

**AGENDA**

**Peoria-Pekin Urbanized Area Transportation Study (PPUATS)  
Policy Committee**

Wednesday, October 7, 2020 at 9:00am CST

456 Fulton St, Suite 420  
Peoria, IL 61602

**\*\* Six-foot physical distancing is required at all times. Wearing of masks is encouraged. \*\***

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THIS MEETING MAY BE ATTENDED IN PERSON OR REMOTELY:

**Attend via computer or smartphone:**

<https://gotomeet.me/TCRPC/ppuats>

**Or call in with any telephone:**

+1 (872) 240-3311  
Access code: 405-910-245

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1. Call to Order
2. Roll Call
3. Public Comment
4. Approval of Minutes, September 2, 2020 Meeting
5. Chairman's Report
6. Financials
  - a. Approval of July 2020 Financial Report – *Memo*
  - b. Approval of Resolution 21-03 Asset Management Software – *Attachment*
  - c. Approval of Resolution 21-04 Activity-Based Travel Demand Model – *Attachment*
7. Approval of TIP Amendments – *Attachment*
  - a. Project S-20-38 IL-29 Resurfacing
  - b. Project S-21-12 I-74 Bridge Preservation / Rehab
  - c. Project S-21-13 Traffic Signals
  - d. Project S-21-14 IL-116/Woodland Knolls Rd Intersection
  - e. Project S-21-15 Preservation of Various Bridges
8. Discussion of Potential Merger with Tri-County Regional Planning Commission
9. Presentation on Greater Peoria Grey Area Study Progress
10. Updates
  - a. STBG Preservation Set-Aside Pilot Program
  - b. Special Transportation Planning Studies
  - c. Illinois Transportation Enhancement Program (ITEP)
  - d. Hanna City Trail
11. Other
  - a. Next meeting scheduled for November 4, 2020
12. Adjournment

The MPO receives federal funding and may not discriminate against anyone on the basis of race, color, or national origin according to Title VI of the Civil Rights Act of 1964. For more information or to obtain a Title VI complaint form, call 309-673-9330.

Tri-County Regional Planning Commission strives to provide an environment welcoming to all persons regardless of physical or mental challenges, race, gender, or religion. Please call 309-673-9330 to request special accommodations at least two business days in advance.

**MINUTES**

**Peoria-Pekin Urbanized Area Transportation Study (PPUATS)  
Policy Committee**

Wednesday, September 2, 2020 at 9:00am CDT

456 Fulton St, Suite 420  
Peoria, IL 61602

1. Call to Order  
Chairman Logan called the meeting to order at 9:00 a.m.
  
2. Roll Call

Member	Present	Absent	Member	Present	Absent
<b>Karen Dvorsky,</b> IDOT		x	<b>Ross Black, *</b> City of Peoria		x
<b>Terrisa Worsfold, *</b> IDOT	x		<b>Leon Ricca,</b> Village of Bartonville		x
<b>Tom O'Neill,</b> Peoria County	x		<b>Bob Lawless*,</b> Village of Bartonville		x
<b>Phil Salzer,</b> Peoria County	x		<b>James Dillon,</b> City of West Peoria		x
<b>Greg Sinn,</b> Tazewell County	x		<b>Kinga Krider, *</b> City of West Peoria	x	
<b>Greg Longfellow, *</b> Tazewell County		x	<b>Jeff Kauffman,</b> Village of Morton		x
<b>Greg Menold,</b> Tazewell County	x		<b>Nate Parrott, *</b> Village of Morton		x
<b>Barry Logan,</b> Woodford Co.	x		<b>Dustin Sutton,</b> Peoria Heights	x	
<b>Donald White,</b> Chillicothe		x	<b>Mike Casey, *</b> Peoria Heights	x	
<b>Mark Luft,</b> City of Peoria		x	<b>Fred Lang,</b> Creve Coeur		x
<b>John Kahl,</b> City of E. Peoria		x	<b>Terry Keogel*</b> Creve Coeur		x
<b>*,</b> City of E. Peoria			<b>Gary Manier,</b> Washington	x	
<b>Jim Ardis,</b> City of Peoria		x	<b>Ray Forsythe, *</b> City of Washington	x	
<b>Patrick Ulrich,</b> City Manager	x		<b>Sharon McBride,</b> CityLink	x	
<b>Bill Lewis,</b> City of Peoria	x		<b>Doug Roelfs*</b> CityLink	x	
<b>Nick Stoffer, *</b> City of Peoria	x		<b>Mark Rothert*</b> City of Peoria		x
<b>Rick Powers, *</b> City of Peoria	x		<b>Mike Hinrichsen</b> Village of Germantown Hills	x	

