



# TRI-COUNTY REGIONAL PLANNING COMMISSION

EST. 1958

## **EXECUTIVE BOARD MEETING**

**456 Fulton St. Suite 401**

**Peoria, IL 61602**

**Don White, CHAIRMAN**

**(Greg Menold, Russ Crawford, Rita Ali, Andrew Rand, Autum Jones, Chuck Nagel, John Kahl)**

***Monday, July 18, 2022***

***9:00 a.m.***

**<https://global.gotomeeting.com/join/291023189>**

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**Access Code: 291-023-189**

## **AGENDA**

1. Call to Order
2. Roll Call
3. Public Input
4. Motion to approve June 20, 2022 minutes
5. Executive Director report
6. Discussion of Strategic Planning session(s)
7. Other
8. Adjournment



# TRI-COUNTY REGIONAL PLANNING COMMISSION

EST. 1958

## EXECUTIVE BOARD MEETING

456 Fulton St. Suite 401

Peoria, IL 61602

**Mike Hinrichsen, CHAIRMAN**

**(Don White, Greg Menold, Russ Crawford, Rita Ali, Andrew Rand, Barry Logan, Chuck Nagel)**

***Monday, June 20, 2022***

***9:00 a.m.***

## MINUTES

1. Call to Order

Chairman Mike Hinrichsen called the meeting to order at 9:00 a.m.

2. Roll Call

Present: Mike Hinrichsen, Don White, Greg Menold, Russ Crawford, Andrew Rand, and Barry Logan. Absent: Rita Ali, and Chuck Nagel. Staff: Eric Miller, Ray Lees, and Debbie Ulrich.

3. Public Input- none

4. Motion to approve May 16, 2022, minutes

Greg Menold moved to approve the May 16, 2022, minutes and Don White seconded. Motion carried.

5. Executive Director report

Eric Miller reported on the following:

- IDHS audit- good results. They had a couple issues of there being no financial policies.
- Continue with Port District- October timeframe for grant
- IDOT- IDHS program audit
- Strategic Planning meeting- waiting for final report.
- Asian Carp- IDNR meeting this Wednesday to rename the fish product (COPI)

Don White asked about the viaduct in Chillicothe.

- Eric Miller said he was approached by a Mega grant and described the lobbyists involved. The primary application consists of a Benefit Cost Analysis which was not completed so it will not be accepted.
- Russ Crawford explained the situation of this not taken seriously is a safety hazard.
- Eric Miller agreed this is a regional situation that needs attention and safety issues addressed.

6. Motion to recommend to Full Commission the approval for Salary Ranges of Full-Time employees (Resolution 23-02)

Barry Logan moved to recommend to Full Commission the approval for Salary Ranges of Full-Time employees (Resolution 23-02) and Russ Crawford seconded.

- Eric Miller explained the salary changes of the CPI is 8.6% so we adjusted ours by 4%.

- Russ Crawford explained the need to retain and hire persons. We need to be ready if we get slammed by a recession. We have a good organization so let us keep it.
- Don White asked about a salary survey this year. Eric Miller said it is in process.

Motion carried.

7. Motion to recommend to Full Commission the approval for Salary Increases of Full Time and Part-time Employees (Resolution 23-01)

Barry Logan moved to recommend to Full Commission the approval for Salary Increases of Full Time and Part-Time Employees (Resolution 23-01) and Andrew Rand seconded.

- Eric Miller said they adjusted the budget to 8% for raises at the last Executive Board meeting but is recommending it to be 6% starting July 1, 2022. We can use the rest of the 2% after the salary survey is complete.
- Russ Crawford said it is up to Eric how it is dispersed.
- Don White said Eric oversees personnel. He also asked if Eric is included in the 6% and Eric said he is.

8. Other

Barry Logan mentioned this is his last meeting to represent Woodford County. Autumn Jones is taking his place and will be appointed tomorrow night at their board meeting.

Russ Crawford said Barry was dynamic on the merger issues. Wished him the best of luck. Mike Hinrichsen agreed. Wished all the best.

Barry Logan said it was most enjoyable to represent Woodford County.

Eric Miller thanked both Mike Hinrichsen and Barry Logan.

9. Adjournment

Mike Hinrichsen adjourned the meeting.

