

Transportation Improvement Program

FY 2022 - 2025



Final Report
August 27, 2021

Transportation Improvement Program

FY 2022 - 2025

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Dated August 27, 2021

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

This report was prepared in cooperation with the following:

U.S. Department of Transportation
Federal Highway Administration
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Illinois Department of Transportation

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 (RPC), 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.

The following document contains all planned improvements for the surface transportation system, as well as public transportation, within fiscal years 2022 to 2025 (July 1, 2021 through June 30, 2024). As required, under 49 U.S.C. 5303(j), 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, meaning that it is regularly reviewed and updated throughout the fiscal year.

About Region 1 Planning Council

By Federal law, all urbanized areas over 50,000 persons are required to have an organization that plans and coordinates the decisions regarding the area's surface transportation system called a Metropolitan Planning Organization (MPO). The core functions of the MPO include:

- Establish a fair and impartial setting for regional transportation decision making;
- Identify and evaluate alternative transportation improvement options;
- Prepare and maintain a Metropolitan Transportation Plan (MTP);
- Develop a Transportation Improvement Program (TIP); and
- Involve the public in all of the above-mentioned functions.

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,

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.

including the development of a congestion management process and project selection for the suballocation of Surface Transportation Block Grant (STBG) funds.

In the Rockford Region, the MPO transportation planning function is housed with Region 1 Planning Council (RPC).² The RPC is a special-purpose, regional government agency designated to coordinate intergovernmental collaboration. This regional model provides an efficient means to promote a well-informed, comprehensive dialogue that holistically addresses regional issues by fulfilling the needs of government entities for long-range planning, securing funding, and analyzing and providing data in support of regional projects and initiatives. Essential to fulfilling its purpose as a planning commission, RPC is a designated metropolitan planning organization (MPO), economic development district (EDD), geographic information system (GIS), and land bank authority (LBA).

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).



Region 1 Planning Council Offices, Rockford, IL

² Prior to the formation of Region 1 Planning Council in 2018, the MPO for the Rockford MPA was called the Rockford Metropolitan Agency for Planning (RMAP). In some instances, within this document, RMAP may be used when referring to the MPO.

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 Region 2 and the Chairman of the Rockford Mass Transit District Board. Transportation planning is carried out through a continuing, comprehensive, and cooperative (3-C) planning process. The Policy Committee receives technical recommendations and assistance from a 20-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 Rock River Water Reclamation District.

Much of the technical work of the RPC 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 RPC Executive Director.

The planning process and activities are funded by annual planning grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) with 20 percent matching funds from IDOT through the State Planning Fund (SPF) and through local contributions from the six local municipal agencies which comprise its Policy Committee membership.

Definition of Area

The planning jurisdiction of the MPO is known as the Metropolitan Planning Area (MPA). The MPA boundary is based upon the Urbanized Area (UA), as determined by the U.S. Census Bureau,

and comprehensive) planning process, in accordance with 23 U.S.C and 49 U.S.C. Chapter 53.

About the TIP

Fixing America’s Surface Transportation (FAST) Act, signed into law on December 4, 2015, is the most recent, comprehensive federal legislation addressing surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion for the following types of projects: highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics. It continues previous federal focus on safety, keeps intact the established structure of the various highway-related programs the MPO manages, continues efforts to streamline project delivery, and for the first time provides a dedicated source of Federal dollars for freight projects.

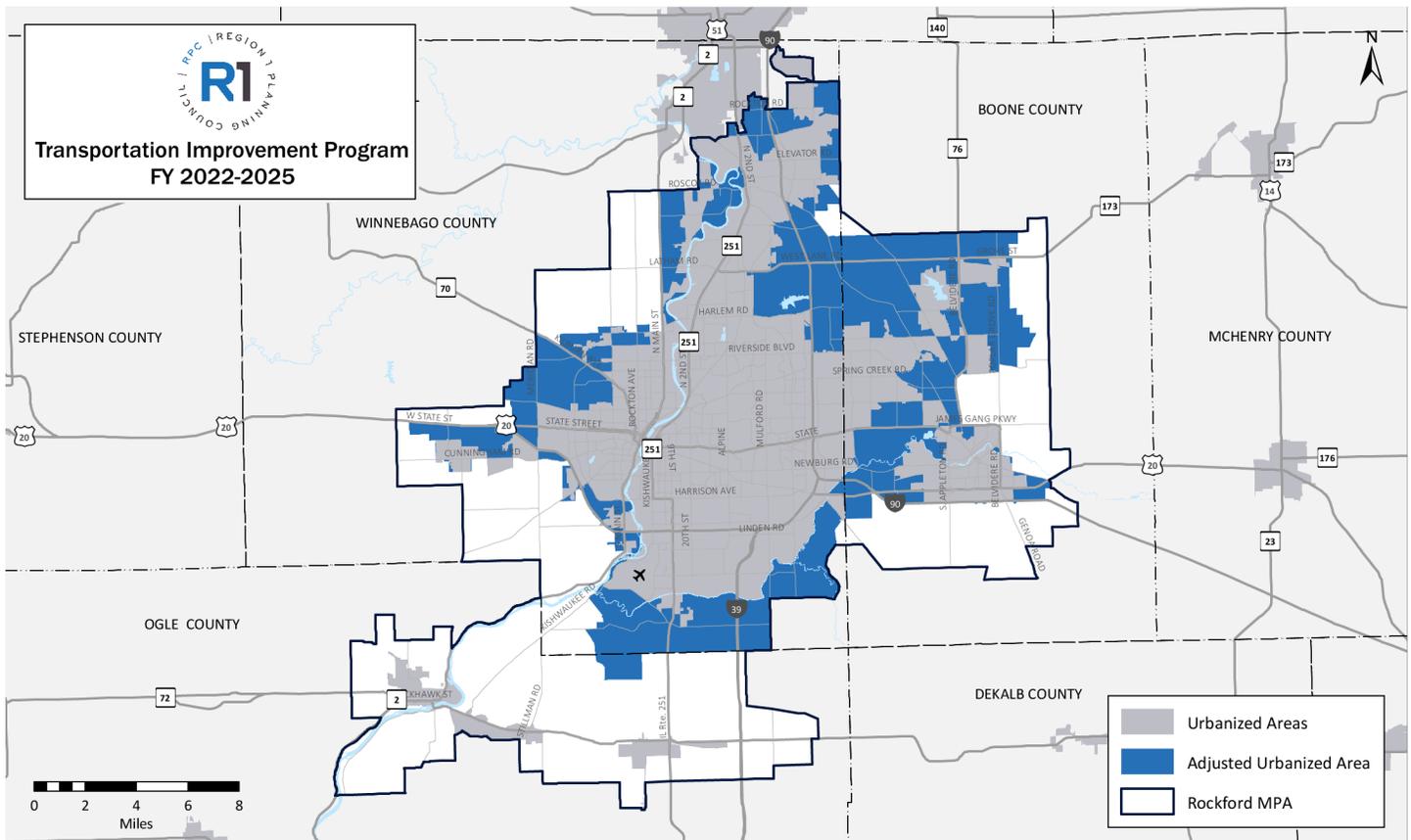
Federal Requirements

The federal requirements for the development and content of the TIP are defined in 23 U.S.C and 49 U.S.C. Chapter 53.

Consistency with Planning Documents

All projects that have been identified in the FY 2022-2025 TIP are consistent and reflect the investment priorities established in the current metropolitan transportation plan, known as the 2050 Metropolitan Transportation Plan for the Rockford Region (adopted on July 31, 2020). Additionally, the MPO has ensured

Figure 1-1. Map of Metropolitan Planning Area (MPA)



All agendas and meeting minutes are also posted on the RPC's website, r1planning.org.

More information on the public involvement process for the FY 2021-2024 TIP can be found in [Appendix A](#).

Title VI & Environmental Justice

A significant goal of the MPO is to ensure the delivery of transportation investments are equally distributed across the region, including to areas with high minority populations or areas with a high proportion of individuals with low-incomes. To assure this goal, the MPO conducts a burdens and benefits analysis for Title VI and Environmental Justice (EJ) in relation to the projects listed within the TIP.

As a recipient of federal funds from FHWA and FTA, the RPC complies with the Title VI of the Civil Rights Act and the Environmental Justice Executive Order 12989. The 2015 Certification Review of the MPO completed by FHWA and FTA found the agency to be in compliance with the civil rights requirements. The Title VI and Environmental Justice program is updated every three years and was last adopted on February 28, 2019.

The full burdens and benefits analysis for the FY 2022-2025 TIP can be found in Appendix C.

Clean Air Act 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 do have additional federal planning requirements which must be met, such as 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 and 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.

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. Projects of this nature are identified in this document by an asterisk(*).

Performance Measures

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 infrastructure conditions, safety, and congestion/system performance, established in 23 C.F.R. 490; as well as transit asset conditions established under 49 C.F.R. 625 and 630.

Within the TIP, the MPO includes a description of the anticipated effect of the TIP towards achieving the performance measures and how investment priorities are linked to those targets. The following are the federal performance measures Highway Safety Performance Measures (PM1), Pavement and Bridge Performance Measures (PM2), System Performance Measures and CMAQ (PM3), Transit Asset Management (TAM), and Public Transportation Agency Safety Plan (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.

Tables 1-1 through 1-4 currently reflect the complete list of adopted targets, projects that potentially addressing each target, and a description of the anticipated effect of local projects toward achieving the performance targets.

Table 1-1. Highway Safety (PM1) Targets

Performance Measure	Fatalities (Rolling Average)	Fatality Rate (per 100 mil VMT)	Serious Injuries (Rolling Average)	Serious injuries (per 100 mil VMT)	Non-motorized fatalities & serious injuries (Rolling Average)
MPO 2020 Target	26.3	1.00	287.7	10.32	25.9
MPO 2021 Target	25.8	0.98	282.0	10.11	25.4
IDOT 2020 Target	1,020.4	0.95	11,792.2	11.01	1,548.6
IDOT 2021 Target	1,000.0	0.93	11,556.4	10.79	1,517.6
Projects Addressing this Target	FY 2022: 1-17-4; 1-20-16; 1-22-12; 3-19-10 FY 2023: 1-20-21; 3-20-28 FY 2024: 1-21-10; 3-21-8 FY 2025: 1-22-11; 3-22-12 PA: 2-20-1; 3-19-2 AIC:			FY 2022: 3-18-8, 3-18-9, 3-20-10, 3-20-11, 3-20-15, 3-22-3; 5-21-4, 13-22-1 FY 2023: 3-20-13, 3-20-14 FY 2024: 3-21-5, 3-21-6, 3-21-7 FY 2025: 3-22-5, 3-22-9, 3-22-10, 3-22-11 PA: 3-20-7, 3-20-8, 18-20-1 AIC:	

NOTE: Fatalities, Rate of Fatalities, and Non-Motorized MPO baseline is based on the 2013-2017 rolling average estimates provided by IDOT, with vehicles miles traveled (VMT) rate of change at 0.83%. Serious Injuries and Rate of serious injuries baseline is based on the 2013-2017 rolling averages provided by IDOT.

Table 1-2. Pavement and Bridge Performance (PM2) Targets

Performance Measure	Interstate Pavement		Non-Interstate NHS Pavement		NHS Bridges	
	In Good Condition	In Poor Condition	In Good Condition	In Poor Condition	In Good Condition	In Poor Condition
MPO Baseline	68.6%	1.3%	19.0%	24.0%	25.2%	5.5%
IDOT Baseline	66.0%	0.27%	28.7%	4.9%	29.4%	11.6%
IDOT 2020 Target	65.0%	<5.0%	27.0%	6.0%	28.0%	13.0%
IDOT 2022 Target	65.0%	<5.0%	27.0%	6.0%	28.0%	14.0%
Projects Addressing this Target	FY 2022: FY 2023: 1-22-6 FY 2024: FY 2025: 1-21-8, 1-22-9 PA: AIC:		FY 2022: 5-21-6, 2-21-1 FY 2023: 3-17-6, 1-20-17 FY 2024: 3-20-24 FY 2025: 1-22-9, PA: 1-16-7, 3-16-3, 1-20-15 AIC: 1-16-1, 1-17-3, 1-18-6, 1-20,22		FY 2022: 24-19-5, 1-20-1, 1-18-10 FY 2023: 1-22-6 FY 2024: FY 2025: PA: AIC:	

Table 1-3. System Performance (PM3) Targets

Performance Measure	Person-Miles Traveled on the Interstate that are Reliable	Person-Miles Traveled on the Non-Interstate NHS that are Reliable	Truck Travel Time Reliability Index
MPO Baseline	100.0%	92.3%	1.12
IDOT Baseline	80.8%	87.3%	1.30
IDOT 2020 Target	79.0%	85.3%	1.34
IDOT 2022 Target	77.0%	83.3%	1.37
Projects Addressing this Target	FY 2022: FY 2023: FY 2024: FY 2025: PA: AIC:	FY 2022: 5-21-4, 3-18-8, 3-18-9 FY 2023: FY 2024: FY 2025: PA: 18-20-1 AIC: 1-20-8, 2-17-1	FY 2022: FY 2023: FY 2024: FY 2025: PA: AIC:

NOTE: The MPO Policy Committee adopted Resolution 2021-02 (01/29/2021) in support of the IDOT safety targets (annual targets). The MPO Policy Committee adopted Resolution 2021-03 (01/29/2021) for PM2 and 2018-16 (10/25/2018) PM3 in support of the IDOT targets (2 and 4 year targets). Performance measures will continue to be tracked from data made available through the Intergovernmental Agreement between IDOT, RIPM MPO, Boone County, and RMTD as well as through the progression of projects listed within this transportation improvement program.

Table 1-4. Transit Asset Management (TAM) Targets

Facilities	Statewide Targets			RMTD	Boone County	Projects Addressing this Targets
	Below 3.0 Rating	Total Facilities	% of Facilities Below 3.0 Rating			
Admin/Maintenance	15	87	17%	0%	0%	7-19-6, 7-20-1, 20-1,7-21-11, 7-21-16, 7-21-23, 7-22-2, 7-22-3, 7-22-4, 7-22-5, 7-22-6, 7-22-7, 7-22-8, 7-22-10, 7-21-11, 7-21-16, 7-19-6, 7-21-1, 20-1, 7-21-9, 7-21-21, 7-21-3, 7-21-4, 7-21-5, 7-21-6, 7-21-7,
Passenger/Parking	4	35	11%	33%	-	7-22-9, 7-22-11
Total	19	122	16%	25%	0%	

Revenue Vehicles	At/Beyond ULB	Total Vehicles	% of Vehicles At/Beyond ULB			
Articulated Bus	12	16	75%	-	-	
Automobile	8	8	100%	-	-	
Bus	160	526	30%	49%	-	7-21-10, 7-22-12, 19-5, 7-19-4, 7-20-4, 7-20-10, 7-21-19, 7-21-20, 7-20-9,
Ferryboat	3	3	100%	-	-	
Minibus	52	171	48%	75%	-	
Minivan	163	243	67%	-	-	
Other	8	8	100%	100%	-	
Van	447	852	52%	40%	0%	
Total	883	1827	48%	49%	0%	

Non-Revenue Vehicles	At/Beyond ULB	Total Vehicles	% of Vehicles At/Beyond ULB		
Automobile	52	112	46%	60%	-
Other Rubber Tire Vehicles (including Minivans and Vans)	34	60	57%	100%	0%
Total	86	172	50%	67%	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 FY2022-2025 TIP.

Table 1-5. Public Transportation Safety Performance Measure Targets

Mode of Service	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	0.00	8	0.66	0	0.00	3,000 miles
Paratransit/ Demand Response	0	0.00	7	0.61	0	0.00	20,000 miles

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

TIP Program Maintenance

Region 1 Planning Council undergoes an annual update of the TIP, but the program has significant flexibility as adjustments may be needed when aspects of transportation projects change. This process is known as the TIP program maintenance. In spring of 2018, the MPO Policy Committee adopted formal guidelines through the “Procedure to Amend and Modify the MPO Transportation Improvement Program” to be followed during the TIP program maintenance process. The purpose of these guidelines is to provide partner agencies an outlined, standardized procedure to maintain major and minor project updates which include changes such as: project cost estimates, project phase completion, and award letting within the TIP’s four-year timeframe.

There are two methods of project adjustments that can be made to the TIP: amendments and administrative modifications. Additionally, 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 and are processed as administrative modifications to the TIP. The following sections offer a summary of the MPO’s methodology, in alignment with IDOT policy, for modification to the Transportation Improvement Program.

Administrative Modifications

An administrative modification is used when changes to the project information in the TIP are minor and do not require public input, demonstration of fiscal constraint, or a formal approval by the MPO’s committees.³ While an administrative modification does not require a formal approval by the MPO’s committees, they are notified of any Administrative Modifications to the TIP during their regularly scheduled meetings following the processing of an Administrative Modification. Additionally, all administrative modifications to the current TIP are posted online at r1planning.org/tip. Thresholds have been identified below to outline when an administrative modification to TIP is appropriate.

1. Minor revision to project name and/or project extent description.
2. Changes to the project total cost or project phase break out costs in a decrease of $\leq 10\%$.
3. Minor changes, deletions, or revisions to typographical errors or data entry error.
4. Movement of an included project among fiscal years of the TIP. This may include project phases (i.e. construction, engineering) or movement of the entire project.
5. Advanced Construction notices for projects currently listed within the TIP as provided to the MPO by the Illinois Department of Transportation (IDOT). More information on Advanced Construction Notices can be found below.

In order to operate in an efficient and practical manner, such minor changes are handled administratively by MPO staff and a

memo notice is sent out to relevant agencies.

Amendments

Major revisions to the TIP include addition or removal of a federally- or state-funded transportation project, an increase in project funds, or the addition of funding sources not currently listed for a project. A major revision of the TIP requires a resolution to be formally recommended by the MPO Technical Committee and adopted by the MPO Policy Committee. The thresholds below will be used to determine if an amendment to the TIP is appropriate:

- Changes to the project total cost or project phase break out costs in an increase of funds.
- Changes to the project total cost or project phase break out costs in a decrease of $> 10\%$.
- Changes in federal, state, or local identified funding sources for project(s) currently within the approved TIP.
- Addition of a project into the TIP which is Federally / State funded or regionally significant and is not currently assigned within the approved TIP.
- Deletion of a project from the TIP which is Federally/ State funded or regionally significant and is currently assigned within the approved TIP.