\*Alternate. Staff present in person: Ulrich, Miller, Lees and Harms. Staff present virtually: Hendon, Martin, Abi-Akar, and Bruner. Also present virtually: Mike Vanderhoof (IDOT), and Betsy Tracy (FHWA)

3. Public Comment-none
4. Approval of Minutes, August 5, 2020 Meeting  
Menold moved to approve August 5, 2020 meeting minutes and O'Neill seconded. Motion carried.
5. Chairman's Report  
Logan welcomed and thanked everyone for attending.
6. Approval of June 2020 (End of FY 2020) Financial Report – *Memo*  
Forsythe moved to approve June 2020 (End of FY 2020) Financial Report and Menold seconded. Motion carried.  
Harms updated on the following:
  - The total budget for FY20 is \$825,194. As of the end of June 2020 (end of Fiscal Year 2020), PPUATS has used approximately 93% of its budget.
7. Approval of TIP Amendment MPO-21-01 Consolidated Vehicle Procurement (CVP) Awards for Peoria-Pekin Urbanized Area – *Attachment*  
Hinrichsen moved to approve TIP Amendment MPO-21-01 Consolidated Vehicle Procurement (CVP) Awards for Peoria-Pekin Urbanized Area and O'Neill seconded. Motion carried.
  - Martin explained the reason for the amendment is PPUATS requested the transfer of \$109,102 in lapsing FY18 Section 5310 funds to IDOT for use in the upcoming Consolidated Vehicle Procurement (CVP) award cycle to support non-profit agencies in the Peoria-Pekin Urbanized Area providing transportation for seniors and individuals with disabilities.
  - The action needed is to transfer funds to IDOT for use in upcoming Consolidated Vehicle Procurement (CVP) awards cycle.
8. Approval of Surface Transportation Block Grant (STBG) Traditional Program FYs 2023-2024 – *Attachment*  
O'Neill moved to approve Surface Transportation Block (STBG) Traditional Program and McBride seconded. Motion carried.
  - Harms thanked all subcommittees for their work.
  - Harms updated that \$6.3M is programmed as part of the Traditional Program, which includes the reconstruction of existing roadways and construction of new roadways. On August 19, 2020 PPUATS Technical Committee approved the subcommittee's recommendation of the following 3 projects: Pioneer Parkway & University Street in Peoria, Court Street in Pekin, and Freedom Parkway in Washington.

- Betsy Tracey – FHWA added it is locals desire of what to use funds for.
- Lees asked what happens to projects that do not make it?
- Miller said there is no turnover.

9. Updates

a. Illinois Transportation Enhancement Program (ITEP)

- Harms updated Aug.21 thru Nov. 7 is Call for Projects. There is \$105.6M available for ITEP.
  - Federal funding for walking, biking, and trail projects
  - Administered and managed by IDOT
  - Awarded every 2 years
  - The program Goal is to allocate resources to well-planned projects that provide and support alternate modes of transportation and improve quality of life. The funding sources are Federal ITEP funds, State funding through Rebuild Illinois the total amount s \$105.6 million.
  - Eligible projects are pedestrian and bicycle facilities, streetscapes, rails to trails, historic preservation.
  - Key points: Projects must serve a transportation need, provide a transportation or benefit, and be included in a plan. They cannot be for solely for recreation or have routine maintenance. The \$2 million award is per application.
  - Harms added we will hep with applications for our area. As MPO we are not allowed to apply for funds.
- Miller added this is 100% for in need areas and that funding round could pay for engineering.

b. Hanna City Trail

Bruner mentioned 3 of the 4 counties have passed thru their boards to cost share. Applications thru IDNR are moving along.

c. Special Transportation Planning Studies

Harms updated the call for projects of \$115,000 PL grant are due on Tuesday the 8<sup>th</sup> of September 2020.

d. Transportation Improvement Program (TIP)

Harms said the development of Federal projects are continuing and he is working with Terrisa Worsfold - IDOT

10. Other

a. Next meeting scheduled for October 7, 2020

- Menold asked about the merging of Commission and PPUATS Policy
- Miller said it was discussed at the Executive Board level and there were positive remarks. Logan and Hinrichsen are not opposed, plus Peoria had no objections. Needs to be discussed at MPO level
- Logan added we are at the preliminary stages. Need to make sure it is equally represented and cut down on duplication.

