



Transportation Improvement Program

FY 2020-2023



Transportation Improvement Program

for FY 2020-2023

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THIS DOCUMENT HAS BEEN PREPARED BY THE REGION 1 PLANNING COUNCIL IN COLLABORATION WITH ITS MEMBER AGENCIES, PARTNERSHIP ORGANIZATIONS, AND LOCAL STAKEHOLDERS.

THIS REPORT WAS PREPARED IN COOPERATION WITH THE FOLLOWING:

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

THE CONTENTS, VIEWS, POLICIES AND CONCLUSIONS EXPRESSED IN THIS REPORT ARE NOT NECESSARILY THOSE OF THE ABOVE AGENCIES.



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Region 1 Planning Council

Note: Membership at Time of Development

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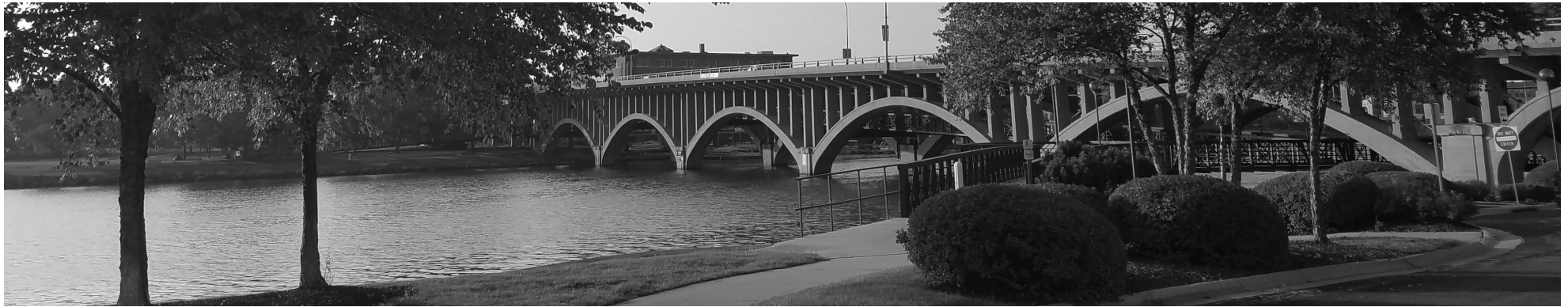


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1 INTRODUCTION

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

The following document contains all planned improvements for the surface transportation system, as well as public transportation, within fiscal years 2020 to 2023 (July 1, 2019 through June 30, 2022). As required, under 49 U.S.C. 5303(j), this TIP is fiscally constrained¹ and is consistent with the Metropolitan Transportation Plan (MTP) and the Illinois Statewide Transportation Improvement Program (STIP). It should also be noted that while this document is updated on an annual schedule, it is an ongoing work element of the MPO, meaning that it is regularly reviewed and updated throughout the fiscal year.

ABOUT REGION 1 PLANNING COUNCIL

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

- Establish fair and impartial setting for regional transportation decision making;
- Identify and evaluate alternative transportation improvement options;
- Prepare and maintain a Metropolitan Transportation Plan (MTP) also known as the Long Range

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.

Transportation Plan (LRTP);

- Develop a Transportation Improvement Program (TIP); and
- Involve the public in all of the above mentioned functions.

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

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

The MPO is empowered and governed by an interagency agreement known as the MPO

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

Cooperative Agreement that was developed and mutually adopted by the Cities of Rockford, Loves Park, and Belvidere; the Counties of Winnebago and Boone; the Village of Machesney Park; Rockford Mass Transit District; and the State of Illinois acting through the Illinois Department of Transportation (IDOT).

The activities of the MPO are directed by a Policy Committee that consists of the top elected officials from the above entities plus the Deputy Director from IDOT Region 2 and the Chairman of the Rockford Mass Transit District Board. Transportation planning is carried out through a continuing, comprehensive, and cooperative (3-C) planning process. The Policy Committee receives technical recommendations and assistance from a 20-member Technical Committee comprised of planners and/or engineers from the above entities plus various other local partners, such as the Greater Rockford Airport Authority and the Rock River Water Reclamation District.

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

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

DEFINITION OF AREA

The planning jurisdiction of the MPO is known as the Metropolitan Planning Area (MPA). The MPA boundary is based upon the Urbanized Area (UZA), as

determined by the U.S. Census Bureau, the adjusted Urbanized Area, as determined by the MPO and its partner agencies, plus any other contiguous area anticipated to be urbanized in the next twenty years. The MPA boundary is developed in partnership with local jurisdictions, local stakeholders, the state, and the MPO Policy Committee. The last updates to the MPA boundary occurred after the 2010 Decennial Census, at which point the northeastern portion of Ogle County was included.

Additionally, the RPC regularly coordinates with the State Line Area Transportation Study (SLATS), the MPO for the Beloit, Wisconsin area, due to its adjacency to the north.

