



MPO Policy Committee Meeting

Friday, January 31, 2025 – 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. FY 2026 Unified Planning Work Program
 - b. Transportation Improvement Program Policy & Procedures
5. Action Items
 - a. Approval of the Meeting Minutes of October 17, 2024
 - b. Amendment to the FY 2024 – 2027 Transportation Improvement Program (Resolution 2025-01)
 - c. Adoption of the Federally-Required Performance Management Targets (Resolution 2025-02)
 - d. Amendment to the FY 2025 Unified Planning Work Program
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.

FY 2026 Unified Planning Work Program

Draft Document

Introduction

This Unified Planning Work Program (UPWP) identifies all of the planning activities to be conducted by Region 1 Planning Council (R1) during the fiscal year 2026 (July 1, 2025 through June 30, 2026). These activities are funded with federal, state, and local resources. The UPWP is a federally-required statement of work identifying the planning priorities and activities to be carried out within a metropolitan area. It is required to provide descriptions of the planning work and resulting products, who will perform the work, time frames for completing the work, and the cost of said activities.¹

This program has been developed in cooperation with the Illinois Department of Transportation (IDOT), Rockford Mass Transit District (RMTD), and local governments in accordance with “Final Ruling on Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning” (23 CFR Parts 450 and 771/49 CFR Part 613).

The Metropolitan Planning Organization

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

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

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

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

The activities of the MPO are directed by a Policy Committee that consists of the top elected officials from the above entities plus the IDOT Region 2 Engineer and the Chairman of the Rockford Mass Transit District Board. The Policy Committee receives technical recommendations and assistance from a 20-member Technical Committee comprised of planners and/or engineers from the above entities plus various other local partners,

such as the Chicago Rockford International Airport and the Rock River Water Reclamation District. **Table 1-1** lists the MPO participating agencies serving on the MPO Technical Committee.

[EXHIBIT: Table 1-1. Technical Committee]

Much of the technical work, of the MPO transportation planning function is done by a professional staff under the management of the Director of Regional Planning (MPO Director) in close coordination with R1's Executive Director. This interaction is graphically illustrated in **Figure 1-1**. Appendix B displays the current organizational structure of the MPO as well as how the MPO fits into the broader regional framework for collaborative planning.

[EXHIBIT: Figure 1-1. Organizational Structure]

The Planning Area

The Rockford Metropolitan Planning Area (MPA) is located in north-central Illinois, near the state border of Wisconsin. As shown in **Figure 1-2**, the Rockford MPA is smaller than the boundaries of Boone, Ogle, and Winnebago Counties and covers approximately 680 square miles. The region has relatively flat terrain and is at the confluence of four major river systems in northern Illinois, including the Kishwaukee River, Pecatonica River, Sugar River, and Rock River, the largest and most central.

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

[EXHIBIT: Figure 1-2. Rockford Metropolitan Planning Area]

Summary of Federal & State Regulations

Unified planning work programs (UPWPs) are required by federal transportation legislation and fall under the responsibility of metropolitan planning organizations (MPO). The development and maintenance of UPWPs are subject to the regulations set forth under the Infrastructure Investment and Jobs Act (IIJA) and preceding federal transportation bills. Specifically, they are subject to the regulations outlined under 49 U.S.C. 5303(j) and 49 CFR Part 613. Under this regulation, MPOs are required to:

- Document planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53;
- Cooperation with the State and public transportation operator in the development of the UPWP, including discussion on planning priorities for the MPA;
- Identify work proposed for the next 1- or 2-year period by major activity and task (including activities that address the federal planning factors);
- Provide sufficient detail to indicate who will perform the work, the schedule for completing the work, the resulting products, the proposed funding by activity/task; and
- Provide a summary of the total amounts and sources of Federal and matching funds.

[SIDEBAR: Federal Planning Factors – (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; (2) Increase the safety of the transportation system for motorized and non-motorized users; (3) Increase the security of the transportation system for motorized and non-motorized users; (4) Increase accessibility and mobility of people and freight; (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns; (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; (7) Promote efficient system management and operation; (8) Emphasize the preservation of the existing transportation system; (9) Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and (10) Enhance travel and tourism. Source: 23 CFR § 450.306]

Transportation Funding Sources

The transportation planning process coordinated through the MPO is typically funded through several subsidies and programs:

- FHWA-PL: Funds provided through the Federal Highway Administration (FHWA), annually sub-allocated to the MPO by the Illinois Department of Transportation (IDOT); used primarily for highway planning, but can be used for other related multi-modal transportation planning work. (20% match required).
- FTA 5305(d): Funds provided through the Federal Transit Administration (FTA); annually sub-allocated to MPO and other MPOs throughout the State by IDOT: aimed primarily at planning needs related to public transit and paratransit. Public transit agencies typically use 5307 or other sources for their planning activities. (20% match required)
- State (IDOT) Planning Funds – (SPF): Funds directly from the State of Illinois (IDOT) for MPO transportation planning purposes only.
- State Planning & Research Funds (SPR): Allocated to the States via federal legislation for use on unique planning, research and feasibility studies. The funds are sometimes passed on to local governments for the same purposes. When the MPO receives these funds, a separate intergovernmental agreement is developed and authorized by IDOT and the local governmental body. (20% match required).
- Local Contribution Funds (LC): Funds provided by local MPO participants for related planning purposes.

Annual Development Process

Each year the MPO undertakes the following steps to develop the upcoming fiscal year’s UPWP, in accordance with the “IDOT Metropolitan Planning Organization Cooperative Agreements Manual”:

1. **Budget for Federal Planning Marks** (November – February): The MPO receives notice from IDOT regarding the amount of Federal funds (FHWA PL and FTA 5305(d)) available for the next FY to carry out planning activities captured in the UPWP. Once notice is received, the MPO develops and submits a line item budget for IDOT for approval.
2. **Draft the Program** (January – March): The MPO will draft the UPWP in consultation with the MPO Policy Committee and the IDOT Metro Manager throughout all stages.
3. **Preliminary Review** (April): The first draft of the UPWP is provided to the IDOT Metro Manager for preliminary review. The Metro Manager will review the draft UPWP for inconsistencies and ensure that the UPWP budget and scope of work are appropriate and in accordance with federal planning guidance and requirements. IDOT will then return the draft to the MPO for final revisions as necessary.

4. **Approval Process** (April - June): The MPO releases the draft UPWP for a 30-day public comment period. Following this period, MPO staff presents the draft document to the MPO Technical Committee and MPO Policy Committee for recommendation and adoption, respectively.
5. **Final Review** (June): Once the MPO Policy Committee has approved it, the document is officially submitted to IDOT via the designated IDOT Metro Manager. After receiving the UPWPs from a TMA, IDOT submits the document to USDOT for approval.

Agency Outreach & Public Engagement

In the development of the FY 2026 UPWP, stakeholder and public input was afforded throughout the development. The timeline provided below, highlights those opportunities:

- January 23, 2025: MPO Technical Committee Meeting
- January 31, 2025: MPO Policy Committee Meeting
- **March 3, 2025 – April 2, 2025: Public Comment Period**
- June 19, 2025: MPO Technical Committee Meeting (Recommendation)
- June 27, 2025: MPO Policy Committee Meeting (Approval)

Public comments will be accepted any time before or after adoption and most aspects of this proposed program are amendable for reasonable cause. However, the public is encouraged to provide input as early as possible. Suggestions regarding MPO transportation planning work may be directed to the Executive Director, Technical and Policy Committees at their respective monthly meetings throughout the year. Staff contact information and meeting dates, times, and locations, are available at <http://r1planning.org>.

A full list of comments received during the public comment period for this UPWP can be found in Appendix C.

Intergovernmental Agreement

The Federal and State funds referred to in this UPWP will be awarded via an Intergovernmental Agreement (IGA) between the Illinois Department of Transportation and the MPO. The terms of that IGA supersede this program and govern the use of all Federal and State transportation planning funds and the procedures for obtaining reimbursements for expenses incurred under the terms of the Agreement and this program.

Under the IGA between the MPO and IDOT, the MPO will summarize all activity and reimbursement requests, prepare the required documentation, and submit the requests to IDOT for each month in fiscal year within a timely fashion following each reporting period. Reimbursements from IDOT are sent to the MPO for each invoice submitted.

Work Program

Work Element #1. Management & Administration

Task 1.1 Program Support

Objective. Under this task, the general administration work necessary for the day-to-day operations of Region 1 Planning Council (R1) is conducted.

Activities.

- Administer and maintain operations of the MPO, including the fiscal management, contracts, handling of personnel matters, and the procurement of equipment and supplies required for operations.
- Manage contracts and agreements between the MPO and participating agencies or subcontractors.
- Support contract implementation, management, and compliance.

- Assure equal opportunities to Disadvantaged Business Enterprises (DBE) and minorities in contracts and subcontracts.
- Maintain financial records for departmental contracts and ensure payment of invoices.
- Oversee information technology (IT) needs, including coordinating service providers and completing IT inventory and replacement.
- Procure necessary supplies, office space, and capital equipment, such as computer equipment, and similar equipment necessary for gathering, displaying, or disseminating information.
- Hire and supervise employees.
- Manage employee benefits, perform employee evaluations, set and disburse salaries.
- Prepare accounting and payroll information.
- Administer the Personnel, Affirmative Action, Equal Employment Opportunity (EEO) Programs, and other R1 policies.
- Participate in planning-related organizations, such as the Association of Metropolitan Planning Organizations (AMPO), National Association of Regional Councils (NARC), American Planning Association (APA), American Association of State Highway Transportation Officials (AASHTO), and other organizations that enhance the planning process.
- Attend, participate in, or present at transportation-related conferences, training sessions and meetings at the local, regional, state, and national levels for professional development and to enhance implementation of activities listed in this UPWP and the MPO planning processes.

Products. Billing, invoicing, and purchasing documentation; annual performance and expenditure report; and documentation for audit and informational purposes

Task 1.2 Unified Planning Work Program Development

Objective. Region 1 Planning Council staff will develop, monitor, and coordinate the Unified Planning Work Program (UPWP) to ensure that the region's transportation and metropolitan planning needs and priorities are identified and addressed. Region 1 Planning Council will also develop amendments to the UPWP that address new issues or requirements, new planning needs, efforts by partners, and enhance implementation of tasks.

Activities.

- Maintain the 2026 UPWP, reflecting current plans, programs, and regional priorities.
- Track implementation of the 2026 UPWP.
- Complete all the grant reporting and grant management tasks required to remain compliant or IDOT, FHWA, and FTA.
- Develop and adopt the FY 2027 UPWP, per schedule determined by staff in coordination with other transportation partnering agencies, including IDOT.
- Weekly department meetings to monitor progress of activities identified in the UPWP.

Products. FY 2026 Unified Planning Work Program amendments; draft FY 2027 Unified Planning Work Program; and progress reports to IDOT/FHWA

Task 1.3 Public Involvement & Communications

Objective. Region 1 Planning Council will conduct open, continuous, and participatory meetings with the public and other stakeholders pertaining to transportation planning. The purpose of this task is to involve and educate the public about all aspects and phases of transportation planning with a focus on early and continuous gathering of information from the public in order to facilitate optimal transportation decision making.

Activities.

