



FY 2027 - 2030

Transportation Improvement Program

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FY 27-30 Transportation Improvement Program

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This document has been prepared by Region 1 Planning Council in collaboration with its member agencies, partnership organizations, and local stakeholders.

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The contents, views, policies, and conclusions expressed in this report are not necessarily those of the above agencies.



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Part 1: Introduction

Each year, Region 1 Planning Council (R1), acting as the Rockford Metropolitan Planning Organization (MPO), develops a Transportation Improvement Program (TIP). The purpose of the TIP is to document infrastructure and non-infrastructure transportation projects programmed within the Rockford metropolitan planning area (MPA) for the next four fiscal years. This includes all surface transportation projects receiving Federal and State funding, projects of regional significance, and public transportation operations and/or capital.

As required, this TIP is fiscally constrained¹ and is consistent with the Metropolitan Transportation Plan (MTP) and the Illinois Statewide Transportation Improvement Program (STIP). It should also be noted that while this document is updated on an annual schedule, it is an ongoing work element of the MPO that it is regularly reviewed and updated throughout the fiscal year.

About the Rockford Region

The Metropolitan Planning Organization

Region 1 Planning Council (R1), acting as the Rockford Metropolitan Planning Organization (MPO), is responsible for the planning and coordinating decisions regarding the Rockford Metropolitan Planning Area's (MPA) surface transportation system. It is the responsibility of the MPO to conduct a continuing, cooperative, and comprehensive (3-C) transportation planning process and fulfill the following five core functions:

- Establish a fair and impartial setting for effective regional transportation decision making in the metropolitan area;
- Evaluate transportation alternatives, scaled to the size and complexity of the region;
- Maintain a long-range transportation plan covering a 20-year planning horizon;
- Develop a four-year Transportation Improvement Program (TIP) and prioritize projects; and
- Involve the public.

Due to the size of the Rockford urbanized area, the Rockford MPO has an additional designation, known as a Transportation Management Area (TMA). A TMA is an urbanized area with a population of over 200,000 individuals, as defined by the U.S. Census Bureau. MPOs with this designation have additional roles and responsibilities to the core functions identified above, including the development of a congestion management process (CMP) and project selection for the sub-allocation of Surface Transportation Block Grant (STBG) funds, including the Transportation Alternative (TA) Set-Aside program.

The MPO is empowered and governed by an interagency agreement known as the MPO Cooperative Agreement that was developed and mutually adopted by the Cities of Rockford, Loves Park, and Belvidere; the Counties of Winnebago and Boone; the Village of Machesney Park; Rockford Mass Transit District; and the State of Illinois acting through the Illinois Department of Transportation (IDOT).

The activities of the MPO are directed by a Policy Committee that consists of the top elected officials from the above entities plus the Deputy Director from IDOT District 2 and the Executive Director of Rockford Mass Transit District. The Policy Committee receives technical recommendations and assistance from a 22-member Technical Committee comprised of planners and/or engineers from the above entities plus various other local partners, such as the Chicago Rockford International Airport and the Four Rivers Sanitary District.

Much of the technical work, of the R1 transportation planning function, accomplished by the MPO, is done by a professional staff under the management of the Director of Metropolitan Planning Organization in close coordination with the R1 Executive Director.

¹ As a fiscally constrained document, the TIP must include sufficient financial information to confirm that projects in those documents can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

The Planning Area

The Rockford Metropolitan Planning Area (MPA) is located in north-central Illinois, near the state border of Wisconsin. As shown in Figure: 1-1, the Rockford MPA is smaller than the boundaries of Boone, Ogle, and Winnebago Counties and covers approximately 682 square miles. The region has relatively flat terrain and is at the confluence of four major river systems in northern Illinois, including the Kishwaukee River, Pecatonica River, Sugar River, and Rock River, the largest and most central.

The City of Rockford forms the primary urban core of the region and is the fifth-largest city in Illinois, encompassing approximately 64 square miles. In total, the MPA encompasses 15 municipalities, including the Cities of Belvidere, Byron, Loves Park, and Rockford and the Villages of Caledonia, Cherry Valley, Davis Junction, Machesney Park, Monroe Center, New Milford, Poplar Grove, Roscoe, Stillman Valley, Timberlane, and Winnebago. While many of the incorporated jurisdictions within the MPA are a mix of urban and suburban development patterns, some municipalities and unincorporated areas of the MPA are largely agriculturally-based with strong ties to their rural heritage.

The population of the Rockford MPA was estimated to be 325,106 in 2022. Of those, 282,817 people live within the census defined urbanized areas², or approximately 87 percent of the population in the region. Winnebago County is home to the largest share of the Rockford MPA’s population at 79.5 percent, approximately 258,443 residents. Both Boone (50,255 residents) and Ogle Counties (16,408 residents) share the remaining portions of the region’s population, 15.5 percent and 5.0 percent of the population, respectively.

Over time, population growth has varied across the region. Between the 1940s and 1970s, the region has experienced significant growth, doubling in population. Growth in the MPA slowed between 1980 and 1990, only growing by 2.6 percent. After a period of stabilization, the population began growing in the 2000s and 2010s. For the first time in a hundred years, the region saw a decrease in population following the 2020 decennial census. Since 2010, the overall region has seen a decline in the total population. The MPA is anticipated to continue seeing a population loss between 2020 and 2040, by approximately -5.1 percent. While all MPA is projected to decline overall, the population is projected to stabilize by 2050.

Metropolitan Statistical Area vs. Metropolitan Planning Area

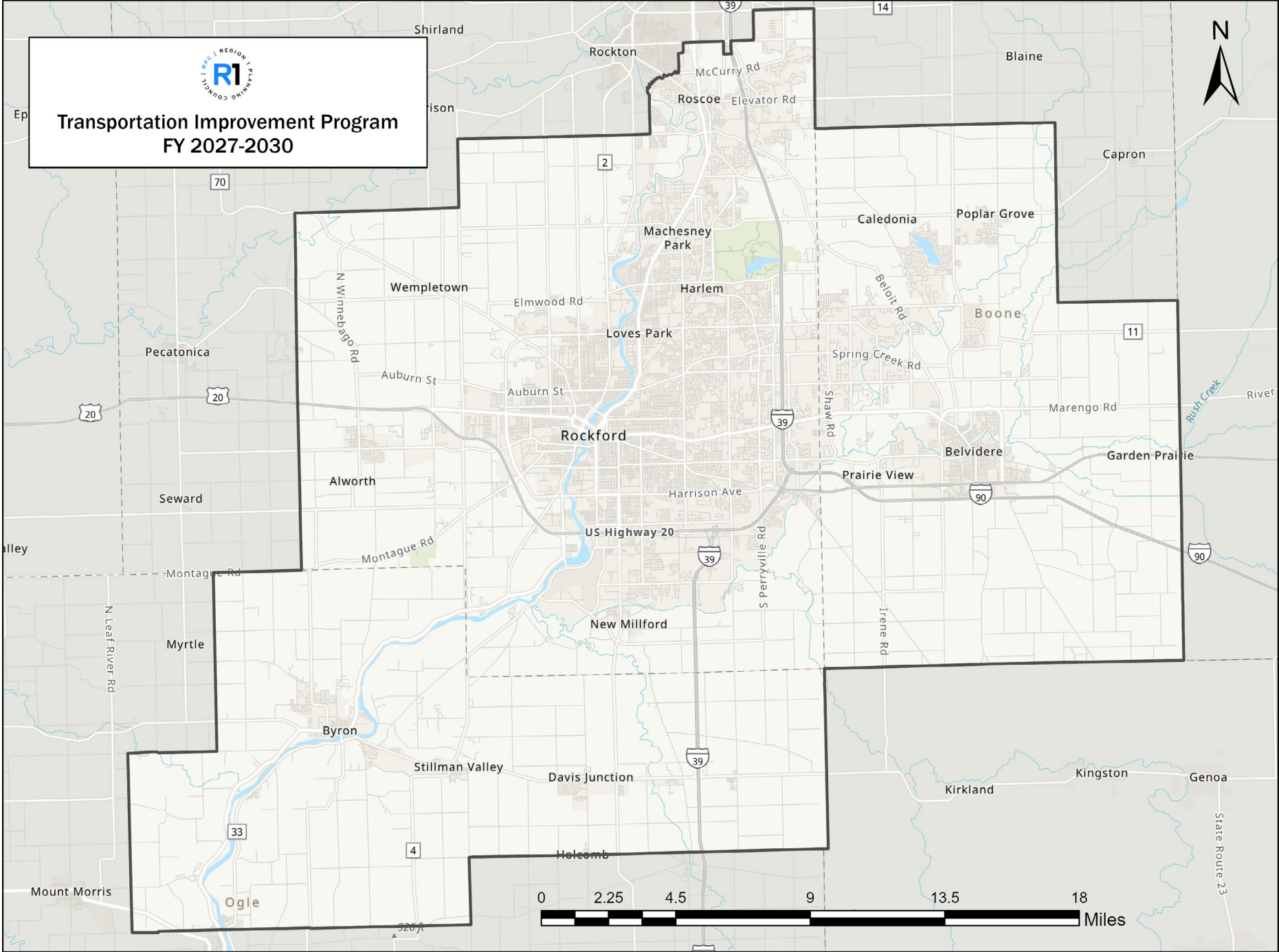
A Metropolitan Statistical Area (MSA) is 1) A county or a group of contiguous counties that contain at least one city of 50,000 inhabitants or more, or 2) An urbanized area of at least 50,000 inhabitants and a total MSA population of at least 100,000. MSAs are defined by the U.S Census Bureau.

A Metropolitan Planning Area (MPA) is the geographic area, determined by agreement between the metropolitan planning organization for the area and the Governor, in which the metropolitan transportation planning process must be carried out.

Source: FHWA

2 As of the 2020 U.S. Decennial Census, the MPA consists of two census-defined urban areas – Byron, IL urbanized area and Rockford, IL urbanized Area.

Figure 1-1: Rockford Metropolitan Planning Area (MPA) Boundary



Part 2: General Overview of the TIP

The metropolitan Transportation Improvement Program (TIP) contains all transportation projects that will receive federal and state funds over the next four fiscal years, as well as any regionally significant projects, regardless of funding source. The following projects are regionally significant:

- Projects on National Highway System (NHS);
- Projects on Major Collectors and Arterials within the Rockford Metropolitan Planning Area;
- Projects on Minor Collectors that are located inside of the Rockford urbanized area (UZA);
- Bridge projects;
- Safety projects, with specific locations identified, regardless of functional classification; and
- Active transportation projects, with specific locations identified, regardless of functional classification.

While not federally-required to be included in the TIP, the MPO has decided to include locally-sponsored regionally significant transportation projects in order to improve local communication, coordination, and transparency. In some cases, small but similar projects are grouped together – i.e., projects listed as “city-wide local street resurfacing” projects or “city-wide intersection improvements.” The MPO adopted a new set of policies and procedures for the development and management of the TIP in March of 2025. Per this policy, new grouped projects will no longer be added to the TIP; existing grouped projects will remain in the TIP until they pass through the elements as programmed.

Summary of Federal & State Regulations

Transportation Improvement Programs (TIP) are required by federal transportation legislation and fall under the responsibility of metropolitan planning organizations (MPO). The development and maintenance of TIPs are subject to the regulations set forth under the Infrastructure Investment and Jobs Act (IIJA) and preceding federal transportation bills. Specifically, they are subject to the regulations outlined under 49 U.S.C. 5303(j) and 49 CFR Part 613.

Federal transportation statutes require the metropolitan TIP to be developed in a manner that:

- Is in cooperation with the State and any affected public transportation provider;
- Contains projects consistent with the current Metropolitan Transportation Plan;
- Reflects the investment priorities established in the current Metropolitan Transportation Plan;
- Is designed to make progress toward achieving the performance targets established;
- Provides opportunity for participation by interested parties in the development of the program;
- Contains estimates of funds that are reasonably expected to be available to support program implementation;

- Is updated at least once every four years; and
- Is approved by the Metropolitan Planning Organization and the Governor of the presiding state.

Additionally, federal regulations state that the TIP must contain the following:

- A priority list of proposed Federally supported projects and strategies to be carried out within each 4-year period;
- A financial plan that –
 - demonstrates how the TIP can be implemented;
 - indicates resources from public and private sources that are reasonably expected to be available to carry out the program;
 - identifies innovative financing techniques to finance projects, programs, and strategies; and
 - may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available;
- Projects listed must include sufficient descriptive materials to identify the project; and
- A description of the anticipated effect of the Transportation Improvement Program toward achieving the performance targets established in the Metropolitan Transportation Plan, linking investment priorities to those performance targets.

Projects included in the TIP are any infrastructure and non-infrastructure transportation projects programmed within the Rockford Metropolitan Planning Area (MPA) for the next four fiscal years. This includes all surface transportation projects receiving Federal and State funding, projects of regional significance, and public transportation operations and/or capital.

The MPO certifies that this annual TIP has been developed and maintained in a manner that meets all federal regulations under [49 U.S.C. 5303\(j\)](#), [23 U.S.C 134](#), [49 CFR Part 613](#), and [23 CFR 450.326](#) and state regulations set forth in the Illinois Department of Transportation [MPO Cooperative Operations Manual](#).

Development vs Maintenance

The annual life cycle of the TIP has two distinct phases: development and maintenance. The annual TIP development occurs on the annual basis and includes documentation and publication of the initial multi-year program. Conversely, maintenance of the TIP is an ongoing process that refers to any modifications and amendments that may occur to the approved program throughout the fiscal year.

Annual Development Process

The annual development process typically occurs in several phases over a three- to four-month period. MPO staff typically begins work on the TIP in January, approximately six months prior to the start of the fiscal year. The schedule is deliberately extended over several months to provide ample opportunities for public involvement. The annual TIP development process is shown in Table 2-1.

Table 2-1: Annual TIP Development Process

Phase	Description
1	Project Solicitation: Staff works with implementation partners to accurate account for regionally significant and federally- or state-funded projects listed within the current TIP or need to be included in the next iteration. Staff reviews progress reports on project awarded Surface Transportation Block Grant (STBG) or Transportation Improvement Program (TAP) funds, as well as the STBG and TAP funding available, forecasted, and allocated.
2	Draft Document: Staff prepares preliminary draft of the next fiscal year’s TIP.
3	Public Involvement: Preliminary draft of the next fiscal year’s TIP is released for a 30-day comment period. Staff includes a summary of the public comments received and updates the draft document as needed.
4	Committee Actions: Proposed TIP is presented to the MPO Technical & Policy Committees for recommendation and adoption, respectively. If changes to the TIP are needed, based on the comments received, the MPO Policy Committee will determine if changes are significant enough to delay adoption and extend the public comment period.
5	Submission to IDOT: MPO staff will submit the adopted TIP to IDOT for review and incorporate the TIP into the STIP by reference, and FHWA/FTA joint approval.

Maintenance Process

Maintenance of the annual TIP is required throughout the fiscal year. To effectively manage necessary revisions, the Rockford MPO has a process to formally amend or modify the TIP. This process includes a standardized procedure for both major and minor revisions to the multi-year program, known as amendments and administrative modifications.

Both types of revisions to the multi-year program, begin with partner agencies submitting their requested revision to MPO staff. These requests must contain the project name and its associated TIP identification number, as well as information regarding the revision, including changes in project phase, extent, cost breakouts, funding sources, or fiscal year. If the requested revision includes the addition of a project not listed in the currently adopted TIP, an identification number will be assigned. Once all necessary information has been received, MPO staff will review the revision request and determine the revision should be an administrative modification or an amendment.

After all requests have been verified and the appropriate revision type determined, staff will proceed in one of two ways:

1. For amendments, a formal resolution presented to the Technical and Policy Committees for recommendation and adoption, respectively; or
2. For administrative modifications, a memo is presented to the MPO Policy Committee at a regularly scheduled meeting.

The public will have the opportunity for comment at this time. Upon formal acknowledgment by the MPO Policy Committee, revisions will be submitted for processing and approval by IDOT, Federal Highway Administration, and Federal Transit Administration. Documentation will be sent to the MPO verifying this approval and its inclusion into Statewide Transportation Improvement Program (STIP).

Administrative Modifications

An administrative modification to the TIP is for minor revisions as listed below:

- Reduction in funding amounts;
- Change in programmed year for projects not receiving MPO-Attributable Federal Funds;
- Minor Changes to a project scope of termini that does not result in substantial changes to the function or anticipated impacts
- Adding or deleting a phase of a project without major changes to the scope of the project; and
- Other change necessary that is not listed above, except those changes specifically identified as requiring a formal amendment.

Amendments

Amendments are any major revisions to a project within the TIP. The following thresholds are used to determine if an amendment to the TIP is appropriate:

- Addition of a new project to the program;
- Increases to funding;
- Redistribution of currently listed funding to a new project phase;
- Change in funding type or funding split and required local matching funds;
- Change in the project scope that results in added capacity;
- Change in programmed year for projects receiving MPO-Attributable Federal Funds; and
- Removal of a project from the program.

Advanced Construction Notices

Advance Construction (AC) is a technique that allows the state to initiate a project using non-federal funds while preserving eligibility to convert to federal-aid funds in the future. After an AC project is federally authorized, the State may convert the project to regular federal-aid funding at any time before project close-out, provided federal funds are available for the project at the time of the conversion. Advanced construction notices are provided during the MPO agency report to committees.

Coordination & Consultation

MPO staff coordinates with various local, regional, state, and federal agencies, as well as the general public through the TIP development and maintenance processes. This coordination ensures that projects included are accurate and reflect the priorities of the region.

Local & State Partners

For state-sponsored projects, the MPO coordinates with Illinois Department of Transportation’s (IDOT) District 2 office. The MPO also coordinates with the district office to track obligations and status of projects within the TIP.

For locally-sponsored projects, staff has ongoing partnerships with the municipalities and counties to ensure regionally significant projects are programmed within the TIP. These agencies are responsible for the design, engineering, construction, operations, and maintenance of the roadways within their jurisdictions.

Four public transit agencies operate within the MPA. The MPO works with agencies that originate public transit services within the MPA to program transit projects receiving federal funds within the TIP. These agencies include: Boone County Transit (BCT), Reagan Mass Transit District, Rockford Mass Transit District (RMTD), and Stateline Mass Transit District (SMTD).

In addition to the above-mentioned agencies, the MPO also regularly collaborates with the following agencies in the development and maintenance of the TIP: Boone County Conservation District (BCCD), Chicago Rockford International Airport, Forest Preserves of Winnebago County, Illinois State Toll Highway Authority (STHA), and the Rockford Park District (RPD). Due to its adjacency, the R1 also regularly coordinates with the State Line Area Transportation Study (SLATS), the Beloit MPO, on the development of the TIP.

Public Involvement

Citizens can influence project selection and priority setting within the TIP development process in three ways. By scrutinizing the “out year” projects, the public can determine if the projects they believe to be important are included. Second, citizens can influence the priority setting (i.e., which projects are advanced to the implementation year). Sometimes a project cannot be hastened because engineering, land acquisition, funding, and/or various components have not been accomplished. But many times, aspects may be adjusted and the time for implementation can be lessened. Whenever citizens are concerned about the inclusion and/or priority of a project, they should first contact the specific jurisdiction responsible for implementing the project.

The third way the public can influence the TIP is through the formal 30-day public comment period, taken prior to approval of the TIP. The draft document is published and made available for comment for 30 days on the R1’s website and at their offices. Any public comment received during this review period is considered by the MPO and presented to the Technical and Policy Committees as part of the approval process. If significant changes are proposed to the draft TIP during the comment period, the MPO Policy Committee may even extend the comment period to allow for further public review of the proposed changes.

In addition to public involvement in the development of the annual TIP, the public is highly encouraged to stay involved during the TIP program maintenance process as well. The TIP, in one form or another, is an agenda item at several MPO Technical and Policy committee meetings held throughout the year. Formal amendments to the TIP are listed as agenda items for both of those MPO committees, while Administrative Modifications and Advance Construction notices are provided during the MPO agency report to the committees.

Part 3: Program Summary

Performance-Based Planning & Programming

In 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) transportation law instituted a national performance measure system for highway and transit programs, which continued under the FAST Act. As a result, MPOs are now required to incorporate a performance-based approach to transportation planning and programming by establishing performance targets to address select federal performance measures for safety (PM1), pavement and bridge conditions (PM2), system performance (PM3), transit asset conditions (TAM), and Public Transportation Agency Safety (PTASP).

On May 3, 2018, the MPO Policy Committee adopted the “Intergovernmental Agreement between IDOT, Region 1 Planning Council (MPO), Rockford Mass Transit District (RMTD), and Boone County”. The intergovernmental agreement establishes that the four identified agencies will coordinate and development a performance-based approach to planning in order to address the performance measures, as required in 23 CFR 450.314(h). This agreement defines the rights and obligations of each agency in terms of developing and sharing data related to transportation performance management and transit asset management, performance target setting, reporting of performance targets, and tracking progress towards attaining set performance targets.

Within the TIP, the MPO includes a complete list of the adopted State and MPO targets (Table 3-1), as well as the number and amount of investments that linked to those targets within the TIP ([Table 3-2](#)).

Table 3-1: Performance Management Targets

Highway Safety (PM1) Targets

Targets	Fatalities (Rolling Average)	Fatality Rate (Per 100 m VMT)	Serious Injuries (SI) (Rolling Average)	SI Rate (Per 100 m VMT)	Non-motorized Fatalities & SI*
MPO- 2025 Targets	36.4	1.12	139.49	4.31	18.99
MPO- 2026 Targets	27.0	0.96	145.00	5.15	17.00

Pavement & Bridge Condition (PM2) Targets

Targets	Interstate Pavement		Non-Interstate Pavement		NHS Bridges	
	Good Condition	Poor Condition	Good Condition	Poor Condition	Good Condition	Poor Condition
MPO- Baseline	69.9%	0.0%	25.6%	19.5%	25.3%	4.6%
IDOT- Baseline	64.9%	0.4%	30.8%	8.5%	22.4%	10.5%
IDOT- 2026 Targets	66%	0.7%	30.8%	10.1%	22.4%	10.5%

System Performance (PM3)

Targets	Reliable Interstate Miles	Reliable Non-Interstate Miles	Truck Travel Time Reliability Index
MPO- Baseline	100.0%	96.8%	1.21
IDOT- Baseline (2024)	84%	92%	1.30
IDOT- 2026 Targets	79%	90%	1.32

Transit Asset Management (TAM) Targets

Facilities	Below 3.0 Rating	Total Facilities	Percent of Facilities Below 3.0 Rating			
	Statewide	Statewide	Statewide	RMTD	Boone County	SMTD
Admin/Maintenance	3	75	4%	0%	-	-
Passenger/Parking	1	30	3%	0%	-	-
Total	4	105	3.5%	0%	-	-

Revenue Vehicles	At/Beyond ULB	Total Vehicles	Percent of Vehicles At/Beyond ULB			
	Statewide	Statewide	Statewide	RMTD	Boone County	SMTD
Articulated Bus	0	19	0%	-	-	-
Automobile	1	1	100%	-	-	-
Bus	179	515	35%	28.57%	-	-
Cutaway	430	943	46%	36.84%	100%	100.00%
Ferryboat	3	3	100%	-	-	-
Minivan	173	217	80%	-	100.00%	-
Van	20	48	42%	32.71%	-	-
Total	806	1,746	58%	32.71%	100%	100%

Non-Revenue Vehicles	At/Beyond ULB	Total Vehicles	Percent of Facilities Below 3.0 Rating			
	Statewide	Statewide	Statewide	RMTD	Boone County	SMTD
Automobile	13	46	28%	-	-	-
Other Rubber Tire Vehicles	47	149	32%	40%	0%	-
Total	60	195	30%	40%	0%	-

Note: Ratings are based on FTA’s Transit Economic Requirements Model scale. A rating of 3.0 is classified as adequate, meaning the asset has reached mid-life with some defective or deteriorated components. Current RMTD and Boone County percentages are based on the most current information available at the time of drafting the TIP.

