



2024 Infrastructure Priorities Report

for the Northern Illinois Region
Final Report | March 2024



Regional Infrastructure Priorities Report

*A listing of regionally significant infrastructure projects
in the Northern Illinois Region.*



AN ENGINE FOR COLLABORATION IN NORTHERN ILLINOIS

Region 1 Planning Council

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For complaints, questions, or concerns about civil rights or nondiscrimination; or for special requests under the Americans with Disabilities Act, please contact: Sydney Turner, Director of Regional Planning/MPO Title VI Coordinator at (815) 319-4180 or sturner@r1planning.org

Acknowledgments

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

This report was prepared in cooperation with the following:



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

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Introduction

Overview of the Booklet

State lawmakers representing Northern Illinois have requested that elected and appointed local government leaders work with Region 1 Planning Council (R1) to develop a list of priority infrastructure funding needs to be considered by the Illinois General Assembly. Over the past several years, R1 has coordinated with public agencies within Boone and Winnebago Counties to develop an annual list of priority infrastructure projects that can be shared at the beginning of the new legislative session.

Infrastructure projects for consideration in this booklet are grouped into the following categories: active transportation, bridges, public transportation, recreation, roads, vertical infrastructure, water and sewer, and other (environmental). The projects highlighted include bridges in five different municipalities and span three counties, nine critical water and sewer management projects, development and redevelopment of vertical infrastructure, and \$212.6 million in roadway construction. Each of these projects would provide a substantial investment in Northern Illinois and would improve the region's economic competitiveness and quality of life.

To develop the 2024 Infrastructure Priorities Report, R1 utilized the Metropolitan Planning Organization (MPO) Technical Committee and Northern Illinois Council of Governments (NorthCOG) members to solicit a call for projects from municipalities, counties, and other government agencies. Region 1 Planning staff established guidelines for submitting projects and how projects would be evaluated to highlight the most regionally significant

projects in the final report. The result is a truly collaborative process in which all regional entities were treated as equal stakeholders and all projects evaluated equally.

Relevant information provided for each project includes a project description, responsible parties, project justification, funding needs, and a map of the project. Evaluation metrics and project categories were developed from existing frameworks at both the state and federal level, including the Illinois Department of Transportation (IDOT), the U.S. Economic Development Administration and MPO funding priorities. While ranking submitted projects, R1 staff considered the ability of each project to preserve critical infrastructure, encourage economic development, ensure pedestrian and public safety, mitigate environmental hazards, and promote diversity, equity, and inclusion. All evaluation criteria were applied to each category and weighed. Subjective evaluation was only conducted for written narrative components based on standardized processes developed by R1.

Infrastructure projects submitted by R1 MPO and NorthCOG members were evaluated and ranked by R1 staff according to quantitative metrics that include the projects' ability to enhance safety, promote economic development, etc. However, in several instances, the top infrastructure projects of a particular MPO or NorthCOG member was not reflected in the quantitative project ranking conducted by R1 staff. To reconcile this matter, the six MPO member cities and counties (Rockford, Loves Park, Machesney Park, Belvidere, Winnebago County and Boone County) were invited to share their top qualitative infrastructure priority. These projects are listed beginning on page eight.

Contacts for each project are listed on the appropriate agency page and are available to answer questions or provide additional information regarding a particular project.

Bipartisan Infrastructure Bill

On November 15, 2021, President Biden signed into law the Infrastructure Investments and Jobs Act (IIJA), aka the Bipartisan Infrastructure Law (BIL). This law makes a historic investment in the nation's infrastructure, authorizing \$1.2 trillion for transportation and infrastructure spending, providing approximately \$550 billion over a five-year period (FY 2022 – FY 2026) for “new” investments and programs¹

This legislation promises to:

- Deliver clean water to all American families and eliminate the nation's lead service lines;
- Ensure every American has access to reliable high-speed internet;
- Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users;
- Improve transportation options for millions of Americans and reduce greenhouse emissions through the largest investment in public transit in U.S. history;
- Upgrade our nation's airports and ports to strengthen our supply chains and prevent disruptions that have caused inflation;
- Make the largest investment in passenger rail since the creation of Amtrak;
- Build a national network of electric vehicle (EV) chargers;
- Upgrade our power infrastructure to deliver clean, reliable energy across the country and deploy cutting-edge energy technology to achieve a zero-emissions future;
- Make our infrastructure resilient against the impacts of climate change, cyber-attacks, and extreme weather events; and
- Deliver the largest investment in tackling legacy pollution in American history by cleaning up

Superfund and brownfield sites, reclaiming abandoned mines, and capping orphaned oil and gas wells.

The implementation of IIJA is distributed across several Executive and Independent Agencies, most notably the Department of Transportation; Department of Energy; and the Environmental Protection Agency. A brief overview of some of the programs within IIJA are provided on the following page.

Highways

Under this law, approximately \$350 billion is dedicated for Federal highway programs over the five-year period. According to the law, the majority of this funding is apportioned to States based on formulas. The estimated FY 2022 – FY 2026 apportionment to the State of Illinois is \$9.8 billion through the following programs²:

- National Highway Performance Program, \$5,201.5 million;
- Surface Transportation Block Grant, \$2,530.5 million;
- Highway Safety Improvement Program, \$533.2 million;
- Railway-Highway Crossings Program, \$56.6 million;
- CMAQ Program, \$624.3 million;
- Metropolitan Planning, \$117.1 million;
- National Highway Freight Program, \$256.6 million;
- Carbon Reduction Program, \$225.6 million; and
- PROTECT Formula Program, \$256.6 million.

The remaining portion of funds dedicated to highways will be distributed through competitive grant programs. This includes funding for traffic safety, bridge improvements, surface transportation planning and capital construction, congestion relief, electric vehicle (EV) charging infrastructure, and advanced transportation technologies.³

Public Transportation

The IIJA authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding. Funding for public transportation

1 U.S. Department of Transportation. “(BIL) / Infrastructure Investment and Jobs Act (IIJA).” Last modified on February 16, 2023. <https://www.phmsa.dot.gov/legislative-mandates/bipartisan-infrastructure-law-bil-infrastructure-investment-and-jobs-act-iija>

2 Federal Highway Administration. “Funding.” Last modified on November 17, 2022. <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/funding.com>

3 Federal Highway Administration. “Competitive Grant Programs.” Last modified on December 1, 2022. https://www.fhwa.dot.gov/bipartisan-infrastructure-law/grant_programs.com

centers around four key priorities:

- **Safety:** Enhancing state safety oversight programs by strengthening rail inspection practices to protect transit workers and riders from injuries and ensure safe access to transit.
- **Modernization:** Reducing the state of good repair investment backlog by repairing and upgrading aging transit infrastructure and modernizing bus and rail fleets.
- **Climate:** Replacing thousands of transit vehicles, including buses and ferries, with cleaner, greener vehicles.
- **Equity:** Improving transit service for communities that have historically had more limited access to transit and provide for substantial upgrades to station accessibility.⁴

Similar to Federal highway programs, these funds will be distributed through both formula and competitive programs.

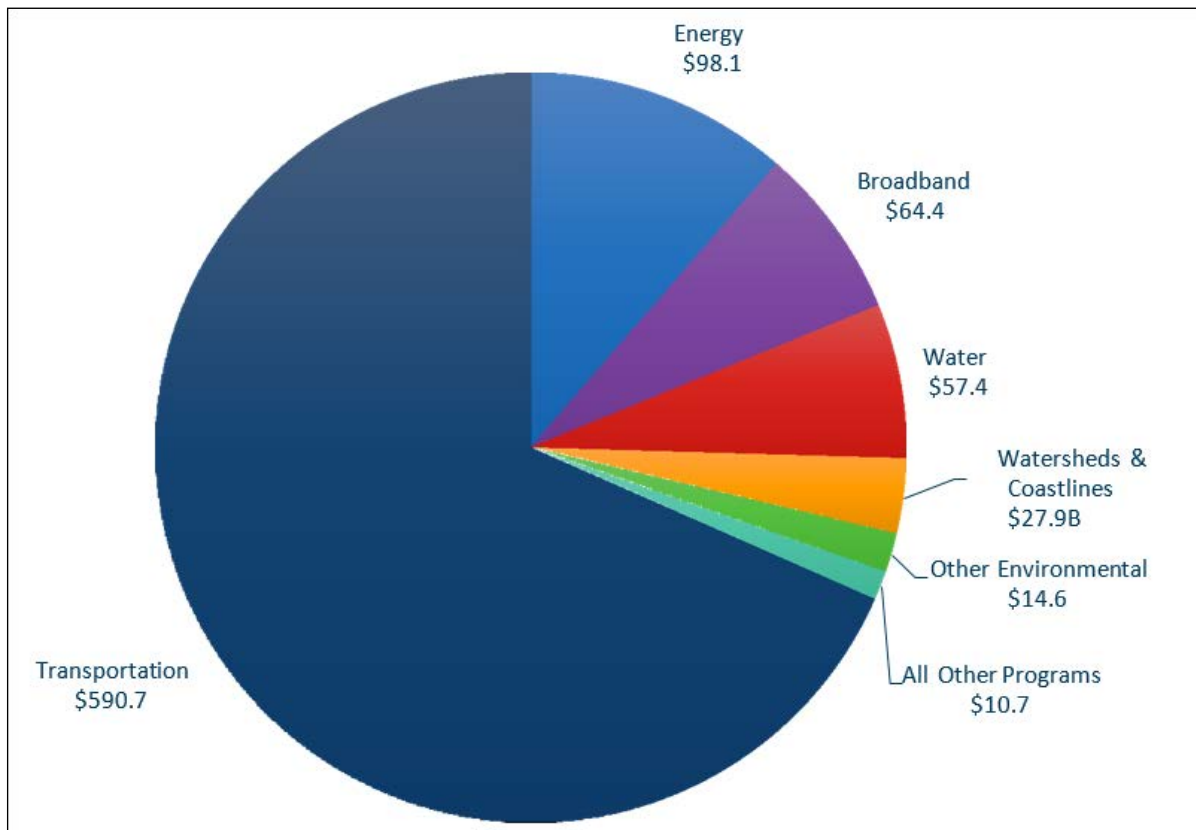
Water Infrastructure

The IJIA provides more than \$50 billion to the Environmental Protection Agency (EPA) to improve the nation’s drinking water, wastewater, and stormwater infrastructure. According to EPA, this is the single largest investment in water that the Federal government has ever made. This investment in water infrastructure programs includes:

- Providing safe drinking water, \$20+ billion;
- Replacement of lead pipes, \$15 billion;
- Ensuring clean water for communities, \$12+ billion;
- Protecting regional waters, \$1.8 billion; and
- Additional water improvements, \$135 million.⁵

In addition to investments in water, the IJIA also makes significant investments into cleanup, revitalization, and recycling programs (\$5.4 billion); pollution prevention (\$100 million); and clean school buses (\$5 billion) through the EPA.

Infrastructure Investment & Jobs Act (IJIA) Funding Breakdown, in Billions



Source: Brookings Institution (2022)

4 Federal Transit Administration. “Bipartisan Infrastructure Law.” Last modified on June 7, 2022. <https://www.transit.dot.gov/BIL>

5 Environmental Protection Agency. “Water Infrastructure Investments.” Last modified on November 15, 2022. <https://www.epa.gov/infrastructure/water-infrastructure-investments>



Infrastructure Funding in the Rockford Region

Current Funding Options

Funds to implement the projects listed within this document will come from a variety of federal, state, and local funding sources. Many of the sources and programs have specific purposes and eligibility limitations, while others are more flexible. The programs listed below are sources of funding available to local agencies through Federal and State formula programs or through local government actions. The amount funding available year over year is variable and never an absolute guarantee.

MPO-Attributable Funding for Transportation

Due to the size of the Rockford urbanized area, the Rockford Metropolitan Planning Organization (MPO) is also a Transportation Management Area (TMA). As a TMA, the MPO is responsible for the project selection of the sub-allocation of Surface Transportation Block Grant (STBG) funds for urbanized areas, as well as for a portion of the Transportation Alternatives Set-Aside and the Carbon Reduction Strategy.

Surface Transportation Block Grant

Surface Transportation Block Grant funding was authorized by the Fixing America's Surface Transportation (FAST) Act in 2015 and renewed in the Infrastructure Investment and Jobs Act (IIJA). Funding through this program may be allocated

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. Projects will be funded at a maximum ratio of 80 percent federal funds to 20 percent local funds.