- Ensure an open planning process that support early and continued public involvement, timely public notices, and full public access to information regarding key transportation decisions.
- Support public outreach activities, and provide administrative support for public meetings including public legal notices, press releases, and advertisements, public meeting arrangements, and education materials for distribution at meetings.
- Host in-person and hybrid meetings for the Technical and Policy Committees, and other subcommittees, providing live streaming when required or appropriate.
- Utilize online engagement tools/platforms/software, including surveys and/or polling, for various projects within the region to increase citizen participation.
- Publish regular newsletters containing current information on transportation projects, studies, and other R1 activities.
- Create graphics and other visualizations to deliver information to interested parties through digital media communications, including websites, social media, video and audio technologies, and photography.
- Develop partnerships with community organizations to provide information on regional transportation issues, projects, and studies.
- Conduct specific outreach to traditionally underserved, hard to reach, or environmental justice communities.
- Review and update the Public Participation Plan, as needed, including conducting public outreach to gather input and feedback from stakeholders, partners, and the general public.

Products. Updated Public Participation Plan; committee meeting materials (e.g. agendas, notices, minutes); public engagement materials (e.g., notices, visuals, presentations, etc.); and educational and outreach materials; digital media communications (e.g. websites, webinars, social media, and newsletters)

Task 1.4 Youth Engaged in Planning (YEP!)

Objective. The objective of the YEP program is to provide primary and secondary school age children on education in transportation trends and topics and key urban planning issues facing the region.

Activities.

- Communicate with school district staff, regarding classroom visits, presentations, and participation in career fairs.
- Conduct classroom visits, including the development of agendas, presentations, and activity materials.
- Participate in various job fairs, sponsored by school districts, community colleges, and universities.
- Host walking tours with high school students to supplement classroom presentations and activities.

Products. Presentations, fact sheets and other materials

Work Element #2. Data Development & Management**Task 2.1 GIS Support & Data Collection**

Objective. Work in this task involves the gathering, maintaining, monitoring, and forecasting of a wide variety of data and information needed for a comprehensive transportation planning process. It also encompasses work associated with developing and maintaining geospatial data for specific projects to assist in various analyses.

Activities.

- Track census data including demographics, socioeconomic characteristics and analyze changes in characteristics.
- Support efforts to identify, acquire, and update data sets pertaining to transportation, environment, land use, safety, socio-economic trends and conditions, and health from various external sources
- Analyze relationship between demographics, socioeconomic characteristics and travel patterns, and clearly identify the characteristics of communities of environmental justice concern.
- Support long-range transportation planning by assembling and analyzing land-use, demographic, and economic data.
- Focus on monitoring and analyzing changes in regional land use, including the development of methods for utilizing local data from member jurisdictions in support of planning IJJA.
- Support regional and sub-regional geographic information system (GIS) mapping and data distribution for community and transportation planners, ensuring data consistency and relevance across various scales.
- Use geospatial software to effectively visualize and analyze trends and conditions that influence transportation systems or travel demand.
- Create and provide data, maps, and program/project information as needed, ensuring accessibility and utility for various planning needs.

Products. Expanded and updated data files; maps and other visualizations; geodatabase and network files; and ArcGIS online applications

Task 2.2 Travel Demand & Economic Modeling

Objective. Under this task, staff will continue to develop, enhance, and maintain R1's transportation and economic models in support of transportation planning activities within the Rockford MPA. The models encompass regional travel demand models, transportation data analysis tools, and other relevant methods. Staff will also provide travel demand modeling support for transportation planning activities conducted by local public agencies.

Activities.

- Update the regional travel demand model incorporating updated modeling practices and theories, and new travel survey data. Consultant services will be utilized to assist in travel demand model (TDM) development. The services include:
 - Update the Travel Demand Model platform.
 - Provide model support with the processing and implementation of the travel data collected through various surveys and other means for the enhancement of the regional travel demand and forecasting models.
- Build internal capacity and skills for operating the updated regional travel demand model and its procedures.
- Provide support and prepare travel demand forecasts for the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP).
- Provide technical and analytical support to regional transportation agencies, local governments, and their consultants in support of regional transportation planning activities and studies.
- Develop land-use, population, and employment forecasting scenarios to support the travel demand modeling system and other planning activities.

Products. Updated TDM; working papers and memorandums, with traffic forecasts, maps and other visualizations; and travel model files

Work Element #3. Long Range Planning

Task 3.1 Metropolitan Transportation Plan

Objective. As the designated MPO for the region, R1 is responsible for developing and maintaining a long-range transportation plan that establishes goals and objectives, articulates priority areas of investment, and coordinates local and state efforts to improve the performance of the regional transportation system. This task ensures that the region's transportation investments are linked to the 2050+ Metropolitan Transportation Plan.

Activities.

- Continue work to implement the planning-related recommendations in the 2050+ MTP, including leading or assisting in other special studies and assistance to local municipalities with their planning initiatives.
- Amend the 2050+ Metropolitan Transportation Plan (MTP), as necessary, by monitoring changes to planning and project assumptions.
- Continue tracking and analyzing performance measures associated with MTP goals.
- Develop a Transportation Equity Assessment Report for the Rockford Region.
- Conduct planning to support strategies identified in an environmental justice planning report and to address transportation issues that disparately affect environmental justice communities.
- Serve as a resource for planning partners in meeting Title VI, Environmental Justice (EJ), and Americans with Disabilities Act (ADA) requirements.

Products. 2050+ MTP modifications and amendments, as needed, and Transportation Equity Assessment Report

Task 3.2 Performance Management

Objective. Under this task, the MPO sets targets for the performance of the transportation system. With the targets set, staff will monitor the conditions, report on the progress of achieving targets, and adjust targets, as needed. The federal performance measures include safety, the asset management of pavement, bridges, and public transportation; personal and freight travel reliability; congestion; and public transportation safety.

Activities

- Gather and analyze data, determine trends, and develop performance measure targets across all the required federal performance areas.
- Coordinate with IDOT, local governments, and providers of public transportation to collect data for evaluating and setting regional target values.
- Update federal performance measure targets for safety (PM1), pavement and bridge condition (PM2), system performance (PM3), transit asset management (TAM), and public transportation safety (PTASP).
- Updated system performance reports to be included in the TIP and MTP.
- Develop performance measures webpage and scorecards for performance measures identified in the MTP.

Products. Analysis of performance measure data and coordination with IDOT and transit providers

Task 3.3 Active Transportation Planning

Objective. The intent of this task is to improve local and regional active transportation network through continued planning efforts and the implementation of the currently adopted Bicycle and Pedestrian Plan.

Activities.

- Continue to implement the Bicycle & Pedestrian Plan by following the recommendations outlined in the plan, providing assistance to local public agencies as needed including data collection and analysis, and providing recommendations on best practices.
- Work with local public agencies to ensure that appropriate bikeway connections and extensions and on road facilities are incorporated into corridor and development plans.
- Maintain the web-based bikeways mapping tool.
- Participate in events to promote bicycling and walking as a viable and safe mode of transportation.
- Integrate a public health component into transportation planning and project prioritization, emphasizing the benefits of using alternative modes of travel and personal active transportation to reduce the growing incidence of illnesses tied to an inactive lifestyle and pollution.
- Identify strategies and funding to implement the Mobility Hubs Feasibility Study.
- Provide planning and technical support for implementation of Safe Routes to School (SRTS) best practices in the region.
- Provide technical support for regional and local applications for Illinois Transportation Enhancement Program (ITEP).

Products. Bicycle & Pedestrian Plan modifications and amendments, as needed; updated online bikeways map and associated GIS layers; and SRTS and ITEP letters of support and/or applications

Task 3.4 Freight Planning

Objective. This task is intended to maximize the Rockford Region's position in the global economy by promoting cooperation within the local freight communities and implementing regional strategies from the Comprehensive Economic Development Strategy (CEDS), in accordance with state and federal guidance. This task will allow staff to continue work efforts related to the Rail-Served Industrial Park Feasibility Study and pursue other studies that improve considerations of the economic and transportation impacts of freight and aviation.

Activities

- Identify and explore major trends and issues facing the region's freight system.
- Support state level planning efforts, such as freight parking and other efforts such as the Illinois Freight Advisory Committee meetings and other state-level efforts as needed.
- Monitor and update the Critical Urban Freight Corridors and work with partners to identify deficiencies on the network and potential projects.
- Continue to provide support in the development of the Rail-Served Industrial Park.

Products. Meeting attendance/coordination; working papers/reports

Task 3.5 Regional Transportation Initiatives

The most recent iteration of the Metropolitan Transportation Plan proactively identifies the region's transportation planning needs and priorities for current and future issues. Regional transportation planning initiatives focus on special studies and plans designed to present information on a specific topic that was noted in MTP or identified as an emerging opportunity. These documents can take form as program or modal plans, feasibility or case studies, research papers, or corridor studies. In the next fiscal year, the MPO will pursue the following initiatives:

Subtask 3.5.a EV Readiness Plan

Objective. The intent of this subtask is to update and implement the Electric Vehicle (EV) Readiness Plan, by providing support for public and private market sector partners in implementing policies and strategies from the plan, and monitoring the transition to EVs in the Rockford Region.

Activities.

- Complete an update to the EV Readiness Plan.
- Develop program materials to support future electric vehicle charging efforts including the development of program standards and guidance.
- Work with regional governmental stakeholders to develop model “EV-Ready” building codes for residential and commercial construction.
- Apply for federal and state funding programs for EV charging equipment and installation.

Products. Updated EV Readiness Plan; EV program standards and guidance materials; and grant applications

Subtask 3.5.b Resilience Improvement Plan

Objective. This subtask coordinates resiliency efforts to improve reliability and security of the transportation system to withstand threats from natural and man-made disasters. A region-wide plan will be developed to address immediate and long-range planning activities and investments related to resilience, demonstrate a systemic approach, and include risk-based assessment of vulnerabilities to current and future weather events and natural disasters.

Activities.

- Develop a region-wide resilience improvement plan, with performance measures and potential pilot opportunities.
- Identifying areas within the transportation network that are most vulnerable to hazards.
- Convene and facilitate a Resilience Subgroup of the Community Advisory Forum to guide the Resiliency Improvement Plan development process.
- Publish a community survey, open to the public, to gather broad input on climate change and transportation-related issues.
- Provide assistance to local public agencies (LPAs) for Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grant applications.

Products. Resilience Improvement Plan; meeting attendance/coordination; and Grant applications

Subtask 3.5.c Emerging Technology Study

Objective. With the substantial and rapid technology advances in the transportation sector, the Rockford Region must begin to prepare the region’s transportation infrastructure to effectively accommodate and leverage these emerging technologies. This subtask includes activities to examine current, anticipated, and potential trends relating to various new and developing transportation technologies in order to identify potential challenges and opportunities. These technologies include, but are not limited to, autonomous vehicles, connected vehicle technologies, artificial intelligence tools, and transportation network companies.

Activities.

- Conduct research and analysis of emerging technologies related to the planning, implementation, and adoption.

- Review and monitor emerging transportation technologies, including technology development, deployment trends, potential impacts, peer activities, and industry actions and trends.
- Develop a regional emerging technology study or policy document to address planning and infrastructure needs for the region to ensure the safe and efficient operation of public roadways.
- Liaise with public and private stakeholders on autonomous and connected vehicles, implementation and deployment, and other emerging transportation technologies.
- Maintain and update regional intelligent transportation system (ITS) architecture and strategic plan for the Rockford Region, and coordinate with IDOT on statewide ITS planning.

