MPO Policy Committee Meeting

Friday, March 20, 2026 – 8:30 am
Region 1 Planning Council
127 N. Wyman St., Ste 100, Rockford, IL 61101

Agenda

1. Call to Order
2. Roll Call
3. Public Comment
4. Discussion
    a. Draft FY 2027 Unified Planning Work Program (UPWP)
    b. BASICS Act Briefing
5. Action Items
    a. Approval of the January 30, 2026 Meeting Minutes
    b. Amendment to the FY 2026-2029 Transportation Improvement Program (Resolution 2026-02)
    c. Approval of the FY 2026 MPO-Attributable Funds (Resolution 2026-03)
6. Directors' Reports
7. Other Business
8. Adjournment

Opportunities for public comment will be afforded on all agenda items.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact R1 Planning at 815-319-4180 at least two working days before the need for such services or accommodations.



BASICS – Bridges And Safety Infrastructure for Community Success Act (H.R. 7437)

America's transportation system depends on a safe and reliable network of roads and bridges in every region of the country. **The BASICS Act** focuses federal transportation investment on core infrastructure needs by ensuring funding reaches communities efficiently and is used where it delivers the greatest public benefit.

What this bill does:

- **INVESTS IN REPAIRING BRIDGES**: Builds on the Bridge Formula Program to continue fixing the nation's most deficient bridges, with a focus on both state- and locally owned infrastructure. Unlike prior approaches, the BASICS Act ensures that funding for locally owned bridges is proportional to the number of locally owned bridges in each state, directing resources to the worst-condition bridges regardless of ownership.
- **DELIVERS REGIONAL PRIORITY PROJECTS FASTER**: Metropolitan planning organizations (MPOs) are responsible for developing Transportation Improvement Programs (TIPs) that identify local priority projects that meet federal performance goals. The BASICS Act accelerates delivery of these regionally supported projects by increasing funding for the Surface Transportation Block Grant (STBG) program. As the most flexible federal transportation formula program, STBG allows states and regions to move projects forward efficiently and deliver tangible benefits for local businesses, workers, and communities in every congressional district.
- **FOCUSES ON ROAD SAFETY**: Nearly 100 people lose their lives on America's roads every day. The BASICS Act strengthens the Highway Safety Improvement Program (HSIP) to confront this crisis head-on by increasing overall safety funding and preventing states from transferring HSIP dollars away from safety priorities. The bill also ensures that 25 percent of HSIP funding is delivered regionally in both urban and rural areas, giving local governments direct access to capital for proven safety projects and building on the success of the Safe Streets and Roads for All program.
- **ENSURES TRANSPARENCY AND COLLABORATION**: Federal transportation dollars must be accountable to taxpayers. The BASICS Act improves transparency around how funding flows, what resources are available to regions, and how projects advance from planning to delivery. By reinforcing collaboration across federal, state, regional, and local partners, the bill helps ensure projects move efficiently and deliver real results on the ground.
- **BUILDS STRONG PLANS FOR RURAL AND URBAN REGIONS:** The BASICS Act invests in planning capacity by strengthening Rural Transportation Planning Organizations (RTPOs) and increasing Metropolitan Planning (PL) funding. Strong planning leads to better project selection, faster delivery, and smarter investments, ensuring both rural and metropolitan regions can advance projects that reflect local priorities and long-term needs.

The BASICS Act (H.R. 7437) — Section-by-Section Summary
(Bridges And Safety Infrastructure for Community Success)

Section 1. Short Title. Designates the bill as the "BASICS (Bridges And Safety Infrastructure for Community Success) Act."

Section 2. Definitions. Provides definitions for terms used in the Act.

Section 3. Apportionment. Revises statutory percentages in §104(b)(1)–(3), (7), and (8), which govern the distribution of funding among core highway programs. These adjustments move funding from the rigid National Highway Performance Program (NHPP) and into the Surface Transportation Block Grant (STBG) program–the most flexible program that benefits states and local governments alike–and the safety-focused Highway Safety Improvement Program (HSIP). **This increases flexibility and reflects the fact that data show that States routinely transfer funding from NHPP into STBG.**

Additionally, this section increases funding for metropolitan planning (PL) and creates a new funding stream for regional transportation planning organizations (RTPOs) to ensure that all areas, regardless of population, have access to high-quality, federally funded planning assistance.