Projects funded under this program include Harrison Avenue in Rockford; Riverside Boulevard in Cities of Loves Park and Rockford; and Appleton Road in Belvidere.

Transportation Alternatives 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 local TA program, administered by the Rockford MPO, is known as the Transportation Alternatives Program (TAP). This program has a competitive selection process and requires a 20 percent local match.

Projects previously awarded this funding include the Alpine Road Path in Machesney Park; Jefferson Street Bridge Underpass Approaches in Rockford; Lawrenceville Road & Piskasaw Creek Connection in Boone County; and the Spring Creek Road to U of I College of Medicine Connection in Rockford.

Carbon Reduction Strategy

The Infrastructure Investment and Jobs Act (IIJA) authorizes more than \$6.4 billion in funding towards the Carbon Reduction Program (CRP), with an estimated \$225.6 million going to the State of Illinois over five fiscal years. With the Rockford Urbanized Area receiving approximately \$650,000 a year.

Within the CRP, States were required to develop a “Carbon Reduction Strategy” by November 15th, 2023, where each state must lay out its plan for how it will support efforts to reduce emissions caused by transportation through the identification of projects and strategies that would achieve lower emissions. IDOT is currently in the process of publishing a draft of its Carbon Reduction Program pending the Federal Highway Administration’s (FHWA) approval.

State Funding

The State of Illinois relies heavily upon federal funding to build and maintain roads and bridges on the state and federal systems. It also collects revenues at the state-level to fund expansion and improvement projects, as well as to meet the federal funding match requirements. These funding sources include state motor fuel tax revenues, vehicle registrations, license fees, and bond issuances. However, the state has been facing a long-term funding gap between stagnating revenue streams and rising construction costs.

To combat the growing funding concerns, Governor Pritzker signed a historic, bipartisan bill that gives Illinois its first capital plan in over a decade. Rebuild Illinois makes \$33.2 billion dollars’ worth of investments in roads, bridges, railroads, and mass transit over six years (FY 2019 – 2024). In addition to being a long-awaited capital bill, it is the first one in the state that truly addresses a multimodal system. Some of the biggest components of the Rebuild Illinois capital plan includes:

- Adjusting the motor fuel tax from 19 cents to 38 cents per gallon for gas and diesel;
- Increasing vehicle registration fees from \$101 per vehicle to annual fees for vehicles newer than 3 years to \$199, 4-6 years to \$169, 7-11 years to \$139, and vehicles 12 years or older to \$109; and
- Increasing vehicle registration fees for electric vehicles from \$34 per vehicle every two years to \$250 per year.

Public transportation agencies operating outside of the Chicago region are also reliant upon the state for operating and capital funding assistance. Illinois’ transit Downstate Operating Assistant Program (DOAP) currently matches 65 percent of an agency’s eligible operating expenses. As with the aforementioned Rebuild Illinois capital bill, downstate public transportation agencies also depend on state contributions to maintain and/or expand bus fleet and facility capital. However, the unpredictable nature of short-term capital bills requires agencies to fluctuate their capital replacement schedules to best meet incoming revenue.

Rebuild Illinois Transportation Funding Breakdown



Source: Illinois Department of Transportation

Local Funding

On average, 50 percent of transportation-related infrastructure projects that occur in the region are funded solely by local funding sources. Local funding is allocated to infrastructure projects through municipal and county budgets, local MFT distributions, retail sales, public transit fares, natural land and park district budgets, and special assessments and referendums. A description of some of these funding methods are provided below.

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 on public highways. The state motor fuel tax rate as of July 1, 2023 is \$0.454 per gallon of gasoline/gasohol and \$0.529 cents per gallon of diesel fuel. The rate is tied to inflation and is revised annually on July 1. IDOT allocates MFT funds to counties, townships, and municipalities as outlined in the MFT fund distribution statute, 35 ILCS 505/8.

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. Retail sales taxes rates vary depending upon the jurisdiction in which the purchase was made.

Bonds

According to the Federal Highway Administration, “Some transportation projects or programs of projects are so large that their costs exceed available current grant funding and tax receipts, or would consume so much of these current funding sources as to delay many other planned projects. For this reason, when states and local agencies consider ways to pay for these large projects, they often look to financing the projects through borrowing. The most common method of borrowing is to issue municipal bonds.”

Funding Gaps

MFT Shrinking

Motor Fuel Tax (MFT) is the most significant transportation funding source for Illinois, currently generating roughly \$2.5 billion per year. The MFT was increased in 2019 to help finance the Rebuild Illinois capital plan and is now increased each July 1, with rates tied to inflation.

Despite these adjustments, the rising popularity of fuel-efficient and electric vehicles (EV) has raised concerns over the sustainability of financing transportation projects primarily through MFT. Having one million EVs on the road by 2030 is among the goals of Illinois’ clean energy policy. Currently, EV owners pay Illinois an additional \$100 flat fee for an annual license plate renewal in lieu of MFT payment.

STBG Allocation Inequity

The adoption of a funding formula that distributes 100 percent of Surface Transportation Block Grant (STBG) funding to local agencies and Metropolitan Planning Organizations (MPOs) based on population remains a primary state and federal legislative priority for NorthCOG.

The Rockford MPO, and other downstate MPOs, have missed out on millions of dollars of STBG funding due to the inequitable allocation formula that has been used in Illinois since 1992.

This legislative fix is especially important for the Rockford Region as local agencies grapple with inflationary pressure on surface transportation projects and lingering financial impacts of the COVID-19 pandemic.

The Federal Highway Administration (FHWA) allocates STBG funds to state DOTs, which sub-allocate these funds to local agencies and Metropolitan Planning Organizations (MPOs). MPOs are then able to award these funds to local qualifying projects. The FHWA provides a suggested formula for sub-allocating these funds based on urban area population, after

Illinois Motor Fuel Tax Revenue, in billions

FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
\$1.37	\$1.35	\$2.32	\$2.38	\$2.52	\$2.65

Source: Illinois Office of Comptroller

required set-asides. However, per the Illinois Department of Transportation’s MPO Cooperative Manual, “in the early 1990s the State of Illinois, the Illinois Association of County Engineers, the Illinois Municipal League (IML) and the MPOs of Illinois agreed to use a different formula for distribution.” The formula revision was meant to guarantee a consistent share of funding to state and local jurisdictions, but it ultimately results in disproportionate and inequitable sub-allocation of STBG funds.

For instance, current procedure for distributing STBG funding results in the Chicago Metropolitan Agency for Planning (CMAP) receiving 82.37% of state STBG for urbanized areas, while only 72% of the State’s population reside there. This inevitably results in downstate MPOs receiving, in aggregate, less than their fair share of proportionate funding by population. Furthermore, the Chicago Metro Area is awarded a substantial additional allotment in addition to formula-based funds; in FY2021, that amount was \$25,000,000.

In Federal Fiscal Year 2023, the Rockford Transportation Management Area, according to the FHWA formula, as indicated in FY 2019 Computational Tables, should be allocated \$5,555,948 for Surface Transportation Program - Urban (STU) funding. However, the amount of STU actually received by the Rockford MPO for FY 2023 was

\$4,252,154— a difference of \$1.3 million. Since FY 2018, the Rockford Region has missed out on over \$10 million that could have enhanced and maintained critical assets in our transportation system.

This inequity is more apparent when comparing STBG funding distribution practices of neighboring states. Iowa, Wisconsin, and Indiana all sub-allocate their STBG funding from FHWA using the FHWA formula, with some minor exceptions for Rural and Bridge funding.

The Bi-State Regional Commission, which houses the Quad Cities MPO, provides a good example as it maintains jurisdiction over population and planning areas in both Iowa and Illinois. While the population is roughly the same in the Iowa and Illinois sides of the Quad Cities, the Iowa-side Quad Cities receives more than double what is received in Illinois. This difference is despite the fact that the Iowa DOT receives far fewer federal funds for STBG allocation than IDOT, and sub-allocates STBG funds to its MPOs based on population percentage.

**Rockford MPO STBG Funding Allocation
(FHWA STBG Population Formula vs IDOT Actual Allotment)**

Fiscal Year	FHWA STBG Allotment	Actual Allotment	Difference
2018	\$4,588,644	\$2,894,698.41	(\$1,693,945.59)
2019	\$4,782,530	\$2,954,807.04	(\$1,827,722.96)
2020	\$4,966,107	\$3,023,539.63	(\$1,942,567.37)
2021	\$4,932,653	\$3,272,407.28	(\$1,660,245.72)
2022	\$5,447,008	\$3,199,098.40	(\$2,247,909.60)
2023	\$5,555,948	\$4,252,154.71	(\$1,303,793.29)
TOTAL	\$30,272,890	\$19,596,705.47	(\$10,676,184.53)

Source: Federal Highway Administration and Illinois Department of Transportation



Top Six Projects as Chosen by MPO Cities and Counties

Appleton Road Grade Separation & Widening

City of Belvidere

The City of Belvidere is seeking funding to support construction of an overpass providing grade separation at the Union Pacific Railroad and South Appleton Road crossing, and to complete widening of the two-lane portion of South Appleton to four lanes between the Kishwaukee River and US Route 20. This \$31.5 million project is an economic development priority for the City of Belvidere and the Northern Illinois region, as the project will reduce traffic bottlenecks on South Appleton Road as freight rail traffic increases with expanded electric vehicle (EV) and EV battery production at the Stellantis Belvidere Assembly Plant.

The project’s main objective is to enhance the integration and connectivity of existing infrastructure. Project funding will support economic vitality, encourage growth in manufacturing to contribute to the region’s competitiveness and increase accessibility and mobility of people and freight.

Project Class

Bridges/Roads

Project Type

New

Project Cost

\$31,460,000

Partner Agencies

N/A

Current Stage

Preliminary Engineering

Project Need

Needed within 5 years

Project Location

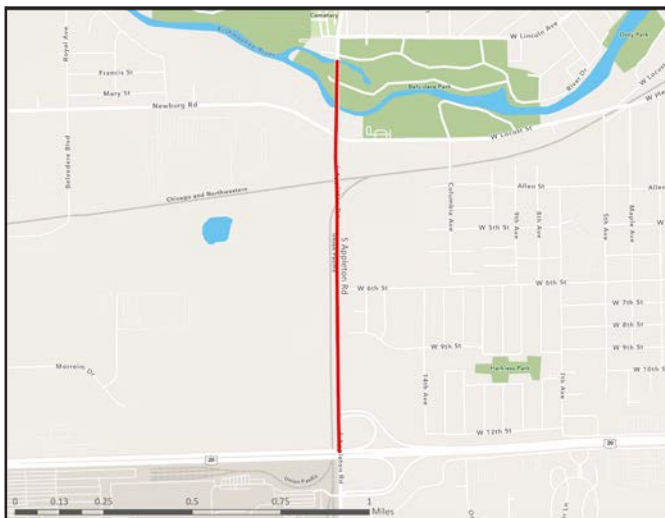
South Appleton Road from the Kishwaukee River to US Route 20 in Belvidere

Project Benefits

- Support economic vitality
- Encourage growth in manufacturing to contribute to the region’s competitiveness
- Increase accessibility and mobility of people and freight

<u>House</u> 68 - Vella	<u>Senate</u> 34 - Stadelman
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* This project is listed under “Additional Road Projects” on page 35



Project Contact

Brent Anderson, Director of Public Works | 815.544.9256 | banderson@belvidereil.gov

Argyle Roundabout

City of Loves Park

The City of Loves Park is seeking funds to construct a roundabout at the intersection of Riverside Boulevard and Argyle Road, adjacent to Rockford Park District’s Mercyhealth Sportscore Two complex. This project would address both safety concerns as well as improve traffic efficiency. This \$2.5 million project is an economic development priority for the City of Loves Park.

The project’s main objective is to enhance travel and tourism. Project funding will enhance the integration and connectivity of existing infrastructure, emphasize the preservation of existing infrastructure and increase safety and health of the region’s citizens.

Project Class

Roads

Project Type

Expansion

Project Cost

\$2,500,000

Partner Agencies

N/A

Current Stage

Preliminary Engineering

Project Need

Needed within 1-4 years

Project Location

Riverside Blvd and Argyle Rd

Project Benefits

- Enhance the integration and connectivity of existing infrastructure.
- Emphasize the preservation of existing infrastructure.
- Increase safety and health of the region’s citizens.

