insurance renewal. Employee benefits expire at the end of February. In working with Tim Neuhauser of Envision Insurance, he provided competitive bids and found the best plans that meet Tri-County's needs. His recommendation is to continue with Blue Cross Blue Shield at a 16.4% increase. According to him, with the conditions that are out there in the market, this is a reasonable rate. A change is being recommended in the vision, dental and life insurance for the Commission. Delta Dental is not working out for anybody. Tim has found an alternate with Principal Insurance, combining dental, vision and life. This would give us a 7.5% increase in cost.

7. Motion to Recommend to Commission General Liability Insurance Contract renewal (Resolution 26-33)

Motion held over until next meeting due to lack of quorum.

Eric Miller reported that Tim Neuhauser also provided Tri-County with a general liability renewal rate with an increase of 1%, so he recommends renewing this for the upcoming year.

8. Motion to Recommend to Commission IMRF Resolution for Military Leave Service Credit (Resolution 26-34)

Motion held over until next meeting due to lack of quorum.

Eric Miller reported that this is similar to what Tri-County did last year for another staff member who had out of state credit. This is for a staff member who is currently in the military and wants to bring his service time that he's earned in the military. IMRF

requires Tri-County to pass a resolution for each individual instance, so this has gone through the Personnel Committee, and it is recommended to be approved by the Commission. The cost to the Commission is negligible.

9. Discussion of Employee Handbook Review

Eric Miller stated this was discussed at the Personnel Committee meeting. Tri-County been bringing pieces of the employee handbook for amendments, but at this time, it is being recommended to conduct an annual review of the entire handbook. For the last several weeks, staff have been engaged in an in-house process, looking at benefits and salary structures, comparing them to other MPOs. The Personnel Committee is on board and would like to open it up to any board members who may be interested. This would be a working committee with staff involvement, and the goal to be completed by the end of the fiscal year to have some recommendations for the Commission. Ten years ago Tri-County did a complete overhaul of the handbook, and before that it was another 25 years, so it's time to do an update of policies and language.

Discussion of possible OMA violations if number of committee members is low, so it should be representatives from Personnel, Executive, any other interested Commission members, plus staff.

10. Discussion of New Projects

Eric Miller stated that he wanted to inform Executive of upcoming projects before signing new contracts for funding, in case anyone has issues with anything before moving forward.

a. Thriving Communities Technical Assistance Program Subaward Funding

Debbi La Rue reported that in 2023 Tri-County submitted and application for a technical assistance program through the US DOT. Tri-County was the lead applicant, with Peoria City and County and some other stakeholders to strengthen and build the pipeline of grant-ready transportation projects and to strengthen Tri-County's position for federal discretionary grant programs. Tri-County was awarded the program in 2024. The geographic scope includes parts of Peoria into unincorporated Peoria County. At the same time, consultants submitted grant applications, and once they were awarded, Tri-County was matched to a consultant. The main consultant has been Apt Global, and Charles Brown was brought back into the process. This work will improve the engagement process for construction, design and procurement processes. Tri-County is allowed to receive a \$50,000 subaward that will allow the use of some staff time related to working with the city of developing early action projects. This is a request to enter into a contract with Apt Global to receive that \$50,000 subaward, about \$30,000 of which will go to the City to pay their costs.

Danny Phelan asked how many hours are expected to be billed. Debbi replied that the work would be done by Adam, Gavin, and herself, probably less than 10,000, but there's no way to know at this point, due to unexpected obstacles that always arise.

b. **Comprehensive Planning Services for the Villages of Elmwood and Mackinaw**

Debbi La Rue reported that work on comprehensive plans with about five communities is wrapping up, some have begun implementation on transportation programs and economic development. For the past year, Tri-County has been working with Kathy Brown from GPEDC to identify additional funding opportunities for some other communities that missed out on the SPR grants, focusing on Elmwood and Mackinaw, and Eric has begun communicating with Marquette Heights. Funds will likely be awarded this summer, but the plan is to continue moving forward. Else Hayes has been the project manager for the last couple of plans, so would take on one of these projects. Debbi stated that she would begin training Gavin Hunt as a project manager on another. These projects would be completely covered under the grant, it's CEJA funding and would be about \$50,000 per plan.

Danny Phelan stated that comprehensive plans are huge and are the groundwork for the communities to get funding for their projects, and Tri-County doesn't take the time to pat themselves on the back and thank the staff for the work they do. Thanks to the staff for doing those, and we need make this known at the Commission meeting.

c. **Various GIS Project Work for Non-member Communities**

Eric Miller reported that Tri-County frequently receives requests for GIS work, and it varies depending on the scale and scope of the project, but it's been agreed at a staff level that for non-member communities, we will require an agreement of \$85 an hour. There are already 7-8 communities interested.

