



U.S. Department  
of Transportation

# Transportation Management Area Planning Certification Review

Federal Highway  
Administration

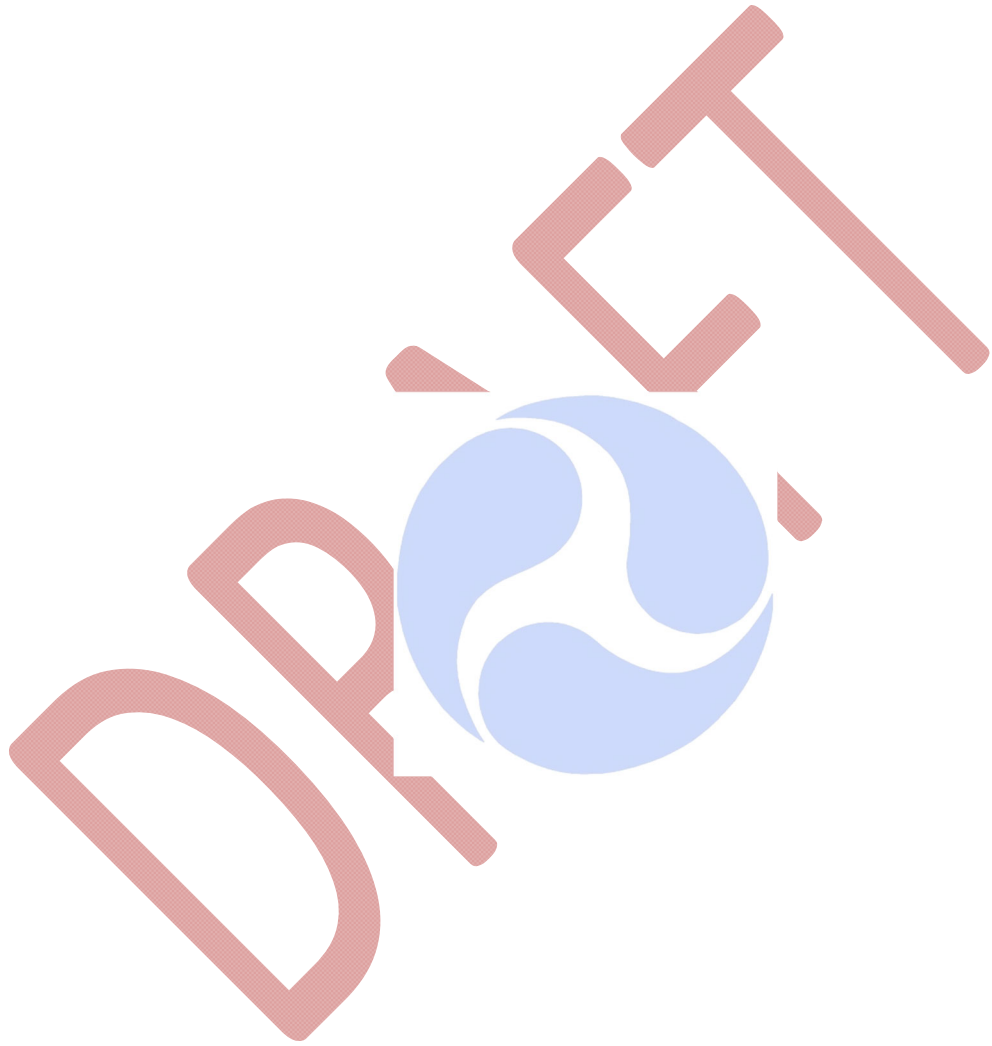
Federal Transit  
Administration

## Peoria, Illinois Transportation Management Area



**2026**

**Draft Summary Report**





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## 1.0 EXECUTIVE SUMMARY

On March 10, 2026, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the Certification Review of the transportation planning process for the Peoria, Illinois urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the federal planning requirements.

As a part of the TMA Certification Review process, FHWA and FTA employ a risk-based approach containing various factors to determine which topic areas require additional evaluation during the Certification Review. The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. This Certification Review was conducted to highlight best practices, identify opportunities for improvements, and ensure compliance with regulatory requirements.

The Certification Review included a desk review of the metropolitan planning organization's (MPO) planning products and processes, an opportunity for public comment via a web-based survey posted by the MPO, and a site review with staff from the Tri-County Regional Planning Commission (TCRPC) and the Illinois Department of Transportation (IDOT) on March 10, 2026.