Finally, this section continues the successful Bridge Formula Program from the Infrastructure Investment and Jobs Act (IIJA) under a new name, the Strengthening Bridges Formula Program, which is added to the core formula programs.

Section 4. Surface Transportation Block Grant Program. Improves transparency and strengthens local involvement by requiring States to consult with local governments before obligating STBG suballocated funds in areas under 50,000 that are not represented by a regional transportation planning organization. This ensures that State programming in small and rural areas reflects local priorities and needs.

Section 5. Strengthening Bridges Formula Program. Continues the Bridge Formula Program from the IIJA as a new core formula program–section 180 of title 23–called the "Strengthening Bridges Formula Program." Funding would be divided among States based on need, keeping the $45 million minimum apportionment from the IIJA. Unlike the IIJA however, this new program would require States to suballocate 25 percent of funding to areas based on population. This ensures that local governments, which own an outright majority of poor condition bridges, are guaranteed access to funding to repair or replace these assets. The program would also include a robust requirement that suballocated funds be used for projects selected by regional planning organizations and local governments.

This program would continue key set-asides from the IIJA and maintain the 100 percent federal cost share for off-system bridges owned by Tribal or local governments.

Section 6. Highway Safety Improvement Program. Strengthens local and regional access to safety funding by requiring States to suballocate 25 percent of HSIP funds using the same population-based structure as STBG and the new bridge program. Apportionment changes in section 3 of this bill ensures that the new suballocation requirements **do not take away from safety funding available to States.**

Project selection follows the same framework used in Section 5, ensuring that MPOs, RTPOs, and local governments remain central to identifying safety priorities consistent with federal requirements and national goals. The section also ensures that locally led safety projects are eligible for HSIP funding.

Section 7. Transferability. Currently, only suballocated funding under STBG and PL funds are exempt from transferability. This section ensures that all suballocated dollars, under both existing programs (the

Carbon Reduction Program) and new programs/programs with new suballocation requirements (HSIP, Strengthening Bridges Formula Program), are protected from transfer.

Second, this section adds in a requirement that States can only transfer HSIP dollars after first making them available competitively to local governments. Given our ongoing road safety crisis, we should not be transferring safety funds without ensuring all safety needs have been met.

Section 8. Project Selection. Expresses the sense of Congress that suballocated funds under STBG, HSIP, the Carbon Reduction Program, and the new bridge formula program should be obligated only to projects selected locally and regionally. **This reaffirms Congress's long-standing intent that suballocated funding be programmed through regional and local decision-making structures, consistent with the consultation and coordination requirements of title 23.**

Section 9. Metropolitan Planning. Strengthens the metropolitan planning program to better support federally required planning activities and advance timely project delivery. The section provides a 100 percent federal share for PL funds so that metropolitan planning organizations can meet statutory planning responsibilities and minimize administrative delays. It also updates and modernizes eligible uses of planning funds to reflect the full lifecycle of project development, including activities such as early scoping, data and modeling improvements, and multimodal systems planning.

Finally, the section directs the Secretary to establish a voluntary pathway for MPOs to become direct recipients of planning funds, promoting administrative efficiency, reducing pass-through delays, and supporting more streamlined project development. It also requires the U.S. Department of Transportation to provide MPOs access to federal financial management systems, improving transparency and accountability.

Section 10. Rural Transportation Planning. Establishes a dedicated rural and nonmetropolitan planning program under section 135(n) to support statewide rural engagement and strengthen the capacity of RTPOs and other regional entities. States must distribute funds through a formula for federally designated RTPOs and a competitive grant process for non-federally designated regional planning entities, subject to Secretarial approval. The section guarantees a minimum allocation of $300,000 per year for each designated RTPO and provides a 100 percent federal share for all activities carried out under the program, ensuring consistent planning capacity across rural areas.