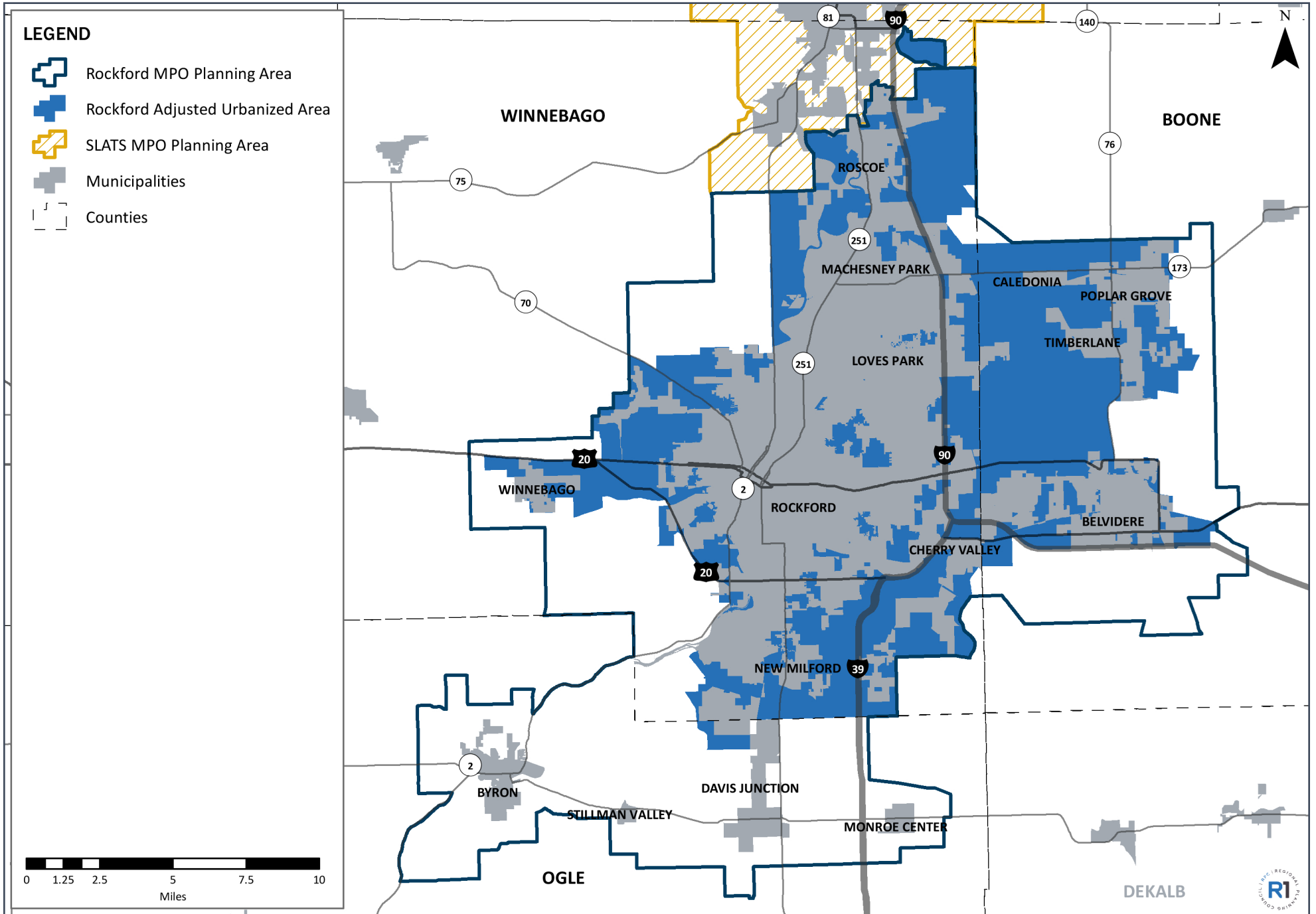
Figure 1.1 depicts the MPA boundary for the Rockford area, along with the U.S. Census defined Urbanized Area.

ABOUT THE TIP

As noted previously, the Transportation Improvement Program (TIP) is a federally-required and fiscally-constrained document that is used to track and document all surface transportation and public transportation projects that use federal transportation funding from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and state transportation funding from the Illinois Department of Transportation (IDOT). This TIP has been developed using the 3-C (continuous, cooperative, and comprehensive) planning process, in accordance with 23 U.S.C and 49 U.S.C. Chapter 53.

Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015, is the most recent, comprehensive federal legislation addressing surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion for the following types of projects: highway, highway and

Figure 1.1 Rockford Metropolitan Planning Area



motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics. It continues previous federal focus on safety, keeps intact the established structure of the various highway-related programs the MPO manages, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of Federal dollars for freight projects.

FEDERAL REQUIREMENTS

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

CONSISTENCY WITH PLANNING DOCUMENTS

All projects that have been identified in the FY 2020-2023 TIP are consistent and reflect the investment priorities established in the current metropolitan transportation plan, known as the [Transportation for Tomorrow \(2040\): A Long Range Transportation Plan for the Rockford Region](#) (adopted on July 30, 2015). Additionally, the MPO has ensured that projects listed are consistent with the MPO's [Coordinated Public Transit- Human Services Transportation Plan](#) (adopted on July 20, 2017), [Public Participation Plan for the Rockford Metropolitan Planning Area](#) (adopted on May 3, 2018), the RMTD Paratransit Plan (adopted on July 30, 2015) and IDOT's [Statewide Transportation Improvement Program](#) (dated October 2017).

PUBLIC INVOLVEMENT

Last adopted in May 2018, the MPO's [Public Participation Plan](#) (PPP) highlights the general procedures and strategies the MPO follows in the development and adoption of all federally-required documents produced by the MPO, including the TIP. Public involvement is welcome at all stages of

the TIP process, including the annual development of the document and during program maintenance throughout the year.

The TIP, in one form or another, is an agenda item at nearly every MPO committee meeting held throughout the year. In any typical year, eight to ten Technical Committee meetings and six Policy Committee meetings are held. 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 agendas and meeting minutes are also posted on the RPC's website, r1planning.org.

More information on the public involvement process for the FY2020-2023 TIP can be found in Appendix A.

TITLE VI & ENVIRONMENTAL JUSTICE

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

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

The full burdens and benefits analysis for the FY2020-2023 TIP can be found in Appendix B.

CLEAN AIR ACT CONFORMITY

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

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

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

CONGESTION MANAGEMENT PROCESS

As a designated TMA, the MPO must develop a systematic approach to effectively address congestion issues through the use of travel demand reduction and operational management strategies, known as the congestion management process

(CMP). Strategies identified in the CMP could include the following: bicycle and pedestrian projects, public transportation, intersection improvements, signalization modernization projects, projects involving intelligent transportation system (ITS) elements, the selective addition of new lane miles to close key gaps, and the creation of logical termini in the roadway network.

Although the MPA has little congestion, except at certain intersections during peak traffic times and after large cultural or recreational events (nonrecurring congestion), managing these incidences is a goal of the MTP and plays an important role in the MPO's planning process. The CMP is discussed and outlined as a strategy for the Rockford area in the MTP and is considered as projects are programmed in this TIP. Projects of this nature are identified in this document by a "CMP" label as an improvement type.