Based on the findings from the Certification Review, the FHWA and FTA jointly notified the TCRPC MPO and IDOT by letter dated [REDACTED] that the Peoria, IL, TMA's metropolitan transportation planning process meets federal requirements and is certified. The Federal Review Team recognized eight (8) commendations, zero (0) corrective actions, and nine (9) recommendations.



## 2.0 INTRODUCTION

### 2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in Transportation Management Areas (TMAs) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census Bureau, with a population of over 200,000. In general, the reviews consist of three primary activities: a site visit, a review of planning products (in advance of and during the site visit), and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in the conduct of the metropolitan transportation planning process. Joint FTA/FHWA Certification Review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. As a consequence, the scope and depth of the Certification Review reports will vary significantly.

The Certification Review process is only one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment, including Unified Planning Work Program (UPWP) approval, the Metropolitan Transportation Plan (MTP), metropolitan and statewide Transportation Improvement Program (TIP) findings, air-quality (AQ) conformity determinations (in nonattainment and maintenance areas), as well as a range of other formal and less formal contact provide both FHWA/FTA an opportunity to comment on the planning process. The results of these other processes are considered in the Certification Review process.

Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in such areas. The Certification Review is also an opportunity to provide assistance on new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

While the Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of Certification Review are, in fact, based upon the cumulative findings of the entire review effort.

Federal reviewers prepare Certification Reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed whether or not they relate explicitly to formal “findings” of the review. The Peoria TMA review process was individually tailored to focus on topics of significance to their metropolitan planning area. The



Tri-County Regional Planning Commission (TCRPC) is the designated MPO for the Peoria urbanized area.

This Certification Review included a desk review of the MPO's planning products and processes, an opportunity for public comment via a web-based survey posted by the TCRPC MPO, and a site review with staff from the TCRPC MPO and the Illinois Department of Transportation (IDOT) on March 10, 2026.

The findings of the Certification Review are provided in section 3 of this report.

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## 3.0 PROGRAM REVIEW

### 3.1 Metropolitan Planning Area Boundaries

#### 3.1.1 Observations

TCRPC, in coordination with IDOT, adjusted the Census-defined Urban Area Boundary (UAB) and the metropolitan planning area (MPA) relative to the Peoria, IL urbanized area. The MPO Full Commission adopted the revised 2020 Census UAB and MPA via MPO Resolution 25-07 on August 7, 2024. It was noted that the changes were not significant.

This topic area was not selected for additional review based on the results of the risk assessment process.

#### 3.1.2 Findings

The MPO's Metropolitan Planning Area Boundaries satisfy federal requirements (23 U.S.C. 134(e) and 23 CFR 450.312(a)).

### 3.2 MPO Structure and Agreements

#### 3.2.1 Observations

TCRPC has had continued success after the 2021 change of governance of the MPO Policy Committee. Since the last certification review, TCRPC has been able to remove redundancies and improve operations, allowing them to effectively represent the region. Quorums were an issue for the MPO but after reviewing the membership of the previous Policy Committee, the MPO changed its membership to be primarily comprised of mayors and village presidents. There is now seldom a quorum issue.

The Cooperative Agreement was last signed in 2008 and includes the Peoria-Pekin Urbanized Area Transportation Study (PPUATS). TCRPC is currently working with IDOT and the Greater Peoria Mass Transit District (CityLink) to create a single Cooperative Agreement that merges the Performance Measures Management Intergovernmental Agreement and the Cooperative agreements into one.

#### 3.2.2 Findings

The MPO's Structure and Agreements satisfy the federal requirements (23 U.S.C. 134(d) and 23 CFR 450.314(a)).

#### **Recommendation:**

TCRPC is encouraged to continue revising and updating its website and current documents for any reference to PPUATS, except for historical references and documents. The removal of



PPUATS will help eliminate any lasting confusion from the merger. In an effort to clarify who is responsible for MPO functions, TCRPC is encouraged to review all agreements and update them to only have TCRPC listed. All past documents and agreements should be clearly organized on the website in a way that the reader understands they are no longer current.