MPO Policy Committee

Meeting Minutes

Friday, January 30, 2026 – 8:30 am

127 N. Wyman St. Suite 100, Rockford, IL 61101

a. **Call to Order**

With a quorum present, the meeting was called to order by Chairman Chiarelli at 8:43 am.

b. **Roll Call**

Members Present: Chairman Chiarelli, Winnebago County; Mayor Thomas McNamara, City of Rockford; Chairman Karl Johnson, Boone County; Faith Duncan, IDOT District 2; President Steve Johnson, Village of Machesney Park; Michael Stubbe, Rockford Mass Transit District.

Members Absent: Clint Morris, City of Belvidere; Greg Jury, City of Loves Park

Other Present: Doug Delille, IDOT OOP; Justin Krohn, Boone County Highway Department; James Richter, Village of Machesney Park; Michael Dunn, Tim Verbeke, Brandon Rucker, Chloe Barnes, Jackson Sitter, Sarah Renicker, Marilla Smith, Hallela Wagner, and Keagan Carlson, all of Region 1 Planning Council.

c. **Public Comment**

There were none present who wished to address the committee.

d. **Discussion:** Mr. Verbeke very briefly described the status of the following projects:

a. Preliminary Scoring of Attributable Funds (STBG, TAP, & CRP): Preliminary scoring has been completed and is included as part of the meeting packet. Projects will be open for public comment in February of 2026. Mr. Verbeke explained the scoring for Latham/Ralston Road had a lower score, but was weighted at a higher percentage based on project availability and in order to spread out funding. All projects needed to be ready to go in each funding year. A member asked if there could be policy change to adjust for unpredictable timing/funding availability changes. Mr. Dunn indicated that more notice would need to be given to the Technical Committee in order to receive feedback.

b. Traffic Signal Coordination and Timing Study for Perryville Road: Iteris was selected as the consultant for the Perryville Road Traffic Study, which has begun and will run through the end of summer.

c. Regional Water Quality Study A water study was completed using remaining FY 25 UWP funds, and has been made available on the Engage R1 page.

d. Southwest Rockford Recreation Traffic Impact Study at Levings Park and Clarence Hicks Sports Complex This project was completed at the request of the Rockford Park District, to study the traffic patterns at both parks during high volume events. The main event chosen to study ended up being cancelled, however other events were studies. One area of focus to be considered in the future, is how emergency vehicles navigate the area during highly attended events.

e. Rockford North Main Street Corridor Housing Study This was conducted by ESI Consultants, taking place between Park Ave. and Bauman Parkway using additional remaining FY25 UWP funds.

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e. Action Items

a. Approval of Meeting Minutes of October 31, 2025

Chairman Chiarelli entertained for a motion to approve the Meeting Minutes of the October 31, 2025 for MPO Policy Committee. Motioned by Mayor McNamara, seconded by Mr. Stubbe with no discussion. Motion **passed** by unanimous voice vote.

b. Adoption of the Federally-Required Performance Management Targets (Resolution 2026-01).

These are looked at annually, focuses on safety targets to set benchmarks for road systems. Mr. Chiarelli entertained a motion to adopt. Motioned by Mayor McNamara, seconded by Chairman Johnson. Motion passed by unanimous voice vote.

f. **Director Reports**

- **Bike/Pedestrian Safety Grant:** The National Highway Transportation Safety Administration has awarded Region 1 with a $500K grant to study traffic patterns around area school zones and provide educational safety materials/programing to area elementary school programs.
- **Recognition:** Tim Verbeke has been recognized and elected to the National MPO Technical Committee. He will also be speaking on behalf of R1 at the national Safe Streets for All Conference next month.
- **FY26 UWP Budget:** Budget is currently being reviewed and, similar to FY25, there may be additional funds available for some smaller studies to take place prior to the end of the calendar year.

g. **Adjournment**

Chairman Chiarelli entertained a motion to adjourn. Motion by Chairman Johnson, Boone County, second by Mayor McNamara, City of Rockford. Meeting adjourned at 8:59 am.