11. **Discussion of adding Logan County to Human Services Transportation Plan Region**

Reema Abi-Akar presented the following:

- In December, IDOT approached us about potentially adding Logan County to our Human Services Transportation Plan region.
- Currently, Tri-County is in Region 5, representing seven counties: Peoria, Tazewell, Woodford, Fulton, Knox, Stark, and Marshall. She hasn't heard of a county being transferred from one region to another, so this is a unique situation.
- Logan County (part of Region 7, the same as Sangamon County) is currently in a transition phase with their rural public transportation system, so IDOT spoke with them and determined that it would make the most sense to move them to Tri-County's region.
 - How will this affect Tri-County and the HSTP program?
 - It'll add several extra tasks to update the program.
 - These will include:
 - Updating the HSTP document to include Logan County (new maps, demographics, documentation about transit options, contacts)

- Restructuring the committee
 - Currently Tri-County has two people from each county on the rural subcommittee, plus an urban subcommittee representing the Peoria-Pekin Urbanized Area. So some thought will have to be given regarding keeping that structure or changing it.
 - Update the bylaws
- Outreach to Logan County and staff time to learn about the new part of the region and form new connections there.
- If this takes place, Tri-County will be compensated an extra \$20,496 in our HSTP contract from IDOT, which ends in June 2027. Currently, the contract is about \$136,000 over two years; if Logan County is added, it will be about \$156,000
- At this time, this is just a tentative and informational piece. Tri-County does not have the contract yet, but we expect it to come down the pipeline soon; we are waiting for the confirmation from IDOT.

Eric Miller stated that he wanted the board to know in case they hear anything from someone else. If there are any red flags, we can push IDOT for answers.

12. **Other**

- a. Danny Phelan stated that there should be an executive summary from the staff investigation by the next week and will likely call a special meeting.
- b. Next Meeting will be February 9, 2026 at 9:00 a.m.

13. **Adjournment**

The meeting was adjourned at 9:41 a.m.

Submitted by: Eric Miller, Executive Director
Recorded and transcribed by: Lori Reynolds

To: Members of the Commission
 From Eric W. Miller, Executive Director
 Date: March 16, 2026
 Subject: Executive Director Report for March, 2026

Project	Activity	Status
Administrative		
Headlines	Monitored Federal Govt Activities regarding Federal Funding and Reauthorization	
	Development of FY 27 Budget	Ongoing
	Ongoing discussion with stakeholders regarding IL 29 viaduct replacement	Ongoing
	Participated in Federal MPO Certification review	Ongoing
	Attended Passenger Rail stakeholder meeting/Review of HB4279 Passenger Rail Planning Act	Ongoing
	Meeting with IDOT regarding BASIC legislation	
Personnel	Internal update to Salary and benefits study	Ongoing
	Interviewing Intern Candidates	
Website	Updates to comply with ADA and ensure proper documents are published	Ongoing
Planning issues		
Illinois River Issues		
	Continued Discussion regarding Regional Strategic Planning Session on the Environment	Ongoing
HUD Healthy Homes	Work Ongoing	Ongoing
Water Supply Planning	Work has commenced	Ongoing
Watershed Planning	No activity, searching for grant opportunities	Ongoing
EPA Brownfield Assessment	Submitted program agreement amendment allowing staff time reimbursement to EPA, under review	Ongoing
	Outreach on potential sites is ongoing	Ongoing
Peoria County Comp Plan	Work is underway	Ongoing
GIS Projects/ Asset Management		
Village of Elmwood	Dunlap	Ongoing
Washburn	Peoria Heights	Ongoing
Minonk	Village of North Pekin	Ongoing
Delavan	Village of Washburn	Ongoing
North Pekin	Peoria Park District	Ongoing
El Paso	Tremont	Ongoing
Hollis Park District	Hanna City	Ongoing
Chillicothe	Creve Coeur	Ongoing
Logan County GIS technical assistance		Ongoing
MPO/Transportation		
Technical Committee	Prepare agenda for and coordination for Technical Meetings	ongoing
Transportation Improvement Program	FY 26 TIP amendments processed	Ongoing
	E-TIP is active	Ongoing
2045 Long Range Transportation Plan Update	Plan is adopted	Ongoing
Highway Safety Improvement Program Guardrails	Construction contract has been let, Construction Eng Consultant selected	Ongoing
Active Transportation Planning	Work with various Stakeholders, coordination of planning efforts	ongoing
Safe Streets for All SS4A plan	SS4A action plan adopted	Complete
	Prepare for first Safety Committee Meeting	Ongoing
	Safe Routes to School Application	
IDOT Regional Bus Stop Inventory project	Data collection ongoing	Ongoing
	Advisory group meeting held	Ongoing
Special Transportation Studies FY25		
Bartonville Active Transportation plan	Plan Draft submitted to board for consideration	Ongoing
City of Peoria Bike Plan update	Final Plan submitted to City	Complete
City of East Peoria Storm Sewer Inv.	Work has Commenced	Ongoing
Peoria Heights Parking Study	Study Approved by Village board	Complete
FY 26		
Chillicothe-Sidewalk Inventory and Priority Development	Staff led project underway	Ongoing
East Peoria -Stormwater Management System-Phase 3	Consultant selected	Ongoing
Germantown Hills- Active Transportation Plan	Staff led project underway	Ongoing
State Planning and Research projects		
FY 23 State Planning and Research Funding		
Heart of Illinois Regional Port District Master Planning	Work is complete	Complete
Regional Community Planning	Project underway/ Executed No Cost contract extension with IDOT	Ongoing
East Peoria	Plan adopted by City	Complete