### **3.3 Unified Planning Work Program**

#### **3.3.1 Observations**

The annual UPWP is cooperatively developed by the TCRPC staff with direction from the TCRPC governing board (Full Commission), the MPO Technical Committee, CityLink, and IDOT. The UPWP discusses the transportation planning priorities, budget, and scope of work for the fiscal year, (July 1- June 30). All FHWA Planning (PL) and FTA Metropolitan Planning (Section 5303) funds provided to participating agencies are granted on an 80 percent federal 20 percent local basis.

TCRPC provides MPO planning funds for consultant-led local projects that help communities plan for safer streets, better mobility, and stronger infrastructure. The MPO holds an annual call for Special Transportation Studies to allow local communities to submit proposals for transportation planning studies. The MPO staff and the Technical Committee review the proposals and prioritize them based on local impact and feasibility before taking them to the Full Commission for approval. The review also ensures that the proposals align with regional and federal transportation priorities. TCRPC encourages the local communities to update the studies, as needed, so the locals can be ready for future competitive grant opportunities.

#### **3.3.2 Findings**

The MPO's UPWP satisfies federal requirements (23 CFR 450.308).

##### **Recommendation:**

TCRPC is encouraged to identify and better track multi-year projects that address regional planning. TCRPC is also encouraged to maintain accuracy for citations referencing federal requirements within its UPWP.

##### **Recommendation:**

The IDOT is encouraged to coordinate with all Illinois MPOs to have draft UPWP documents available for State and Federal review prior to MPO board action. Establishing a timeline in advance of MPO Board approval for review ensures that the MPO is in compliance with UPWP requirements. This coordination will also contribute to a streamlined State and Federal approval process to help ensure the MPOs' access to planning funding faster and in alignment with the State Fiscal Year.



### **Commendation:**

TCRPC is commended for their use of planning funds to develop transportation studies for local communities within the region. Almost forty (40) studies have been developed since TCRPC started dedicating a portion of the MPO planning funds in 2016. The studies help local communities plan improvements that are safe, efficient and sustainable.

## **3.4 Metropolitan Transportation Plan**

### **3.4.1 Observations**

TCRPC's MTP is referred to as the Long-Range Transportation Plan 2050 (LRTP). The region's LRTP was adopted in April of 2025.

TCRPC actively engaged its various committees, regional stakeholders, and the public throughout the plan development process. The MPO had a variety of public engagement opportunities including open houses, both in person and virtual, focus groups made up of working professionals, citizens and experts from a variety of fields, as well as stakeholder interviews. TCRPC used the results of the engagement process, amongst other processes and analyses, to help inform the program and policy recommendations within the LRTP. The LRTP incorporated goals, objectives and strategies to help achieve the LRTP's vision that can be tracked to measure progress.

The Federal Review Team observed that the LRTP's financial plan was comprehensive but more details to determine fiscal constraint are needed. Based on the document's tables, the LRTP indicates the short and mid-range categories are over-programmed. However, the long-range category is under-programmed making the net result of the overall LRTP fiscally constrained for 2025-2050. The LRTP is not fiscally constrained based on the time periods that the MPO elected to show.

Recommendations from the 2022 Federal Certification Review report are in the process of being completed. TCRPC's identification and tracking of performance-based planning and planning targets was also discussed during the on-site meeting. TCRPC provides descriptions, current conditions, and targets based on the latest available data at the time of the development and adoption of the LRTP, however, information for each performance measure outside of the LRTP update cycles is not readily accessible. The TCRPC Crash Dashboard that was recently developed is a positive start to displaying updated information.

### **3.4.2 Findings**

The MPO's MTP satisfies federal requirements (23 U.S.C. 134(c), (h) & (i), 23 CFR 450.324(f)(11)(i) and 23 CFR 450.324 & ((f)(11)(i)).



### **Recommendation:**

TCRPC is encouraged to provide documentation of the MPO's performance measure target selection and adoption between update cycles of its LRTP. This can be achieved by posting the current resolutions that include the annual targets and data compiled for each of the measures to the Performance Measures page on the MPO's website, including them in the Transportation Improvement Program, and/or by displaying the targets and trendlines via a dashboard.

### **Recommendation:**

It is recommended that the MPO provides further explanations and details to determine fiscal constraint. The MPO should include a detailed narrative in the LRTP to explain how TCRPC will be able to deliver the projects listed in the short and mid-range categories if they are shown as over-programmed.