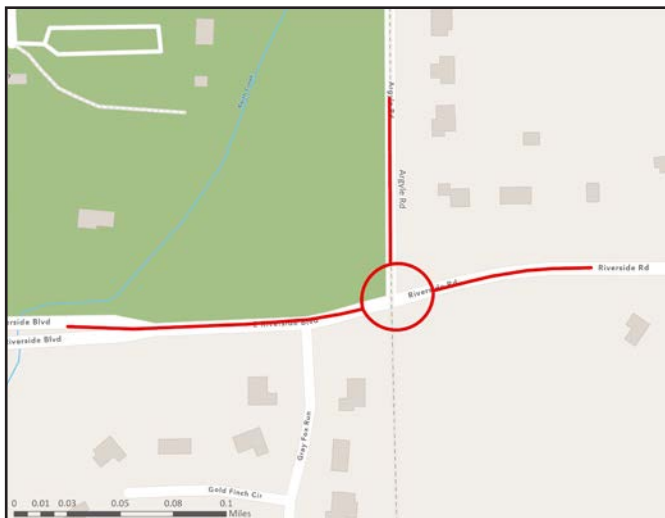
House

90 - Cabello

Senate

45 - Chesney

* This project is listed under “Roads” on page 32



Project Contact

Shannon Messinger, Street Department Manager | 815.654.5040 | shannonmessinger@cityoflovespark.com

IL-251 Streetscape Improvements

Village of Machesney Park

The scope of the project involves median improvements, and the construction of the new streetscape amenities and improvements along IL-251 and Bauer Parkway. Proposed streetscape improvements include new street furnishings, pedestrian-scaled lighting, crosswalk pavement improvements, street trees and planters, trash receptacles, bike corrals, and a new multi-use path on south side of Bauer Road from Il-251 to Victory Lane. This \$3.5 million project is an economic development priority for the Village of Machesney Park.

The project’s main objective is to increase safety and health of the region’s citizens. Project funding will support economic vitality, increase accessibility and mobility of people and freight and enhance travel and tourism.

Project Class

Roads

Project Type

Expansion

Project Cost

\$3,500,000

Partner Agencies

N/A

Current Stage

Concept

Project Need

Needed within 5 years

Project Location

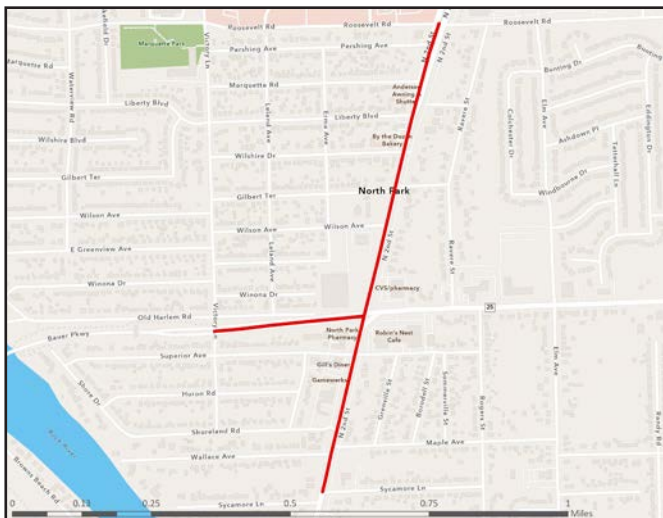
IL-251 from Roosevelt Road to Sycamore Lane; Bauer Parkway from Victory Lane to IL-251

Project Benefits

- Support economic vitality.
- Increase accessibility and mobility of people and freight.
- Enhance travel and tourism.

<u>House</u> 90 - Cabello	<u>Senate</u> 45 - Chesney
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* This project is listed under “Roads” on page 34



Project Contact

James Richter II, Village Administrator | 815.877.5432 | jamesr@machesneypark.org

South Perryville Road Reconstruction

Winnebago County

This project includes reconstruction of the 49-year-old deteriorating pavement, traffic signals upgrades, new multi-use/sidewalks, new medians and storm sewer. Approx. 20,700 vehicles per day travel this corridor serving as critical transportation and economic engine for the County, the City of Rockford and the Village of Cherry Valley. Perryville Road is a vital transportation corridor, identified as an Other Principal Arterial in IDOT’s classification map, and holds a position on the National Highway System, a strategic network of highways spanning the United States. A key issue is the aging nature, characterized by deteriorating pavement posing safety risks and increasing liabilities. Perryville Road is also designated as a Class II truck route, indicating its importance in freight and commercial transportation. The road accommodates a substantial volume of traffic, including heavy vehicles, contributing to its wear and maintenance challenges. This \$15 million project is an economic development priority for Winnebago County.

The project’s main objective is to increase accessibility and mobility of people and freight. Project funding will support economic vitality, increase safety and health of region’s citizens and enhance the integration and connectivity of existing infrastructure.

Project Class

Roads

Project Type

Maintenance

Project Cost

\$15,000,000

Partner Agencies

N/A

Current Stage

Concept

Project Need

Needed within 5 years

Project Benefits

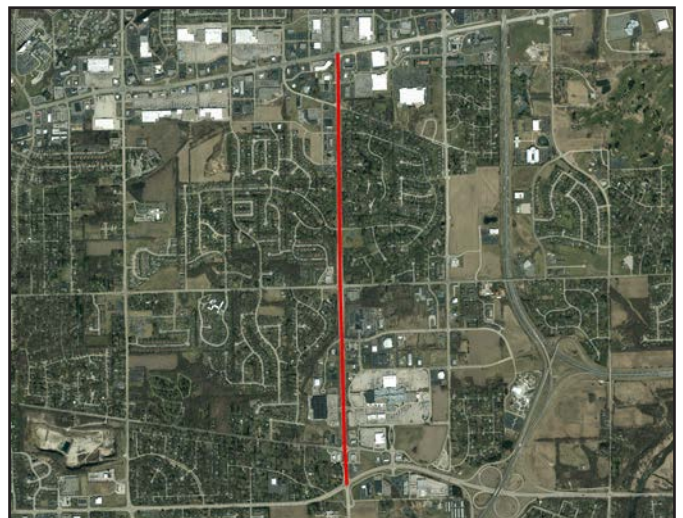
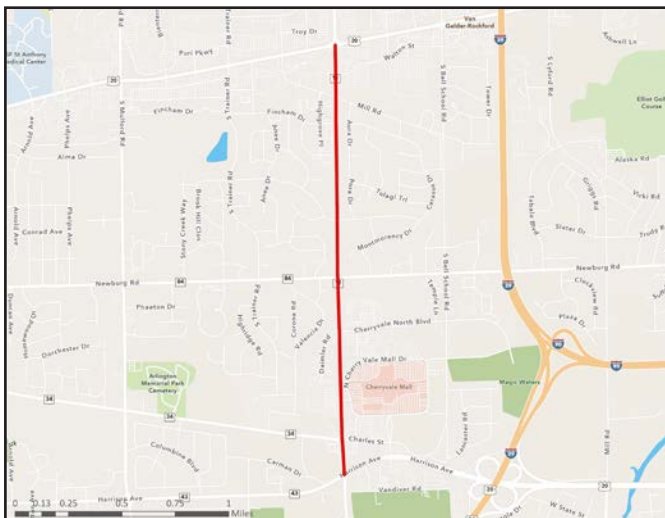
- Support economic vitality.
- Increase safety and health of region’s citizens.
- Enhance the integration and connectivity of existing infrastructure.

<u>House</u> 68 - Vella	<u>Senate</u> 34 - Stadelman
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* This project is listed under “Roads” on page 31

Project Location

From Harrison Avenue northerly to E. State Street (US Bus 20)



Project Contact

Carlos Molina, County Engineer | 815.319.4000 | cmolina@hwy.wincoil.gov

Townhall Road (West Belvidere Bypass)

Boone County

This regionally significant north-south connection located between Belvidere and Winnebago County will provide an economic engine between Belvedere’s automobile base and Rockford’s aeronautical base. The transportation need had been established decades ago with the purchase of the project Right-of-Way between Newburg Road and US Business 20. The project will complement IDOT’s planned US Business Route 20 4-lane expansion. This \$32 million project is an economic development priority of Boone County and its partner agency, the City of Belvidere.

The project’s main objective is to encourage growth in manufacturing to contribute to the region’s competitiveness. Project funding will support economic vitality, enhance the integration and connectivity of existing infrastructure and improve the resiliency and reliability of existing infrastructure.

Project Class

Bridges/Roads

Project Type

New

Project Cost

\$32,000,000

Partner Agencies

City of Belvidere

Current Stage

Preliminary Engineering

Project Need

Needed within 5 years

Project Location

Boone County between Belvidere and Rockford

Project Benefits

- Support economic vitality
- Enhance the integration and connectivity of existing infrastructure
- Improve the resiliency and reliability of existing infrastructure

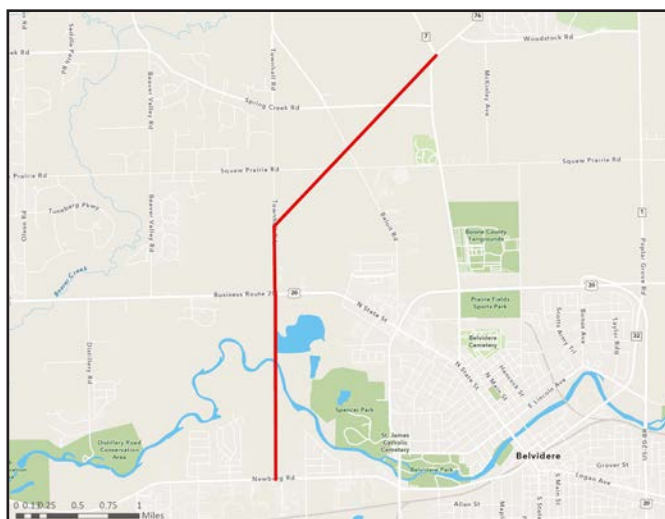
House

69 - Sosnowski

Senate

35 - Syverson

* This project is listed under “Additional Road Projects” on page 35



Project Contact

Justin Krohn, County Engineer | 815.544.2066 Ext. 4 | jkrohn@boonecountyil.gov

Whitman Interchange

City of Rockford

The City of Rockford is seeking funding to support reconnection of the Whitman Street Interchange through a two-phase process. The Interim Phase includes one-way to two-way traffic conversion of 6th & 9th Streets, removal of the 3rd Street Bridge over 6th Street Ramp, removal of interchange ramps, and extension of Greenwood Avenue to connect to 2nd St. The Ultimate Phase builds upon the Interim Phase by converting 2nd Street and 3rd Street to two-way traffic, jurisdictional transfer of IL-251 (SB) to 3rd Street, and removal of the IL-251 Bridge over Whitman Street. This \$36 million project is an economic development priority for the City of Rockford. The Whitman Street Interchange hurts surrounding property values, stifles proximate economic growth and impedes motorists, pedestrians and bicyclists from accessing downtown and the Rock River. More than 55,000 cars pass through the interchange daily, creating unsafe conditions in areas where it is possible for bicycles and pedestrians to cross.

The project's main objective is to improve resiliency and reliability of existing infrastructure. Project funding will advance equity for currently underserved populations or communities, increase accessibility and mobility of people and freight and enhance the integration and connectivity of existing infrastructure.

Project Class

Roads

Project Type

New

Project Cost

\$36,000,000

Partner Agencies

N/A

Current Stage

Preliminary Engineering

Project Need

Needed within 5 years

Project Benefits

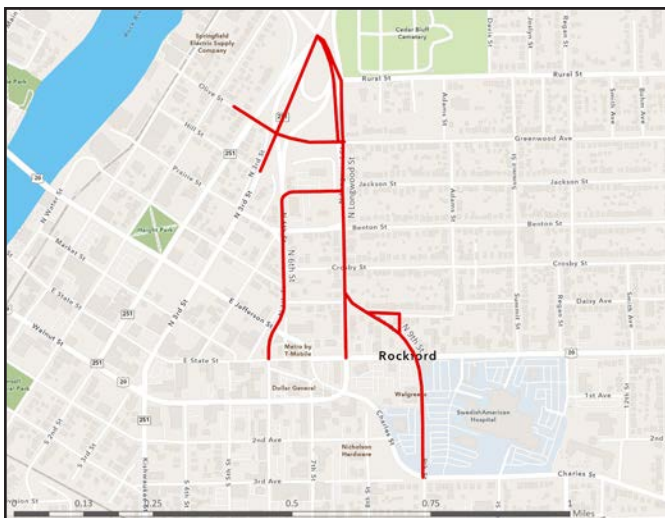
- Advance equity for currently underserved populations or communities
- Increase accessibility and mobility of people and freight.
- Enhance the integration and connectivity of existing infrastructure.