Public Transportation Annual Safety Performance Measure Targets

Targets	Fatalities (Total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100k VRM)	Safety Events (Total)	Safety Events (per 100k VRM)	System Reliability (Failures/VRM)
Fixed Route	0	0	8	0.66	0	0	3,000 miles
Paratransit/Demand Response	0.00	0.00	7.00	0.61	0	0	20,000 miles

Note: Based on the safety performance measures established under the National Public Transportation Safety Plan.

Table 3-2: Performance Management Project Summary

Fiscal Years 2027 - 2030

Expenditures	Annual Element (FY 2027)	Year 2 (FY 2028)	Year 3 (FY 2029)	Year 4 (FY 2030)	Total (FY 2027 - 2030)
PM1	\$120,268,524	\$26,404,839	\$11,000,000	\$0	\$157,673,363
PM2	\$171,711,766	\$76,045,136	\$101,544,000	\$5,513,000	\$354,813,902
PM3	\$134,221,458	\$23,950,931	\$2,000,000	\$0	\$160,172,389
TAM	\$13,418,138	\$0	\$5,096,000	\$0	\$18,514,138
PTASP	\$0	\$1,978,000	\$2,074,000	\$0	\$4,052,000
Total	\$439,619,886	\$128,378,906	\$121,714,000	\$5,513,000	\$695,225,792

Number of Projects	Annual Element (FY 2027)	Year 2 (FY 2028)	Year 3 (FY 2029)	Year 4 (FY 2030)	Total (FY 2027 - 2030)
PM1	29	14	3	0	46
PM2	20	11	8	1	40
PM3	12	8	1	0	21
TAM	4	0	1	0	5
PTASP	0	1	1	0	2
Total	65	34	14	1	114

CMP	Annual Element (FY 2027)	Year 2 (FY 2028)	Year 3 (FY 2029)	Year 4 (FY 2030)	Total (FY 2027 - 2030)
CMP #	23	12	2	0	37
CMP \$	\$198,373,694	\$56,190,508	\$85,358,000	\$0	\$339,922,202

The following section outlines the federal performance measures and current performance at the state and the MPO level and discusses how the projects programmed in the TIP the will assist in achieving the federal measure targets. It is anticipated that this analysis will evolve over time as methods are developed to better quantify the impacts of projects on the federal performance measures. The performance measures are annually tracked in order to identify the overall effectiveness of each measure.

Highway Safety – PM1

Highway Safety also known as “PM1”, establishes five performance measures, which include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

Safety is an important consideration for all projects included in the TIP. There are 46 projects in the Rockford MPA that address highway safety throughout the region. These projects will improve safety through intersection improvements such as addition of turn lanes and signalization, addition of bike facilities, improved pedestrian crossings, and/or other safety enhancements.

Pavement and Bridge Condition – PM2

Pavement and Bridge Condition, also known as “PM2”, includes six measures for roadway surface condition and the condition of structures, specifically bridges, within the National Highway System (NHS). These measures include:

- 1. Percentage of pavements on the Interstate System in Good condition;
- 2. Percentage of pavements on the Interstate System in Poor condition;
- 3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition;
- 4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition;
- 5. Percentage of NHS bridges classified as in Good condition; and
- 6. Percentage of NHS bridges classified as in Poor condition.

The Rockford MPA contains a total of 217 NHS Interstate Highway lane miles, 391 non-Interstate NHS US/State highway lane miles. Additionally, the region has a total of 164 NHS structures. The 2027-2030 TIP contains 40 projects that will reconstruct (and in some cases expand or extend) resurface, restore or rehabilitate NHS pavement or repair or replace NHS bridges and break decks within the planning area.

System Performance – PM3

System performance, also known as “PM3”, is a set of performance measures to assess the performance of the Interstate and non-Interstate NHS as well as assess freight movement on the Interstate System, and to assess traffic congestion throughout the region. There are 21 projects in the Rockford MPA that aim to maximize the efficiency, safety, and utility of the transportation infrastructure. These projects add capacity either through additional lanes or roadway extensions and are intended to increase vehicle movement, reduce average delay and improve safety.

Congestion Management Process

As a designated TMA, the MPO must develop a systematic approach to effectively address congestion issues through the use of travel demand reduction and operational management strategies, known as the Congestion Management Process (CMP). Strategies identified in the CMP could include the following: bicycle and pedestrian projects, public transportation, intersection improvements, signalization modernization projects, projects involving Intelligent Transportation System (ITS) elements, the selective addition of new lane miles to close key gaps, and the creation of logical termini in the roadway network.

Although the MPA has little congestion, except at certain intersections during peak traffic times and after large cultural or recreational events (nonrecurring congestion), managing these incidences is a goal of the MTP and plays an important role in the MPO’s planning process. The CMP is discussed and outlined as a strategy for the region in the MTP and is considered as projects are programmed in this TIP. In total, there are 37 CMP projects within this TIP, totaling \$339,922,202.

Air Quality Conformity

Pursuant of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) may designate urbanized areas as attainment or nonattainment areas, based on the levels of a given criteria air pollutant (e.g., ozone, carbon monoxide, PM10, PM2.5, and nitrogen dioxide) as outlined in the National Ambient Air Quality Standards (NAAQS). Attainment areas meet the health-based NAAQS for a particular pollutant, while nonattainment areas do not meet those standards for one or more of pollutants.

Nonattainment areas have additional federal planning requirements which must be met, including the development and implementation of a special plan to meet the standard in order to maintain some forms of Federal financial assistance, specifically set aside to address air quality issues.

The Rockford MPA is currently designated as an attainment area, meaning the air quality meets the standards of the NAAQS. As a result, residents may have fewer instances of discomfort for particulate allergies or respiratory-related issues. However, the MPO and its partner organizations are respectful of air quality concerns and always attempt to promote and implement transportation projects which will help to maintain and protect the current urban area attainment standing with the U.S. EPA.

Maintenance of the Existing System

It is the general consensus of the region’s planners, engineers, and administrators that the region’s transportation investment priorities should be the maintenance of the existing system. Operation and maintenance expenditures identified in this TIP include: resurfacing, restoration, and rehabilitation (3R) projects; reconstruction; bridges or structure; minor intersection improvements; and public transit facility renovations.

Although not all transportation system maintenance activities are listed, it is important to reemphasize that the maintenance and safety of the existing system generally takes precedence over projects which expand the system. Overwhelmingly, the majority of projects listed in the TIP represent projects aimed at maintaining and repairing the current transportation system.

Title VI Considerations

The MPO operates under several federal guidelines to ensure the delivery of public transportation services and the priority setting for transportation improvements does not disproportionately distribute the benefits of these publicly funded activities away from disadvantaged populations. Conversely, these efforts also seek to ensure that potentially adverse consequences of transportation services or improvements are not disproportionately burdened upon already disadvantaged populations.

Title VI of the 1964 Civil Rights Act (42 USC 2000d-1) states that, “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

Figure 3-1 illustrates the census block groups with higher than the regional average of disadvantaged populations. The U.S. Census’ 2019 American Community Survey (ACS) 5-Year Estimates, were used to calculate the thresholds for each census tract. A threshold represents the overall concentration of a population across the entire metropolitan planning area. Using the thresholds established, the census block groups were then categorized by how many Title VI thresholds they exceeded. This allows the census block groups to be mapped showing the concentration of the identified populations. Darker areas on the map indicates a greater concentration of disadvantaged populations.

Figure 3-1: Title VI Areas by Thresholds Met

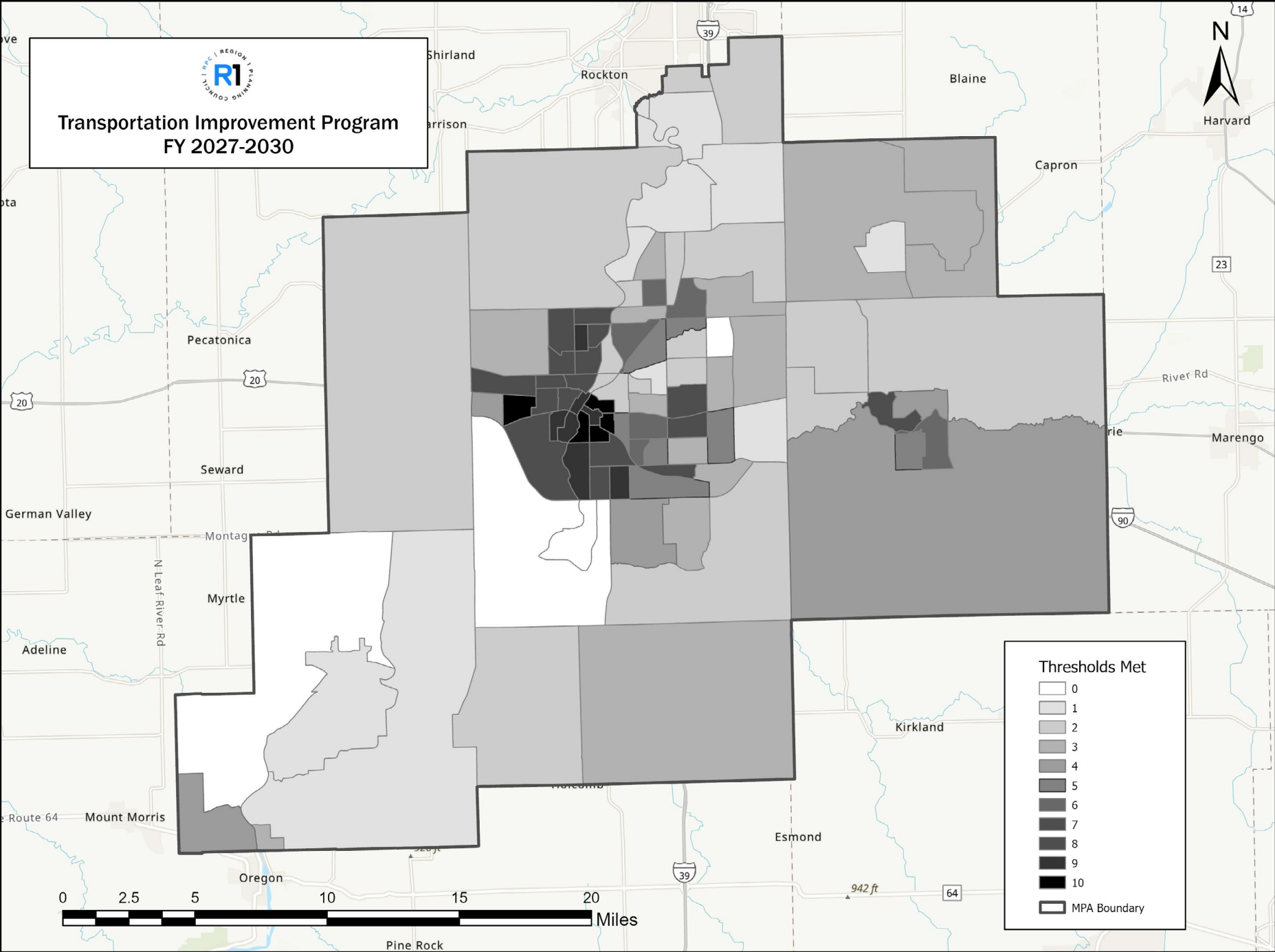


Figure 3-2: Title VI Areas with TIP Projects

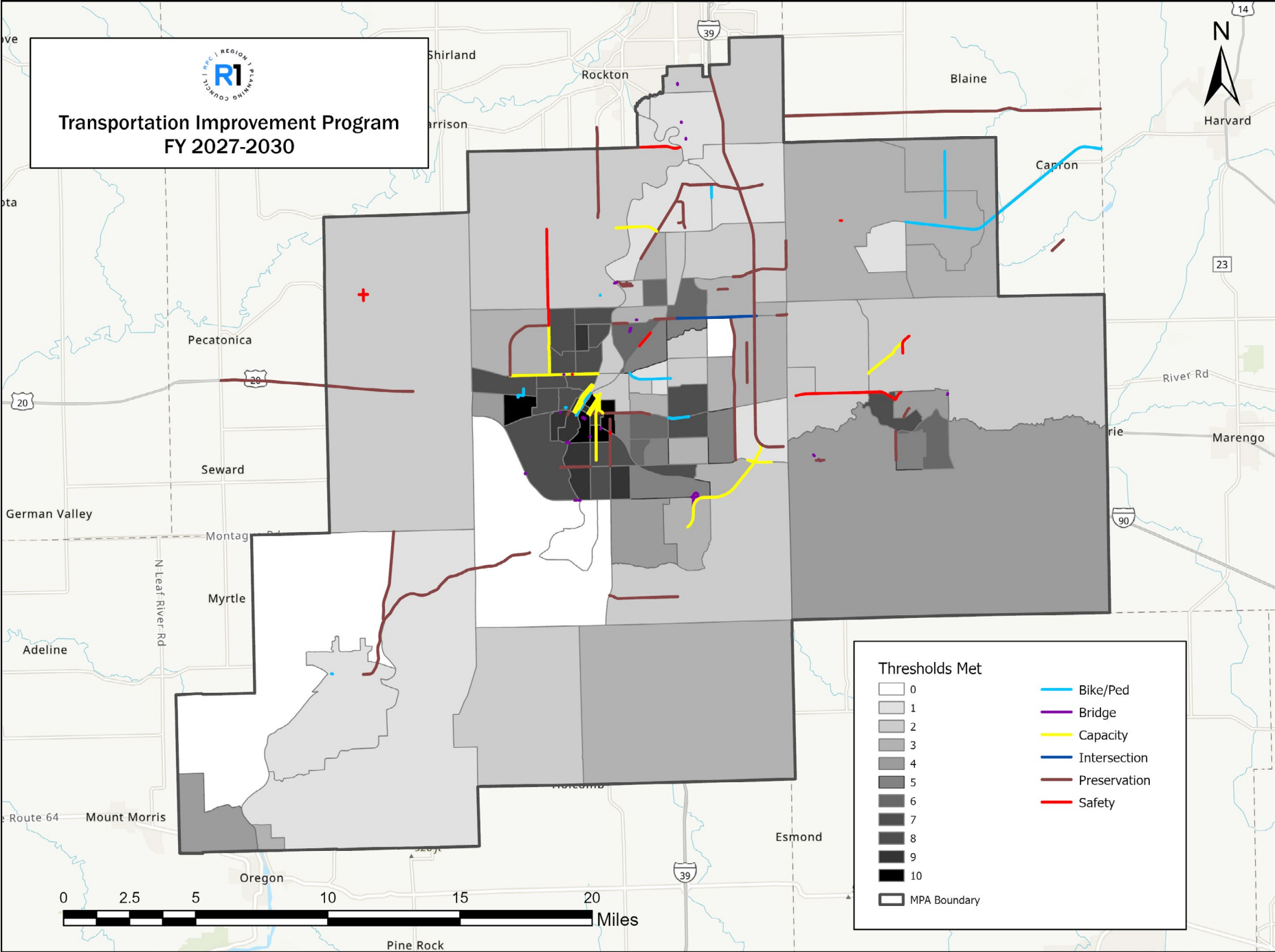


Table 3-3 displays the threshold breakdown of the FY 2027 – 2030 TIP projects by improvement type. This data shows that all of the programmed TIP projects are located in at least one of the block groups that has reached at least one of the thresholds. A total of 101 highway projects are planned for FY 2027 – 2030 and 83 of these projects have specific termini. Of these 83 projects, 100 percent of projects are in areas that have reached at least one of the disadvantaged population thresholds.

Table 3-3: Financial Summary of Programmed Projects & Disadvantaged Population Thresholds

Projects	Meets*	Does Not Meet	Total
Bicycle & Pedestrian (#)	10	0	10
Bicycle & Pedestrian (%)	100%	0%	100%
Bridge (#)	21	0	21
Bridge (%)	100%	0%	100%
Capacity (#)	9	0	9
Capacity (%)	100%	0%	100%
Intersection (#)	1	0	1
Intersection (%)	100%	0%	100%
Preservation (#)	32	0	32
Preservation (%)	100%	0%	100%
Safety (#)	10	0	10
Safety (%)	100%	0%	100%
All Projects (#)	83	0	83
All Projects (%)	100%	0%	100%

Note: Meets Project limits are located wholly or partially in a census tract with at least 1 Title VI threshold met.*

The Financial Plan

Federal requirements stipulate that a financial plan be included in the Transportation Improvement Program (TIP) that demonstrates how the approved TIP can be implemented using public and private sources that are reasonably expected to be made available to carry out the TIP. The financial plan detailed below uses revenue and cost estimates that apply an inflation rate to reflect year-of-expenditure (YOE) dollars.

Forecasting future funding levels requires a large number of assumptions to be made, including the federal transportation programs, such as the Surface Transportation Block Grant (STBG), and local revenue sources, such as motor fuel taxes (MFT), will continue at the same levels through FY 2030 as in past trends. It is typical for certain types of funding to fluctuate from one fiscal year to another.

Total funding expenditures for this TIP are approximately \$717 million, a decrease of \$168 million (19%) when compared to the FY 2026 – 2029 TIP. Total funding expenditures do not however necessarily translate into revenue to implement projects in the TIP because some funding sources are ring-fenced for particular purposes. Figure 3-3 illustrates the estimates of funding by category for FY 2027 – 2030. Table 3-4 illustrates the estimate of funding by specific source. These estimates have been derived from the actual apportionments for the current fiscal year, which serves as the baseline.

As illustrated in Figure 3-3 and Table 3-4, a combination of federal, state, and local funds will be utilized for both highway and transit projects identified within the TIP.

Figure 3-3: Estimated FY 2027- 2030 Available Funds

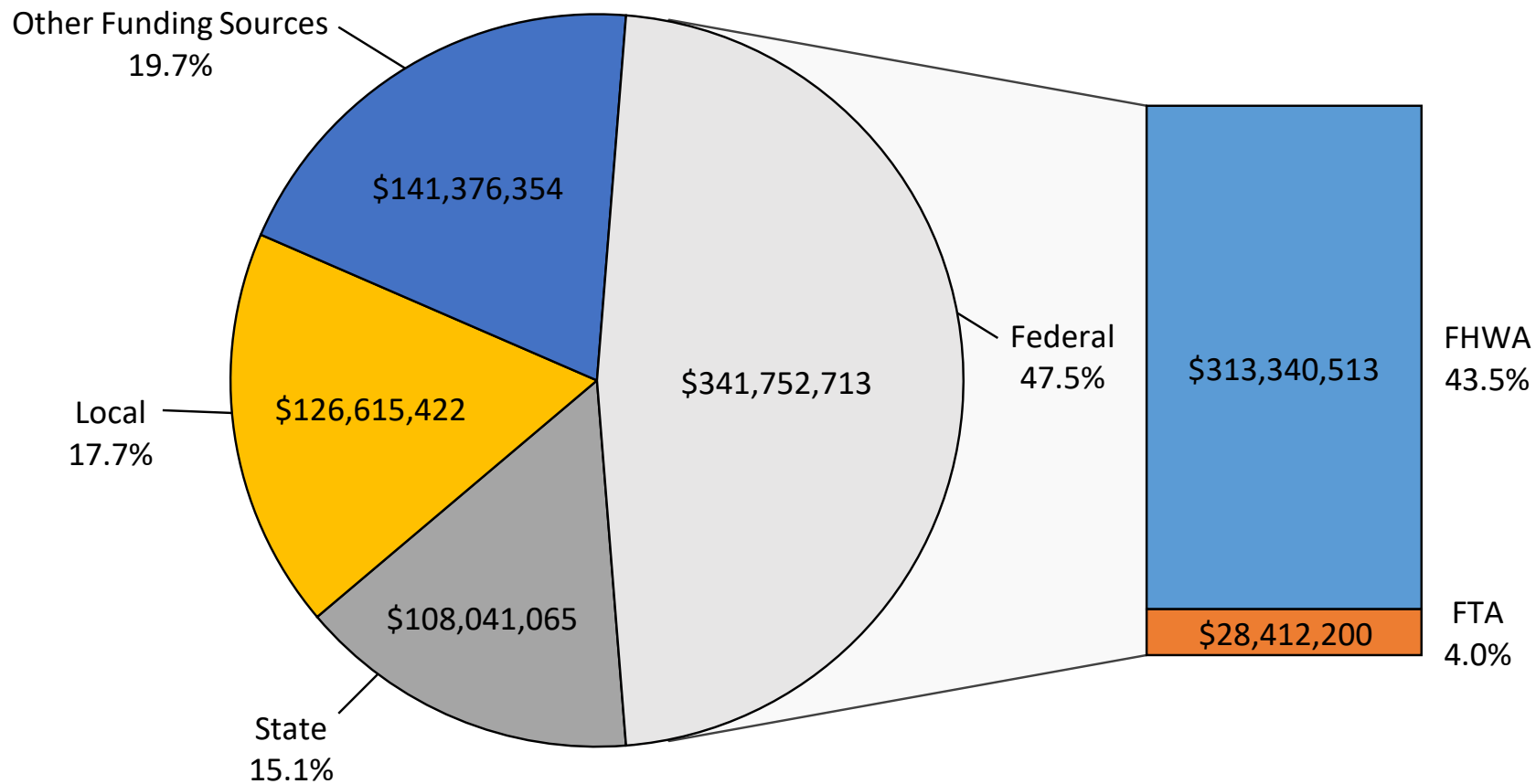


Table 3-4: Total Programmed Funds

Highway Projects - Fiscal Years 2027-2030

Funding Sources	Annual Element (FY 2027)	Year 2 (FY 2028)	Year 3 (FY 2029)	Year 4 (FY 2030)	Total (FY 2027 - 2030)
NHPP	\$100,247,000	\$13,344,000	\$69,962,000	\$4,410,000	\$187,963,000
STBG-S	\$0	\$0	\$0	\$0	\$0
STBG-U	\$21,958,392	\$9,697,862	\$5,600,000	\$0	\$37,256,254
STBG-R	\$720,000	\$1,600,000	\$1,600,000	\$0	\$3,920,000
STBG-B	\$0	\$0	\$0	\$0	\$0
HSIP	\$3,840,000	\$7,446,839	\$3,681,000	\$0	\$14,967,839
ITEP	\$4,214,000	\$0	\$0	\$0	\$4,214,000
TAP	\$5,067,420	\$634,000	\$0	\$0	\$5,701,420
SRTS	\$0	\$0	\$0	\$0	\$0
ISBP	\$2,718,000	\$0	\$0	\$0	\$2,718,000
CRP	\$2,090,000	\$0	\$0	\$0	\$2,090,000
HIBP	\$117,000	\$1,920,000	\$0	\$0	\$2,037,000
FRA	\$30,000,000	\$0	\$0	\$0	\$30,000,000
TDC-NHPP Match	\$0	\$3,205,000	\$17,492,000	\$1,103,000	\$21,800,000
TDC-Restricted State Project Only Match	\$0	\$264,000	\$409,000	\$0	\$673,000
Total Federal Expenditures	\$170,971,812	\$38,111,701	\$98,744,000	\$5,513,000	\$313,340,513
State	\$67,751,524	\$18,325,673	\$0	\$0	\$86,077,197
EDP	\$0	\$0	\$0	\$0	\$0
ISBP	\$0	\$0	\$0	\$0	\$0
TARP	\$356,000	\$0	\$0	\$0	\$356,000
GCPF	\$1,194,000	\$374,000	\$0	\$0	\$1,568,000
Rebuild IL	\$9,000,000	\$0	\$0	\$0	\$9,000,000
Other State	\$0	\$2,400,000	\$0	\$0	\$2,400,000
Total State Expenditures	\$78,301,524	\$21,099,673	\$0	\$0	\$99,401,197
Local	\$74,544,840	\$41,202,602	\$10,900,000	\$0	\$126,647,442
ISTHA	\$50,527,463	\$65,813,177	\$24,285,714	\$0	\$140,626,354
Private	\$0	\$750,000	\$0	\$0	\$750,000
Other	\$0	\$0	\$0	\$0	\$0
Total Other Expenditures	\$125,072,303	\$107,765,779	\$35,185,714	\$0	\$268,023,796
Total Expenditures	\$374,345,639	\$166,977,153	\$133,929,714	\$5,513,000	\$680,765,506