Bartonville	Plan adopted by Village	Complete
Creve Coeur	Plan adopted by Village	Complete
Chillicothe	Plan adopted by City	Complete
Germantown Hills	Plan Draft Submitted to Village	Ongoing
Village of Brimfield	Plan Draft Submitted to Village	Ongoing
FY 24 State Planning and Research Funding	Bike and Ped counting equipment and consultant for Traffic Signal data collection-	Ongoing
	Consultant selection complete/work is underway, Equipment acquired	
FY25 State Planning and Research Funding		
IL 29 Multimodal Study	Project Underway	Ongoing
HSTP/Transportation		
5310 program Grant		Ongoing
HSTP Plan	Commission Adopted Plan	Ongoing
HSTP meetings	Letter from IDOT requesting to add Logan County to our region\ working on contract amendment w/IDO	Ongoing

Strategic Planning

- Held Strategic Transportation Planning Session on Tuesday, April 28, 2022, from 5:00 p.m. to 7:15 p.m. with Keynote Speaker Ray LaHood, former US Secretary of Transportation
 - Nearly 100 people attended in person or virtually
- A second meeting was focused on the Commissioners, and was held on June 3, 2022, from 9:00 a.m. to 2:00 p.m. at TCRPC's office.
- As a result, the development of a Regional Priority Project List emerged as the principal action item.

1

Regional Project Prioritization



- **Establishment:** Following the Strategic Planning Session, the Commission formed a Regional Prioritization Subcommittee to advise staff on the regional project prioritization development process.
- **Purpose:** Better support members' transportation planning and construction goals
 - Encourage coordination
 - Identify projects for grants
 - Reduce unproductive competition
 - Strengthen grant applications
- **Result:** Development of a regional priority project list

12 regionwide project priorities identified

2

Regional Project Prioritization, Continued



- Regional Priority Project List:
 - Adams Street Redevelopment Corridor
 - Chillicothe-Peoria Multimodal Corridor
 - Main Street Redevelopment Corridor
 - N Prospect Road
 - N Sheridan Road
 - N Veteran's Road Extension
 - North Valley Community Revitalization Catalyst
 - Peoria Passenger Rail
 - Regional Trail Network Expansion
 - South End Community Revitalization Catalyst
 - Transit System Modernization
 - W Pioneer Parkway Extension

3

Congestion Management Program

Adopted August 3, 2022

Title VI Program and Public Participation Plan

Adopted June 5, 2024

Human Service Transportation Plan Region 5 Update

Adopted May 7, 2025

Human Service Transportation Plan Region 5 Update

Adopted February 1, 2023

FY 2025-28 Transportation Improvement Program

Adopted August 7, 2024, as amended

Long-Range Transportation Plan 2050 Update

Adopted June 4, 2025

MPO Document Updates

4

State Planning & Research (SPR) Projects

- Activity-Based Travel Demand Model
 - Procured consultant in February 2022
 - ABM Delivered December 2023
- HOI Regional Port District Master Plan and Implementation Strategy
 - Procured consultant in May 2023
 - Master Plan Delivered December 2025
- Locally Controlled Traffic Signal Asset Management Plan
 - Procured consultant in February 2025
 - Asset Management Plan expected by June 30, 2026
- IL-29 Multimodal Corridor Plan
 - Procured consultant in December 2025
 - Corridor Plan expected by November 30, 2027

5

Bus Stop Accessibility Plan

Purpose: To provide a roadmap to improve accessibility and amenities at bus stops across the CityLink service area

Goals: Increase ridership and improve quality of life, particularly for people with disabilities

Collaboration: TCRPC, CityLink, Technical Advisory Committee (TAC), and riders

Ongoing: Inventoried 887 bus stops and documented accessibility features & amenities

All 887 stops will be ranked by priority

- TAC assisted with prioritization process & criteria
- Highlighting 10 key locations
- Will guide future investments

Source	Amount
Federal: FTA Section 5305(d)(e)	\$159,999
Local: TCRPC	\$19,750
Local: GPMTD	\$19,750
Total:	\$199,499

6

Special Transportation Studies (STS)