11. Adjournment

McBride moved to adjourn at 9:31 p.m. and O'Neill seconded. Motion carried.

Submitted by:

Eric Miller, Executive Director

Transcribed by Debbie Ulrich

DRAFT



## MEMORANDUM

**TO:** PPUATS Policy Committee  
**FROM:** Staff  
**SUBJECT:** July 2020 Financial Report and Performance Report  
**DATE:** October 7, 2020

### Action needed by Policy Committee:

Approve July 2020 Financial Report and Performance Report.

### Background:

The total budget for FY21 is \$851,776. As of the end of July 2020, PPUATS has expended approximately 4% of its budget.

### FY21 PL/FTA Budget – July 2020

	FY21	Jul-20	YTD	% USED YTD	REMAINING
<b>Personnel and Indirect Costs</b>					
Salaries	\$373,027	\$8,818	\$8,818	2%	\$364,209
Fringe Benefits	\$111,834	\$2,778	\$2,778	2%	\$109,056
Indirect Costs	\$174,792	\$4,180	\$4,180	2%	\$170,612
<b>Subtotal Personnel + Indirect</b>	<b>\$659,653</b>	<b>\$15,775</b>	<b>\$15,775</b>	<b>2%</b>	<b>\$643,878</b>
<b>Other Direct Costs</b>					
Travel/Training/Conferences	\$20,000	\$2,136	\$2,136	11%	\$17,864
APWA Conference	\$7,500		\$0	0%	\$7,500
Computer Hardware & Software	\$35,000	\$20,300	\$20,300	58%	\$14,700
Contractual - Special Projects	\$105,000		\$0	0%	\$105,000
Audit	\$24,000		\$0	0%	\$24,000
Misc (Legal Notices, Printing)	\$623	\$26	\$26	4%	\$597
<b>Subtotal Other Direct Costs</b>	<b>\$192,123</b>	<b>\$22,462</b>	<b>\$22,462</b>	<b>12%</b>	<b>\$169,661</b>
<b>TOTAL</b>	<b>\$851,776</b>	<b>\$38,237</b>	<b>\$38,237</b>	<b>4%</b>	<b>\$813,538</b>

PPUATS Policy Committee

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October 7, 2020

## **PPUATS MONTHLY PERFORMANCE REPORT**

**July 2020**

### **Management and Administration**

- Hosted virtual meeting of the PPUATS Technical Committee
- Prepared financial records and developed drawdown request for IDOT funds
- Participated in monthly conference call of statewide HSTP Coordinators

### **Data Development and Maintenance**

- Continued to maintain regional GIS data
- Continued development of regional pavement management system
- Continued regional GIS guardrail inventory
- Continued work on TCRPC/PPUATS website updates
- Responded to technical assistance requests for GIS
- Performed quality assurance for 2020 orthophotography

### **Long Range Planning**

- Continued to implement Regional Bicycle Plan
- Continued implementation of 2020-2045 Long Range Transportation Plan (LRTP)

### **Short Range Planning**

- Managed and monitored progress of Special Transportation Planning Studies
- Monitored and made administrative changes to TIP
- Managed FYs 2023-24 STBG Traditional Program project prioritization

**RESOLUTION 21-03**

**A RESOLUTION OF THE PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY (PPUATS) POLICY COMMITTEE TO AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR \$240,403 IN STATE PLANNING AND RESEARCH (SPR) FUNDS, AND ENTER INTO SUB-AGREEMENTS WITH PEKIN AND PEORIA LOCAL MATCH \$15,864.**

**WHEREAS**, the PPUATS Policy Committee, hereafter referred to as PPUATS Policy, is recognized as the Metropolitan Planning Organization (MPO) for the Peoria-Pekin Urbanized Area, and

**WHEREAS**, the State of Illinois, through the Illinois Department of Transportation (IDOT), Issued a request for State Planning and Research (SPR) project submittals to utilize on eligible planning projects, and

**WHEREAS**, MPO staff requested to use SPR funds on the acquisition of software to augment ongoing asset management activities for communities in the region, and

**WHEREAS**, the cities of Pekin and Peoria will provide the required match for their *local* portions of the grant, or \$15,864

**WHEREAS**, the IDOT has provided state funds for the remaining required match for the *regional* portion of the grant,

**THEREFORE BE IT RESOLVED BY PPUATS POLICY AS FOLLOWS:**

That PPUATS Policy authorizes the Executive Director to enter into an Intergovernmental Agreement with the Illinois Department of Transportation for **\$240,403** in SPR funding and enter into sub-agreements with Pekin and Peoria for their local match **\$15,864**.