PERFORMANCE MEASURES

In 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) transportation law instituted a national performance measure system for highway and transit programs, which continued under the FAST Act. As a result, MPOs are now required to incorporate a performance-based approach to transportation planning and programming by establishing performance targets to address select federal performance measures for infrastructure conditions, safety, and congestion/system performance, established in 23 C.F.R. 490; as well as transit asset conditions established under 49 C.F.R. 625 and 630.

Within the TIP, the MPO includes a description of the anticipated effect of the TIP towards achieving the performance measures and how investment priorities are linked to those targets. The following are the federal performance measures:

- Highway Safety Performance Measures (PM1)
- Pavement and Bridge Performance Measures (PM2)
- System Performance Measures and CMAQ (PM3)
- Transit Asset Management (TAM)

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

Tables 1.1 through 1.4 currently reflect the complete list of adopted targets, projects the potentially addressing each target, and a description of the anticipated effect of local projects toward achieving the performance targets.

TIP PROGRAM MAINTENANCE

Region 1 Planning Council undergoes an annual update of the TIP, but the program has significant flexibility as adjustments may be needed when aspects of transportation projects change. This process is known as the TIP program maintenance. In spring of 2018, the MPO Policy Committee adopted formal guidelines through the "[Procedure to Amend and Modify the RMAP Transportation Improvement Program](#)" to be followed during the TIP program maintenance

process. The purpose of these guidelines is to provide partner agencies an outlined, standardized procedure to maintain major and minor project updates which include changes such as: project cost estimates, project phase completion and award letting within the TIP's four-year timeframe.

There are two methods of project adjustments that can be made to the TIP: amendments and administrative modifications. Additionally, Advance Construction (AC) is a technique that allows the state to initiate a project using non-federal funds while preserving eligibility to convert to federal-aid funds in the future. The following sections offer a summary of the MPO's methodology, in alignment with IDOT policy, for modification to the Transportation Improvement Program.

ADMINISTRATIVE MODIFICATIONS

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

1. Minor revision to project name and/or project extent description.
2. Changes to the project total cost or project phase break out costs in a decrease of $\leq 10\%$.

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

3. Minor changes, deletions or revisions to typographical errors or data entry error.
4. Movement of an included project among fiscal years of the TIP. This may include project phases (i.e. construction, engineering) or movement of the entire project.
5. Advanced Construction notices for projects currently listed within the TIP as provided to the MPO by the Illinois Department of Transportation (IDOT). More information on Advanced Construction Notices can be found below.

In order to operate in an efficient and practical manner, such minor changes are handled administratively by MPO staff and a memo notice is sent out to relevant agencies.

AMENDMENTS

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

1. Changes to the project total cost or project phase break out costs in an increase of funds.
2. Changes to the project total cost or project phase break out costs in a decrease of > 10%.
3. Changes in federal, state or local identified funding sources for project(s)

- currently within the approved TIP.
4. Addition of a project into the TIP which is Federally / State funded or regionally significant and is not currently assigned within the approved TIP.
5. Deletion of a project from the TIP which is Federally / State funded or regionally significant and is currently assigned within the approved TIP.

Amendments to this TIP can be found online at r1planning.org/tip.

ADVANCE CONSTRUCTION

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

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

For formal documentation purposes, MPO staff drafts a memo detailing the Advanced Construction request. Once completed by MPO staff, the memo is forwarded to the IDOT as well as the project's sponsoring agency.

A table of projects that have entered into or been removed from Advanced Construction are listed

online at r1planning.org/tip.

Table 1.1 Highway Safety (PM1) Targets

Performance Measure	MPO Baseline	MPO 2019 Target	IDOT Baseline	IDOT 2019 Target	Projects Addressing this Target
	5-Year Avg (2013-2017)		5-Year Avg (2013-2017)		
Number of fatalities	30.00	29.00	997.40	977.50	FY 2020: 01-17-09; 01-18-09; 01-19-06; 02-18-02; 03-17-17; 03-20-06 01-18-12; 03-19-02
Rate of fatalities per 100 million VMT	1.11	1.09	0.94	0.92	FY 2021: 01-19-03; 03-19-10 FY 2022:
Number of serious injuries	224.50	220.10	11,966.70	11,727.40	FY 2023: 01-15-04; 01-16-05; 01-16-11; 01-16-12; 01-18-01; 01-18-07; 03-18-06; 03-PA: 18-07; 05-17-03 03-17-21
Rate of serious injuries per 100 million VMT	8.24	8.08	11.27	11.04	AIC:
Number of non-motorized fatalities and non-motorized serious injuries	24.50	24.10	1,460.90	1,431.70	FY 2020: 02-17-01; 02-18-08; 02-18-09; 03-17-16; 03-20-03; 03-20-04; 03-20-05; 04-19-07 FY 2021: 03-19-03; 03-20-07; 03-20-08; 04-19-12 FY 2022: 03-19-11; 03-20-10; 03-20-11; 04-19-16 FY 2023: 03-20-13; 03-20-14; 04-20-05 PA: 03-17-02; 20-17-01; 20-18-02 AIC: 03-18-03

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

Table 1.2 Pavement and Bridge Performance (PM2) Targets

Performance Measure	MPO Baseline	IDOT Baseline	IDOT 2020	IDOT 2022	Projects Addressing this Target
			Target	Target	
% of Interstate Pavement in Good Condition	50.60%	65.96%	65.00%	65.00%	FY 2020: FY 2021: FY 2022:
% of Interstate Pavements in Poor Condition	2.20%	0.27%	< 5%	< 5%	FY 2023: PA: AIC:
% of Non-Interstate NHS Pavement in Good Condition	25.40%	27.71%	27.00%	27.00%	FY 2020: 03-15-3; 13-16-02 FY 2021: 01-16-07; 01-17-03; 03-18-04 FY 2022: 01-17-06 FY 2023:
% of Non-Interstate NHS in Poor Condition	19.90%	4.94%	6.00%	6.00%	PA: 01-16-01; 01-17-01; 01-17-08; 01-18-02; 01-18-05; 01-18-06; 03-17-06 AIC:
% of NHS Bridges Classified as in Good Condition	32.10%	29.40%	28.00%	27.00%	FY 2020: 01-16-04 FY 2021: 01-16-06; 02-18-01 FY 2022: 01-18-10 FY 2023:
% of NHS Bridges Classified as in Poor Condition	4.10%	11.60%	13.00%	14.00%	PA: 01-17-05; 01-18-04; 01-18-13; 01-18-14; 01-19-01, 01-19-4, 01-19-05 AIC: 03-16-04