- Since 2016, TCRPC programs a portion of its annual MPO allocation to support local jurisdictions transportation planning.
- In the last four years, TCRPC has funded the following:
 - Pekin Master Bicycle and Pedestrian Plan
 - Peoria Sterling Avenue and Forrest Hill Intersection Safety Study
 - Chillicothe Trail Master Plan
 - Chillicothe IL-29 Viaduct Benefit-Cost Analysis
 - Germantown Hills to McClugage Bridge Trail Feasibility Study
 - Peoria Heights Active Transportation Plan
 - West Peoria Waverly Avenue Access, Circulation, and Parking Study
 - Bartonville Active Transportation Plan
 - East Peoria Stormwater Asset Management Plan
 - Peoria Bicycle Master Plan Update
 - Peoria Heights CBD Parking Study
 - Chillicothe Sidewalk Inventory and Priority Development
 - Germantown Hills Active Transportation Plan

7

Guardrails & HSIP Grant

- Developed inventory of 12 local agencies' guardrail infrastructure
- Submitted Highway Safety Improvement Program grant
 - Improvement of guardrails
 - Region-wide locations
- Tri-County was **successful**
 - Awarded a not-to-exceed \$3 million
 - Funded the Engineering and Construction



8

Comprehensive Safety Action Plan

<p>Fall 2022</p> <p>Applied for SS4A funds</p> <p>FFY 2022 grant opportunity for a Comprehensive Safety Action Plan (CSAP)</p> <p>Goal: Examine the safety of the entire region</p>	<p>Early 2023</p> <p>Received Notice of Grant Award</p> <p>Total: \$500,000</p> <p>\$400,000 federal</p> <p>\$100,000 match from local membership dues</p>	<p>Summer 2025</p> <p>Completed LRTP & CSAP</p> <p>Five-Year Update for LRTP</p> <p>Region's first CSAP, paving the way for future funding</p>
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9

Regional Transportation Safety Committee

The Committee is made up of 21 members representing a wide range of perspectives:



February 13, 2024

Category	Number of Positions
Advocacy & Community	2
Business, Industry, & Media	4
Education & Training	3
First Responders & Enforcement	5
Human Services	2
Transportation & Infrastructure	5

10

Section 5310 Projects

- **Washington Paratransit Expansion:**
 - Funded joint project between the City of Washington and Washington Township
 - Expanded paratransit service to Washington using GPMTD as the provider
 - Closed a gap in the underserved transit Grey Area
- **Repurposed Unspent 5310 Funds for Pedestrian Crossing:**
 - Overcame multiple setbacks that halted project
 - IDOT denial of original concept
 - Environmental constraints (Rusty Patched Bumble Bee)
 - IDOT costly design requirements
 - Reset project planning and worked with the City of Peoria to identify a new high-need location with the same scope of work
 - Prospect Rd & Arcadia Ave near Glen Oak Park
 - Coordinated with the FTA to gain approvals for the location change and environmental clearance
 - Outcome is an updated crosswalk with pedestrian bump-outs, refuge island, RRFB crossing improvements



11

Combined Call for Projects

- **Previous Process:** The Commission conducted a biennial Call for Projects with separate solicitations and scoring criteria for each federal funding program (CRP, Section 5310, STBG, and TA Set-Aside), which increased administrative complexity and limited cross-program comparison.
- **Recent Change:** In Spring 2024, the MPO moved to a Combined Call for Projects, consolidating solicitations into one process while retaining separate scoring criteria for each program.
- **Current Effort:** TCRPC staff are restructuring the Combined Call for Projects selection criteria to reduce redundancies, improve consistency, and streamline the project evaluation process.

12



104TH GENERAL ASSEMBLY

State of Illinois

2025 and 2026

HB4279

Introduced 1/14/2026, by Rep. Rita Mayfield and Kam Buckner

SYNOPSIS AS INTRODUCED:

New Act

Creates the Passenger Rail Planning Act. Sets forth intercity passenger rail routes serving or originating in the State. Requires the Department of Transportation to incorporate the aspirational frequencies into the Illinois State Rail Plan and the Long-Range Statewide Transportation Plan. Authorizes the Department to nominate corridors for inclusion in the Federal Railroad Administration's Corridor Identification and Development Program and enter into memoranda of understanding or other cooperative agreements for each identified interstate corridor to provide for shared data, joint investment prioritization, and aligned performance measures and planning schedules. Requires the Department to include a recurring section titled Progress Toward High-Speed and Intercity Passenger Rail within each update to the Illinois State Rail Plan and Statewide Transportation Improvement Program. Requires each Metropolitan Planning Organization in the State to: (1) recognize the target intercity and long-distance passenger rail frequencies; (2) identify relevant rail corridors within or adjacent to the Metropolitan Planning Organization planning area; and (3) include a narrative discussion of how regional transportation investments can support achievement of those frequency targets. Requires the Department and each Metropolitan Planning Organization to consider progress toward the target passenger rail frequencies when developing project prioritization criteria for multimodal investments. Contains other provisions. Effective immediately.

LRB104 16936 LNS 30350 b

1 AN ACT concerning transportation.

2 **Be it enacted by the People of the State of Illinois,**
3 **represented in the General Assembly:**

4 Section 1. Short title. This Act may be cited as the
5 Passenger Rail Planning Act.

6 Section 5. Findings. The General Assembly finds that:

7 (1) Illinois is the historic and operational hub of
8 the nation's passenger rail network, serving as the
9 national terminal for multiple passenger rail routes
10 providing vital interstate and regional connections.