Transit Projects - Fiscal Years 2027-2030

Funding Sources	Annual Element (FY 2027)	Year 2 (FY 2028)	Year 3 (FY 2029)	Year 4 (FY 2030)	Total (FY 2027 - 2030)
Section 5307	\$10,300,102	\$3,351,960	\$5,440,000	\$0	\$19,092,062
Section 5339	\$9,320,138	\$0	\$0	\$0	\$9,320,138
Section 5310	\$0	\$0	\$0	\$0	\$0
Discretionary Grants	\$0	\$0	\$0	\$0	\$0
Community Project Funding (CPF)	\$0	\$0	\$0	\$0	\$0
TBD	\$0	\$0	\$0	\$0	\$0
Total Federal Expenditures	\$19,620,240	\$3,351,960	\$5,440,000	\$0	\$28,412,200
IDOT	\$1,537,000	\$1,239,220	\$2,137,000	\$0	\$4,913,220
TRC/TDC	\$3,202,648	\$0	\$0	\$0	\$3,202,648
Other State	\$524,000	\$0	\$0	\$0	\$524,000
Total State Expenditures	\$5,263,648	\$1,239,220	\$2,137,000	\$0	\$8,639,868
Local	\$0	\$0	\$0	\$0	\$0
Private	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
Total Other Expenditures	\$0	\$0	\$0	\$0	\$0
Total Expenditures	\$24,883,888	\$4,591,180	\$7,577,000	\$0	\$37,052,068

Funding Sources	Annual Element (FY 2027)	Year 2 (FY 2028)	Year 3 (FY 2029)	Year 4 (FY 2030)	Total (FY 2027 - 2030)
Highway Projects- Total Expenditures	\$374,345,639	\$166,977,153	\$133,929,714	\$5,513,000	\$680,765,506
Transit Project- Total Expenditures	\$24,883,888	\$4,591,180	\$7,577,000	\$0	\$37,052,068
Grand Total Expenditures	\$399,229,527	\$171,568,333	\$141,506,714	\$5,513,000	\$717,817,574

Project Prioritization

The Infrastructure Investment and Jobs Act (IIJA) and preceding transportation legislation provides the suballocation of certain federal funds to urbanized areas, in which MPOs are responsible for prioritizing and programming projects eligible to receive said funding.

The Surface Transportation Block Grant (STBG), Transportation Alternatives (TA) Set-Aside, and Carbon Reduction Program (CRP) are three of the primary federal funding programs provided to the MPO for the region to implement roadway-related and alternative transportation projects identified in the Metropolitan Transportation Plan (MTP). Project selection for the programming of these funds is done through the authority of the MPO Policy Committee. Additionally, the MPO, in coordination with Rockford Mass Transit District (RMTD), also programs the Federal Transit Administration (FTA) Section 5310 funds in the MPO TIP to enhance mobility for seniors and individuals with disabilities through expanding public transportation programs or services.

For each of the above-mentioned funding sources, the MPO has adopted a formal process for prioritizing and programming eligible projects to receive the funds.

In October 2024, the MPO Policy Committee adopted a formal procedure and criteria for the selection of projects to receive STBG, CRP and TAP funding (Policies & Procedures for the Distribution of Federal Transportation Funds). Generally speaking, the MPO attempts to steer these funds toward projects that are regionally significant. The final decisions on which projects are selected are based on the adopted prioritization methodology.

Surface Transportation Block Grant

As mentioned above, STBG¹ is one of the primary federal funding programs for the region to implement transportation projects identified in the MTP. The STBG program promotes flexibility in state and local transportation decisions and provides funding to best address the region’s transportation needs. This program funding may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, pedestrian and bicycle infrastructure, transit capital, planning projects, and intercity passenger projects.

STBG funding is annually allocated to the Rockford Urbanized Area through the Illinois Department of Transportation’s (IDOT) distribution formula.² The MPO’s share is on average an estimated \$4 million per year. The funding allocated for FY 2027 is \$4,976,477. Table 3-5 details the STBG allocations that have been received, as well as projected by year.

1 The federal funding program has been referred to by several different names over the past few decades. Prior to the 1990s, this funding source was referred to as Federal Aid Urban (FAU) funding. With the passage The Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the funding source was referred to as Surface Transportation Program-Urban (STP-U). The FAST Act, passed in 2015, now refers to the program as the Surface Transportation Block Grant (STBG).

2 The distribution formula for STBG funding can be found in the Appendix F of the Metropolitan Planning Organization Cooperative Operations Manual.

Table 3-5: STBG Allocations

Fiscal Year	Allocation
2012	\$2,916,175
2013	\$2,432,353
2014	\$2,917,864
2015	\$2,483,239
2016	\$2,556,386
2017	\$2,803,472
2018	\$2,894,698
2019	\$2,954,807
2020	\$3,023,540
2021	\$3,272,407
2022	\$3,199,098
2023	\$4,252,155
2024	\$4,457,107
2025	\$4,538,699
2026	\$4,754,287
2027	\$4,976,477
2028 ^[1]	\$5,145,677
2029 ^[1]	\$5,320,630
2030 ^[1]	\$5,501,531
Total Allocations	\$70,400,602

[1] Note: 2028, 2029, and 2030 Projection based on Compound Annual Growth Rate (CAFR). Subject to change.

Table 3-6: Historic & Programmed STBG Projects

Past Projects

Program Year	Past Project	Agency	Total Project Cost	STBG Funds	% Funded with STBG	Status
-	Harrison Avenue Bridge	Rockford	\$3,303,450	\$2,319,352	70%	Complete (1975)
-	Five-Points Intersection	Rockford	\$1,137,964	\$738,829	65%	Complete (1976)
-	Segments of 20th St & Sandy Hollow	WCHD	\$131,955	\$92,522	70%	Complete (1979)
-	Harrison Ave: S Main St to Kishwaukee St	Rockford	\$1,297,861	\$910,801	70%	Complete (1977)
-	Harrison Ave: Alpine Rd to Perryville Rd	WCHD	\$2,378,713	\$1,670,094	70%	Complete (1978)
-	Resurfacing: Segments of nine streets	Rockford	\$1,417,683	\$995,355	70%	Complete (1978)
-	15th Avenue Bridge	Rockford	\$1,341,967	\$1,008,891	75%	Complete (1980)
-	Windsor Rd: N 2nd St to Alpine Rd	Loves Park	\$1,148,363	\$863,340	75%	Complete (1982)
-	Alpine Rd / US 20 Interchange	IDOT	\$2,255,463	\$1,695,657	75%	Complete (1984)
-	High Crest Rd: Spring Creek Rd to Alpine Rd	Rockford	\$1,755,622	\$1,000,000	57%	Complete (1983)
-	E Riverside Blvd: Mulford Rd to I-90	Joint*	\$2,979,570	\$2,037,570	68%	Complete (1988)
-	Harlem Rd: N 2nd St to Alpine Rd	IDOT	\$3,442,956	\$2,280,000	66%	Complete (1990)
-	Harlem Rd: Alpine Rd to Forest Hills Rd	IDOT	\$5,207,865	\$3,465,653	67%	Complete (1993)
-	Harrison Ave: West State St to Montague Rd	WCHD	\$14,207,125	\$9,477,763	67%	Complete (2002)
-	Harrison Ave: Mulford Rd to Ohio Parkway	Rockford	\$14,150,631	\$11,646,554	82%	Complete (2008)
-	Harrison Avenue: 20th Street to 9th Street	Rockford	\$24,439,830	\$13,840,000	57%	Complete (2018)
-	Bell School Road @ East State Street / US Bus 20	WCHD	\$5,766,050	\$4,612,840	80%	Complete (2016)
2021	Newburg Road	Belvidere	\$418,200	\$111,793	27%	Completed (2024)
Total			\$86,363,068	\$58,655,221		

Active & Committed Projects

Program Year	Past Project	Agency	Total Project Cost	STBG Funds	% Funded with STBG	Status
2022	Riverside Boulevard Project # 02-21-01	WCHD	\$12,654,000	\$8,779,000	69%	In Design/ROW
2021 & 2022	9th Street 2-Way Conversion (Whitman St Interchange) Project # 03-20-21	Rockford	\$35,242,392	\$4,242,392	12%	Programmed (2027)
2024	S. Perryville Road Rehabilitation Project # 02-24-02"	WCHD	\$8,307,000	\$4,457,000	54%	In Preliminary Engineering
2025	Central Avenue Project # 02-25-12	WCHD	\$1,890,000	\$1,360,000	72%	Programmed (2027)
2026	Latham/Ralston Corridor Widening & Rehabilitation Project # 02-26-02	WCHD	\$6,890,000	\$4,037,092	59%	In Preliminary Engineering
2026	Harrison Avenue Reconstruction Project # 03-21-11	Rockford	\$10,349,410	\$4,349,410	42%	Programmed (2028)
2026	Townhall/Spring Creek Extension Project # 12-24-01	BCHD	\$14,223,372	\$4,300,770	30%	Programmed (2028)
Total			\$89,556,174	\$31,525,664		

Transportation Alternatives Program

The TAP program was first authorized under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reauthorized as the Transportation Alternatives Set-Aside under IIJA. This program was designed to provide funding for programs and projects that expand transportation choices with a focus on non-traditional transportation projects, including bicycle and pedestrian facilities; safe routes to school programs and projects.

TAP funding is annually allocated to the region with an average estimate of \$600,000 per year. The funding allocated for FY 2026 was \$635,533.

Table 3-7: Historic & Programmed TAP Projects

Past Projects

Program Year	Past Project	Agency	TAP Funds	Total Project Cost	% Funded with TAP	Status
2014	Alpine Road Path	MP	\$620,000	\$776,000	80%	Completed (2017)
2018	Jefferson St Bridge; Underpass Approaches	RPD	\$200,000	\$250,000	80%	Completed (2020)
2018	West State Street/Pierpont Ave Sidewalk Gaps	Rockford	\$264,592	\$324,592	82%	Completed (2025)
2021	Lawrenceville Road & Piscasaw Creek Connection	BCCD	\$520,000	\$714,395	73%	Completed (2022)
	Total		\$1,604,592	\$2,064,987		

Active & Committed Projects

Program Year	Project	Agency	TAP Funds	Total Project Cost	% Funded with TAP	Status
2018	East State Street Sidewalks Project # 03-18-08	Rockford	\$268,000	\$468,000	57%	In Design
2023	Kishwaukee Overlook Project # 14-24-0	Belvidere	\$216,871	\$273,989	79%	Construction
2025	Riverside Boulevard Shared Use-Path Project # 02-25-13	WCHD	\$634,000	\$830,000	76%	Preliminary Engineering
2026	Long Prairie Trail Bridge Replacement Phase One Project # 51-26-01	Boone County Conservation District	\$203,074	\$2,538,420	8%	Programmed (FY27)
2026	Bob's Park Streetscape Project # 14-26-03	Belvidere	\$518,148	\$647,686	80%	Programmed (FY27)
2026	Roscoe Road Shared-Use Path Project # 02-26-03	WCHD	\$1,271,066	\$1,705,066	75%	Programmed (FY27)
2026	Poplar Grove North Boone School Bike Lane Project # 13-26-02	BCHD	\$1,271,066	\$1,612,066	79%	Programmed (FY27)
2026	Highcrest Multi-Use Path Project # 03-23-15	Rockford	\$1,271,066	\$7,000,000	18%	Programmed (FY27)
	Total		\$484,871	\$741,989		

Carbon Reduction Program

The CRP program was first authorized under IJIA. The program was established to provide funds for projects design to reduce transportation emissions from on-road highway sources. The CRP program is a formula program, with funding distributed to states before being suballocated further to MPOs. In FY 2026 the MPO received its second CRP TMA allocation of \$645.279.

Table 3-8: Historic & Programmed CRP Projects

Past Projects

Program Year	Past Project	Agency	TAP Funds	Total Project Cost	% Funded with TAP	Status
No Projects Listed						
	Total		\$0	\$0		

Active & Committed Projects

Program Year	Project	Agency	CRP Funds	Total Project Cost	% Funded with CRP	Status
2025	Riverside Boulevard Project # 02-25-14	WCHD	\$800,000	\$1,190,000	67%	Preliminary Engineering
2026	Major Intersection Emergency Vehicle Preemption Purchase & Repairs Project # 05-26-02	Machesney Park	\$41,745	\$52,182	80%	Preliminary Engineering
2026	Bell School Road Reconstruction Project # 02-25-09	WCHD	\$1,290,000	\$7,880,000	16%	Programmed FY27
	Total		\$2,131,745	\$9,122,182		

Section 5310

Section 5310 funding, titled the “Enhanced Mobility of Seniors and Individuals with Disabilities Program”, provides formula funding to states and designated recipients of Urbanized Areas with populations of 200,000 or more to improve the mobility of seniors and individuals with disabilities. RMTD and IDOT are the co-designated recipients for Section 5310 funding allocated to the Rockford Urbanized Area. While not directly allocated to the MPO, in coordination with RMTD, the MPO has created a process to help determine the best use of the Section 5310 funds received.

The regional allocation process begins with a call for projects. As part of the process to program Section 5310 funding, the MPO will review each applicant’s submittal, received during the call for projects, to determine that the projects meet federal requirements. While the MPO does not formally score any of the applications for vehicles, the MPO’s Transportation Alternative Selection Committee (TASC) screens applications for HSTP compliance. Applicants are not guaranteed to receive funding, but it is common for multiple requests to be granted.

Table 3-9: Section 5310 Projects

FTA Section 5310					
Past Projects					
Programmed Projects	Agency	Total Project Cost	Section 5310 Funds	% Funded with Section 5310	Status
Demand Response Vehicle (4) Project # 26-24-01	Boone County Transit	\$480,000	\$384,000	80%	Completed
Demand Response Vehicle (1) Project # 07-25-15	Rockford Mass Transit District	\$132,000	\$105,600	80%	Completed
Total		\$612,000	\$489,600		
Active & Committed Projects					
Active & Committed Projects	Agency	Total Project Cost	Awarded STBG Funds	% Funded with STBG	Status
Demand Response Vehicle (1) Project # 26-25-01	Boone County Transit	\$132,000	\$105,600	80%	AIC
Total		\$132,000	\$105,600		

Section 5307

Section 5307 funding, titled the “Urbanized Area Formula Grants”, provides funding to recipients for transit capital and operating assistance in urbanized areas and for transportation-related planning. As an urbanized area with over 200,000 in population, Section 5307 funds are directly apportioned to Rockford Mass Transit District. These funds may be used for the following activities: (1) planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; (2) capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and (3) capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.³

Table 3-10 details the Program of Projects for Section 5307 funds developed by RMTD during the four year TIP period.

Table 3-10: Section 5307 Projects

FTA Section 5307

Program of Projects

Year	Project	Agency	Federal	Match	Total Project Cost
2027	Operating Including Security- #7-24-11	RMTD	5307	IDOT	\$646,000
2027	Preventative Maintenance - #7-24-10	RMTD	5307	IDOT	\$3,050,000
2027	ADA- #7-25-7	RMTD	5307	IDOT	\$400,000
2027	Operating Including Security- #7-26-7	RMTD	5307	IDOT	\$1,048,000
2027	6 Fixed Route Expansion Buses- #7-27-1	RMTD	5307	IDOT	\$6,693,102
2028	Preventive Maintenance- #7-25-8	RMTD	5307	IDOT	\$3,112,714
2028	Operating Including Security- #7-25-10	RMTD	5307	IDOT	\$1,069,946
2028	ADA- #7-25-9	RMTD	5307	IDOT	\$408,520
2029	Preventive Maintenance-#7-26-1	RMTD	5307	IDOT	\$5,096,000
2029	ADA- #7-26-2	RMTD	5307	IDOT	\$407,000
2029	Operating Including Security- #7-26-3	RMTD	5307	IDOT	\$2,074,000
Total					\$24,005,282

[1] A portion of IDOT’s Transportation Development Credits will be used to leverage Federal Funds at 100%.
Note: RMTD is using this Transportation Improvement Program to satisfy and/or supplement the public participation requirements for transit operators pursuant to 49 USC 5307(b).

3 <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

Part 4: Project Listing

The following tables list all proposed surface transportation and transit projects programmed over the next four fiscal years. The tables include the following information for each project: TIP number; location; extent/termini (if applicable); project type; phase of work; funding sources and associated amounts; and the total project cost. The projects are broken two sections, highway projects and transit projects. These two sections are further broken down by life cycle phase. The projects are grouped by lead agency. There are 248 individual projects listed in the TIP, of those 114 projects are listed four years of the TIP (FY27-30), as well as an additional 110 projects which have been awarded, initiated or completed, 13 projects which have been previously approved and 30 projects which are illustrative. Some projects are listed in multiple categories as they have phases in different stages of the project cycle.

How to Read the TIP Tables

Project Life Cycle

The projects listed in the Transportation Improvement Program (TIP) are organized by their phase in the lifecycle of projects listed in the TIP. There are four categories within of a TIP project’s lifecycle: the annual element; out years; previously approved; and awarded, initiated, or completed (AIC). The phases are based on the fiscal year in which implementation is anticipated to begin.

- **Annual Element:** The projects programmed to be implemented and are awaiting letting within the current year of the TIP (e.g. FY 2027).
- **Out Years:** The three remaining years of the TIP (e.g. FY 2028, 2029, and 2030).
- **Awarded, Initiated, or Completed/Programmed or Completed:**
 - For highway projects, this phase indicates that construction has been awarded letting or that construction has begun or been completed.
 - For transit projects, this phase in the life cycle indicates projects that (1) have verified funding sources and have been placed into a grant or (2) procurement is completed, received, and/or paid for.
- **Previously Approved:** This category contains projects that have been adopted by the MPO Policy Committee in a previous TIP, which have been accepted and approved by the FHWA and the FTA, but have not yet been to letting or awarded.

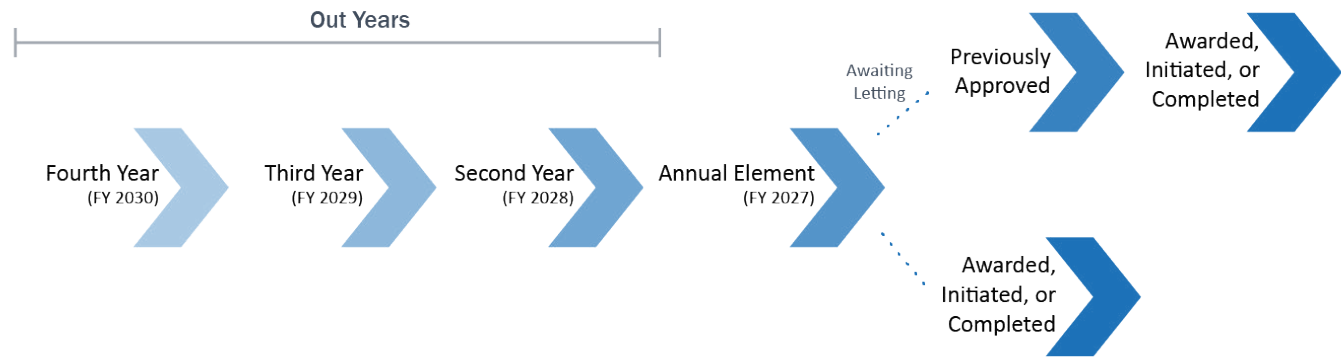
In addition, the TIP lists illustrative projects (or project phases), which have not yet secured funding and are therefore do not yet fall within the project life cycle.

Typically, a project will first be programmed in the fourth year of the TIP and advance each year towards the annual element. Projects in the out years are tracked to show how projects are advancing through the TIP until project completion. For instance, with each annual update of the TIP, projects in the fourth and third years will advance to the third and second years, respectively, unless the MPO is notified by the implementing agency that the project has been delayed, moved forward, or canceled. Projects in the second year will typically move to the annual element.

Ideally, a project will move from the annual element into the AIC category for the next annual update of the TIP. However, under certain circumstances, a project may need to be moved into the previously approved category due to delay in the letting or award process. These tables are differentiated in the lifecycle of a TIP highway project because at the time of award a project passes out of the planning phase and into implementation.