<u>House</u> 67 - West	<u>Senate</u> 34 - Stadelman
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* This project is listed under "Roads" on page 30

Project Location

Interchange between Whitman Street (North), Longwood Street (East), Madison Street (West), State Street (South)



Project Contact

Timothy Hinkens, City Engineer | 779.348.7647 | timothy.hinkens@rockford.gov



Active Transportation

Rockford Riverwalk

City of Rockford

The Rockford Riverwalk project includes the installation of a recreational path along the west side of the Rock River in downtown Rockford, connecting three previously awarded ITEP projects. The Riverwalk would span from the Rails-to-Trails Bridge, located just south of the dam, to the Whitman Street Bridge. This path will link multiple state and interstate trails as well as regional and local paths. It will also improve access to several downtown amenities, including Davis Park and the Rockford Museum Park.

Project Class

Active Transportation

Project Type

New

Project Cost

\$6,275,000

Partner Agencies

N/A

Current Stage

Preliminary Engineering

Project Need

Can hold for 10+ years

Project Benefits

- Enhances the integration and connectivity of existing infrastructure.
- Increases safety and health of the region's citizens.
- Increases accessibility and mobility of people and freight.
- Enhances travel and tourism.

House

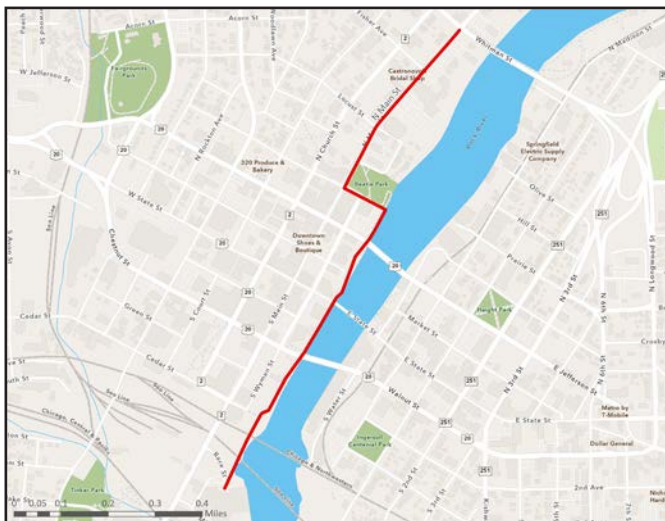
67 - West

Senate

34 - Stadelman

Project Location

West Side of Rock River from Rails-to-Trails Bridge to Whitman Street Bridge



Project Contact

Timothy Hinkens, City Engineer

779.348.7647 | timothy.hinkens@rockford.gov

Machesney Park Open Space Plan

Village of Machesney Park

The scope of this project includes the acquisition of seven parcels that are adjacent to the Rock River and located in the floodplain and development of new public outdoor recreation space. These seven parcels will allow the Village to form an adjoining parcel of open space to be developed into a recreation space with a fishing pier, small overlook, expanded parking lot, trail, native seeding and pollinator habitat, and passive recreation area.

Project Class

Active Transportation

Project Type

New

Project Cost

\$2,350,000

Partner Agencies

N/A

Current Stage

Concept

Project Need

Can hold for 10+ years

Project Benefits

- Increases safety and health of the region's citizens.
- Protects and enhances the environment and energy conservation.
- Enhances the integration and connectivity of existing infrastructure.

House

90 - Cabello

Senate

45 - Chesney

Project Location

Along the southern portion of Shore Drive at the intersection of Shore Drive and Old Harlem Road.



Project Contact

James Richter II, Village Administrator
815.877.5432 | jamesr@machesneypark.org

Pecatonica Prairie Trail Expansion

Rockford Park District

The creation of this new trail in the City of Rockford will connect several existing neighborhoods and improve multi-modal access to nearby parks, churches, and businesses. The trail will also provide additional route choices to an area of the city that has few travel options other than streets. The project will result in an all season transportation and recreation asset for the surrounding community and connect into the region-wide bicycle network. Additionally, this section of the Pecatonica Trail will complete the missing link in an economically disadvantaged residential area providing access to bus stops and other destinations.

Project Class

Active Transportation

Project Type

New

Project Cost

\$5,000,000

Partner Agencies

N/A

Current Stage

Design Engineering

Project Need

Needed within 1-4 years for health and safety

Project Benefits

- Enhances the integration and connectivity of existing infrastructure.
- Advance equity for currently underserved populations or communities.
- Increases accessibility and mobility of people and freight.
- Enhances travel and tourism.

House

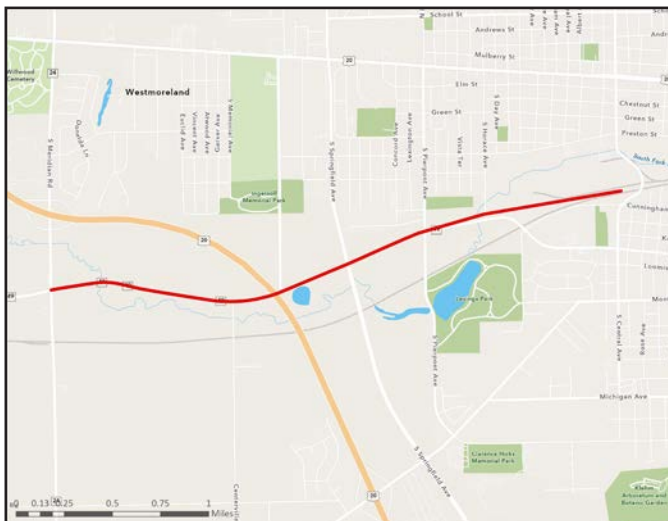
67 - West

Senate

34 - Stadelman

Project Location

ComEd right-of-way from Meridian Road to Liberty Park, Rockford.



Project Contact

Tim Bragg, Park Planner

815.987.8865 | timbragg@rockfordparkdistrict.org



Bridges

Clifford Avenue Bridge

City of Loves Park

The City of Loves Park’s Clifford Avenue Bridge replacement project includes the reconstruction of the bridge at Clifford Avenue over the stormwater conveyance channel between Hollis Avenue and Garden Plain Avenue. The project also incorporates sidewalks along the bridge to increase pedestrian safety and provide access to surrounding neighborhood parks.

Project Class

Bridge

Project Type

Maintenance

Project Cost

\$1,450,000

Partner Agencies

N/A

Current Stage

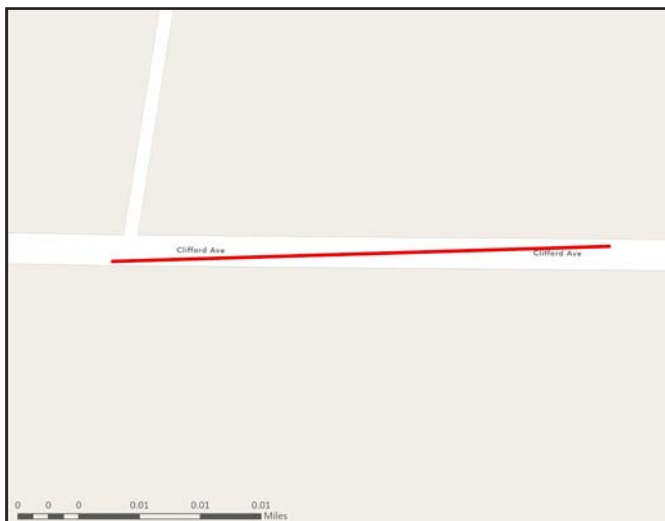
Preliminary Engineering

Project Need

Needed within 1-4 years

Project Location

Clifford Avenue east of Park Ridge



Project Benefits

- Advance equity for currently underserved populations or communities.
- Increase accessibility and mobility of people and freight.
- Enhance travel and tourism.

<u>House</u> 67 - West	<u>Senate</u> 34 - Stadelman
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Project Contact

Shannon Messinger, Street Department Manager
815.654.5040 | shannonmessinger@cityoflovespark.com

15th Avenue Bridge over Rock River

City of Rockford

This project includes the replacement of the 15th Avenue Bridge which is at risk of being closed to traffic in the next 5-10 years. The structure is supported by the original untreated timber piles built in the 1930s and is nearing the end of its useful life. This crossing of the Rock River is an important community link for public transit and safety, as the bridge is a major route for the City of Rockford’s Fire Station #3. This project also includes bicycle, pedestrian, lighting, and water main improvements.

Project Class

Bridge

Project Type

New

Project Cost

\$18,600,000

Partner Agencies

N/A

Current Stage

Preliminary Engineering

Project Need

Needed within 5-10 years

Project Benefits

- Increase accessibility and mobility of people and freight.
- Enhance the integration and connectivity of existing infrastructure.
- Enhance travel and tourism.

House

67 - West

68 - Vella

Senate

34 - Stadelman

Project Location

15th Avenue over the Rock River



Project Contact

Timothy Hinkens, City Engineer

779.348.7647 | timothy.hinkens@rockford.gov

Riverside Bridge

City of Loves Park

The City of Loves Park is seeking funding for the reconstruction of the bridge on Riverside Boulevard over the Rock River. The bridge was first constructed in 1953 and reconstituted last in 2003. It is one of the primary bridges across the Rock River in the northern portion of the region and is utilized by an average of 17,700 vehicles daily.

Project Class

Bridge

Project Type

Maintenance

Project Cost

\$125,000,000

Partner Agencies

N/A

Current Stage

Concept

Project Need

Can hold for 10+ years

Project Benefits

- Build economic resilience to and long-term recovery from economic shocks.
- Support economic vitality.
- Increase accessibility and mobility of people and freight.

House

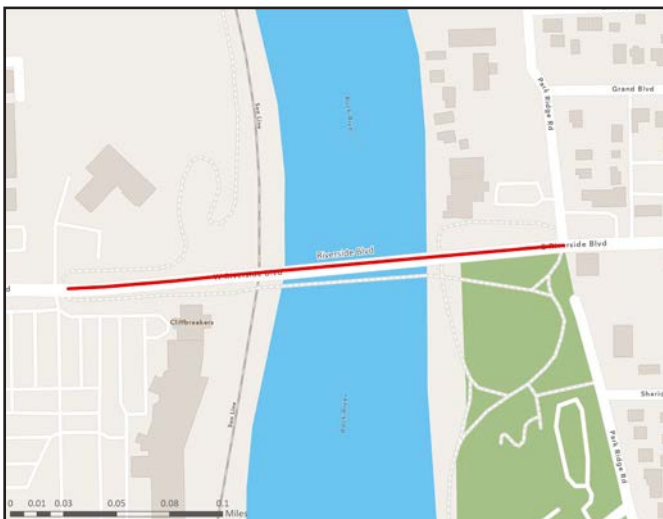
67 - West

Senate

34 - Stadelman

Project Location

Riverside Bridge over the Rock River



Project Contact

Shannon Messinger, Street Department Manager

815.654.5040 | shannonmessinger@cityoflovespark.com

Latham Road and Bridge over the Rock River

Winnebago County

This project includes replacement of the bridge over the Rock River, widening the road to three (3) lanes, updating the at-grade railroad crossing, making intersection improvements, adding pedestrian facilities, and improving the storm sewer management. These improvements will increase road capacity to safely move traffic to and from the growing commercial corridor along IL Route 173 in the Village of Machesney Park.

Project Class

Bridge

Project Type

Expansion

Project Cost

\$20,000,000

Partner Agencies

Village of Machesney Park

Current Stage

Concept

Project Need

Needed within 5-10 years

Project Benefits

- Support economic vitality.
- Increase safety and health of the region's citizens.
- Enhance the integration and connectivity of existing infrastructure.