Formally adopted and pending amendments to this TIP can be found online at r1planning.org/tip.

Advance Construction

As mentioned previously, 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.

To notify MPOs of a project entering or leaving AC, the State (IDOT) sends an e-mail to the MPO requesting that the TIP be updated to reflect AC status. Once the MPO has completed the update to the TIP through an administrative modification, they notify IDOT through the confirmation link provided in the initial request e-mail. The same e-mail notification and confirmation process is used when AC status is removed from a project.

For formal documentation purposes, MPO staff drafts a memo detailing the Advanced Construction request. Once completed by MPO staff, the memo is forwarded to the IDOT, as well as the project’s sponsoring agency. A table of projects that have entered into or been removed from Advanced Construction are listed online at r1planning.org/tip.

³ Illinois Department of Transportation. Office of Planning and Programming. Metropolitan Planning Organization Cooperative Operations Manual. July 14, 2017 ed.

Part 2:

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 FY2024 as in past trends. It is typical for certain types of funding to fluctuate from one fiscal year to another.

Total funding for this TIP is \$380.3 million, a decrease of \$42.8 million (10.1%) when compared to the FY 2021- 2024 TIP. Table 2-1 illustrates the estimate of revenues anticipated to be available for the projects listed within this TIP by source and year. These estimates have been derived from the actual apportionments for the current fiscal year, which serves as the baseline.

As illustrated in Table 2-1, a combination of federal, state, and local funds are utilized for both highway and transit projects identified within the TIP. These sources are summarized below.

Funding Available

Appendix D lists funding sources available for highway and transit projects, current as of the publication of this document, and are subject to adjustment based on changes to federal and state transportation programs.

Project Prioritization

Region 1 Planning Council (RPC), in its capacity as the Metropolitan Planning Organization (MPO) for the Rockford metropolitan planning area (MPA), is responsible for allocating and programming various federal and state transportation funding programs. Fixing America's Surface Transportation (FAST) Act 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) and the Transportation Alternatives (TA) Set-Aside are two 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 improve 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.

Table 2-1. Total Programmed Funds

Fund Category	FY 2022	FY 2023	FY 2024	FY 2025	FY 2022 - 2025
Federal - Highway	\$29,558	\$41,241	\$16,913	\$23,652	\$111,364
Federal - Transit	\$9,439	\$2,230	\$2,288	\$8,800	\$22,757
State*	\$20,411	\$22,625	\$4,178	\$18,656	\$65,870
Local*	\$49,154	\$34,110	\$68,295	\$28,764	\$180,323
Total Programmed Funds	\$108,561	\$100,206	\$91,674	\$79,872	\$380,313

NOTE: State and local funding categories includes state funds for both highway and transit projects.

Surface Transportation Block Grant (STBG)

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 formula². The MPO’s share is on average an estimated \$3.1 million per year. The funding allocated for FY 2021 is \$3,272,407. Table 2-2 details the STBG allocations that have been received, as well as projected by year.

In May 2017, the MPO Policy Committee adopted a formal procedure and criteria for the selection of projects to receive STBG funding, as outlined in the *Surface Transportation Block Grant Program Project Selection Criteria and Programming Process*. Generally speaking, the MPO attempts to steer these funds toward projects that are regionally significant. Entities requesting the use of these funds are required to submit detailed proposals that describe the costs and benefits of the proposed projects. The reorganization of the STBG process was designed to ensure that projects which have regional significance for multiple communities are prioritized. The final decisions on which projects are selected are based on the adopted prioritization methodology. The MPO attempts to ensure that all jurisdictions in the area receive some benefit from the use of these funds.

A STBG Call for Projects was held from January 21, 2021 through February 22, 2021 to award the remaining FY 2020 and full amount of FY 2021 STBG funds allocated to the region, a total of \$6,481,207.08. In addition to the annual STBG funds allocated to the region, the Rockford Urbanized area also received an additional \$891,067.76 through Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (COVID Relief). Following the formal procedures and criteria fund in the *Surface Transportation Block Grant Program Project Selection Criteria and Programming Process*, the MPO Policy Committee awarded two projects STBG and COVID Relief funds at the April 30, 2021 via Resolution 2021-10. The awarded projects can be found in Table 2-3.

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 2-2. STBG Allocations

Fiscal Year	Allocation
2011	\$2,010,663
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*	\$3,199,098
2024*	\$3,199,098
2025*	\$3,199,098

*FY 2023- 2025 are subject to change.

Transportation Alternatives Program (TAP)

The Transportation Alternatives Program (TAP) 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 the FAST Act. 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.

An established procedure and criteria is utilized by the MPO for the selection of projects to be funded with that portion of the TAP funds annually allocated to the Rockford Urbanized Area through IDOT. The project selection criteria can be found in the Transportation Alternatives Program Guidance and Application Packet. The procedures and criteria developed by the MPO ensures that projects which have regional significance and which will further the goals, objectives, and projects outlined in Transportation for Tomorrow (2040): A Long Range Transportation Plan for the Rockford Region, Bicycle and Pedestrian Plan for the Rockford Metropolitan Area, and Greenways: A Green Infrastructure Plan for Boone and Winnebago Counties.

TAP funding is annually allocated to the region with an average estimate of \$320,000 per year.

Table 2-3. STBG – Historic, Active, & Proposed Projects

Past Project	Agency	Total Project Cost	Obligated 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)
Resurfacing: 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)
Total		\$86,363,068	\$58,655,221	-	

Active & Proposed Projects	Agency	Total Project Cost	Obligated STBG Funds	% Funded with STBG	Status
Riverside Boulevard Project #: 2-21-1	WCHD	\$19,800,000	\$5,529,209	28%	Programmed (2021)
Appleton Road Project #14-21-2	Belvidere	\$6,022,500	\$1,843,068	31%	Programmed (2021)
Total		\$25,822,500	\$7,372,277	-	

*East Riverside Boulevard project was a joint effort of the City of Loves Park, City of Rockford, and Winnebago County Highway Department.

NOTE: Under the guidelines of the ISTEA, TEA-21, SAFETEA-LU, MAP-21, and FAST Act, the TIP must demonstrate that the MPO has sufficient STBG-URBAN funds programmed for the projects identified. The MPO has revised the STBG application and selection process as adopted by the RMAP Policy Committee (via RMAP Resolution 2019-12). Future project selection will follow the “Project Selection Criteria and Programming Process for RMAP STBG Funds” application as well as requirements of current Federal Transportation Law. The MPO Policy Committee has the authority in final selection of projects receiving STBG funds.

Table 2-4. TAP – Historic, Active, & Proposed Projects

Active & Proposed Projects	Agency	Total Project Cost	Obligated TAP Funds	% Funded with TAP	Status
East State Street Sidewalks Project #: 03-18-8	Rockford	\$335,500	\$268,400	80%	In Design
West State Street/Pierpont Ave Sidewalk Gaps Project #: 03-18-9	Rockford	\$330,740	\$264,592	80%	In Design
Lawrenceville Road & Piskasaw Creek Connection Project #: 18-20-1	BCCD	\$714,395	\$520,000	73%	Under Construction
Springcreek Road to U of I College of Medicine Connection Project #: 3-20-15	Rockford	\$543,003	\$325,802	60%	In Design
Total			\$1,378,794	-	-

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. The MPO utilizes IDOT’s Consolidated Procurement program (CVP) for the application because it contains a comprehensive listing of forms and information, is required by IDOT in the latter stages of the process, and prepares applicants to apply for additional statewide funding if the program is again opened up to agencies

that fall within an urbanized boundary.

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 Alternative Transportation Committee (ATC) screens applications for HSTP compliance. The ATC will provide a program recommendation to the MPO Technical Committee, which will then provide a recommendation to the Policy Committee. Once projects have been approved by the Policy Committee, the MPO then transmits the applications and corresponding TIP amendment(s) to IDOT. This funding is by no means certain, but there is a reasonable chance that a significant portion of the requests could be granted.

Table 2-5. Section 5310 - Current Program of Projects

Programmed Projects	Agency	Number of Units	Unit Cost	Total Project Cost
Replacement Medium Duty Paratransit Vehicles w/Equipment	Rockford Mass Transit District	7	\$73,757	\$516,298
Replacement Medium Duty Paratransit Vehicle	Barbara Olson Center of Hope	1	\$63,000	\$63,000
Total				\$579,298

NOTE: A portion of IDOT’s Transportation Development Credits will be used as leverage to use the Federal Funds at 100% for RMTD’s project.



Medium Duty Paratransit Vehicle.

Part 3:

Overview of this TIP

The FY 2022-2025 Transportation Improvement Program (TIP) lists all projects that will utilize federal funds, as well as non-federally funded projects that are regionally significant, including highway, public transit, bicycle, and pedestrian projects, as well as intelligent transportation system (ITS) and freight-related projects over the next four fiscal years. The MPO operates on the State of Illinois fiscal year schedule, meaning that the FY 2022-2025 TIP begins on July 1, 2021 and ends on June 30, 2024.

Scope of Projects

The FY 2022-2025 TIP contains all transportation projects that receive federal and state funds and those that are regionally significant regardless of funding source that will occur over the next four fiscal years. Regionally significant projects are defined as a transportation project that is on a facility which serves regional transportation needs¹. This includes highway, public transit, bicycle, and pedestrian projects, as well as intelligent transportation system (ITS) and freight-related projects.

While not federally-required to be included with FY 2022-2025 TIP, the MPO has decided to include most locally-sponsored transportation projects within the MPA 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.”

Implementation Partners

IDOT

While the MPO coordinates with various departments within the Illinois Department of Transportation (IDOT) on the TIP, the MPO works closely with IDOT District 2 offices in the programming of any state highway projects that will occur within the Metropolitan Planning Area (MPA).

Municipal & County Governments

The MPO has an ongoing partnership with the municipalities and counties within the MPA 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. County staff often assist townships with the programming and managing project implementation in the TIP. In total, the MPA consists of three counties, fifteen municipalities, and sixteen townships.

¹ As defined by the Federal Highway Administration. <https://www.fhwa.dot.gov/Planning/glossary/>.

Public Transit Agencies

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 document, as well as coordinating other mid- to long-range planning documents, such as the Coordinated Public Transit – Human Services Transportation Plan (HSTP).

- Boone County Public Transportation: Offers demand-response services to rural portions of Boone County. Public transit services provided originate within the MPA.
- Lee-Ogle Transportation System (LOTS): Provides demand-response services within the rural communities of Lee and Ogle Counties.
- Rockford Mass Transit District (RMTD): Provides fixed route and complimentary paratransit services to the Cities of Belvidere, Loves Park, and Rockford, and the Village of Machesney Park. Public transit services provided originate within the MPA.
- Stateline Mass Transit District (SMTD): Provides demand-response services to Rockton, Roscoe, South Beloit, Rockton Township, and Roscoe Township. Operates within the Rockford MPA, the service originates within the Beloit, Wisconsin MPA.

A number of non-profit organizations also provide specialized transportation services within the region, such as Barbara Olson Center for Hope, Lifescape Community Services, Inc., and Wesley Willows.

Other Agencies

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

Maintenance of the Existing System

It is the general consensus of the region’s planners, engineers, and administrators involved in the development of this TIP that the existing system is being adequately maintained and operated, as current funding levels permit, and that maintenance is not being deferred in favor of new construction, equipment, or activity. Operation and maintenance expenditures identified in this TIP

include: public transit facilities and equipment; surface repairs, such as resurfacing, striping, sealing; sidewalk repairs, and similar activities essential to the maintenance of the existing system.

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 considered “State of Good Repair” which are projects aimed at maintaining and repairing the current transportation system.

Highway Element

The projects listed in the Highway Element of the TIP are organized by the fiscal year in which implementation is anticipated to begin. There are four categories within the lifecycle of a project programmed within the TIP: the annual element; out years; previously approved; and awarded, initiated, or completed (AIC).

Within the TIP, the projects programmed to be implemented and are awaiting letting are placed within the current fiscal year of the TIP (e.g. FY 2022), referred to as the annual element.

The three remaining years are referred to as the out years (e.g. FY 2023-2025). 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 cancelled. 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. This phase of the highway project’s lifecycle demonstrates that construction has been completed, construction has begun, or has been awarded via letting. 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. 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. 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 3.1.

Transit Element

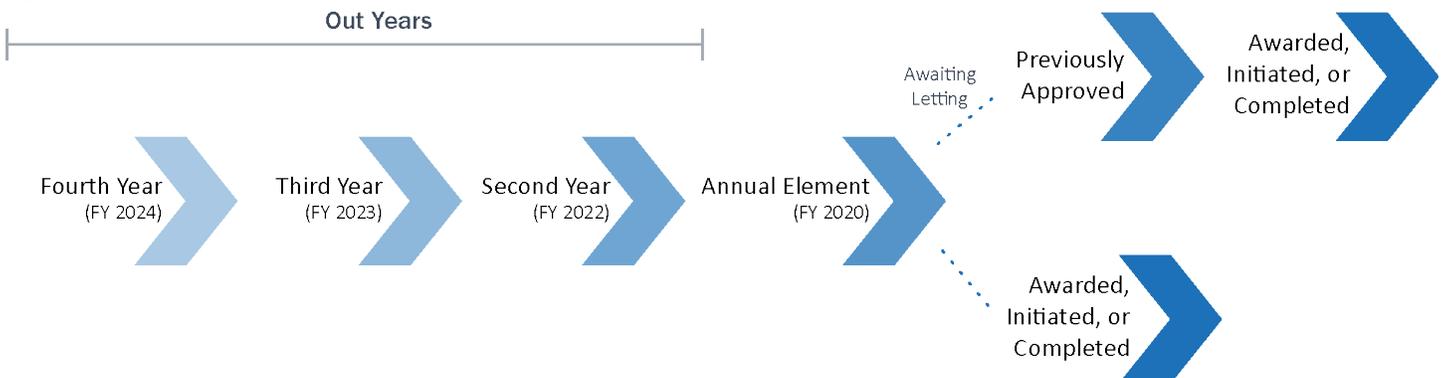
This TIP establishes and documents the short-term liquidity of the Rockford Mass Transit District (RMTD) and Boone County Public Transportation (BCPT) for FY 2022. Commitments in state and local funding, coupled with reasonable Federal projections, assure that RMTD and Boone County Public Transportation will have balanced operating budgets in FY 2022-2025. In summary, the continued short- and long-term operation and capitalization of RMTD and BCPT appears feasible as long as Congress, the State of Illinois, and local governments continue subsidies within reasonable ranges.

Similar to the Highway Element, the projects listed in the Transit Element of the TIP are organized by fiscal year. There are four categories within the lifecycle of a project programmed within the TIP: the annual element; out years; previously approved; and programmed or completed.

Projects are included in the TIP’s annual element or out years when there are reasonably available funding sources, but projects have not yet been placed into a grant. Similar to the Highway Element, under certain circumstances, a project may need to be moved into the previously approved category due to delay in the programming process.

Programmed projects are those with verified funding sources and have been placed into a grant. Completed projects reflect that procurement is completed, received, and/or paid for. In other words, these completed projects have left the planning phases and have entered into the implementation/completed phase. In previous iterations of the TIP, completed projects were assigned “awarded” project status to reflect that a project was programmed in a grant and awarded funding. To further enhance tracking of the transit element and its planning project phases moving forward, awarded projects were reassigned to completed project status and placed into the programmed or completed table.

Figure 3-1. TIP Project Cycle





Part 4: Highway Element

The following highway project tables list all proposed projects programmed over the next four fiscal years. The tables include the following information for each project: project extent, improvement type, funding sources and amounts, and the total project cost. Projects have been grouped by lead agency. Projects listed in the Transportation Improvement Program (TIP) may be identified by a TIP numbering system developed by the MPO. This system consists of the lead agency reference number, the year the project was first programmed in the TIP, and a sequential project number (AA-YY-NN).

Highway projects programmed in the annual element are listed in Table 4.1 and depicted in Figure 4.1. Table 4.2 provides a financial summary of the projects listed in the annual element by both

funding sources and by improvement types.

A list of major highway projects proposed for FY 2023-2025, along with the respective financial summary tables are provided in Tables 4.4- 4.8, and illustrated in Figures 4.3- 4.5. A financial summary for all highway projects programmed in FY 2022 through FY 2025 is provided in Table 4.9

Previously approved projects are listed in Table 4.10 and illustrated on Figure 4.5. while Table 4.11 lists projects that were previously approved in earlier TIPs and have been awarded, initiated, or completed. The location of these projects, along with their status, are illustrated in Figure 4.6.