Products. Emerging technology study or policy document and meeting attendance/coordination

Subtask 3.5.d Green Streets Plan

Objective. Under this subtask, R1 will develop its first Green Streets Plan, which aims to transform the region's streets and sidewalks into green, resilient spaces. The plan seeks to do so by integrating stormwater management features like permeable pavements, vegetative curb extensions, rain gardens, and sidewalk trees.

Activities.

- Draft and adopt a region-wide green streets plan and/or policy.
- Gather a diverse group of stakeholders and community members for a visioning activity focused on designing their ideal streets and surrounding areas.
- Conduct a public survey to evaluate and rank green streets elements, based on factors like visual appeal, perceived functionality, and how well they align with the community's character.
- Hold discussions with key stakeholders, including local government officials, planners, public works representatives, and community members to facilitate an in-depth exchange of ideas on the design and implementation of sustainable street infrastructure.
- Create an illustrated, educational video outlining the components of a Green Street.

Products. Green Streets Plan; meeting attendance/coordination; public survey; and educational video

Subtask 3.5.e Food Access & Transportation Report

Objective. Enhancing transportation access is crucial for addressing food insecurity and combating food deserts, ensuring that underserved residents can access fresh produce and essential groceries. Under this task, R1 will develop a report on current transportation options and their effectiveness in providing access to food sources. It will also provide recommendations for enhancing connectivity, including proposed mobile market routes and operational plans.

Activities.

- Draft a report on the relationship between food access and transportation in the Rockford Region.
- Map food deserts, existing transportation routes, and potential mobile market routes.
- Collect data on public transit and active transportation usage for grocery shopping
- Host community engagement sessions to gather input on transportation needs and preferences.
- Conduct community surveys to assess interest in mobile markets and transportation incentives.

Products. Food Access & Transportation Report; meeting attendance/coordination; and public survey

Work Element #4. Short-Range Programming

Task 4.1 Transportation Improvement Program

Objective. Under this task, R1 prepares, amends, and documents a four-year Transportation Improvement Program (TIP), which lists and sets priorities for transportation investments over the next four fiscal years (FY) and assures projects are financially feasible, as well as coordinated with other improvements and developments.

Activities.

- Maintain the FY 2026-2029 TIP by making amendments and modifications as needed, including updates to the interactive TIP maps.
- Develop the FY 2027-2030 Transportation Improvement Program.
- Publish the annual listing of projects for which federal funds have been obligated during the previous fiscal year.
- Review proposed projects by IDOT, local public agencies, and RMTD for transportation and Title VI impacts and consistency with the Metropolitan Transportation Plan.
- Participate in all necessary trainings for e-TIP.
- Convert TIP database to e-TIP platform.

Products. Final FY 2026-2029 TIP; draft FY 2027-2030 TIP; annual Metropolitan Transportation Planning Process Self-Certification; FY 2026-2029 TIP amendments and modifications; annual listing of obligated projects; and e-TIP database

Task 4.2 Funds Management

Objective. The Rockford Urbanized Area receives an annual allocation of federal formula funding from the U.S. Department of Transportation for various capital programs. These programs provide funding for regional transportation projects and initiatives as determined by the Policy Committee. This task administers and monitors these programs to ensure that projects are solicited, evaluated, programmed, and implemented consistent with the regional policies and priorities.

Activities.

- Administer the annual allocation of federal funding and to ensure that projects are solicited, evaluated, programmed, and implemented consistent with regional policy and priorities.
- Analyze projects submitted in the project selection process and evaluate them for consistency with the regional transportation plan.
- Conduct meetings and workshops for the local project sponsors to advise them on the project selection requirements.
- Monitor projects that are programmed in the TIP to ensure proper funding and priorities are being met, and ensure successful project delivery.

Products. Annual call for projects; meeting coordination; memorandum of project evaluation; and TIP amendment

Task 4.3 Transit Network and Rail

Objective. This task supports the development of and participation in transit planning studies. Work includes evaluating proposed services or facilities, analyzing regional and corridor-level transit access, studying first- and last-mile connectivity with transit, and examining the relationship between land use and transit for specific sites or corridors. It also includes examining future transit network components including Bus Rapid Transit (BRT) corridors and intercity rail.

Activities.

- Complete an update to the Coordinated Human Services Transportation Plan.
- Program FTA Section 5310 projects in coordination with Illinois Department of Transportation and Rockford Mass Transit District.
- Continue to work with the Human Services Transportation Plan (HSTP) Committee to coordinate transportation needs in the region.
- Provided planning and technical support to transit and paratransit providers.
- Collect and maintain transit data (ridership, service network) to support regional planning efforts.
- Maintain the regional transit network map.
- Continue to provide data and other support to complete planning efforts for the Bus Rapid Transit (BRT) projects along an east-west corridor and a north-south corridor.
- Support implementation of passenger rail service to/from the Rockford Region.
- Conduct research and share resources designed to support transit-oriented development (TOD) to improve first- and last-mile connections, and economic potential of rail and transit station areas.

Products. Coordinated Transit--Human Services Transportation Plan; meeting attendance/coordination; expanded and updated data files; maps and other visualizations; and working papers

Task 4.4 Infrastructure Priorities

Objective. Under this task, R1, in coordination with the Northern Illinois Council of Governments (NorthCOG), will produce an Infrastructure Priorities Report. This report is an annual list of priority infrastructure projects shared with state and federal legislators at the beginning of the new legislative session.

Activities.

- Solicit infrastructure priority project applications.
- Analyze projects submitted in the project selection process and evaluate them for consistency with the regional transportation and economic development plans.
- Develop the 2026 Infrastructure Priorities Report.
- Publish and distribute the Infrastructure Priorities Report to elected officials, legislative advocates, and members of the public.

Products. Annual call for projects and 2026 Infrastructure Priorities Report

Work Element #5. Special Planning Projects**Task 5.1 Safety Planning**

Objective. This task supports the goals of the 2050+ MTP, Regional Traffic Safety Action Plan, and the USDOT's and IDOT's Strategic Highway Safety Plans. It seeks to improve the safety of the region's transportation system, while maintaining acceptable levels of accessibility and efficiency.

Activities.

- Support and encourage the development, implementation, and promotion of proven safety countermeasures and other Safe System Approach strategies that align with the Regional Traffic Safety Action Plan.
- Assist with local road traffic safety action plan projects.
- Provide technical assistance to LPAs for Safe Streets for All (SS4A) and Highway Safety Improvement Program (HSIP) applications.

- Create and provide educational / informational materials, as needed, including managing and posting education material to social media accounts.
- Participate in statewide transportation safety initiatives for Illinois.

Products. Meeting attendance/coordination; expanded and updated data files; maps and other visualizations; and working papers

Task 5.2 Congestion Management & Operations Planning

Objective. The overarching goal of this task is to further strengthen linkages between operations and planning to solve operational problems, improve system performance, strengthen communication across transportation agencies, and reduce congestion.

Activities.

- Revise the Congestion Mitigation Process (CMP) documentation to better align with regional goals and priorities in the 2050+ MTP.
- Monitor and implement the Transportation System Management and Operations (TSMO) Plan.
- Work with IDOT and local partners to coordinate and collaborate on TSMO initiatives, such as traffic signal coordination and travel demand management.

Products. Congestion Mitigation Process (CMP) documentation

Task 5.3 Corridor, Project-Level, and Special Studies

Objective. Under this task, staff ensures intergovernmental coordination amongst regional entities, provides technical support on corridor steering committees, and conducts other research and technical assistance activities on transportation-related projects conducted by LPAs. Special short-term studies are also included under this task.

Activities.

- Coordinate with and provide technical assistance to state and local agencies on transportation planning issues, studies, and initiatives.
- Serve on project steering committees, as requested, and attend stakeholder workshops and public hearings for transportation projects occurring in the region.

Products. Meeting attendance/coordination; maps and other visualizations; and working papers/reports

Task 5.4 Environmental Planning

Objective. This task focuses on the development and implementation of strategies that maintain healthy ecological systems, improve water quality, protect open space and natural areas, mitigate risks posed by natural hazards, reduce pollution, promote environmental justice, and incorporate environmental stewardship principles into transportation investments.

Activities.

- Continue to monitor status of National Ambient Air Quality Standards (NAAQS) and greenhouse gas emissions requirements, climate change and resilience, stormwater management, and their impact on the transportation system.
- Collaborate with partner agencies on transportation-related air and water quality initiatives, programs, and requirements.
- Further development of a regional carbon reduction strategy, as identified in the IJJA.
- Update the Greenways Plan and Map for the three-county region.

- Incorporate environmental screenings of transportation projects in MPO planning documents and programs.

Products. Updated Greenways Plan; meeting attendance/coordination; and working papers/reports

Task 5.5 Housing Coordination

Objective. The task will include coordination activities with local public entities to identify regional housing opportunities that align with existing and proposed development.

Activities.

- Complete the Regional Housing Coordination Plan for the Rockford Region and associated toolboxes.
- Continue to support regional efforts to integrate land use and transportation planning that results in development within existing neighborhoods, diverse housing and transportation options, and meaningful community engagement.
- Provide support and technical assistance to LPAs seeking to increase the supply and variety of housing types available in their community.
- Review local comprehensive land use plans in regards to future residential developments and affordable housing efforts.
- Monitor residential construction, demolition, and change relating to their impact on transportation.
- Coordinate with the local housing authorities, real estate and building associations, and other organizations engaged in housing development and management.

Products. Housing Coordination Plan; housing toolkits; and meeting attendance/coordination

Task 5.6 Livable Communities Initiative

Objective. Under this task, R1 provides technical assistance to neighborhoods and local public entities to create quality, mixed-use places and promote multi-modal transportation options through a subarea study that highlights policy and programmatic recommendations and implementation projects.

Activities.

- Manage day-to-day operations and administration of the Livable Communities Initiative (LCI) program including, but not limited to, budgets, schedules, and program reviews
- Manage planning activities for the LCI Technical Assistance program, including but not limited to the annual solicitation process, communicating with awarded entities, coordinating community outreach efforts, and conducting a continuing, comprehensive, and cooperative planning process.
- Publish an annual or biannual report on trends in study areas funded under the LCI program.
- Convene the LCI Advisory Committee.
- Facilitate communication and information sharing on the program with the LCI Advisory Committee, Community Advisory Forum, neighborhood associations, and members of the public.

Products. LCI subarea study; annual call for projects; and meeting attendance/coordination

[EXHIBIT: Table 2-1. Summary of Work Projects]

[EXHIBIT: Table 2-2. Work Elements & Planning Factors]

Budget Summary

The total estimated cost to implement this unified planning work program (UPWP) is **\$1,493,762.44**. The five work elements are developed around the federal planning marks (PL) and matching funds from the State of

Illinois Metropolitan Planning Funds (SPF) and local match. Partner organizations also provide local contribution funds (LC) to address transportation and land use planning elements necessary for the region which surpass the eligibility requirements of the Federal and State sources. The funding breakout for the FY 2026 by source is provided in Figure 3-1.

[EXHIBIT: Figure 3-1. FY 2026 UPWP Funding Sources, by Source]

Accordingly, all five transportation planning elements have highway (PL) and transit (5305(d)) aspects as well as state planning funds and local contributions that are equally distributed. The anticipated expenditures per work element is provided in Table 3-1.

The cost allocation methodology for FY 2026 will be in accordance with Region 1 Planning Council (R1) policies and procedures and the same as used and approved in previous years. Region 1 Planning Council will submit those charges for reimbursement that can be defined as eligible costs under the terms and conditions as determined in the Intergovernmental Agreement (IGA) between the MPO and IDOT.