Submitted by:

Eric Miller, Executive Director

Transcribed by:

Debbie Ulrich, Office Manager

To: Members of the Commission  
From Eric W. Miller, Executive Director  
Date: July 18, 2022  
Subject: Executive Director Report for July 2022

Project	Activity	Status
Administrative		
Headlines	Review Consultant's report of Strategic Planning Meeting	Ongoing
	Working with stakeholders with guardrail agreements	Ongoing
	Monitored Federal Grants NOFO's	Ongoing
	Working with members on support for federal grant programs	Complete
	Coordination with Stakeholders regarding Hanna City Trail Implementation	Ongoing
	Continued support of regional freight transportation through the Heart of Illinois Regional Port District	Ongoing
	Working with IDHS regarding Program Audit	Ongoing
	Met with Peoria Rail Team to review feasibility study	Ongoing
Commission vendor selection	Developing RFQ for legal services	Will begin in July
Personnel	Annual staff reviews ongoing	Ongoing
	Executed Agreement with HR fit for Salary Survey	Ongoing
Website	Content review of website.	Ongoing
Planning issues		
Illinois River Issues	Continued coordination of Beneficial Use of Dredged Material Pilot project	Ongoing
	Continued coordination and outreach regarding Asian Carp	Ongoing
	Continued discussion with stakeholders re: Island Design Workshop -USACE Engineering with Nature (native)	Ongoing
Village of Goodfield Comp Plan	Continued discussion with Village board regarding Scope of work	On hold
Village of Dunlap Comp Plan	Work is complete	Complete
Village of Tremont Comp Plan	Work is ongoing	Ongoing
Village of Germantown Hills Comp Plan	Continued discussion with Village board regarding scope of work	Ongoing
Village of Minonk Comp Plan	Presented scope of work and Contract to Village Board	Ongoing
Village of Eureka park mapping project	Work is ongoing	Ongoing
Village of Creve Coeur	Continued discussion with Village board regarding scope of work	Ongoing
Village of Bartonville	Continued discussion with Village board regarding scope of work	Ongoing
City of Chillicothe	Continued discussion with Village board regarding scope of work	Ongoing
Village of Brimfield	Continued discussion with Village board regarding scope of work	Ongoing
Watershed Planning	Submitted Scope of Work and IEPA 319 Grant Submittal for a Watershed plan in Kickapoo Creek WS	Ongoing
Hazard Mitigation Plan	Submitted full proposal to update Hazard mitigation plan, Coordination with IEMA and Stakeholders	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
Bartonville		
Logan County GIS technical assistance	Signed Contract, work has commenced	Ongoing
Maintained COVID-19 dashboard for Woodford County Health Dept.		Ongoing
MPO/Transportation		
Technical Committee	Prepare agenda for and coordination for Technical Meetings	ongoing
Transportation Improvement Program	Development of FY 23 Transportation Improvement Program	Complete
	Creation of web based TIP document application	
	Processed FY 22 TIP Amendments	Ongoing
Intelligent Transportation Systems	Continued work on update to regional ITS architecture	on hold
Highway Safety Improvement Program Guardrails	working with Stakeholders to identify project lead for implementation	Ongoing
Special Transportation Studies		
City of East Peoria Riverfront Bikeway study	Project is complete	Complete
Woodford County Pavement evaluation	Project is complete	Complete
East Peoria Storm Sewer planning	Consultant Selection underway	Ongoing
Passenger Rail multimodal Center location study	Draft report received	Ongoing
		Ongoing
FY 21 State Planning and Research Funding		
Asset Management software	Project is underway, coordinating with consultant	Ongoing
Activity Based Travel Demand Model	Project is underway, coordinating with consultant	Ongoing
Congestion Management Plan	Project is underway, coordinating with consultant	Ongoing
FY 23 State Planning and Research Funding	4 proposals submitted awaiting award decision by IDOT	ongoing
HSTP/Transportation		
5310 program Grant	work with 5310 Grant recipients to ensure commitment to project	Ongoing
HSTP meetings		

# Staff Memo

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TCRPC Executive Board

**Date: July 18, 2022**

**ISSUE: Strategic Planning Results and Next Steps**

Discussion regarding Transportation Strategic Planning

**ACTION NEEDED BY PERSONNEL COMMITTEE:**  
**Discussion item**

**BACKGROUND:**

Please find attached the report from Erik Cempel, the facilitator of our recent transportation Strategic Planning Sessions.

The report summarizes the two meeting that were held and presents recommendations and next steps for the Commission in developing a strategy to create a regional transportation agenda and leverage federal discretionary grants that are expected over the lifecycle of the federal Bipartisan Infrastructure Law (BIL). Staff has reviewed the document and agrees with the recommendations moving forward.

In summary the next steps include,

**Creating a transportation dashboard from existing data sources that support Federal Performance Measures and LRTP Goals**

Listed in the table below are the goals of our current LRTP.

The Greater Peoria Area will have a safe, balanced, regional, and multimodal transportation system that creates an attainable and economically sustainable solution to connect communities to Areas of Opportunity, increase access, maintain infrastructure, and enhance environmental justice for current residents and future generations.				
<b>Public Health</b>  Promote active, healthy living in our region by striving for safety, security, and accessibility in our transportation system.	<b>Mobility &amp; Connectivity</b>  Enable people, goods, and information to travel efficiently throughout, to, and from our region.	<b>Economy</b>  Maintain a transportation system that builds prosperity throughout our region.	<b>Freight</b>  Provide strategic direction for freight movements to, from, and within our region's transportation system	<b>Environment</b>  Support the preservation of natural resources, build environmental resiliency, and improve quality of life through our transportation decisions.