11 (2) The Federal Railroad Administration's Midwest
12 Regional Rail Plan (2021) identifies Illinois as the
13 center of a high-frequency intercity rail system
14 connecting major Midwestern cities and states. The Plan
15 identifies service levels on 4 routes radiating from
16 Chicago with 16 hourly to 25 hourly, plus half-hourly
17 peaks, daily departures in each direction per day.

18 (3) The Midwest Regional Rail Plan also identifies
19 other routes radiating from Chicago without specifying
20 service levels.

21 (4) Increasing passenger rail service frequencies
22 across all corridors and long-distance routes will
23 strengthen Illinois' economy, reduce congestion, improve

1 sustainability, and enhance access to federal and private
2 investment.

3 (5) It is, therefore, the policy of the State to
4 define and pursue an integrated high-speed and intercity
5 passenger rail network as part of the Illinois State Rail
6 Plan and to ensure that these criteria are incorporated
7 into all metropolitan, regional, and statewide
8 transportation planning processes in a manner consistent
9 with federal law and planning cycles.

10 Section 10. Establishment of target rail frequencies.

11 (a) The following criteria are established for intercity
12 passenger rail routes serving or originating in the State.
13 This outline shall serve as official benchmarks for statewide
14 rail planning, investment prioritization, and coordination
15 with neighboring states, Amtrak, and other railroads.

16 (b) The following corridors shall be designated as:

17 (1) Hourly service routes, with trains operating on
18 pulse schedules at least once per hour, in each direction,
19 throughout the day (5 a.m. to 10 p.m.):

20 (A) Chicago to Milwaukee.

21 (B) Chicago to Madison to St. Paul.

22 (C) Chicago to Rockford.

23 (D) Chicago to East St. Louis to St. Louis to
24 Kansas City.

25 (E) Chicago to Detroit to Toronto.

1 (F) Chicago to Cleveland.

2 (G) Chicago to Fort Wayne to Columbus.

3 (H) Chicago to Indianapolis to Cincinnati.

4 (I) Chicago to Indianapolis to Louisville to
5 Nashville to Atlanta.

6 (J) Chicago to Champaign.

7 (K) Chicago to the Northeast Corridor (Acela).

8 (2) Every-2-hour service routes, with trains operating
9 at least once per every 2 hours, in each direction,
10 throughout the day (5 a.m. to 10 p.m.):

11 (A) Chicago to Moline.

12 (B) Chicago to Peoria.

13 (C) Milwaukee to Green Bay (by extension of
14 Chicago to Milwaukee).

15 (3) Every-4-hour service routes, with trains operating
16 at least once per every 4 hours, in each direction,
17 throughout the day (5 a.m. to 10 p.m.):

18 (A) Champaign to Carbondale to Memphis (by
19 extension of Chicago to Champaign).

20 (B) Rockford to East Dubuque (by extension of
21 Chicago to Rockford).

22 (C) Quad Cities to Des Moines to Omaha to Denver
23 (by extension of Chicago to Moline).

24 (D) Chicago to Galesburg to Quincy to Hannibal.

25 (c) The Department of Transportation shall incorporate
26 these aspirational service frequencies into the Illinois State

1 Rail Plan prepared under 49 U.S.C. 22705 and into the
2 Long-Range Statewide Transportation Plan required under 23
3 U.S.C. 135.

4 (d) For each interstate corridor identified in subsection
5 (b), the Department of Transportation is authorized and
6 encouraged to:

7 (1) nominate such corridors for inclusion in the
8 Federal Railroad Administration's Corridor Identification
9 and Development Program under 49 U.S.C. 25101; and

10 (2) enter into memoranda of understanding or other
11 cooperative agreements with neighboring states under 23
12 U.S.C. 135(b)(1) and 135(c), and consistent with 23 U.S.C.
13 135(e)(3), to provide for shared data, joint investment
14 prioritization, and aligned performance measures and
15 planning schedules.

16 (e) The Department of Transportation shall evaluate
17 opportunities to designate and advance one or more of the
18 corridors identified in subsection (b) as components of the
19 National Multimodal Freight Network under 49 U.S.C. 70103,
20 consistent with the national multimodal freight policy under
21 49 U.S.C. 70101, where such designations would enhance
22 eligibility for federal discretionary or formula funding.

23 (f) The Department of Transportation shall include a
24 recurring section titled "Progress Toward High-Speed and
25 Intercity Passenger Rail" within each update of the Illinois
26 State Rail Plan and Statewide Transportation Improvement

1 Program. That section shall summarize:

2 (1) the current level of service frequency in each
3 corridor;

4 (2) the gap between existing and aspirational service
5 levels;

6 (3) investments, capital improvements, or service
7 agreements made toward achieving the target frequencies;
8 and

9 (4) coordination with neighboring states, Amtrak, and
10 federal agencies to advance these targets.