FY 2022 Highway Projects

Table 4-1. FY 2022 Highway Projects, by Agency

01 - Illinois Department of Transportation (IDOT)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
1-17-2	IL 251	Railroad 0.1 mi S of IL 72	Bridge	STP-State	\$1,600	State	\$400	\$2,000	
1-17-4	IL 2	0.1 mi N of Luther Dr in Byron to 0.1 mi S of Beltline Rd S of Rockford	Safety	HSIP	\$824	State	\$92	\$916	
1-17-7	I-39, US 20, & Harrison Ave	I-39: 0.8 miles N of Blackhawk Rd to I-90; US 20: I-39 to 0.3 miles E of Kishwaukee River; Harrison Ave: Bell School Rd to I-39	Engineering	NHPP	\$1,705	State	\$425	\$2,130	
1-18-10	IL-173	0.2Mi E of IL-76	Bridge	NHPP	\$660	State	\$165	\$825	
1-18-11	IL-173	0.4 Mi of IL 76 to McHenry Co Line	Engineering	NHPP	\$800	State	\$200	\$1,000	
1-20-1	IL 2	IL 72 to Beltline Rd	Engineering	NHPP	\$160	State	\$40	\$200	
1-20-1	IL 2	IL 72 to Beltline Rd	Engineering	NHPP	\$4,000	State	\$1,000	\$5,000	
1-20-2	Springfield Ave	Over North Fork of Kent Creek, 0.5 mi South of IL 70	Bridge	NHPP	\$120	State	\$30	\$150	
1-20-13*	ILL 251	0.3 mi N of Auburn St/Spring Creek Rd	Enhancement	NHPP	\$600	State	\$150	\$750	
1-20-16	Highway Safety Improvement Program Projects	Districtwide	Safety	HSIP	\$24	State	\$3	\$27	
1-21-3	ILL 251	Kishwaukee St to E of 9th St in Rockford	Engineering	NHPP	\$440	State	\$110	\$550	
1-22-1	Various	Districtwide (IL 72, over the Rock River in Byron)	Bridge	STP	\$120	State	\$30	\$150	
1-22-2	Various	Districtwide	Bridge	STP	\$63	State	\$16	\$79	
1-22-3	I-39	Kishwaukee River 0.8 mi S of Blackhawk Rd	Bridge	STP	\$8	State	\$2	\$10	
1-22-4	I-39	Kishwaukee River 0.8 mi S of Blackhawk Rd	Bridge	NHPP	\$1,800	State	\$200	\$2,000	
1-22-5	Various	Winnebago County	Bridge	STP	\$156	State	\$38	\$194	
1-22-12	Various	Districtwide	Safety	HSIP	\$1,028	State	\$114	\$1,142	

02 - Winnebago County Highway Department (WCHD)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
2-18-5	Gleasant Road	0.5 miles east of Rockton Ave to 0.11 miles east of Riverview	Bridge	STP-Bridge	\$504	Local	\$126	\$630	
2-21-1	Riverside Boulevard	Material Ave to Renn Hart Hills Rd/Sage Rd	Rehabilitation	STBG	\$5,529	Local	\$14,271	\$19,800	
2-21-2	Belvidere Road	IL 173 to Main Street	Safety	HSIP	1198.6	Local	\$133	\$1,332	
2-21-3	Perryville Road Bike Path	Anjali Way to Willowbrook Lane	Enhancement	ITEP	660.6	Local	\$165	\$826	

03 - City of Rockford (RKFD)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
3-17-3	Logistics Parkway	Milford Ave to Samuelson Rd	New Construction	-	-	RST	\$1,000	\$2,400	
						TIF	\$1,400		
3-18-8*	E. State St. Sidewalk Gaps	Alpine Rd to Newtown Dr	Enhancement	TAP	\$268	MFT	\$56	\$324	
3-18-9*	W. State St/Pierpont Ave Sidewalk Gaps	Concord Commons to Pierpont Ave and School St	Enhancement	TAP	\$265	MFT	\$59	\$324	
3-19-10*	Traffic Signal & Arterial Lighting	City-Wide	Safety	-	-	RST	\$100	\$100	
3-19-11*	Sidewalk Program	City-Wide	Rehabilitation	-	-	RST	\$350	\$350	
3-19-12	Neighborhood Program	City-Wide	Resurfacing	-	-	RST	\$5,500	\$5,500	
3-19-14	Commercial & Industrial Program	City-Wide	Resurfacing	-	-	RST	\$250	\$250	

Continued on next page...

Table 4-1. FY 2022 Highway Projects, by Agency (continued)

03 - City of Rockford (RKFD), Cont.									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
3-19-15	Local Bridge Program	City-Wide	Bridge	-	-	RST	\$100	\$100	
3-20-10*	ADA Transition Plan Improvements	Various	Enhancement	-	-	RST	\$100	\$100	
3-20-11*	City-Wide Bicycle Program	Various	Enhancement	-	-	RST	\$300	\$300	
3-20-15*	Springcreek Road to U of I College of Medicine Connection	Parkview Avenue from Spring Creek Road to the College of Medicine	Enhancement	TAP	441.51	MFT	\$298.51	\$740.02	
3-20-22	Sandy Hollow Road Reconstruction	Kishwaukee Street to 9th Street	Reconstruction	-	-	RST	\$2,500	\$2,500	
3-20-23	11th Street Corridor Revitalization	Harrison Avenue to Charles Street	Engineering	-	-	RST	\$600	\$600	
3-20-24	Charles Street Reconstruction	28th Street to Parkside Drive	Engineering	-	-	Local	\$100	\$100	
3-22-1	Madison Street Corridor Improvements	East State Street to Y Boulevard	Engineering	-	-	Local	\$200	\$200	
3-22-2	Whitman Street Reconstruction	Kilburn Avenue to Church Street	Engineering	-	-	Local	\$400	\$400	
3-22-3*	Downtown Sidewalk Improvements	Main Street from Mulberry Street to Jefferson Street	Enhancement	-	-	State	\$120	\$200	
						Local	\$80		

04 - City of Loves Park (LP)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
4-19-14	City Wide	Residential Streets	Resurfacing	-	-	Local	\$495	\$495	
4-19-15	City Wide	Pavement Marking	Resurfacing	-	-	Local	\$220	\$220	
4-19-16	City Wide	Sidewalk and Curb	Rehabilitation	-	-	Local	\$330	\$330	
4-19-17	Grand Avenue	Bridge over drainage channel	Rehabilitation	-	-	Local	\$950	\$950	
4-20-2	Orth Road	Paladin Parkway to Argyle Road	Reconstruction	-	-	Local	\$2,000	\$2,000	
4-21-1	River Lane	Walker Avenue to Forest Hills Road	Rehabilitation	-	-	Rebuild IL	\$1,059	\$1,859	
						Local	\$800		
4-20-7	North Second Street Ped improvements	River Lane to E. Riverside Blvd	Reconstruction	ITEP	\$2,000	-	-	\$2,000	
4-19-8	Clifford Avenue	Bridge over drainage channel	Rehabilitation	-	-	Local	\$950	\$950	
4-19-13	Loves Park Drive	Bridge over drainage channel	Rehabilitation	-	-	Local	\$950	\$950	

05 - City of Machesney Park (MP)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
5-21-4	IL 251 Sidewalk Improvement	Superior to Peach Tree	Enhancement	-	-	MFT	\$590	\$590	
5-21-6	Alpine Road	Rose Lane to Junipber	Resurfacing	-	-	Local	\$3,300	\$3,300	
5-21-8	Village-Wide Resurfacing	Various	Resurfacing	-	-	Local	\$1,000	\$1,000	

13 - Boone County Highway Department (BCHD)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
13-21-2	Poplar Grove Bridge (004-3002) (19-00113-00-BR)	Poplar Grove Rd over Beaver Creek	Bridge			MFT	\$653	\$3,263	
						ISBP	\$2,613		
13-21-3	Poplar Grove Rd	Marengo Rd to Village of Poplar Grove Rd	Rehabilitation			TARP	\$630	\$1,260	
						MFT	\$630		
13-21-8	Irene Road	US 20 to Quarry	Rehabilitation			TARP	\$249	\$498	
						Other	\$249		
13-22-1*	Belvidere to Poplar Grove Path	Marengo Rd to Village of Poplar Grove Rd	Enhancement	ITEP	1986	MFT	\$496	\$2,482	

Continued on next page...

Table 4-1. FY 2022 Highway Projects, by Agency (continued)

13 - Boone County Highway Department (BCHD), Cont.								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
13-21-7	Centerville Road	IL 173 to Stymes Rd	Rehabilitation			TARP	\$202	\$1,194.65
						Local	\$992.65	
13-21-9	Poplar Grove Rd	City of Belvidere to Village of Poplar Grove	Rehabilitation			TARP	\$630	\$1,366.04
						Local	\$736.04	

14 - City of Belvidere (BEL)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
14-18-2	Logan Ave	State St to Genoa Rd	Rehabilitation			Rebuild IL	\$1,686	\$1,900
						Local	\$214	
14-21-3	Appleton Road	US 20 EB Ramps to Kishwaukee River Bridge	Reconstruction	STBG	\$1,843.068	Local	\$4,179.432	\$6,022.500

24 - Illinois State Toll Highway Authority (ISTHA)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
24-19-5	I-90, MP 2.6 to MP 18.3	Clean and Televis Drainage System	Utility			ISTHA	\$1,271	\$1,271

Table 4-2. FY 2022 Highway Projects, Financial Summary

By Funding Source												
Federal	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
HSIP	\$1,876	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,876
ISBP ^[1]	\$0	\$0	\$0	\$0	\$0	\$2,613	\$0	\$0	\$0	\$0	\$0	\$2,613
ITEP/TAP	\$0	\$0	\$975	\$2,000	\$0	\$1,986	\$0	\$0	\$0	\$0	\$0	\$4,961
NHPP	\$10,285	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,285
STBG/STP-Urban	\$0	\$5,529	\$0	\$0	\$0	\$0	\$1,843	\$0	\$0	\$0	\$0	\$7,372
STP-Bridge	\$0	\$504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504
STP-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-State	\$1,947	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,947
Federal Sub-Total	\$14,108	\$6,033	\$975	\$2,000	\$0	\$4,599	\$1,843	\$0	\$0	\$0	\$0	\$29,558
State	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IEPA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$3,015	\$0	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,135
TARP	\$0	\$0	\$0	\$0	\$0	\$1,711	\$0	\$0	\$0	\$0	\$0	\$1,711
Other State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rebuild IL	\$0	\$0	\$0	\$1,059	\$0	\$250	\$1,686	\$0	\$0	\$0	\$0	\$2,995
State Sub-Total	\$3,015	\$0	\$120	\$1,059	\$0	\$1,961	\$1,686	\$0	\$0	\$0	\$0	\$7,841
Local/Private	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
ISTHA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,271	\$1,271
Local	\$0	\$14,397	\$780	\$6,695	\$4,300	\$1,729	\$4,393	\$0	\$0	\$0	\$0	\$32,294
MFT	\$0	\$0	\$414	\$0	\$590	\$1,526	\$0	\$0	\$0	\$0	\$0	\$2,530
Other Local	\$0	\$0	\$0	\$0	\$0	\$249	\$0	\$0	\$0	\$0	\$0	\$249
RST	\$0	\$0	\$10,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,800
TIF	\$0	\$0	\$1,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400
Local Sub-Total	\$0	\$14,397	\$13,394	\$6,695	\$4,890	\$3,504	\$4,393	\$0	\$0	\$0	\$1,271	\$48,543
Total	\$17,123	\$20,430	\$14,488	\$9,754	\$4,890	\$10,064	\$7,923	\$0	\$0	\$0	\$1,271	\$85,942
By Improvement Type												
	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
Bridge	\$5,408	\$630	\$100	\$0	\$0	\$3,263	\$0	\$0	\$0	\$0	\$0	\$9,401
Engineering	\$8,880	\$0	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,180
Enhancement	\$750	\$0	\$1,988	\$0	\$590	\$2,482	\$0	\$0	\$0	\$0	\$0	\$5,810
Intersection	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400
Reconstruction	\$0	\$0	\$2,500	\$4,000	\$0	\$0	\$6,023	\$0	\$0	\$0	\$0	\$12,523
Rehabilitation	\$0	\$19,800	\$350	\$5,039	\$0	\$4,319	\$1,900	\$0	\$0	\$0	\$0	\$31,408
Resurfacing	\$0	\$0	\$5,750	\$715	\$4,300	\$0	\$0	\$0	\$0	\$0	\$0	\$10,765
Safety	\$2,085	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,185
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,271	\$1,271
Total	\$17,123	\$20,430	\$14,488	\$9,754	\$4,890	\$10,064	\$7,923	\$0	\$0	\$0	\$1,271	\$85,942

Notes: [1] Formerly known as the Illinois Major Bridge Program (IMBP) or the Highway Bridge Program (HBP).

FY 2023 Highway Projects

Table 4-3. FY 2023 Highway Projects, by Agency

01 - Illinois Department of Transportation (IDOT)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
1-20-3	US BUS 20	Shaw Rd E of Winnebago Co Line to 0.1 mi NE of State St in Belvidere	Engineering	NHPP	\$3,360	State	\$840	\$4,200	
1-20-21	Highway Safety Improvement Program Projects	Districtwide	Safety	HSIP	\$3,251	State	\$362	\$3,613	
1-21-9*	ILL 251	New Milford School Rd to Toms Rd in New Milford	Enhancement	STP	\$104	State	\$26	\$130	
1-16-6	I-39 / US-20	Under Perryville Rd SE of Rockford	Bridge	NHPP	\$3,915	State	\$435	\$4,350	
1-18-11	IL-173	0.4 Mi E of IL 76 to McHenry Co Line	Land Acquisition	NHPP	\$160	State	\$40	\$200	
1-18-11	IL-173	0.4 Mi E of IL 76 to McHenry Co Line	Engineering	NHPP	\$400	State	\$100	\$500	
1-20-1	IL 2	IL 72 to Beltline Rd	Land Acquisition	NHPP	\$1,311	State	\$328	\$1,639	
1-20-3	US BUS 20	Shaw Rd E of Winnebago Co Line to 0.1 mi NE of State St in Belvidere	Engineering	NHPP	\$3,360	State	\$840	\$4,200	
1-20-18	ILL 2	0.4 mi N of Latham Rd to 0.8 mi N of Roscoe Rd	Reconstruction	NHPP	\$16,000	State	\$4,000	\$20,000	
1-20-19	ILL 2	0.4 mi N of Latham Rd to 0.8 mi N of Roscoe Rd	Utility	NHPP	\$200	State	\$50	\$250	
1-21-7	ILL 2	0.4 mi N of Latham Rd to 0.8 mi N of Roscoe Rd	Engineering	NHPP	\$1,600	State	\$400	\$2,000	
1-22-6	US 20	Rock River to 0.7 mi W of Alpine Rd in Rockford	Resurfacing	NHPP	\$5,680	State	\$1,420	\$7,100	
03 - City of Rockford (RKFD)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
3-17-6	Church Street Two-Way Conversion	Cedar St to John St	Rehabilitation	-	-	RST	\$3,000	\$3,000	
3-20-2	1st Street and 2nd Street Bridges	Over Union Pacific Railroad	Bridge	-	-	ICC	\$2,400	\$3,150	
						Private	\$750		
3-20-12	8th Avenue	Over Keith Creek	Rehabilitation	STP-Bridge	\$900	MFT	\$225	\$1,125	
3-20-13*	ADA Transition Plan Improvements	Various	Enhancement	-	-	RST	\$100	\$100	
3-20-14*	City-Wide Bicycle Program	Various	Enhancement	-	-	RST	\$300	\$300	
3-20-26	Neighborhood Program	City-Wide	Resurfacing	-	-	RST	\$4,000	\$5,500	
						Local	\$1,500		
3-20-27*	Sidewalk Program	City-Wide	Rehabilitation	-	-	RST	\$350	\$350	
3-20-28*	Traffic Signal & Arterial Lighting	City-Wide	Safety	-	-	RST	\$100	\$100	
3-20-29	Local Bridge Program	City-Wide	Bridge	-	-	RST	\$100	\$100	
3-21-12	Commercial and Industrial Street Resurfacing	City-Wide	Resurfacing	-	-	RST	\$250	\$250	
04 - City of Loves Park (LP)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
4-20-3	City Wide	Residential Streets	Resurfacing	-	-	Local	\$495	\$495	
4-20-4	City Wide	Pavement Marking	Resurfacing	-	-	Local	\$220	\$220	
4-20-5	City Wide	Sidewalk and Curb	Rehabilitation	-	-	Local	\$330	\$330	
4-20-6	Paulson Road	Harlem Road to Orth Road	Reconstruction	-	-	Local	\$5,000	\$5,000	
05 - City of Machesney Park (MP)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
5-21-9	Harlem Road	IL 251 to Schnucks Entracne	Resurfacing	-	-	Local	\$2,450	\$2,450	

Continued on next page...

Table 4-3. FY 2023 Highway Projects, by Agency (continued)

05 - City of Machesney Park (MP), Cont.

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
5-21-10	North Park Road	Waterview to Victory	Reconstruction	-	-	Local	\$475	\$475
5-21-11	Village-Wide Resurfacing	Various	Resurfacing	-	-	Local	\$1,000	\$1,000
5-21-7	Indigo Lane	Roosevelt to Copper	Reconstruction	-	-	Local	\$665	\$665
5-22-1	Shoreland Road & Shore Drive	IL 251 to North End of Shore Drive	Reconstruction	-	-	Rebuild IL	\$1,300	\$1,300
5-22-2	IL 251 East Service Drive	IL 173 to Forest Hills Road	Resurfacing	-	-	Local	\$100	\$600
						Other	\$500	

13 - Boone County Highway Department (BCHD)

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
13-21-4	Genoa Rd	190 to DeKalb Co	Resurfacing	-	-	MFT	\$1,000	\$1,000
13-21-5	Woodstock Rd Bridge (004-3001)	Woodstock Rd over Piskasaw Creek	Bridge	ISBP	\$1,000	MFT	\$200	\$1,200
13-21-6	Shattuck Rd Bridge (004-3048)	Shattuck Rd over Mosquito Creek	Bridge	-	-	MFT	\$450	\$900
						Local	\$450	
13-22-4	Woodstock Road	Poplar Grove Rd to Russellville Rd	Reconstruction	-	-	Local	\$1,000	\$1,000

14 - City of Belvidere (BEL)

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
14-21-1	Fifth Avenue	7th to Locust Ave	Reconstruction			Local	\$4,600	\$4,600

24 - Illinois State Toll Highway Authority (ISTHA)

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
24-21-2	I-90, MP 19.8	Bypass US 20 Bridge Reconstruction	Reconstruction			IDOT	\$9,500	\$14,000
						ISTHA	\$4,500	

Table 4-4. FY 2023 Highway Projects, Financial Summary

By Funding Source												
Federal	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
HSIP	\$3,251	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,251
ISBP ^[1]	\$0	\$0	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$1,000
ITEP/TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$35,986	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$35,986
STBG/STP-Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Bridge	\$0	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$900
STP-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-State	\$104	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104
Federal Sub-Total	\$39,341	\$0	\$900	\$0	\$0	\$1,000	\$0	\$0	\$0	\$0	\$0	\$41,241
State	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
ICC	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400
IEPA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$8,841	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,500	\$18,341
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rebuild IL	\$0	\$0	\$0	\$0	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300
State Sub-Total	\$8,841	\$0	\$2,400	\$0	\$1,300	\$0	\$0	\$0	\$0	\$0	\$9,500	\$22,041
Local/Private	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
ISTHA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500	\$4,500
Local	\$0	\$0	\$1,500	\$6,045	\$4,690	\$1,450	\$4,600	\$0	\$0	\$0	\$0	\$18,285
MFT	\$0	\$0	\$225	\$0	\$0	\$1,650	\$0	\$0	\$0	\$0	\$0	\$1,875
RST	\$0	\$0	\$8,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,200
TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$750	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
Local Sub-Total	\$0	\$0	\$10,675	\$6,045	\$5,190	\$3,100	\$4,600	\$0	\$0	\$0	\$4,500	\$34,110
Total	\$48,182	\$0	\$13,975	\$6,045	\$6,490	\$4,100	\$4,600	\$0	\$0	\$0	\$14,000	\$97,392
By Improvement Type												
	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
Bridge	\$4,350	\$0	\$3,250	\$0	\$0	\$2,100	\$0	\$0	\$0	\$0	\$0	\$9,700
Engineering	\$10,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,900
Enhancement	\$130	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$530
Intersection	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$1,839	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,839
New Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Reconstruction	\$20,000	\$0	\$0	\$5,000	\$2,440	\$1,000	\$4,600	\$0	\$0	\$0	\$14,000	\$47,040
Rehabilitation	\$0	\$0	\$4,475	\$330	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,805
Resurfacing	\$7,100	\$0	\$5,750	\$715	\$4,050	\$1,000	\$0	\$0	\$0	\$0	\$0	\$18,615
Safety	\$3,613	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,713
Utility	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
Total	\$48,182	\$0	\$13,975	\$6,045	\$6,490	\$4,100	\$4,600	\$0	\$0	\$0	\$14,000	\$97,392

Notes: [1] Formerly known as the Illinois Major Bridge Program (IMBP) or the Highway Bridge Program (HBP).