### **Commendation:**

TCRPC is commended for including Appendix B in the LRTP. This appendix contains a LRTP Federal Compliance Checklist that cites each of the required contents of a metropolitan transportation plan as set forth in 23 U.S.C. 134 and 23 CFR 450.324. This appendix helps the MPO verify their plan is in compliance.

## **3.5 Transit Planning**

### **3.5.2 Observations**

The region is primarily served by CityLink, also known as the Greater Peoria Mass Transit District, which is the recipient of FTA urbanized area formula funding. TCRPC manages FTA enhanced mobility of seniors and individuals with disabilities funding. TCRPC has been effective in ensuring that its funding is fully subscribed and spread to areas in the urbanized area that CityLink cannot easily serve.

Since the last Certification Review, TCRPC, CityLink, transit riders and a technical advisory committee collaborated on a bus stop accessibility plan. The purpose of the plan was to create an inventory of existing accessibility features and amenities in the CityLink service area. The inventory will help inform future funding decisions that could increase CityLink ridership and help improve accessibility features at CityLink stops.

### **3.5.3 Findings**

The MPO's Transit Planning substantially satisfies federal requirements (49 U.S.C. 5303, 23 U.S.C. 134, and 23 CFR 450.314).



### **Commendation:**

The Federal Review Team commends TCRPC's and CityLink's efforts to collaborate on the bus stop accessibility plan. The plan allows the MPO and transit agency to communicate on a regular basis. In addition to sharing data that helps inform decisions to provide transit services in underserved areas or allocating accessibility funding in areas of greatest need, the plan can help the MPO and transit agency collaborate on long range planning considerations such as adjusting the service area to target areas with economic development aspirations.

## **3.6 Transportation Improvement Program**

### **3.6.1 Observations**

TCRPC develops and maintains a TIP in cooperation with the State and public transit operators that serve as the regional agenda for surface transportation projects. Thresholds have been established to differentiate TIP amendments from administrative modifications.

TCRPC recently launched the electronic Transportation Improvement Program (eTIP), which is an online interactive tool that allows the public to view and explore all projects listed in the TIP. This platform also includes projects by county, jurisdiction, or project type and the ability to see the most up-to-date information on funding, schedules, and project details.

The Federal Review Team observed that the MPO identifies the performance targets within the TIP but does not include an explanation of how the targets are addressing regional needs and moving the needle on performance measures. A discussion on how the TIP should be addressing how the MPO is achieving targets and the LRTP should be used to report progress on performance measures was had. Further discussion on the need for the performance measures and supplementary data to be posted on their website's Performance Measures page would help show current targets and where the region stands on meeting them.

The Federal Review Team also observed the financial planning and fiscal constraint sections as comprehensive but lacking some details. The need for a more robust discussion of financial resources available versus the dollar amount of programmed funds by fund source would help clarify the amount of revenues vs expenditures. It was also noted that TIP should only include financial data for the horizon years of the TIP to help clearly show fiscal constraint by year.

### **3.6.2 Findings**

The MPO's Transportation Improvement Program satisfies federal requirements (23 U.S.C. 134(c),(h) & (j) and 23 CFR 450.326 & (j)).

### **Recommendation:**

TCRPC is encouraged to include an explanation of how the performance measure targets are being met. Additional narrative on what work is already being done and how the MPO is



achieving the targets will help better connect the LRTP and the TIP. The TIP should also include how the projects are selected based on performance-based planning.

**Recommendation:**

As the MPO begins to incorporate the eTIP in the development of the TIP, TCRPC should make sure that all required elements are within the narrative and that static financial tables are included at the time of approval.

**Recommendation:**

The MPO should make sure the financial tables only include the horizon years of the TIP to clearly show fiscal constraint by year for only the years covered in the current TIP.

**Recommendation:**

IDOT is encouraged to coordinate with all Illinois MPOs to have drafted TIP documents available for State and Federal review prior to MPO board action. Establishing a timeline in advance of MPO Board approval for review ensures that the MPO is in compliance with TIP requirements. This coordination will also contribute to a streamlined State and Federal approval process to help ensure the MPO's access to transportation funding is not delayed.

**Commendation:**

TCRPC is commended for their work creating a combined call for projects which consolidated the solicitation for each federal funding program into one process. Each program retained their separate scoring criteria for each program. By doing a combined call for projects, staff will be able to reduce redundancies within project selection criteria as well as improve consistency and streamline their project evaluation process.