Staff recommends that pavement and bridge condition a part of the dashboard from asset management perspective.

Action needed: Staff compiles existing data into digital and hardcopy (dashboard) reports.

**Create Regional Priority Project List for the Tri-County area**

The list should be prioritized through a quantitative and qualitative process agreed upon by the Commission; this process might look like the current STB grant process, with exact measures adjusted to match Federal priorities and grant requirements and highlighting regional significance to ensure only competitive projects make the list

# Staff Memo

TCRPC Executive Board

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Action needed: Establish a regional priority project committee of Technical members and Commissioners to develop screening criteria similar to the STBG process and develop the priority project list.

## **Support Effective Grant Applications**

TCRPC will track grant timelines with listed eligible grants for the top priority projects in each category. Furthermore, TCRPC should provide technical support to grants and applications if desired.

Action needed: Develop grant tracking process for all federal transportation discretionary programs.

## **Environmental and Land Use Development Strategies**

Once the transportation strategy tasks are established, staff desires to develop future strategy sessions in the Commission's other two "core" areas, the environment and regional land use development. These sessions would be like the format of the transportation strategy sessions, in that stakeholder input session would generate information that summarized for the Commission to develop regional priorities for those core areas. Staff would start these efforts this fall.

# MEMORANDUM

**DATE:** June 30, 2022  
**TO:** Eric Miller and Ray Lees, TCRPC  
**FROM:** Erik Cempel, CempelITC  
**SUBJECT:** TCRPC Strategic Planning – Summary and Recommendations

## 1. Introduction

In the last development of the TCRPC LRTP, there was no opportunity for visioning and goal development; these were mostly developed internally due to COVID. Further, since that time state and Federal capital bills have emerged, providing tremendous opportunity for infrastructure investment for communities that have strategically developed an investment plan for their regions.

As a result, TCRPC engaged in two strategic planning workshops and a series of one-on-one meetings with local leaders and engineers to reaffirm the regional vision and goals and to chart a path for maximizing receipt of Federal discretionary funding for the region. The output from these meetings will serve as a basis for the next LRTP, and will be the starting point for a strategic investment plan for the region that aligns with the recent transportation bills.

Strategic planning is more about process than the resulting report, so the purpose of the meetings also was to allow participants to provide input; become engaged; feel heard; get educated; and become advocates and owners. Meeting 1 focused on public and advocate outreach, including educating participants on key local issues and polling their input on their most important priorities. A set of one-on-one meetings led by TCRPC with local communities, IDOT, and CityLink provided more detailed input on transportation priorities. Finally, Meeting 2 focused on understanding what Commissioners want the transportation system to be and to accomplish for the region. It built on outputs from the prior meetings to build consensus on what is most important and align with the Federal infrastructure bill.

## 2. Meeting Summary

### *Meeting 1. Public, Stakeholders, and Commissioners*

Meeting 1 was held at the Scottish Rite Cathedral on April 28, 2022, from 5:00pm to 7:15pm; it was also broadcast over GoToMeeting for virtual participation. The meeting included presentations from former USDOT Secretary LaHood; a panel of topical experts on regional transportation issues; existing conditions; and the new Federal infrastructure bill. Participants engaged in several online, real-time polls; a collaborative strengths, weaknesses, opportunities, and threats (SWOT) analysis; and questions and answer periods.

Nearly 100 people attended in person or virtually, with 62 pre-meeting survey respondents. The most common motivations for attending the event were:

- Learn more about transportation in the region
- Express the need to implement more complete streets
- Create equitable and accessible infrastructure for Peoria's economic development
- Collaborate and discuss the various ways that people could tap into the Peoria's area's potential

In the pre-meeting survey about how respondents travel, the following key themes materialized:

- Travel by personal car is the primary mode of transportation amongst participants due to its convenience, flexibility, and speed;
- There are concerns about the safety and adequacy of the walking and bicycle network, and they identified specific expansions to the network as a priority; and
- Few use transit, but might consider it if there were more frequent service, more direct routes, and more convenient bus stops to their origins and destinations.

Participants highlighted the strengths, weaknesses, opportunities, and threats shown in Table 1.

