

MINUTES
Metropolitan Planning Organization (MPO) Technical Committee

Wednesday, February 18, 2026 at 9:00 a.m. CT
 456 Fulton St, Suite 420
 Peoria, IL 61602

1. Call to Order

- a. Chairperson Conrad Moore called the meeting to order at 9:01 a.m.

2. Roll Call

Member	Present	Absent	Member	Present	Absent
Amy McLaren Peoria County	X		Dennis Carr City of Washington		X
Jeff Gilles – VICE CHAIR Peoria County		X	Jon Oliphant* City of Washington		X
Cale Thompson* Peoria County		X	Patrick Meyer Village of Bartonville	X	
Paul Augspurger Tazewell County	X		Dan Corp IDOT-D4	X	
Dan Parr Tazewell County	X		Karen Dvorsky* IDOT-D4		X
Conrad Moore - CHAIR Woodford County	X		Kinga Krider City of West Peoria	X	
Andrea Klopfenstein City of Peoria		X	Charles Hess* City of West Peoria		X
Paola Mendez City of Peoria	X		Craig Loudermilk Village of Morton	X	
Sie Maroon City of Peoria	X		Josh Harken City of Chillicothe	X	
Cindy Loos* City of Peoria	X		LD Chaney Village of Creve Coeur	X	
Simon Grimm City of Pekin		X	Kofi Kisseh CityLink		X
Josh Wray* City of Pekin		X	ShamRA Robinson* CityLink	X	
Ty Livingston City of East Peoria	X		Eric Miller TCRPC	X	
Bret Tucker* City of East Peoria		X	Ann Doubet Village of Germantown Hills	X	
Mark Lee Village of Peoria Heights	X		Gene Olson, Ex-officio MAAP		X
Dustin Sutton* Village of Peoria Heights		X			

• = Alternate

V = Virtual

Also in attendance, in person:

TCRPC Staff: Michael Bruner, Reema Abi-Akar, Debbi La Rue, Ray Lees, Else Hayes, and Lori Reynolds.

IDOT: Doug DeLille, Al Barrae Shebib, and Jacob Weck.

Members of the public: Jeff Council; Nicole Fayant and Steve Kotecki, Ciorba Group.

Virtual: Isaiah Hageman, TCRPC.

3. Public Comment

None

4. Approval of Meeting Minutes of January 21, 2026

Ty Livingston made a motion to approve the January 21, 2026 meeting minutes. Kinga Krider seconded the motion, and the motion carried.

5. Recommend to Commission the Transportation Improvement Program (TIP) Amendments

- a. Project PC-24-03 Radnor Road**
- b. Project S-26-23 Highway Lighting Maintenance / Replacements**
- c. Project C-27-01 Sycamore Street Shared Use Path**

Mark Lee made a motion to approve recommendation to Commission the Transportation Improvement Plan (TIP) Amendments. Amy McLaren seconded the motion.

Michael Bruner reported the following:

- a. Project PC-24-03 Radnor Road
 - i. Phase I Preliminary Engineering for:
 - 1. Radnor Road from Alta Ln to Willow Knolls Rd
 - 2. Willow Knolls Rd from 0.095 Miles east of Radnor Rd to RR bridge W of Radnor Rd
 - ii. Moving to the FY 2026 Program and adding additional federal funding source – STBG-Rural
- b. Project S-26-23 Highway Lighting Maintenance / Replacements
 - i. High-Mast Light Tower Foundation Replacement
 - ii. Adding to the FY 2026 Program. Currently scheduled for the June 12, 2026 letting.
- c. Project C-27-01 Sycamore Street Shared Use Path
 - i. Engineering, ROW, and Construction of shared-use path along Sycamore St from 1,300 feet west of Bradley Ave to Benedict Street
 - ii. Adding to the FY 2027 Program. Anticipated letting date is March 5, 2027.

Motion carried.

6. Recommend to Commission the FY 2027 Unified Planning Work Program (UPWP)

https://tricountyrpc.org/wp-content/uploads/Draft_FY27UPWP_TCRPC.pdf

Cindy Loos made a motion to approve the recommendation to the Commission the FY2027 Unified Planning Work Program (UPWP). Kinga Krider seconded the motion.

Michael Bruner reported the following:

- a. As a metropolitan planning organization (MPO), Tri-County is federally required to develop and maintain a Unified Planning Work Program (UPWP), which is one of the core MPO planning documents that is updated annually.
- b. It serves as the work plan for the MPO process by directing the programs and projects that the Commission will undertake and accomplish during the fiscal year (July 1 through June 30) with a corresponding budget.
- c. The Commission is receiving the following apportionments for FY 2027:

- iii. Federal Formula: \$ 857,816.73,
 - iv. Federal Provisional: \$ 134,498.37
 - v. Match Requirement: \$ 248,078.78
 - vi. Total MPO Budget: \$1,240,393.88
- } \$992,315.10

- d. The FY 2027 budget is relatively the same as FY 2026; therefore, the FY 2027 Joint Funding Agreement is similar to the current FY 2026 agreement. The actual amounts are available on page 7 (PDF page 14).