Table 1.3 System Performance (PM3) Targets

Performance Measure	MPO Baseline	IDOT Baseline	IDOT 2020 Target	IDOT 2022 Target	Projects Addressing this Target
% of Person-Miles Traveled on the Interstate that are Reliable	100.00%	80.80%	79.00%	77.00%	FY 2020: FY 2021: FY 2022: FY 2023: PA: AIC:
% of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	92.30%	87.30%	85.30%	83.30%	FY 2020: 02-17-01; 03-17-17; 03-18-08; 03-18-09 FY 2021: FY 2022: FY 2023: PA: AIC:
Truck Travel Time Reliability Index	1.12	1.30	1.34	1.37	FY 2020: 13-16-02 FY 2021: FY 2022: FY 2023: PA: 24-19-01 AIC:

NOTE : The MPO Policy Committee adopted Resolution 2019-3 (02/28/2019) in support of the IDOT safety targets (annual targets). The MPO Policy Committee adopted Resolution 2018-16 (10/25/2018) in support of the IDOT targets (2 & 4 year targets) for PM2 and PM3. Performance measures will continue to be tracked from data made available through the Intergovernmental Agreement between IDOT, RPC MPO, Boone County, and RMTD as well as through the progression of projects listed within this transportation improvement program.

Table 1.4 Transit Asset Management (TAM) Targets

Facility Type	Statewide Targets			RMTD	Boone County	Projects Addressing this Targets
	Facilities Below 3.0 Rating	Total Facilities	% of Facilities Below 3.0 Rating			
Admin/Maintenance	15	87	17%	0%	0%	13-7; 16-10; 17-11
Passenger/Parking	4	35	11%	33%	-	
Total	19	122	16%	25%	0%	

Revenue Vehicle Type	# of Vehicles At/Beyond ULB	Total Vehicles	% of Vehicles At/Beyond ULB			Projects Addressing this Targets
Articulated Bus	12	16	75%	-	-	
Automobile	8	8	100%	-	-	
Bus	160	526	30%	49%	-	18-6; 19-4; 19-5; 19-7; 20-4; 07-19-03; 07-19-04
Ferryboat	3	3	100%	-	-	
Minibus	52	171	48%	75%	-	19-11, 19-13, 07-19-01; 07-19-05
Minivan	163	243	67%	-	-	
Other	8	8	100%	100%	-	
Van	447	852	52%	40%	0%	19-11, 19-13, 07-19-01; 07-19-05
Total	883	1827	48%	49%	0%	

Non-Revenue Vehicle Type	# of Vehicles At/Beyond ULB	Total Vehicles	% of Vehicles At/Beyond ULB			Projects Addressing this Targets
Automobile	52	112	46%	60%	-	
Other Rubber Tire Vehicles (including Minivans and Vans)	34	60	57%	100%	0%	
Total	86	172	50%	67%	0%	

NOTE : Ratings are based on FTA's Transit Economic Requirements Model scale. A rating of 3.0 is classified as adequate, meaning the asset has reached mid-life with some defective or deteriorated components. Current RMTD and Boone County percentages are based on the most current information available at the time of drafting the FY2020-2023 TIP.



2 THE FINANCIAL PLAN

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

Forecasting future funding levels requires a large number of assumptions to be made, including the federal transportation programs, such as the Surface Transportation Block Grant, and local revenue sources, such as motor fuel taxes, will continue at the same levels through FY2023 as in past trends. It is typical for certain types of funding to fluctuate from one fiscal year to another.

Total programmed funding for this TIP is \$173.7 million. Table 2.1 illustrates the total programmed funding by source for FY2020-2023.

As illustrated in Table 2.1, a combination of federal, state, and local funds are utilized for both highway and transit projects identified within the TIP. These sources are summarized below.

FUNDING AVAILABLE

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

PROJECT PRIORITIZATION

Region 1 Planning Council (RPC), in its capacity as the Metropolitan Planning Organization (MPO) for the Rockford metropolitan planning area, is responsible for allocating and programming various federal and state transportation funding programs. Fixing America’s Surface Transportation (FAST) Act provides the suballocation of certain federal funds to urbanized areas, in which MPOs are responsible for prioritizing and programming projects eligible to receive said funding.

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

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

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

As mentioned above, STBG¹ is one of the primary

1 The federal funding program has been referred to by several different names over the past few decades. Prior to the 1990s, this funding source was referred to as Federal Aid Urban (FAU) funding. With the passage The Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the funding source

Table 2.1 Total Programmed Funds (in Thousands)

Fund Category	FY2020	FY2021	FY2022	FY2023	FY2020 - 2023
FHWA	\$18,689	\$20,589	\$29,979	\$800	\$70,057
FTA	\$18,303	\$2,119	\$2,174	-	\$22,596
State*	\$9,026	\$3,114	\$4,698	-	\$16,838
Local	\$19,142	\$23,753	\$13,779	\$7,195	\$63,869
Total Programmed Funds	\$65,160	\$49,575	\$50,629	\$7,995	\$173,359

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

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

STBG funding is annually allocated to the Rockford Urbanized Area through the Illinois Department of Transportation’s (IDOT) distribution formula². The MPO’s share is on average an estimated \$2.9 million per year. The funding allocated for FY2020 is \$3,023,540. Table 2.2 details the STBG allocations that have been received, as well as projected by year.

In May 2017, the MPO Policy Committee adopted a formal procedure and criteria for the selection of projects to receive STBG funding, as outlined in the Surface Transportation Block Grant Program Project Selection Criteria and Programming Process. Generally speaking, the MPO attempts to steer these

was referred to as Surface Transportation Program-Urban (STP-U). The FAST Act, passed in 2015, now refers to the program as the Surface Transportation Block Grant (STBG).