House

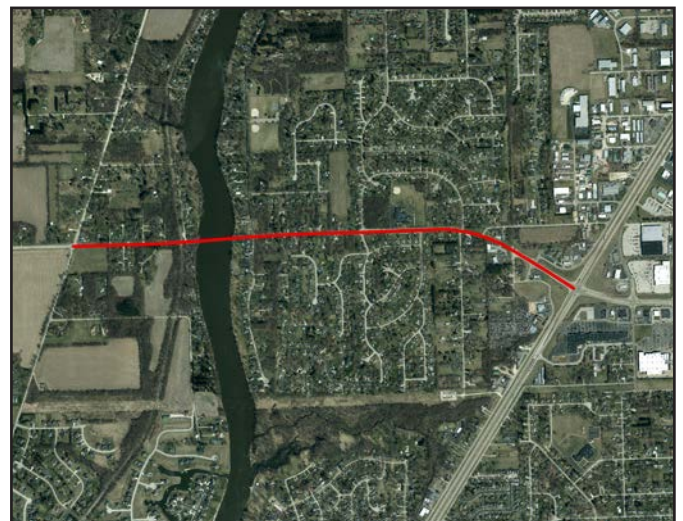
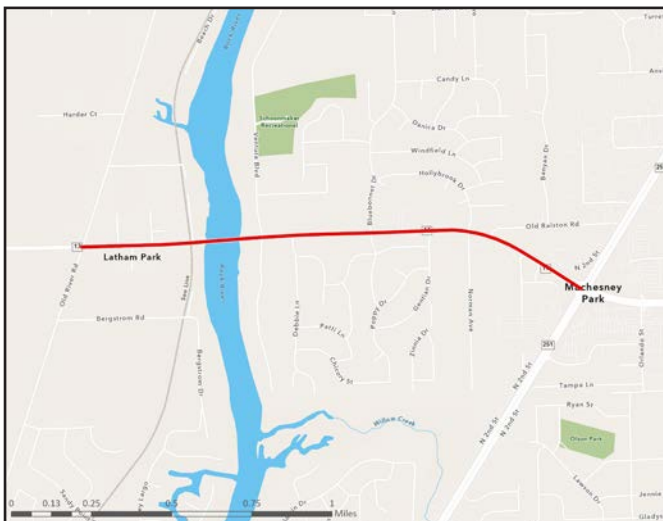
90 - Cabello

Senate

45 - Chesney

Project Location

From Old River Road easterly to IL Route 251



Project Contact

Carlos Molina, County Engineer

815.319.4031 | cmolina@hwy.wincoil.gov

Piscasaw Creek Bridge Bundle

Boone County

The Piscasaw Creek Bridge Bundle Project is a multi-agency bridge replacement project utilizing a federally supported innovative project delivery method. Aging rural infrastructure is jeopardizing the primary industry in Boone County, agriculture. Five bridges over the Piscasaw Creek have been identified as requiring replacement based on their poor condition and posted load limits. These structures are all along agriculture fields requiring heavy loads to bring produce to market.

Project Class

Bridge

Project Type

Maintenance

Project Cost

\$12,000,000

Partner Agencies

McHenry County

Current Stage

Design Engineering

Project Need

Cannot be Delayed

Project Benefits

- Advance equity for currently underserved populations or communities.
- Increase safety and health of the region's citizens.
- Improve the resiliency and reliability of existing infrastructure.

House

69 - Sosnowski

Senate

35 - Syverson

Project Location

Denny Road, Capron Road, Mill Road, Countyline Road (McHenry County) and Streit Road (McHenry County)



Project Contact

Justin Krohn, County Engineer

815.544.2066 Ext. 4 | jkrohn@boonecountyil.gov

Additional Bridge Projects

Roscoe Road and Bridge over the Rock River | Winnebago County

The project includes replacing the deteriorated bridge over the Rock River, widening Roscoe Road, intersection improvements and a new multi-use path. This is an important segment of a corridor connecting two state highways (IL 2 and IL 251) located at the North end of the County and serving the communities of Roscoe and Rockton.

Status: Concept | **Project Cost:** \$17,000,000 | **House:** 90- Cabello | **Senate:** 45- Chesney

Contact: Carlos Molina, County Engineer | 815.319.4031 | cmolina@hwy.wincoil.gov



Public Transportation

Bus Stop Infrastructure and Amenities Project

Rockford Mass Transit District

Rockford Mass Transit District (RMTD) plans to improve Bus Stop Infrastructure and Amenities with the addition of concrete pads, bus shelters, and customer information at high boarding areas and/or transfer locations throughout the RMTD fixed route service network. Approximate cost per location is \$25,000. The project would support approximately 60 new and/or replacements of current outdated sites.

Project Class

Public Transportation

Project Type

New

Project Cost

\$1,500,000

Partner Agencies

N/A

Current Stage

Concept

Project Need

Replacements needed with 1-4 years

Project Benefits

- Increase accessibility and mobility of people and freight.
- Increase safety and health of the region's citizens.
- Protect and enhance the environment and energy conservation.
- Enhance travel and tourism.

House

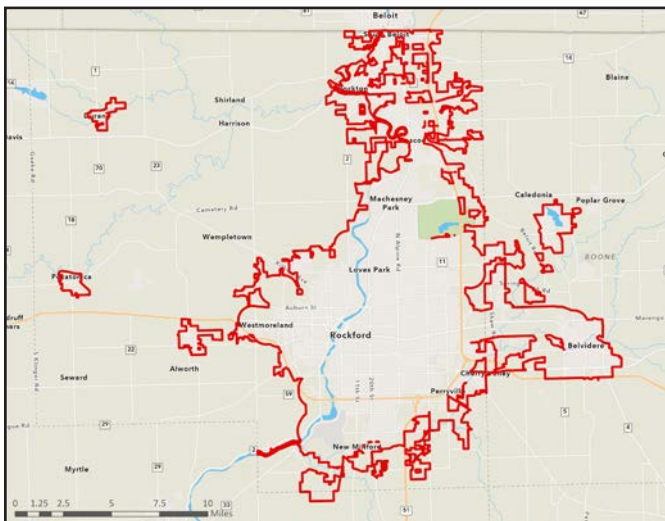
67 - West
68 - Vella
69 - Sosnowski
90 - Cabello

Senate

34 - Stadelman
45 - Chesney

Project Location

Rockford Mass Transit District's Service Area



Project Contact

Mike Stubbe, Executive Director
815.961.2230 | mstubbe@rmttd.org

Medium Duty Handicapped Access Buses

Stateline Mass Transit District

Stateline Mass Transit District (SMTD) is looking to replace six medium duty handicapped accessible buses for transportation services in Northern Winnebago County, Illinois. Existing fleet has (4) buses exceeding 300,000 miles. One bus salvaged in 2023, and one other bus over useful life. SMTD provides service to areas of Rockton and South Beloit, and Roscoe, part of the Rockford MPA.

Project Class

Public Transportation

Project Type

Maintenance

Project Cost

\$1,600,000

Partner Agencies

Region 1 Planning Council

Current Stage

Shovel-Ready

Project Need

Cannot be delayed

Project Benefits

- Advance equity for currently underserved populations or communities.
- Increase safety and health of the region’s citizens.
- Increase accessibility and mobility of people and freight.
- Enhance travel and tourism.

House

90 - Cabello

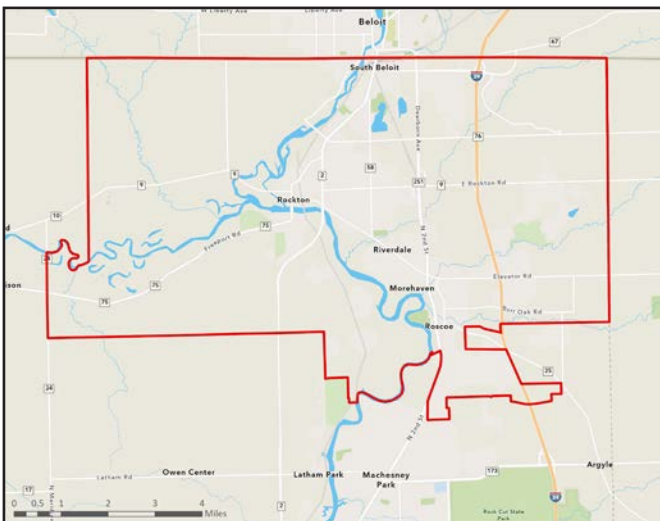
Senate

34 - Stadelman

45 - Chesney

Project Location

Stateline Mass Transit District’s Service Area.



Project Contact

Sharon Hecox, Executive Director
779.771.6778 | sharon@statelinemtd.org



Roads

Whitman Interchange

City of Rockford

The Whitman Interchange project is proposed to be completed in two phases. The Interim Phase includes 1-way to 2-way traffic conversion of 6th & 9th Streets, removal of the 3rd Street Bridge over 6th Street Ramp, removal of interchange ramps, and extension of Greenwood Avenue to connect to 2nd St. The Ultimate Phase builds upon the Interim Phase by converting 2nd Street and 3rd Street to 2-way traffic, jurisdictional transfer of IL-251 (SB) to 3rd Street, and removal of the IL-251 Bridge over Whitman Street.

Project Class

Roads

Project Type

New

Project Cost

\$36,000,000

Partner Agencies

N/A

Current Stage

Preliminary Engineering

Project Need

Needed within 5 years

Project Benefits

- Advance equity for currently underserved populations or communities
- Increase accessibility and mobility of people and freight.
- Enhance the integration and connectivity of existing infrastructure.

House

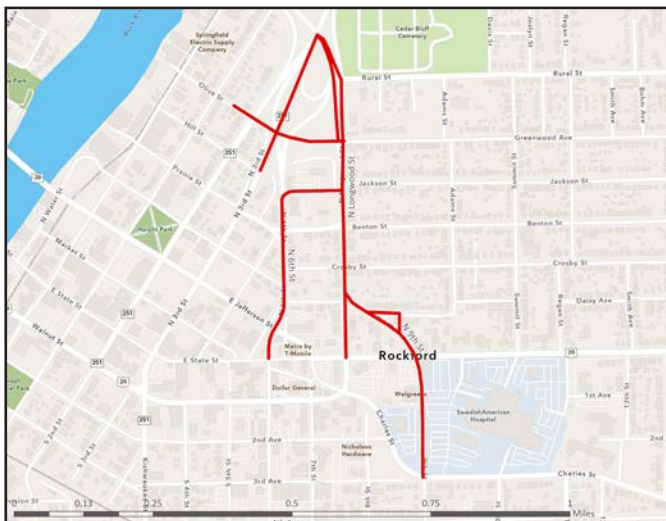
67 - West

Senate

34 - Stadelman

Project Location

Interchange between Whitman Street (North), Longwood Street (East), Madison Street (West), State Street (South)



Project Contact

Timothy Hinkens, City Engineer

779.348.7647 | timothy.hinkens@rockford.gov

* This project is listed under "Top Six Projects as Chosen by MPO Cities and Counties" section on page 14

South Perryville Road Reconstruction

Winnebago County

This project includes reconstruction of the 49-year-old deteriorating pavement, traffic signals upgrades, new multi-use/sidewalks, new medians and storm sewer. Approx. 20,700 vehicles per day travel this corridor serving as critical transportation and economic engine for the County, the City of Rockford and the Village of Cherry Valley.

Project Class

Roads

Project Type

Maintenance

Project Cost

\$15,000,000

Partner Agencies

N/A

Current Stage

Concept

Project Need

Needed within 5 years

Project Benefits

- Support economic vitality.
- Increase safety and health of region’s citizens.
- Enhance the integration and connectivity of existing infrastructure.