FY 2024 Highway Projects

Table 4-5. FY 2024 Highway Projects, by Agency

01 - Illinois Department of Transportation (IDOT)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
1-20-1	IL 2	IL 72 to Beltline Rd	Land Acquisition	NHPP	\$689	State	\$172	\$861
1-20-2	Springfield Ave	Over North Fork of Kent Creek, 0.5 mi South of IL 70	Bridge	NHPP	\$1,460	State	\$365	\$1,825
1-20-3	US BUS 20	Shaw Rd E of Winnebago Co Line to 0.1 mi NE of State St in Belvidere	Land Acquisition	NHPP	\$3,200	State	\$800	\$4,000
1-20-9	US BUS 20 (Belvidere Bypass)	State St to US 20 in Belvidere	Bridge	NHPP	\$2,880	State	\$720	\$3,600
1-20-20	ILL 251	Dry Creek 0.3 mi N of McCurry Rd, N Kinnikinnick Creek 0.1 mi S of Hononegah Rd & S Kinnikinnick	Bridge	NHPP	\$960	State	\$240	\$1,200
1-21-10	Highway Safety Improvement Program Projects	Districtwide	Safety	HSIP	\$3,764	State	\$418	\$4,182
1-21-11	ILL 173	0.4 mi E of Lyford Rd to 0.1 mi W of Winnebago Co Line	Resurfacing	NHPP	\$340	State	\$85	\$425
1-22-7	ILL 251	Snow Ave in Loves Park to Whitman St in Rockford	Resurfacing	NHPP	\$2,720	State	\$680	\$3,400
1-22-8	I-39	Blackhawk Rd	Bridge	NHPP	\$900	State	\$100	\$1,000

03 - City of Rockford (RKFD)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-20-24	Charles Street	28th Street to Parkside Drive	Reconstruction	-	-	RST	\$3,500	\$3,500
3-21-1	Neighborhood Program	City-Wide	Resurfacing	-	-	RST	\$5,000	\$5,500
						Local	\$500	
3-21-3	Commercial & Industrial Street Program	City-Wide	Resurfacing	-	-	RST	\$250	\$250
3-21-4	Local Bridge Program	City-Wide	Bridge	-	-	RST	\$100	\$100
3-21-5*	ADA Transition Plan Improvements	City-Wide	Enhancement	-	-	RST	\$100	\$100
3-21-6*	Bicycle Program	City-Wide	Enhancement	-	-	RST	\$300	\$300
3-21-7*	Sidewalk Program	City-Wide	Enhancement	-	-	RST	\$350	\$350
3-21-8*	Traffic Signal and Lighting Program	City-Wide	Safety	-	-	RST	\$100	\$100

04 - City of Loves Park (LP)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
4-20-10	City Wide	Residential Streets	Resurfacing	-	-	Local	\$495	\$495
4-20-8	City Wide	Pavement Marking	Resurfacing	-	-	Local	\$220	\$220
4-20-9*	City Wide	Sidewalk and Curb	Rehabilitation	-	-	Local	\$330	\$330

05 - City of Machesney Park (MP)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
5-21-12	Phase I Forest Hills Road Improvements	Offsite Drainage Improvements	Enhancement	-	-	Local	\$1,650	\$1,650
5-22-3	IL 251 West Service Drive	Copper to Swanson	Resurfacing	-	-	Other	\$2,025	\$2,225
						Local	\$200	
5-22-4	Village-Wide Resurfacing	Various	Resurfacing	-	-	Local	\$1,000	\$1,000

13 - Boone County Highway Department (BCHD)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
13-22-5	Bridge Bundle (Countyline Rd)	Piscasaw Creek	Reconstruction	-	-	Local	\$1,000	\$1,000

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Table 4-5. FY 2024 Highway Projects, by Agency (continued)

13 - Boone County Highway Department (BCHD), Cont.									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
13-22-6	Bridge Bundle (Capron Rd)	Piscasaw Creek	Reconstruction	-	-	Local	\$1,000	\$1,000	
13-22-7	Angling Road	Woodstock Rd to Capron Rd	Resurfacing	-	-	MFT	\$600	\$600	

14 - City of Belvidere (BEL)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
14-17-2	West Harrison St Reconstruction	State St to Jackson St	Reconstruction	-	-	Local	\$2,575	\$2,575	

24 - Illinois State Toll Highway Authority (ISTHA)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
24-21-3	I-90, MP 2.6 to MP 18.3	Pavement Resurfacing and Structural Rehabilitation	Rehabilitation	-	-	ISTHA	\$47,000	\$47,000	

Table 4-6. FY 2024 Highway Projects, Financial Summary

By Funding Source												
Federal	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
HSIP	\$3,764	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,764
ISBP ^[1]	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ITEP/TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$13,149	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,149
STBG/STP-Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Sub-Total	\$16,913	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,913
State	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IEPA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$3,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,580
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rebuild IL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Sub-Total	\$3,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,580
Local/Private	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
ISTHA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,000	\$47,000
Local	\$0	\$0	\$500	\$1,045	\$2,850	\$2,000	\$2,575	\$0	\$0	\$0	\$0	\$8,970
MFT	\$0	\$0	\$0	\$0	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$600
RST	\$0	\$0	\$9,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,700
TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$2,025	\$0	\$0	\$0	\$0	\$0	\$0	\$2,025
Local Sub-Total	\$0	\$0	\$10,200	\$1,045	\$4,875	\$2,600	\$2,575	\$0	\$0	\$0	\$47,000	\$68,295
Total	\$20,493	\$0	\$10,200	\$1,045	\$4,875	\$2,600	\$2,575	\$0	\$0	\$0	\$47,000	\$88,788
By Improvement Type												
	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
Bridge	\$7,625	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,725
Engineering	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Enhancement	\$0	\$0	\$750	\$0	\$1,650	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400
Intersection	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$4,861	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,861
New Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Reconstruction	\$0	\$0	\$3,500	\$0	\$0	\$2,000	\$2,575	\$0	\$0	\$0	\$0	\$8,075
Rehabilitation	\$0	\$0	\$0	\$330	\$0	\$0	\$0	\$0	\$0	\$0	\$47,000	\$47,330
Resurfacing	\$3,825	\$0	\$5,750	\$715	\$3,225	\$600	\$0	\$0	\$0	\$0	\$0	\$14,115
Safety	\$4,182	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,282
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$20,493	\$0	\$10,200	\$1,045	\$4,875	\$2,600	\$2,575	\$0	\$0	\$0	\$47,000	\$88,788

Notes: [1] Formerly known as the Illinois Major Bridge Program (IMBP) or the Highway Bridge Program (HBP) .

FY 2025 Highway Projects

Table 4-7. FY 2025 Highway Projects, by Agency

01 - Illinois Department of Transportation (IDOT)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
1-20-1	IL 2	IL 72 to Beltline Rd	Land Acquisition	NHPP	\$400	State	\$100	\$500
1-20-9	US BUS 20 (Belvidere Bypass)	State St to US 20 in Belvidere	Bridge	NHPP	\$4,000	State	\$1,000	\$5,000
1-21-8	I-90/US 20	0.4 mi W of Wheeler Rd to 0.1 mi E of Ipsen Rd	Reconstruction	NHPP	\$12,392	State	\$2,888	\$15,280
1-21-12	ILL 251	Kishwaukee St to E of 9th St in Rockford	Engineering	NHPP	\$440	State	\$110	\$550
1-22-9	US 20	0.3 mi E of Kishwaukee River to 0.4 mi W of Wheeler Rd	Resurfacing	NHPP	\$960	State	\$240	\$1,200
1-22-10	IL 70	0.1 mi W of Safford Rd to Glenwood Ave in Rockford	Resurfacing	STP	\$1,200	State	\$300	\$1,500
1-22-11	Highway Safety Improvement Program Projects	Districtwide	Safety	HSIP	\$3,764	State	\$418	\$4,182
03 - City of Rockford (RKFD)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-22-4	Neighborhood Program	City-Wide	Resurfacing	-	-	MFT	3000	\$5,500
						RST	2000	
						Local	500	
3-22-5	11th Street Corridor Improvements	Harrison Avenue to Charles Street	Enhancement	-	-	RST	\$4,000	\$5,000
						Local	\$1,000	
3-22-6	Newburg Road	Alpine Road to Mulford Road	Engineering	-	-	RST	\$200	\$200
3-22-2	Whitman Street	Kilburn Avenue to Church Street	Reconstruction	-	-	RST	\$4,250	\$4,250
3-22-7	Commercial & Industrial Street Program	City-Wide	Resurfacing	-	-	RST	\$250	\$250
3-22-8	Local Bridge Program	City-Wide	Bridge	-	-	RST	\$100	\$100
3-22-9*	ADA Transition Plan Improvements	City-Wide	Enhancement	-	-	RST	\$100	\$100
3-22-10*	Bicycle Program	City-Wide	Enhancement	-	-	RST	\$300	\$300
3-22-11*	Sidewalk Program	City-Wide	Enhancement	-	-	RST	\$350	\$350
3-22-12*	Traffic Signal and Lighting Program	City-Wide	Safety	-	-	RST	\$100	\$100
3-22-13*	9th Street 2-Way Conversion	Whitman Street to East State Street	Engineering	-	-	MFT	\$4,000	\$12,000
						State	\$8,000	
04 - City of Loves Park (LP)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
4-19-10	City Wide	Residential Streets	Resurfacing	-	-	Local	\$495	\$495
4-19-11	City Wide	Pavement Marking	Resurfacing	-	-	Local	\$220	\$220
4-19-12*	City Wide	Sidewalk and Curb	Rehabilitation	-	-	Local	\$330	\$330
4-20-11	City Wide	Residential Streets	Resurfacing	-	-	Local	\$495	\$495
4-20-12	City Wide	Pavement Marking	Resurfacing	-	-	Local	\$220	\$220
4-20-13*	City Wide	Sidewalk and Curb	Rehabilitation	-	-	Local	\$330	\$330
4-20-1	River Lane	Walker Ave to North 2nd Street	Rehabilitation	-	-	Rebuild IL	\$1,200	\$1,200
05 - City of Machesney Park (MP)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
5-22-5	Village-Wide Resurfacing	Various	Resurfacing	-	-	Local	\$1,000	\$1,000

Continued on next page...

Table 4-7. FY 2025 Highway Projects, by Agency (continued)

05 - City of Machesney Park (MP), Cont.

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
5-22-6	Phase II Forest Hills Road Improvements	Offsite Drainage Improvements	Reconstruction	-	-	Other State	\$4,400	\$6,800
						Local	\$2,400	

13 - Boone County Highway Department (BCHD)

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
13-22-8	Bridge Bundle (Mill Rd)	Piscasaw Creek	Bridge	-	-	Local	\$1,000	\$1,000
13-22-9	Bridge Bundle (Denny Rd)	Piscasaw Creek	Bridge	-	-	Local	\$1,000	\$1,000
13-22-10	Hunter Rd	Winnebago Co to McHenry Co	Resurfacing	-	-	Local	\$1,000	\$1,000

21 - Ogle County Highway Department (OCHD)

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
21-22-1	Tower Rd & Montague Rd (Section 20-00332-00-RS)	Montague Rd from Conger Rd to Tower Rd and Tower Rd from Montague Rd to Water Rd	Resurfacing	STP-R	\$496	Local	\$124	\$620

Table 4-8. FY 2025 Highway Projects, Financial Summary

By Funding Source												
Federal	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
HSIP	\$3,764	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,764
ISBP ^[1]	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ITEP/TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$18,192	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,192
STBG/STP-Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496	\$0	\$496
STP-State	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
Federal Sub-Total	\$23,156	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496	\$0	\$23,652
State	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IEPA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$5,056	\$0	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,056
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other State	\$0	\$0	\$0	\$0	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400
Rebuild IL	\$0	\$0	\$0	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200
State Sub-Total	\$5,056	\$0	\$8,000	\$1,200	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$18,656
Local/Private	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
ISTHA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local	\$0	\$0	\$1,500	\$2,090	\$3,400	\$3,000	\$0	\$0	\$0	\$124	\$0	\$10,114
MFT	\$0	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000
RST	\$0	\$0	\$11,650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,650
TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Sub-Total	\$0	\$0	\$20,150	\$2,090	\$3,400	\$3,000	\$0	\$0	\$0	\$124	\$0	\$28,764
Total	\$28,212	\$0	\$28,150	\$3,290	\$7,800	\$3,000	\$0	\$0	\$0	\$620	\$0	\$71,072
By Improvement Type												
	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
Bridge	\$5,000	\$0	\$100	\$0	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$7,100
Engineering	\$550	\$0	\$12,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,750
Enhancement	\$0	\$0	\$5,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,750
Intersection	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
New Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Reconstruction	\$15,280	\$0	\$4,250	\$0	\$6,800	\$0	\$0	\$0	\$0	\$0	\$0	\$26,330
Rehabilitation	\$0	\$0	\$0	\$1,860	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,860
Resurfacing	\$2,700	\$0	\$5,750	\$1,430	\$1,000	\$1,000	\$0	\$0	\$0	\$620	\$0	\$12,500
Safety	\$4,182	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,282
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$28,212	\$0	\$28,150	\$3,290	\$7,800	\$3,000	\$0	\$0	\$0	\$620	\$0	\$71,072

Notes: [1] Formerly known as the Illinois Major Bridge Program (IMBP) or the Highway Bridge Program (HBP).