## **3.7 Public Participation**

### **3.7.1 Observations**

This topic area was not selected for additional review based on the results of the risk assessment process.

### **3.7.2 Findings**

The MPO's Public Participation satisfies federal requirements 23 U.S.C. 134(i)(6), 23 CFR 450.316, and 23 CFR 450.326(b)).

**Commendation:**

TCRPC is commended for holding a Strategic Transportation Planning Session that gathered almost 100 participants. The result of the Planning Session was the creation of the Regional



Prioritization Subcommittee to advise staff on the regional project prioritizations development process and the development of a regional priority project list. This opportunity allowed members of the public to provide their input on transportation in the MPO region. The Federal Review Team also recognizes TCRPC's work in providing MPO Committees' meeting materials in a centralized and publicly accessible location on the MPO website.

## **3.8 Consultation and Coordination**

### **3.8.1 Observations**

This topic area was not selected for additional review based on the results of the risk assessment process.

### **3.8.2 Findings**

The MPO's Consultation and Coordination satisfies federal requirements (23 U.S.C. 134(g) & (i), 23 CFR 450.316, 23 CFR 450.324(g)).

## **3.9 List of Obligated Projects**

### **3.9.1 Observations**

This topic area was not selected for additional review based on the results of the risk assessment process.

### **3.9.2 Findings**

The MPO's List of Obligated Projects satisfies the federal requirements (23 U.S.C. 134(j)(7) and 23 CFR 450.334).

## **3.10 Freight Planning**

### **3.10.1 Observations**

This topic area was not selected for additional review based on the results of the risk assessment process.

### **3.10.2 Findings**

The MPO's Freight Planning substantially satisfies the federal requirements (23 U.S.C. 134(h), and 23 CFR 450.306).



### **Commendation:**

TCRPC is commended for collaborating with the Heart of Illinois Regional Port District and the Greater Peoria Economic Development Council to develop a Master Plan and Implementation Strategy for the Port District.

## **3.11 Transportation Safety**

### **3.11.1 Observations**

This topic area was not selected for additional review based on the results of the risk assessment process.

### **3.11.2 Findings**

The MPO's Transportation Safety Planning substantially satisfies federal requirements (23 U.S.C. 134(h)(1)(B), 23 CFR 450.306(b)(2), 23 CFR 450.306 (d), and 23 CFR 450.324(h)).

### **Commendation:**

TCRPC is commended for their work in completing the Tri-County Comprehensive Safety Action Plan and for establishing a Regional Safety Committee who is tasked with implementing the Safety Action Plan and tracking progress towards reducing roadway fatalities and serious injuries.

### **Commendation:**

TCRPC is commended for developing inventory of twelve (12) local agencies guardrail infrastructure and bringing a multi-jurisdictional Highway Safety Improvement Program grant to the MPO region. The grant provides phase III construction engineering for systematic guardrail improvements in the region.

## **3.12 Transportation Security Planning**

### **3.12.1 Observations**

This topic area was not selected for additional review based on the results of the risk assessment process.

### **3.12.2 Findings**

The MPO's Transportation Security Planning substantially satisfies federal requirements (23 U.S.C. 134(h)(1)(C), 23 CFR 450.306(b)(3), 23 CFR 450.306(d), and 23 CFR 450.324(h)).



## **3.13 Travel Demand Forecasting**

### **3.13.1 Observations**

This topic area was not selected for additional review based on the results of the risk assessment process.

### **4.13.2 Findings**

The MPO's Travel Demand Forecasting substantially satisfies federal requirements (23 CFR 450.324(f)(1)).

## **3.14 Air Quality**

### **3.14.1 Observations**

This topic area was not selected for additional review based on the results of the risk assessment process.

### **3.14.2 Findings**

The MPO's Air Quality Planning satisfies federal requirements (42 U.S.C. 7401, 40 CFR Part 93, 23 CFR 450.324(m)).

## **3.15 Congestion Management Process / Management and Operations**

### **3.15.1 Observations**

This topic area was not selected for additional review based on the results of the risk assessment process.

### **3.15.2 Findings**

The MPO's Congestion Management Process/Management and Operations Planning satisfies federal requirements (23 U.S.C. 134(k)(3) and 23 CFR 450.322).



## 4.0 CONCLUSION AND RECOMMENDATIONS

Based on the findings from the Certification Review, the FHWA and FTA jointly certify that the transportation planning process of the Tri-County Regional Planning Commission MPO meets the federal planning requirements. The Federal Review Team recognized eight (8) commendations, no corrective actions, and nine (9) recommendations.