Presented this 7th day of October 2020

Adopted this 7th day of October 2020

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Barry Logan, Chairman  
PPUATS Policy Committee

**ATTEST:**

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Eric Miller, Executive Director  
Tri-County Regional Planning Commission

**RESOLUTION 21-04**

**A RESOLUTION OF THE PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY (PPUATS) POLICY COMMITTEE TO AUTHORIZE THE EXECUTIVE DIRECTOR TO ENTER INTO AN INTERGOVERNMENTAL AGREEMENT WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION FOR \$480,000 FOR THE DEVELOPMENT OF AN ACTIVITY-BASED TRAVEL DEMAND MODEL AS PART OF STATEWIDE PLANNING AND RESEARCH.**

**WHEREAS**, the PPUATS Policy Committee, hereafter referred to as PPUATS Policy, is recognized as the metropolitan planning organization (MPO) for the Peoria-Pekin Urbanized Area, and

**WHEREAS**, the MPO provides to its members, including the Illinois Department of Transportation (IDOT), information that addresses the regional transportation network, and

**WHEREAS**, the Tri-County Regional Planning Commission, hereafter referred to as the Commission, provides staffing to the MPO, and

**WHEREAS**, the Commission entered into a contract with the IDOT Office of Planning and Programming to develop a travel demand model (TDM) for Peoria, Tazewell, and Woodford Counties in June 2007, and

**WHEREAS**, the State of Illinois, through IDOT, issued a call for eligible planning project submittals as part of Statewide Planning and Research (SPR), and

**WHEREAS**, the Commission requested and was approved to develop an activity-based TDM for Peoria, Tazewell, and Woodford Counties using \$384,000 in federal funds and \$96,000 in state funds, for a total \$480,000, and

**THEREFORE BE IT RESOLVED BY PPUATS POLICY AS FOLLOWS:**

That PPUATS Policy authorizes the Executive Director to enter into an Intergovernmental Agreement with the Illinois Department of Transportation for \$480,000 for the development of an activity-based travel demand model as part of Statewide Planning and Research.

Presented this 7th day of October 2020

Adopted this 7th day of October 2020

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Barry Logan, Chairman  
PPUATS Policy Committee

**ATTEST:**

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Eric Miller, Executive Director  
Tri-County Regional Planning Commission

**PEORIA-PEKIN URBANIZED AREA TRANSPORTATION STUDY (PPUATS)  
FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT FORM**

TIP Adopted October 2, 2019, as amended  
Cells colored in gray are automatically calculated in Excel (see Note 3 below)

DATE	AMENDING TIP DOCUMENT		AGENCY REQUESTING AMENDMENT(S)
	From	To	
9/11/2020	2020	2023	Illinois Department of Transportation

**PROJECT INFORMATION**

PROJECT TITLE	PPUATS TIP NUMBER	PROJECT CONTRACT NUMBER	PROJECT NUMBER (PPS#)	PROJECT SECTION NUMBER	IMPROVEMENT LOCATION	ACTION	FUNDING SOURCE	FUNDING SHARE (%)	TOTAL COST
IL-29 Resurfacing	S-20-38				Senachwine Creek to Truitt Ave in Chillicothe	Pavement Rehab / Resurfacing	NHPP-State	80%	\$ 2,160,000
							State	20%	\$ 540,000
							Local		
							<b>Total</b>		<b>\$ 2,700,000</b>

Reason for Amendment: Updated cost

I-74 Bridge Preservation / Rebbab	S-21-12				Various structures between Morton & Goodfield	Interstate bridge preservation & rehabilitation	NHPP-State	90%	\$ 5,747,000
							State	10%	\$ 638,000
							Local		
							<b>Total</b>		<b>\$ 6,385,000</b>

Reason for Amendment: Added to FY21 program

Traffic Signals	S-21-13				Various locations in District 4	Installation of Dilemma Zone Detection at high speed signalized intersections	HSIP-State	90%	\$ 720,000
							State	10%	\$ 80,000
							Local		
							<b>Total</b>		<b>\$ 800,000</b>