Figure 4-4. FY 2025 Highway Projects

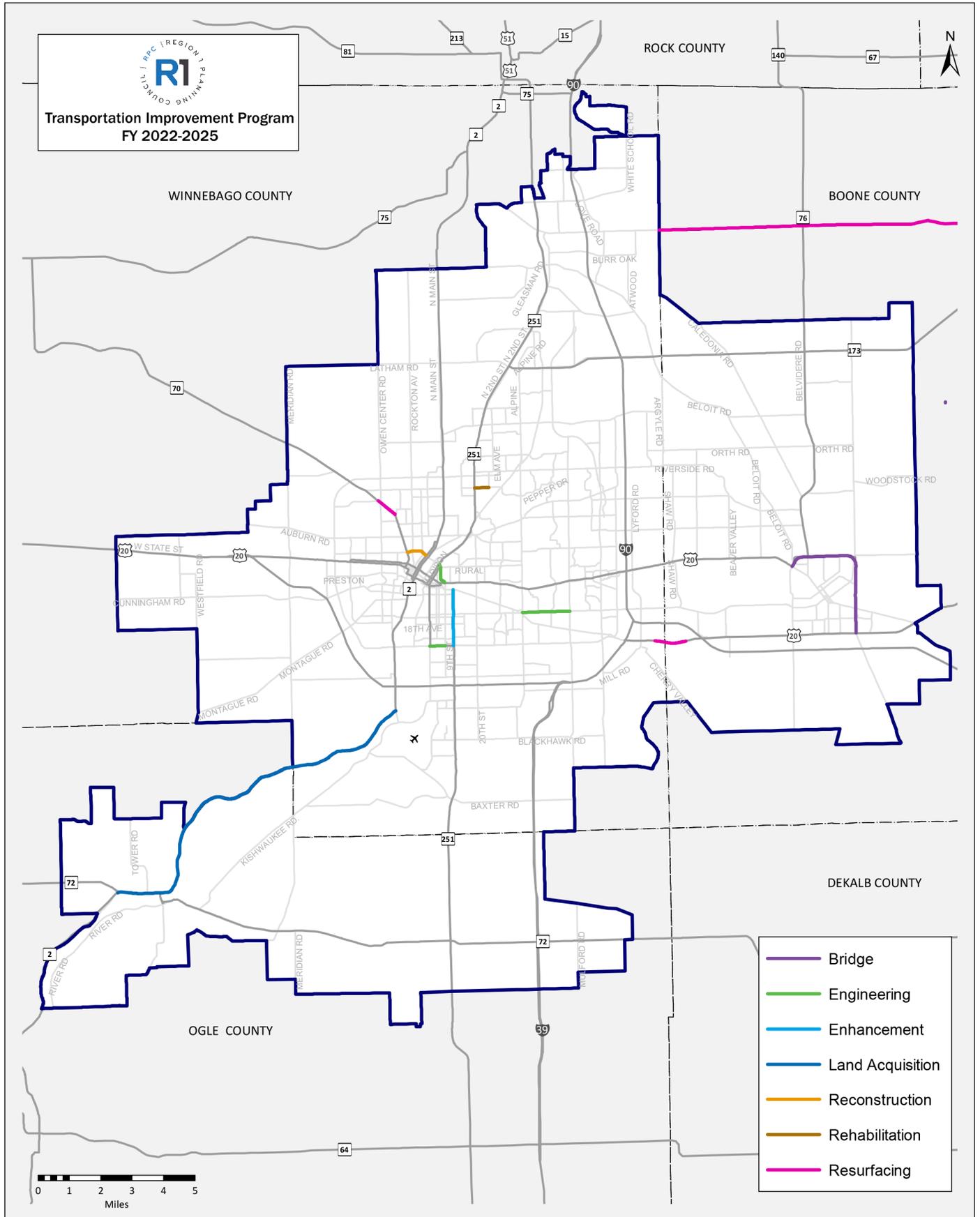


Table 4-9. FY 2022- 2025 Highway Projects, Combined Financial Summary

By Funding Source												
Federal	IDOT	WCHD	RKFD	LP	MP	BCHD	BCCD	BEL	RPD	OCHD	ISTHA	Total
HSIP	\$12,655	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,655
ISBP ^[1]	\$0	\$0	\$0	\$0	\$0	\$3,613	\$0	\$0	\$0	\$0	\$0	\$3,613
ITEP/TAP	\$0	\$0	\$975	\$2,000	\$0	\$1,986	\$0	\$0	\$0	\$0	\$0	\$4,961
NHPP	\$77,612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$77,612
STBG/STP-Urban	\$0	\$5,529	\$0	\$0	\$0	\$0	\$0	\$1,843	\$0	\$0	\$0	\$7,372
STP-Bridge	\$0	\$504	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,404
STP-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$496	\$0	\$496
STP-State	\$3,251	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,251
Federal Sub-Total	\$93,518	\$6,033	\$1,875	\$2,000	\$0	\$5,599	\$0	\$1,843	\$0	\$496	\$0	\$111,364
State	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
ICC	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400
IEPA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State	\$20,492	\$0	\$8,120	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,500	\$38,112
TARP	\$0	\$0	\$0	\$0	\$0	\$1,711	\$0	\$0	\$0	\$0	\$0	\$1,711
Other State	\$0	\$0	\$0	\$0	\$4,400	\$0	\$0	\$0	\$0	\$0	\$0	\$4,400
Rebuild IL	\$0	\$0	\$0	\$2,259	\$1,300	\$250	\$1,686	\$0	\$0	\$0	\$0	\$5,495
State Sub-Total	\$20,492	\$0	\$10,520	\$2,259	\$5,700	\$1,961	\$1,686	\$0	\$0	\$0	\$9,500	\$52,118
Local/Private	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
ISTHA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,771	\$52,771
Local	\$0	\$14,397	\$4,280	\$15,875	\$15,240	\$8,179	\$11,568	\$0	\$0	\$124	\$0	\$69,663
MFT	\$0	\$0	\$7,639	\$0	\$590	\$3,776	\$0	\$0	\$0	\$0	\$0	\$12,005
RST	\$0	\$0	\$40,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,350
TIF	\$0	\$0	\$1,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400
Other Local	\$0	\$0	\$750	\$0	\$2,525	\$249	\$0	\$0	\$0	\$0	\$0	\$3,524
Local Sub-Total	\$0	\$14,397	\$54,419	\$15,875	\$18,355	\$12,204	\$11,568	\$0	\$0	\$124	\$52,771	\$179,713
Total	\$114,010	\$20,430	\$66,814	\$20,134	\$24,055	\$19,764	\$13,254	\$1,843	\$0	\$620	\$62,271	\$343,195
By Improvement Type												
	IDOT	WCHD	RKFD	LP	MP	BCHD	BEL	BCCD	RPD	OCHD	ISTHA	Total
Bridge	\$22,383	\$630	\$3,550	\$0	\$0	\$7,363	\$0	\$0	\$0	\$0	\$0	\$33,926
Engineering	\$20,330	\$0	\$13,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$33,830
Enhancement	\$880	\$0	\$8,888	\$0	\$2,240	\$2,482	\$0	\$0	\$0	\$0	\$0	\$14,490
Intersection	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$7,200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,200
New Construction	\$0	\$0	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,400
Reconstruction	\$35,280	\$0	\$10,250	\$9,000	\$9,240	\$3,000	\$13,198	\$0	\$0	\$0	\$14,000	\$93,968
Rehabilitation	\$0	\$19,800	\$4,825	\$7,559	\$0	\$4,319	\$1,900	\$0	\$0	\$0	\$47,000	\$85,403
Resurfacing	\$13,625	\$0	\$23,000	\$3,575	\$12,575	\$2,600	\$0	\$0	\$0	\$620	\$0	\$55,995
Safety	\$14,062	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,462
Utility	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,271	\$1,521
Total	\$114,010	\$20,430	\$66,813	\$20,134	\$24,055	\$19,764	\$15,098	\$0	\$0	\$620	\$62,271	\$343,195

Notes: [1] Formerly known as the Illinois Major Bridge Program (IMBP) or the Highway Bridge Program (HBP).

Previously Approved Highway Projects

Table 4-10. Previously Approved (PA) Highway Projects, by Agency

01 - Illinois Department of Transportation (IDOT)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
1-16-7	US 20 Business/West State Street	Day Ave to Independence Ave	Reconstruction	NHPP	\$5,430	State	1358	\$8,800
						State	202	
						Local	200	
1-17-7	I-39, US 20, & Harrison Ave	I-39: 0.8 miles N of Blackhawk Rd to I-90; US 20: I-39 to 0.3 miles E of Kishwaukee River; Harrison Ave: Bell School Rd to I-39	Engineering	NHPP	\$944	State	\$236	\$944
1-17-7	I-39, US 20, & Harrison Ave	I-39: 0.8 miles N of Blackhawk Rd to I-90; US 20: I-39 to 0.3 miles E of Kishwaukee River; Harrison Ave: Bell School Rd to I-39	Engineering	NHPP	\$7,588	State	\$1,863	\$9,451
1-18-3	IL-173	0.4 Mi E of IL-76 to McHenry Co Line; P.E. Phase I	Engineering	NHPP	\$680	State	\$170	\$850
1-18-3	IL-173	0.4 Mi E of IL-76 to McHenry Co Line; P.E. Phase I	Engineering	NHPP	\$480	State	\$120	\$600
1-20-1	IL 2	IL 72 to Beltline Rd	Engineering	NHPP	\$2,800	State	\$700	\$3,500
1-20-2	Springfield Ave	Over North Fork of Kent Creek, 0.5 mi South of IL 70	Bridge	NHPP	\$120	State	\$30	\$150
1-20-3	US BUS 20	Shaw Rd E of Winnebago Co Line to 0.1 mi NE of State St in Belvidere	Engineering	NHPP	\$3,360	State	\$840	\$4,200
1-20-6	ILL 2	0.4 mi N of Latham Rd to 0.8 mi N of Roscoe Rd	Reconstruction	NHPP	\$2,200	State	\$550	\$2,750
1-20-9	US BUS 20 (Belvidere Bypass)	State St to US 20 in Belvidere	Bridge	NHPP	\$2,880	State	\$720	\$3,600
1-20-10	ILL 70	Pecatonica River to 0.1 mi W of Safford Rd in Rockford	Resurfacing	STP-U	1644	State	\$1,340	\$6,700
				STP-R	3716			
1-20-12	ILL 251	Dry Creek 0.3 mi N of McCurry Rd, N Kinnikinnick Creek 0.1 mi S of Hononegah Rd & S Kinnikinnick	Bridge	NHPP	\$960	State	\$240	\$1,200
1-20-13	ILL 251	0.3 mi N of Auburn St/Spring Creek Rd	Enhancement	NHPP	\$600	State	\$150	\$750
1-20-15	US 20 Rockford Bypass	0.2 mi W of Falconer Rd to Simpson Rd SW of Rockford	Resurfacing	NHPP	\$12,800	State	\$3,200	\$16,000
1-21-1	US 20 Rockford Bypass	0.2 mi W of Falconer Rd to Simpson Rd SW of Rockford	Engineering	NHPP	\$1,080	State	\$270	\$1,350
1-21-2	US 20 Business/West State Street	Day Ave to Independence Ave	Engineering	NHPP	\$640	State	\$160	\$800
02 - Winnebago County Highway Department (WCHD)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
2-20-1	Railroad Grade Crossing Improvements	Roscoe Rd at DOT Crossing # 387267L	Safety	HSIP	\$225	Private	\$25	\$250
2-18-1	Alpine Road Bridge	Over Forest Hills Rd	Bridge	IMBP	\$3,256	Local	\$814	\$4,070
03 - City of Rockford (RKFD)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-15-3	West State Street	Sunset Ave to Day Ave	Reconstruction	-	-	Local	\$1,000	\$1,000
3-19-2*	Traffic Signal & Arterial Lighting	City-Wide	Safety	-	-	RST	\$400	\$400
3-19-3*	Sidewalk Program	City-Wide	Rehabilitation	-	-	RST	\$350	\$350
3-19-4	Neighborhood Program	City-Wide	Resurfacing	-	-	MFT	\$1,000	\$5,500
						RST	\$4,500	
3-19-5	Arterial & Collector Program	City-Wide	Resurfacing	-	-	RST	\$2,000	\$2,000
3-20-1	15th Avenue over Rock River Bridge	15th Avenue over Rock River	Engineering	-	-	MFT	\$1,200	\$1,200
3-20-7*	ADA Transition Plan Improvements	Various	Enhancement	-	-	RST	\$100	\$100
3-20-8*	City-Wide Bicycle Program	Various	Enhancement	-	-	RST	\$300	\$300
3-20-9	8th Avenue	Over Keith Creek	Engineering	STP-Bridge	\$100	MFT	\$25	\$125

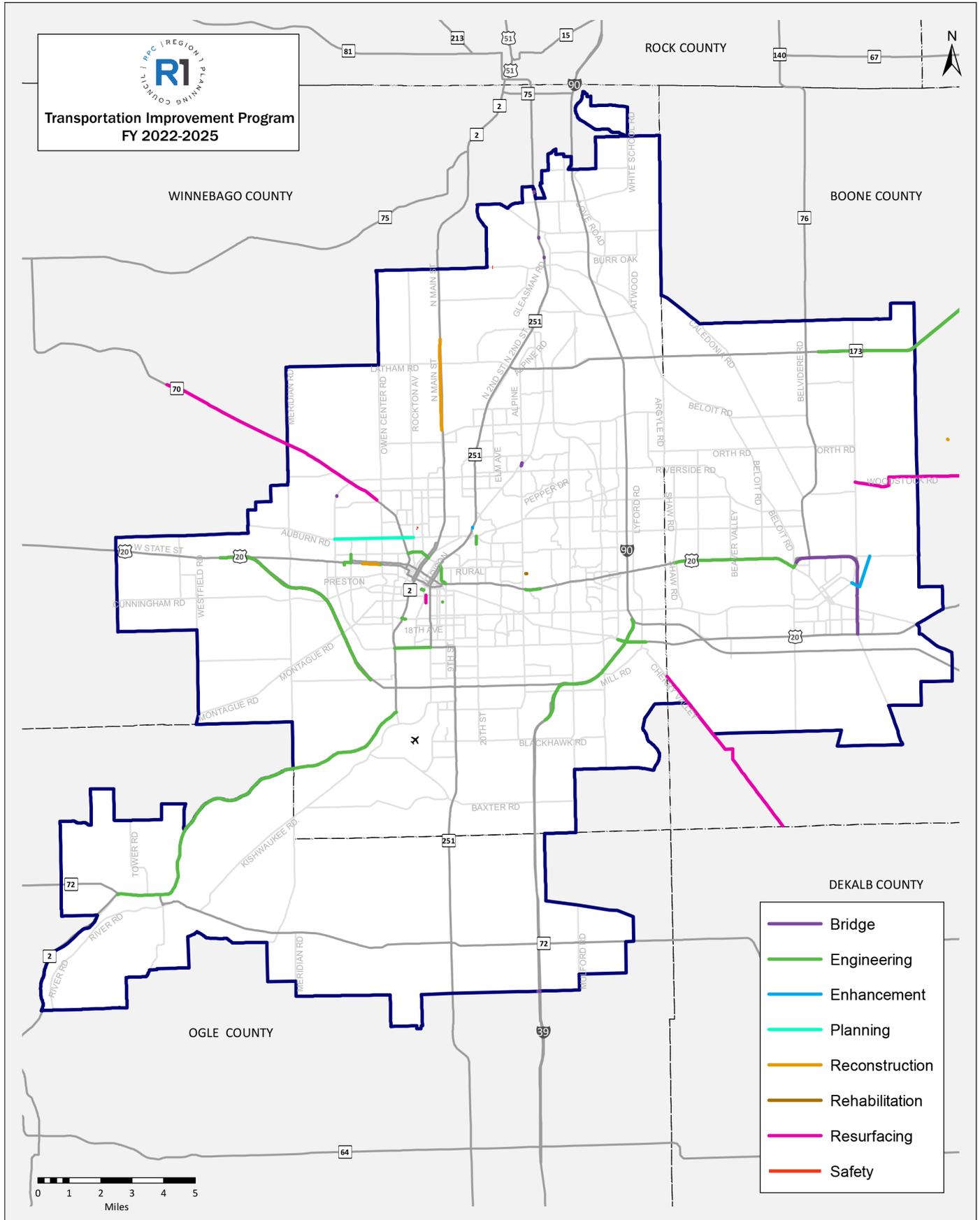
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Table 4-10. Previously Approved (PA) Highway Project, by Agency (continued)

03 - City of Rockford (RKFD), Cont.								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-20-21*	9th Street 2-Way Conversion (Whitman St Interchange)	Whitman Street to East State Street	Engineering	-	-	State	\$2,000	\$2,000
3-21-10	Auburn Street Corridor Study	Springfield Avenue to North Main Street	Planning	SPR	\$120	MFT	\$30	\$150
3-21-11	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Engineering	-	-	MFT	\$600	\$600
04 - City of Loves Park (LP)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
4-19-1	City Wide	Residential Streets	Resurfacing	-	-	Local	\$495	\$495
4-19-2	City Wide	Pavement Marking	Resurfacing	-	-	Local	\$220	\$220
4-19-3*	City Wide	Sidewalk and Curb	Rehabilitation	-	-	Local	\$330	\$330
13 - Boone County Highway Department (BCHD)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
13-18-1	Woodstock Road	Russelleville Rd to McHenry Co	Resurfacing	-	-	MFT	\$750	\$750
13-21-1	Cherry Valley Road	Village of Cherry Valley to DeKalb Co	Resurfacing	-	-	MFT	\$750	\$750
13-21-10	Denny Road Bridge	2000 FT north of Orth Rd	Reconstruction	COVID	96.09	Local	\$81	\$500
				STP-Bridge	323			
13-22-11	Kirkland road	Cherry Valley Rd to DeKalb Co	Resurfacing	-	-	MFT	\$250	\$250
13-22-12	Russelleville Road	Capron Rd to Lawrenceville Rd	Resurfacing	-	-	MFT	\$1,000	\$1,000
13-22-13	Crawford Road	Shattuck Rd to McHenry Co	Resurfacing	-	-	MFT	\$500	\$500
18 - Boone County Conservation District (BCCD)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
18-20-1*	Lawrenceville Road & Piskasaw Creek Connection	City of Belvidere/Lawrenceville Rd to Marengo Rd/Piskasaw Creek	Enhancement	TAP	\$520	Local	\$194	\$714
24 - Illinois State Toll Highway Authority (ISTHA)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
24-21-1 ^[1]	I-90, MP 2.6 to MP 9.6	Lighting Upgrades and LED Retrofit	Enhancement	-	-	ISTHA	\$1,717	\$1,717
24-22-1	I-90, MP 12.0 to MP 17.85	Lighting Upgrades and LED Retrofit	Enhancement	-	-	ISTHA	\$1,692	\$1,692

Notes: [1] At the request of ISTHA, subcomponents of former Project # 24-19-3 has been broken out as new projects. .