[EXHIBIT: Table 3-1. Expenditures by Work Element]

Direct and indirect costs expended by R1 to carry out this work program fall within 19 different line item expenses, aligning with the Illinois Grant Accountability and Transparency Act (GATA). Labor costs are specific personnel costs (salaries and wages) and fringe benefits attributed directly to the ten work elements and toward achieving the goals described in this UPWP. Non-labor cost includes rental and maintenance costs, payroll, insurance, audit, telephone, copier, postage, office supplies, travel, education and training, subscriptions, dues, advertising, and other office equipment. Table 3-2 displays the revenue and expenditures representing information in the required GATA budget template.

[EXHIBIT: Table 3-2. FY 2026 Line Item Budget]

Salaries and benefits account for approximately **70.9** percent of the budget and constitutes the largest expenses for the MPO. The second largest expense, at **14.3** percent of the budget, is for contractual payments for services (contractual and consulting) performed for R1 in accordance with the terms and agreements of a written agreement. This line item includes accounting, human resource, legal, and subject-matter expertise, if needed. The remaining **14.8** percent of the budget is attributed to the day-to-day operations necessary to run the MPO, including, but, not limited to, office supplies, printing, rent, and training opportunities, and professional dues.

Appendices

A. Glossary of Terms & Acronyms

List of Acronyms

3-C	Continuing, cooperative, and comprehensive
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
AMPO	Association of Metropolitan Planning Organizations
APA	American Planning Association
BRT	Bus Rapid Transit
CEDS	Comprehensive Economic Development Strategy
CFR	Code of Federal Regulations
CMP	Congestion Mitigation Process

CRP	Carbon Reduction Program
DBE	Disadvantaged Business Enterprises
EEO	Equal Employment Opportunity
EJ	Environmental Justice
EV	Electric Vehicles
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GATA	Grants Accountability and Transparency Act
GIS	Geographic Information System
HSIP	Highway Safety Improvement Program
HSTP	Human Service Transportation Plan
IDOT	Illinois Department of Transportation
IGA	Intergovernmental Agreement
IJA	Infrastructure Investment and Jobs Act
IT	Information Technology
ITEP	Illinois Transportation Enhancement Program
ITS	Intelligent Transportation System
LC	Local Contributions
LCI	Livable Communities Initiative
LEP	Limited English Proficiency
LPA	Local Public Agencies
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NAASQ	National Ambient Air Quality Standards
NARC	National Association of Regional Councils
PM1	Safety Performance Management Measures
PM2	Pavement and Bridge Condition Measures
PM3	Performance of the National Highway System, Freight, and CMAQ Measures
PL	Federal Planning Marks
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation
PTASP	Public Transportation Agency Safety Plan
R1	Region 1 Planning Council
RMAP	Rockford Metropolitan Agency for Planning
RMTD	Rockford Mass Transit District
SPF	State Planning Funds
SPR	State Planning and Research
SRTS	Safe Routes to School
SS4A	Safe Streets for All
STBG	Surface Transportation Block Grant
TA	Transportation Alternatives
TAM	Transit Asset Management

TDM	Travel Demand Model
TIP	Transportation Improvement Program
TOD	Transit-Oriented Development
TMA	Transportation Management Area
TSMO	Transportation System Management & Operations
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation
YEP	Youth Engaged in Planning

Glossary of Terms

B. MPO Structure

C. Public Comment

The draft version of the FY 2026 UPWP was distributed to the Technical and Policy Committees and made available on the Region 1 Planning Council (R1) website on March 3, 2025. Public comment period for the FY 2026 UPWP was from **March 3, 2025** until **April 2, 2025**.

Comments should be direct to:

Sarah Renicker
 Grants Compliance Specialist
 Region 1 Planning Council
 127 North Wyman Street, Suite 100
 Rockford, IL 61101
 Telephone: 815-319-4180
 E-mail: srenicker@r1planning.org

Listed below are changes made to the **March 3, 2025** draft FY 2026 UPWP:

D. Title VI & Environmental Justice

A significant goal of the MPO is to assure that the delivery of public transportation services and the priority setting for transportation infrastructure improvements does not disproportionately distribute the benefits of these publicly funded activities away from minority persons or groups (racial or ethnic) or persons or groups with low income or economic status. Conversely, these efforts also seek to assure that the adverse or detrimental consequences of transportation services or improvements are not disproportionately burdened upon minorities or low-income persons or groups.

To maintain progress toward this goal, the MPO has monitored the delivery of public transportation services, the implementation of transportation improvement projects, and conducted transportation planning activities. With regard to public transit, this work was performed under specific long-standing guidance issued by the FTA and FHWA. With regard to improvement project prioritization and planning MPO techniques have involved the assessment of where work was being planned or programmed in comparison to the spatial demographics of the community.

The MPO examines the benefits and burdens of transportation investments using Geographic Information Systems (GIS) by overlaying current and proposed projects with datasets such as demographics, density, access to transit, and several others. The Alternative Transportation Committee also includes representatives that provide the MPO substantial input on the mobility and accessibility needs of low income and transit dependent populations as well as the needs of elderly and disabled persons. Furthermore, a Limited English Proficiency (LEP) plan has been developed and is currently being implemented to assist those persons with language barriers.

The FTA and FHWA have issued guidance for both Title VI and Environmental Justice planning documents. The requirements have been set with the release of FTA Circular 4702.1B (Title VI/ effective October 1, 2012) and FTA Circular 4703.1 (Environmental Justice/ effective August 15, 2012). Requirements are reflected for both the MPO and RMTD through the updated Title VI and Environmental Justice documents for each respective organization. The MPO will continue to monitor the expenditure of Federal and State funds relating to transportation improvements as they correlate to geographic locations of traditionally underserved populations within the Metropolitan Planning Area.

Prior to the development and adoption of the 2022 MPO Title VI and Environmental Justice document and at the request of the FHWA and FTA, the MPO provided status update letters regarding the current state of the Title VI and Environmental Justice documents for both the MPO and the RMTD. These letters described the current state of the Title VI and EJ analysis process, annual self-certification process, and status of each agencies compliance as a result of recent FTA Triennial reviews (RMTD) and joint FHWA/FTA Federal Certification reviews (MPO). Both RMTD and the MPO were found to be in compliance with regulations pertaining to Title VI and EJ as there were no findings or corrective actions issued for either agency. Below is a listing of the updates that were submitted to both FHWA and FTA.

1. The report entitled, "Title VI & Environmental Justice of the Public Transit Services provided by the Rockford Mass Transit District in the Rockford Urbanized Area", March 2004, as prepared by RATS.
2. The letter dated March 29, 2007, regarding "Title VI and Environmental Justice Assessment for the Rockford Mass Transit District" addressed to Dwight B. Sinks, Civil Rights Officer, US DOT / Federal Transit Administration / Region V, from Gary McIntyre (MPO)
3. The letter dated March 27, 2008, regarding "Title VI and Environmental Justice Update for the Rockford Mass Transit District Reporting Requirements", addressed to Dwight B. Sinks, Civil Rights Officer, US DOT / Federal Transit Administration / Region V, from Jon Paul Diipla (MPO)
4. The letter dated June 20, 2011, regarding "Title VI and Environmental Justice for the Rockford Mass Transit District Status Report", addressed to Donald Allen, Civil Rights Officer, US DOT / Federal Transit Administration / Region V, from Jon Paul Diipla (MPO)
5. The letter dated June 20, 2011, regarding "Title VI and Environmental Justice for the Rockford Metropolitan Agency for Planning Status Report", addressed to John Donovan, Metropolitan Planning Specialist, US DOT / Federal Highway Administration, from Jon Paul Diipla (MPO)
6. The report entitled, "Title VI Program and Environmental Justice Assessment 2014-2017" provided by the Rockford Mass Transit District in the Rockford Urbanized Area, March 2014, as prepared by RMAP.
7. The report entitled, "Title VI & Environmental Justice Considerations", September 24th, 2015, as prepared by the MPO.

8. The report entitled, “Title VI Program and Environmental Justice Assessment 2018-2020” provided by the Rockford Mass Transit District in the Rockford Urbanized Area, June 2017, as prepared by the MPO.
9. The report entitled, “Title VI & Environmental Justice Considerations for the Rockford Metropolitan Planning Organization”, February 28, 2019, as prepared by the MPO.
10. The report entitled, “Title VI Program and Environmental Justice Assessment 2021-2023” provided by the Rockford Mass Transit District in the Rockford Urbanized Area, September 29, 2020, as prepared by the MPO.
11. The report entitled, “Title VI & Environmental Justice Considerations for the Rockford Metropolitan Planning Organization”, June 23, 2022, as prepared by the MPO.
12. The report entitled, “Title VI Program and Environmental Justice Assessment 2024-2026” provided by the Rockford Mass Transit District in the Rockford Urbanized Area, July 2023, as prepared by the MPO.
13. The report entitled, “Title VI & Environmental Justice Considerations for the Rockford Metropolitan Planning Organization,” May 2, 2025, as prepared by the MPO.

ⁱ Final Ruling



Transportation Improvement Program Policies & Procedures

March 2024

The Transportation Improvement Program Policies & Procedures was prepared by Region 1 Planning Council (R1), with funding from the Federal Highway Administration, Federal Transit Administration, Illinois Department of Transportation, and local communities. The contents of this report reflect the view of R1, which is solely responsible for the information presented herein.

In accordance with the requirements of the U.S. Department of Transportation, R1 does not discriminate on the basis of age, race, color, national origin, gender, sexual orientation, familial status, ancestry, military status, religion or disability in programs, services or in employment. Information on non-discrimination and related R1 policies and procedures is available at www.r1planning.org.

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Section I. Background

The purpose of this policy is to document the development and amendment process for the Transportation Improvement Program (TIP) for Region 1 Planning Council, serving as the Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Planning Area (MPA). The TIP is jointly developed by the MPO, local governments, local transit providers, and the Illinois Department of Transportation.

A. Program Overview

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

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

B. Federal Requirements

Metropolitan planning organizations are required to satisfy state and federal transportation planning and programming rules and regulations for the metropolitan planning area (MPA), including the development and maintenance of the TIP, as outlined in 23 CFR 450 Subpart C.

The Transportation Improvement Program (TIP) must meet the following requirements:

- Reflect the investment priorities established in the current metropolitan transportation plan and cover a period of no less than 4 years;
- Provide all interested parties with a reasonable opportunity to comment on the proposed TIP and provide at least one formal public meeting during the TIP development process;
- Designed to make progress towards achieving the performance targets established under §450.306(d);
- Provide a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets;
- Include capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area proposed for federal funding (including transportation alternatives, transit improvements, HSIP projects, trails projects, accessible pedestrian walkways, and bicycle facilities);
- Contain all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be federally funded;
- Provide the following information for each project:
 - Descriptive material (i.e. type of work, termini, and length),
 - Estimated total project cost,

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

- Amount of Federal funds proposed to be obligated, and
- Identify the agencies responsible for the project;
- Consistent with the Metropolitan Transportation Plan (MTP);
- Include a financial plan that demonstrates how the approved TIP can be implemented by indicating resources from public and private sources that are reasonably expected to be made available; and
- Identify the procedures or agreements that distribute the suballocated Surface Transportation Program funds to individual jurisdictions or modes within the MPA.