The typical lifecycles for projects programmed in the TIP are shown in Figure 4-1.

Figure 4-1: Project Life Cycle



Project Numbers

Projects have been assigned unique identification numbers by the MPO. This numbering system follows the following convention: agency responsible for the project (AA), the year the project was first programmed in the TIP (YY), and a sequential project number (##).

AA-YY-##

Project Type

Table 4-1 provides a brief description of the types of projects included in the TIP.

Table 4-1: Project Types

Project Type	Definition/Examples
Bicycle & Pedestrian	Includes projects that improve bicycle and pedestrian infrastructure, such as multi-use paths, bike lanes, sidewalks, signage, and parking, but excludes maintenance.
Bridge	Includes projects that cover the replacement or rehabilitation of structurally deficient or obsolete bridges to restore safety and integrity, independent of roadway modifications.
Capacity	Includes projects that expand motor-vehicle capacity through new roads, lane additions, turn lanes, or road widening, including associated bridges and grade separations.
Intersection	Includes projects that make improvements to intersections for safety and efficiency, such as turn lanes, traffic signals, sight distance improvements, and synchronization.
Preservation	Includes projects than maintain or replace existing roadway infrastructure, including resurfacing, rehabilitation, and reconstruction without changing traffic operations.
Safety	Includes projects that reduce fatalities and serious injuries on roads, bike paths, and transit facilities, such as crosswalks, roundabouts, signage, and guardrails.
Transit	Includes public transportation-related projects, including vehicles replacements.

Phase of Work

Table 4-2 provides a brief description of the project phases included in the TIP.

Table 4-2: Phases of Work

Phase of Work	Definition
PE	Preliminary Engineering.
DES	Design.
ENVIR	Environment/NEPA.
ROW	Right-of-Way: Development of ROW plans, real property acquisition, temporary and permanent easements, and utility relocation.
CON	Construction: Work completed by the agency or constructor(s) to construct the project, possibly including utility relocation.
CE	Construction Engineering.
OPS	Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of the Transit vehicle systems, traffic signal systems, or ITS.

Highway Projects

Table 4-3: FY 2027 Highway Projects

Annual Element - FY 2027															
01 - Illinois Department of Transportation (IDOT)															
Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-17-7	I-39, US 20 & Harrison Avenue	I-39, 0.8 miles North of Blackhawk Road, US 20 to I-39; Harrison Ave; Bell School Road	Capacity	CON	STP-U	\$2,080,000	State	\$520,000			\$2,600,000	X			X
1-20-3	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	CON	NHPP	\$29,904,000	State	\$7,476,000			\$75,988,000	X			X
					NHPP	\$26,855,000	State	\$6,713,000							
				PE	NHPP	\$4,032,000	State	\$1,008,000							
1-20-17	US 20	0.2 mi W. Pecatonica Rd to 0.2 mi W. Falconer Rd	Preservation	PE	NHPP	\$1,600,000	State	\$400,000			\$2,000,000			X	
1-21-8	I-90/US 20	0.4 mile west of Wheeler Road to 0.1 mile east of Ipsen Road	Preservation	CON	NHPP	\$21,360,000	State	\$5,340,000			\$30,000,000	X			
							State	\$3,300,000							
1-23-11	IL-251	Dry creek, N & S Kinnikinnick Creek	Bridge	CON	NHPP	\$10,080,000	State	\$2,520,000			\$13,850,000			X	
					NHPP	\$1,000,000	State	\$250,000							
1-24-2	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$586,000	State	\$65,000			\$651,000		X		
1-26-2	Springfield Ave	0.1 Mi W of Central Ave to Auburn St NW of Rockford	Preservation	CON	NHPP	\$2,960,000	State	\$740,000			\$3,700,000			X	
1-26-13	US BUS 20 Tree Removal	Shaw Rd E of Winnebago Co line to 0.1 Mi NE of State St in Belvidere	Safety	CON	NHPP	\$456,000	State	\$114,000			\$570,000		X		
1-27-1	Various Bridge	Various	Preservation	CON	HIBP	\$78,000	State	\$20,000			\$98,000				
1-27-2	Various Bridge	Various	Preservation	CON	HIBP	\$39,000	State	\$10,000			\$49,000				
1-27-3	IL-2	0.1 mi E of CP RR in Byron to 0.1 mi W of Beltline Rd S of Rockford	Preservation	CON	NHPP	\$2,000,000	State	\$500,000			\$2,500,000			X	
Total						\$103,030,000		\$28,976,000		\$0	\$132,006,000				

31 - IDOT Office of Planning and Programing

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

30 - Illinois Department of Natutal Resources (IDNR)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

24 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
24-21-2	Bypass US 20 Bridge Reconstruction	I-90, MP 19.8	Bridge	CON			State	\$12,947,673	ISTHA	\$7,527,463	\$20,475,136	X		X	
24-21-3	Pavement Resurfacing and Structural Rehabilitation	I-90, MP 2.6	Preservation	CON					ISTHA	\$40,000,000	\$43,000,000			X	
				DES					ISTHA	\$3,000,000					
Total						\$0		\$12,947,673		\$50,527,463	\$63,475,136				

13 - Boone County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-22-7	Angling Road	Woodstock Road to Capron Road	Preservation	CON					Local	\$600,000	\$600,000				

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-26-2	Poplar Grove North Boone School Bike Lane	IL 173/Village of Poplar Grove to North Boone Schools	Bicycle & Pedestrian	ROW	TAP	\$7,066			Local	\$55,000	\$1,612,066	X	X	X	
				CON	TAP	\$1,164,000			Local	\$261,000					
				CE	TAP	\$100,000			Local	\$25,000					
Total						\$1,271,066		\$0		\$941,000	\$2,212,066				

21 - Ogle County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
21-25-1	Kennedy Hill Resurfacing (Section 24-00351-00-RS)	Winnebago County Line to IL-2	Preservation	CON	STP-R	\$720,000			Local	\$180,000	\$900,000				
Total						\$720,000		\$0		\$180,000	\$900,000				

01 - Winnebago County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-21-1	Riverside Boulevard	Material Avenue to Renn Hart Hills Road/Sage Road	Preservation	CON	STP-U	\$8,779,000			Local	\$3,775,000	\$12,554,000	X	X	X	X
2-23-5	Owen Center Road	From West Riverside Boulevard to Latham Road	Safety	CON	HSIP	\$2,657,000	TARP	\$356,000	Local	\$3,500,000	\$6,513,000		X		
2-23-7	Perryville Road Bike Path Extension	Willowbrook Lane to McDonald Road	Bicycle & Pedestrian	CON			ITEP	\$939,000	Local	\$105,000	\$1,044,000	X	X		
2-24-2	S. Perryville Road Rehabilitation	Harrison Avenue to E. State Street (US Bus 20)	Preservation	CON	STP-U	\$4,457,000			Local	\$3,500,000	\$7,957,000	X	X	X	X
2-24-3	Roscoe Road	Old River Road to Rock River Bridge	Safety	ROW					Local	\$30,000	\$30,000				
2-25-9	Bell School Road Reconstruction	Guilford Road to Olde Creek Road	Preservation	ROW					Local	\$100,000	\$1,880,000	X	X		
				PE					Local	\$150,000					
				CON	CRP	\$1,290,000			Local	\$340,000					

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-25-11	Winnebago Road/ Telegraph Road Intersection Improvements	1,000 feet on each of the 4 legs of the intersection	Safety	CON	HSIP	\$597,000			Local	\$66,000	\$663,000	X	X		
2-25-12	Central Avenue	Riverside Boulevard to Auburn Street	Capacity	ROW					Local	\$50,000	\$50,000	X		X	
2-25-14	Riverside Boulevard	Material Ave to I-90	Intersection	CON	CRP	\$800,000			Local	\$280,000	\$1,080,000	X		X	X
2-26-2	Latham/Ralston Corridor Widening & Rehabilitation	Old River Rd to IL 251	Capacity	ROW					Local	\$150,000	\$150,000				X
2-26-3	Roscoe Rd Shared-Use Path	Leana Dr/Sprague Rd to the Rock River	Bicycle & Pedestrian	ROW					Local	\$30,000	\$1,705,066		X	X	X
				CON	TAP	\$1,271,066			Local	\$364,000					
				CE					Local	\$40,000					
2-27-6	Swanson Road Widening & Resurfacing	IL 251 to Belvidere Rd	Preservation	CON					Local	\$1,600,000	\$1,600,000		X	X	X
2-27-7	Forest Hills Rd Safety Improvements	Park Terrace to Pepper Dr	Safety	ROW					Local	\$70,000	\$70,000		X		X
Total						\$19,851,066		\$1,295,000		\$14,150,000	\$35,296,066				

14 - City of Belvidere

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
14-21-3	Appleton Road	US 20 Eastbound Ramps to Kishwaukee River Bridge	Preservation	CON	FRA	\$30,000,000			Local	\$3,074,100	\$33,074,100	X	X		
14-26-03	Bob's Park Streetscape	Meadow Street on the north, East Locust Street on the south to Warren Avenue on the east and Nebraska Street on the west	Bicycle & Pedestrian	CON	TAP	\$518,148			Local	\$52,738	\$647,686			X	
				CE					Local	\$76,800					
Total						\$30,518,148		\$0		\$3,203,638	\$33,721,786				

04 - City of Loves Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
4-19-8	Clifford Avenue	Bridge Over Drainage Channel	Bridge	DES					Local	\$1,200,000	\$1,200,000		X		
4-19-13	Loves Park Drive	Bridge Over Drainage Channel	Bridge	PE					Local	\$1,200,000	\$1,200,000		X		
4-19-17	Grand Avenue	Bridge Over Drainage Channel	Bridge	PE					Local	\$1,200,000	\$1,200,000		X		
4-23-4	Arygyle & Riverside	Paladin Rd east to just past Argyle Rd	Preservation	ROW					Local	\$2,000,000	\$2,000,000	X	X		
4-23-7	Merrill Avenue Bridge	Bridge Over Drainage Channel	Bridge	PE					Local	\$1,200,000	\$1,200,000			X	
4-25-1	Riverside Reconstruction	Riverside Bridge	Preservation	PE					Local	\$3,000,000	\$3,000,000				
4-25-2	Lanterne Dr	Oakcrest Ln to Candelabra	Preservation	PE					Local	\$750,000	\$750,000				
Total						\$0		\$0		\$10,550,000	\$10,550,000				

03 - City of Rockford

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-17-6	Activate Church & Main	Cedar Street to John Street	Capacity	CON			State	\$6,500,000	Local	\$3,500,000	\$10,000,000	X			X
3-18-8	East State Street Sidewalk Gaps	Alpine Road to New Towne Drive	Bicycle & Pedestrian	CON	TAP	\$268,000			MFT	\$150,000	\$418,000	X	X		
3-18-9	West State Street/ Pierpont Avenue	Concord Commors to Pierpont Avenue to School Street	Bicycle & Pedestrian	CON	TAP	\$265,000			Local	\$76,000	\$341,000	X	X		
3-20-1	15th Avenue Bridge	15th Avenue over Rock River	Bridge	PE					Local	\$679,500	\$20,940,773				
				CON	ISBP	\$2,718,000	State	\$17,043,273	Local	\$500,000					
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	CON	STP-U	\$1,000,000			Local	\$600,000	\$3,000,000				
					STP-U	\$1,400,000									
3-20-21	9th Street 2-Way Conversion (Whitman St Interchange)	Whitman Street to East State Street	Capacity	CON	STP-U	\$4,242,392	Rebuild IL	\$9,000,000	Local	\$7,000,000	\$20,242,392	X	X	X	X

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-20-23	11th Street Corridor Revitalization	US 20 Bypass to Charles Street	Preservation	CON					Local	\$1,000,000	\$1,000,000		X	X	
3-23-15	Highcrest Multi-Use Path	IL-251 (2nd Street) to Augustana Drive	Bicycle & Pedestrian	DES	TAP	\$1,271,066					\$6,600,000	X	X		
				CON	ITEP	\$3,000,000			Local	\$1,728,934					
				CE					Local	\$600,000					
3-23-16	Rockford Riverfront Path	Rails to Trails Bridge to Whitman Street	Bicycle & Pedestrian	DES	ITEP	\$275,000					\$275,000	X	X		X
3-23-19	Auburn Street Bridge	Over Kent Creek	Bridge	CON					Local	\$4,000,000	\$4,000,000			X	
3-23-21	Corbin Street Bridge	Over Kent Creek	Bridge	DES					Local	\$100,000	\$100,000				
3-23-23	Traffic Signal Upgrade Program- 2027	City-Wide	Safety	CON					Local	\$150,000	\$150,000	X			
3-24-1	Neighborhood Program - 2027	City-wide	Preservation	CON					Local	\$8,500,000	\$8,500,000				
3-24-4	Commercial & Industrial Street Program- 2027	City-Wide	Preservation	CON					Local	\$1,450,000	\$1,450,000				
3-24-5	Local Bridge Program- 2027	City-Wide	Bridge	CON					Local	\$550,000	\$550,000				
3-24-6	11th Street Bridge	Over Kent Creek	Bridge	CON					Local	\$3,000,000	\$3,000,000				
3-24-7	ADA Transition Plan Improvements- 2027	City-Wide	Bicycle & Pedestrian	CON					Local	\$150,000	\$150,000		X		
3-24-8	Bicycle Program- 2027	City-Wide	Bicycle & Pedestrian	CON					Local	\$300,000	\$300,000	X	X		
3-24-9	Sidewalk Program- 2027	City-Wide	Bicycle & Pedestrian	CON					Local	\$600,000	\$600,000	X	X		
3-24-11	Traffic Safety Program - 2027	City-Wide	Safety	CON					Local	\$100,000	\$100,000	X			
3-25-18	11th Street & UP RR	11th Street 0.02 mile S of Woodruff Avenue	Safety	CON			GCPF	\$911,000	Local	\$30,000	\$941,000		X		
3-25-19	11th Street & CN RR	11th Street 0.1 mile S of Woodruff Avenue	Safety	CON			GCPF	\$283,000			\$283,000		X		
Total						\$14,439,458		\$33,737,273		\$34,764,434	\$82,941,165				

05 - Village of Machesney Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
5-22-1	Shoreland Road & Shore Drive	IL-251 to North End of Shore Drive	Preservation	PE					Local	\$2,105,000	\$2,105,000				
5-22-6	Forest Hills Road Phase II Improvements	IL-251 to Hutchins Road	Preservation	PE					Local	\$7,500,000	\$7,500,000				
5-24-1	Village-Wide Resurfacing	Various	Preservation	PE					Local	\$1,250,000	\$1,250,000				
Total						\$0		\$0		\$10,855,000	\$10,855,000				

47 - Village of Roscoe

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

50 - Village of Winnebago

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

51 - Boone County Conservation District

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
51-26-1	Long Prairie Trail Bridge Replacement Phase One	Illinois Route 76 East to the Boone and McHenry County Line	Bicycle & Pedestrian	CON	TAP	\$184,612	State	\$2,076,885	Local	\$46,153	\$2,538,420			X	
				CE	TAP	\$18,462	State	\$207,693	Local	\$4,615					
Total						\$203,074		\$2,284,578		\$50,768	\$2,538,420				

FY Year Total	Federal	State	Other	Grand Total
FY27 Total	\$170,032,812	\$79,240,524	\$125,222,303	\$374,495,639

Figure 4-2: FY 2027 Highway Projects

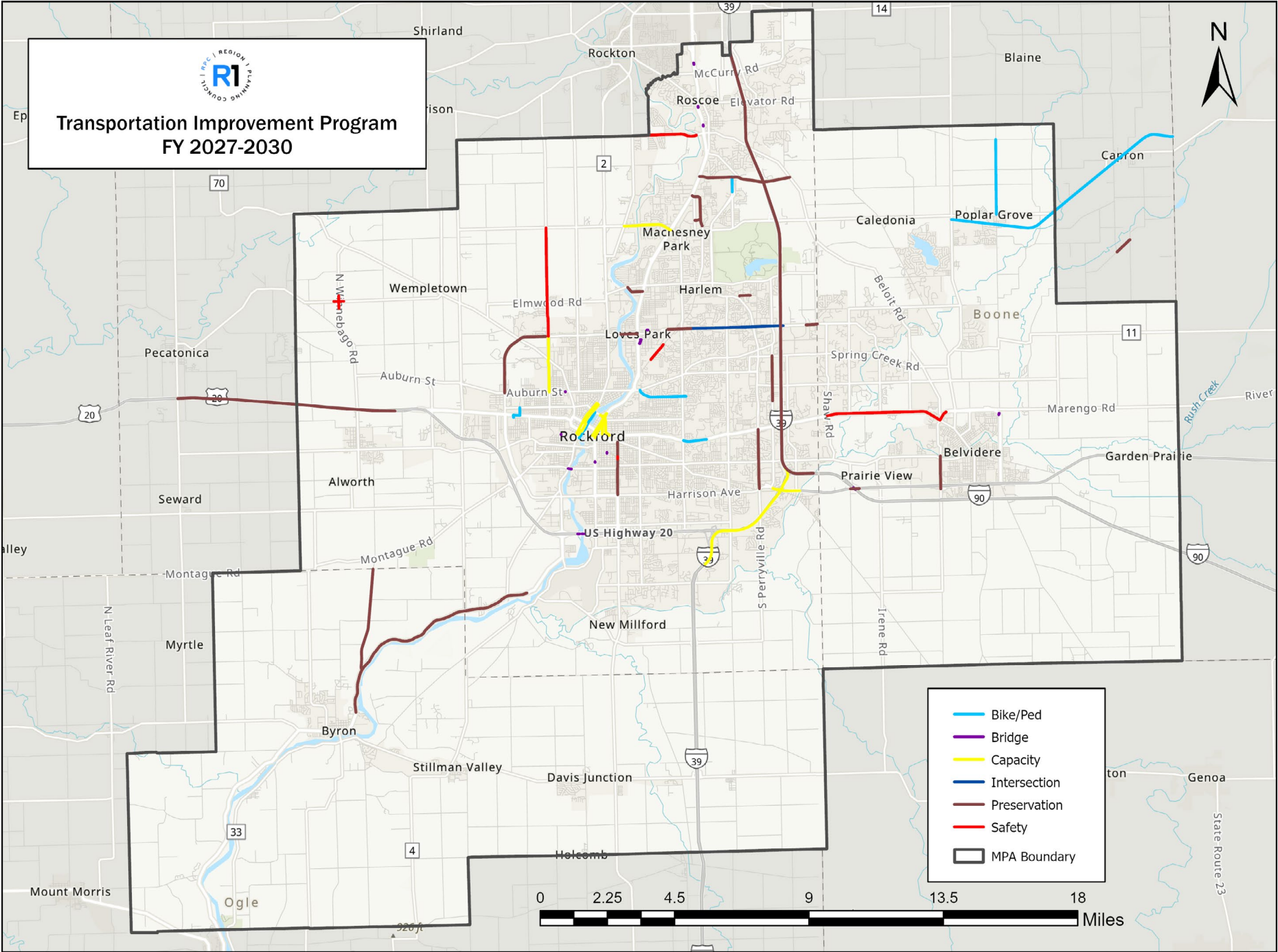


Table 4-4: FY 2028 Highway Projects

Year 2 - FY 2028

01 - Illinois Department of Transportation (IDOT)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-21-7	IL-2	0.4 mile north of Latham Road to 0.8 mile north of Roscoe Road	Preservation	CON	NHPP	\$4,000,000					\$5,000,000			X	
					TDC-NHPP Match	\$1,000,000									
1-23-6	IL-76	0.1 mi N of Woodstock Rd to 0.2 mi S of Spring Creek Rd	Safety	CON	HSIP	\$9,000					\$6,000,000	X	X		X
					TDC-NHPP Match	\$1,198,000									
					TDC-Restricted State Project Only Match	\$1,000									
					NHPP	\$4,792,000									
1-24-3	I-39	Northbound ramp to US 20 Westbound	Bridge	CON	NHPP	\$945,000					\$1,050,000			X	
					TDC-NHPP Match	\$105,000									
1-25-6	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$1,606,000	State	\$178,000			\$1,784,000		X		
1-25-7	IL-173	At Caledonia Rd	Safety	CON	HSIP	\$2,370,000					\$2,642,000	X	X		X
					NHPP	\$7,000									
					TDC-NHPP Match	\$2,000									
					TDC-Restricted State Project Only Match	\$263,000									

Table continues on next page

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-25-9	US 20 (Rockford Bypass)	At Montague Rd 1.5 mi E of Meridian Rd in Rockford	Bridge	CON	NHPP	\$3,600,000					\$4,500,000				
					TDC-NHPP Match	\$900,000								X	
Total						\$20,798,000		\$178,000		\$0	\$20,976,000				

31 - IDOT Office Planning and Programing

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

30 - Illinois Department of Natural Resources (IDNR)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

24 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
24-21-2	Bypass US 20 Bridge Reconstruction	I-90, MP 19.8	Bridge	CON			State	\$12,947,673	ISTHA	\$7,527,463	\$20,475,136	X		X	
24-21-3	Pavement Resurfacing and Structural Rehabilitation	I-90, MP 2.6	Preservation	CON					ISTHA	\$34,000,000	\$34,000,000			X	

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90, Milepost 19.5	Bridge	CON					ISTHA	\$24,285,714	\$24,285,714				
Total						\$0		\$12,947,673		\$65,813,177	\$78,760,850				

13 - Boone County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-24-1	Townhall/Spring Creek Extension	US 20 State St to IL-76	Capacity	ROW			State	\$200,000	Local	\$300,000	\$14,223,372	X			
				CON	STP-U	\$4,300,770	State	\$4,000,000	Local	\$3,922,602					
				CE			State	\$1,000,000	Local	\$500,000					
Total						\$4,300,770		\$5,200,000		\$4,722,602	\$14,223,372				

21 - Ogle County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

02 - Winnebago County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-24-3	Roscoe Road	Old River Road to Rock River Bridge	Safety	CON	HSIP	\$1,110,000			Local	\$1,600,000	\$2,710,000				
2-25-7	Roscoe Road Resurfacing	IL-2 to Old River Road	Preservation	CON					Local	\$900,000	\$900,000				
2-25-9	Bell School Road Reconstruction	Guilford Road to Olde Creek Road	Preservation	CON	CRP	\$1,290,000			Local	\$340,000	\$1,630,000	X	X		
2-25-12	Central Avenue	Riverside Boulevard to Auburn Street	Capacity	CON	STP-U	\$1,360,000			Local	\$480,000	\$1,840,000	X		X	
2-15-13	Riverside Boulevard Shared-Use Path	Perryville Road to Bell School Road	Bicycle & Pedestrian	ROW					Local	\$50,000	\$880,000	X		X	X
				CON	TAP	\$634,000			Local	\$196,000					
2-26-2	Latham/Ralston Corridor Widening & Rehabilitation	Old River Rd to IL 251	Capacity	CON	STP-U	\$4,037,092			Local	\$1,400,000	\$5,577,092				X
				CE					Local	\$140,000					
2-27-2	Bauer Bridge Rehabilitation	Over the Rock River to IL 173	Bridge	PE					Local	\$2,200,000	\$2,200,000		X	X	
2-27-5	Harlem-Argyle Road Widening & Resurfacing	McFarland Rd to Belvidere/Beloit Rd	Preservation	CON	STP-R	\$1,600,000			Local	\$400,000	\$2,000,000		X	X	X
2-27-7	Forest Hills Rd Safety Improvements	Park Terrace to Pepper Dr	Safety	CON	HSIP	\$2,351,839			Local	\$400,000	\$2,751,839		X		X
Total						\$12,382,931		\$0		\$8,106,000	\$20,488,931				