Figure 4-5. Previously Approved (PA) Highway Projects



Awarded, Initiated, or Completed Highway Projects

Table 4-11. Awarded, Initiated, or Completed Highway Projects, by Agency

01 - Illinois Department of Transportation (IDOT)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
1-16-4	US 20 Rockford Bypass	Under 20th St 0.7 miles E of IL-251	Bridge	NHPP	\$3,410	Local	\$38	\$4,300
						State	\$852	
1-17-9	Highway Safety Improvement Program	District Wide	Safety	HSIP	\$4,144	State	\$460	\$4,604
1-18-9	Railroad Safety	Statewide	Safety	-	-	State	\$4,579	\$4,579
1-18-12	Highway Safety Improvement Program	District-Wide	Safety	HSIP	\$1,538	State	\$171	\$1,709
1-19-6	Traffic Signal Upgrades	Alpine Road & Florida Drive ; Alpine Road & Louisiana Road	Safety	STP-State	\$160	State	\$40	\$200
1-20-8*	US BUS 20 (E State St)	Mid American Dr to Buckley Dr	Intersection	NHPP	\$2,597	State	\$839	\$6,200
				HSIP	\$2,302	Local	\$462	
1-20-11*	ILL 70	Springfield Ave Intersection in Rockford	Intersection	HSIP	\$68	State	\$7	\$75
1-20-14	Districtwide	SN 101-0133 & 101-0134 - I-39 NB&SB over Kishwaukee River 0.75 mi S Blackhawk Rd	Bridge	NHPP	\$9	State	\$1	\$10
1-20-23	Districtwide Bridge Preservation	I-39 under Big Mound Rd 1.5 mi S of IL 72	Bridge	NHPP	\$364	State	\$40	\$404
1-21-4	Districtwide	SN 101-0123, 101-6133, 101-0195/96, SN 101-0197/98	Bridge	STP	\$57	State	\$14	\$71
1-21-5	Districtwide	SN 004-0013 - US BUS 20 over Kishwaukee River on E edge of Belvidere	Bridge	STP	\$160	State	\$40	\$200
1-21-6	Districtwide	SN 004-0001, 004-0005/6, 004-0016, 004-0017, 101-0123	Bridge	STP	\$131	State	\$33	\$164

02 - Winnebago County Highway Department (WCHD)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
2-17-1*	Perryville Road Bike Path	Hart Rd to IL-173	Enhancement	ITEP	\$985	Local	\$217	\$1,202

03 - City of Rockford (RKFD)								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-16-17	Neighborhood Improvement Program	City-Wide	Resurfacing	-	-	RST	\$5,500	\$5,500
3-16-19	Commercial Street Resurfacing	City-Wide	Resurfacing	-	-	RST	\$250	\$250
3-16-20	Local Bridge Program	Various	Rehabilitation	-	-	RST	\$750	\$750
3-16-22*	Sidewalk Repair Program	City-Wide	Rehabilitation	-	-	RST	\$350	\$350
3-16-23*	Traffic Signal and Arterial Lighting Upgrades	City-Wide	Safety	-	-	RST	\$250	\$250
3-17-17*	Traffic Signal & Arterial Lighting Upgrades	City-Wide	Safety	-	-	RST	\$100	\$100
3-18-6	Kishwaukee Street	@ Illinois Railway Tracks	Safety	HSIP	\$462	Private	\$51	\$513
3-19-19	Seminary Street	Keith Creek Bridge	Engineering	-	-	RST	\$195	\$195
3-20-3*	ADA Transition Plan Improvements	Various	Enhancement	-	-	RST	\$50	\$50
3-20-4*	City-Wide Bicycle Program	Various	Enhancement	-	-	RST	\$50	\$50
3-20-16	Railroad Grade Crossing Improvements	Various	Safety	-	-	Private	\$122	\$122
3-20-18	Charles Street	28th Avenue to Parkside Drive	Engineering	-	-	RST	\$268	\$268
3-20-20	11th Street Corridor Study	11th Street	Engineering	-	-	SPR	\$160	\$200
						MFT	\$40	
3-19-6	Commercial & Industrial Program	City-Wide	Resurfacing	-	-	RST	\$550	\$550
3-19-7	Local Bridge Program	City-Wide	Bridge	-	-	RST	\$200	\$200
3-19-19	Seminary Street	Keith Creek Bridge	Bridge	STP-Bridge	\$1,300	State	\$320	\$1,620

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Table 4-11. Awarded, Initiated, or Completed Highway Projects, by Agency (continued)

03 - City of Rockford (RKFD), Cont.									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
3-19-19	Seminary Street	Keith Creek Bridge	Engineering	-	-	RST	\$195	\$195	
3-21-9	Railroad Grade Crossing Improvements	Rail crossings at Ford Ave and Cedar St	Safety	HSIP	\$450	Private	\$50	\$500	

05 - City of Machesney Park (MP)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
5-17-3*	Signal Installation	Intersection of Bauer Pkwy and Victory Ln	Safety	HSIP	\$473	Local	\$53	\$525	
5-19-1	Burden Road	Forest Hills to IL 251 Service Drive	Reconstruction	-	-	Local	\$330	\$330	
5-19-2	Stonehedge Improvements	Stonehedge Subdivision	Resurfacing	-	-	Local	\$900	\$900	
5-19-3	Village Wide Resurfacing	Various Streets	Resurfacing	-	-	Local	\$1,200	\$1,200	
5-20-1	Gregory Road Extension	900' Extension to Gregory Drive	New Construction	-	-	Local	\$420	\$420	
5-20-2	Mildred Road	Roosevelt to Harlem	Rehabilitation	-	-	Local	\$385	\$385	
5-20-3	Village-Wide Resurfacing	Various	Resurfacing	-	-	Local	\$600	\$600	

21 - Ogle County Highway Department (OCHD)									
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
21-18-1	Meridian Rd	IL Rt 64 to IL Rt 72	Resurfacing	STP-R	\$640	Local	\$252	\$892	

Illustrative Highway Projects

In accordance with federal requirements, the projects listed in the FY 2021 – 2024 Transportation Improvement Programs (TIP) have funds identified that are reasonably expected to be available for construction and operating costs. In addition to the projects with identified funds that are reasonably expected, the MPO has selected to include transportation projects that would be included in the program if reasonable additional resources beyond those identified were to become available. Through the TIP amendment process, a number of projects have been identified as desirable and regionally significant; however, there is not currently the amount

of funding needed available for them.¹ These roadway projects have been included in the 2050 Metropolitan Transportation Plan (adopted on July 31, 2021 by the MPO Policy Committee) and, in some instances, are candidate projects for the regional Surface Transportation Block Grant (STBG) Program of Projects.

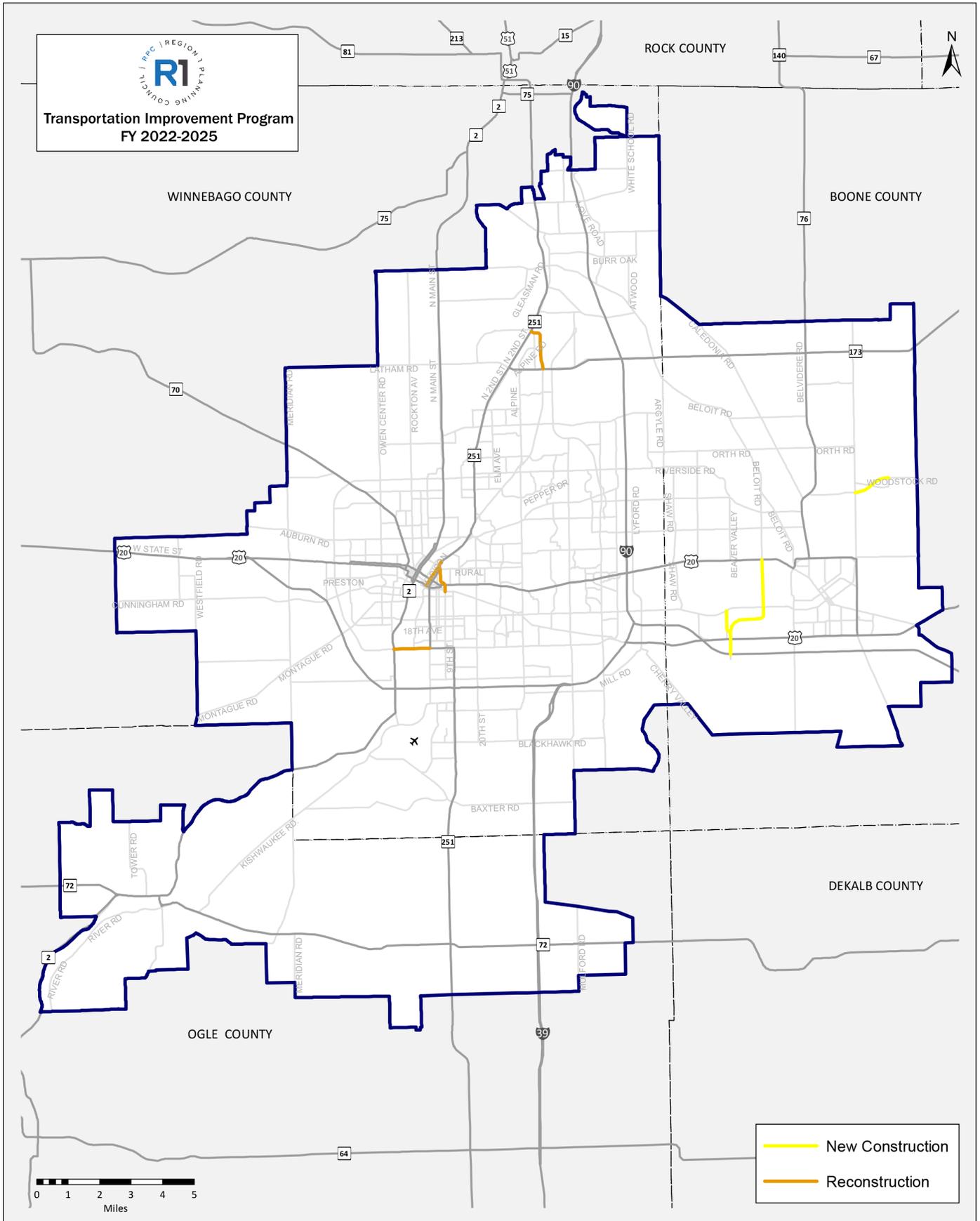
The projects in Table ADD-1 should be considered illustrative and intended as a guide only. A location map of these projects is shown in Figure ADD-1.

¹ In accordance with § 450.326 (j).

Table 4-12. Illustrative Highway Projects

03 - City of Rockford (RKFD)				
TIP #	Project Location	Extent	Improvement	Total Cost (000s)
3-21-14	Harrison Avenue	Rock River to Kishwaukee St (IL-251)	Reconstruction	\$10,000
3-21-15	9th Street 2-Way Conversion	Whitman St to Charles St	Reconstruction	\$4,050
05 - Village of Machesney Park				
Project ID	Project Location	Extent	Improvement	Total Cost (000s)
5-21-13	Forest Hills Road	IL 173 to IL 251	Reconstruction	\$3,925
13 - Boone County Highway Department				
Project ID	Project Location	Extent	Improvement	Total Cost (000s)
13-21-10	Irene Road	Newburg Road to I-90	New Construction	\$5,521
13-21-11	Woodstock Road Extension	Grange Hall Rd to Poplar Grove Rd	New Construction	\$7,000
14 - City of Belvidere				
Project ID	Project Location	Extent	Improvement	Total Cost (000s)
14-21-2	IL-76 Extension	US Bus 20 to US 20	New Construction	\$27,000

Figure 4-7. Illustrative Highway Projects





Part 5: Transit Element

The following transit project tables list all proposed projects programmed over the next four years. The tables include the following information for each project: project description, project justification, per unit costs, funding sources and amounts, and the total project cost. Projects have been grouped by funding source. Projects listed in the Transportation Improvement Program (TIP) may be identified by a TIP numbering system developed by the MPO. This system consists of the lead agency reference number, the year the project was first programmed in the TIP, and a sequential project number (AA-YY-NN).

NOTE: The TIP numbering system for transit projects has changed with the annual update of the FY 2021-2024 TIP. Previous transit projects identification numbers were assigned based on the year

the project was first programmed in the TIP and a sequential project number for the particular funding table in which the project was found. In order to further delineate projects, the new numbering system has been applied to all future transit projects programmed in the TIP.

Transit Project Listing

Figure 5-1. FY 2022 Transit Projects

07 - Rockford Mass Transit District									
TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost
			Units	Cost	Source	Amount	Source	Amount	
7-20-1	Preventative Maintenance Costs	Extend the useful life of rolling stock.	1	\$2,348,462	5307	\$1,878,770	IDOT	\$469,692	\$2,348,462
7-20-2	Complementary ADA Costs	Eligible charge for service to persons with disabilities	1	\$325,000	5307	\$260,000	IDOT	\$65,000	\$325,000
7-20-3	Security Project	Security Service	1	\$70,000	5307	\$35,000	IDOT	\$35,000	\$70,000
7-21-9	New Discretionary Grant Application	Interior Addition/Rehab (Facility #3 - 625 Mulberry)	1	\$400,000	TBD	\$400,000	TRC/TDC ^[1]		\$400,000
7-21-10	New Discretionary Grant Application	Electric Buses and Charging Stations	1	\$2,739,494	RAISE	\$2,191,595	Local	\$547,899	\$2,739,494
7-21-21	Bus Stop Infrastructure/ Amenities	Facility Equipment Needs	1	\$192,806	5339	\$192,806	TRC/TDC ^[1]		\$192,806
7-21-23	ITS Needs	Risk Management Software	1	\$250,000	5339	-	-	-	\$250,000
7-21-25	New Discretionary Grant Application	Bus Shelters with Real Time Signage	1	\$312,000	RAISE	\$249,600	Local	\$62,400	\$312,000
7-22-1	Alternative Fuel Fixed Route Buses/Charging Stations	Maintain safe, reliable, efficient fixed route bus service.	12	\$1,000,000	-	-	IDOT	\$12,000,000	\$12,000,000
7-22-2	ITS Needs	D/R Software Enhancements	1	\$1,000,000	TBD	\$1,000,000	-	-	\$1,000,000
7-22-3	ITS Needs	Mobile Ticketing/Revenue Collection	1	\$1,250,000	TBD	\$1,250,000	-	-	\$1,250,000
7-22-4	ITS Needs	Risk Management Software	1	\$250,000	TBD	\$250,000	-	-	\$250,000
7-22-5	Building Video Security		1	\$250,000	TBD	\$250,000	TRC/TDC ^[1]		\$250,000
7-22-6	Maintenance Equipment		1	\$71,000	TBD	\$71,000	TRC/TDC ^[1]		\$71,000
7-22-7	Generator (Facility #1 - 520 Mulberry)		1	\$800,000	TBD	\$800,000	TRC/TDC ^[1]		\$800,000
7-22-8	Boiler		1	\$50,000	TBD	\$50,000	TRC/TDC ^[1]		\$50,000
7-22-9	Repave Parking Lot		1	\$35,000	TBD	\$35,000	TRC/TDC ^[1]		\$35,000
7-22-10	Storage Facility - ESTC 725 N Lyford		1	\$450,000	TBD	\$450,000	TRC/TDC ^[1]		\$450,000
7-22-11	Detached Employee Parking Lot		1	\$75,000	TBD	\$75,000	TRC/TDC ^[1]		\$75,000

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

Figure 5-2. FY 2023 Transit Projects

07 - Rockford Mass Transit District									
TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost
			Units	Cost	Source	Amount	Source	Amount	
7-21-11	Preventative Maintenance Costs	Extend the useful life of rolling stock.	1	\$2,418,916	5307	\$1,935,133	IDOT	\$483,783	\$2,418,916
7-21-12	Complementary ADA Costs	Eligible charge for service to persons with disabilities	1	\$325,000	5307	\$260,000	IDOT	\$65,000	\$325,000
7-21-13	Security Project	Security Service	1	\$70,000	5307	\$35,000	IDOT	\$35,000	\$70,000

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

Figure 5-3. FY 2024 Transit Projects

07 - Rockford Mass Transit District									
TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost
			Units	Cost	Source	Amount	Source	Amount	
7-21-16	Preventative Maintenance Costs	Extend the useful life of rolling stock.	1	\$2,418,916	5307	\$1,993,186	IDOT	\$498,297	\$2,491,483
7-21-17	Complementary ADA Costs	Eligible charge for service to persons with disabilities	1	\$325,000	5307	\$260,000	IDOT	\$65,000	\$325,000
7-21-18	Security Project	Security Service	1	\$70,000	5307	\$35,000	IDOT	\$35,000	\$70,000

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

Figure 5-4. FY 2025 Transit Projects

07 - Rockford Mass Transit District									
TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost
			Units	Cost	Source	Amount	Source	Amount	
7-22-12	Alternative Fuel Fixed Route Buses/Charging Stations	Maintain safe, reliable, efficient fixed route bus service.	8	\$1,100,000	TBD	\$8,800,000	-	-	\$8,800,000

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

Figure 5-5. Previously Awarded (PA) Transit Projects

07 - Rockford Mass Transit District									
TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost
			Units	Cost	Source	Amount	Source	Amount	
19-4	Fixed Route Buses	Maintain safe, reliable, efficient public transit bus service.[1]	3	\$500,000	5307	\$1,500,000	TRC/TDC ^[1]		\$1,500,000
19-5	New Discretionary Grant Application	Replacement Electric Buses with Technical Support	3	\$1,018,158	5339 (c)	\$3,054,475	IDOT	\$539,025	\$3,593,500
19-6	New Discretionary Grant Application	Charging Stations for Electric Buses with associated facilities upgrades	1	\$986,567	5339 (c)	\$838,582	IDOT	\$147,985	\$986,567
19-12	New Discretionary Grant Application	Charging stations for electric buses with associated design and build	1	\$329,372	5339(b)	\$329,372	TRC/TDC ^[1]		\$329,372
19-13	New Discretionary Grant Application	Replacement Paratransit Buses	6	\$75,000	5339 (b)	\$382,500	Local	\$67,500	\$450,000
20-4	Fixed Route Buses	Maintain safe, reliable, efficient fixed route bus service.	14	\$800,000	5307	\$11,200,000	TRC/TDC ^[1]		\$11,200,000
7-19-3	New Discretionary Grant Application	Replacement Hybrid Buses	4	\$751,000	5339 (b)	\$3,004,000	TRC/TDC ^[1]		\$3,004,000
7-19-4	New Discretionary Grant Application	Replacement Electric Buses	4	\$941,250	5339(b)	\$3,765,000	TRC/TDC ^[1]		\$3,765,000
7-19-6	Preventative Maintenance Costs	Extend the useful life of rolling stock.	1	\$2,280,060	5307	\$1,824,048	IDOT	\$456,012	\$2,280,060
7-19-7	Complementary ADA Costs	Eligible charge for service to persons with disabilities	1	\$325,000	5307	\$260,000	IDOT	\$65,000	\$325,000
7-19-8	Security Project	Security Service	1	\$70,000	5307	\$35,000	IDOT	\$35,000	\$70,000
7-20-4	New Discretionary Grant Application	Replacement Hybrid Buses	1	\$751,000	5339(b)	\$638,350	Local	\$112,650	\$751,000
7-20-5	New Discretionary Grant Application	Resident Inspectors, Parts, and Training	1	\$45,000	5339(b)	\$38,250	Local	\$6,750	\$45,000
7-20-8	Fixed Route Buses	Maintain safe, reliable, efficient fixed route bus service.	7	\$800,000	5307	\$5,600,000	TRC/TDC ^[1]		\$5,600,000
7-20-10	Capital Program Application	Replacement Paratransit Vehicles	6	\$75,000	-	-	IDOT	\$450,000	\$450,000
7-21-1	Administration Facility Boiler Replacement	Facility Upgrade (Facility #1 - 520 Mulberry)	1	\$50,000	5307	\$50,000	-	-	\$50,000
7-21-2	Bus Shelters with Real Time Signage	Facility Equipment Needs	1	\$1,500,000	5307	\$1,500,000	-	-	\$1,500,000
7-21-4	Capital Program Application	Rehabilitation/Facility Expansion (Facility #1 - 520 Mulberry)	1	\$30,050,000			IDOT	\$30,050,000	\$30,050,000
7-21-9	New Discretionary Grant Application	Solar Array Project (Facility #3 - 625 Mulberry)	1	\$726,000	5339 (b)	\$726,000	TRC/TDC ^[1]		\$726,000
7-21-19	Replacement Paratransit Vehicles w/Equipment	Maintain safe, reliable, efficient Demand Response service.	7	\$73,757	5310	\$516,298	TRC/TDC ^[1]		\$516,298
7-21-14	New Discretionary Grant Application	Multi-Modal Station for Rail-BRT Expansion Needs	1	\$9,000,000	5339 (b)	\$9,000,000	TRC/TDC ^[1]		\$9,000,000
7-21-15	New Discretionary Grant Application	Multi-Modal Station for Rail-BRT Expansion Needs	1	\$9,000,000	5339 (b)	\$9,000,000	TRC/TDC ^[1]		\$9,000,000
7-21-20	Replacement Paratransit Vehicles w/Equipment	Maintain safe, reliable, efficient Demand Response service.	2	\$110,000	5339	\$220,000	TRC/TDC ^[1]		\$220,000
7-21-22	ARPA Operating Costs	Transit Operations	1	\$9,455,408	5307	\$9,455,408	-	-	\$9,455,408
7-21-24	Bus Stop Infrastructure/Amenities	Facility Equipment Needs	1	\$192,806	5339	\$192,806	TRC/TDC ^[1]		\$192,806