An error was discovered in the amounts, so Michael will send out corrected numbers. Cindy Loos made a motion to accept with corrections, and Kinga Krider seconded the motion.

Motion carried with corrections.

7. Recommend to Commission the FY 2027 Joint Funding Agreement

Amy McLaren made a motion to recommend to Commission the FY2027 Joint Funding Agreement with corrections (see #6). Ty Livingston seconded the motion.

Michael Bruner reported the following:

- a. Included in the packet is the FY 2027 Joint Funding Agreement.
- b. As previously mentioned, the FY 2027 local contributions are similar to the current FY 2026 agreement.
- c. After the Commission approves the Joint Funding Agreement, Staff will send out a request for signature from those agencies unable to sign at the March 4 Commission Meeting.
- d. Staff will send out invoices for the Joint Funding Agreement in the July/August timeline.

Motion carried.

8. Recommend to Commission the Combined Call for Projects Selection Criteria

Cindy Loos made a motion to recommend to Commission the Combined Call for Projects Selection Criteria. Paola Mendez seconded the motion.

Reema Abi-Akar presented the following:

- a. Based on the Technical Committee’s recommendation at the January meeting, staff reviewed the six separate program-specific scoring frameworks:
 - vii. Carbon Reduction Program (CRP)
 - viii. Section 5310
 - ix. Surface Transportation Block Grant (STBG) – New Construction
 - x. STBG – Pavement Preservation
 - xi. STBG – Reconstruction
 - xii. Transportation Alternative (TA) Set-Aside
- b. From that review, staff consolidated the six programs into a single comprehensive, performance-based scoring framework for MPO-allocated federal transportation funds that is consistent with both federal regulations and MPO policy documents.
- c. Steps of the consolidation process:
 - i. Inventoried existing criteria
 - ii. Identified overlapping factors

- iii. Aligned with federal regulations and adopted plans
- iv. Eliminated redundancies
- v. Developed a program-neutral scoring framework
- d. As a result, the proposed consolidated criteria are:
 - i. Regional Significance – 20 Points
 - ii. Safety – 20 Points
 - iii. Multimodal Connectivity – 15 Points
 - iv. Purpose & Need – 15 Points
 - v. Environmental Sustainability – 10 Points
 - vi. Local Priority & Project Readiness – 10 Points
 - vii. Nondiscrimination & Accessibility – 10 Points
 - viii. Total Possible Points – 100 Points
- e. Regional Significance
 - i. Projects shall be evaluated based on their measurable contribution to the regional transportation system, including mobility, accessibility, economic vitality, environmental performance, and system connectivity.
 - ii. Regional Significance is scored using four subfactors (0 to 5 points each), amounting to a maximum score of 20 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.
 - 1. Regional System Impact
 - 2. Mobility & Accessibility Benefit
 - 3. Economic & Community Impact
 - 4. Network Continuity & Integration
- f. Safety
 - i. Projects shall be evaluated based on demonstrated safety need and anticipated safety benefit.
 - ii. Safety is scored using four subfactors (0 to 5 points each), amounting to a maximum score of 20 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.
 - 1. Documented Safety Need
 - 2. Anticipated Safety Effectiveness
 - 3. Systemic Risk Reduction
 - 4. Protection of Vulnerable Road Users and Accessibility
- g. Multimodal Connectivity
 - i. Projects shall be evaluated based on improvements benefiting all transportation system users.
 - ii. Multimodal Connectivity is scored using three subfactors (0 to 5 points each), amounting to a maximum score of 15 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.
 - 1. Bicycle / Pedestrian Connectivity
 - 2. Transit / Freight Integration

3. Traffic Calming and Corridor Compatibility

- h. Purpose & Need
 - i. Projects shall be evaluated based on demonstrated need and contribution to system preservation, operational efficiency, or congestion mitigation.
 - ii. Purpose & Need is scored using four subfactors with varying maximum points, amounting to a maximum total score of 15 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.
 - 1. Documented Transportation Deficiency (5 Points Maximum)
 - 2. Operational or Asset Condition Benefit (4 Points Maximum)
 - 3. Congestion or Reliability Improvements (3 Points Maximum)
 - 4. System Performance Improvements (3 Points Maximum)
- ii. Environmental Sustainability
 - i. Projects shall be evaluated based on anticipated environmental and resiliency benefits.
 - ii. Environmental Sustainability is scored using four subfactors with varying maximum points, amounting to a maximum score of 10 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.
 - 1. Emissions or Energy Reduction (4 Points Maximum)
 - a. Note the last three subfactors may not be applicable to projects that do not involve infrastructure. Therefore, for non-infrastructure projects, all 10 points will be allocated to the Emissions or Energy Reduction subfactor.
 - 2. Stormwater & Water Quality (2 Points Maximum)
 - 3. Natural Resource Protection (2 Points Maximum)
 - 4. Resiliency & Long-Term Sustainability (2 Points Maximum)
- j. Local Priority & Project Readiness
 - i. Projects shall be evaluated based on demonstrated local commitment and readiness for implementation.
 - ii. Local Priority & Project Readiness is scored using five subfactors (0 to 2 points each), amounting to a maximum score of 10 points. To aid with scoring, numeric thresholds are supplied for each of the five subfactors.
 - 1. Public Involvement
 - 2. Plan Consistency (Project is included in the jurisdiction's adopted comprehensive or long-range plan)
 - 3. Engineering Status
 - 4. ROW status
 - 5. Match Commitment
- k. Nondiscrimination & Accessibility
 - i. Projects shall be evaluated based on anticipated benefits to disproportionately impacted communities and improvements in accessibility. Projects shall demonstrate consistency with Title VI of the Civil Rights Act, Section 504 of the Rehabilitation Act, and Americans with Disabilities Act.