14 - City of Belvidere

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
14-17-2	West Harrison Street	State Street to Jackson Street	Preservation	CON					Local	\$2,575,000	\$2,575,000				
Total						\$0		\$0		\$2,575,000	\$2,575,000				

04 - City of Loves Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

03 - City of Rockford

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-20-2	1st Street and 2nd Street Bridges	Over Union Pacific Railroad	Bridge	CON			Other	\$2,400,000	Private	\$750,000	\$3,150,000				
3-21-11	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Preservation	ROW					Local	\$100,000	\$100,000	X	X	X	X
3-23-5	6th & 9th Street Two-Way Conversion	23rd Avenue to State Street	Capacity	CON					Local	\$4,000,000	\$4,000,000	X	X	X	X
3-23-21	Corbin Street Bridge	Over Kent Creek	Bridge	CON	HIBP	\$1,728,000			Local	\$432,000	\$2,352,000				
				CE	HIBP	\$192,000									
3-25-1	Neighborhood Program - 2028	City-Wide	Preservation	CON					Local	\$9,000,000	\$9,000,000				
3-25-3	Local Bridge Program- 2028	City-Wide	Bridge	CON					Local	\$3,700,000	\$3,700,000				
3-25-4	ADA Transition Plan Improvements- 2028	City-Wide	Bicycle & Pedestrian	CON					Local	\$150,000	\$150,000				
3-25-5	Bicycle Program- 2028	City-Wide	Bicycle & Pedestrian	CON					Local	\$300,000	\$300,000	X	X		
3-25-6	Sidewalk Program- 2028	City-Wide	Bicycle & Pedestrian	CON					Local	\$600,000	\$600,000	X	X		
3-25-7	Traffic Safety Program - 2028	City-Wide	Safety	CON					Local	\$100,000	\$100,000		X		
3-25-15	Auburn Street & CP RR	Auburn Street 0.05 mile W of N Horsman Street	Safety	CON			GCPF	\$374,000	Local	\$7,000	\$381,000		X		

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-25-17	Winnebago Street Over Kent Creek, CN RR and CP RR Bridge Rehabilitation	Over Kent Creek, CN RR, and CP RR	Preservation	DES					Local	\$200,000	\$200,000		X		
03-26-01	Auburn Street	Springfield Avenue to Main Street	Capacity	CON					Local	\$3,500,000	\$3,500,000	X	X		
Total						\$1,920,000		\$2,774,000		\$22,839,000	\$27,533,000				

05 - Village of Machesney Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
5-22-3	IL-251 West Service Drive	IL-173 to Forest Hills Road	Preservation	PE					Local	\$1,100,000	\$1,100,000				
5-23-2	Huron Road & Victory Lane Improvements	Shore Drive to Spruce	Preservation	PE					Local	\$1,360,000	\$1,360,000				
5-27-1	Village-Wide Resurfacing	Various	Preservation	PE					Local	\$1,250,000	\$1,250,000				
Total						\$1,920,000		\$2,774,000		\$27,439,000	\$3,710,000				

47 - Village of Roscoe

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

50 - Village of Winnebago

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

51 - Boone County Conservation District

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

FY Year Total	Federal	State	Other	Grand Total
FY28 Total	\$41,321,701	\$23,873,673	\$131,494,779	\$168,267,153

Figure 4-3: FY 2028 Highway Projects

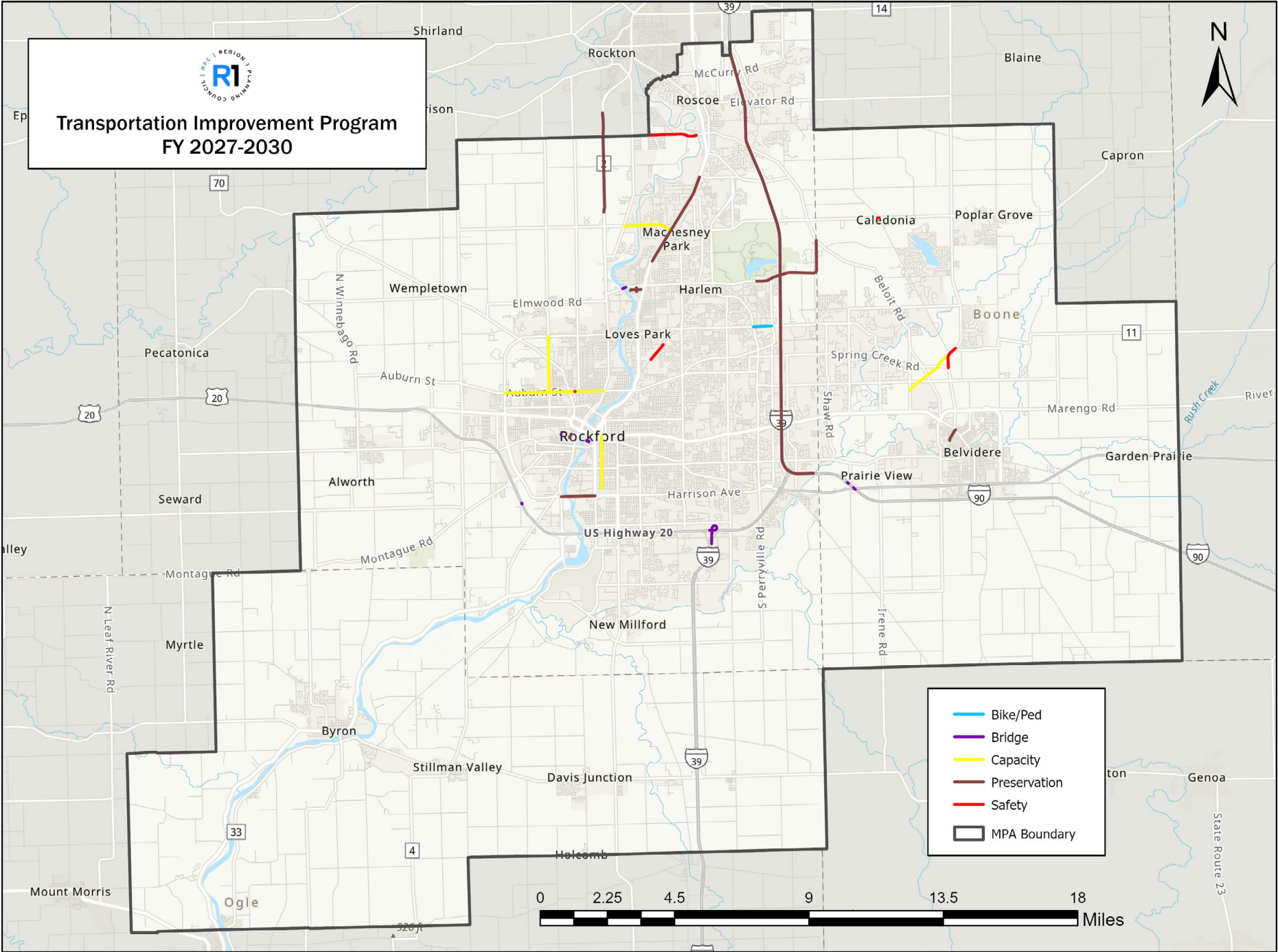


Table 4-5: FY 2029 Highway Projects

Year 3 - FY 2029															
01 - Illinois Department of Transportation (IDOT)															
Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-20-1	IL-2	IL-72 in Byron to N River Dr	Preservation	CON	NHPP	\$28,286,000					\$35,358,000	X		X	
					TDC-NHPP Match	\$7,072,000									
1-20-17	US 20	0.2 mi W. Pecatonica Rd to 0.2 mi W. Falconer Rd	Preservation	CON	HSIP	\$3,681,000					\$4,090,000			X	
					TCD-Restricted State Project Only Match	\$409,000									
1-20-18	IL-2	0.4 mile North of Latham Road to 0.8 mile north of Roscoe Road	Preservation	CON	NHPP	\$28,000,000					\$50,000,000	X		X	
					TDC-NHPP Match	\$7,000,000									
					NHPP	\$12,000,000									
					TDC-NHPP Match	\$3,000,000									
1-25-5	IL-2	Over Creek S of Elmwood Rd in Rockford	Bridge	CON	NHPP	\$294,000					\$368,000			X	
					TDC-NHPP Match	\$74,000									
1-26-10	IL-2	Mill Creek at Byron WCL	Bridge	CON	NHPP	\$1,382,000					\$1,728,000			X	
					TDC-NHPP Match	\$346,000									
Total						\$91,544,000		\$0		\$0	\$91,544,000				

31 - IDOT Office of Planning Programing

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

30 - Illinois Department of Natural Resources (IDNR)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

24 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90, Milepost 19.5	Bridge	CON					ISTHA	\$24,285,714	\$24,285,714				
Total						\$0		\$0		\$24,285,714	\$24,285,714				

13 - Boone County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-22-10	Hunter Road	Winnebago County to McHenry County	Preservation	CON			TBD	\$300,000	Local	\$900,000	\$1,200,000				
Total						\$0		\$300,000		\$900,000	\$1,200,000				

21 - Ogle County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

02 - Winnebago County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-27-1	Baxter Rd Resurfacing	IL 251 to I-39	Preservation	CON	STP-R	\$1,600,000			Local	\$400,000	\$2,000,000		X	X	X
2-27-2	Bauer Bridge Rehabilitation	Over the Rock River to IL 173	Bridge	CON					Local	\$2,000,000	\$2,000,000		X	X	
2-27-4	Perryville Road Rehabilitation	E. State St to Riverside Blvd.	Preservation	CON					Local	\$6,000,000	\$6,000,000			X	
Total						\$1,600,000		\$0		\$8,400,000	\$10,000,000				

14 - City of Belvidere

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

04 - City of Loves Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

03 - City of Rockford

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-25-17	Winnebago Street Over Kent Creek, CN RR and CP RR Bridge Rehabilitation	Over Kent Creek, CN RR, and CP RR	Preservation	CON	STP-U	\$5,600,000			Local	\$1,400,000	\$7,000,000		X		
03-26-02	Cedar Street	Over Kent Creek	Bridge	PE					Local	\$200,000	\$200,000				
Total						\$5,600,000		\$0		\$1,600,000	\$7,200,000				

05 - Village of Machesney Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

47 - Village of Roscoe

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

50 - Village of Winnebago

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

51 - Boone County Conservation District

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

FY Year Total	Federal	State	Other	Grand Total
FY29 Total	\$98,744,000	\$300,000	\$35,185,714	\$134,229,714

Figure 4-4: FY 2029 Highway Projects

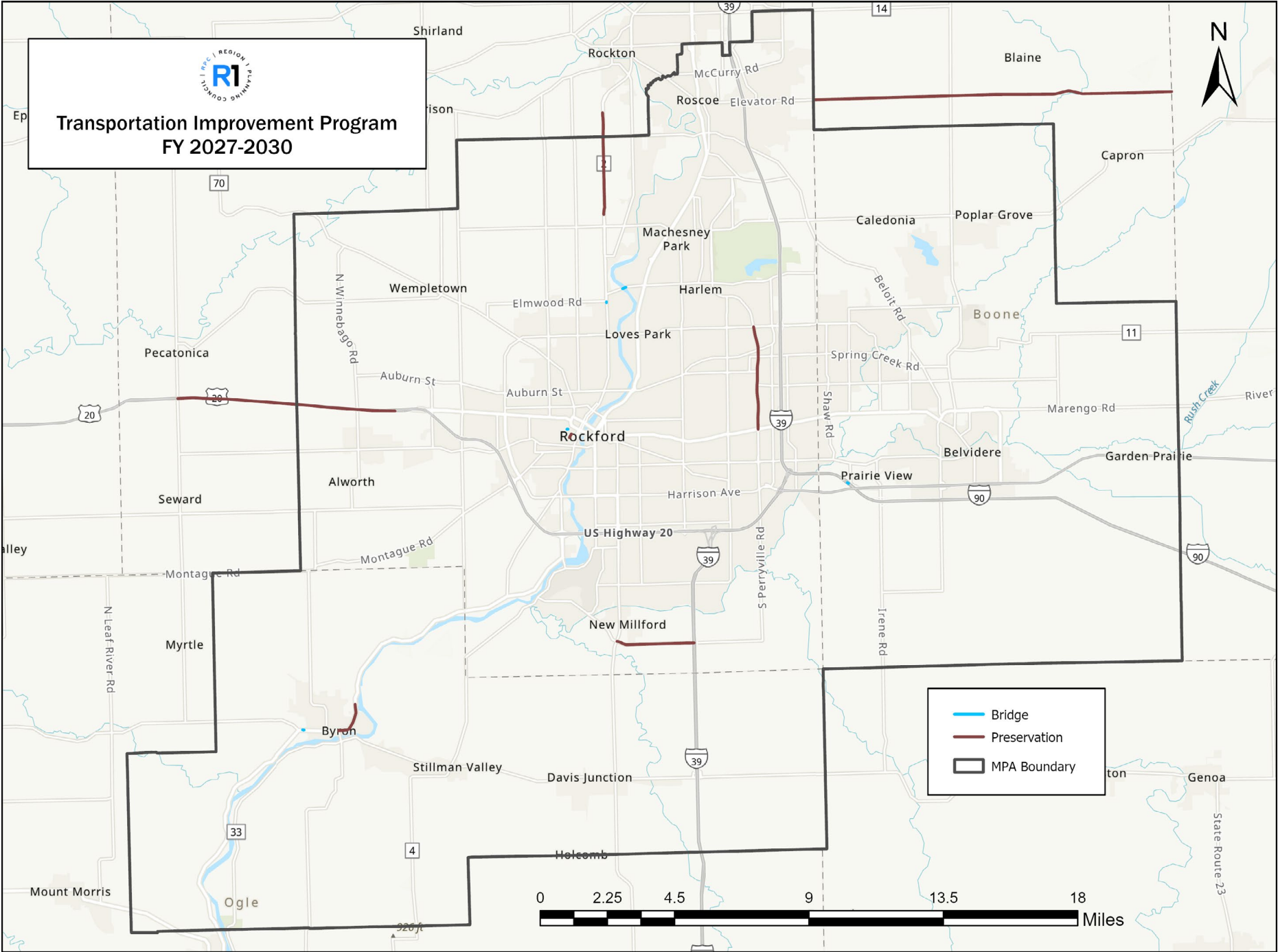


Table 4-6: FY 2030 Highway Projects

Year 4 - FY 2030

01 - Illinois Department of Transportation (IDOT)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-25-4	US BUS 20	3rd St to Fairview Blvd in Rockford	Preservation	CON	NHPP	\$4,410,000					\$5,513,000			X	
					TDC-NHPP Match	\$1,103,000									
Total						\$5,513,000		\$0		\$0	\$5,513,000				

31 - IDOT Office of Planning and Programming

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

30 - Illinois Department of Natural Resources (IDNR)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

24 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

Table continues on next page

13 - Boone County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

21 - Ogle County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

02 - Winnebago County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

14 - City of Belvidere

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

04 - City of Loves Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

03 - City of Rockford

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

05 - Village of Machesney Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

47 - Village of Roscoe

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

50 - Village of Winnebago

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

51 - Boone County Conservation District

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

FY Year Total	Federal	State	Other	Grand Total
FY30 Total	\$5,513,000	\$0	\$0	\$5,513,000

Figure 4-5: FY 2030 Highway Projects

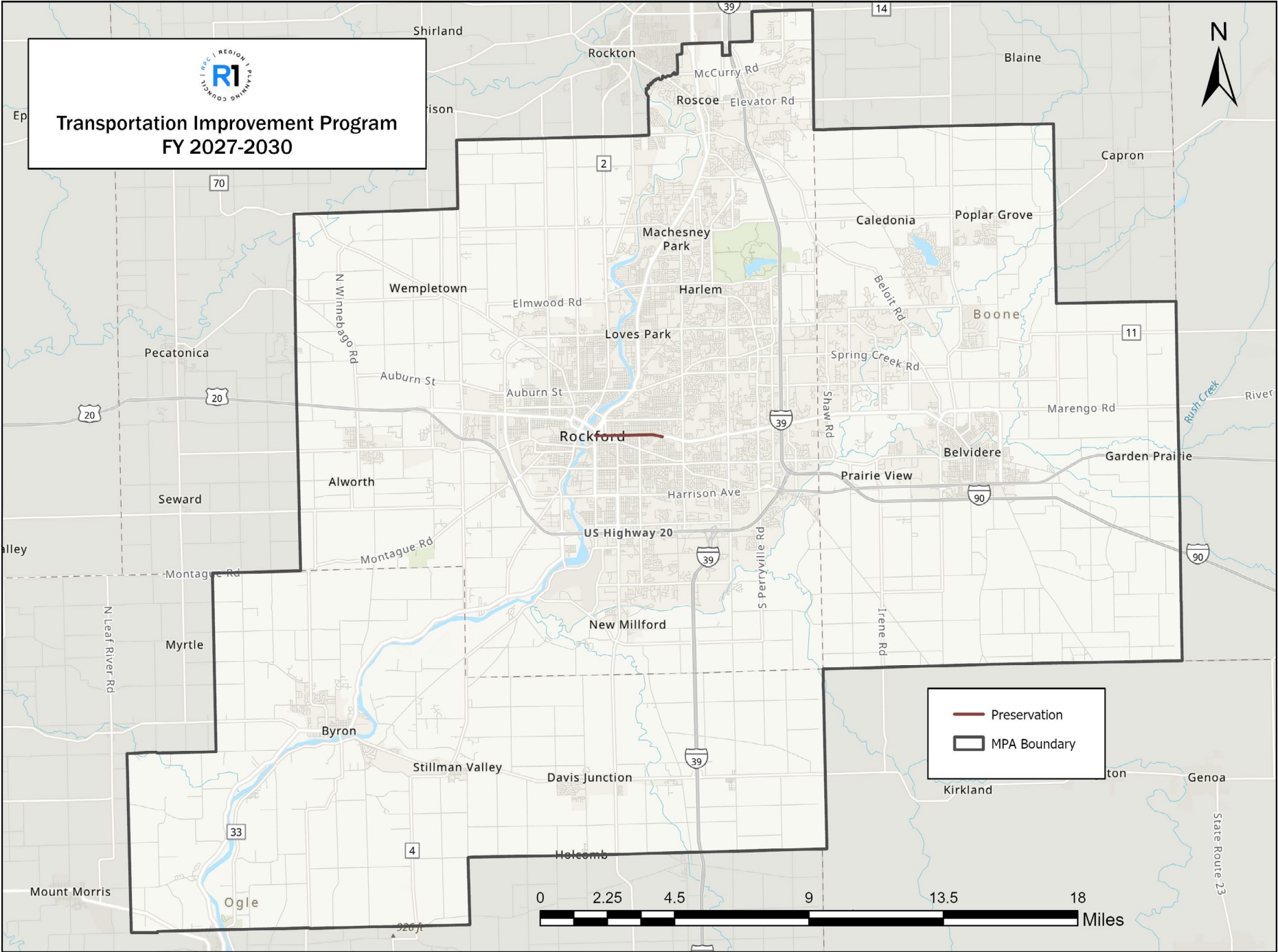


Table 4-7: Previously Approved Highway Projects

Previously Approved Highway Projects															
01 - Illinois Department of Transportation (IDOT)															
Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-20-6	IL-2	0.4 mi N of Latham Rd to 0.3 mi N of Roscoe Rd	Preservation	ROW	NHPP	\$1,168,000	State	\$292,000			\$1,460,000			X	
Total						\$1,168,000		\$292,000		\$0	\$1,460,000				
31 - IDOT Office of Planning and Programing															
Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
31-26-1	I-90 Electric Vehicle Charging Stations	4150 N Bell School Road, Loves Park (Home2 Suites)	Capacity	CON	NEVI	\$580,000			Local	\$471,000	\$1,051,000				
Total						\$580,000		\$0		\$471,000	\$1,051,000				
30 - Illinois Department of Natural Resources (IDNR)															
Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				
24 - Illinois State Toll Highway Authority (IL Tollway)															
Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

13 - Boone County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-26-01	Poole Road	2600 ft west of CN railroad to 2600 ft east of CN railroad	Safety	DES			GCPF	\$162,000			\$786,000	X	X		
				CON			GCPF	\$624,000							
Total						\$0		\$786,000		\$0	\$786,000				

21 - Ogle County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
21-22-2	Kishwaukee Road	Kishwaukee Road (FAS 1069) DOT Crossing # 372350T	Safety	CON	RCHP	\$428,000			Private	\$48,000	\$476,000				
Total						\$428,000		\$0		\$48,000	\$476,000				

02 - Winnebago County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

14 - City of Belvidere

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
14-21-1	Fifth Avenue	7th Street to Locust Avenue	Preservation	CON					Local	\$4,600,000	\$4,600,000				
14-24-2	Kishwaukee Overlook	North Street to the Kishwaukee River		CON					Local	\$57,000	\$57,000				

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
14-26-01	Gateway Center Drive	Farmington Way to 2000 LF East	Capacity	CON	DCEO	\$480,000			Local	\$120,000	\$600,000	X	X		
Total						\$480,000		\$0		\$4,777,000	\$5,257,000				

04 - City of Loves Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
4-23-5	N. 2nd St Pedestrian Improvements Phase 2	Riverside Boulevard to Windsor Road	Bicycle & Pedestrian	DES	ITEP	\$3,000,000			Local	\$2,000,000	\$5,000,000	X	X		
Total						\$3,000,000		\$0		\$2,000,000	\$5,000,000				

03 - City of Rockford

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-20-23	11th Street Corridor Revitalization	US 20 Bypass to Charles Street	Preservation	CON					Local	\$9,000,000	\$9,000,000		X	X	
Total						\$0		\$0		\$9,000,000	\$9,000,000				

05 - Village of Machesney Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
5-22-5	Village-Wide Resurfacing	Various	Preservation	CON					Local	\$1,250,000	\$1,250,000				
Total						\$0		\$0		\$1,250,000	\$1,250,000				