**Table 1. SWOT Analysis Summary**

<b>Strengths</b> <ul style="list-style-type: none"> <li>• Illinois River</li> <li>• Interstate access</li> <li>• Airport</li> <li>• Freight rail</li> <li>• Central location in the state and country</li> <li>• Bike paths, including Rock Island Greenway</li> </ul>	<b>Weaknesses</b> <ul style="list-style-type: none"> <li>• Need more bike lanes/safe infrastructure</li> <li>• Pedestrian safety and accessibility</li> <li>• No intercity passenger rail connection</li> <li>• Car centric/limited multimodal options</li> <li>• Can't afford to maintain roads</li> <li>• Lack of coordination/working in silos</li> </ul>
<b>Opportunities</b> <ul style="list-style-type: none"> <li>• Passenger rail</li> <li>• Bike lanes/trails/road diets</li> <li>• Microtransit/paratransit/tech in transportation</li> <li>• Greater utilization of the river for transportation</li> <li>• More regional collaboration</li> </ul>	<b>Threats</b> <ul style="list-style-type: none"> <li>• Competition instead of collaboration</li> <li>• Community not working/living in the past</li> <li>• Building new roads we cannot maintain instead of better maintenance of current roadways</li> <li>• Not working together to address transportation issues</li> <li>• Declining population and tax base</li> </ul>

Ultimately, the top priorities identified by Meeting 1 participants include:

- Maintaining Roads
- Providing Safety Improvements (including for ped/bike)
- Expanding Public Transit
- Expanding Pedestrian Accommodations (and bike infrastructure)
- Intercity Passenger Rail

More detailed meeting notes are referenced in the appendix.

### **Meeting 2. Commissioners**

Meeting 2 was focused on the Commissioners, and was held on June 3, 2022, 9:00am to 2:00pm and TCRPC offices. The presentation provided a primer on TCRPC and the regional transportation planning process and requirements; an overview of recent transportation bills; national and regional transportation trends; and a summary of prior meeting results. The participants engaged in a SWOT exercise building on the Meeting 1 SWOT results. The main body of discussion focused on strategic approaches to regional coordination, centering on creating regional priorities for better acquisition of Federal funding.



Several key items were indicated or discussed:

- Several Commissioners indicated that the background information on what an MPO is and what it does was helpful. They indicated that education of staff, elected officials, and the public on processes is very important.
- For Meeting 1 results, they praised the meeting format and opportunities for input.
- There was a focus on asset management, including the need to understand asset management implications of future investments.
- As part of that, participants indicated the need for a good baseline assessment of system performance. Gathering and analyzing data, in a cohesive and comprehensive way, is very important.
- Participants also considered larger trends and future risks: covid, inflation, gas prices. Resilience of the transportation system, therefore, is important.
- TCRPC should allow attendees to add input after the meeting—continuous input is important.

The participants informally agreed on the following items:

- The region needs to speak with one voice moving forward; communication and coordination is key in that, both amongst commissioners and community leaders as well as with the public and to those outside of the region. There is an understanding that by having “one voice” and creating regional priorities, each local community might not always get their own first priority.
- A key purpose of speaking with one voice is to better compete with other regions for Federal discretionary funding.
- An effective way to accomplish this is to create Regional Priority Project List for the Tri-County area.
- The list should be prioritized through a quantitative and qualitative process agreed upon by the Commission; this process might look similar to the current STB grant process, with exact measures adjusted to match Federal priorities and grant requirements and highlighting regional significance.
- Projects on the list can be categorized into “buckets”. These might correspond to IJJA program areas or modes. This will help align with discretionary grant programs and pick appropriate top projects to support for each grant notice of funding opportunity; it also will facilitate prioritizing like projects against like projects.
- There should be a minimum project cost threshold for a project to be included on the list. To ensure projects are truly regional and competitive with other regions for Federal grants, a minimum of \$20 to \$30 million was suggested; however, it was recognized that different minimum thresholds might be necessary for different project and grant types, e.g., bicycle and pedestrian-related projects.
- The Commission will further discuss these regional priorities with the IDOT District regarding regional priorities, and recommend those priorities to IDOT for the region; this should happen by early fall to align with IDOT’s processes.
- Once a regional priority project list is created, it should be publicized at a future event to communicate the priorities, the process, and how support for the list will be critical for maximizing future infrastructure funds.

### ***1-on-1 Community Meetings***

TCRPC conducted one-on-one meetings during May and early June 2022 – between Meeting 1 and Meeting 2 – with community elected officials, decision-makers, and engineers. Meetings were conducted with 14 local governments, IDOT District 4, and CityLink.

Meeting participants provided general priorities and specific local and regional projects. These priorities and projects generally fell into six key categories:

- Road maintenance/preservation at all levels
- Bridge maintenance/reconstruction
- Freight multimodal/intermodal development
- Bicycle/pedestrian connections, maintenance
- Transit access (geographic and temporal), options, innovation
- Quality of life issues

Many of the regional and community issues identified in these meetings are consistent with items identified by participants in Meeting 1.

Much of the detailed information collected will support the next round of LRTP and TIP development; this information can be found in the Appendix.

### 3. Recommendations and Next Steps

#### General

- Based on input from all the meetings in Section 2, the vision and goals are largely consistent with the current priorities in the region; this can be revisited again with the next LRTP update.