Meeting minutes prepared by: Sarah Renicker

Minutes approved by action of the Board: _____

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REGION 1 PLANNING COUNCIL
MPO POLICY COMMITTEE

MPO RESOLUTION 2026-02

RE: **Amendment to the Fiscal Year 2026-2029 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 Infrastructure Investment and Jobs Act (IIJA) 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 IIJA Act and its predecessors, require a Long-Range Transportation Plan (LRTP) 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 MPO Policy Committee has adopted the June 20, 2025 version of the Fiscal Year 2026-2029 Transportation Improvement Program (TIP) and;

WHEREAS the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have approved the FY 2026-2029 MPO TIP; and

WHEREAS the Illinois Department of Transportation has requested the addition of four (4) new projects;

WHEREAS the Village of Machesney Park has requested the addition of one (1) new project;

WHEREAS the projects being amended in the adopted and approved version of the FY 2026-2029 TIP will not affect or impact the other projects listed in the FY 2026-2029 MPO TIP; and

WHEREAS the MPO Technical Committee has recommended the adoption of the TIP amendment by the MPO Policy Committee; and

NOW, THEREFORE, BE IT RESOLVED THAT:

The MPO Policy Committee hereby amends the FY 2026-2029 MPO Transportation Improvement Program to include the projects listed in "Attachment A".

We hereby certify the foregoing has been approved by a majority of the MPO Policy Committee Members on this 20th Day of March 2026.

Chairman Joseph V. Chiarelli MPO Chair	Chairman Karl Johnson MPO Vice-Chair

Number of members authorized to vote _____ Ayes_____ Nays_____ Abstain_____

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Attachment A

Fiscal Year 2026

Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total (000s)	Amendment Action
					Source	Amount	Source	Amount	Source	Amount		
01 - Illinois Department of Transportation (IDOT)												
01-26-11	IL-70	IL 70 at Meridian Rd	Intersection	CON	HSIP	$94	State	$11	-	-	$105	New Project
01-26-12	IL-72	IL 72 and River Rd S of Byron	Intersection	CON	HSIP	$180	State	$20	-	-	$200	New Project
01-26-13	US BUS 20	Shaw Rd E of Winnebago Co line to 0.1 Mi NE of State St in Belvidere	Safety	CON	NHPP	$456	State	$114	-	-	$570	New Project
05 - Village of Machesney Park												
05-26-01	Forest Hills Road	IL-173 to IL-251	Capacity	PE	TBD		TBD		TBD	-	$0	New Project

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REGION 1 PLANNING COUNCIL
MPO POLICY COMMITTEE

MPO RESOLUTION 2026-03

RE: **Award of MPO-Attributable Federal Funds**

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

WHEREAS the Infrastructure Investment and Jobs Act (IIJA) authorizes several formula funding programs, including the Surface Transportation Block Grant (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP); and

WHEREAS under agreement with the State of Illinois Department of Transportation (IDOT) a portion of the funding authorized under the Surface Transportation Block Grant program (STBG), Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP), hereafter referred to as MPO-Attributable Federal Funds, is annually allocated for use in the MPO's metropolitan planning area; and

WHEREAS it is the responsibility of MPO Policy Committee to determine the appropriate uses for MPO-attributable funds in accordance with applicable Federal and State guidelines; and

WHEREAS the MPO conducted a competitive selection process to develop recommendations for project(s) selection from October 30, 2025 to December 1, 2025; and

WHEREAS the received projects applications were scored in accordance with the evaluation criteria approved by the MPO Policy Committee on October 1, 2024 via MPO Resolution 2024-15; and

WHEREAS the projects received and scored were discussed at the January 22, 2026 meeting of the MPO Technical Committee for project(s) to develop a preliminary program of projects for MPO-Attributable Federal Funds; and

WHEREAS a preliminary program of projects, provided in "Attachment A", was released for public comment during the period from February 2, 2026 to February 27, 2026 and discussed at the February 26, 2025 meeting of the R1 Community Advisory; and

WHEREAS the preliminary program of projects, provided in "Attachment A", were discussed and recommended for approval by Winnebago County, City of Rockford, and Boone County representatives and at the March 19, 2026 meeting of the MPO Technical Committee; and

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NOW, THEREFORE, BE IT RESOLVED THAT:

The MPO Policy Committee, upon deliberation at their March 20, 2026 meeting, hereby selects the following projects for programming of MPO-Attributable Federal Funds:

- 32 percent of STBG funds from the available balance in the amount of $4,037,092 for the Winnebago County Highway Department's Latham/Ralston Corridor Widening and Rehabilitation in FY 2027.
- 34 percent of STBG funds from the available balance in the amount of $4,349,410 for the City of Rockford Public Works Department's Harrison Avenue Reconstruction in FY 2028.
- 34 percent of STBG funds from the available balance in the amount of $4,300,770 for Boone County Highway Department's Townhall/Spring Creek Extension in FY 2028.
- 4 percent of TAP funds from the available balance in the amount of $203,074 for the Boone County Conservation District's Long Prairie Trail Bridge Replacement (Phase One) in FY 2027.
- 11 percent of TAP funds from the available balance in the amount of $518,148 for the City of Belvidere's Bob's Park Streetscape in FY 2027.
- 28 percent of TAP funds from the available balance in the amount of $1,271,066 for the Winnebago County Highway Department's Roscoe Road Shared-Use Path in FY 2027.
- 28 percent of TAP funds from the available balance in the amount of $1,271,066 for the Boone County Highway Department's Poplar Grove North Boone School Bike Lane in FY 2027.
- 28 percent of TAP funds from the available balance in the amount of $1,271,066 for the City of Rockford Public Works Department's Highcrest Multi-Use Path in FY 2028.
- 4 percent of CRP funds from the available balance in the amount of $41,745 for the Village of Machesney Park's Traffic Signal Coordination and Preemption in FY 2027.
- 75 percent of the CRP Funds from the available balance in the amount of $1,290,000 for the Winnebago County Highway Department's Bell School/Olde Creek Roundabout in FY 2028.

BE IT FURTHER RESOLVED:

The MPO Policy Committee amend the Fiscal Year 2026-2029 MPO Transportation Improvement Program (TIP) for the purpose of the addition of project(s) selected by the MPO Policy Committee for the programming of MPO-Attributable Federal Funds, "Attachment B".

We hereby certify the foregoing has been approved by a majority of the MPO Policy Committee Members on this 20th day of March 2026.

Chairman Joseph V. Chiarelli MPO Chair	Chairman Karl Johnson MPO Vice-Chair

Number of members authorized to vote _____

Ayes _____ Nays _____ Abstain _____

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Attachment A:

MPO Attributable Funds
Program of Projects

Year	Name	Sponsor	Activity	Amount Requested	Potential Award
Surface Transportation Block Grant (STBG)					
FY 2027	Latham/Ralston Corridor Widenng & Rehabilitation	Winnebago County	Capacity W	$6,160,000	$4,037,092
FY 2028	Harrison Avenue Reconstruction	City of Rockford	Capacity R	$9,000,000	$4,349,410
FY 2028	Townhall/Spring Creek Extension	Boone County	Capacity N	$9,077,398	$4,300,770
Transportation Alternative Program (TAP)					
FY 2027	Long Prairie Trail Bridge Replacement Phase One	Boone County Conservation District	Bicycle/Pedestrian	$203,074	$203,074
FY 2027	Bob's Park Streetscape	City of Belvidere	Bicycle/Pedestrian	$518,148	$518,148
FY 2027	Roscoe Road Shared-Use Path	Winnebago County	Bicycle/Pedestrian	$1,271,066	$1,271,066
FY 2027	Poplar Grove North Boone School Bike Lane	Boone County	Bicycle/Pedestrian	$1,271,066	$1,271,066
FY 2028	Highcrest Multiuse Path	City of Rockford	Bicycle/Pedestrian	$1,271,066	$1,271,066
Carbon Reduction Program (CRP)					
FY 2027	Major Intersection Emergency Vehicle Preemption Purchase & Repairs	Village of Machesney Park	Intersection	$41,745	$41,745
FY 2028	Bell School/Olde Creek Roundabout	Winnebago County	Intersection	$1,290,000	$1,290,000

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Attachment B:

MPO Transportation Improvement Program
FY 2026-2029

Fiscal Year 2026
Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total (000s)	Amendment Action
					Source	Amount	Source	Amount	Source	Amount		
02-Winnebago County Highway Dept.												
02-25-09	Bell School Road Reconstruction	Guilford Road to Olde Creek Road	Preservation	CON	CRP	$1,290	State	$0	TBD	$6,000	$7,290	Updated Funding
02-26-02	Latham/Ralston Corridor Widening & Rehabilitation	Old River Rd to IL 251	Capacity	ROW	STP-U	$4,037	State	$0	Local	$1,690	$5,727	New Project
02-26-03	Roscoe Road Shared-Use Path	Leana Dr/Sprauge Rd to Rock River	Bike/Ped	ROW	TAP	$1,271	State	$0	Local	$434	$1,705	New Project
03 -City of Rockford												
03-21-11	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Preservation	ROW	STP-U	$4,349	State	$0	Local	$6,000	$10,349	Updated Funding
03--23-15	Highcrest Multi-Use Path	IL-251 (2nd Street) to Augustana Drive	Bike/Ped	ROW	TAP	$1,271	ITEP	$3,000	Local	$2,729	$7,000	Updated Funding
05 - Village of Machesney Park												
05-26-02	Major Intersection Emergency Vehicle Preemption Purchase & Repairs	Various	Intersection	PR	CRP	$42	State	$0	Local	$10	$52	New Project
13 - Boone County Highway Dept.												
13-24-01	Townhall/Spring Creek Extension	US 20 State St & IL 76	Capacity	ROW	STP-U	$4,301	State	$5,200	Local	$4,723	$14,223	Updated Funding
13-26-02	Poplar Grove North Boone School Bike Lane	IL 173 to North Boone Schools	Bike/Ped	ROW	TAP	$1,271	State	$0	Local	$341	$1,612	New Project
14- City of Belvidere												
14-26-03	Bob's park Streetscape	Meadown St/ E Locust St/ Warren Ave/ Nebraska St	Bike/Ped	CON	TAP	$518	State	$0	Local	$130	$648	New Project
51 - Boone County Conservation District												
51-26-01	Long Prairie Trail Bridge Replacement Phase One	IL 76 to Boone County Line	Bike/Ped	CON	TAP	$203	State	$2,285	Local	$51	$2,538	New Project

General Public Comment

From: Angela Pagelow
To: Tim Verbeke; Michael Dunn
Subject: FW: Bike/walking lane suggestion
Date: Tuesday, February 17, 2026 10:17:44 AM

-----Original Message-----
From: Arleta Juliano <arletaj@comcast.net>
Sent: Tuesday, February 17, 2026 9:28 AM
To: Info <Info@r1planning.org>
Subject: Bike/walking lane suggestion

There is a need for a bike/walking lane on Harlem Rd connecting at the Perryville path, going east on Harlem to the back entrance of Rock Cut. There has been at least one death Sent from my iPhone

STBG - Winnebago County Latham/Ralston Road

From: Angela Pagelow
To: Michael Dunn; Tim Verbeke
Subject: FW: Comment on Proposed Project List for Federal Transportation Funding
Date: Tuesday, February 3, 2026 10:28:38 AM

Recd email from info@

From: Sam Ozminkowski <ozminkowski@u.northwestern.edu>
Sent: Tuesday, February 3, 2026 10:24 AM
To: Info <Info@r1planning.org>
Subject: Comment on Proposed Project List for Federal Transportation Funding

To whom it may concern,

The current proposed projects contain the Latham/Ralston road widening. As a citizen and taxpayer in the Rockford Metropolitan Area, I strongly object to this and any other road widening projects. Widening roads increases costs by increasing the amount of pavement the county or city is responsible for maintaining and make roads less safe for both motorists and pedestrians. Studies have shown that motorists drive faster and less responsibly on wider roads. We should not be wasting money widening roads, but instead should put our money towards more safe, effective, and efficient means of transportation like protected bike lanes and pedestrian areas and toward making roads safer by removing lanes.

Best,
Sam

Samuel Ozminkowski
PhD Student
Dept. of Statistics and Data Science
Northwestern University

HARLEM-ROSCOE
FIRE PROTECTION DISTRICT #1

John Bergeron
Fire Chief
BOARD OF TRUSTEES
Barton Munger
John Donahue
Glenn Trommels

P.O. BOX 450 * ROSCOE, ILLINOIS 61073-0450
Administration # (815) 623-7867 Fax # (815) 623-8831

STBG - Winnebago County Latham/Ralston Road

Tim Verbeke
Regional Planning Council MPO
127 N Wyman Street Suite 100
Rockford, Illinois 61101

I am writing to express my support for the proposed widening and resurfacing of Latham/Ralston Road in Machesney Park. From a public safety and emergency response perspective, this project would provide meaningful benefits to the fire department and the residents we serve.