### 4.1 Commendations

The following are noteworthy practices that TCRPC is doing well in the transportation planning process:

TCRPC is commended for their use of planning funds to develop transportation studies for local communities within the region. Almost forty (40) studies have been developed since TCRPC started dedicating a portion of the MPO planning funds in 2016. The studies help local communities plan improvements that are safe, efficient and sustainable.

TCRPC is commended for including Appendix B in the LRTP. This appendix contains a LRTP Federal Compliance Checklist that cites each of the required contents of a metropolitan transportation plan as set forth in 23 U.S.C. 134 and 23 CFR 450.324. This appendix helps the MPO verify their plan is in compliance.

The Federal Review Team commends TCRPC's and CityLink's efforts to collaborate on the bus stop accessibility plan. The plan allows the MPO and transit agency to communicate on a regular basis. In addition to sharing data that helps inform decisions to provide transit services in underserved areas or allocating accessibility funding in areas of greatest need, the plan can help the MPO and transit agency collaborate on long range planning considerations such as adjusting the service area to target areas with economic development aspirations.

TCRPC is commended for their work creating a combined call for projects which consolidated the solicitation for each federal funding program into one process. Each program retained their separate scoring criteria for each program. By doing a combined call for projects, staff will be able to reduce redundancies within project selection criteria as well as improve consistency and streamline their project evaluation process.

TCRPC is commended for holding a Strategic Transportation Planning Session that gathered almost 100 participants. The result of the Planning Session was the creation of the Regional Prioritization Subcommittee to advise staff on the regional project prioritizations development process and the development of a regional priority project list. This opportunity allowed members of the public to provide their input on transportation in the MPO region. The Federal Review Team also recognizes TCRPC's work in providing MPO Committees' meeting materials in a centralized and publicly accessible location on the MPO website.



TCRPC is commended for collaborating with the Heart of Illinois Regional Port District and the Greater Peoria Economic Development Council to develop a Master Plan and Implementation Strategy for the Port District.

TCRPC is commended for their work in completing the Tri-County Comprehensive Safety Action Plan and for establishing a Regional Safety Committee who is tasked with implementing the Safety Action Plan and tracking progress towards reducing roadway fatalities and serious injuries.

TCRPC is commended for developing inventory of twelve (12) local agencies guardrail infrastructure and bringing a multi-jurisdictional Highway Safety Improvement Program grant to the MPO region. The grant provides phase III construction engineering for systematic guardrail improvements in the region.

## **4.2 Corrective Actions**

There are no corrective actions identified or issued in this report.

## **4.3 Recommendations**

The following are recommendations that would improve the transportation planning process:

TCRPC is encouraged to continue revising and updating its website and current documents for any reference to PPUATS, except for historical references and documents. The removal of PPUATS will help eliminate any lasting confusion from the merger. In an effort to clarify who is responsible for MPO functions, TCRPC is encouraged to review all agreements and update them to only have TCRPC listed. All past documents and agreements should be clearly organized on the website in a way that the reader understands they are no longer current.

TCRPC is encouraged to identify and better track multi-year projects that address regional planning. TCRPC is also encouraged to maintain accuracy for citations referencing federal requirements within its UPWP.

The Illinois Department of Transportation is encouraged to coordinate with all Illinois MPOs to have draft UPWP documents available for State and Federal review prior to MPO board action. Establishing a timeline in advance of MPO Board approval for review ensures that the MPO is in compliance with UPWP requirements. This coordination will also contribute to a streamlined State and Federal approval process to help ensure the MPOs' access to planning funding faster and in alignment with the State Fiscal Year.

TCRPC is encouraged to provide documentation of the MPO's performance measure target selection and adoption between update cycles of its LRTP. This can be achieved by posting the current resolutions that include the annual targets and data compiled for each of the measures to the Performance Measures page on the MPO's website, including them in the Transportation Improvement Program, and/or by displaying the targets and trendlines via a dashboard.



It is recommended that the MPO provides further explanations and details to determine fiscal constraint. The MPO should include a detailed narrative in the LRTP to explain how TCRPC will be able to deliver the projects listed in the short and mid-range categories if they are shown as overprogrammed.