Under the IDOT Metropolitan Planning Organization Cooperative Operations Manual, Illinois MPOs must update the TIP, at a minimum, at least every two years. These biannual updates are due by October 1 of the update year.

Section II. Programming Information

A. Responsibilities & Roles

1. Region 1 Planning Council

Region 1 Planning Council staff will fulfill the following responsibilities:

- Send notification to all eligible governments and jurisdictions within the metropolitan planning area (MPA), and any organizations and agencies requesting notification, of the TIP development process.
- Send notification to all eligible governments and jurisdictions within the MPA, and other organizations and agencies requesting notification, of TIP Quarterly Amendment Cycles.
- Adhere to the stipulated deadlines.
- Provide lead agencies with assistance in completing the project proposal forms and project revisions.
- Provide lead agencies with electronic files of the approved TIP upon each revision.
- Provide lead agencies with a summary of monthly TIP Administrative Modifications and quarterly TIP Amendments.
- Maintain on the R1 website:
 - the current, effective TIP updated as necessary;
 - proposed TIP amendments with public comment information;
 - TIP revision forms; and
 - TIP Policies and Procedures document.

2. Lead Agencies

The Illinois Department of Transportation (IDOT), and all county, city, town, village, and tribal governments, public transit operators, school districts, and certain other public authorities within the Rockford MPA are eligible to propose transportation projects for the TIP.

The key responsibilities of lead agencies are:

- Provide complete information for project submissions and revisions.
- Provide periodic updated project information as requested.
- Meet all deadlines established by these procedures.
- Provide any data and information requested to demonstrate program eligibility requirements. An agency's lack of providing all the requested data or information may jeopardize the project's programming in the TIP.

- Take all necessary steps to assure that the project is consistent with the Complete Streets Policy and Congestion Mitigation Process (if applicable).
- Notify R1 staff if there is a change in the scope or termini of the project.
- Notify R1 staff if there is a change in the project schedule.
- Notify R1 staff if Federal funds cannot be obligated in the Federal fiscal year they are programmed.
- Review each project as programmed in the TIP for accuracy and especially prior to requesting the obligation of funds, check the funding amounts and the work type associated with the programmed amounts for accuracy and notify R1 staff of any necessary changes.
- Request TIP revisions in writing (using the appropriate request forms) to assure all necessary information is provided and follow the process in section IV (TIP Revisions).

3. MPO Technical Committee

The MPO Technical Committee is responsible for reviewing of the annual TIP document and recommending the adoption of the document, including any revision to the MPO Policy Committee.

4. MPO Policy Committee

Formal adoption of the TIP is the responsibility of the MPO Policy Committee. Membership of that committee comprises of the following:

- Chairperson, Winnebago County
- Chairperson, Boone County
- Mayor, City of Belvidere
- Mayor, City of Loves Park
- Mayor, City of Rockford
- Village President, Village of Machesney Park
- Board Chairperson, Rockford Mass Transit District
- District Engineer, Illinois Department of Transportation - District 2

5. Illinois Department of Transportation

The Illinois Department of Transportation develops or updates their Statewide Transportation Improvement Program (STIP) triennially, which includes all federal funded projects proposed in Illinois over a four-year period. Any change to STIP projects located in a MPA must first be reflected in the MPO's TIP. Metropolitan planning organization's TIPs are incorporated into the STIP by reference.

B. Eligible Projects

1. Federally-Funded Projects

The TIP shall include all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the metropolitan planning area (MPA) proposed for funding under 23 USC and 49 USC Chapter 53. Per this regulation, federally funded projects within the MPA and utilizing federal transportation funds must be programmed in the TIP.

2. Regionally Significant Projects

All roadways on the federal-aid highway system, regardless of federal funding shall be included in the TIP. This includes:

- Projects on National Highway System (NHS);

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

C. General Eligibility & Requirements

1. Project Information Required

For each project (or phase of project) in the TIP, sufficient information must be provided to:

- Identify the project – type of project (activity), scope, termini, length, functional classification, and other project location information;
- Identify the project development phase(s) for which funding is being programmed (e.g., environmental/NEPA, preliminary engineering, design, right-of-way acquisition, construction, other);
- Estimate total project cost from all fund sources, federal, state, local, tribal, and other sources
- Show amounts of federal, state and local funds proposed to be obligated for each project phase during the program period in each fiscal year;
- Identify the source for any applicable matching funds;
- Identify the lead agency responsible for project implementation;
- Identify a contact person at the lead agency who can answer questions about the project;
- Indicate whether the project has any complete streets elements, and if so, that it is consistent with the Complete Streets Policy; and
- Indicate whether the project includes any operational improvement element, and if so, that it is consistent with the Congestion Mitigation Process.

2. Logical Termini

Projects listed in the TIP must have identified logical termini. This means a project must have rational end points and stand alone when completed.

It is important to note that the MPO does not practice the inclusion of “Grouped Projects” (e.g., city-wide, district-wide, etc.)

3. Metropolitan Transportation Plan Consistency

All projects in the TIP must be included in or consistent with the adopted Metropolitan Transportation Plan (MTP). The MTP identifies many individual roadway and bikeway projects. The proposed activity does not have to exactly match the MTP listing. For example, a project could have different limits or propose a different number of lanes than the MTP project. Some activities, such as transit, pedestrian facilities, and intersection modification projects that are not directly listed within the MTP are still eligible to be included in the TIP if consistent with the goals set forth in document.

4. Performance-Based Programming & Planning

All projects within the TIP must be consistent with the one or more of the federally-required performance measures, including safety, infrastructure/capital condition, congestion, system reliability, emissions, and freight movement. The Federal Highway Administration (FHWA) has issued three related rules and Federal Transit Administration (FTA) has issued two related rules to date. The performance measures are annually tracked in

order to identify the overall effectiveness each measure. More information on these final rules and associated performance measures can be found in the following sections:

a. Highway Safety (PM 1)

The Highway Safety Improvement Program (HSIP) final ruling established performance measures to carry out the HSIP and to assess serious injuries and fatalities on all public roads. The rule outlines the processes for state DOTs and MPOs to establish safety targets and to report on progress for those targets. In total, FHWA established five performance measures to assess safety performance: (1) number of fatalities, (2) rate of fatalities per VMT, (3) number of serious injuries, (4) rate of serious injuries per VMT, and (5) number of combined non-motorized fatalities and non-motorized serious injuries. Each of the safety performance measures are based on a 5-year rolling average. Safety targets must be established on an annual basis and in coordination with the state DOT, to ensure consistency.ⁱ

b. Pavement and Bridge Condition (PM 2)

The final rule on assessing pavement and bridge condition of the National Highway System (NHS) established measures for state DOTs to carry out the National Highway Performance Program (NHPP) and assess the condition of pavements and bridges on the NHS, including on- and off-ramps connected to the NHS, and pavements on the Interstate System. Under this final rule, FHWA established six performance measures to assess pavement and bridge conditions. The six pavement and bridge condition performance measures are: percentage of pavements on the Interstate System in Good condition; percentage of pavements on the Interstate System in Poor condition; percentage of pavements on the NHS (excluding the Interstate System) in Good condition; percentage of pavements on the NHS (excluding the Interstate System) in Poor condition; percentage of NHS bridges classified as in Good condition; and percentage of NHS bridges classified as in Poor condition.

c. System Performance (PM 3)

The third FHWA rulemaking establishes the performance measures which state DOTs and MPOs will use to assess the performance of the Interstate and non-Interstate National Highway System (NHS) for the purpose of carrying out the National Highway Performance Program (NHPP); to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Specifically, state DOTs and MPOs need to establish targets for the following measures, where applicable:

- System Performance:
 - Percent of person miles traveled on the Interstate System that are reliable;
 - Percent of person miles traveled on the Non-Interstate NHS that are reliable;
- Freight Movement:
 - Truck Travel Time Reliability Index (TTRI);
- CMAQ/Air Quality:
 - Annual Hours of Peak Hour Excessive Delay Per Capita;
 - Percent of Non-Single Occupant Vehicle Travel; and
 - Total Emission Reductions.

The performance measures related to CMAQ is not required to be developed by the Rockford MPO.

d. Transit Asset Management (TAM)

In 2016, FTA published the Final Rule for Transit Asset Management, which requires FTA grantees to develop asset management plans for their public transportation assets, including vehicles, facilities, equipment, and other

infrastructure. In addition to establishing performance measures, the final rule established a national definition of “state of good repair” and established annual reporting requirements to the National Transit Database.ⁱⁱ The four required performance measures include:

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
- Equipment: The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- Facilities: The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements (TERM) scale.
- Infrastructure: The percentage of track segments (by mode) that have performance restrictions.

e. Public Transportation Agency Safety Plan (PTASP)

In July 2018, FTA published the Final Rule for the Public Transportation Agency Safety Plan, which requires certain operators of public transportation systems who receive FTA grant funds to develop safety plans that include the processes and procedures necessary for implementing Safety Management Systems (SMS). As a recipient of Section 5307 funds, Rockford Mass Transit District is required to develop and maintain a safety plan that meets the requirements. Under the PTASP rule, operators must set safety performance targets based on the following safety performance measures in the National Public Transportation Safety Plan: total number of reportable fatalities and rate per total vehicle revenue miles by mode; total number of reportable injuries and rate per total vehicle revenue miles by mode; total number of reportable events and rate per total vehicle revenue miles by mode; and mean distance between major mechanical failures by mode.

5. Congestion Mitigation Process Consistency

Projects within the TIP shall support the adopted congestion mitigation process, when appropriate. As a designated TMA, the MPO must develop a systematic approach to effectively address congestion issues through the use of travel demand reduction and operational management strategies, known as the congestion management process (CMP). Strategies identified in the CMP could include the following: bicycle and pedestrian projects, public transportation, intersection improvements, signalization modernization projects, projects involving intelligent transportation system (ITS) elements, the selective addition of new lane miles to close key gaps, and the creation of logical termini in the roadway network.

6. Complete Streets Policy

Projects listed in the TIP should adhere to R1’s Complete Streets Policy in the planning and design of all transportation projects, when appropriate. The intent of the complete street policy is to create a connected, resilient, and equitable transportation network through roadway designs that guarantee equitable access to community resources for all who use the transportation system in the Rockford Region.

Local public agencies are responsible for determining, within the context of the project, the most appropriate project approach to meet the Complete Streets Policy’s requirements. Region 1 Planning Council staff can assist in determining the most appropriate approach. The Complete Streets Policy and other resources are available on the R1 website: <https://r1planning.org/about-mpo-policy>.

E. Fiscal Constraint

Under federal regulations, the TIP must be fiscally constrained (i.e., estimated year of expenditure costs cannot exceed reasonably expected revenues from all sources) by year and include a financial plan to implement programmed projects. Funds programmed in the TIP must be secured or reasonably be expected to be secured within the time period for the project or project phase in the TIP. Projects without secured or reasonably expected funds, may be included within the TIP as illustrative projects. The following provides explanations for “secured”

funds, “reasonably expected” fund, and “illustrative”, as well as the conditions that must be met and examples for each.

1. Secured Funds

Funds which are secure are those that are currently available and included in an approved budget, appropriation, or similar approved action. For funds to be considered secure, documentation must demonstrate that the approved action dedicates a sufficient level of funding, identifies the proper source(s), and is consistent with the funding schedule for the project or program. Examples of secured funds include:

- Funds included in an adopted budget of a local municipality, state or federal agency, or organization.
- Funds awarded by agencies or organizations with “project selection” authority.
- Funding identified in the constrained portion of a capital improvement program (CIP) or transit agency’s development plan.