**Figure 1. Existing Vision and Goals**

The Greater Peoria Area will have a safe, balanced, regional, and multimodal transportation system that creates an attainable and economically sustainable solution to connect communities to Areas of Opportunity, increase access, maintain infrastructure, and enhance environmental justice for current residents and future generations.				
<b>Public Health</b>	<b>Mobility &amp; Connectivity</b>	<b>Economy</b>	<b>Freight</b>	<b>Environment</b>
Promote active, healthy living in our region by striving for safety, security, and accessibility in our transportation system.	Enable people, goods, and information to travel efficiently throughout, to, and from our region.	Maintain a transportation system that builds prosperity throughout our region.	Provide strategic direction for freight movements to, from, and within our region's transportation system	Support the preservation of natural resources, build environmental resiliency, and improve quality of life through our transportation decisions.

- Continue to educate the Commission each year with a primer on TCRPC, and more generally roles and duties of an MPO.
- Strengthen collection of, access to, and analysis of existing data to support understanding of existing conditions and performance evaluation of potential projects from a consistent dataset.

### ***Creation of Regional Priority Project List***

- Create Regional Priority Project List for the Tri-County area.
- The list should be prioritized through a quantitative and qualitative process agreed upon by the Commission; this process might look similar to the current STB grant process, with exact measures adjusted to match Federal priorities and grant requirements and highlighting regional significance to ensure only competitive projects make the list:
  - Project minimum eligibility criteria, such as:
    - Projects must be located in the MPO 20-Year Metropolitan Planning Area.
    - Projects must be listed in the LRTP (and depending on the category, IDOT LRTP or modal plans).
    - Projects must be ready to go into the stage of project development for which funding will be requested.
    - There should be an existing commitment to a portion of a local match (though expanding the match through partnerships may occur after project is on the priority project list); the Commission may wish to determine a minimum existing match threshold (as a percent) to be eligible for the list.
    - Only dues-paying members of TCRPC are eligible to be a project sponsor.
  - Start with projects in the TIP, in LRTP, or identified through one-on-one community meetings. Similar projects could be combined into a single, larger, more regionally significant project. In the future, TCRPC could do a “call” for projects, or the Commission could review projects from the LRTP and TIP and collectively suggest projects each year that should be evaluated for consideration for the list.
  - TCRPC can establish an evaluation rubric similar to the STB grant process. It should *also* consider the project’s impact on:
    - Economic impacts such as growing the economy, enhancing U.S. competitiveness, and creating good jobs.
    - Sustainability, resilience, and equity.
    - Federal benefit-cost analysis, including categories such as:
      - Safety
      - Travel time
      - Operating cost savings
      - Emissions reductions
      - Facility and vehicle amenities
      - Health
    - Impact on regional needs, through an overlay with needs analysis done by TCRPC.
  - TCRPC establishes a Review Subcommittee to assign Regional Significance points.
  - Staff presents the final scores and tiers to the subcommittee; subcommittee recommends projects to the Technical Committee.

- Technical Committee considers the subcommittee's recommendation and makes their own recommendation to the Commission.
  - TCRPC adopts their final project selection(s) into the Regional Priority Project List.
- Consider modifying projects to make them more competitive for the criteria above; even projects that have made the list can be made more competitive.
- Create buckets of projects on the list that correspond to IJIA program areas or modes. One suggested grouping includes:
  - roads and bridges;
  - transit;
  - bike/ped and micromobility;
  - rail/freight/intermodal.

Projects may overlap categories. Consider developing a matrix that includes key project benefits/focus areas that are not modal, e.g., safety, preservation, resilience, equity, environment. This will help to match projects to discretionary funding.

- If no regional priority projects are in a particular category, consider developing a project as a region based on systems analysis and need, or by combining several smaller projects (but driven by an identified need).
- There should be a minimum project cost threshold for a project to be included on the list. To ensure projects are truly regional and competitive with other regions for Federal grants, a minimum of \$20 to \$30 million was suggested; however, it was recognized that different minimum thresholds might be necessary for different project and grant types, e.g., bicycle and pedestrian-related projects. Assess the current LRTP and TIP projects by selected categories to determine current mean and a standard deviation above the mean of project costs for each category. Alternatively, identify projects that could be considered regional in nature and check the costs of those projects, ensuring that any threshold would ensure those projects could be included. These approaches may help yield a reasonable starting point for minimum thresholds.
- Projects, while they may be at different stages of development including early stages of planning, should still be well-defined enough to broadly define potential benefits and costs. Programs or broad statements of needs will not be suitable for the purposes of the list.
- Entries on the list should include project name, total cost, current stage of project development, cost for next stage of project development, local match, key benefits (checkboxes for safety, preservation, resilience, equity, environment, etc.), eligible IJIA grant programs, and project sponsor.
- Create a timeline of expected Federal grant notices of funding opportunity for the next 6-12 months, and map this to the eligible grant programs listed for the top priorities in each category. Likely relevant grant programs are shown in Table 2.
- The Commission should formally vote on the process to develop the list, and the list itself.
- The Commission will present these regional priorities with the IDOT District regarding regional priorities, and recommend those priorities to IDOT for the region; this should happen by early fall every year to align with IDOT's processes.