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

Figure 5-6. Programmed or Completed Transit Projects

07 - Rockford Mass Transit District									
TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost
			Units	Cost	Source	Amount	Source	Amount	
20-1	Preventative Maintenance Costs	Extend the useful life of rolling stock.	1	\$2,213,650	5307	\$1,770,920	IDOT	442730	\$2,213,650
20-2	Complementary ADA Costs	Eligible charge for service to persons with disabilities	1	\$325,000	5307	\$260,000	IDOT	65000	\$325,000
20-3	Security Project	Security Service	1	\$68,000	5307	\$34,000	IDOT	34000	\$68,000
7-19-2	Automatic Passenger Counters (APCs)	Purchase automatic passenger counters for future service planning	40	\$4,158	SPR	\$166,300	TRC/TDC ^[1]	-	\$166,300
7-20-6	ITS Needs	AVL/CAD, Run Cutting, and Radio Systems	1	\$2,000,000	5307	\$2,000,000	-	-	\$2,000,000
7-20-7	CARES Operating Costs	Operational Adjustments	1	\$7,317,070	5307	\$7,317,070	-	-	\$7,317,070
7-20-9	Capital Program Application	Replacement Alternative Fuel Buses	8	\$1,359,563	-	-	IDOT	10876500	\$10,876,500
7-20-9	Capital Program Application	Replacement Alternative Fuel Buses	11	\$988,773	5339(a)	\$1,794,000	IDOT	9082500	\$10,876,500
7-20-11	Capital Program Application	Battery Electric Charging Station (Facility #1 - 520 Mulberry)	1	\$1,376,763	5339(a)	\$125,505	IDOT	1251258	\$1,376,763
	FY 2018 FAST Act 5339 Apportionment	Funding apportioned to Region from FAST Act authorization.	-	-	5339	\$412,806	-	-	\$412,806
	FY 2019 FAST Act 5339 Apportionment	Funding apportioned to Region from FAST Act authorization.	-	-	5339	\$373,067	-	-	\$373,067
	FY 2019 FAST Act 5310 Apportionment	Funding apportioned to Region from FAST Act authorization.	-	-	5310	\$284,646	-	-	\$284,646
	FY 2020 FAST Act 5339 Apportionment	Funding apportioned to Region from FAST Act authorization.	-	-	5339	\$396,324	-	-	\$396,324
	FY 2020 FAST Act 5310 Apportionment	Funding apportioned to Region from FAST Act authorization.	-	-	5310	\$294,652	-	-	\$294,652

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

Transit Financial Summaries

Figure 5-7. Operating Assistance to Public Transit Providers

07 - Rockford Mass Transit District						
Fiscal Year	Total Operating & Maintenance		Local ^[1]	Subsidies		Justification / Evaluation / Notes
	Operating Revenues			State	Federal	
FY 10	\$12,659,428	\$1,506,278	\$8,004,894	\$2,278,964	\$1,135,977	[1] Local funds are provided by Rockford, Loves Park, Machesney Park, Belvidere, Boone County, and SMTD. [2] Budgeted Totals [3] Projected Total (AGR 3%) <i>Note</i> : Paratransit service costs and purchased transportation services for urbanized Boone County are included.
FY 11	\$13,097,084	\$1,579,823	\$8,312,403	\$2,194,429	\$1,092,176	
FY 12	\$13,767,630	\$1,724,730	\$8,684,635	\$1,996,488	\$1,622,415	
FY 13	\$14,691,269	\$1,713,788	\$9,238,855	\$2,223,371	\$1,509,497	
FY 14	\$15,071,900	\$1,839,444	\$9,781,205	\$2,244,573	\$1,739,923	
FY 15	\$14,940,443	\$1,727,860	\$9,885,159	\$2,372,133	\$1,630,612	
FY 16	\$16,225,280	\$1,810,121	\$10,066,821	\$2,649,476	\$1,624,981	
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 ^[2]	\$18,542,202	\$1,880,251	\$13,764,584	\$3,135,671	\$2,064,920	
FY 21 ^[2]	\$25,015,283	\$1,878,296	\$15,378,655	\$3,569,179	\$4,094,153	
FY 22 ^[3]	\$25,765,741	\$1,934,645	\$15,840,015	\$3,676,254	\$4,216,978	
FY 23 ^[3]	\$26,538,714	\$1,992,684	\$16,315,215	\$3,786,542	\$4,343,487	
FY 24 ^[3]	\$27,334,875	\$2,052,465	\$16,804,672	\$3,900,138	\$4,473,792	
FY 25 ^[3]	\$28,154,921	\$2,114,039	\$17,308,812	\$4,017,142	\$4,608,005	

26 - Boone County Public Transportation - Rural Service Operating Assistance						
Fiscal Year	Total Operating & Maintenance		Local ^[1]	Subsidies		Justification / Evaluation / Notes
	Operating Revenues			State	Federal	
FY 16	\$278,243	\$27,332	\$146,400	\$41,437	\$90,406	[1] Projected total based on standard %10 AGR for DOAP funds. <i>Note</i> : Boone County Public Transportation rural operating assistance available is shown. The rural service will continue be funded with local, DOAP, and FTA 5311 funds.
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 ^[1]	\$346,123	\$27,935	\$214,280	\$41,437	\$90,406	
FY 22 ^[1]	\$367,551	\$27,935	\$235,708	\$41,437	\$90,406	
FY 23 ^[1]	\$391,122	\$27,935	\$259,279	\$41,437	\$90,406	
FY 24 ^[1]	\$391,122	\$27,935	\$259,279	\$41,437	\$90,406	
FY 25 ^[1]	\$417,050	\$27,935	\$285,207	\$41,437	\$90,406	

Figure 5-8. Section 5307- Annual Allocations

Fiscal Year	Allocation
2011	\$2,809,856
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 ^[1]	\$3,490,771
2023 ^[1]	\$3,595,494
2024 ^[1]	\$3,703,358
2025 ^[1]	\$3,814,459

Notes: [1] FY2022- 2025 are subject to change.

Figure 5-9. Section 5307- Program of Projects (FY 2021)

Priority	Agency	FTA Funds	State or Local	Total Project Cost	
1	Preventative Maintenance Costs	RMTD	\$1,824,048	\$456,012	\$2,280,060
2	Complementary ADA Costs	RMTD	\$260,000	\$65,000	\$325,000
3	Security Project	RMTD	\$35,000	\$35,000	\$70,000
4	Fixed Route Buses	RMTD	\$11,200,000	TRC/TDC ^[1]	\$11,200,000
5	ITS Needs	RMTD	\$2,000,000	-	\$2,000,000
6	CARES Operating Costs	RMTD	\$7,317,070	-	\$7,317,070
7	Fixed Route Buses	RMTD	\$5,600,000	TRC/TDC ^[1]	\$5,600,000
8	Admin Facility Boiler Replacement	RMTD	\$50,000	-	\$50,000
9	Bus Shelters with Real Time Signage	RMTD	\$1,500,000	-	\$1,500,000
Total			\$29,786,118	\$556,012	\$30,342,130

Notes: At the time of the release of the draft document, the FY 2021 Section 5307 program of projects was available. An update to the table will be provided prior to adoption by the MPO Policy Committee. 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).

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

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Appendices & Attachments

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Appendix A: Glossary of Terms

Acroymns & 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
 CVP Consolidated Procurement Program

D -----
 DOT Department of Transportation

E -----
 EDD Economic Development District
 EJ Environmental Justice
 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 -----
 RPC Region 1 Planning Council
 RMTD Rockford Mass Transit District
 RPD Rockford Park District

S -----
 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 -----
 TUP Traditionally Underserved Populations
 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

Appendix A: Glossary of Terms

Glossary of Terms

3-C Process

Continuing, comprehensive, and cooperative transportation planning process.

Source: Federal Highway Administration

A -----

Advanced Construction (AC)

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.

Source: BATIC Institute

Air Quality Index (AQI):

An indicator of overall air quality, by taking into account all of the criteria air pollutants measured within a geographic area.

Source: U.S. Environmental Protection Agency

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

Arterial

A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.

Source: Federal Highway Administration

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.

Source: Federal Highway Administration

C -----

Clean Air Act

The law that defines the U.S. Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and stratospheric ozone layer.

Source: U.S. Environmental Protection Agency

Collector

A street that provides direct access to neighborhoods and arterials.

Source: Federal Highway Administration

Complimentary Paratransit Service

Transportation service required by the Americans with Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. This service must be comparable to the level of service provided to individuals without disabilities who use the fixed route. Service must be provided in a corridor $\frac{3}{4}$ of a mile on either side of the bus routes.

Source: Federal Transit Administration

Congestion

The travel time or delay in excess of that normally incurred under light or free-flow travel conditions.

Source: Transportation Research Board

Congestion Management Process (CMP)

A systematic approach applied in a metropolitan region to identify congestion and its causes, propose mitigation strategies, and evaluate the effectiveness of implemented strategies.

Source: Federal Highway Administration

Congestion Mitigation and Air Quality Improvement Program

The CMAQ program provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.

Source: U.S. Department of Transportation

Coordinated Human Services Transportation Plan (HSTP)

Locally developed transportation plans that identifies the needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. These plans must involve representatives of public, private, and non-profit transportation and human services providers, as well as members of the public.

Source: Federal Transit Administration

D -----

Demand Response Public Transportation

A transit mode comprised of passenger cars, vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations.

Source: Federal Transit Administration

F -----

Financial Analysis

Estimating costs, establishing a revenue baseline, comparing revenues with costs and evaluating new revenue sources.

Source: Federal Highway Administration

Fiscal Constraint

Ensures that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

Source: Federal Highway Administration

Fixed Route Public Transportation

Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations.

Source: Federal Transit Administration

Functional Classification (FC)

Classification of roadways based on the type of service the road provides to the motoring public.

Source: Federal Highway Administration

I _____

Intelligent Transportation Systems (ITS)

The application of advanced technologies to improve the efficiency and safety of transportation systems.

Source: Federal Highway Administration

J _____

Jurisdiction

The authority and obligation to administer, control, construct, maintain and operate a highway subject to the provisions of the Illinois Highway Code.

Source: Illinois Department of Transportation

M _____

Metropolitan Planning Area (MPA)

The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607) must be carried out.

Source: Federal Highway Administration

Metropolitan Planning Organization (MPO)

A regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state to carry out the metropolitan transportation requirements of federal highway and transit legislation.

Source: Federal Highway Administration

Metropolitan Transportation Plan (MTP)

The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

Source: Federal Highway Administration

Metropolitan Statistical Area (MSA)

The county or counties (or equivalent entities) associated with at least one urbanized area with a population of at least 50,000, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties.

Source: U.S. Census Bureau

N _____

National Ambient Air Quality Standards

Regulations establishing national standards for six principal pollutants (including Carbon Monoxide (CO); Lead (Pb); Nitrogen Dioxide (NO₂); Ozone (O₃); Particle Pollution (PM); and Sulfur Dioxide (SO₂)).

Source: U.S. Environmental Protection Agency

National Highway System (NHS)

The system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b).

Source: Federal Highway Administration

Nonattainment Area

Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.

Source: Federal Highway Administration

P _____

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 Administration

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. Used as feedback in the decision-making process.

Source: Federal Highway Administration

Public Participation

The active and meaningful involvement of the public in the development of transportation plans and programs.

Source: Federal Highway Administration

R _____

Regionally Significant Project

A project that is on a facility which serves regional transportation needs.

Source: Federal Highway Administration

Right-of-Way (ROW)

The land (usually a strip) acquired for or devoted to highway transportation purposes.

Source: Federal Highway Administration

S _____

State of Good Repair

The condition in which a capital asset is able to operate at a full level of performance.

Source: Federal Transit Administration

T _____

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 Federal Highway Administration and the FTA.

Source: Federal Highway Administration

U _____

Urbanized Areas (UA)

An area consisting of a densely developed territory that contains a minimum residential population of at least 50,000 people.

Source: U.S. Census Bureau

Appendix B: Public Involvement Process

Public involvement is an important component in the development and maintenance of the Transportation Improvement Program (TIP) and is welcome at all stages of the process. As outlined in the Public Participation Plan (PPP), adopted by the Metropolitan Planning Organization's (MPO) Policy Committee, the MPO follows general procedures in developing and adopting all federally required documents produced by the MPO, including the TIP. The discussion in this section summarizes the general procedures and steps contained in the PPP pertaining to the TIP.

Public Involvement in the Annual Development

MPO staff typically begins work on the TIP approximately six months prior to the start of the fiscal year, in March and April of each year. The schedule is deliberately extended over several months to provide ample opportunities for public involvement. The annual TIP development schedule is shown in Figure A-1.

Citizens can influence project selection and priority setting in three ways. By scrutinizing the "out year" projects, the public can determine if the projects they believe to be important are included. Although, by Federal law, a project cannot be included in the TIP unless funding is likely to be available, citizens can question why some projects are included and others not (illustrative projects are the exception to this).

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. A list of TIP implementation agency contacts can be found at r1planning.org/tip.

Public comment is also taken prior to approval of the TIP. The draft document is published and made available for comment for 30 days on the Region 1 Planning Council's (RPC) website www.r1planning.org and in the RPC offices. To inform the public of the public comment period, a notice is published on the RPC website and distributed to the RPC's extensive mailing list. Any public comment received during this review period is taken into account by the MPO and is 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. Changes likely to be significant include the addition of a completely new project, the deletion of a project,

major cost or funding changes, or changes of priority that bump other projects from the implementation year or from the TIP entirely.

Public Involvement in the TIP Maintenance

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 nearly every MPO Technical and Policy committee meeting held throughout the year. In any typical year, eight to ten Technical Committee meetings and six Policy Committee meetings are held.

Figure A-1. Annual TIP Development Process



Project Solicitation

Staff works with implementation partners to accurately 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.



Draft Document

Staff prepares preliminary draft of the next fiscal year's TIP.



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.



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.



Submission to IDOT

MPO staff will submit the adopted TIP to IDOT for review and incorporate the TIP into the STIP by reference.

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. The MPO informs the public about upcoming committee meetings via announcements that are sent out to an extensive mailing list of active members of the MPO committees, persons who have requested to be notified of meetings and events, and the area's press and media outlets. All meeting agendas and materials that are to be acted upon at any given meeting are also posted on the webpage in accordance with the Illinois Open Meeting Act. This includes the minutes of previous meetings, any drafts of the TIP or TIP portions that are prepared, and all memos or reports on planned or programmed improvement projects.

Revisions to the FY 2022 - 2025 TIP

The public comment and review period for draft FY 2022-2025 TIP was from July 19, 2021 through August 18, 2021. The draft was made available for review via the MPO's website (posted July 19, 2021), as well as at the RPC offices. Since the release of the July 19, 2021 draft TIP, technical and formatting corrections have been made to the text and maps of the document. Any major revisions to the draft version, prior to the adoption of FY 2022-2025 TIP, will be included below.

As of August 27, 2021, there are no major revisions to the adopted FY 2022- 2025.

Appendix C: Title VI & Environmental Justice 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 traditionally underserved populations (TUPs). TUPs include low-income, racial/ethnic minorities, Limited English Proficiency, elderly (aged 65 and above), and zero car households. Conversely, these efforts also seek to ensure that potentially adverse consequences of transportation services or improvements are not disproportionately burdened upon TUPs.

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).

Environmental Justice (EJ) is an amplification of Title VI that extends the basic principles of Title VI to low-income populations. Recent emphasis on EJ stems from the 1994 Executive Order 12898 that states, “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” In, 1997, the US Department of Transportation (USDOT) issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations to summarize and expand upon the requirements of Executive Order 12898.

To fulfill and expand upon the federal guidelines, this TIP recognizes the following goals as part of its transportation project selection and priority setting process:

- Minority and low-income populations along with other traditionally underserved populations (TUPs) should be allocated a fair share of transportation expenditures and services programmed in this TIP.
- TUPs should not be burdened with a disproportionate share of the adverse impacts originating from the transportation projects in this TIP.
- In the process of developing this TIP, a concerted effort will be made to determine what populations are going to be affected by the projects in this TIP.
- In follow-up to this TIP, the MPO will periodically review and analyze past projects and transportation decisions to determine if, in fact, all groups have been treated equitably.
- MPO and its participants will make concerted efforts to inform and involve traditionally underserved population groups in the transportation decision-making process.

Figure B-1 illustrates the census block groups with higher than a regional average traditionally underserved populations (TUPs). The U.S. Census’ 2016 American Community Survey (ACS) 5-Year Estimates, were used to calculate the thresholds for each TUP. 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 and EJ 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 TUPs.

All updates to the MPO’s Metropolitan Transportation Plan (MTP) and short-range Transportation Improvement Program (TIP) will include a map of proposed projects overlaying these concentrations to assess any benefits and burdens on TUPs (shown in Figure B-2). The presence of these populations is also used as a weight in the selection process and programming of the Surface Transportation Block Grant and Transportation Alternatives Program funds allocated to the region.