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

funds toward projects that are regionally significant. Entities requesting the use of these funds are required to submit very detailed proposals that describe the costs and benefits of the proposed projects. The reorganization of the STBG process was designed to ensure that projects which have regional significance for multiple communities are prioritized. The final decisions on which projects are selected are based on the adopted prioritization methodology. The MPO

Table 2.2 STBG: Allocations

Fiscal Year	Allocation
2011	\$2,010,663
2012	\$2,916,175
2013	\$2,432,353
2014	\$2,917,864
2015	\$2,483,239
2016	\$2,556,386
2017	\$2,803,472
2018	\$2,894,698
2019	\$2,954,807
2020	\$3,023,540
2021*	\$3,023,540
2022*	\$3,023,540
2023*	\$3,023,540

*FY2021 - 2023 are subject to change.

Table 2.3 STBG: Historic, Active, & Programmed Projects

Past Project		Agency	Total Project Cost	Obligated STBG Funds	% of Project Funded with STBG	Status
1	Harrison Avenue Bridge	Rockford	\$3,303,450	\$2,319,352	70%	Complete (1975)
2	Five-Points Intersection	Rockford	\$1,137,964	\$738,829	65%	Complete (1976)
3	Resurfacing: Segments of 20th St & Sandy Hollow	WCHD	\$131,955	\$92,522	70%	Complete (1979)
4	Harrison Ave: S Main St to Kishwaukee St	Rockford	\$1,297,861	\$910,801	70%	Complete (1977)
5	Harrison Ave: Alpine Rd to Perryville Rd	WCHD	\$2,378,713	\$1,670,094	70%	Complete (1978)
6	Resurfacing: Segments of nine streets	Rockford	\$1,417,683	\$995,355	70%	Complete (1978)
7	15th Avenue Bridge	Rockford	\$1,341,967	\$1,008,891	75%	Complete (1980)
8	Windsor Rd: N 2nd St to Alpine Rd	Loves Park	\$1,148,363	\$863,340	75%	Complete (1982)
9	Alpine Rd / US 20 Interchange	IDOT	\$2,255,463	\$1,695,657	75%	Complete (1984)
10	High Crest Rd: Spring Creek Rd to Alpine Rd	Rockford	\$1,755,622	\$1,000,000	57%	Complete (1983)
11	E Riverside Blvd: Mulford Rd to I-90	Joint*	\$2,979,570	\$2,037,570	68%	Complete (1988)
12	Harlem Rd: N 2nd St to Alpine Rd	IDOT	\$3,442,956	\$2,280,000	66%	Complete (1990)
13	Harlem Rd: Alpine Rd to Forest Hills Rd	IDOT	\$5,207,865	\$3,465,653	67%	Complete (1993)
14	Harrison Ave: West State St to Montague Rd	WCHD	\$14,207,125	\$9,477,763	67%	Complete (2002)
15	Harrison Ave: Mulford Rd to Ohio Parkway	Rockford	\$14,150,631	\$11,646,554	82%	Complete (2008)
16	Harrison Avenue: 20th Street to 9th Street	Rockford				Active
17	Bell School Road @ East State Street / US Bus 20	WCHD	\$5,766,050	\$4,612,840	80%	Complete (2016)
Total			\$61,923,238	\$44,815,221	70%	

Active & Proposed Projects		Agency	Total Project Cost	Obligated STBG Funds	% of Project Funded with STBG	Status
16	Harrison Avenue - 20th Street to 9th Street Project #: 03-04-19	Rockford	\$24,439,830	\$13,840,000	-	Under Construction
Total			\$24,439,830	\$13,840,000	-	

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

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

attempts to ensure that all jurisdictions in the area receive some benefit from the use of these funds. As of July 2019, the current STBG balance is \$337,277, as provided by IDOT.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

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

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

TAP funding is annually allocated to the region with an average estimate of \$320,000 per year. The funding allocated for FY2019 is \$326,934. The MPO's current balance of TAP funds is \$845,792.

SECTION 5310

Section 5310 funding, titled the "Enhanced Mobility of Seniors and Individuals with Disabilities Program", provides formula funding to states and designated recipients of Urbanized Areas with populations of 200,000 or more to improve the mobility of seniors and individuals with disabilities.

RMTD and IDOT are the co-designated recipients for Section 5310 funding allocated to the Rockford Urbanized Area. While not directly allocated to the MPO, in coordination with RMTD, the MPO has created a process to help determine the best use of the Section 5310 funds received. Regionally, there has been an identified need to use 5307 funds for the replacement of public transit paratransit rolling stock.

The regional allocation process begins with a call for projects. The MPO utilizes IDOT's Consolidated Procurement program (CVP) for the application because it contains a comprehensive listing of forms and information, is required by IDOT in the latter stages of the process, and prepares applicants to apply for additional statewide funding if the program is again opened up to agencies that fall within an urbanized boundary.

As part of the process to program Section 5310 funding, the MPO will review each applicant's submittal, received during the call for projects, to determine that the projects meet federal requirements. While the MPO does not formally score any of the applications for vehicles, the MPO's Alternative Transportation Committee (ATC) screens applications for HSTP compliance. The ATC will provide a program recommendation to the MPO Technical Committee, which will then provide a recommendation to the Policy Committee. Once projects have been approved by the Policy Committee, the MPO then transmits the applications and corresponding TIP amendment(s) to IDOT. This funding is by no means certain, but there is

a reasonable chance that a significant portion of the requests could be granted.



In August 2014, the Village of Machesney Park was officially awarded \$620,432 by the MPO through the TAP process to implement the North Alpine Road Multi- Use Path.