TCRPC is encouraged to include an explanation of how the performance measure targets are being met. Additional narrative on what work is already being done and how the MPO is achieving the targets will help better connect the LRTP and the TIP. The TIP should also include how the projects are selected based on performance-based planning.

As the MPO begins to incorporate the eTIP in the development of the TIP, TCRPC should make sure that all required elements are within the narrative and that static financial tables are included at the time of approval.

The MPO should make sure the financial tables only include the horizon years of the TIP to clearly show fiscal constraint by year for only the years covered in the current TIP.

The Illinois Department of Transportation is encouraged to coordinate with all Illinois MPOs to have drafted TIP documents available for State and Federal review prior to MPO board action. Establishing a timeline in advance of MPO Board approval for review ensures that the MPO is in compliance with TIP requirements. This coordination will also contribute to a streamlined State and Federal approval process to help ensure the MPO's access to transportation funding is not delayed.

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## APPENDIX A – SITE VISIT PARTICIPANTS

The following individuals were involved in the Peoria, IL urbanized area on-site review occurring on March 10, 2026.

### **Federal Highway Administration Illinois Division**

Jon Paul Diipla, Metropolitan Planning Specialist  
Anna Musial, Transportation Planning Specialist

### **Federal Transit Administration Region 5**

Mark Kane, Lead Community Planner

### **Illinois Department of Transportation**

Brandon Geber, Section Chief, Bureau of Planning  
Doug DeLille, Metropolitan Planning Manager, Bureau of Planning  
Julie Kaschke, Metropolitan Planning Manager, Bureau of Planning  
Megan Swanson, Senior Metropolitan Planning Manager, Bureau of Planning

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

Eric Miller, Executive Director  
Reema Abi-Akar, Senior Planner  
Michael Bruner, Senior Planner  
Gavin Hunt, Planner I  
Ray Lees, Planning Program Manager

### **Greater Peoria Mass Transit District / CityLink**

Kofi Kisseh, General Manager



## APPENDIX B – SITE VISIT AGENDA

### 2026 U.S. DOT Planning Certification Review Peoria, Illinois Transportation Management Area Agenda

**Tuesday, March 10, 2026**

**Tri-County Regional Planning Commission  
456 Fulton Street, Suite 401, Peoria, IL 61602**

- 8:30 A.M. Federal Review Team Arrival
- 9:00 A.M. Introductions and Overview of the Transportation Management Area (TMA) Certification Review Process, *Federal Review Team*
- Explanation of the TMA Certification Review Process
  - Review of Findings from the 2022 Certification Review
- 9:30 A.M. Tri-County Regional Planning Commission (TCRPC) overview, *TCRPC*
- Local transportation planning updates since 2022
  - Accomplishments
  - Goals for next 4-year period, long-term goals
  - Transportation planning areas of concern
  - TCRPC Metropolitan Planning Organization (MPO) Committees; members comments
- 10:00 A.M. MPO Agreements, *Federal Review Team*
- Status of Cooperative Agreement
  - Status of Bylaws since the merger of Peoria Urbanized Area Transportation Study
- 10:15 A.M. Metropolitan Transportation Plan (MTP) update, *Federal Review Team*
- 2025 Long-Range Transportation Plan – 2050 Plan Update
  - Development process
  - Performance-based planning
  - Financial planning/fiscal constraint
- 10:45 A.M. Transportation Improvement Program (TIP), *Federal Review Team*
- Development process
  - Performance-based planning
  - Financial planning/fiscal constraint
  - eTIP system and process
- 11:15 A.M. Unified Planning Work Program (UPWP), *Federal Review Team*
- Development process
- 11:45 A.M. Transit Planning and Coordination, *Federal Review Team*
- RAISE Grant
  - Performance-based planning
- 12:00 P.M. Preliminary Findings Discussion, *Federal Review Team*
- 12:30 P.M. Site Review Wrap up with TCRPC MPO



## APPENDIX C – PUBLIC COMMENTS

The Tri-County Regional Planning Commission conducted a web-based public comment form on behalf of FHWA and FTA to collect public input on the federal transportation planning process in the Peoria, IL, Metropolitan Planning Area. The survey was posted on the TCRPC website from March 2, 2026, through April 1, 2026. TCRPC announced the availability of the public comment form during its various MPO committee meetings.