House

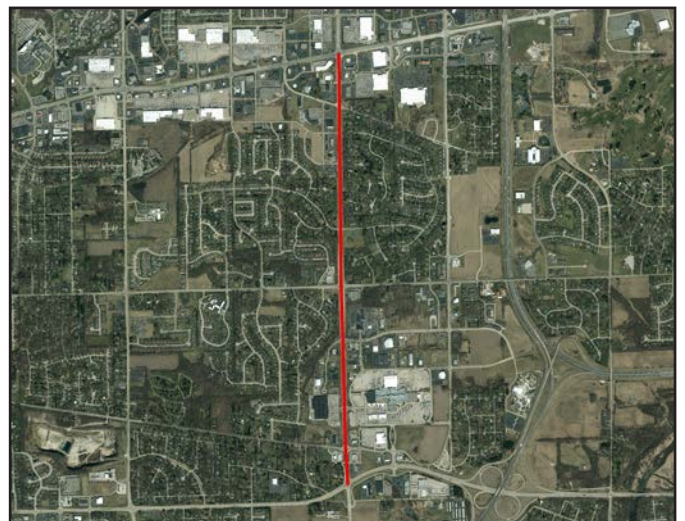
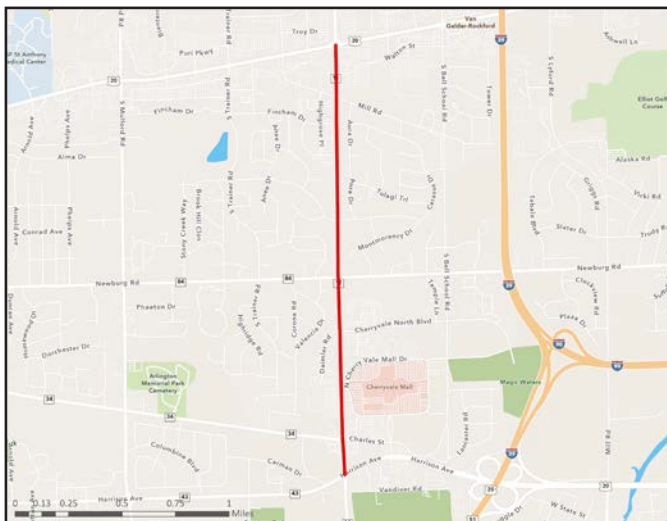
68 - Vella

Senate

34 - Stadelman

Project Location

From Harrison Avenue northerly to E. State Street (US Bus 20)



Project Contact

Carlos Molina, County Engineer
815.319.4031 | cmolina@hwy.wincoil.gov

* This project is listed under “Top Six Projects as Chosen by MPO Cities and Counties” section on page 12

Argyle Roundabout

City of Loves Park

The City of Loves Park is seeking funds to construct a roundabout at the intersection of Riverside Boulevard and Argyle Road, adjacent to Rockford Park District’s Mercyhealth Sportscore Two complex. This project would address both safety concerns as well as improve traffic efficiency.

Project Class

Roads

Project Type

Expansion

Project Cost

\$2,500,000

Partner Agencies

N/A

Current Stage

Preliminary Engineering

Project Need

Needed within 1-4 years

Project Location

Riverside Blvd and Argyle Rd

Project Benefits

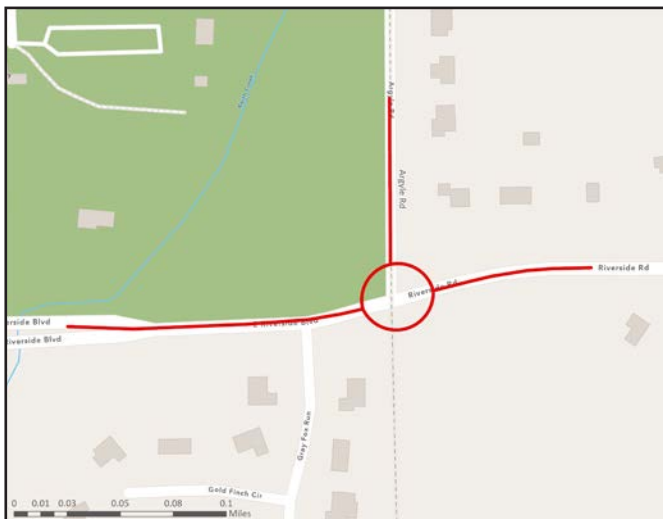
- Enhance the integration and connectivity of existing infrastructure.
- Emphasize the preservation of existing infrastructure.
- Increase safety and health of the region’s citizens.

House

90 - Cabello

Senate

45 - Chesney



Project Contact

Shannon Messinger, Street Department Manager
815.654.5040 | shannonmessinger@cityoflovespark.com

* This project is listed under “ Top Six Projects as Chosen by MPO Cities and Counties” section on page 10

Browns Parkway Reconstruction

City of Loves Park

The City of Loves Park seeks to reconstruct Browns Parkway from Windsor Rd to the drainage channel. The reconstruction would include replacing the existing roadway as well as new storm sewers, water mains, ADA ramps, and sidewalks.

Project Class

Roads

Project Type

Maintenance

Project Cost

\$1,900,000

Partner Agencies

N/A

Current Stage

Preliminary Engineering

Project Need

Needed within 5 years

Project Benefits

- Improve the resiliency and reliability of existing infrastructure.
- Increase safety and health of the region's citizens.
- Enhance travel and tourism.

House

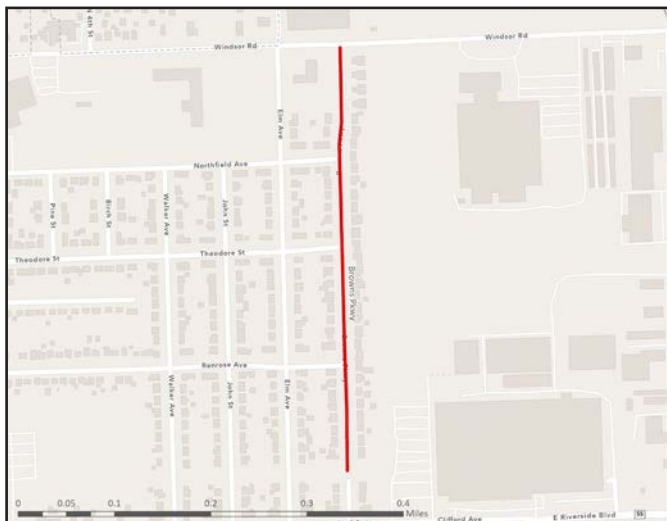
67 - West

Senate

34 - Stadelman

Project Location

Browns Parkway from Windsor Rd south to the drainage channel



Project Contact

Shannon Messinger, Street Department Manager
815.654.5040 | shannonmessinger@cityoflovespark.com

IL-251 Streetscape Improvements

Village of Machesney Park

The scope of the project involves median improvements, and the construction of the new streetscape amenities and improvements along IL-251 and Bauer Parkway. Proposed streetscape improvements include new street furnishings, pedestrian-scaled lighting, crosswalk pavement improvements, street trees and planters, trash receptacles, bike corrals, and a new multi-use path on south side of Bauer Road from Il-251 to Victory Lane.

Project Class

Roads

Project Type

Expansion

Project Cost

\$3,500,000

Partner Agencies

N/A

Current Stage

Concept

Project Need

Needed within 5 years

Project Benefits

- Support economic vitality.
- Increase accessibility and mobility of people and freight.
- Enhance travel and tourism.

House

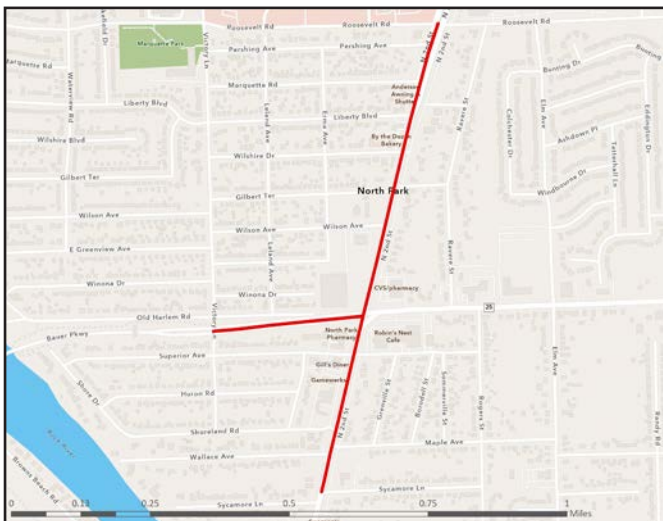
90 - Cabello

Senate

45 - Chesney

Project Location

IL-251 from Roosevelt Road to Sycamore Lane; Bauer Parkway from Victory Lane to IL-251



Project Contact

James Richter II, Village Administrator
815.877.5432 | jamesr@machesneypark.org

* This project is listed under "Top Six Projects as Chosen by MPO Cities and Counties" section on page 11

Additional Road Projects

Appleton Road Grade Separation & Widening | City of Belvidere

The City of Belvidere is seeking funds to construct an overpass of the Union Pacific Railroad and complete the widening of the remaining two-lane portion of Appleton Road to four lanes from the Kishwaukee River to US Route 20 in order to better serve the Stellantis plant. *This project is listed under "Top Six Projects as Chosen by MPO Cities and Counties" section on page 9

Status: Preliminary Engineering | **Project Cost:** \$31,460,000 | **House:** 68 - Vella | **Senate:** 34 - Stadelman

Contact: Brent Anderson, Director of Public Works | 815.544.9256 | banderson@belvidereil.gov

Bell School Road | Winnebago County

The project includes reconstructing and widening Bell School Road, intersection improvements, traffic signals, storm sewer, and pedestrian facilities. This is part of a 20-year plan for this corridor to increase capacity, traffic flow, and safety for the commercial and residential traffic along the Bell School corridor.

Status: Preliminary Engineering | **Project Cost:** \$8,000,000 | **House:** 69 - Sosnowski | **Senate:** 35 - Syverson

Contact: Carlos Molina, County Engineer | 319.319.4031 | cmolina@hwy.wincoil.gov

Townhall Road (West Belvidere Bypass) | Boone County

This regionally significant north-south connection located between Belvidere and Winnebago County will provide an economic engine between Belvidere's automobile base and Rockford's aeronautical base. The transportation need had been established decades ago with the purchase of the project Right-of-Way between Newburg Road and US Business 20. The project will complement IDOT's planned US Business Route 20 4-lane expansion. *This project is listed under "Top Six Projects as Chosen by MPO Cities and Counties" section on page 13

Status: Preliminary Engineering | **Project Cost:** \$32,000,000 | **House:** 69 - Sosnowski | **Senate:** 35 - Syverson

Contact: Justin Krohn, County Engineer | 815.544.2066 Ext. 4 | jkrohn@boonecountyil.gov

Main Street Reconstruction | Village of Roscoe

The project involves a full reconstruction of Main Street between McDonald and Elevator Roads, which contains Roscoe's downtown Business District. Spanning three major intersections, the project includes the signalization of Main and McDonald Roads. The critical central portion from Bridge to Williams will involve a complete streetscape enhancement, which will further develop in a primary retail and hospitality corridor. Relocating overhead utilities and introducing new pedestrian-scale amenities such as period street lighting, street furnishings, and landscaping will combine to establish Main Street Roscoe as true destination. Improvements and additions to an actively utilized recreation path will further contribute to a connected, walkable downtown core.

Status: Design Engineering | **Project Cost:** \$22,772,100 | **House:** 90 - Cabello | **Senate:** 45 - Chesney

Contact: Carol Gustafson, Village President | 815.623.2829 | cgustafson@villageofroscoe.com

Harrison Avenue Reconstruction | City of Rockford

The city seeks to reconstruct Harrison Avenue similar to previous federally funded sections of the corridor and building off of the State's adjacent project to the east from Kishwaukee to 9th Street. In 2000, RMAP voted this corridor as the most regionally significant need- this section is in one of the last phases. The road is in poor condition with no marked bike accommodations. The project will implement the Complete Streets Policy with an HSIP-proven safety countermeasure of a road diet.

Status: Preliminary Engineering | **Project Cost:** \$12,000,000 | **House:** 67 - West | **Senate:** 34 - Stadelman

Contact: Timothy Hinkens, City Engineer | 779.348.7647 | timothy.hinkens@rockford.gov

IL-251 West Service Drive Improvements | Village of Machesney Park

This project would be the resurfacing, restoration, and rehabilitation (3R) of the IL-251 West Service Drives. The West Service is home to a number of large, growing manufacturers that are consistently transporting freight. Businesses along this route are economic engines for the region, employing hundreds of workers.

Status: Concept | **Project Cost:** \$2,400,000 | **House:** 90- Cabello | **Senate:** 45- Chesney

Contact: James Richter II, Village Administrator | 815.877.5432 | jamesr@machesneypark.org

2024 MFT Street Maintenance | Village of Winnebago

This project will consist of the complete resurfacing of Heeren Drive and Shelden Drive, as well as approximately 160-feet of School Street east of Shelden Drive. Also included will be ADA sidewalk ramp reconstruction to make this section of roadway more accessible to individuals with disabilities, as well as removal and replacement of sections of curb/gutter and sidewalk which are in disrepair.

Status: Preliminary Engineering | **Project Cost:** \$1,180,000 | **House:** 89 - McCombie | **Senate:** 45- Chesney

Contact: Chad Insko, Director of Public Works | 815.985.8635 | sinsko@villageofwinnebago.com

Willowbrook Road Reconstruction | Village of Roscoe

This project is a full reconstruction of Willowbrook Road between Rockton Road and McCurry Road, just east of the I-90 & Rockton Road interchange. The reconstruction includes upgrading the existing roadway into a concrete Class II truck route along with Member Designated Projects Questionnaire FY22 T&I Authorization the installation of two traffic signals at both Rockton Road and McCurry Road.