47 - Village of Roscoe

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

50 - Village of Winnebago

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
50-23-1	Elida Street Reconstruction	Bluff Street to Cunningham Rd	Preservation	CON					Local	\$500,000	\$500,000		X		
50-23-3	Greenlee Subdivision Resurfacing	Gregory Way; Indian Pkwy to Jessica Tr	Preservation	CON					Local	\$250,000	\$250,000		X		
50-23-4	McNair Road/Westfield Road Overlay	Heeren Dr; McNair Road to Falconer Road; Hawkins Dr	Preservation	CON					Local	\$500,000					
Total						\$0		\$0		\$1,250,000	\$750,000				

51 - Boone County Conservation District

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

Total	Federal	State	Other	Grand Total
PA Total	\$5,656,000	\$1,078,000	\$18,796,000	\$25,030,000

Figure 4-6: Previously Approved Highway Projects

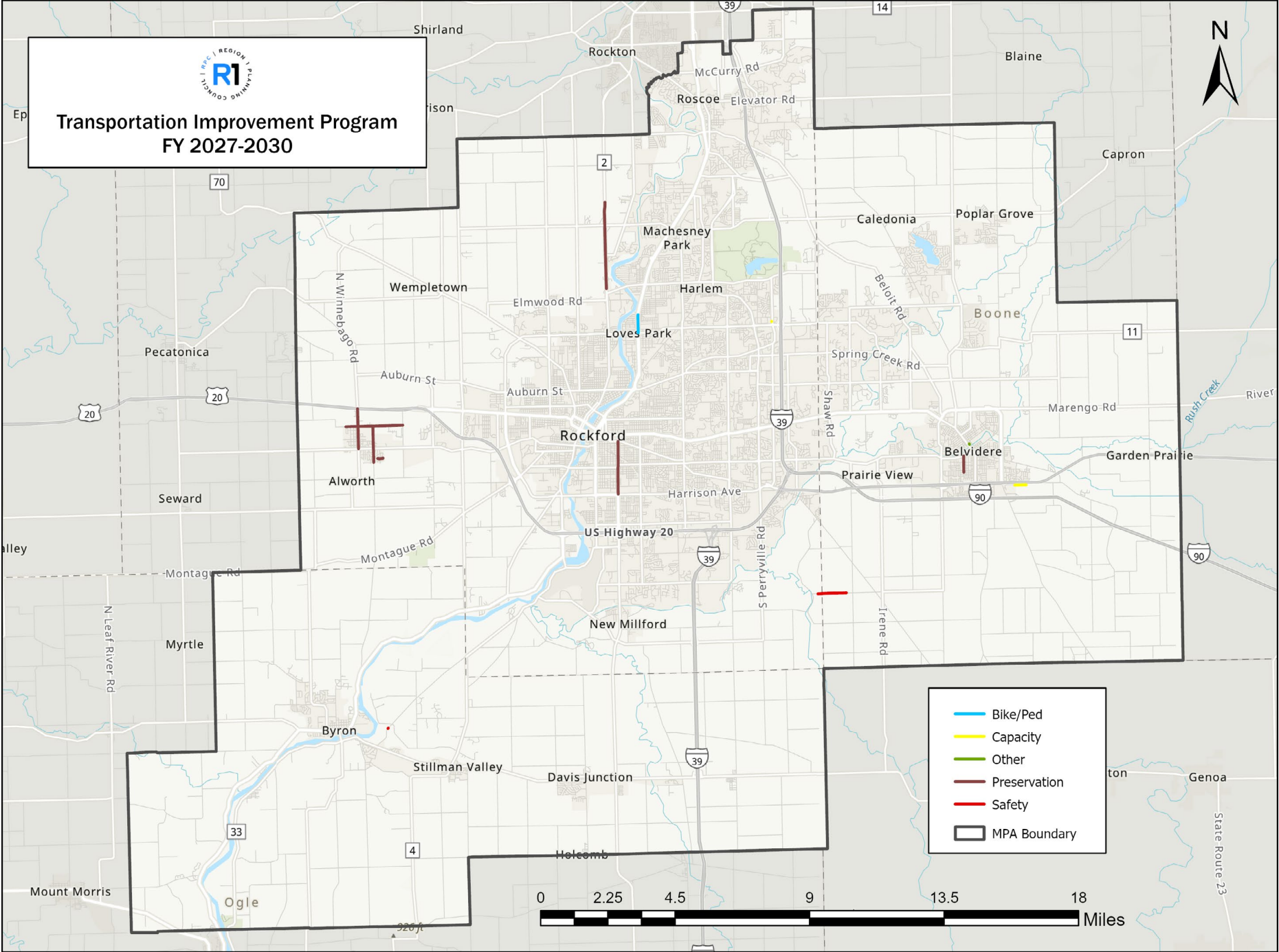


Table 4-8: Awarded, Initiated or Completed Highway Projects

Awarded, Initiated, or Completed Highway Projects
01 - Illinois Department of Transportation (IDOT)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-17-7	I-39, US 20 & Harrison Avenue	I-39, 0.8 miles North of Blackhawk Road, US 20 to I-39; Harrison Ave; Bell School Road	Capacity	CON	NHPP	\$20,400,000	State	\$5,100,000			\$131,360,000	X			X
					NHPP	\$89,488,000	State	\$13,372,000							
					NHPP	\$2,400,000	State	\$600,000							
1-18-3	IL-173	0.4 Mi E of IL-76 to McHenry County Line	Preservation	PE	NHPP	\$680,000	State	\$170,000			\$1,450,000			X	
					NHPP	\$480,000	State	\$120,000							
1-18-11	IL-173	0.4 mile E of IL-76 to McHenry County Line	Preservation	ROW	NHPP	\$1,880,000	State	\$470,000			\$2,350,000			X	
1-20-2	Springfield Avenue	Over North Fork of Kent Creek to 0.5 miles south of IL-70	Bridge	PE	NHPP	\$300,000	State	\$75,000			\$4,778,000			X	
					NHPP	\$104,000	State	\$26,000							
				CON	NHPP	\$3,249,000	State	\$812,000							
				PE	NHPP	\$82,000	State	\$21,000							
					NHPP	\$87,000	State	\$22,000							
1-20-9	US BUS 20 (Belvidere Bypass)	State Street to US 20 in Belvidere	Bridge	PE	NHPP	\$2,880,000	State	\$720,000			\$8,742,000			X	
				ROW	NHPP	\$3,568,000	State	\$892,000							
				PE	NHPP	\$546,000	State	\$136,000							
1-20-12	IL-251	Dry Creek 0.3 mi No of McCurry Rd, N Kinnikinnick Creek 0.1 mi S of Hononeghah Rd & S Kinnikinnick Creek 0.8 mi S of Hononeghah Rd	Bridge	PE	NHPP	\$251,000	State	\$63,000			\$314,000			X	
1-20-13	IL-251	0.3 miles north of Auburn Street/ Spring Creek Road	Bridge	CON	NHPP	\$600,000	State	\$150,000			\$750,000			X	

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-20-20	IL-251	Dry Creek 0.3 mile north of McCurry Road, north Kinnikinnick Creek 0.1 mile south of Hononegah road & south Kinnikinnick Creek 0.8 mile south of Hononegah Road	Bridge	PE	NHPP	\$960,000	State	\$240,000			\$1,200,000			X	
1-20-21	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$1,252,000	State	\$139,000			\$1,391,000		X		
1-21-1	US 20 Rockford Bypass	0.2 mi W of Falconer Rd to Simpson Rd SW of Rockford	Preservation	PE	NHPP	\$1,080,000	State	\$270,000			\$1,350,000			X	
1-21-2	US BUS 20/West State Street	Day Ave to Independence Ave	Preservation	PE	NHPP	\$640,000	State	\$160,000			\$800,000			X	
1-21-3	IL-251	Kishwaukee Street to east of 9th Street in Rockford	Preservation	PE	NHPP	\$440,000	State	\$110,000			\$784,000			X	
					NHPP	\$110,000	State	\$28,000							
					NHPP	\$77,000	State	\$19,000							
1-21-10	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$3,011,000	Sate	\$335,000			\$3,346,000		X		
1-21-12	IL-251	Kishwaukee Street to east of 9th Street in Rockford	Preservation	PE	NHPP	\$808,000	State	\$202,000			\$1,010,000			X	
1-22-7	IL-251	Snow Avenue in Loves Park to Whitman Street in Rockford	Preservation	CON	NHPP	\$4,831,000	State	\$1,207,000			\$6,038,000			X	
1-22-9	US 20	0.3 mile east of Kishwaukee River to 0.4 mile west of Wheeler Road	Preservation	CON			State	\$2,250,000			\$2,250,000			X	
1-22-10	IL-70	0.1 mile west of Safford Road to Glenwood Avenue in Rockford	Preservation	CON	STBG-S	\$1,400,000	State	\$350,000			\$1,750,000			X	
1-22-11	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$797,000	State	\$88,000			\$885,000		X		
1-22-15	IL-251	Windsor Rd in Loves Park to Forest Hills Rd in Machesney Park	Preservation	CON			State	\$5,500,000			\$5,500,000			X	
1-23-5	Downtown Complete Streets Revitalization	Chestnut/Walnut from West State St to East State St	Preservation	CON	RAISE	\$4,181,680					\$15,181,680	X	X	X	
					RAISE	\$11,000,000									

Table continues on next page

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-23-9	I-39	At UP RR & IL-72	Bridge	CON	NHPP	\$2,250,000	State	\$250,000			\$2,500,000			X	
1-23-10	IL-2 & IL-72	Market Street; IL-2 to Lincoln St; Diamond St in Byron	Bicycle & Pedestrian	CON	STBG-S	\$1,281,000	State	\$320,000			\$1,601,000	X	X	X	
1-23-12	US BUS 20 (E State St)	Fairview Ave to Rockford college Dr in Rockford	Bicycle & Pedestrian	CON			State	\$1,250,000			\$1,250,000	X	X		X
1-23-13	I-39	At Baxter Rd 1 mi N Ogle Co Line	Bridge	CON			State	\$1,450,000			\$1,450,000			X	
1-23-14	IL-2	0.2 mi S of Clifton Ave to Pond St in Rockford	Preservation	CON	NHPP	\$516,000	State	\$129,000			\$645,000			X	
1-23-15	Bridge Cleaning	Districtwide	Bridge	CON	STBG-S	\$88,000	State	\$22,000			\$110,000				
1-23-16	Bridge Cleaning	Kishwaukee River 0.8 mi S of Blackhawk Rd	Bridge	CON	NHPP	\$14,000	State	\$2,000			\$16,000				
1-24-1	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$2,076,000	State	\$231,000			\$2,307,000		X		
1-24-4	Bridge Preservation (Deck Sealing)	Districtwide	Bridge	CON	HIBP	\$166,000	State	\$41,000			\$207,000			X	
1-24-7	IL-76 Bridge Painting	Beaver Creek 2.5 mi S of IL-173	Bridge	CON	STBG-S	\$140,000	State	\$35,000			\$175,000				
1-25-1	IL-70	Pecatonica River to 0.1 mi W of Safford Rd in Rockford	Preservation	CON	STBG-S	\$220,000	State	\$55,000			\$275,000			X	
1-25-2	US 20/US BUS 20	Falconer Rd; US 20 to Simpson Rd; Weldon Rd	Preservation	CON	NHPP	\$420,000	State	\$105,000			\$525,000			X	
1-25-10	US 20 Resurfacing	0.2 mi W of Pecatonica Rd to 0.2 mi W of Falconer Rd	Preservation	CON	NHPP	\$6,000,000	State	\$1,500,000			\$7,500,000			X	
1-25-11	IL-70 Crack Sealing	Pecatonica River to 0.1 mi W of Safford Rd in Rockford	Preservation	CON			State	\$275,000			\$275,000			X	
01-26-01	Springfield Avenue	At Safford Road	Safety	CON	HSIP	\$89,000	State	\$10,000			\$99,000		X		
1-26-11	IL-70	IL 70 at Meridian Rd	Intersection	CON	HSIP	\$94,000	State	\$11,000			\$105,000		X		
1-26-12	IL-72	IL 72 and River Rd S of Byron	Intersection	CON	HSIP	\$180,000	State	\$20,000			\$200,000		X		
Total						\$171,116,680		\$39,353,000		\$0	\$210,469,680				

31 - IDOT Office of Planning and Programming

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

30 - Illinois Department of Natural Resources (IDNR)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
30-25-1	Rock Cut State Park	Stairway Off Lone Rock	Bicycle & Pedestrian	CON	Recreational trails Program	\$160,000			Other-IDNR	\$40,000	\$200,000				
Total						\$160,000		\$0		\$40,000	\$200,000				

24 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
24-21-3	Pavement Resurfacing and Structural Rehabilitation	I-90, MP 2.6	Preservation	DES					ISTHA	\$8,000,000	\$8,000,000			X	
24-24-1	Asphalt Pavement Repairs and Bridge Repairs	I-90, MP 2.6 (Rockton Road) to MP 18.9 (Kishwaukee River)	Preservation	CON					ISTHA	\$4,000,000	\$4,000,000				
24-25-1	Plaza Improvements	I-90, MP 12.3 (E. Riverside Boulevard)	Preservation	CON					ISTHA	\$3,600,000	\$3,600,000			X	
24-25-2	Ramp Pavement Repairs	I-90, MP 25.0 (Genoa Road)	Preservation	CON					ISTHA	\$700,000	\$700,000			X	
24-25-3	Pavement and Bridge Repairs	I-90, MP 18.9 (Kishwaukee River) to MP 27.9 (Spring Center Road)	Preservation	CON					ISTHA	\$750,000	\$750,000			X	
Total						\$0		\$0		\$17,050,000	\$17,050,000				

13 - Boone County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-18-1	Woodstock Road	Russelleville Rd to McHenry Co.	Preservation	CON					Local	\$750,000	\$750,000				
13-21-1	Cherry Valley Road	Village of Cherry Valley to DeKalb Co.	Preservation	CON					Local	\$250,000	\$250,000				
13-21-4	Genoa Road	I-90 to Dekalb County	Preservation	CON					Local	\$1,000,000	\$1,000,000				
13-21-5	Woodstock Road Bridge (004-3001)	Woodstock Road over Picasaw Creek	Bridge	PE	ISBP	\$1,772,000					\$2,215,000				
				CON					Local	\$443,000					
13-21-6	Shattuck Road Bridge (004-3048)	Shattuck Road over Mosquito Creek	Bridge	CON	TBP	\$160,000			Local	\$900,000	\$1,060,000				
13-21-7	Centerville Road	IL-173 to Stymes Road	Preservation	CON			TARP	\$202,000	Local	\$993,000	\$1,195,000				
13-21-8	Irene Road	US 20 to Quarry	Preservation	CON			TARP	\$249,000	Local	\$249,000	\$498,000				
13-21-9	Poplar Grove Road	Poplar Grove Road	Preservation	CON			TARP	\$630,000	Local	\$736,000	\$1,366,000				
13-22-5	Bridge Bundle (Countryline Road)	Picasaw Creek	Bridge	CON					Local	\$1,000,000	\$1,000,000				
13-22-6	Bridge Bundle (Capron Road)	Picasaw Creek	Bridge	CON	Bridge state prgmd	\$2,000,000			Local	\$400,000	\$2,400,000				
13-22-8	Bridge Bundle (Mill Road)	Picasaw Creek	Bridge	CON	Bridge state prgmd	\$2,000,000			Local	\$400,000	\$2,400,000				
13-22-9	Bridge Bundle (Denny Road)	Picasaw Creek	Bridge	CON	Bridge state prgmd	\$2,000,000			Local	\$400,000	\$2,400,000				
13-25-1	Hunter Rd Resurfacing & Widening	Winnebago Co to IL-76	Preservation	CON	MFT	\$800,000			Local	\$100,000	\$900,000				
13-25-2	Caledonia Rd Resurfacing & Widening	IL-173 to IL-76	Preservation	CON	MFT	\$900,000			Local	\$100,000	\$1,000,000				
13-25-3	Structure replacement at Graham Rd and Stone Quarry Rd	Graham Rd to Stone Quarry Rd	Bridge	DES					Local	\$50,000	\$950,000				
				CON					Local	\$900,000					

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-25-4	N. Boone School Bridge over Beaver Creek	Bridge Over Beaver Creek on N. Boone School Rd (500 feet on both sides of Beaver Creek)	Bridge	DES	TPB	\$54,000			Local	\$14,000	\$68,000				
Total						\$9,686,000		\$1,081,000		\$8,685,000	\$19,452,000				

21 - Ogle County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
21-22-1	Tower Road (Section 20-00332-00-RS)	Montague Road to Water Road	Preservation	CON	STP-R	\$640,000			Local	\$160,000	\$800,000				
21-24-1	German Church Rd (Section 20-00333-00-RS)	IL-72/River Road to Deer Path Road	Preservation	CON	STP-R	\$740,000			Local	\$185,000	\$925,000				
Total						\$1,380,000		\$0		\$345,000	\$1,725,000				

02 - Winnebago County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-21-1	Riverside Boulevard	Material Avenue to Renn Hart Hills Road/Sage Road	Preservation	ROW					Local	\$100,000	\$100,000	X	X	X	X
2-23-2	Roscoe Road Bridge over Rock River	Over Rock River	Bridge	DES					Local	\$266,000	\$5,256,000			X	
				CON	ISP-Bridge	\$1,940,000			Local	\$3,050,000					
2-23-5	Owen Center Road	From West Riverside Boulevard to Latham Road	Safety	DES					Local	\$800,000	\$1,000,000		X		
				ROW					Local	\$200,000					
2-23-7	Perryville Road Bike Path Extension	Willowbrook Lane to McDonald Road	Bicycle & Pedestrian	PE					Local	\$90,000	\$90,000	X	X		
2-24-2	S. Perryville Road Rehabilitation	Harrison Avenue to E. State Street (US Bus 20)	Preservation	PE					Local	\$350,000	\$350,000	X	X	X	X
2-24-3	Roscoe Road	Old River Road to Rock River Bridge	Saftey	PE					Local	\$80,000	\$80,000				

Table continues on next page

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-24-5	Riverside Boulevard	Material Avenue to Renn Hart Hills Road/Sage Road	Preservation	CON	Covid Relief	\$668,000			Local	\$90,000	\$758,000	X	X	X	X
2-15-13	Riverside Boulevard Shared-Use Path	Perryville Road to Bell School Road	Bicycle & Pedestrian	PE					Local	\$150,000	\$150,000	X		X	X
2-25-14	Riverside Boulevard	Material Ave to I-90	Intersection	PE					Local	\$110,000	\$110,000	X		X	X
2-26-1	Harrison Ave	Mulford Rd to 1/4 mile West of Perryville Rd	Preservation	CON					Local	\$1,400,000	\$1,400,000			X	
2-26-2	Latham/Ralston Corridor Widening & Rehabilitation	Old River Rd to IL 251	Capacity	PE					Local	\$600,000	\$600,000				X
2-27-6	Swanson Road Widening & Resurfacing	IL 251 to Belvidere Rd	Preservation	CON					Local	\$220,000	\$220,000		X	X	X
2-27-7	Forest Hills Rd Safety Improvements	Park Terrace to Pepper Dr	Safety	PE					Local	\$100,000	\$100,000		X		X
Total						\$2,608,000		\$0		\$7,606,000	\$10,214,000				

14 - City of Belvidere

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

04 - City of Loves Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
4-20-7	North Second Street Pedestrian Improvements	River Lane to East Riverside Boulevard	Bicycle & Pedestrian	DES	ITEP	\$2,000,000			Local	\$1,000,000	\$3,000,000	X	X		

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
4-24-4	Brown Parkway Reconstruction	Windsor Road south to the Drainage Ditch	Preservation	DES					Local	\$1,800,000	\$1,800,000		X		
Total						\$2,000,000		\$0		\$2,800,000	\$4,800,000				

03 - City of Rockford

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-18-8	East State Street Sidewalk Gaps	Alpine Road to New Towne Drive	Bicycle & Pedestrian	DES					Local	\$50,000	\$50,000	X	X		
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	PE	STP-U	\$100,000			Local	\$25,000	\$225,000				
				DES					Local	\$100,000					
3-20-21	9th Street 2-Way Conversion (Whitman St Interchange)	Whitman Street to East State Street	Capacity	PE			Rebuild IL	\$2,000,000			\$2,000,000	X	X	X	X
3-23-15	Highcrest Multi-Use Path	IL-251 (2nd Street) to Augustana Drive	Bicycle & Pedestrian	ROW					Local	\$400,000	\$400,000	X	X		
3-23-21	Corbin Street Bridge	Over Kent Creek	Bridge	PE					Local	\$100,000	\$100,000				
3-25-17	Winnebago Street Over Kent Creek, CN RR and CP RR Bridge Rehabilitation	Over Kent Creek, CN RR, and CP RR	Preservation	PE					Local	\$115,000	\$115,000		X		
03-26-01	Auburn Street	Springfield Avenue to Main Street	Capacity	CON					Local	\$6,500,000	\$6,500,000	X	X		
Total						\$100,000		\$2,000,000		\$7,290,000	\$9,390,000				

05 - Village of Machesney Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
5-25-2	Major Intersection Emergency Vehicle Preemption Purchase & Repairs	Various	Intersection	PE	CRP	\$41,745			Local	\$10,437	\$52,182		X		X

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
5-22-6	Forest Hills Road Phase I Improvements	IL-251 to Hutchins Road	Preservation	CON					Local	\$2,500,000	\$2,500,000				
Total						\$41,745		\$0		\$2,510,437	\$2,552,182				

47 - Village of Roscoe

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

50 - Village of Winnebago

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

51 - Boone County Conservation District

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

Total	Federal	State	Other	Grand Total
AIC Total	\$187,092,425	\$42,434,000	\$46,326,437	\$275,852,862