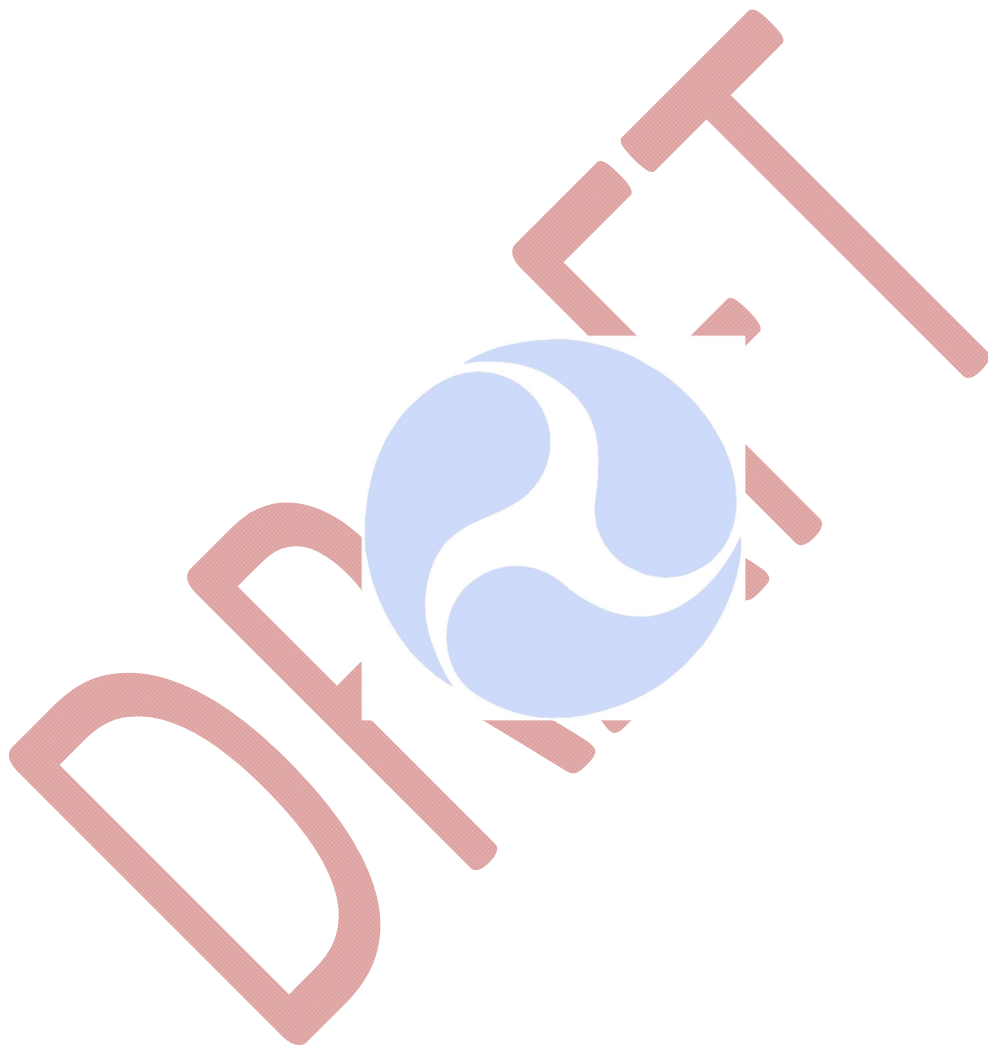
Information on accessing the public comment form was posted on the TCRPC website, LinkedIn account, and Facebook page. The Federal Review Team has reviewed all comments and have taken them into consideration through the development of this report. Information on the public comments received is provided in the following summary.

### Summary of Results:

- One (1) public comment form was completed.
- One (1) respondent indicated they are not involved in the MPO planning process.
- One (1) respondent indicated they find general information about TCRPC via the TCRPC website.
- One (1) respondent neither agrees nor disagrees that there is adequate opportunity to participate in planning process.
- One (1) respondent agrees that MPO plans and documents are easily accessible.
- One (1) respondent agrees that all transportation modes and users are represented in planning.
- One (1) respondent agrees that all members of the public have equal opportunity to be involved in the transportation planning process.

### Written comments submitted via the public comments form:

- When asked, “What do you think the TCRPC MPO is doing well? Do you have suggestions for how the TCRPC MPO can improve?” One (1) respondent wrote, “Engaging with all affected communities”.



DRAFT



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