2. Reasonably Expected Funds

Funds which are reasonably expected generally fall into the following two categories: 1) funds currently available but that require action by a responsible official or policy body to approve them for a project or program, and 2) funds not yet available but have historically been available and a commitment is in place to dedicate the funds for a project or program once they become available. Examples of reasonably expected funds, includes:

- Funds included in the budget of a local municipality, state or federal agency, or organization but not yet approved for a specific project or program.
- Funds beyond a current approved budget, but consistent with historic levels of the funding source.
- Funds identified in a budget or appropriation not yet approved.
- Funding identified in the unconstrained portion of a local transportation improvement program (TIP), capital improvement program (CIP), or transit agency’s development plan.
- Funding identified for a project or program from a cosponsor(s).

For funds to be considered reasonably expected, the current funding available or historically used funding must be documented. The documentation must also be accompanied by an explanation of procedural steps with milestone dates which will be taken to secure the funds for the project or program. New funding sources and “innovative” funding may also be considered reasonably expected if identified in sufficient detail and with a reasonable expectation/demonstration of public support.

3. Illustrative Projects

Projects without secured or reasonably expected funds, may be included within the TIP as illustrative projects. Illustrative projects refer to the potential transportation projects that are included in the plan to showcase potential future improvements, but are not yet fully committed due to uncertainties regarding funding, permitting, or final design. Should federal funding become available for an illustrative project, a TIP amendment must be completed to program the federal aid.

F. Public Involvement

As a part of the adopted Public Participation Plan (PPP), the MPO will conduct meaningful public outreach/involvement throughout both the development and maintenance processes.

During the TIP Development process, public comment is taken prior to its approval. The draft TIP is made available for comment for a minimum of at least 30 days. A notice is published on the R1 website and distributed to an

extensive mailing list of current members of the MPO committees, persons who have requested to be notified of meetings and events, and the area's press and media outlets. Additionally, the notice is published in a local news source and sent to the R1 press mailing list. During this time, the draft is available at the R1 offices and online at the R1 website. Any public comments received during this review period is considered and presented to the Technical and Policy Committees as a part of the approval process.

Additionally, all formal amendments to the TIP, as a part of the TIP maintenance process are listed as agenda items for both of those MPO committees. Administrative Modifications and Advanced Construction notices are provided during the MPO agency report to the committees. The MPO informs the public about upcoming committee meetings via announcements that are sent out to an extensive mailing list of current members of the MPO committees, persons who have requested to be notified of meetings and events, and the area's press and media outlets. All meeting agendas and materials that are to be acted upon at any given meeting are also posted on the webpage in accordance with the Illinois Open Meeting Act. This includes the minutes of previous meetings, any drafts of the TIP or TIP portions that are prepared, and all memos or reports on planned or programmed improvement projects.

Section III. Transportation Improvement Program Development

A. Development Process

Every year, the Region 1 Planning Council enacts a process that assists in the development of a Transportation Improvement Program (TIP) document to reflect federal transportation funding that will be expended over a four-year period, known as the TIP Development Process. This process ensures that the overall planning process of the MPO aligns the multi-year program with the regional priorities and available funding. Changes that may occur to the TIP outside of the regular development cycle is referred to as TIP Maintenance and follows a separate set of procedures.

There are eight steps in the TIP development process:

1. Announce Annual TIP Development Cycle
2. Determine Existing Project Status
3. Submission of New Projects
4. Establish Financial Plan
5. Prepare Draft TIP
6. Release Draft TIP for Public Comment
7. MPO Technical and Policy Committee Action
8. Submission to IDOT

1. Announce Annual TIP Development Cycle

A formal announcement, via a memorandum, of the annual TIP development will be shared with members of the MPO Technical and Policy Committees at the beginning of the calendar year. The memorandum will include any pertinent information for the updating development cycle, include all necessary forms, deadlines, and schedules. This will typically occur in January.

2. Determine Existing Project Status

After the announcement, the existing TIP projects will be evaluated and updated to assure the information presented is accurately reflected in the currently approved program. All lead agencies are required to provide

accurate updates for all projects in the current TIP approximately thirty (30) days after to the beginning of the TIP development process.

A Project Status Update Sheet will be distributed to all lead agencies for existing TIP projects. Local public agencies shall provide updated project information via these sheets. This information will be examined by R1 staff, who will review for accuracy and completeness to identify if further clarification is necessary.

3. Submission of New Projects

Concurrently with Step 2, lead agencies will have 30 days to submit new projects for inclusion in the TIP. Projects can be submitted through a form on an online portal. The period for submitting new projects will end at 12:00 p.m. on the date of the deadline. There is a possibility that inclusion of new projects will be deferred until the next TIP amendment cycle if significantly late.

Upon receipt of this form, R1 staff will review for accuracy and completeness to identify if further clarification is necessary, which is often required to ensure that the MPO understands the project being submitted for inclusion. If a submission is determined to be incomplete, R1 staff will inform the applicant and request additional information or materials be submitted within five (5) business days. During this step, meetings with representatives of the lead agencies may be required to ensure clarification.

Once R1 staff has a good understanding of the proposed project, it must be determined if the proposed project is actually eligible to be included in the TIP. More specifically, R1 staff must answer several questions related to project eligibility:

- Is the project located within the metropolitan planning area?
- Is the project consistent with the definition of a regionally significant project?
- Is the project consistent with the Metropolitan Transportation Plan?
- Is the project consistent with one or more of the federally-required performance measures?
- Does the project support the adopted Congestion Mitigation Process and Complete Streets Policy, when appropriate?
- Are funds available or reasonably expected to be available?

Once eligibility of a project has been determined, a project will be included into the Transportation Improvement Program. In the event a project is deemed ineligible, R1 staff will notify the lead agency of this determination and the reasoning behind the determination. If a lead agency does not agree with the eligibility determination, the agency may submit documentation showing how the project meets the eligibility criteria. The MPO Director has the final determination of eligibility and inclusion.

4. Establish Financial Plan

As part of the TIP Financial Plan, estimates of available funds will be developed in accordance with Federal regulations. The MPO, IDOT, and public transit operators will cooperatively develop estimates of funds that are “reasonably expected to be available” for the TIP from all fund sources.

Under the Financial Plan, R1 staff will identify the current and projected allocations of the MPO-Attributable Federal Funds (e.g., Surface Transportation Block Grant, Transportation Alternatives Program, and Carbon Reduction Program) and federal transit formula funds (e.g., Section 5310 and Section 5307). Additionally, R1 staff will prepare a report on the amount of funding programmed by year, funding sources, and activity types.

Staff will also conduct a Title VI and Environmental Justice analysis. The purpose of this analysis is to ensure the transportation improvements listed within the TIP do not disproportionately distribute the benefits of publicly-funded activities away from traditionally underserved populations (TUPs).

5. Prepare Draft TIP

Next, the preliminary draft of the Transportation Improvement Program will be prepared. Under this task, the document narrative and exhibits will be updated to reflect the most recent data and any necessary changes to federal and/or state requirements. Finally, R1 staff will review the draft TIP to determine whether it conforms to federal and state requirements, plans and regulations, environmental justice, and financial constraint.

6. Release Draft TIP for Public Comment

During the TIP Development process, public comment is taken prior to its approval. The draft TIP is made available for comment for a minimum of at least 30 days. A notice is published on the MPO website and distributed to an extensive mailing list of current members of the MPO committees, persons who have requested to be notified of meetings and events, and the area's press and media outlets. Additionally, the notice is published in a local news source and sent to the RPC press mailing list. During this time, the draft is available at the RPC offices and online at the RPC website. Any public comments received during this review period is considered and presented to the Technical and Policy Committees as a part of the approval process.

7. MPO Technical and Policy Committee Action

Upon the close of the public comment period, the draft TIP will be presented to the Technical and Policy Committees for recommendation and adoption, respectively.

8. Submission to IDOT

Following the approval of the TIP, R1 staff will incorporate any final revisions made by the Policy Committee and formally send the approved TIP to the Illinois Department of Transportation, with a request to incorporation into their Statewide Transportation Improvement Program (STIP).

B. Program Format

Projects listed within the TIP are organized by TIP Cycle Year. With the programmed year, projects are listed in alphabetical order by state agency, county, then by city. The sponsor name, project number, facility, project phase, activity type, funding sources, and programmed amounts in \$1,000s are shown for each project within the different years.

1. TIP Cycle Year

There are four categories for the TIP Cycle Year: the annual element; out years; awarded, initiated, or completed (AIC).

- Annual Element: The projects programmed to be implemented and are awaiting letting within the current year of the TIP.
- Out Years: The three remaining years of the TIP.
- Awarded, Initiated, or Complete
 - For highway projects, this phase indicates that construction has been awarded letting or that construction has begun or been completed.
 - For transit projects, this category indicates projects that (1) verified funding sources have been placed into a grant or (2) procurement is completed, received, and/or paid for.
- Illustrative: Projects without secured or reasonably expected funds.

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

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

2. Lead Agency

All projects within the TIP must be sponsored by one or more of the local public agencies (LPAs), transit providers, IDOT, Illinois Tollway or other state agencies (e.g., Illinois Environmental Protection Agency). Each lead agency is assigned an agency number. These numbers are provided in Appendix A.

3. Numbering System

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

AA-YY-##

4. Project Phase

A project phase refers to a distinct stage in the development within a larger transportation project, each with its own timeline and budget allocation within the overall project timeline. Breaking down projects into multiple phases, allows for better project management and tracking of progress at different stages within the TIP.

- Preliminary Engineering (PE): Identifying and preliminarily sizing/estimating the principal attributes of the chosen design concept or scheme.
- Detailed Design (DES): Refining and optimizing the final design and assign and fix the design details.
- Environment/NEPA (ENVIR): Assessing the potential environmental impacts of the project and obtaining necessary permits.
- Right-of-Way (ROW): Acquiring real property, temporary and permanent easements, and utility relocation.
- Construction (CON): Completing the physical construction activities.
- Operating (OPS): Operation of transportation system, such as operating or maintaining traffic signal systems or ITS.

5. Activity Types

Activity types will be utilized to categorized projects within the TIP. Only one (1) activity type shall be selected. To determine the primary activity, the agency should consider what activity accounts for the largest portion of the costs or addresses the project's purpose and need most directly. For most projects, it is clear which category a project falls within. However, there are cases in which a roadway project has significant characteristics of multiple categories.