Reason for Amendment: Added to FY21 program

IL 116/Woodland Knolls Rd intersection	S-21-14				IL 116/Woodland Knolls/Ten Mile Creek intersection in Germantown	Intersection improvement	HSIP-State	90%	\$ 603,000
							State	10%	\$ 67,000
							Local		
							<b>Total</b>		<b>\$ 670,000</b>

Reason for Amendment: Added to FY21 program

Preservation of various bridges	S-21-15				Over Illinois River	Bridge Cleaning	NHPP-State	82%	\$ 800,000
							STP-Rural-State		
							State	18%	\$ 175,000
							Local		
<b>Total</b>		<b>\$ 975,000</b>							

Reason for Amendment: Added to FY21 program

Technical	9/16/2020
Policy	

IDOT District 4 Local Roads	
IDOT District 4 Programming	
FHWA	

- NOTES:**
- 1) The projects in the state portion of the TIP are the Illinois Department of Transportation's estimate for fiscal year project scheduling and represent an intent to proceed. Impacts on individual project readiness include funding availability, unforeseen events (environmental problems, engineering, land acquisition) and the department's need to retain programmatic flexibility to address changing conditions and priorities on the state highway system.
  - 2) Projects can be moved from Year 2 or 3 of the TIP into Year 1 with the approval of the implementing agency and the PPUATS POLICY COMMITTEE. The implementing agency may elect to change fund type with notification to the PPUATS POLICY COMMITTEE.
  - 3) The Excel document for this form uses formulas to calculate Funding Share % and Total Project Cost. These cells cannot be edited by default, to prevent accidental overwriting of these formulas. To override this protection in Excel 2010 and above, click on the "Review" tab and then click on "Unprotect Sheet."

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# MEMORANDUM

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**TO:** TCRPC and PPUATS Policy Chairmen  
**FROM:** Staff  
**SUBJECT:** MPO Requirements and Board Membership  
**DATE:** July 13, 2020

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## Background

In January 2020, the Chairmen of the Peoria-Pekin Urbanized Area Transportation Study (PPUATS) Policy Committee and Tri-County Regional Planning Commission (TCRPC) directed staff to research metropolitan planning organization (MPO) membership requirements and analyze the current membership of their respective organizations. The exercise also included proposing a combined PPUATS-TCRPC board, for the sole purpose of achieving greater efficiency for regional decision-making through one streamlined organization. The following represent staff's findings in these areas.

## MPO/TMA membership requirements

The PPUATS Policy Committee is recognized as the MPO for the Peoria-Pekin Urbanized Area. The Peoria-Pekin Urbanized Area has a population greater than 200,000 and is classified as a Transportation Management Area (TMA) by the US Department of Transportation. According to Federal law (23 CFR § 450.310), an MPO representing a TMA must consist of at least the following:

- General purpose local governments representing at least 75% of the urbanized area population
- Largest municipality in the urbanized area
- Operators of major modes of transportation, including public transportation in the urbanized area
- Appropriate State officials

As of July 2020, the PPUATS Policy Committee is the only organization in the Peoria-Pekin Urbanized Area that meets these requirements. PPUATS membership includes local governments representing at least 75% of the population, the urbanized area's largest municipality (City of Peoria), transportation operators (Greater Peoria Mass Transit District), and State officials (Illinois Department of Transportation [IDOT] District 4).

MPO designation remains in effect until an official redesignation is made. MPO redesignation requires agreement between the Governor of Illinois and local governments representing at least 75% of the urbanized area population. Redesignation is necessary when the existing MPO proposes to make:

1. A substantial change in the proportion of voting members of the MPO; or
2. A substantial change in the decision-making authority or responsibility of the MPO.

Minor changes to MPO membership, authority, or responsibility do not require redesignation so long as they do not trigger a substantial change (listed previously). Minor changes to MPO membership include:

1. Updates to the urbanized area boundary
2. Adding members following an expansion of the urbanized area
3. Adding members necessary to meet MPO/TMA membership requirements
4. Periodic rotation of members representing general purpose local government, per MPO bylaws