11 (g) The Department of Transportation shall transmit each
12 updated Progress Toward High-Speed and Intercity Passenger
13 Rail section to the Governor and the General Assembly
14 concurrently with the Illinois State Rail Plan submission to
15 the Federal Railroad Administration.

16 (h) The Department of Transportation shall align
17 submissions and project proposals with applicable federal
18 selection preferences in intercity passenger rail and
19 multimodal grant programs, including 49 U.S.C. 24911
20 (Federal-State Partnership for Intercity Passenger Rail),
21 where consistency with the Corridor Identification and
22 Development Program (49 U.S.C. 25101) is favored.

23 Section 15. Metropolitan Planning Organization
24 coordination.

25 (a) Each Metropolitan Planning Organization established

1 under 23 U.S.C. 134 within this State shall, during each
2 federally required update of its metropolitan long-range
3 transportation plan or Transportation Improvement Program:

4 (1) recognize the target intercity and long-distance
5 passenger rail frequencies established in Section 10;

6 (2) identify relevant rail corridors within or
7 adjacent to the Metropolitan Planning Organization
8 planning area; and

9 (3) include a narrative discussion of how regional
10 transportation investments can support achievement of
11 those frequency targets.

12 (b) The Department of Transportation shall provide
13 technical assistance, data, modeling tools, and mapping
14 resources to Metropolitan Planning Organizations and regional
15 councils to facilitate integration of passenger rail
16 frequencies into multimodal planning. The Department of
17 Transportation may enter into memoranda of understanding with
18 Amtrak, neighboring state departments of transportation, or
19 regional rail authorities to share data and coordinate
20 planning consistent with this Act.

21 (c) The Department of Transportation shall, at least once
22 every 4 years and consistent with the federal planning update
23 cycle, convene consultations with each Metropolitan Planning
24 Organization to review passenger rail investments, identify
25 opportunities to advance frequency targets, and coordinate
26 applications for federal or multistate funding that support

1 those goals.

2 Section 20. Investment prioritization. The Department of
3 Transportation and each Metropolitan Planning Organization
4 shall, to the maximum extent practicable, consider progress
5 toward the target passenger rail frequencies established in
6 Section 10 when developing project prioritization criteria for
7 multimodal investments, particularly those affecting rail
8 capacity, terminal access, or multimodal connectivity.

9 Section 99. Effective date. This Act takes effect upon
10 becoming law.

RESOLUTION 26-44

A RESOLUTION SUPPORTING THE BRIDGES AND SAFETY INFRASTRUCTURE FOR COMMUNITY SUCCESS (BASICS) ACT, H.R. 7437

WHEREAS, Metropolitan Planning Organizations (MPOs) are federally designated regional planning bodies established under federal law to carry out a continuing, cooperative, and comprehensive transportation planning process for metropolitan regions; and

WHEREAS, MPOs bring together local governments, transit agencies, state departments of transportation, and other partners to develop long-range transportation plans and transportation improvement programs that guide transportation investment across metropolitan regions; and

WHEREAS, local governments and regional entities own and operate a substantial portion of the nation's transportation system and play a critical role in delivering transportation projects that improve safety, mobility, and economic competitiveness; and

WHEREAS, the effectiveness of the federal transportation program depends on strong regional coordination and the ability of metropolitan regions to plan and deliver projects that respond to local and regional needs; and

WHEREAS, the Bridges and Safety Infrastructure for Community Success (BASICS) Act (H.R. 7437) proposes improvements to the federal surface transportation program aimed at strengthening regional planning capacity, improving transparency in project delivery, and ensuring federal transportation investments better reflect regional priorities; and

WHEREAS, strengthening regional collaboration and improving access to federal transportation resources can help accelerate the delivery of transportation projects that support economic opportunity, safety, and mobility in communities across the nation.

NOW, THEREFORE, BE IT RESOLVED that the Tri-County Regional Planning Commission expresses its support for the Bridges and Safety Infrastructure for Community Success (BASICS) Act (H.R. 7437) and its goals of strengthening regional transportation planning and improving the delivery of transportation investments.

BE IT FURTHER RESOLVED that the Tri-County Regional Planning Commission encourages Congress to advance policies that empower regional collaboration, improve the effectiveness of federal transportation funding, and support efficient delivery of transportation projects that benefit metropolitan regions and local communities.