- Once a regional priority project list is created, it should be publicized at a future event to communicate the priorities, the process, and how support for the list will be critical for maximizing future infrastructure funds. All relevant partners for future grants should be involved in this event, including:
  - Local municipalities and counties
  - IDOT
  - Federal, state and local elected officials
  - USDOT (FRA, FTA, FHWA) representatives
  - Business groups such as the Chamber or Rotary
  - GPEDC
  - advocates
- Post the list on the TCRPC website. At a minimum the list can be a PDF; a more advanced interface could allow users to click on projects and see more information, e.g., estimated cost, location on a map, score, and a narrative description of project and impacts to region.
- A process for maintaining and updating the list should also be explicitly stated. This might include set dates every year to submit updates or potential new projects, similar to a TIP update.

#### ***Support Effective Grant Applications***

- Match the grant timeline with listed eligible grants for the top priority projects in each category. Work with listed sponsors to determine if they believe the project will be ready to submit on the next grant cycle, and if they wish to work with TCRPC to advance the project.
- TCRPC can promote its ability to provide technical assistance to project sponsors for grant preparation and building a coalition of supporters for the project, well in advance of a notice of funding opportunity.

**Table 2. Relevant Grant Programs**

<u>ROADS AND BRIDGES</u>	<u>SAFETY</u>
<ul style="list-style-type: none"> <li>• Bridge Investment Program</li> </ul>	<ul style="list-style-type: none"> <li>• Safe Streets and Roads for All</li> </ul>
<u>MAJOR PROJECTS (Various Modes)</u>	<u>RAIL</u>
<ul style="list-style-type: none"> <li>• Local and Regional Project Assistance Grants (RAISE)</li> <li>• National Infrastructure Project Assistance (Megaprojects)</li> <li>• Nationally Significant Freight and Highway Projects (INFRA)</li> </ul>	<ul style="list-style-type: none"> <li>• Consolidated Rail Infrastructure and Safety Improvement Grants (CRISI)</li> <li>• Federal-State Partnership for Intercity Passenger Rail Grants</li> <li>• Railroad Crossing Elimination Grants</li> </ul>
<u>RESILIENCE</u>	<u>TRANSIT</u>
<ul style="list-style-type: none"> <li>• Building Resilient Infrastructure and Communities</li> <li>• Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)</li> <li>• Reconnecting Communities</li> <li>• Healthy Streets</li> </ul>	<ul style="list-style-type: none"> <li>• New Starts</li> <li>• Small Starts</li> <li>• Core Capacity</li> <li>• Bus</li> </ul>
<u>ALTERNATIVE FUELS</u>	<u>AVIATION AND PORTS</u>
<ul style="list-style-type: none"> <li>• Charging and Fueling Infra. Grants</li> <li>• Low or No Emission Grants</li> <li>• Community Alt. Fuel Infra. Grants</li> </ul>	<ul style="list-style-type: none"> <li>• Airport Terminal Program</li> <li>• Port Infrastructure Development Program Grants</li> </ul>
<u>OTHER</u>	
<ul style="list-style-type: none"> <li>• Advanced Transportation Technologies and Innovative Mobility</li> <li>• Strengthening Mobility and Revolutionizing Transportation (SMART)</li> <li>• Active Transportation Infrastructure Investment Program</li> </ul>	

## 4. Appendix – Meeting Notes

### *Meeting 1. Public, Stakeholders, and Commissioners*

See Meeting 2 PowerPoint “Strategic Planning: Meeting 1 Outcomes” section; “Pre-Meeting Survey.xls”; and “Strategic Planning top 5 graphs.xls” (all separate files) for detailed output from Meeting 1.

### *Meeting 2. Commissioners*

- Meeting started at 9:10 am
- Everyone introduced themselves around the room
- Housekeeping: Eric
- Eric introduction
  - Last year, TCRPC merged with PPUATS
  - New transportation bill has come out – investment levels we’ve never seen before
    - \$200 billion available
    - We want to put our efforts into the region to ensure success
  - Past efforts included other types of projects
    - Eastern bypass
    - Illinois 336
    - Peoria Lakes restoration
  - Goal is to come together to develop a process, agenda, way to move forward
    - We don’t know what that looks like yet
- Mike Hinrichsen introductory comments
  - Thanked everyone for being here
  - “If there’s any donuts left, you’re not being patriotic”
  - Reminder of Ray LaHood’s comments at the public Strategic Planning Session
  - Strategy logistics
    - We’re competing with other MPOs for the same dollars
    - Tradeoffs
    - We need to align ourselves to understand how we move forward
  - Execution of a strategy
    - A well-executed average strategy always beats a poorly executed great strategy
  - “Confront the issues that separate you from greatness”
- Erik Cempel, Cempel International Transportation Consulting
  - Worked at Amtrak, other MPOs, and other orgs to conduct similar work
  - The point is ultimately to acquire funds for projects that the group has settled on
  - Explained about regional transportation planning
    - A federal requirement for communities over 50,000 people
    - Federally required documents: LRTP, TIP, UPWP
    - Performance management while investing in transportation
      - Set measures and targets to be able to achieve outcomes
      - Seeking a return on investment
      - Improved system performance
  - Went over national goals
  - Ultimately, we want to link the planning to the programming
    - LRTP > vision and goals > TIP