Adequate roadway width and improved pavement conditions are critical for safe and efficient emergency vehicle operations. Wider lanes enhance maneuverability for fire apparatus and ambulances, particularly when responding to incidents or navigating around stopped traffic. Improved surfaces reduce wear and tear on emergency vehicles, minimize response delays caused by road hazards, and contribute to overall responder safety.

Additionally, roadway improvements such as these help ensure reliable access during adverse weather conditions and high-traffic periods, supporting our ability to maintain prompt response times. These enhancements ultimately contribute to better outcomes for the community by strengthening emergency service delivery and public safety.

For these reasons, I am strongly in support of the widening and resurfacing of Latham/Ralston Road. Thank you for your attention to this important infrastructure improvement and for your continued commitment to community safety.

Please feel free to contact me if you have any questions or would like further input.

John Bergeron
Fire Chief
Harlem-Roscoe Fire Department
jbergeron@harlemroscoefire.org

Harlem
SCHOOL DISTRICT 122

STBG - Winnebago County Latham/Ralston Road

To whom it may concern:

I am writing in strong support of the County's application for the Surface Transportation Block Grant (STBG) funding for the Latham/Ralston corridor widening and rehabilitation project requested for fiscal year 2027.

The Latham/Ralston corridor serves as a critical transportation route for residents, families, and staff within the Village, particularly those traveling to and from Ralston School. Current traffic patterns along this corridor create ongoing congestion during peak school arrival and dismissal times, raising safety concerns for students, parents, pedestrians, and motorists.

The proposed widening and rehabilitation of this corridor to a three-lane roadway would significantly improve traffic flow, reduce congestion, and enhance overall safety. As stated above these improvements would be especially impactful near Ralston School, where increased capacity and better traffic management would support safer drop-off and pick-up operations while reducing delays and potential conflicts between vehicles and pedestrians.

We appreciate the County's leadership in submitting this grant application on behalf of the Village, recognizing both the regional importance of this roadway and the local benefits it provides.

Thank you for your consideration of this request and for your continued commitment to transportation improvements that prioritize safety, accessibility, and long-term community benefit. We strongly encourage approval of the Surface Transportation Block Grant funding for this important project.

Sincerely,

R. Terrell Yarbrough, Ed.D.
Superintendent
Harlem School District #122

CRP - Bell School and Olde Creek

From: Angela Pagelow
To: Tim Verbeke; Michael Dunn
Subject: FW: Infrastructure comment . . .
Date: Wednesday, February 18, 2026 6:55:11 AM

From: JON SCHMIDT <jon44@comcast.net>
Sent: Tuesday, February 17, 2026 2:05 PM
To: Info <Info@r1planning.org>
Subject: Infrastructure comment . . .

A roundabout at Bell School & Olde Creek roads is the single project that stands out as a priority to accomplish. Frequent congestion at that intersection can be eliminated with the free flow of traffic that will result.

Regards,

Jon Schmidt

North Park Fire Department

"Serving the Community with Pride"

Chief Joel Hallstrom
600 Wood Ave.
Machesney Park, IL 611 l5

February 5, 2026

CRP - Machesney Park Traffic Signals

Director of Planning
Region 1 Planning Council
127 N. Wyman St.
Rockford, IL 61101

Dear Director of Planning:

I write to you to offer North Park Fire's support for the Village of Machesney Park's request to fund their Major Intersection Emergency Vehicle Preemption and Repair project.

While we're fortunate to have some intersections within the village limits that have preemption systems installed, many do not. Not only does this increase response times for our and other agencies in the village when responding to emergencies, these preemption devices also increase the safety for not only those responding, but for the general public. Even with lights and sirens activated, it is very difficult and dangerous to control and enter intersections without a green light, with not only emergency vehicles being struck, but also accidents being caused when one driver notices an emergency apparatus responding, but others do not and often cause rear end collisions.