Table B-1 displays the financial breakdown of the FY 2022-2025 TIP projects by improvement type and population category. This data shows that majority of the programmed TIP projects are located in at least one of the block groups that has reached at least one of the thresholds. Projects planned for the FY 2022-2025 TIP have State or Federal funding in the amount of the \$161.45 million.¹ Of these projects, 86.9 percent of the funds are in areas that have reached at least one of the thresholds. When specifically viewing “Previously Approved Projects” and “Awarded, Initiated, or Completed Projects” with State or Federal funding there is \$178.7 million in 92 projects.² Of this total amount, 92.9 percent, or \$166.0 million is within areas that have reached at least one or more thresholds for FY 2022-2025 TIP.

The benefit and burden analysis provides feedback on the equity of the projects within the MTP and the TIP, by performing a high level examination of the impact they may have on TUPs, and identifying any disproportionate impacts. Table B-2 gives possible benefits, burdens, and mitigation strategies based on proposed project types. Project specific context and related measures are reviewed by the implementing partner agencies.

Taken in whole, the projects in the FY 2022-2025 TIP, do not impose disproportionately high and adverse impacts on minorities, low-income populations, or other TUPs. Furthermore, the benefits of the transportation services and improvements proposed are reasonably distributed to serve the mobility and accessibility needs of all population groups within the MPO Planning Area. The full in-depth analysis of EJ thresholds and TIP projects can be found in the “Considerations for Title VI & Environmental Justice” document.

¹ Calculations do not include district- or jurisdiction-wide projects.
² Calculations do not include district- or jurisdiction-wide projects.

Figure B-1. Title VI & EJ Areas

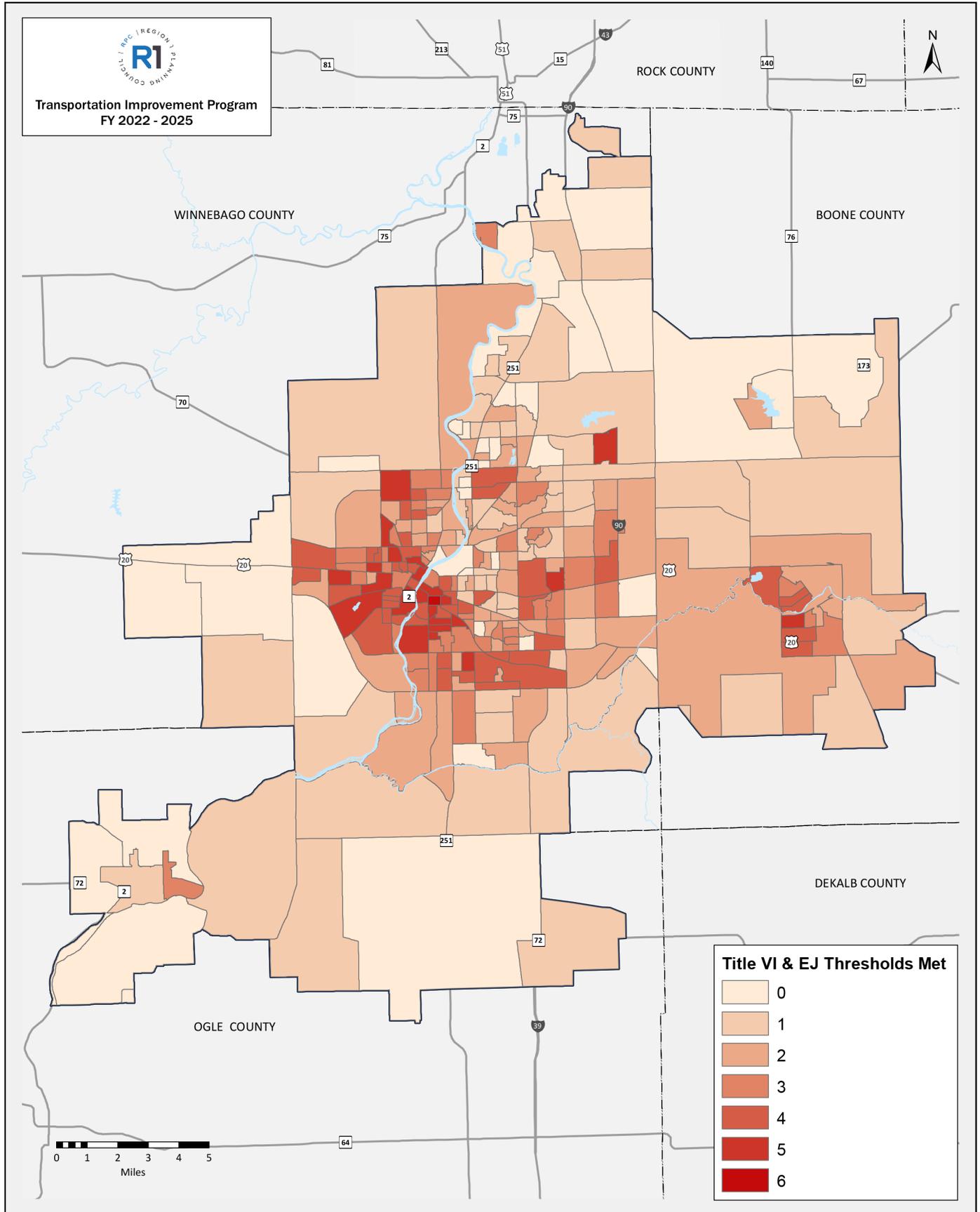


Figure B-2. Title VI & EJ Areas with FY 2021-2024 TIP Projects

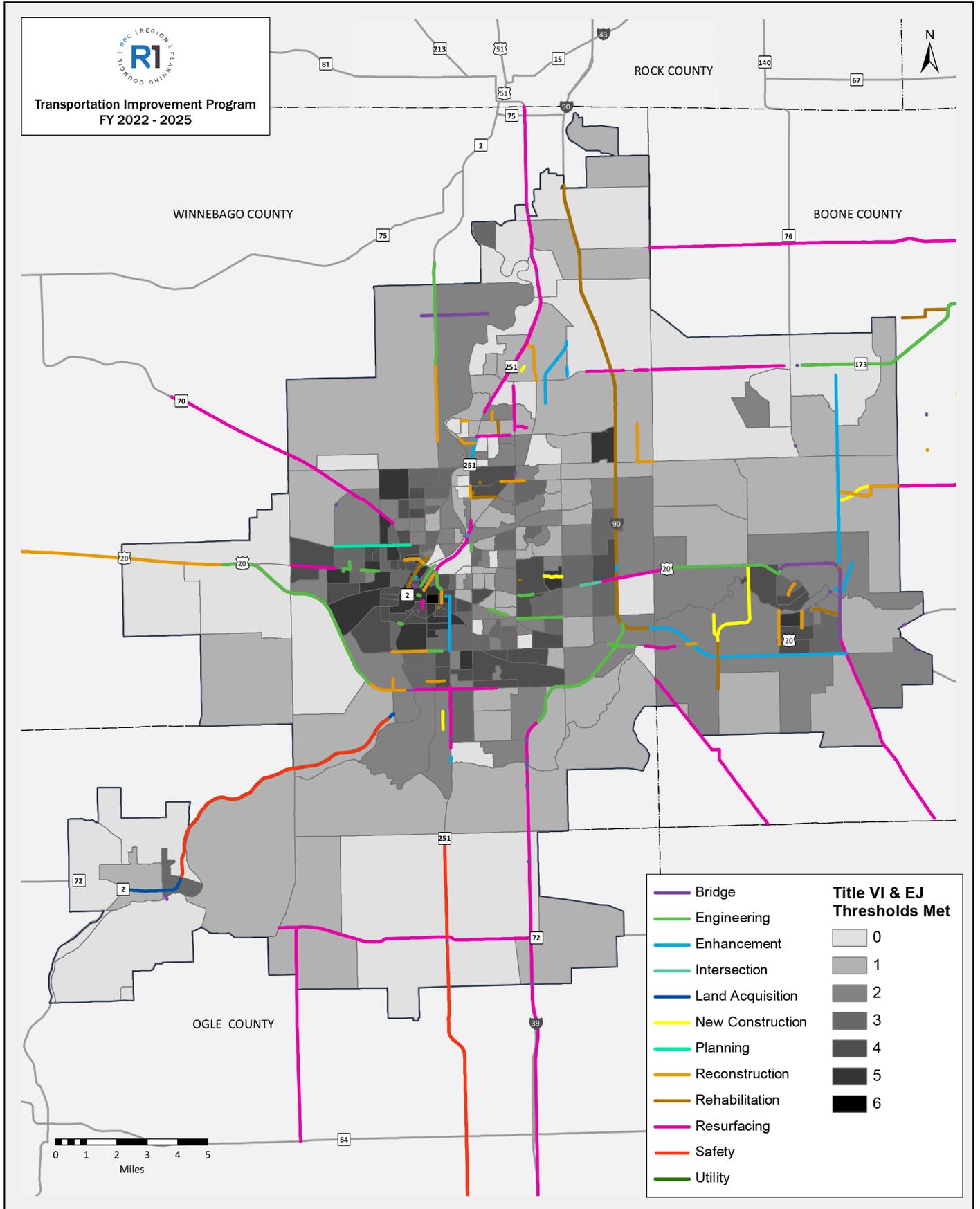


Table B-1. Federal & State Funding Programmed by TUD Thresholds (FY 2022 - 2025)

	0	1	2	3	4	5	6	Total
Bridge	\$4,020	\$7,597	\$6,854	\$0	\$8,600	\$2,400	\$0	\$29,471
	13.6%	25.8%	23.3%	0.0%	29.2%	8.1%	0.0%	18.3%
Engineering	\$0	\$6,500	\$4,130	\$5,200	\$5,300	\$8,000	\$0	\$29,130
	0.0%	22.3%	14.2%	17.9%	18.2%	27.5%	0.0%	18.0%
Enhancement	\$0	\$0	\$2,866	\$442	\$268	\$385	\$0	\$3,961
	0.0%	0.0%	72.4%	11.1%	6.8%	9.7%	0.0%	2.5%
Intersection	\$0	\$0	\$75	\$5,738	\$0	\$0	\$0	\$5,813
	0.0%	0.0%	1.3%	98.7%	0.0%	0.0%	0.0%	3.6%
Land Acquisition	\$0	\$0	\$0	\$3,000	\$4,000	\$0	\$0	\$7,000
	0%	0%	0%	43%	57%	0%	0%	4%
New Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0.00
	0%	0%	0%	0%	0%	0%	0%	0%
Reconstruction	\$17,000	\$0	\$44,780	\$0	\$2,000	\$1,843	\$0	\$65,623
	25.9%	0.0%	68.2%	0.0%	3.0%	2.8%	0.0%	40.6%
Rehabilitation	\$202	\$0	\$2,184	\$0	\$3,159	\$0	\$0	\$5,545
	3.6%	0.0%	39.4%	0.0%	57.0%	0.0%	0.0%	3.4%
Resurfacing	\$0	\$425	\$4,600	\$0	\$7,100	\$1,500	\$0	\$13,625
	0.0%	3.1%	33.8%	0.0%	52.1%	11.0%	0.0%	8.4%
Safety	\$0	\$0	\$0	\$916	\$0	\$0	\$0	\$916
	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.6%
Utility	\$0	\$0	\$250	\$0	\$0	\$0	\$0	\$250
	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Planning	\$0	\$0	\$0	\$0	\$0	\$120	\$0	\$120
	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.1%
Total	\$21,222	\$14,522	\$65,739	\$15,296	\$30,427	\$14,248	\$0	\$161,454

Notes: Calculations do not include district- or jurisdiction-wide projects.

Table B-2. Benefits & Burdens by Project Type

Bridges, New Construction, & Engineering Projects		
Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Enhance accessibility & mobility.	Benefits limited to populations with motor vehicles.	Signal synchronization, pedestrian crosswalks, bike lanes, bus routes additions, etc.
Promote economic development.	Increase in noise and air pollution.	Select right-of-way (ROW) for minimum impacts.
Improve safety.	Might impact existing neighborhoods.	Try to incorporate context sensitive design to maintain the neighborhood character.
Improve operational efficiency.		
Resurfacing, Rehabilitation, & Reconstruction Projects		
Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Promote system preservation.	Expansion of shoulder with may impinge on residential property, resulting in additional ROW acquisition.	Close large sections of roadways during non-peak hours to increase resurfacing productivity.
Improve safety.	Diverted traffic during project construction causes potential delays and congestion.	Reroute construction traffic, if needed, to nearby major roads.
Improve operations.	Noise and air pollution during construction.	
Enhancement & Multi-Use Path Projects		
Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Improve quality of life, health & environment by encouraging people to use the bike/pedestrian facilities.	Some traffic calming measures make commercial deliveries difficult.	Create improvement plans to accommodate both motor vehicle traffic & bike/pedestrian usage.
Improve safety to pedestrians & bike riders.	Bike routes takes space for passing turning cars at intersections and reduce on-street parking.	
Provide an alternative to motor vehicles.		
Public Transit Projects		
Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Enhance accessibility by transit for Traditionally Underserved Populations (TUP).	Temporary shelter/stop infrastructure may not be ADA accessible.	Increase service communication between operators and public.
Reduce reliance on motor vehicles and improve air quality.	Temporary bus route deviations may be burdensome.	Bus routes should be within walking distance of TUP.
Increase mobility and safety for TUP.		
Multi-modal Connections, ITS Improvements, CMS Strategies		
Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Enhance mobility & accessibility.	Funding for ITS implementation might not be available.	Multi-modal incorporates transit stations & other modes.
Improve safety		Have a comprehensive design phase before any ITS projects are implemented
Enhance system preservation & operational efficiency		

Appendix D: 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 receive 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.

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 middle 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 carry out 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.

Local

Illinois State Toll Highway Authority (ISTHA)

Funding for 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 38 cents per gallon of gasoline/gasohol and 45 cents per gallon of diesel fuel. IDOT allocates MFT funds to counties, townships, and municipalities as outlined in the MFT fund distribution statute, 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 E: Resolution of Adoption



COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

REGION 1 PLANNING COUNCIL MPO POLICY COMMITTEE

MPO RESOLUTION 2021-15

RE: ADOPTION OF THE FY 2022-2025 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** the Fixing America's Surface Transportation (FAST) Act currently authorizes funding to improve our nation's transportation system for highways, highway safety, public transit, alternative non-motorized forms of transportation, and freight; and
- WHEREAS** the Fixing America's Surface Transportation (FAST) Act and its predecessors, require a Metropolitan Transportation Plan (MTP) as well as a Transportation Improvement Program (TIP); and
- WHEREAS** the 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 Intermodal Surface Transportation Efficiency Act of 1991, the Transportation Equity Act for the 21st Century, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users, the Moving Ahead for Progress in the 21st Century Act; and the Fixing America's Surface Transportation (FAST) Act; and
- WHEREAS** the development of the 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 2022-2025 TIP was from July 19, 2021 through August 18, 2021 and the draft FY 2022-2025 TIP was made available for review via the MPO website (posted July 19, 2021) as well as through contacting the MPO offices.
- WHEREAS** the MPO Technical Committee has recommended approval of the FY 2022-2025 TIP;

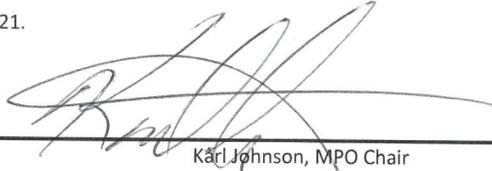
NOW, THEREFORE, BE IT RESOLVED THAT

the MPO Policy Committee adopts the August 27, 2021 version of the FY 2022-2025 Transportation Improvement Program, along with the changes, if any, as to be documented in the minutes of this August 27, 2021 meeting; and

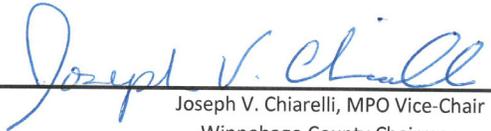
BE IT FURTHER RESOLVED

that the MPO staff is instructed to distribute the FY 2022-2025 Transportation Improvement Program in accordance with the MPO Public Participation Process.

Dated this 27th day of August 2021.

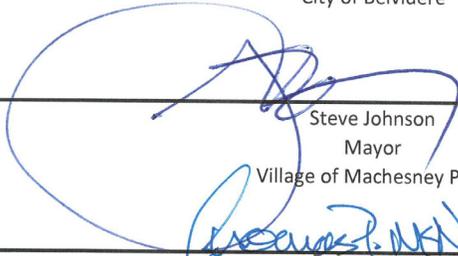


Karl Johnson, MPO Chair
Boone County Board Chairman
Boone County

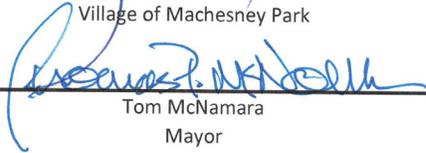


Joseph V. Chiarelli, MPO Vice-Chair
Winnebago County Chairman
Winnebago County

Clinton Morris
Mayor
City of Belvidere



Steve Johnson
Mayor
Village of Machesney Park



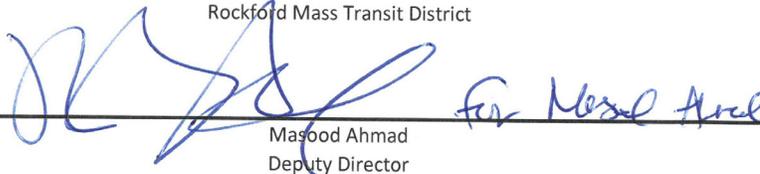
Tom McNamara
Mayor
City of Rockford



Greg Jury
Mayor
City of Loves Park



Pastor Herbert Johnson, Board Chair
Rockford Mass Transit District



for Masood Ahmad

Masood Ahmad
Deputy Director
Illinois Department of Transportation, Region 2

Additional Resources

Region 1 Planning Council Website

<http://r1planning.org/>

2050 Metropolitan Transportation Plan Webpage

<http://r1planning.org/mtp>

2050 Metropolitan Transportation Plan for the Rockford Region

<http://r1planning.org/mtp>

Transportation Improvement Program Webpage

<http://r1planning.org/tip>

Interactive Transportation Improvement Program

<https://agis.wingis.org/maps/R1PC/Tip.aspx>

Adopted & Pending TIP Amendments

<http://r1planning.org/tip>



COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

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