Table 2.4 TAP: Active & Programmed Projects

Active & Proposed Projects	Agency	Total Project Cost	Obligated TAP Funds	% of Project Funded with TAP	Status
East State Street Sidewalks Project #: 03-18-8	Rockford	\$335,500	\$268,400	80%	In Design
West State Street/Pierpont Ave Sidewalk Gaps Project #: 03-18-9	Rockford	\$330,740	\$264,592	80%	In Design
Jefferson Street Bridge Underpass Approaches Project #: 20-18-2	Rockford Park District	\$250,000	\$200,000	80%	Awaiting Letting
Total		\$916,240	\$732,992	80%	

Table 2.5 Section 5310: Currently Programmed Projects

Programmed Projects	Agency	Total Project Cost	Section 5310 Funds	% of Project Funded with Section 5310	Status
Medium Duty Paratransit Buses (3 vehicles), Super-Medium Paratransit Buses (3 vehicles), and Various Vehicle Upgrades Project #: 07-19-1	RMTD	\$549,792	\$549,792	100%	Programmed
Total		\$549,792	\$549,792	100%	

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



3 OVERVIEW OF THE FY2020-2023 TIP

The FY2020-2023 TIP lists all projects that will utilize federal funds, as well as non-federally funded projects that are regionally significant, including highway, public transit, bicycle, and pedestrian projects, as well as intelligent transportation system (ITS) and freight-related projects over the next four fiscal years. The MPO operates on the State of Illinois fiscal year schedule, meaning that the FY2020-2023 TIP begins on July 1, 2019 and ends on June 30, 2022.

The following section provides an overview of the scope of the projects included in this document, the partners involved in its development process, and an explanation of the FY2020-2023 Highway and Transit Elements.

SCOPE OF PROJECTS

The FY2020-2023 TIP contains all transportation projects that receive federal and state funds and those that are regionally significant regardless of funding source that will occur over the next four fiscal years. Regionally significant projects are defined as a transportation project that is on a facility which serves regional transportation needs¹.

While not federally-required to be included with FY2020-2023 TIP, the MPO has decided to include most locally-sponsored transportation projects within the MPA in order to improve local communication, coordination, and transparency. In some cases, small but similar projects are grouped together – i.e., projects listed as “city-wide local street resurfacing” projects or “city-wide intersection improvements.”

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

PARTNERS INVOLVED IN THE PROCESS

The MPO coordinates with numerous infrastructure implementation partners in developing and maintaining the TIP.

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

MUNICIPAL & COUNTY GOVERNMENTS

The MPO has an ongoing partnership with the municipalities and counties within the MPA to ensure regionally significant projects are programmed

within the TIP. These agencies are responsible for the design, engineering, construction, operations, and maintenance of the roadways within their jurisdictions. County staff often assist townships with the programming and managing project implementation in the TIP. In total, the MPA consists of three counties, fifteen municipalities, and sixteen townships.

PUBLIC TRANSIT AGENCIES

Four public transit agencies operate within the MPA. The MPO works with agencies that originate public transit services within the MPA to program transit projects receiving federal funds within the TIP document, as well as coordinating other mid- to long-range planning documents, such as the [Coordinated Public Transit – Human Services Transportation Plan \(HSTP\)](#).

- **Boone County Public Transportation:** Operated by the Boone County Council on Aging (BCCA), offers demand-response services to all residents of Boone County. Public transit services provided originate within the MPA.
- **Lee-Ogle Transportation System (LOTS):** Provides demand-response services within the rural communities of Lee and Ogle Counties.

- **Rockford Mass Transit District (RMTD):** Provides fixed route and demand-response services to the Cities of Belvidere, Loves Park, and Rockford, and the Village of Machesney Park, and subcontracts BCCA to provide demand response services for urbanized Boone County. Public transit services provided originate within the MPA.
- **Stateline Mass Transit District (SMTD):** Operated by RMTD, provides demand-response services to Rockton, Roscoe, South Beloit, Rockton Township, and Roscoe Township. Although SMTD operates within the Rockford MPA, the service originates within the Beloit, Wisconsin MPA.

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

OTHER AGENCIES

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



Walker Avenue, Loves Park

MAINTENANCE OF THE EXISTING SYSTEM

It is the general consensus of the region’s planners, engineers, and administrators involved in the development of this TIP that the existing system is being adequately maintained and operated, as current funding levels permit, and that maintenance is not being deferred in favor of new construction, equipment, or activity. Operation and maintenance expenditures identified in this TIP include: public transit facilities and equipment; surface repairs, such as resurfacing, striping, sealing; sidewalk repairs, and similar activities essential to the maintenance of the existing system.

Although not all transportation system maintenance activities are listed, it is important to reemphasize that the maintenance and safety of the existing system generally takes precedence over projects which expand the system. Overwhelmingly, the majority of

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

EXPLANATION OF HIGHWAY ELEMENT

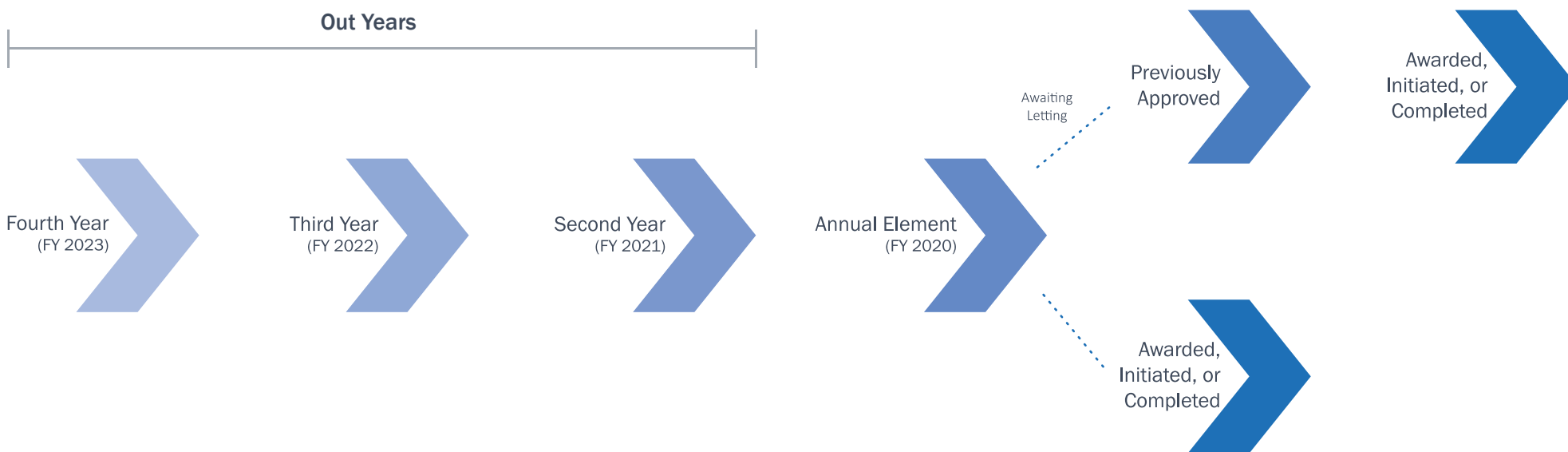
The projects listed in the Highway Element of the TIP are organized by the fiscal year in which implementation is anticipated to begin. There are four categories within the lifecycle of a project programmed within the TIP: the annual element; out years; previously approved; and awarded, initiated, or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