While fire departments that respond to portions of the village will benefit (North Park Fire, Harlem Roscoe Fire and Northwest Fire), the village contains a vital access route from the north for many additional agencies to access Swedish American Hospital, as well as a pathway east from Bauer Bridge and via Harlem Road to Mercy Hospital on Riverside. Funding this project will not only benefit the village's emergency response agencies, but surrounding jurisdictions as well that respond through the village transporting the ill and injured, when seconds count. Winnebago County Sheriff Department vehicles also utilize this technology, adding to those who will benefit from this project.

Also of note, vehicle accidents are a leading cause of death and injury for emergency responders in the U.S. In 2024, an estimated 16,900 collisions occurred between fire department emergency vehicles and civilian vehicles. This is not counting law enforcement and private ambulance services, which also respond with lights and sirens and utilize the preemption systems to hasten their response and increase safety.

Please support Machesney Park's efforts to improve the safety of both our emergency services personnel and their residents and visitors by funding this request. Many will benefit from the improved safety as well as reduced response times.

Sineerely,

Chief Joel Hallstrom

CRP - Machesney Park Traffic Signals

Amy Salamon
Technical Writer
Region 1 Planning Council (RI)
Email:

Re: RIReleases Proposed Project List for Federal Transportation Funding

I'm Jerry James, the youngest of eight, living all my 72 years in the North Park/Machesney Park area. I have served 40 years on the North Park Fire Department, the last 15 years as Deputy Chief. For the last 23 years I have served on the Village of Machesney Public Improvement and Safety Committee. During my time on the Fire Department, I have seen many accidents causing serious injuries and even deaths.

In getting these (EVP) Emergency Vehicle Preemption units, it will give the first emergency unit the green light, and right of way, with a steady white light on the cross bar. This essentially will move all the blocking traffic out of the way. The remaining three intersecting roads will have a red light and flashing white lights on their respective cross bars.

With all Volunteer Fire Departments having fewer than four firefighters on an emergency vehicle (they may only have two), the need to call for mutual aid is increasing. A mutual aid call gets more firefighters to the scene (from various departments). This means more emergency units meeting at intersections at the same time. If they see the steady white light on the cross bar, they know they have the right of way. If they see the white flashing light on the cross bar, they know to wait their turn, proceeding with extra caution.

It's my understanding that with this grant of $41,745, and the Village's part of $10,437, many intersections will benefit with (EVP) Emergency Vehicle Preemption devices and even cover repair costs on existing units.

Thank you for your consideration.

Jerry J. James, Retired Deputy Chief NPFD
Village of Machesney Park Public Improvements & Safety Committee

HARLEM-ROSCOE
FIRE PROTECTION DISTRICT #1

John Bergeron
Fire Chief
BOARD OF TRUSTEES
Barton Munger
John Donahue
Glenn Trommels

P.O. BOX 450 * ROSCOE, ILLINOIS 61073-0450
Administration # (815) 623-7867 Fax # (815) 623-8831

CRP - Machesney Park Traffic Signals

Director of Planning
127 N Wyman Street Suite 100
Rockford, Illinois 61101

I am writing to express my strong support for the installation of emergency vehicle traffic preemption devices at various intersections throughout the Village of Machesney Park.

Traffic preemption technology is a proven public safety tool that allows emergency vehicles to safely and efficiently navigate intersections by temporarily controlling traffic signals. Installing these systems would significantly enhance the safety of motorists, pedestrians, and emergency responders while also improving emergency response times.

From a Fire and EMS perspective, intersections are among the most dangerous locations encountered during emergency responses. Traffic preemptors reduce the risk of collisions, minimize response delays, and allow our crews to focus on delivering timely emergency care and fire suppression rather than negotiating congested or uncontrolled intersections.

In addition to improving responder safety, traffic preemption benefits the community as a whole by reducing the likelihood of secondary accidents, lowering vehicle damage and injury risk, and supporting faster arrival of emergency services when seconds truly matter.

I believe this investment represents a proactive and responsible step toward improving public safety infrastructure within the Village of Machesney Park. I appreciate your consideration of this important initiative.

Thank you for your continued support of public safety and the well-being of our communities.

Respectfully,

John Bergeron
Fire Chief
Harlem-Roscoe Fire Department
jbergeron@harlemroscoefire.org