The seven activity categories are:

- **Bicycle and Pedestrian** – This category includes any activity that primarily benefits bicycle and pedestrian transportation. Examples include installing or modifying multi-use paths, bicycle lanes, or sidewalks, provided that they are not part of a roadway modification project. An independent bicycle project may include construction of bicycle facilities, signage, pavement markings, and bicycle parking facilities. This category does not include bikeway or walkway maintenance.
- **Bridge** – This category is for the replacement of a structurally deficient or functionally obsolete bridge or rehabilitation of an existing bridge to restore its structural integrity or to correct major safety defects, not associated with a roadway widening, new construction, or resurfacing project.
- **Capacity** – Projects that increase the motor-vehicle capacity of the regional transportation system or result in operational changes comprise this category. Examples include the addition of travel lanes, turn lanes, or widening of existing travel lanes to an existing facility, thus resulting in an increase in vehicle capacity, including the widening of any bridges associated with the roadway improvement and railroad/highway grade separations associated with a widening project. New construction of a roadway on a new alignment, or on an existing alignment on which no road surface (other than dirt or gravel) has previously existed, including new bridge and intersection construction, are also included under this category.
- **Intersection** – This category includes any activity that improves the safety or operation of an intersection. Examples include: widening at an intersection for turning lanes, installation of traffic signals (including school zone signals), improving sight distances, signal synchronization, improvements on approaches to intersections, and installation of barrier curbs. *(An intersection is defined as extending 500 feet from the intersection of the centerlines or 450 feet from the stop bars for each leg of the intersection, whichever is greater).*
- **Preservation** – This category includes projects that are solely replacement or maintenance of existing roadway infrastructure without resulting in operational changes to motor vehicle traffic. Examples include pavement resurfacing, restoration, rehabilitation, or reconstruction. It also includes bridge resurfacing, rehabilitation, or restoration associated with a roadway improvement, or intersection resurfacing. A reconstruction or resurfacing project which includes new bike and pedestrian infrastructure may still be considered in this category.
- **Safety** – This category includes projects that reduce fatalities and serious injuries on all public roads, on bicycle and pedestrian facilities, and on transit related facilities. Examples include pedestrian signals, pedestrian crosswalks, raised reflective pavement markers, traffic circles (roundabouts), safety rest areas, pavement marking, school zone markings, rail-highway crossing closure, and installation of traffic/warning/guide signs or guardrails.
- **Transit** – This category includes any activity that primarily benefits public transportation. Examples include transit vehicle replacements, exclusive lanes for transit, park and ride lots, enhanced bus stops, capital projects related to new or expanded service, bus rapid transit, or rail transit.

A breakout of the activity categories by primary activities is provided in Appendix B.

Section IV. TIP Changes

Occasionally, changes need to be made to the Transportation Improvement Program (TIP) following its adoption. Changes can include project cost adjustment, scope changes, addition or deletion of a project, etc. The MPO identifies two types of changes that can be made to the TIP: major revisions (amendments) and minor revisions (administrative modifications).

Per this policy, those items that are considered neither an “Amendment” nor an “Administrative Modification” are as follows:

- Minor change in project description;
- Grammatical changes; and
- Additional information added.

A. Administrative Modifications

An administrative modification is a minor revision that does not require public input, demonstration of fiscal constraint, or a formal approval by the MPO’s committees. These modifications are non-substantial in nature and do not materially change the individual projects or overall program. These revisions include minor changes to project costs, funding sources, scope, and the movement of an included project among fiscal years of the TIP. The MPO Director has the discretion to elevate any proposed administrative modification to a full amendment.

The following actions are classified as Administrative Modifications:

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

B. Amendments

An amendment refers to any major revision to a project in the TIP, including the addition or deletion of a federally funded or regionally significant project or a major change in project cost, design concept, or scope. Major revisions must maintain a year-to-year fiscal constraint for the first four years of the TIP. It also must be consistent with the MPO’s approved MTP. Major revisions to the TIP must be approved by the Policy Committee. Amendments are processed during the next regularly scheduled amendment cycles after the request is submitted.

The following actions are classified as Amendments:

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

C. Revision Cycle

Administrative modifications are processed by R1 staff within two weeks of receiving all necessary information. Upon approval, administrative modifications are posted on the R1 website and presented to the Technical Committee at their next regularly scheduled meeting.

Amendments will be presented to the Policy Committee three times a year. The following schedule is subject to change based on the MPO Policy Committee meeting schedules and other activities that may impact the adoption process.

Milestone	Date
Spring Amendment Cycle – Submittal Due Date	February 15
Spring Amendment Cycle - Public Comment Period	March 1 – 15
Spring Amendment Cycle - Recommendation	March
Spring Amendment Cycle - Adoption	March
TIP Development Cycle - Submittal Due Date	April 15
TIP Development Cycle - Public Comment Period	May 1 - 30
TIP Development Cycle - Recommendation	June
TIP Development Cycle - Adoption	June
Fall Amendment Cycle – Submittal Due Date	September 15
Fall Amendment Cycle - Public Comment Period	October 1 - 15
Fall Amendment Cycle - Recommendation	October
Fall Amendment Cycle - Adoption	October

D. Out-of-Cycle Amendments

Amendments requiring immediate action, due to impending federal or state requirements, letting, or deadlines, that occur outside of the regular amendment cycles are considered out-of-cycle amendments. In these instances, staff will work with the sponsors to process the amendment in as timely a manner as possible. For out-of-cycle amendments, sponsors must provide email to R1 staff and complete the necessary to online request form within ten (10) business days of a scheduled Policy Committee meeting.

In situations, where immediate action is not required and project sponsors had the opportunity to request the amendment under a regularly scheduled amendment cycle, the request may be postponed until the next amendment cycle.

E. TIP Request Submission

Lead agencies may submit a request for a revision any time using the online form. These requests will be processed according to the amendment policies, outlined above, either through the next regular amendment cycle, administratively, or as an out-of-cycle amendment. The nature of the request will be determined upon review of the submission and additional coordination with the lead agency as needed.

Section V. Evaluation & Revision of the Policy

This policy should be updated every time a new federal transportation legislation is authorized or an update is made to the Illinois Department of Transportation’s Metropolitan Planning Organization Cooperative Operations Manual. To update this policy, R1 staff will:

- 1) Collect data on funded projects and their progress each year.
- 2) Collect qualitative data through interviews and surveys with lead agencies to identify issues with the implementation of the program
- 3) Review updated Transportation Improvement Program policies from MPOs in and outside of Illinois.

Amendments may occur as needed to resolve issues with implementation of the program. Amendments to this policy must be approved by the Policy Committee.

Section VI. Contact Information

For questions and comments about this policy, contact:

Region 1 Planning Council
127 N Wyman Street, Suite 100
Rockford, IL 61101
Info@r1planning.org

Appendix A. Agency Codes & Abbreviations

#	Agency
01	IDOT District #2 (IDOT)
02	Winnebago County (WC)
03	City of Rockford (CoR)
04	City of Loves Park (CoLP)
05	Village of Machesney Park (VoMP)
06	Chicago/Rockford International Airport (RFD)
07	Rockford Mass Transit District (RMTD)
13	Boone County (BC)
14	City of Belvidere (CoB)
16	Four Rivers Sanitary District (FRSD)
17	Forest Preserves of Winnebago County (FPWC)
18	Boone County Conservation District (BCCD)
19	Winnebago County Soil & Water Conservation District (WCSWCD)
20	Rockford Park District (RPD)
21	Illinois Environmental Protection Agency (IEPA)
22	Illinois Tollway (ISTHA)
25	Ogle County (OC)
26	Boone County Public Transit
29	Stateline Mass Transit District (SMTD)
40	City of Byron (CoByr)
41	Village of Caledonia (VoC)
42	Village of Cherry Valley (VoCV)
43	Village of Davis Junction (VoDJ)
44	Village of Monroe Center (VoMC)
45	Village of New Milford (VoNM)
46	Village of Poplar Grove (VoPG)
47	Village of Roscoe (VoR)
48	Village of Stillman Valley (VoSV)
49	Village of Timberlane (VoT)
50	Village of Winnebago (VoW)

Appendix B. Breakdown of Activity Categories

When requesting the inclusion of a project in the Transportation Improvement Program, lead agencies must choose one activity that best describes the project. To determine the primary activity, lead agency should consider what activity accounts for the largest portion of the costs or addresses the project’s purpose and need most directly. This list is not exhaustive; many eligible activities are not listed.

Primary Activity	Activity Category
Bridge Maintenance	Bridge
Bridge/Bridge Deck Replacement	Bridge
Bridge Reconstruction	Bridge
Bicycle Lanes	Bicycle/Pedestrian
Multi-Use Path	Bicycle/Pedestrian
Sidewalk Installation/Modification	Bicycle/Pedestrian
Streetscape Improvement	Bicycle/Pedestrian
Minor Widening (e.g., adding turn lane(s))	Capacity
New Roadway	Capacity
Road-rightsizing (removing through lane(s))	Capacity
Interchange Modification	Capacity
Grade Separation (Railroad/Roadway)	Capacity
Intersection modification	Intersection
Installation of Traffic Signals	Intersection
Improving sight distances	Intersection
Preventative Maintenance	Preservation
Reconstruction (w/o changing capacity)	Preservation
Rehabilitation	Preservation
Resurfacing	Preservation
Roundabouts	Safety
At-Grade Crossings	Safety
Installation of Proven Safety Countermeasure(s)	Safety
School zone improvements	Safety
Transit Capital Expansion (New Vehicles)	Transit
Transit Service Expansion	Transit
Transit Capacity Maintenance (Vehicle Replacement)	Transit

ⁱ 23 CFR Part 490.

ⁱⁱ 49 CFR Parts 625 and 630



MPO Policy Committee Special Meeting

Meeting Minutes

Thursday, October 17, 2024 –8:30am

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

1. Call to Order

With a quorum present, the meeting was called to order by Mayor Morris at 8:30 am.

2. Roll Call

Members Present: Clint Morris, City of Belvidere; Thomas McNamara, City of Rockford; Steve Johnson, Village of Machesney Park; Rob Bates, IDOT District 2; Mayor Greg Jury, City of Loves Park; Michael Stubbe, Rockford Mass Transit District.

Members Absent: Joe Chiarelli, Winnebago County Board; Rodney Riley, Boone County.

Other Present: John Paul Diipla, FHWA IL Division (via Zoom); Dough Delille, IDOT OOP; Michael Dunn, Sydney Turner, Tim Verbeke, Brandon Rucker, Sarah Renicker, Jackson Sitter, Cloe Barnes, and Nathan Larson, Region 1 Planning Council. Sonya Hoppes (8:41am)

3. Public Comment

There were none present who wished to address the committee.

4. Action Items

a. Approval of Meeting Minutes of October 1, 2024

Mayor Morris entertained for a motion to approve the Meeting Minutes of the October 1, 2024 for MPO Policy Committee. Motion by Mayor McNamara, City of Rockford; seconded by Mayor Morris, City of Belvidere. Motion **passed** by unanimous voice vote.

b. Amendment to the FY 2025-2028 Transportation Improvement Program (Resolution 2024-16)

Ms. Turner explained that this amendment would approve two additional projects including the resurfacing of a portion of US-20 between Pecatonica Rd and Falconer Rd, and intersection improvements at Winnebago and Telegraph Rd.

Mayor Morris entertained a motion to approve Resolution 2024-16. Motion by Mayor McNamara, City of Rockford; seconded by Mayor Johnson, Village of Machesney Park. Motion **passed** by unanimous voice vote.

5. Director's Report

- a. **Call for Projects** Ms. Turner announced that the Call for Projects for the '26-'29 TIP is now open and had been announce to the MPO Technical Committee with the funding breakdown. She also indicated that there was a \$3.6 million surplus of TAP funds that will need to be used within the next two years. The call for projects closes on November 28, 2024.
- b. **2026 UWP** Ms. Turner indicated that work had begun on the 2026 UWP, and invited committee members to submit ideas for any special projects that should be included. Mayor Morris asked when those would be due, to which Ms. Turner indicated that R1 was still waiting for IDOT to publish their targets, before nailing down a date. Mr. Dunn also indicated that it would be advantageous to include any modeling projects that may be necessary.