Figure 4-7: Awarded, Initiated or Completed Highway Projects

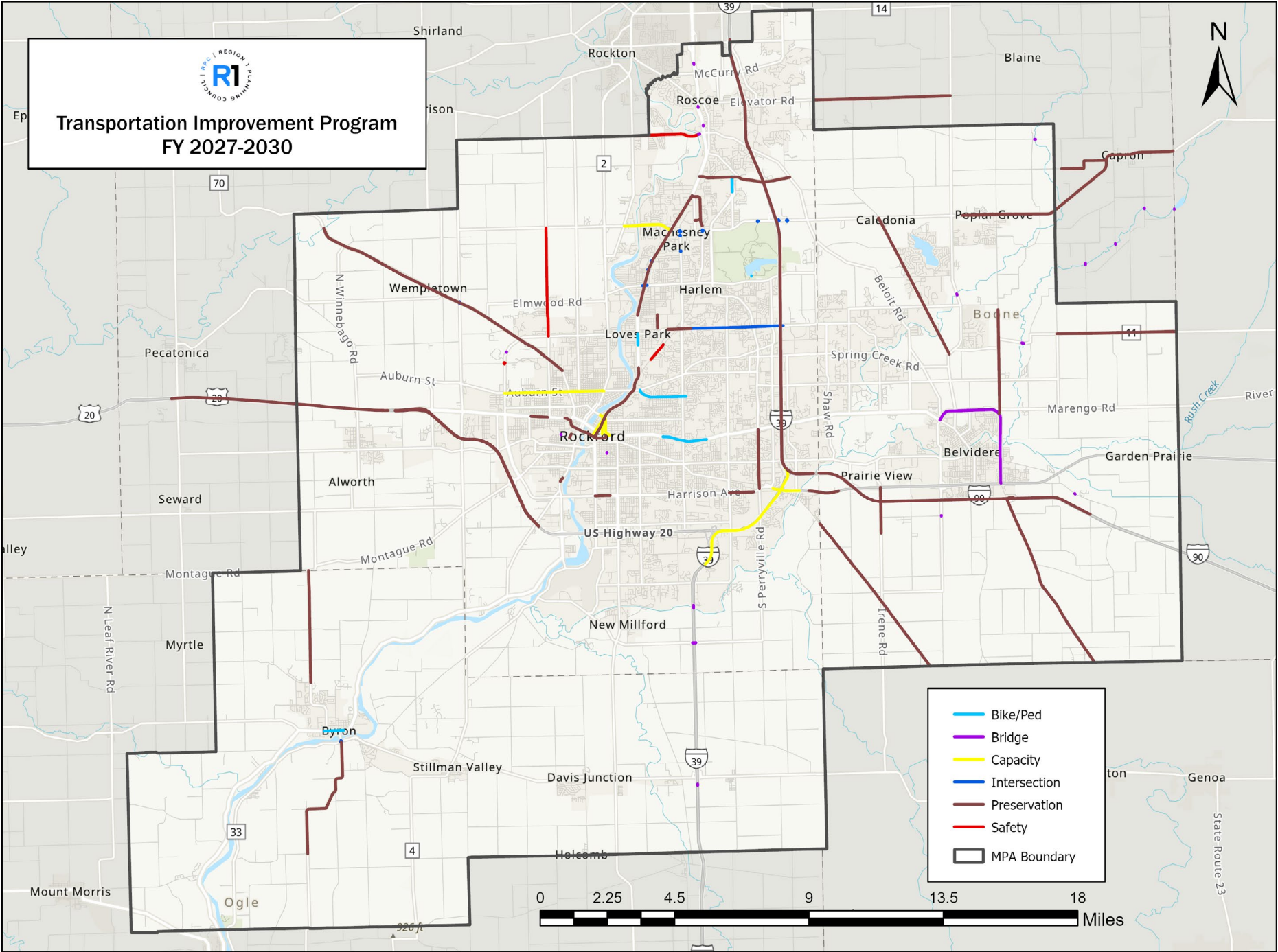


Table 4-9: Illustrative Projects

Illustrative Projects

01 - Illinois Department of Transportation (IDOT)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

31 - IDOT Office of Planning and Programming

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

30 - Illinois Department of Natural Resources (IDNR)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

22 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

13 - Boone County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-21-11	Woodstock Road Extension	Grange Hall Rd to Poplar Grove Rd	Capacity	CON					TBD	\$7,000,000	\$7,000,000				
Total						\$0		\$0		\$7,000,000	\$7,000,000				

21 - Ogle County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

02 - Winnebago County

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-25-3	Latham Road Bridge	Across the Rock River	Bridge	CON					TBD	\$12,000,000	\$12,000,000	X	X		
2-25-6	Baxter Road / Harrisville Road	Intersection	Preservation	PE					TBD	\$150,000	\$2,000,000				
				ROW					TBD	\$350,000					
				CON					TBD	\$1,500,000					
2-25-8	Cunningham Road Resurfacing	Meridian Road to Morgan Street	Preservation	CON					TBD	\$1,200,000	\$1,200,000		X		
2-25-9	Bell School Road Reconstruction	Guilford Road to Olde Creek Road	Preservation	CON					TBD	\$6,000,000	\$6,000,000	X	X		
2-27-3	N. Perryville Road Rehabilitation	Riverside Blvd to IL 173	Preservation	CON					Local	\$7,000,000	\$7,000,000			X	
Total						\$0		\$0		\$28,200,000	\$28,200,000				

14 - City of Belvidere

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
14-21-7	IL-76 Extension	US Bus 20 to US 20	Capacity	CON					TBD	\$27,000	\$27,000				
14-26-02	Irene Road	Newburg Road	Capacity	CON					TBD	\$5,521,000	\$5,521,000				
Total						\$0		\$0		\$5,548,000	\$5,548,000				

04 - City of Loves Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
4-23-6	Riverside Bridge over the Rock River	Bridge over the Rock River	Bridge	PE					TBD	\$40,000,000	\$40,000,000			X	
Total						\$0		\$0		\$40,000,000	\$40,000,000				

03 - City of Rockford

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-20-21	9th Street 2-Way Conversion (Whitman St Interchange)	Whitman Street to East State Street	Capacity	PE	TBD	\$13,000,000					\$13,000,000	X	X	X	X
3-21-11	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Preservation	CON					Local (CE)	\$200,000	\$10,249,410	X	X	X	X
					STP-U	\$4,349,410			Local	\$5,700,000					
3-23-16	Rockford Riverfront Path	Rails to Trails Bridge to Whitman Street	Bicycle & Pedestrian	CON					TBD	\$4,500,000	\$4,500,000	X	X		X
3-23-24	Elm Street Bridge Removal	Over Kent Creek	Bridge	CON					TBD	\$100,000	\$100,000				
3-23-25	Alpine Road	Linden Road to Charles Street	Preservation	DES			State	\$7,250,000			\$52,250,000	X			
				CON			State	\$45,000,000							

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-25-14	North Horsman Street & CP RR	North Horsman Street 0.05 mile N of Auburn Street									\$0	X			
3-25-21	Elm Street	Elm Street at CPCK RR	Safety	CON	Other	\$25,000	GCPF	\$220,000	Private	\$25,000	\$270,000		X		
03-26-02	Cedar Street	Over Kent Creek	Bridge	DES					Local	\$200,000	\$2,600,000				
				CON	Bridge prgmd	\$2,080,000			Local	\$320,000					
Total						\$19,454,410		\$52,470,000		\$11,045,000	\$82,969,410				

05 - Village of Machesney Park

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

47 - Village of Roscoe

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
47-23-1	Main Street Reconstruction Project	McDonald Road to Elevator Road	Preservation	DES					TBD	\$22,049,000	\$22,049,000		X		
47-23-2	Willowbrook Road Reconstruction	Village limits (0.5 mi north of Rockton Rd) to McCurry Road	Preservation	DES					Local	\$16,872,000	\$16,872,000	X	X		
47-23-3	Love Road Reconstruction	Rockton Road to McCurry Road	Preservation	DES					TBD	\$14,865,000	\$14,865,000				
47-26-01	Roscoe Rd Multi-Use Path	Older River Road to Main Street	Bicycle & Pedestrian	DES					TBD	\$1,215,912	\$8,815,358		X		
				CON					TBD	\$7,599,447					
Total						\$0		\$0		\$62,601,358	\$62,601,358				

50 - Village of Winnebago

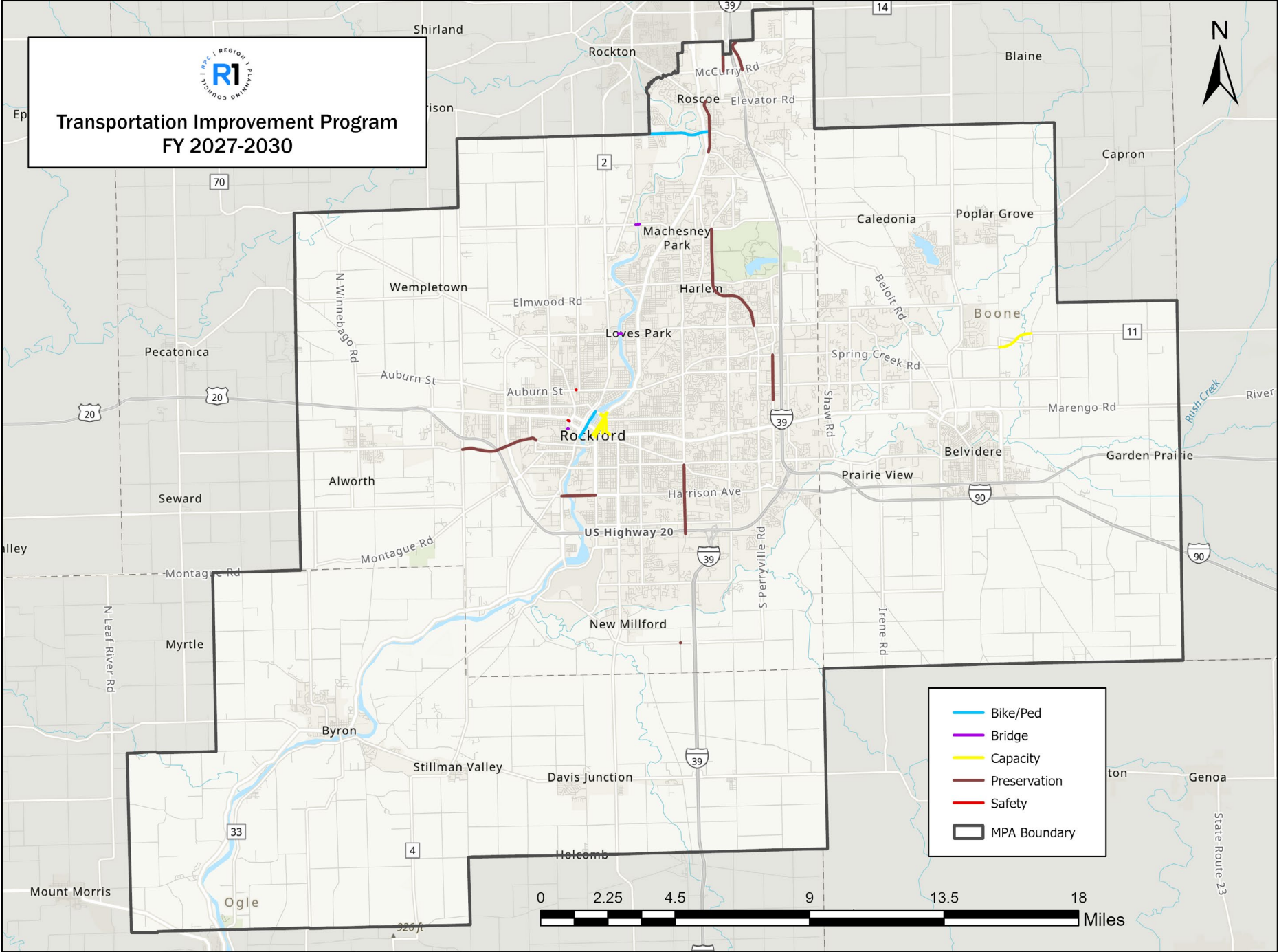
Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

51 - Boone County Conservation District

Project #	Description	Termini	Project Type	Phase of Work	Federal Share		State Share		Other Share		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

Total	Federal	State	Other	Grand Total
ILL Total	\$19,454,410	\$52,470,000	\$154,394,358	\$226,318,768

Figure 4-8: Illustrative Projects



Transit Projects

Table 4-10: FY 2027 Transit Projects

Annual Element - FY 2027

26 - Boone County Transit

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projects Listed												
Total					\$0		\$0	\$0				

07 - Rockford Mass Transit District

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
7-24-7	Demand Response Vehicle	3	\$132,000	5339	\$396,000	TRC/TDC[1]		\$396,000	\$79,200 in TDC's planned to be requested.		X	
7-24-10	Preventative Maintenance			5307	\$2,440,000	IDOT	\$610,000	\$3,050,000			X	
7-24-11	Operating Including Security			5307	\$323,000	IDOT	\$323,000	\$646,000				
7-25-5	8 Hybrid Replacement Buses	8	\$1,115,517	5339 (c)	\$8,924,138	TRC/TDC[1]		\$8,924,138	\$1,784,828 in TDC’s planned to be requested.		X	
7-25-7	ADA			5307	\$320,000	IDOT	\$80,000	\$400,000				
7-26-7	Operating including Security			5307	\$524,000	IDOT	\$524,000	\$1,048,000			X	
7-27-1	6 Fixed Route Expansion Buses	6	\$1,115,517	5307	\$6,693,102	TRC/TDC[1]		\$6,693,102	\$1,338,620 in TDC’s planned to be requested			
Total					\$12,927,138		\$1,537,000	\$14,464,138				

Stateline Mass Transit District

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projects Listed												
Total					\$0		\$0	\$0				

Note: [1] A portion of IDOT’s Transportation Development Credits will be used to leverage Federal Funds at 100%.

Total	Federal	Other	Grand Total
FY27 Total	\$12,927,138	\$1,537,000	\$14,464,138

Table 4-11: FY 2028 Transit Projects

Year 2 - FY 2028

26 - Boone County Transit

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projects Listed												
Total					\$0		\$0	\$0				

07 - Rockford Mass Transit District

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
7-25-8	Preventative Maintenance			5307	\$2,490,171	IDOT	\$622,543	\$3,112,714				
7-25-9	ADA			5307	\$326,816	IDOT	\$81,704	\$408,520				
7-25-10	Operating Including Security			5307	\$534,973	IDOT	\$534,973	\$1,069,946				X
Total					\$3,351,960		\$1,239,220	\$4,591,180				

Stateline Mass Transit District

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projects Listed												
Total					\$0		\$0	\$0				

Note: [1] A portion of IDOT’s Transportation Development Credits will be used to leverage Federal Funds at 100%.

Total	Federal	Other	Grand Total
FY28 Total	\$3,351,960	\$1,239,220	\$4,591,180

Table 4-12: FY 2029 Transit Projects

Year 3 - FY 2029												
26 - Boone County Transit												
Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projects Listed												
Total					\$0		\$0	\$0				

07 - Rockford Mass Transit District												
Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
7-26-1	Preventative Maintenance			5307	\$4,077,000	IDOT	\$1,019,000	\$5,096,000			X	
7-26-2	ADA			5307	\$326,000	IDOT	\$81,000	\$407,000				
7-26-3	Operating Including Security			5307	\$1,037,000	IDOT	\$1,037,000	\$2,074,000				X
Total					\$5,440,000		\$2,137,000	\$7,577,000				

Stateline Mass Transit District												
Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projects Listed												
Total					\$0		\$0	\$0				

Note: [1] A portion of IDOT’s Transportation Development Credits will be used to leverage Federal Funds at 100%.

Total	Federal	Other	Grand Total
FY29 Total	\$5,440,000	\$2,317,000	\$7,577,000

Table 4-13: FY 2030 Transit Projects

Year 4 - FY 2030												
26 - Boone County Transit												
Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projects Listed												
Total					\$0		\$0	\$0				

07 - Rockford Mass Transit District												
Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projects Listed												
Total					\$0		\$0	\$0				

Stateline Mass Transit District												
Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projects Listed												
Total					\$0		\$0	\$0				

Note: [1] A portion of IDOT's Transportation Development Credits will be used to leverage Federal Funds at 100%.

Total	Federal	Other	Grand Total
FY30 Total	\$0	\$0	\$0

Table 4-14: Awarded, Initiated or Completed Transit Projects

Awarded, Initiated or Completed Transit Projects

26 - Boone County Transit

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
26-24-1	Demand Response Vehicle	4	\$120,000	5310	\$480,000	TRC/TDC[1]		\$480,000	\$96,000 in TDCs planned to be requested.		X	
26-25-01	Demand Response Vehicle	1	\$132,000	5310	\$132,000	TRC/TDC[1]		\$132,000	\$26,400 in TDCs planned to be requested.		X	
Total					\$612,000		\$0	\$612,000				

07 - Rockford Mass Transit District

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
7-21-10	New Discretionary Grant Application			RAISE	\$1,912,000	Local	\$478,000	\$2,390,000		X	X	
7-24-1	Replacement Buses	4	\$1,023,633	5339 (c)	\$4,095,000	TRC/TDC[1]		\$4,095,000				
7-24-2	520 Mulberry Renovation Construction			5339 (b)	\$2,500,000	TRC/TDC[1]		\$2,500,000				
7-24-3	520 Mulberry Renovation Furniture/ Equipment			5339 (b)	\$250,000	TRC/TDC[1]		\$250,000				
7-24-4	520 Mulberry Renovation A&E			5339 (b)	\$260,000	TRC/TDC[1]		\$260,000				
7-24-8	Preventative Maintenance			5307	\$1,160,000	IDOT	\$290,000	\$1,450,000			X	
7-24-9	Operating Including Security			5307	\$218,000	IDOT	\$218,000	\$436,000				
7-24-12	ADA			5307	\$310,000	IDOT	\$78,000	\$388,000				
7-24-13	Operating Including Security			5307	\$209,000	IDOT	\$209,000	\$418,000				X
7-24-14	Support Vehicle	1	\$90,000	5307	\$90,000	TRC/TDC[1]		\$90,000	\$18,000 in TDCs planned to be requested.			
7-24-15	Misc. Equipment	1	\$160,000	5307	\$160,000	TRC/TDC[1]		\$160,000	\$32,000 in TDCs planned to be requested.			
7-24-16	Communication Equipment			5307	\$700,000	TRC/TDC[1]		\$700,000	\$140,000 in TDCs planned to be requested.			
7-24-17	Preventative Maintenance			5307	\$1,227,000	IDOT	\$307,000	\$1,534,000			X	
7-24-18	Shop Equipment			5307	\$140,000	TRC/TDC[1]		\$140,000	\$28,000 in TDCs planned to be requested.			

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
7-25-2	BEB/Charging Infrastructure			CPF	\$2,318,000	TRC/TDC[1]		\$2,318,000	\$463,667 in TDCs planned to be requested.		X	
7-25-3	Maintenance Shop Equipment			5307	\$1,064,000	TRC/TDC[1]		\$1,064,000	\$212,800 in TDCs planned to be requested.			
7-25-4	Misc. Equipment			5307	\$375,000	TRC/TDC[1]		\$375,000	\$75,000 in TDCs planned to be requested.			
7-25-6	ADA			5307	\$310,000	IDOT	\$78,000	\$388,000				
7-25-11	BEB/Charging Infrastructure			5339	\$300,000	TRC/TDC[1]		\$300,000	\$60,000 in TDCs planned to be requested.	X		
7-25-12	Misc. Equipment	10	\$8,186	5339	\$82,000	TRC/TDC[1]		\$82,000	\$16,372 in TDCs planned to be requested.			X
7-25-13	Support Vehicle	1	\$150,000	5339	\$150,000	TRC/TDC[1]		\$150,000	\$30,000 in TDCs planned to be requested.			
7-25-14	Misc. Equipment	7	\$25,560	5339	\$179,000	TRC/TDC[1]		\$179,000	\$35,784 in TDCs planned to be requested.			
7-25-15	Demand Response Vehicle	1	\$132,000	5310	\$132,000	TRC/TDC[1]		\$132,000	\$26,400 in TDCs planned to be requested.		X	
Total					\$18,141,000		\$1,658,000	\$19,799,000				

Stateline Mass Transit District

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projects Listed												
Total					\$0		\$0	\$0				

Note: [1] A portion of IDOT’s Transportation Development Credits will be used to leverage Federal Funds at 100%.

Total	Federal	Other	Grand Total
AIC Total	\$18,753,000	\$1,658,000	\$20,411,000

Table 4-15: Illustrative Transit Projects

Illustrative Transit Projects

26 - Boone County Transit

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Project Listed												
Total					\$0		\$0	\$0				

07 - Rockford Mass Transit District

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
7-21-2	Bus Shelters with Real Time Signage			5307	\$1,500,000			\$1,500,000			X	
7-21-9	New Discretionary Grant Application			TBD	\$400,000	TRC/TDC[1]		\$400,000				
7-21-14	New Discretionary Grant Application			5339 (b)	\$9,000,000	TRC/TDC[1]		\$9,000,000				X
7-22-3	ITS Needs			TBD	\$1,250,000			\$1,250,000				
7-22-9	Repave Parking Lot			TBD	\$35,000	TRC/TDC[1]		\$35,000			X	
7-22-10	Storage Facility- ESTC 725 N Lyford			TBD	\$450,000	TRC/TDC[1]		\$450,000				
07-26-04	Fareboxes			TBD	\$232,000	TRC/TDC[1]		\$232,000	\$46,400 in TDCs planned to be requested.			
07-26-05	Collision Avoidance			TBD	\$410,000	TRC/TDC[1]		\$410,000	\$82,000 in TDCs planned to be requested.			X
07-26-06	Bus Shelters	10	\$17,000	TBD	\$170,000			\$170,000				
Total					\$13,447,000		\$0	\$13,447,000				

Stateline Mass Transit District

Project #	Description	Unit Cost		Federal Share		Other Share		Total	TDC Notes	Performance Measures		
		Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projects Listed												
Total					\$0		\$0	\$0				

Note: [1] A portion of IDOT’s Transportation Development Credits will be used to leverage Federal Funds at 100%.

Total	Federal	Other	Grand Total
ILL Total	\$13,447,000	\$0	\$13,447,000

Table 4-16: Section 5307 Program Allocations

Fiscal Year	Allocation
2012	\$2,804,625
2013	\$2,915,220
2014	\$3,014,787
2015	\$3,015,566
2016	\$3,065,203
2017	\$3,089,741
2018	\$3,161,185
2019	\$3,164,636
2020	\$3,290,386
2021	\$3,389,098
2022	\$3,490,771
2023	\$4,336,996
2024	\$4,301,285
2025	\$4,430,324
2026	\$4,563,233
2027*	\$4,700,130
2028*	\$4,841,134
2029*	\$4,986,368
2030*	\$5,135,959

Note: 2027, 2028, 2029, 2030 are subjected to change.