Within the TIP, the projects programmed to be implemented and are awaiting letting within the current year of the TIP (e.g. FY2020) is referred to as the annual element.

The three remaining years are referred to as the out years (e.g. FY2021-2023). Typically, a project will first be programmed in the fourth year of the TIP and advance each year towards the annual element. Projects in the out years are tracked to show how projects are advancing through the TIP until project completion. For instance, with each annual update of the TIP, projects in the fourth and third years will advance to the third and second years, respectively, unless the MPO is notified by the implementing agency that the project has been delayed, moved forward, or cancelled. Projects in the second year will typically move to the annual element.

Ideally, a project will move from the annual element into the AIC category for the next annual update of the TIP. This phase of the highway project’s lifecycle demonstrates that construction has been completed, construction has begun, or has been awarded via letting. However, under certain circumstances, a project may need to be moved into the previously

Figure 3.1: TIP Project Cycle



approved category due to delay in the letting or award process. This category contains projects that have been adopted by the MPO Policy Committee in a previous TIP, which have been accepted and approved by the FHWA and the FTA, but have not yet been to letting or awarded. These tables are differentiated in the lifecycle of a TIP highway project because at the time of award a project passes out of the planning phase and into implementation.

The typical lifecycles for projects programmed in the TIP are shown in Figure 3.1.

EXPLANATION OF TRANSIT ELEMENT

This TIP establishes and documents the short-term liquidity of the Rockford Mass Transit District (RMTD) and Boone County Public Transportation for FY2020. Commitments in State and local funding, coupled with reasonable Federal projections, assure that RMTD and Boone County Public Transportation will have balanced operating budgets in FY2020-2023. In summary, the continued short- and long-term operation and capitalization of RMTD and Boone County Public Transportation appears feasible as long as Congress, the State of Illinois, and local governments continue subsidies within reasonable ranges.

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

Projects are included in the TIP's annual element or out years when there are reasonably available funding sources, but projects have not yet been placed into a grant. Similar to the Highway Element, under certain

circumstances, a project may need to be moved into the previously approved category due to delay in the programming process.

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



4 HIGHWAY ELEMENT

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

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

A list of major highway projects proposed for FY2021-2023, along with the respective financial summary tables are provided in Tables 4.4 - 4.8, and illustrated in Figures 4.3 - 4.5. A financial summary for all highway projects programmed in FY2020 through FY2023 is provided in Table 4.9

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

Table 4.1 FY2020 Highway Projects

01 - Illinois Department of Transportation

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
1-16-4	US 20 Rockford Bypass	Under 20th St 0.7 miles E of IL-251	Bridge	NHPP	\$1,680	State	\$420	\$2,100
1-17-2	IL 251	Railroad 0.1 mi S of IL 72	Bridge	STP-State	\$1,200	State	\$300	\$1,500
1-17-7	I-39, US 20, & Harrison Ave	I-39: 0.8 miles N of Blackhawk Rd to I-90; US 20: I-39 to 0.3 miles E of Kishwaukee River; Harrison Ave: Bell School Rd to 1-39	Engineering	NHPP	\$4,736	State	\$1,184	\$5,920
1-17-9	Highway Safety Improvement Program	District Wide	Safety	HSIP	\$4,263	State	\$474	\$4,737
1-18-9	Railroad Safety	Statewide	Safety	-	-	State	\$4,579	\$4,579
1-19-6	Traffic Signal Upgrades	Alpine Road & Florida Drive ; Alpine Road & Louisiana Road	Safety	STP-State	\$160	State	\$40	\$200
1-19-7	Bridge Preservation	District Wide	Bridge	STP-State	\$26	State	\$6	\$32
1-19-8	Bridge Preservation	District Wide	Bridge	STP-State	\$93	State	\$23	\$116

02 - Winnebago County Highway Department

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
2-17-1	Perryville Road Bike Path	Hart Rd to Willowbrook Ln	Enhancement	ITEP	\$1,040	Local	\$260	\$1,300
2-18-2	Guardrails	Various Locations	Safety	HSIP	\$900	Local	\$100	\$1,000
2-18-5	Gleasant Road	0.5 miles east of Rockton Ave to 0.11 miles east of Riverview	Bridge	STP-Bridge	\$504	Local	\$126	\$630

03 - City of Rockford

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-15-3	West State Street	Sunset Ave to Day Ave	Reconstruction (CMP)	-	-	RST	\$1,000	\$1,400
						MFT	\$400	
3-17-10	Neighborhood Improvement Program	City-Wide	Resurfacing	-	-	RST	\$5,500	\$5,500
3-17-11	Arterial & Collector Street Resurfacing	City-Wide	Rehabilitation	-	-	RST	\$1,250	\$1,250
3-17-12	Commercial & Retail Street Resurfacing	City-Wide	Resurfacing	-	-	RST	\$250	\$250
3-17-14	Local Bridge Program	Various	Bridge	-	-	RST	\$750	\$750
3-17-16	Sidewalk Repair Program	City-Wide	Rehabilitation	-	-	RST	\$350	\$350
3-17-17	Traffic Signal & Arterial Lighting Upgrades	E. State St. and Newtowne Dr.	Safety	-	-	RST	\$250	\$250
3-18-8	E. State St. Sidewalk Gaps	Alpine Rd to Newtown Dr	Enhancement	-	-	RST	\$23.4	\$23.4
3-18-9	W. State St/Pierpont Ave Sidewalk Gaps	Concord Commons to Pierpont Ave and School St	Enhancement (CMP)	-	-	RST	\$15.6	\$15.6
3-19-19	Seminary Street	Keith Creek Bridge	Bridge	-	-	RST	\$194.77	\$194.77