- Example: Indianapolis MPO
  - Create a pie chart to show buckets of funding, percentages
    - Within each bucket, create criteria and score them
- Erik showed a timeline of grant programs in relation to TCRPC's document timeline (i.e. when LRTP will be completed, TIP, etc.)
- Went over LRTP goals
- STBG program
  - Select projects with a regional significance
    - The selection process is set based on the federal and LRTP goals
    - The commission and selection committee members are able to quantify different aspects of each project
- Erik asks if there are any questions and comments at this time
  - Some attendees commented:
  - Ricca – Eric and his team has been helpful
  - Terry – this is new to me; thanks for sharing
  - Russ – he has been a part of this group in past years, and he feels that this process should never be politicized
  - Erik thanked everyone for their comments
- Erik overview of transportation bills
  - IIJA
    - More than just transportation – 400 different pots of money
    - Two types of funding:
      - Formula funds
      - Discretionary funds – competitive funds
        - Focus on growing the economy
        - Alignment between state and regional plans, plus federal goals
    - Passenger rail, electric vehicles, and transit are included, but highways are still the major funding recipient
    - 31% competitive funding – more than previous bills
  - Rebuild Illinois
    - Helps with local match funding
    - Bolsters the federal funding available
- Comments from the group
  - Greg Menold – Comment about local cost share assistance with something like a county road on the outskirts of the county
    - Eric – with each project you must demonstrate need and potential
  - Don white – brought up issues with certain roads
    - Erik – it will help to build partnerships between agencies to tackle these projects
  - Erik – it's good to have both organizational partners as well as political support from elected officials
  - Karen Dvorsky – comment about cost/benefit analysis
- Erik – transportation trends
  - Went over national trends pre- and post-Covid
    - Increase in bike/ped; transit decreased but is creeping back up



- Car trips are about the same as pre-covid, but more for non-work trips
  - Spike in crashes and fatalities
- Comments from the group
  - Rick powers – it's not necessarily "post-covid"; it's inflation at this point because of such high gas prices
    - Erik – we don't have data about that because it's still too soon. But that is a good point
    - Erik talked about resilience for something like gas prices increasing – is there a backup?

5-minute break

Resumed at 10:35am

- Erik presented the outcomes from Meeting 1
  - Results from pre-meeting survey
- Comments from attendees of the first meeting
  - Russ – "it's the best process for input that I've been involved with" – he said he responded online
  - Mike H – it was good place to share information
  - Don White – biking/walking is not always transportation; likely recreational
  - Eric – what did you expect to hear but didn't?
    - Patrick Ulrich – how well do we **measure** our system performance? We need to be able to address this from a systems perspective to understand how to move forward
    - Rick Powers – used to live in Indianapolis; these problems show up in other areas
      - There, they requested asset management in combination with future projects
      - Show the condition of assets to know where to go from there
  - Erik – good to be able to show the public that we spent money in the past and it has produced a useful project
  - Erik – other MPOs have worked together to pool regional assets to show where priorities are
    - Eric – We have a system like this – ISI
    - Russ – we have to gather, analyze, and implement the data
- Erik went through the SWOT analysis
  - Both positives and negatives

Break into small groups at 11:15am

Reconvened at about 11:50am

- Groups share their top ideas; Reema writes down top ideas:
  - Biking & Amtrak—more recreational vs. commuter
  - Let's not replicate Chicago
  - Prioritizing regional projects for funding

- Consider the political aspects
  - Exploring/expanding technologies, **data**, and strategies
  - Unclear how federal funding will flow locally
    - **Communication and coordination is key**
    - Bring a collective voice forward
  - Give smaller communities and the public a voice
    - Educate these populations about governmental processes
  - Clearer signage/markings on roads
- Discussion followed
- Erik presented a summary of the one-on-one meetings that Eric and Ray held with different jurisdictions
  - Eric gave extra thoughts
    - Idea to have gateways to the region – “a more grand entrance to the region” on different roadways
- Further discussion
  - Focus on a need for communication
    - And education to personnel and the community
    - Regarding funding, processes
- Erik – defining regional significance
  - Think about who is benefitting from a project
    - This may be different than the community at hand, if people commute through a secondary community (like Creve Coeur)
  - Erik identified regional priority project lists in different regions – St. Louis and Chicago

Break, then reconvene at 1:10pm

Final discussion points:

- Group projects similar as IJJA
  - Prioritize lists
- Communication with higher-ups can be challenging
- Minimum threshold of funds
  - Illustrative project list
  - \$20-30 million+
  - Different threshold for different buckets
- Regional significance – ranking
- Discussions with the District regarding regional priorities
- Allow attendees to add input after the meetings—continuous input
- Create publicized future event