**PPUATS Policy Committee**

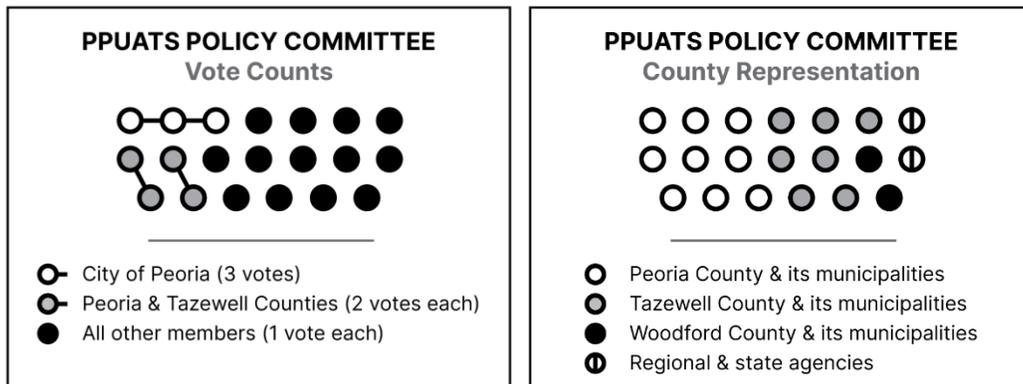
The PPUATS Policy Committee is the decision-making body of the Peoria-Pekin MPO. The MPO boundary is the Metropolitan Planning Area (MPA), which includes the urbanized area and the contiguous area expected to become urbanized within the next 20 years. PPUATS reviews and updates these areas every 10 years following the results of the United States Census.

The Policy Committee consists of 20 members representing local and State governments as well as regional transportation, listed below. Members are represented by the chief elected official(s) or administrator(s) appointed by their board or council. Each PPUATS Policy member has one voting representative unless noted otherwise.

- Peoria, City of (3)
- Peoria County (2)
- Tazewell County (2)
- Woodford County
- Bartonville
- Chillicothe
- Creve Coeur
- East Peoria
- Germantown Hills
- Morton
- Pekin
- Peoria Heights
- Washington
- West Peoria
- IDOT District 4
- Greater Peoria Mass Transit District

Voting membership of the PPUATS Policy is based roughly on the amount of motor fuel tax (MFT) dollars generated annual in each local government member community, according to the MPO bylaws. MFT *roughly* accounts for transportation system size, regionally significant transportation assets, and population. For example, the City of Peoria—whose 3 representatives are 15% of the Policy Committee’s voting membership—generates about 25% of the urbanized area’s MFT annually, contains about 20% of the urbanized area’s federal aid roads, and holds 45% of the urbanized area’s population.

Members with relatively large shares of transportation assets and responsibilities have more votes on PPUATS Policy. However, based on the committee’s structure (below), only actions with broad, regional support can achieve a majority vote. One member is 5% of the committee’s voting membership.



The PPUATS Technical Committee serves as the technical advisory board for PPUATS Policy. PPUATS Technical provides transportation expertise to the MPO process by preparing, reviewing, and recommending actions to the Policy Committee. PPUATS Technical membership is identical to that of PPUATS Policy, with the addition of the Greater Peoria Airport and TCRPC as single-vote members. The Policy Committee must vote on all recommendations from the Technical Committee.

Key characteristics:

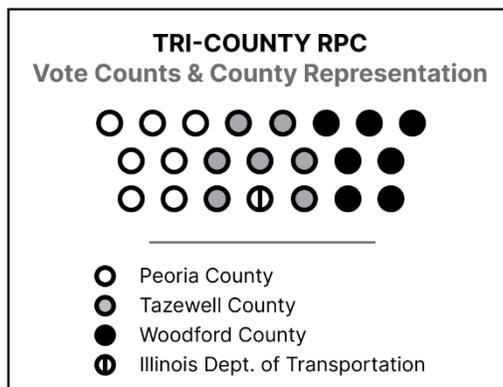
- Meets MPO membership requirements
- Voting structure provides some equity while still requiring regional support for actions
- Broad, diverse membership base
- Focused on urbanized area – Does not explicitly include rural areas

**Tri-County Regional Planning Commission**

The Tri-County Regional Planning Commission serves as the overall “steward of the regional vision” for Peoria, Tazewell, and Woodford Counties. The Commission is a forum for regional issues in transportation, environment, and land use. TCRPC has acted in this capacity since 1958 as a county-based organization for most of its existence. The Commission consists of 22 voting members, 7 representatives of each county and 1 representative of IDOT District 4.

County representatives are appointed to the Commission by their respective county board chair. Traditionally, county appointees are current or recent members of their county board. Woodford County is the only member currently not in keeping this tradition, sending representatives of local governments along with county board members. County appointees may reside in, represent districts within, or be elected to office in MPO municipalities, but no part of the TCRPC bylaws require such representation.