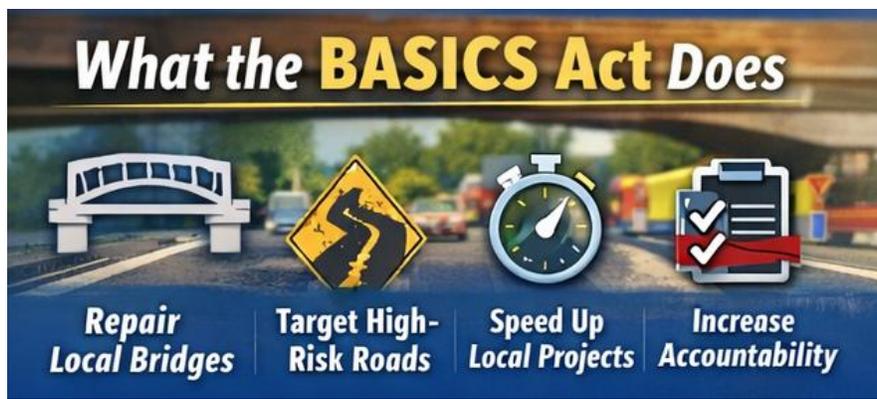
BE IT FURTHER RESOLVED that a copy of this resolution be transmitted to members of Congress representing the Greater Peoria Region, the leadership of the House Committee on Transportation and Infrastructure, and other relevant federal policymakers.

Presented this 1st day of April 2026 Adopted this 1st day of April 2026

Chuck Nagel, Chairman
Tri-County Regional Planning Commission

ATTEST:

Eric Miller, Executive Director
Tri-County Regional Planning Commission



BASICS – Bridges And Safety Infrastructure for Community Success Act (H.R. 7437)

America's transportation system depends on a safe and reliable network of roads and bridges in every region of the country. [The BASICS Act](#) focuses federal transportation investment on core infrastructure needs by ensuring funding reaches communities efficiently and is used where it delivers the greatest public benefit.

What this bill does:

- **INVESTS IN REPAIRING BRIDGES:** Builds on the Bridge Formula Program to continue fixing the nation's most deficient bridges, with a focus on both state- and locally owned infrastructure. Unlike prior approaches, the BASICS Act ensures that funding for locally owned bridges is proportional to the number of locally owned bridges in each state, directing resources to the worst-condition bridges regardless of ownership.
- **DELIVERS REGIONAL PRIORITY PROJECTS FASTER:** Metropolitan planning organizations (MPOs) are responsible for developing Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act accelerates delivery of these regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district.
- **FOCUSES ON ROAD SAFETY:** Nearly 100 people lose their lives on America's roads every day. The BASICS Act strengthens the Highway Safety Improvement Program (HSIP) to confront this crisis head-on by increasing overall safety funding and preventing states from transferring HSIP dollars away from safety priorities. The bill also ensures that 25 percent of HSIP funding is delivered regionally in both urban and rural areas, giving local governments direct access to capital for proven safety projects and building on the success of the Safe Streets and Roads for All program.
- **ENSURES TRANSPARENCY AND COLLABORATION:** Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency around how funding flows, what resources are available to regions, and how projects advance from planning to delivery. By reinforcing collaboration across federal, state, regional, and local partners, the bill helps ensure projects move efficiently and deliver real results on the ground.
- **BUILDS STRONG PLANS FOR RURAL AND URBAN REGIONS:** The BASICS Act invests in planning capacity by strengthening Rural Transportation Planning Organizations (RTPOs) and increasing Metropolitan Planning (PL) funding. Strong planning leads to better project selection, faster delivery, and smarter investments, ensuring both rural and metropolitan regions can advance projects that reflect local priorities and long-term needs.

The BASICS Act ([H.R. 7437](#)) — Section-by-Section Summary *(Bridges And Safety Infrastructure for Community Success)*

Section 1. Short Title. Designates the bill as the “BASICS (Bridges And Safety Infrastructure for Community Success) Act.”

Section 2. Definitions. Provides definitions for terms used in the Act.

Section 3. Apportionment. Revises statutory percentages in §104(b)(1)–(3), (7), and (8), which govern the distribution of funding among core highway programs. These adjustments move funding from the rigid National Highway Performance Program (NHPP) and into the Surface Transportation Block Grant (STBG) program—the most flexible program that benefits states and local governments alike—and the safety-focused Highway Safety Improvement Program (HSIP). **This increases flexibility and reflects the fact that data show that States routinely transfer funding from NHPP into STBG.**

Additionally, this section increases funding for metropolitan planning (PL) and creates a new funding stream for regional transportation planning organizations (RTPOs) to ensure that all areas, regardless of population, have access to high-quality, federally funded planning assistance.

Finally, this section continues the successful Bridge Formula Program from the Infrastructure Investment and Jobs Act (IIJA) under a new name, the Strengthening Bridges Formula Program, which is added to the core formula programs.

Section 4. Surface Transportation Block Grant Program. Improves transparency and strengthens local involvement by requiring States to consult with local governments before obligating STBG suballocated funds in areas under 50,000 that are not represented by a regional transportation planning organization. This ensures that State programming in small and rural areas reflects local priorities and needs.

Section 5. Strengthening Bridges Formula Program. Continues the Bridge Formula Program from the IIJA as a new core formula program—section 180 of title 23—called the “Strengthening Bridges Formula Program.” Funding would be divided among States based on need, keeping the \$45 million minimum apportionment from the IIJA. Unlike the IIJA however, this new program would require States to suballocate 25 percent of funding to areas based on population. This ensures that local governments, which own an outright majority of poor condition bridges, are guaranteed access to funding to repair or replace these assets. The program would also include a robust requirement that suballocated funds be used for projects selected by regional planning organizations and local governments.