- ii. Nondiscrimination & Accessibility is scored using four subfactors with varying maximum points, amounting to a maximum score of 10 points. To aid with scoring, numeric thresholds are supplied for each of the four subfactors.
 - 1. ADA Compliance and Accessibility Improvements (3 Points Maximum)
 - 2. Access to Essential Services & Employment (3 Points Maximum)
 - 3. Benefits to Seniors and Individuals with Disabilities (2 Points Maximum)
 - 4. Removal of Physical or Mobility Barriers (2 Points Maximum)

After some discussion of concerns of ease of application and reviewing, possible changes in criteria, and several other concerns, the subject was deferred until next meeting to allow staff time to test a few dry-run applications on previously submitted projects to see if they come out the same. Staff will send out the presentation to committee members for closer review.

9. Updates

a. MPO Certification Review

Michael Bruner reported on the following:

- i. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) has jointly initiated their Certification Review of the transportation planning process for the Peoria Metropolitan Area, which by Federal statute is required at least every four years.
- ii. Tri-County's last Federal Certification Review was finalized on May 2, 2022.
- iii. The review consists of a desk review (occurring now), site visit, and documentation of the process.
- iv. The desk review will initiate the items discussed at a higher level during the site visit.
- v. The site visit is scheduled for Tuesday, March 10.

b. IDOT Special Programs Assistance Conference

Michael Bruner reported on the following:

- i. The Illinois Transportation Enhancement Program Cycle 17 will be open August 1, 2026.
- ii. To help Local Public Agencies prepare, IDOT is holding their Special Programs Assistance Conference in Peoria at the Peoria Public Library North Branch on May 13-14.

c. IDOT

- **Local Roads** – Jacob Weck reported that in addition to the SPAC conference, there will also be flagger training coming up.
- **Central Office** – no report
- d. **FHWA** – no report

10. Other

- a. Debbi La Rue reported the following on Safe Streets for All (SS4A) and Comprehensive Safety Action Plan (CSAP):
 - i. Tri-County has learned that USDOT might release the SS4A NOFO as early as next month.

- ii. This is a discretionary grant program with funds available for both planning and implementation projects that improve roadway safety for all users.
- iii. In the past, Tri-County applied for and was awarded a \$500,000 planning grant to develop the Comprehensive Safety Action Plan (CSAP), which was completed last year.
- iv. Now that there is an approved CSAP, Tri-County is eligible to apply for implementation dollars.
- v. This is a highly competitive grant – last year only one project was awarded in the State.
- vi. Staff are bringing this up early to make sure jurisdictions all have time to prepare and consider putting together an application.
- vii. The CSAP is available on Tri-County’s website for review of the identified priority corridors. There is also a list of the top ten priority corridors in the region, available as a handout. The highlighted rows indicate projects that are identified in the regional transportation priorities.
- viii. Given the competitiveness of the program, it may make sense to choose one project to apply for the region.
- ix. It’s not Tri-County’s role to tell jurisdictions what grants to apply or not apply to, but staff are happy to facilitate conversations between interested parties. If this is a program of interest, please feel welcome to reach out to staff.
 - 1. This is the first highly competitive discretionary grant opportunity to come along since the establishment of Tri-County’s list of regional transportation priorities, and staff are still feeling out what Tri-County’s role can or should be in helping to develop the strongest application and in facilitating conversations between members to ensure that everyone is able to use their time efficiently. Staff know these applications can be time-consuming.
- x. In the meantime, staff will review the previous two years of implementation awards to see if there is any additional information on what might make an application competitive.
- xi. This will be an item for discussion with the safety committee.

Amy McLaren asked if there is a systematic improvement project in multiple jurisdictions that could make a stronger application. Staff is going to look through former projects to see if they can find anything.

Cindy Loos pointed out that demonstration projects are very difficult to manage and require a lot of effort and hard work, so try to avoid that.

Doug DeLille stated that the plan must be completely ready.

- b. Lori Reynolds sent out emails to members who need to send in their Open Meetings Act training certificates. Please email her your certification if you were contacted.
- c. Next meeting scheduled for March 18, 2026

11. Adjournment

Patrick Meyer made a motion to adjourn. Amy McLaren seconded the motion, and the meeting adjourned at 9:48 a.m.