Each county makes up about 32% of the Commission’s voting membership. IDOT District 4 sends one representative, about 4% of the voting membership. County members are represented equally with 7 representatives, regardless of population or any other factor. This structure requires regional (i.e. multiple county) support for an action to achieve a majority vote, doing so at the expense of equity between counties with varying populations.



The Commission does not have a technical advisory board, but it does maintain boards and committees to assist in its operation, management, and program planning activities. They are as follows.

- Executive Board: Formulates and coordinates Commission policy
- Ways and Means Committee: Reviews and advises the Commission on fiscal affairs
- Personnel Committee: Reviews and advises the Commission on personnel matters
- Nominations Committee: Prepares slates of nominations for Commission officers annually

Key characteristics:

- Does not meet MPO membership requirements
- Ensures regional support for actions at the expense of equitable representation
- Narrow membership base (traditionally)
- Focus includes urban and rural areas

**Proposed combined board**

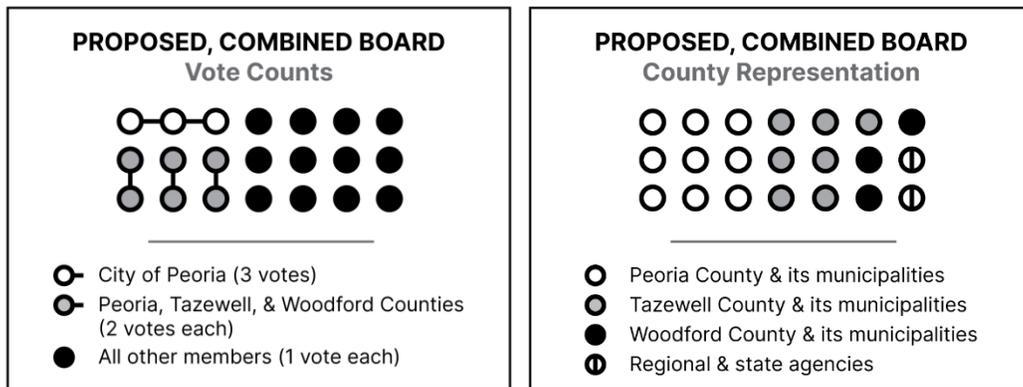
Staff considered several factors when developing a combined MPO/RPC board. They are:

- Ensure board is appropriate for decisions in regional transportation, land use, and environment
- Satisfy federal MPO membership requirements and avoid MPO redesignation (see Page 1)
- Make for urban and rural representation in regional decision-making
- Balance equality and equity (avoid “tyranny of the majority” and “tyranny of the minority”)

Staff used the current MPO board (PPUATS Policy Committee) as a starting place so that modifications might classify as “minor changes” that do not trigger MPO redesignation. The proposed board consists of 21 members representing local and State governments as well as regional transportation, listed below. Members are represented by the chief elected official(s) or administrator(s) appointed by their board or council. Each board member has one voting representative unless noted otherwise.

The only proposed change to the existing MPO board is the addition of one voting representative for Woodford County (seen in figure below, left). This change would provide voting parity among County members while accounting for factors like MFT and population in overall representation. Remaining one-vote members would keep most of their existing voting parity (about 5%) on the MPO board. Under this model, no one member, county, or interest may achieve a majority vote without significant support from other members. To ensure rural voices at the table, staff recommends requiring or suggesting that county members appoint 1 voting representative from a ward or district outside of the urbanized area.

Changes to TCRPC membership would require resolutions by Peoria, Tazewell, and Woodford Counties and modification to some language in the Commission bylaws. Changes to PPUATS Policy membership would require modification to its bylaws, namely Article VI (Voting) Section A, via a two-thirds vote.



Staff recommends maintaining both organizations’ advisory boards and committees. The Technical Committee provides needed expertise when evaluating and creating transportation policy. Committees such as Ways and Means provide essential review and input while streamlining full board meetings. Staff recommends that Technical Committee membership not be changed. Other committees should be made up of board members representing different parts of the region.

Key characteristics:

- Meets MPO membership requirements and does not require reclassification
- Voting structure provides some equity while still requiring regional support for actions
- Broad and diverse membership base
- Recommend or require 1 voting county rep to represent a rural (defined by Census Bureau/MPO) district/ward