This program would continue key set-asides from the IIJA and maintain the 100 percent federal cost share for off-system bridges owned by Tribal or local governments.

Section 6. Highway Safety Improvement Program. Strengthens local and regional access to safety funding by requiring States to suballocate 25 percent of HSIP funds using the same population-based structure as STBG and the new bridge program. Apportionment changes in section 3 of this bill ensures that the new suballocation requirements **do not take away from safety funding available to States.**

Project selection follows the same framework used in Section 5, ensuring that MPOs, RTPOs, and local governments remain central to identifying safety priorities consistent with federal requirements and national goals. The section also ensures that locally led safety projects are eligible for HSIP funding.

Section 7. Transferability. Currently, only suballocated funding under STBG and PL funds are exempt from transferability. This section ensures that all suballocated dollars, under both existing programs (the

Carbon Reduction Program) and new programs/programs with new suballocation requirements (HSIP, Strengthening Bridges Formula Program), are protected from transfer.

Second, this section adds in a requirement that States can only transfer HSIP dollars after first making them available competitively to local governments. Given our ongoing road safety crisis, we should not be transferring safety funds without ensuring all safety needs have been met.

Section 8. Project Selection. Expresses the sense of Congress that suballocated funds under STBG, HSIP, the Carbon Reduction Program, and the new bridge formula program should be obligated only to projects selected locally and regionally. **This reaffirms Congress's long-standing intent that suballocated funding be programmed through regional and local decision-making structures, consistent with the consultation and coordination requirements of title 23.**

Section 9. Metropolitan Planning. Strengthens the metropolitan planning program to better support federally required planning activities and advance timely project delivery. The section provides a 100 percent federal share for PL funds so that metropolitan planning organizations can meet statutory planning responsibilities and minimize administrative delays. It also updates and modernizes eligible uses of planning funds to reflect the full lifecycle of project development, including activities such as early scoping, data and modeling improvements, and multimodal systems planning.

Finally, the section directs the Secretary to establish a voluntary pathway for MPOs to become direct recipients of planning funds, promoting administrative efficiency, reducing pass-through delays, and supporting more streamlined project development. It also requires the U.S. Department of Transportation to provide MPOs access to federal financial management systems, improving transparency and accountability.

Section 10. Rural Transportation Planning. Establishes a dedicated rural and nonmetropolitan planning program under section 135(n) to support statewide rural engagement and strengthen the capacity of RTPOs and other regional entities. States must distribute funds through a formula for federally designated RTPOs and a competitive grant process for non-federally designated regional planning entities, subject to Secretarial approval. The section guarantees a minimum allocation of \$300,000 per year for each designated RTPO and provides a 100 percent federal share for all activities carried out under the program, ensuring consistent planning capacity across rural areas.



Illinois Surface Transportation Block Grant Suballocation Review

The undersigned Illinois Metropolitan Planning Organizations (MPOs) designated as Transportation Management Areas (TMAs) request a collaborative and timely review of the State's Surface Transportation Block Grant (STBG) suballocation process. As long-standing partners with IDOT in delivering the federally required transportation planning process, we believe a structured reevaluation is essential for continued alignment with federal guidance, statewide priorities, and current transportation realities.

Illinois continues to operate under a formula developed in the early 1990s that allocates only a limited portion of federal program funds for STBG programming, and additional set-asides further reduce the amount available to MPOs. This framework no longer reflects the realities of present-day transportation systems—predating several federal reauthorizations, the transition to performance-based planning, and significant shifts in population and economic landscape.

Federal statute recommends that STBG funds be suballocated to urbanized areas based on population, reinforcing the alignment between transportation needs and accountability expectations. Across the country, states follow the federally recommended structure, yet Illinois continues to use the allocation formula from over three decades ago. The intent of federal law is to have MPO Policy Committees designate these funds.

The effects are measurable and ongoing; statewide MPOs experience notable funding disparities when compared to allocations under the FHWA-recommended formula. The Rockford MPO, Region 1 Planning Council, faced an estimated \$14 million shortfall over nine years, with similar disparities observed by MPOs statewide. These imbalances constrain our collective ability to advance regionally significant projects, enhance safety and system performance, and strategically align transportation investments with both local and statewide economic priorities.

It is our belief that a data-driven review of the existing STBG suballocation formula, in collaboration with IDOT, the Illinois Municipal League (IML), the Illinois Association of County Engineers, and Illinois MPOs, will ensure that federal resources are allocated efficiently, equitably, and transparently. Through a consensus-driven process, Illinois can better align state and regional priorities, strengthen communities, and advance Illinois' overall competitiveness.

The undersigned Executive Directors of TMA-designated MPOs are looking to schedule a meeting to collaborate and move this discussion forward.