Table 4-17: Transit Providers Operating Assistance

Actual & Projected
Rockford Mass Transit District

Fiscal Year	Operating & Maintenance	Operating Revenue	State	Local* Subsidies	Federal
FY 17	\$15,354,015	\$1,626,332	\$9,674,374	\$2,717,187	\$1,587,153
FY 18	\$17,748,860	\$1,738,362	\$10,523,655	\$2,887,821	\$1,727,303
FY 19	\$16,372,579	\$1,810,209	\$10,399,858	\$2,890,149	\$1,718,672
FY 20	\$17,812,151^	\$1,370,847	\$10,721,924	\$3,167,168	\$2,294,580
FY 21	\$17,693,031	\$711,242	\$11,948,737	\$3,202,781	\$3,588,877
FY 22	\$19,985,867	\$1,162,326	\$12,249,185	\$3,693,038	\$3,169,241
FY 23	\$20,981,245	\$1,249,411	\$13,041,714	\$4,044,022	\$3,338,624
FY 24	\$24,522,621	\$1,411,739	\$14,789,050	\$4,229,340	\$4,039,798
FY 25	\$26,699,862	\$1,552,930	\$16,146,977	\$4,403,053	\$4,554,738
FY 26**	\$27,500,858	\$1,599,518	\$16,631,386	\$4,535,145	\$4,691,380
FY 27***	\$28,325,884	\$1,647,503	\$17,130,328	\$4,671,199	\$4,832,122
FY 28***	\$29,175,660	\$1,696,929	\$17,644,238	\$4,811,335	\$4,977,085
FY 29***	\$30,050,930	\$1,747,836	\$18,173,565	\$4,955,675	\$5,126,398
FY 30***	\$30,952,458	\$1,800,271	\$18,718,772	\$5,104,345	\$5,280,190
FY 31 ***	\$31,881,032	\$1,854,279	\$19,280,335	\$5,257,475	\$5,438,596

* Local funds are provided by Rockford, Loves Park, Machesney Park, Belvidere, Boone County, and SMTD.

** Reflects budgeted totals

*** Reflects projected totals at 3% AGR

^ FY20 Operating & Maintenance expense does not include a one time reduction of \$7,948,274 applied in 2020 as an adjustment to the District’s OPEB liability. The audited financial statements states \$9,863,877 after the adjustment.

Note: Paratransit service costs and purchased transportation services for urbanized Boone County are included.

Actual & Projected

Boone County Public Transportation

Fiscal Year	Operating & Maintenance	Operating Revenue	State	Local* Subsidies	Federal
FY 17	\$292,843	\$27,855	\$161,000	\$41,437	\$90,406
FY 18	\$308,943	\$27,935	\$177,100	\$41,437	\$90,406
FY 19	\$326,643	\$27,935	\$194,800	\$41,437	\$90,406
FY 20 *	\$326,643	\$27,935	\$194,800	\$41,437	\$90,406
FY 21 *	\$346,123	\$27,935	\$214,280	\$41,437	\$90,406
FY 22 *	\$367,551	\$27,935	\$235,708	\$41,437	\$90,406
FY 23 *	\$391,122	\$27,935	\$259,279	\$41,437	\$90,406
FY 24 *	\$391,122	\$27,935	\$259,279	\$41,437	\$90,406
FY 25 *	\$417,050	\$27,935	\$285,207	\$41,437	\$90,406
FY 26 *	\$429,561	\$27,935	\$293,763	\$41,437	\$90,406

* Projected total based on standard 10% AGR for DOAP funds.

Note: Boone County Public Transportation rural operating assistance available is shown. The rural service will continue be funded with local, DOAP, and FTA 5311 funds.

Appendix A: Acronyms and Glossary

Acronyms & Abbreviations

#

3-C: Continuing, Comprehensive, and Cooperative

A

AC: Advance Construction

ATC: Alternative Transportation Committee

ACS: American Community Survey

AIC: Awarded, Initiated, or Completed

B

BCCD: Boone County Conservation District

BCCA: Boone County Council on Aging

BCPT: Boone County Public Transportation

C

CMP: Congestion Management Process

CMAQ: Congestion Mitigation and Air Quality Improvement Program

CRP: Carbon Reduction Program

CVP: Consolidated Procurement Program

E

EDD: Economic Development District

EPA: U.S. Environmental Protection Agency

F

FHWA: Federal Highway Administration

FTA: Federal Transit Administration

FAST Act: Fixing America’s Surface Transportation

G

GIS: Geographic Information System

H

HSTP: Coordinated Public Transit- Human Services Transportation Plan

I

IDOT: Illinois Department of Transportation

ISTHA: Illinois State Toll Highway Authority

ITS: Intelligent Transportation System

L

LBA: Land Bank Authority

LOTS: Lee-Ogle Transportation System

M

MPA: Metropolitan Planning Area

MPO: Metropolitan Planning Organization

MTP: Metropolitan Transportation Plan

MFT: Motor Fuel Taxes

MAP-21: Moving Ahead for Progress in the 21st Century

N

NAAQS: National Ambient Air Quality Standards

P

PM1: Highway Safety Performance Measures

PM2: Pavement and Bridge Performance Measures

PM3: System Performance Measures and CMAQ

PA: Previously Approved

PPP: Public Participation Plan

PTASP: Public Transportation Agency Safety Plan

R

- R1:** Region 1 Planning Council
 - RMTD:** Rockford Mass Transit District
 - RPD:** Rockford Park District
- S
- Section 5310:** Enhanced Mobility of Seniors and Individuals with Disabilities Program
 - SLATS:** State Line Area Transportation Study
 - SPF:** State Planning Fund
 - SMTD:** Stateline Mass Transit District
 - STIP:** Statewide Transportation Improvement Program
 - STBG:** Surface Transportation Block Grant

T

- TAM:** Transit Asset Management
- TA:** Transportation Alternatives
- TAP:** Transportation Alternatives Program
- TIP:** Transportation Improvement Program
- TMA:** Transportation Management Area

U

- UZA:** Urbanized Area

Y

- YOE:** Year-Of-Expenditure

Glossary of Terms

A

Annual Average Daily Traffic (AADT): The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

Source: Federal Highway Association

Active Transportation: The transport of people or goods, through non-motorized means, based around human physical activity.

Source: Wikipedia

Alternative Transportation: Any mode of personal transportation other than a single-occupant vehicle, including biking, walking, carpooling, and public transportation.

Source: MPO Alternative Transportation Committee Bylaws

Attainment Area: An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. Nonattainment areas are areas considered not to have met these standards for designated pollutants. An area may be an attainment area for one pollutant and a nonattainment area for others.

Source: Federal Highway Association

C

Congestion Management Process (CMP): Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs.

Source: Federal Highway Association

Cooperative Agreement: Agreement between the governor and the local governments designating the MPO as an organization created to carry out the metropolitan planning process.

Source: Regional 1 Planning Council

E

Expenditures: 1) Actual cash (or electronic transfer) payments made to the States or other entities. Outlays are provided as reimbursement for the Federal share for approved highway program activities. 2) A term signifying disbursement of funds for repayment of obligations incurred. An electronic transfer of funds, or a check sent to a State highway or transportation agency for voucher payment, is an expenditure or outlay.

Source: Federal Highway Association

F

Fiscal Constraint: Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

Source: Federal Highway Association

Fiscal Year: A twelve-month period for which records are kept. The MPO fiscal year is from July 1 –June 30.

Source: Region 1 Planning Council

I

Intelligent Transportation Systems (ITS): The application of advanced technologies to improve the efficiency and safety of transportation systems.

Source: Federal Highway Association

L

Long Range Transportation Plan (LRTP): A long-range, multimodal plan outlining the region’s transportation system goals and priorities over the next 20 years. Now referred to as the Metropolitan Transportation Plan (MTP).

Source: Federal Highway Association

M

Management & Operations (M&O) Strategies: Programs, projects, or services designed to get the safest and most efficient use out of existing and planned infrastructure.

Source: U.S. Department of Transportation

Metropolitan Planning Area (MPA): Determined between the MPO and Governor. At a minimum it must include the urban area boundary (UAB) plus the contiguous area expected to become urbanized within the next 20 years. This is the MPO’s boundary.

Source: Federal Highway Administration

Metropolitan Planning Organization (MPO): The forum for cooperative transportation decision making for the metropolitan planning area (MPA). Any urbanized area over 50,000 in population is required to create an MPO.

Source: Federal Highway Administration

Metropolitan Transportation Plan (MTP): A long-range, multimodal plan outlining the region’s transportation system goals and priorities over the next 20 years. Contains a fiscally constrained financial plan including a list of projects likely to be implemented within the lifetime of the MTP. The MTP is updated every 5 years.

Source: Federal Highway Administration

N

National Highway System (NHS): This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b).

Source: Federal Highway Association

P

Paratransit: Comparable public transportation service required by the American Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. (49 CFR 37).

Source: Federal Highway Association

Performance Measures: Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates.

Source: Federal Highway Association

Performance-Based Planning: Process that applies performance management principles to transportation system policy and investment decisions, providing a link between management and long range decisions about policies and investments that an agency makes in its transportation system.

Source: Federal Highway Association

Policy Committee: The decision-making body for the MPO, which is created by the designation agreement known as the cooperative agreement.

Source: Region 1 Planning Council

Public Transportation: Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as “mass transportation”, “mass transit” and “transit.”

Source: Federal Highway Association

R

Regionally Significant Project: A project that is on a facility which serves regional transportation needs, including: projects on National Highway System (NHS), projects on Major Collectors and Arterials within the Rockford Metropolitan Planning Area, projects on Minor Collectors that are located inside of the Rockford urbanized area (UZA), bridges projects, safety projects, with specific locations identified, regardless of functional classification; and active transportation projects, with specific locations identified, regardless of functional classification.

Source: Region 1 Planning Council

Revenue: Remuneration received by carriers for transportation activities.

Source: Federal Highway Association

S

Statewide Transportation Improvement Program (STIP): A multiyear, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIP and processes.

Source: Illinois Department of Transportation

T

Technical Committee: Established for the purpose of providing technical advice and recommendations to the MPO Policy Committee, and request and deliberate on the technical planning functions and duties of the MPO.

Source: Region 1 Planning Council

Title VI: Title VI of the Civil Rights Act of 1964. Prohibits discrimination in any program receiving federal assistance.

Source: Federal Highway Association

Transportation Improvement Program (TIP): A four-year, multimodal program of prioritized transportation projects and initiatives (comparable to a CIP). The TIP must contain all regionally significant, federally and state funded projects.

Source: Federal Highway Administration

Transportation Management Area (TMA): An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the MPO (or affect local officials), and officially designated by the Administrators of the FHWA and the FTA. The TMA designation applies to the entire metropolitan planning area(s). (23 CFR 500).

Source: Federal Highway Association

Travel demand model (TDM): A tool to evaluate existing traffic and future demands on the transportation system. The TDM can be used to help prioritize projects and model existing and future conditions.

Source: Region 1 Planning Council

Travel Time Reliability: A measure of the quality and variability of travel time.

Source: Federal Highway Administration

U

Urbanized Area (UZA): Defined by the Census, the UZA serves as the minimum area for the MPO’s planning boundary (or MPA boundary).

Source: U.S. Census Bureau

Appendix B: Funding Sources

Funding Sources

Some of the key funding programs are described below. This is not a comprehensive list of all of the federal, state, or local financing programs, but includes the most commonly used within the region.

Federal

319 Grant Program

Established under the 1987 amendments to the Clean Water Act, the 319 Grant Program provides funding to states and territories to support a wide variety of activities including technical assistance, financial assistance, education, training, technology transfer, demonstration projects and monitoring to assess the success of specific nonpoint source implementation projects. The Illinois Environmental Protection Agency (EPA) is the designated state agency in Illinois to received 319 federal funds from the U.S. EPA. It is a competitive grant program with a 40 percent local match requirement.

Capital Investment Grants (CIG)

Capital Investment Grant (CIG) is a discretionary grant program that funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. There are four categories of eligible projects under the CIG program: New Starts, Small Starts, Core Capacity, and Programs of Interrelated Projects. Each of these types of projects has a unique set of requirements in the FAST Act. This program requires a 20 percent local match.

Carbon Reduction Program (CRP)

The CRP program was first authorized under IIJA. The program was established to provide funds for projects design to reduce transportation emissions from on-road highway sources. The CRP program is a formula program, with funding distributed to states before being sub allocated further to MPOs. MPOs are then able to allocate funding to local public agencies through a project prioritization process.

Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310)

Section 5310 provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Projects and programs previously under FTA’s New Freedom program are eligible for Section 5310 funds. RMTD and IDOT are the co-designated recipients for Section 5310 funding allocated to the Rockford Urbanized Area. While not directly allocated to the MPO, in coordination with RMTD, the MPO has created a process to help determine the best use of the Section 5310 funds received. The program requires a 20 percent local match for eligible capital costs and a 50 percent match for operating assistance.

Grants for Buses and Bus Facilities Formula Program (Section 5339)

Section 5339 provides funding to states and designated recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. The program requires a 20 percent local match.

High Risk Rural Roads Program (HRRR)

See Highway Safety Improvement Program.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is the core Federal-aid program with dedicated funding to achieve significant reductions in traffic fatalities and serious injuries on all public roads. The state of Illinois also has a High Risk Rural Roads (HRRR) program under the HSIP program that provides funds for construction and operational improvements on rural collector and locally-classified roads with fatal and incapacitating injury crash rates above the state average. Both the HSIP and HRRR programs have a competitive selection process and requires a 10 percent local match.

Job Access and Reverse Commute (JARC)

The Job Access and Reverse Commute (JARC) program was established to address the transportation challenges facing low-income persons seeking to obtain and maintain employment. To address those needs, the JARC program funds capital and planning projects and associated operating expenses that transport low income individuals to and from jobs and activities related to employment, and for reverse commute projects. This program has been repealed, however JARC activities are eligible for funding under FTA’s Urbanized Area Formula Grants (Section 5307) and the Formula Grants for Rural Areas (Section 5311) programs.

National Highway Freight Program (NHFP)

The Fixing America’s Surface Transportation (FAST) Act established a new National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN). A competitive process is used to select projects to receive funding. While the local match for these funds is typically 20 percent, there are some projects in which the federal share of the project cost may cover 90 to 100 percent, e.g. certain types of improvements (predominately safety improvements).

National Highway Performance Program (NHPP)

The National Highway Performance Program (NHPP) provides funding to use for construction on national highways (including the interstate system and other principal arterials), and for efforts to maintain and repair highways to meet performance targets set in states’ asset management plans. While the local match for these funds is typically 20 percent, there are some projects in which the federal share of the project cost may cover 90 of the total costs.

Rural and Small Urban Areas (Section 5311)

FTA’s Section 5311 program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The local share is 20 percent for capital projects, 50 percent for operating assistance, and 20 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service.

State of Good Repair Grants (Section 5337)

Section 5337 program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Funds are apportioned by statutory formulas and the local match is 20 percent of the net capital project cost.

Surface Transportation Program (STP)

See Surface Transportation Block Grant.

Surface Transportation Block Grant (STBG)

The Fixing America’s Surface Transportation (FAST) Act converted the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant (STBG). The program is a formula program that provides flexible funding to address both state and local transportation needs. Certain set-asides are required by law, including funding for Transportation Alternatives (TA), State Planning and Research (SPR), and funding for bridges not on the federal-aid highway system. Funds from this pool are also reserved for rural projects on any Federal-aid highway, including NHS, and bridge or safety projects on any public road, known as Surface Transportation Program- Rural (STP-R). The STBG program is administered through the Illinois Department of Transportation programs and locally by the Metropolitan Planning Organization (MPO) and requires a 20 percent local match.

Transportation Alternatives (TA) Set-Aside

The Transportation Alternatives (TA) set-aside of the STBG program provides funding for projects and activities that promote alternative transportation methods, such as pedestrian and bicycle facilities. The statewide TA program, administered by IDOT has been divided into two separate grant programs: Illinois Transportation Enhancement Program (ITEP) and Safe Routes to School Program (SRTS). The ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. The SRTS program funds programs, both infrastructure-related and non-infrastructure-related projects, that are intended to encourage increase physical activity levels of children in primary and middles schools by making bicycling and walking to school a safer and more appealing transportation alternative. The local TA program, administered by the Rockford MPO, is known as the Transportation Alternatives Program (TAP). Both the ITEP and TAP programs have a competitive selection process and requires a 20 percent local match. IDOT’s SRTS program is a competitive selection process and does not require a local match.

Urbanized Area Formula Grant (Section 5307)

FTA allocates Section 5307 funds as subsidies to eligible public transit agencies to use for capital equipment (buses, equipment, structures, etc.), planning, job access and reverse commute projects, and some limited operating expenses related to the Federally-required assistance transit agencies must provide to persons with disabilities. The minimum required local match for capital purposes is 20 percent.

State

Illinois Commerce Commission (ICC) Funds

The Illinois Commerce Commission (ICC) provides funding to pay for safety improvements at highway-railroad crossing within the state. For local roads, the Illinois General Assembly created the Grade Crossing Protection Fund (GCPF) to fund the majority of the project costs at highway-railroad crossings on local roads. Local public agencies can submit applications to ICC throughout the year. Prioritized projects are then selected and incorporated into the ICC’s Crossing Safety Improvement Program.

Illinois Department of Natural Resources (IDNR)

Funding authorized by the Illinois Department of Natural Resources to assist with recreational, educational and environmental improvements and projects.

Illinois Department of Transportation (IDOT)

Funding authorized by the Illinois Department of Transportation to assist with transportation-related projects and programs for a source other than those listed.

Illinois Major Bridge Program (IMBP)

The Illinois Major Bridge Program (IMBP), now known as the Illinois Special Bridge Program, provides funding for construction and construction engineering of local public agency bridges which are estimated to cost more than one million dollars to rehabilitate or replace. Eligible structures must be greater than 20 feet in length and a sufficiency rating less than 80 for rehabilitation and 50 for replacement. This program requires a 20 percent local match.

Illinois Transportation Enhancement Program

See Transportation Alternatives (TA) Set-Aside.

Recreational Trails Program (RTP)

The Recreation Trail Program (RTP) provides funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail use. As defined by FHWA, recreational uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles. This program has an annual competitive selection process and requires a 20 percent local match.

Safe Routes to School

See Transportation Alternatives (TA) Set-Aside.

Statewide Planning and Research (SPR)

Statewide Planning and Research (SPR) funds are used to establish a cooperative, continuous, and comprehensive (3-C) framework for making transportation investment decisions and to carryout transportation planning and research activities throughout the State.

Truck Access Route Program (TARP)

The Truck Access Route Program (TARP) assist local agencies to upgrade pavement design of roadways to accommodate the 80,000-pound truck loads. Funds are awarded through a competitive selection process. State funding will not exceed 50 percent of the total construction cost or \$900,000, whichever is less.

Illinois State Toll Highway Authority (ISTHA)

Funding or improvements to I-90 and other toll highways under the jurisdiction of Illinois State Tollway Highway Authority.

Local

Local funding derived from a source other than those listed.

Motor Fuel Tax (MFT)

Motor fuel tax (MFT) funding is derived from a tax on all volatile liquids compounded or used for fueling motor vehicles for the privilege of operating motor vehicles upon public highways. The current state motor fuel tax rate is 19 cents per gallon of gasoline/gasohol and 21 cents per gallon of diesel fuel. IDOT allocates MFT funds to counties, townships, and municipalities as outlined in the MFT fund distribution statue, 35 ILCS 505/8.

Private

Funding committed from a private landowner, developer or freight rail facility owner.

Retail Sales Tax (RST)

Retail sales taxes allows local and state governments to collect funds for a consumer of certain goods or services at the point of purchase. RST rates vary depending upon the jurisdiction in which the purchase was made.

Special Assessment (SA) Funds

Special Assessment (SA) funding is derived from special property taxes, which are assessed and assigned for a specific improvement.

Tax Increment Financing (TIF) District

Tax increment financing is a public financing method that is used as a subsidy for redevelopment, infrastructure, and other community-improvement projects. TIF funds usually are a small portion of the overall project costs and are meant to close the gap between conventional bank financing, the owner’s funds and the project’s costs.

Appendix C: Public Comment & Revisions

Public Comment

The draft version of the FY 2027-2030 TIP was distributed to the MPO Policy Committee and MPO Technical Committee and made available on the Region 1 Planning Council (R1) website on May 26, 2026. Public comment period for the FY 2027-2030 TIP was from May 26, 2026 until June 26, 2026. No comments were received.

Additional comments should be directed to:

Tim Verbeke

Director of Planning

Region 1 Planning Council

127 North Wyman Street, Suite 100

Rockford, IL 61101

Telephone: 815-319-4185

E-mail: tverbeke@r1planning.org

Appendix D: Resolution of Adoption

Figure D-1: Resolution of Adoption



AN ENGINE FOR COLLABORATION IN NORTHERN ILLINOIS

REGION 1 PLANNING COUNCIL
MPO POLICY COMMITTEE
MPO Resolution 2026-07

RE: Adoption of the FY 2027-2030 Transportation Improvement Program

WHEREAS the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provide for an urban transportation planning process; and

WHEREAS Region 1 Planning Council is the Metropolitan Planning Organization (MPO) for the Rockford Urban and Metropolitan Area, and the MPO Policy Committee has the specific responsibility to direct and administer the continuing urban transportation planning process; and

WHEREAS the Transportation Improvement Program (TIP) for the Rockford Metropolitan Area has been developed in accordance with the Infrastructure Investment & Jobs Act (IIJA); and

WHEREAS the development of the Transportation Improvement Program (TIP) is a continuing, comprehensive and cooperative transportation planning process carried out by the MPO under the direction of the Policy Committee and the Technical Committee of the MPO of the Rockford Metropolitan Area in cooperation with the Illinois Department of Transportation (IDOT); and

WHEREAS the planning process is being carried on in conformance with all applicable Federal and State requirement, as listed in the Annual Metropolitan Transportation Planning Process Certification; and

WHEREAS citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties have been given opportunities to comment on this TIP during its development cycle; and

WHEREAS the public comment and review period for draft FY 2027-2030 TIP was from May 26, 2026 through June 26, 2026 and the draft FY 2027-2030 TIP was made available for review via the MPO website (posted May 26, 2026) as well as through contacting the MPO offices; and

WHEREAS the MPO Technical Committee has recommended approval of the FY 2027-2030 TIP;

127 N Wyman St, Suite 100, Rockford, IL 61101 | 815-319-4180 | info@r1planning.org
www.r1planning.org
 

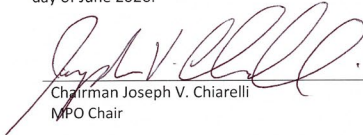
NOW, THEREFORE, BE IT RESOLVED THAT

the MPO Policy Committee adopts the June 26, 2026 version of the FY 2027-2030 Transportation Improvement Program; and

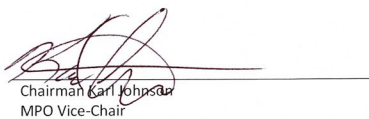
BE IT FURTHER RESOLVED

that the MPO staff is instructed to distribute the FY 2027-2030 Transportation Improvement Program in accordance with the MPO Public Participation Process.

We hereby certify the foregoing has been approved by a majority of the MPO Policy Committee Members on 26th day of June 2026.



Chairman Joseph V. Chiarelli
MPO Chair



Chairman Karl Johnson
MPO Vice-Chair

Number of members authorized to vote _____

Ayes _____ Nays _____ Abstain _____



2



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