Status: Design Engineering | **Project Cost:** \$17,381,260 | **House:** 90 - Cabello | **Senate:** 45 - Chesney

Contact: Carol Gustafson, Village President | 815.623.2829 | cgustafson@villageofroscoe.com

Love Road Reconstruction | Village of Roscoe

This project consists of a full reconstruction of Love Road between Rockton Road and McCurry Road, just east of the I-90 & Rockton Road interchange. The reconstruction includes upgrading the existing roadway into a concrete Class II truck route along with the installation of two traffic signals at both Rockton Road and McCurry Road.

Status: Design Engineering | **Project Cost:** \$15,388,642 | **House:** 90- Cabello | **Senate:** 45- Chesney

Contact: Carol Gustafson, Village President | 815.623.2829 | cgustafson@villageofroscoe.com

Willowbrook Road Reconstruction | City of South Beloit

This project consists of a full reconstruction of Willowbrook Road between the State Line and Prairie Hill Road, just west of the I-90 & IL 75 interchange. The reconstruction includes upgrading the existing roadway into a concrete Class II truck route along with the installation of traffic signals at Prairie Hill Road.

Status: Concept | **Project Cost:** \$12,870,000 | **House:** 90 - Cabello | **Senate:** 45- Chesney

Contact: Sonya Hoppes, City Administrator | 815.389.3023 | s.hoppes@southbeloit.org

Pelley Road Improvements | City of Rockford

The US-20/IL-2 area contains 485 acres of partially developed land with immediate access to Chicago Rockford International Airport, one of the fastest growing cargo airports in the world, interstate highways, and a major railway. The City of Rockford intends to construct public improvements to Pelley Road, including roadway, bridge, and water main extension to increase site readiness for potential large economic drivers.

Status: Concept | **Project Cost:** \$10,000,000 | **House:** 67 - West | **Senate:** 34 - Stadelman

Contact: Timothy Hinkens, City Engineer | 779.348.7647 | timothy.hinkens@rockfordil.gov



Recreation

Wentland Sports Complex Playground

Rockford Park District

Rockford Park District has identified the reconstruction of the Wentland Sports Complex Playground as one of their priority infrastructure projects. The existing playground is the last wooden structure originally constructed in 1989. This project will include the replacement of the existing playground with a new structure, swings, independent play elements and small structure for ages 2-5, and accessible surfacing. A new picnic shelter/picnic area, game courts, and a spray pad will also be included. The Park District plans for this to be a destination playground with unique play features and elements.

Project Class

Recreation

Project Type

Maintenance

Project Cost

\$1,275,000

Partner Agencies

N/A

Current Stage

Design Engineering

Project Need

Cannot be delayed

Project Benefits

- Increase safety and health of the region's citizens.
- Emphasize the preservation of existing infrastructure.
- Improve the resiliency and reliability of existing infrastructure.
- Enhance travel and tourism.

House

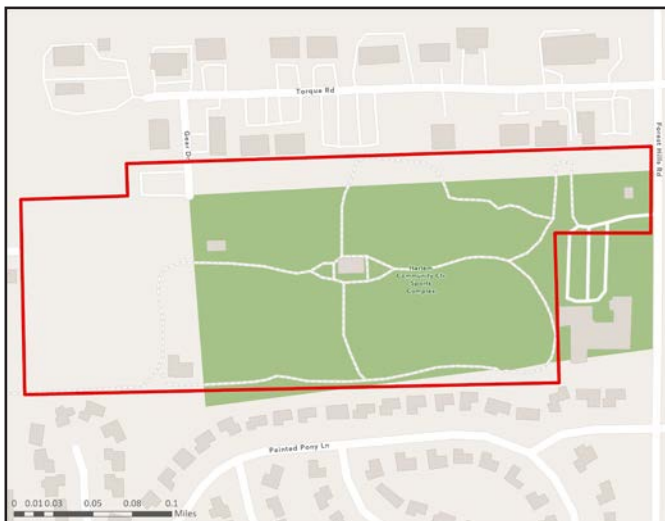
90 - Cabello

Senate

34 - Stadelman

Project Location

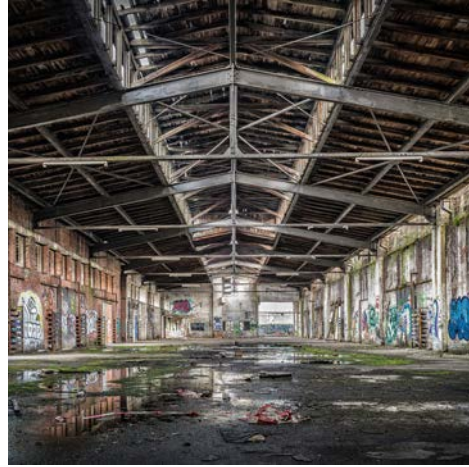
9400 Forest Hills Road, Loves Park, IL 61111



Project Contact

Tim Bragg, Park Planner

815.987.8865 | timbragg@rockfordparkdistrict.org



Vertical Infrastructure

Boone County Courthouse Addition & Remodel

Boone County

Boone County hired an architect to create a design concept for the Boone County Courthouse that includes alleviating space issues for departments that already operate out of the building, bringing other departments into the Courthouse for the sake of efficiency and safety, and updating current spaces that have not been updated since the addition was added in 1986.

Project Class

Vertical Infrastructure

Project Type

New or Expansion

Project Cost

\$13,000,000

Partner Agencies

N/A

Current Stage

Concept

Project Need

Needed within 1-4 years

Project Benefits

- Improve the resiliency and reliability of existing infrastructure.
- Increase safety and health of the region's citizens.
- Advance equity for currently underserved populations or communities.
- Increase accessibility and mobility of people and freight.

House

68 - Vella

Senate

34 - Stadelman

Project Location

601 N. Main Street in Belvidere, IL.



Project Contact

Becky Tobin, County Administrator
815.547.4770 | btobin@boonecountyil.gov

Washington Park Community Center

Rockford Park District

The existing facility is in need of expansion for current programming needs. This project would add on an additional full-size gym with seating, add a large multi-purpose room that can be divided in two for programs, add a storage room near gym to house sports equipment, tables and chairs, additional classrooms for programming, and expand restrooms to accommodate programming.

Project Class

Vertical Infrastructure

Project Type

Expansion

Project Cost

\$15,000,000

Partner Agencies

N/A

Current Stage

Design Engineering

Project Need

Needed within 1-4 years

Project Benefits

- Advance equity for currently underserved populations of communities.
- Increase safety and health of the region's citizens.
- Improve the resiliency and reliability of existing infrastructure

House

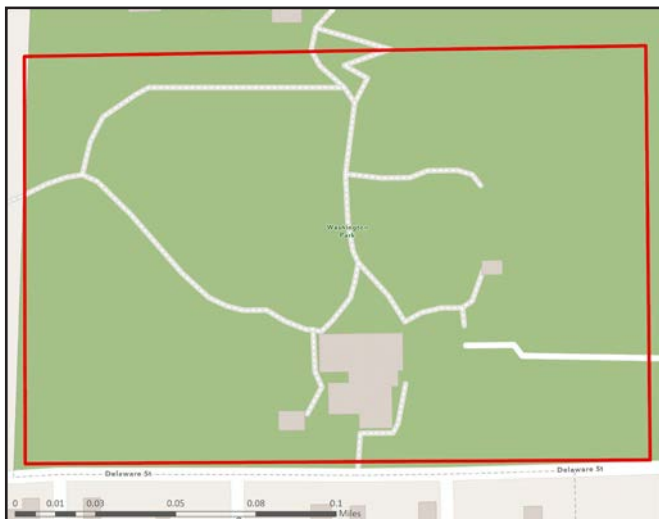
67 - West

Senate

34 - Stadelman

Project Location

3617 Delaware Street, Rockford, IL 61102



Project Contact

Tim Bragg, Park Planner

815.987.8865 | timbragg@rockfordparkdistrict.org

Boone County Health Department Addition & Remodel

Boone County

Boone County hired an architect to create a design concept for the Boone County Health Department that includes alleviating space issues for the department and creating additional space that will provide the opportunity to expand and grow future programs.

Project Class

Vertical Infrastructure

Project Type

Expansion

Project Cost

\$4,000,000

Partner Agencies

N/A

Current Stage

Concept

Project Need

Needed within 1-4 years

Project Benefits

- Advance equity for currently underserved populations or communities.
- Increase safety and health of the region's citizens.
- Improve the resiliency and reliability of existing infrastructure.
- Increase accessibility and mobility of people and freight.

House

68 - Vella

Senate

34 - Stadelman

Project Location

Boone County Administration Campus, 1204 Logan Avenue, Belvidere, IL



Project Contact

Becky Tobin, County Administrator
815.547.4770 | btobin@boonecountyil.gov

Boone County Public Works Facility

Boone County

The proposed facility will provide Boone County Highway Department with adequate indoor storage to maintain and protect equipment and resources. Existing equipment storage facility poses a safety risk based on the structural integrity. The project will also Boone County with an Electronic Recycling facility per IL EPA Consumer Electronic Recycling Act (CERA).

Project Class

Vertical Infrastructure

Project Type

New

Project Cost

\$2,690,000

Partner Agencies

N/A

Current Stage

Shovel-Ready

Project Need

Needed within 1-4 years

Project Location

9759 IL Route 76, Belvidere, IL 61008

Project Benefits

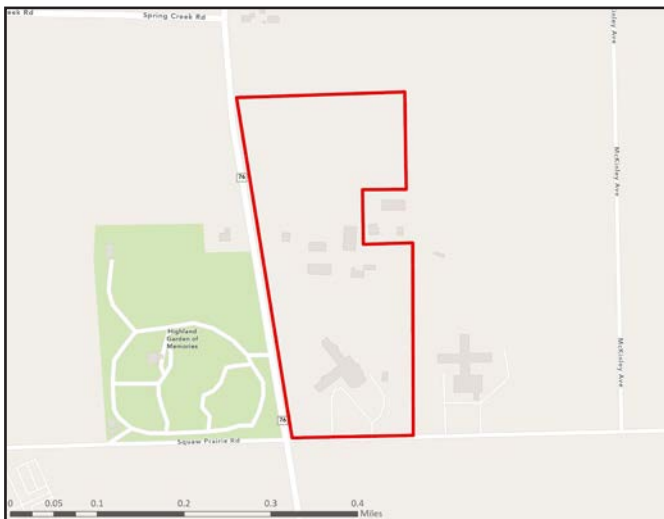
- Improve the resiliency and reliability of existing infrastructure.
- Advance equity for currently underserved populations or communities.
- Increase safety and health of the region's citizens.
- Enhance the integration and connectivity of existing infrastructure.

House

69 - Sosnowski

Senate

35 - Syverson



Project Contact

Justin Krohn, County Engineer

815.544.2066 Ext. 4 | jkrohn@boonecountyil.gov



Water & Sewer

Well 45 Reservoir

City of Rockford

The City of Rockford is funding for the reconstruction of the Well No. 45 Reservoir that is located within the Central Hydraulic Zone of the City’s water system at 1141 Cedar Street. The existing reservoir is over 100 years old and stores up to five (5) million gallons. This reservoir is past its useful life, in need of replacement, and is critical to the Central Hydraulic Zone for the storage it provides to accommodate water demands and firefighting needs throughout the day.

Project Class

Water & Sewer

Project Type

New or Expansion

Project Cost

\$15,000,000

Partner Agencies

N/A

Current Stage

Design Engineering

Project Need

Cannot be delayed

Project Benefits

- Advance equity for currently underserved populations or communities.
- Support economic vitality.
- Improve the resiliency and reliability of existing infrastructure.

House

67 - West

Senate

34 - Stadelman

Project Location

1141 Cedar Street, Rockford, IL 61102



Project Contact

Jamie Rott, Water Superintendent

779.348.7654 | jamie.rott@rockfordil.gov

Genoa Road Interchange Water Main Loop

City of Belvidere

The City of Belvidere is seeking funds to construct a trunk water main line to provide water services for the Genoa Road Interchange corridor. The trunk water main extension would be from Chrysler Drive to Johnson Road to Fern Hill Road to Genoa Road to Chrysler Drive.