- c. **Traffic Signal Management** Ms. Turner gave an update on the Traffic Signal coordination project taking place along the Alpine Rd. corridor. She indicated that Iteris had wrapped up the traffic count portion of their assessment and would be providing the data and recommendations to the multi-jurisdictional steering committee. When asked about the Riverside assessment, Ms. Turner indicated that there was some carbon reduction funding available to replace cabinets along that corridor.
- d. **Bus Rapid Transit Feasibility Study**-Ms. Turner indicated that there have been ongoing meetings with the consultants from Sam Schwartz who have helped to identify corridors of opportunity within the current system. Specific attention was given to how best to connect Kishwaukee/N. Main/N. Rockton routes to Riverside Blvd. A plan to connect Downtown Belvidere to the East Side Transfer Center, as well as linkages to any current and future rail stations.
- e. **Rail Service** Ms. Turner indicated that communication was ongoing between Tim (Verbeke), Eric (Tison) and IDOT concerning the SW Rail project.

6. Adjournment

Mayor Morris entertained a motion to adjourn. Motion by Mayor McNamara, City of Rockford, second by Village President Johnson, Village of Machesney Park. Meeting adjourned at 8:42 am.

Meeting minutes prepared by: Sarah Renicker and Sydney Turner

Minutes approved by action of the Board: _____



**REGION 1 PLANNING COUNCIL
MPO POLICY COMMITTEE**

MPO RESOLUTION 2025-01

RE: Amendment to the Fiscal Year 2025-2028 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 August 22, 2024 version of the Fiscal Year 2025-2028 Transportation Improvement Program (TIP) and;

WHEREAS the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have approved the FY 2025-2028 MPO TIP; and

WHEREAS the City of Rockford has requested one (1) updated cost breakout; the Illinois Department of Transportation has requested the addition of two (2) new projects and one (1) updated cost breakout and Rockford Mass Transit District has requested the addition of five (5) new projects; and

WHEREAS the projects being amended in the adopted and approved version of the FY 2025-2028 TIP will not affect or impact the other projects listed in the FY 2025-2028 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 2025-2028 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 31st day of January 2025.

Chairman Joseph V. Chiarelli
MPO Chair

Chairman Rodney Riley
MPO Vice-Chair

Number of members authorized to vote _____

Ayes _____

Nays _____

Abstain _____

Attachment A

Fiscal Year 2025

Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
01 - Illinois Department of Transportation (IDOT)											
1-22-10	IL 70	0.1 mile west of Safford Rd to Glenwood Ave in Rockford	3R	CON	STBG-S	\$1,400	State	\$350	-	-	\$1,750
1-25-11	IL 70 Crack Sealing	Pecatonica River to 0.1 mi W of	Other	CON	STBG-R	\$153	State	\$55	-	-	\$275
					STBG-S	\$67					
1-25-12	US 20 Crack Sealing	0.2 mi W of Falconer Rd to Simpson Rd	Other	CON	NHPP	\$420	State	\$105			\$525
03- City of Rockford											
3-21-3	Commercial & Industrial Street Program - 2024	City-wide	3R	CON	-	-	State	\$400	Local	\$67	\$467



REGION 1 PLANNING COUNCIL MPO POLICY COMMITTEE

MPO RESOLUTION 2025-02

RE: **Adoption of the Safety (PM1), Asset Management (PM2), System Reliability (PM3), Transit Asset Management (TAM) For Tier II Agencies, and Public Transportation Agency Safety Plan (PTASP) Performance Management Targets Set by the Illinois Department of Transportation**

WHEREAS the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provides 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 and its predecessors, require a long-range Metropolitan Transportation Plan (MTP) as well as Transportation Improvement Program (TIP); and

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

WHEREAS the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning final rule (23 CFR Parts 450, 613, 771) requires integration of performance measures and performance targets within the MTP and TIP; and

WHEREAS the Illinois Department of Transportation (IDOT) has adopted targets for the following performance measures categories:

- 1) Highway Safety Improvement Program (HSIP) (PM1) final rule (23 CFR 490): Two percent (2%) annual reduction criteria and ordinary least squares regression reduction for performance management targets as delineated in Attachment A.
- 2) Assessing Pavement and Bridge Condition for the National Highway Performance Program (PM2) final rule (23 CFR 490): Two-year and four-year targets as listed in Attachment A.
- 3) Assessing Performance of the National Highway System, Freight Movement of the Interstate System and Congestion Mitigation and Air Quality Improvement Program (PM3) final rule (23 CFR 490): Two-year and four-year targets as listed in Attachment A; and

WHEREAS the Rockford Mass Transit District (RMTD) has adopted targets for the following performance measures categories:

- 1) National Transit Asset Management System Final Rule (49 U.S.C. 625) Transit Asset Management (TAM) Plan: Facility, revenue vehicle, and non-revenue vehicle asset class performance targets as listed in Attachment A
- 2) Public Transportation Agency Safety Plan (PTASP) (49 C.F.R. Part 673): Annual reduction criteria for the safety performance management targets as listed in Attachment A; and

WHEREAS MPOs must establish Performance Management targets by either adopting the State’s and Transit Providers’ targets, or establish its own targets within 180 days of the State and Transit Providers establishing and reporting their performance management targets; and

WHEREAS the MPO Technical Committee has recommended the adoption of the performance management targets set by IDOT and Tier II Transit Agencies to the MPO Policy Committee; and

NOW, THEREFORE, BE IT RESOLVED THAT:

the MPO Policy Committee has agreed to support the Illinois Department of Transportation’s (IDOT) performance management targets for Safety (PM1), Asset Management (PM2), System Reliability (PM3), Transit Asset Management (TAM) for Tier II Agencies, and Public Transportation Agency Safety Plan (PTASP) performance management targets set by the Illinois Department of Transportation and Tier II Transit Agencies; and

BE IT FURTHER RESOLVED:

that the MPO Policy Committee directs the MPO, through the comprehensive, cooperative and continuing (3C) transportation planning process, to plan for and program projects that contribute to the accomplishment of said targets.

We hereby certify the foregoing has been approved by a majority of the MPO Policy Committee Members on this 31st day of January 2025.

Chairman Joseph V. Chiarelli
MPO Chair

Chairman Rodney Riley
MPO Vice-Chair

Number of members authorized to vote _____

Ayes _____

Nays _____

Abstain _____

Attachment A

Safety (PM1)

The Illinois Department of Transportation (IDOT) has established targets for five safety performance measures based on five year rolling averages for:

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

IDOT PM1 Target: Two percent (2%) annual reduction criteria for the number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), and number of non-motorized fatalities and non-motorized serious injuries. Ordinary least squares regression reduction for the number of serious injuries and rate of serious injuries per 100 million VMT.

Pavement and Bridge Condition (PM2)

The Illinois Department of Transportation (IDOT) has established two-year and four-year targets for Pavement and Bridge Condition for the National Highway Performance Program:

- (1) Percent of Interstate Pavement in Good condition
- (2) Percent of Interstate Pavements in Poor condition
- (3) Percent of non-Interstate NHS pavements in Good condition
- (4) Percent of non-interstate NHS pavements in Poor condition
- (5) Percent of NHS bridges classified as in Good condition
- (6) Percent of NHS bridge classified as in Poor condition

IDOT PM2 Targets:

Data Year	2021	2023		2025	
Reporting Year	Baseline (2022)	Actual 2023	2024	2026	Adjusted 2026
Percent of Interstate Pavement in Good Condition	65.7%	64.9%	65.0%	66.0%	65.0%
Percent of Interstate Pavement in Poor Condition	0.4%	0.4%	1.0%	0.7%	0.5%
Percent of Non-Interstate NHS Pavement in Good Condition	29.5%	30.8%	29.0%	30.0%	
Percent of Non-Interstate NHS Pavement in Poor Condition	8.0%	10.1%	8.9%	8.5%	
Percent of NHS Bridges classified as in Good Condition	22.8%	22.4%	18.5%	15.8%	19.0%
Percent of NHS Bridges classified as in Poor Condition	12.4%	10.5%	12.4%	12.0%	

System Reliability (PM3)

The Illinois Department of Transportation (IDOT) has established two-year and four-year targets for the National Performance Management Measures: Assessing Performance of the National Highway System, Freight Movement of the Interstate System and Congestion Mitigation and Air Quality Improvement Program:

- (1) Percent of person-miles traveled on the Interstate that are reliable
- (2) Percent of person-miles traveled on the non-Interstate NHS that are reliable
- (3) Truck Travel Time Reliability Index

IDOT PM3 Targets:

Data Year	2021	2023		2025	
Reporting Year	Baseline (2022)	Actual 2024	2024	2026	Adjusted 2026
% of person-miles traveled on Interstates that are reliable	85.3%	83.5%	80.0%	79.0%	80.0%
% of person-miles traveled on non-Interstate NHS that are reliable	65.7%	92.3%	91.0%	90.0%	
Truck Travel Time Reliability	1.28	1.30	1.37	1.37	1.32

Transit Asset Management (TAM)

The Illinois Department of Transportation’s Group TAM Plan has established two facility asset class performance targets based on the percentage of facilities rating below a condition 3 on the Federal Transit Administration’s (FTA) Transit Economic Requirements (TERM) scale: (a) Administration/Maintenance Facilities and (b) Passenger/Parking Facilities.

The Illinois Department of Transportation’s Group TAM Plan has established seven revenue vehicle (rolling stock) and two non-revenue vehicle (equipment) asset class performance targets based on the percentage of vehicles that meet or exceed their Useful Life Benchmark (ULB) for rolling stock/revenue vehicles (articulated buses, automobiles, buses, ferryboats, cutaways, minivans, and vans) and equipment/non-revenue vehicles (automobiles and other rubber tire vehicles).

IDOT Statewide Tier II Transit Agencies Targets:

Facilities			
Type	Below 3.0 Rating	Total Facilities	Pct. Below 3.0 Rating
Admin/Maintenance	3	75	4%
Passenger/Parking	1	30	3%
Total	4	105	3.5%
Revenue Vehicles			
	At/Beyone ULB	Total Vehicles	Percent At/Beyond ULB
Articulated Bus	0	19	0%
Automobile	1	1	100%
Bus	179	515	35%
Ferryboat	3	3	100%
Cutaway	430	943	46%
Minivan	173	217	80%
Van	20	48	42%
Total	806	1,746	58%
Non-Revenue Vehicles (Equipment)			

	At/Beyone ULB	Total Vehicles	Percent At/Beyond ULB
Automobile	13	46	28%
Other Rubber Tire Vehicles	47	149	32%
Total	50	195	30%

Public Transportation Agency Safety Plan (PTASP)

The public transportation providers for Rockford Urbanized Area, Rockford Mass Transit District (RMTD) and Stateline Mass Transit District (SMTD), have established safety performance measure targets in the following categories:

- (1) Fatalities: Total number of fatalities reported to NTD and rate per total vehicle revenue miles (VRM) by mode.
- (2) Injuries: Total number of injuries reported to NTD and rate per total VRM by mode.
- (3) Safety Events: Total number of safety events reported to NTD and rate per total VRM by mode.
- (4) System Reliability: Mean distance between major mechanical failures by mode.

Rockford Mass Transit District Targets:

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

Mode of Service	Fatalities (Total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100k VRM)	Special Events (Total)	Special Events (per 100k VRM)	System Reliability (Failures/VRM)
Fixed Route	0	0	8	0.66	0	0	3,000 miles
Paratransit/Demand-Response	0	0	7	0.61	0	0	20,000 miles