### ***1-on-1 Community Meetings***

## **Tri-County Regional Planning Commission**

## **Strategic Transportation Planning**

## **Regional/Community Issues**

May-June 2022

- Existing Infrastructure – Maintenance and Funding/MFT
- Financial Accountability/Responsibility – Long term Maintenance
- District 4 – More structurally deficient bridges than any other District in Illinois-
- Major River Crossings- impedes other state investment in the state system
- Regional & Community Connections / Plans - Bike/Ped Pathways/Sidewalks/Parks/Recreation – Winter Maintenance /Snow Removal, Rails to Trails/Explore Right-of-way acquisitions
- Regional Gateway / Corridor Enhancements North/ South
- Mass Transit – Gray Area Needs/Access, Micro-transit, System Efficiency, Expanded Service Times, Service Fee for Retailers beneficially impacted, All Electric Buses
- Cedar Street Bridge – Value? End of Life
- Fon Du Lac Bridge – Maintenance
- Viaducts – 29 & 24 Frustration with RR
- Underdeveloped Multimodal Corridors – Truck, Rail, River (Heart of Illinois Regional Port District)
- River Bluffs Erosion Control
- Storm Sewers – Aging
- Street Sign / Wayfinding – Larger Signs & Lettering
- Develop Regional Port District Opportunities
- Commercial Expansion – extension of infrastructure
- Assist Farmers, Township Roads falling apart
- Quality of Life issues (need to attract new residents/ balance with maintaining existing infrastructure.
- Increase in federal funding formula pots
- IL 336, is it still a priority?

## Strategic Transportation Planning

### Community Meetings Input Summary – Roadways & Other Infrastructure

May-June 2022

#### **Germantown Hills**

- Rt. 116 – Exploration of Bike/Ped Pathway & Bridge over 116- Metamora – McCluggage
- Woodland Knolls – sidewalks/pathways
- Summerset Drive – sidewalks/pathways
- Community enhancements

#### **Chillicothe**

- Rt. 29 Viaduct- mega grant applied for
- Selected City Streets – bike/ped pathways
- Truitt Drive – Drainage
- Sycamore Street – drainage
- City Gateways

#### **Peoria Heights**

- Prospect Road – Phase I planning/engineering Applied for (member initiative)
- Monroe – Commercial corridor from War Drive re-developments
- Poplar Lane – Bielfeldt Park
- Pabst Property Development – Surrounding Roadways
- Rock Island Trail – Trailhead

#### **IDOT District 4**

- Cedar Street Bridge – Repairs/Replacement/Removal \$300 million
- Fondulac Bridge - Repairs/Replacement/Removal
- Viaducts – 29 Chilli, 24 Washington, 29 Pekin
- Removal of IL 336 from the LRTP- does this release the hold on ROW
- Downtown Traffic Study- Peoria /EPeoria

#### **Creve Coeur**

- Fischer Road – Phase III reconstruction
- Wesley Road

#### **Bartonville**

- Rt. 24 South Gateway – demolition of Allied Mills facilities
- Rt. 24 upgrade – from Southside of Peoria to Keystone
- Connecting Parks with sidewalks – Alpha Park & Millennial Park
- Larger Street Signs/Letters & Numerals, placement too.
- Adams Street overlay

#### **West Peoria**

- Farmington Road – Sidewalks/Pathways & Bridge
- Western

#### **East Peoria**

- Rt. 116/Main Street – Widen
- Springfield Road
- West Muller Road

- East Washington St- 4 corners to -I-74
- Pinecrest Extension

#### **Pekin**

- Court St
- Derby St
- Front Street – Ports opportunities
- Veterans Sheridan -I-474 – establish Bike/Ped Pathways Raise grant applied for

#### **Peoria**

- Pioneer Parkway rebuild and extension- Mega grant applied for
- Bike/Ped Pathways – connections & development all over town
- Howett & Lincoln Streets – IDOT Improvement
- IL 29 narrows project Pedestrian improvements

#### **Morton**

- Tennessee & Broadway – Traffic Studies possible interchange with I-74
- Bike/Ped Trails & Pathways – TP&W RR right-of-way
- Main & Jackson – Phase II shelved by IDOT
- Completion of Queenwood Interchange other 2 legs

#### **Woodford**

- County Highway 13 -Rural funding applied for
- 80000# load limits expanded
- IL 26 needs shoulder work
- Washington Road in Metamora Intersection improvement

#### **Washington**

- Nofsinger Road
- Business 24
- TPW viaduct
- Washington Road interchange

#### **Tazewell County**

- Broadway Road- Washington Road corridor
- Muller Road Corridor

#### **Peoria County**

- Hanna City trail should be taken out of LRTP
- Would like to update and JT all County roads currently in Municipalities
  - 13miles