Project Class

Water & Sewer

Project Type

New or Expansion

Project Cost

\$7,535,000

Partner Agencies

N/A

Current Stage

Preliminary Engineering

Project Need

Needed within 5 years

Project Benefits

- Encourage growth in manufacturing to contribute to the region's competitiveness.
- Support economic vitality.
- Build economic resilience to and long-term recovery from economic shocks.
- Enhance the integration and connectivity of existing infrastructure.

House

68 - Vella

89 - McCombie

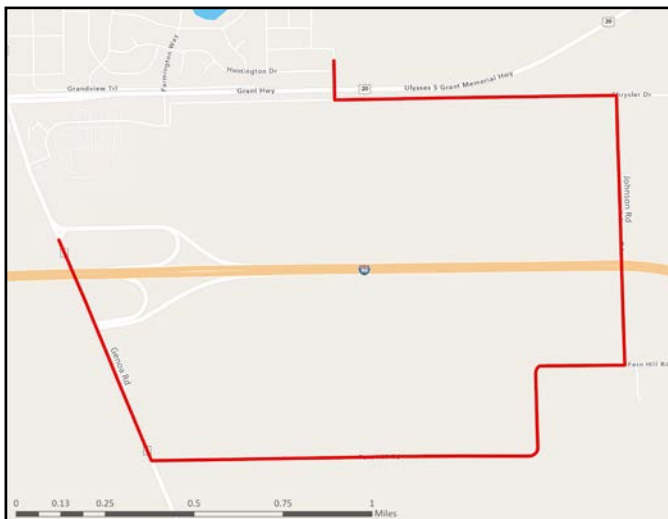
Senate

34 - Stadelman

45 - Chesney

Project Location

Chrysler Drive to Johnson Road to Fern Hill Road to Genoa Road to Chrysler Drive



Project Contact

Brent Anderson, Director of Public Works
815.544.9256 | banderson@belvidereil.gov

Irene Road Interchange Water Main Loop

City of Belvidere

The City of Belvidere plans on constructing a trunk water main line to provide water service for the Irene Road Interchange corridor, an important corridor for the region. The trunk water main extension would extend from Irene Road to Graham Road to Townhall Road.

Project Class

Water & Sewer

Project Type

New or Expansion

Project Cost

\$6,490,000

Partner Agencies

N/A

Current Stage

Preliminary Engineering

Project Need

Needed within 5 years

Project Benefits

- Encourage growth in manufacturing to contribute to the region's competitiveness.
- Support economic vitality.
- Enhance the integration and connectivity of existing infrastructure.
- Build economic resilience to and long-term recovery from economic shocks.

House

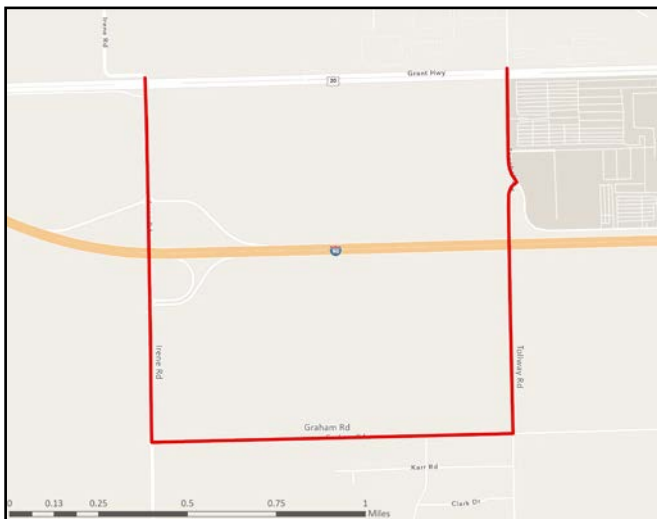
68 - Vella

Senate

45 - Chesney

Project Location

Irene Road to Graham Road to Townhall Road



Project Contact

Brent Anderson, Director of Public Works
815.544.9256 | banderson@belvidereil.gov

Belvidere Southeast Sanitary Sewer Extension

City of Belvidere

The City of Belvidere plans on constructing a trunk sanitary sewer line to provide sanitary sewer service for future development of the east and southeast sides of Belvidere including the Genoa Road Interchange corridor.

Project Class

Water & Sewer

Project Type

New or Expansion

Project Cost

\$9,460,000

Partner Agencies

N/A

Current Stage

Preliminary Engineering

Project Need

Needed within 5 years

Project Location

Wycliffe lift station to Fern Road



Project Benefits

- Encourage growth in manufacturing to contribute to the region's competitiveness.
- Support economic vitality.
- Build economic resilience to and long-term recovery from economic shocks.
- Enhance the integration and connectivity of existing infrastructure.

House

68 - Vella
69 - Sosnowski

Senate

45 - Chesney
34 - Stadelman

Project Contact

Brent Anderson, Director of Public Works
815.544.9256 | banderson@belvidereil.gov

Lift Station #1 and Force Main Improvements

City of South Beloit

This project consists the replacement of the failing Lift Station No.1 and the associated Force Main that transports sewage from the west side of the Rock River to South Beloit Wastewater Treatment Plant. The original lift station was constructed in 1956 and has exceeded its useful life. The force main passing underneath the Rock River was installed at the same time and too is beyond its useful life.

Project Class

Water & Sewer

Project Type

New

Project Cost

\$4,474,000

Partner Agencies

N/A

Current Stage

Design Engineering

Project Need

Needed within 5 years

Project Benefits

- Encourage growth in manufacturing to contribute to the region's competitiveness.
- Enhance the integration and connectivity of existing infrastructure.
- Build economic resilience to and long-term recovery from economic shocks.
- Support economic vitality.

House

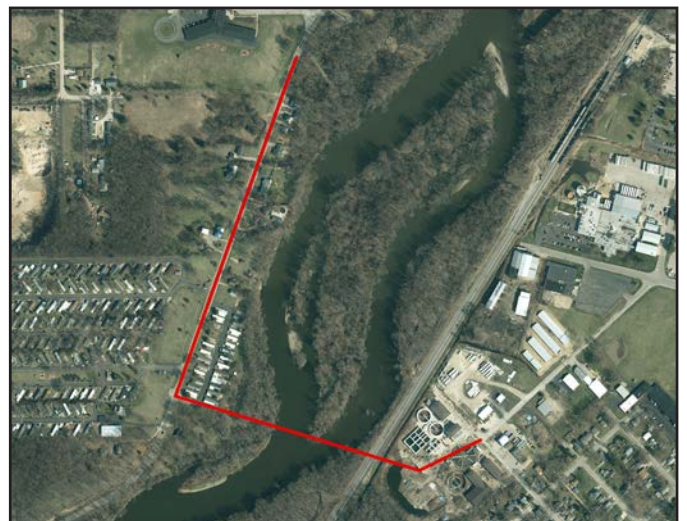
67 - West
68 - Vella

Senate

34 - Stadelman
45 - Chesney

Project Location

Situated along South Bluff Rd, southwest of the Rock River and Turtle Creek confluence.



Project Contact

Sonya Hoppes, City Administrator
815.389.3023 | s.hoppes@southbeloit.org

Additional Water & Sewer Projects

IL-173 New Water Tower & Gas Main Line | Village of Machesney Park

Extension of natural gas main from Lyford Road to Puri Parkway, and the construction of a new 750,000 gallon water tower at the northeast corner of I-90/IL 173. Both utility improvements are needed to foster commercial and industrial development at the I-90/IL 173 interchange.

Status: Shovel-Ready | **Project Cost:** \$4,650,000 | **House:** 90- Cabello | **Senate:** 45- Chesney

Contact: James Richter II, Village Administrator | 815.877.5432 | jamesr@machesneypark.org

Southwest Sanitary Sewer Extension | City of Belvidere

This project is the construction of a trunk sanitary sewer line from Four Rivers Sanitary Authority Cherry Valley Lift Station to Newburg Road in Belvidere to provide sanitary sewer service for future development of the southwest west and northwest sides of Belvidere including the Irene Road/I-90 Interchange.

Status: Preliminary Engineering | **Project Cost:** \$9,900,000 | **House:** 67 - West, 68 - Vella | **Senate:** 34- Stadelman, 45 - Chesney

Contact: Brent Anderson, Director of Public Works | 815.544.9256 | banderson@belvidereil.gov

Prairie Hill Sewer Extension | City of South Beloit

This project is to construct a gravity sanitary sewer extension to extend service to properties currently operating on septic systems, including upgrades to the existing lift station on De La Tour Road, and also the construction of new gravity sewer on Dorr Road, Hillside Dr, Blackhawk Boulevard, and Perry Avenue.

Status: Concept | **Project Cost:** \$9,089,676 | **House:** 90- Cabello | **Senate:** 45- Chesney

Contact: Sonya Hoppes, City Administrator | 815.389.3023 | s.hoppes@southbeloit.org

Willowbrook Road Sewer Extension | City of South Beloit

This conceptual project includes the installation of gravity sewer and also lift station upgrades along Willowbrook Road from South Beloit city limits to Prairie Hill Road to help encourage and attract commercial and industrial development of parcels along Willowbrook Road.

Status: Concept | **Project Cost:** \$1,070,000 | **House:** 90 - Cabello | **Senate:** 45 - Chesney

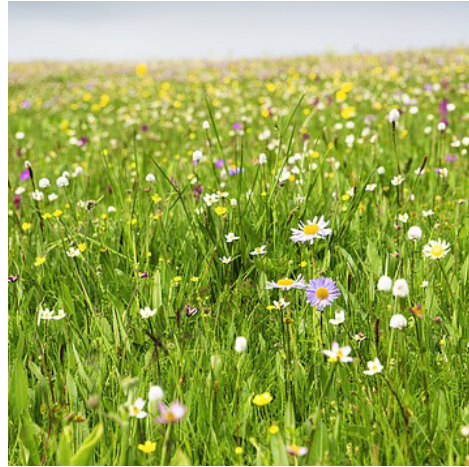
Contact: Sonya Hoppes, City Administrator | 815.389.3023 | s.hoppes@southbeloit.org

East High Zone (EHZ) Elevated Storage Tank | City of Rockford

The East High Zone (EHZ) is the easternmost of four hydraulic pressure zones currently operated within the Rockford water system. This system relies on a distributed network of deep and shallow wells for its supply of water. Each pressure zone includes water supply, production, ground storage, and pumping facilities. Although the existing combination of facilities within the EHZ provides adequate storage capacity to meet most typical operating conditions, the addition of an elevated water tank within this zone would provide additional redundancy and support for operations over a range of conditions, including periods of high fire flow, increased development demand, and/or extended facility outages.

Status: Preliminary Engineering | **Project Cost:** \$6,500,000 | **House:** 68 - Vella | **Senate:** 34 - Stadelman

Contact: Jamie Rott, Water Superintendent | 779.348.7654 | jamie.rott@rockfordil.gov



Other (Environmental)

Burden Road and Willow Creek Channel Improvements

Village of Machesney Park

Improvements to the unnamed tributary of Willow Creek to eliminate the floodplain located between Forest Hills Road and Burden Road north of the creek.

Project Class

Water & Sewer

Project Type

New or Expansion

Project Cost

\$1,800,000

Partner Agencies

N/A

Current Stage

Concept

Project Need

Needed within 5 years

Project Benefits

- Encourage growth in manufacturing to contribute to the region's competitiveness.
- Support economic vitality.
- Build economic resilience to and long-term recovery from economic shocks.
- Enhance the integration and connectivity of existing infrastructure.

House

68 - Vella

89 - McCombie

Senate

34 - Stadelman

45 - Chesney

Project Location

Unnamed tributary of Willow Creek between Burden Road and Forest Hills Road.



Project Contact

James Richter II, Village Administrator
815.636.9590 | jamesr@machesneypark.org

Additional Other (Environmental) Projects

Keith Creek Flood Mitigation | City of Rockford

The land adjacent to Keith Creek, from 9th Street to 18th Street, is now bare due mostly to severe flooding of those properties in 2006 and 2007. The City acquired and demolished existing homes, leaving vacant land ready for creek widening. The flood mitigation aspect of this project would involve removing the concrete/rock walls and widening the channel to allow for increased flood storage within the channel thus reducing the effects of a large storm event. There are also opportunities in upstream locations for flood storage in order to further reduce the effects of flooding.

Status: Concept | **Project Cost:** \$5,000,000 | **House:** 68- Vella | **Senate:** 34- Stadelman

Contact: Timothy Hinkens, City Engineer | 779.348.7647 | timothy.hinkens@rockfordil.gov

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Region 1 Planning Council
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