Table 4.1 FY2020 Highway Projects, Continued

03 - City of Rockford, Continued

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-20-1	15th Avenue	Over Rock River	Bridge	-	-	RST	\$1,000	\$1,000
3-20-2	1st Street and 2nd Street Bridges	Over Union Pacific Railroad	Bridge	-	-	ICC	\$2,000	\$2,200
						MFT	\$200	
3-20-3	ADA Transition Plan Improvements	Various	Enhancement	-	-	RST	\$100	\$100
3-20-4	City-Wide Bicycle Program	Various	Enhancement (CMP)	-	-	RST	\$50	\$50
3-20-5	ComEd Multi-Use Path	Morgan St to UW Sports Factory	Enhancement	-	-	RST	\$100	\$100
3-20-6	Charles Street & 10th Avenue Traffic Signals	Intersection of Charles St & 10th Ave	Enhancement (CMP)	-	-	RST	\$400	\$400

04 - City of Loves Park

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
4-19-5	City Wide	Residential Streets	Resurfacing	-	-	Local	\$495	\$495
4-19-6	City Wide	Pavement Marking	Resurfacing	-	-	Local	\$220	\$220
4-19-7	City Wide	Sidewalk and Curb	Rehabilitation	-	-	Local	\$330	\$330

05 - Village of Machesney Park

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
5-20-1	Gregory Road Extension	900' Extension to Gregory Drive	New Construction	-	-	Local	\$420	\$420
5-20-2	Mildred Road	Roosevelt to Harlem	Rehabilitation	-	-	Local	\$385	\$385
5-20-3	Village-Wide Resurfacing	Various	Resurfacing	-	-	Local	\$600	\$600

13 - Boone County Highway Department

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
13-16-2	Genoa Road	US Rt 20 to I-90 Bridge	Resurfacing	-	-	MFT	\$200	\$350
						Local	\$150	
13-19-1	Coleman Bridge (004-3003)	Poplar Grove Road (FAU 5011A) over the Kishwaukee River / N.E. edge of Belvidere in Boone County	Bridge	IMBP	\$3,047	Local	\$762	\$3,809

24 - Illinois State Toll Highway Authority

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
24-19-4	I-90, MP 2.6 to MP 25.5	Tree Planting Master Plan; Landscaping Improvements	Enhancement	-	-	ISTHA	\$3,000	\$3,000

Table 4.2 Financial Summary of FY2020 Highway Projects

By Funding Source											
Federal	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
HPP	-	-	-	-	-	-	-	-	-	-	\$0
HSIP	\$4,263	\$900	-	-	-	-	-	-	-	-	\$5,163
IMBP	-	-	-	-	-	\$3,047	-	-	-	-	\$3,047
ITEP/TAP	-	\$2,080	-	-	-	-	-	-	-	-	\$2,080
NHPP	\$6,416	-	-	-	-	-	-	-	-	-	\$6,416
STBG/STP-Urban	-	-	-	-	-	-	-	-	-	-	\$0
STP-Bridge	-	\$504	-	-	-	-	-	-	-	-	\$504
STP-Rural	-	-	-	-	-	-	-	-	-	-	\$0
STP-State	\$1,479	-	-	-	-	-	-	-	-	-	\$1,479
Federal Sub-Total	\$12,158	\$3,484	\$0	\$0	\$0	\$3,047	\$0	\$0	\$0	\$0	\$18,689
State	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
ICC	-	-	\$2,000	-	-	-	-	-	-	-	\$2,000
IEPA	-	-	-	-	-	-	-	-	-	-	\$0
State	\$7,026	-	-	-	-	-	-	-	-	-	\$7,026
TARP	-	-	-	-	-	-	-	-	-	-	\$0
TDC	-	-	-	-	-	-	-	-	-	-	\$0
State Sub-Total	\$7,026	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,026
Local/Private	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
ISTHA	-	-	-	-	-	-	-	-	-	\$3,000	\$3,000
Local	-	\$746	-	\$1,045	\$1,405	\$912	-	-	-	-	\$4,108
MFT	-	-	\$600	-	-	\$200	-	-	-	-	\$800
RST	-	-	\$11,234	-	-	-	-	-	-	-	\$11,234
Local Sub-Total	\$0	\$746	\$11,834	\$1,045	\$1,405	\$1,112	\$0	\$0	\$0	\$3,000	\$19,142
TOTAL	\$19,184	\$4,230	\$13,834	\$1,045	\$1,405	\$4,159	\$0	\$0	\$0	\$3,000	\$46,857
By Improvement Type											
	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
Bridge	\$3,748	\$630	\$4,145	-	-	\$3,809	-	-	-	-	\$12,332
Engineering	\$5,920	-	-	-	-	-	-	-	-	-	\$5,920
Enhancement	-	\$2,600	\$689	-	-	-	-	-	-	\$3,000	\$6,289
New Construction	-	-	-	-	\$420	-	-	-	-	-	\$420
Reconstruction	-	-	\$1,400	-	-	-	-	-	-	-	\$1,400
Rehabilitation	-	-	\$1,600	\$330	\$385	-	-	-	-	-	\$2,315
Resurfacing	-	-	\$5,750	\$715	\$600	\$350	-	-	-	-	\$7,415
Safety	\$9,516	\$1,000	\$250	-	-	-	-	-	-	-	\$10,766
Utility	-	-	-	-	-	-	-	-	-	-	\$0
Total	\$19,184	\$4,230	\$13,834	\$1,045	\$1,405	\$4,159	\$0	\$0	\$0	\$3,000	\$46,857

Figure 4.1 Map of FY2020 Highway Projects

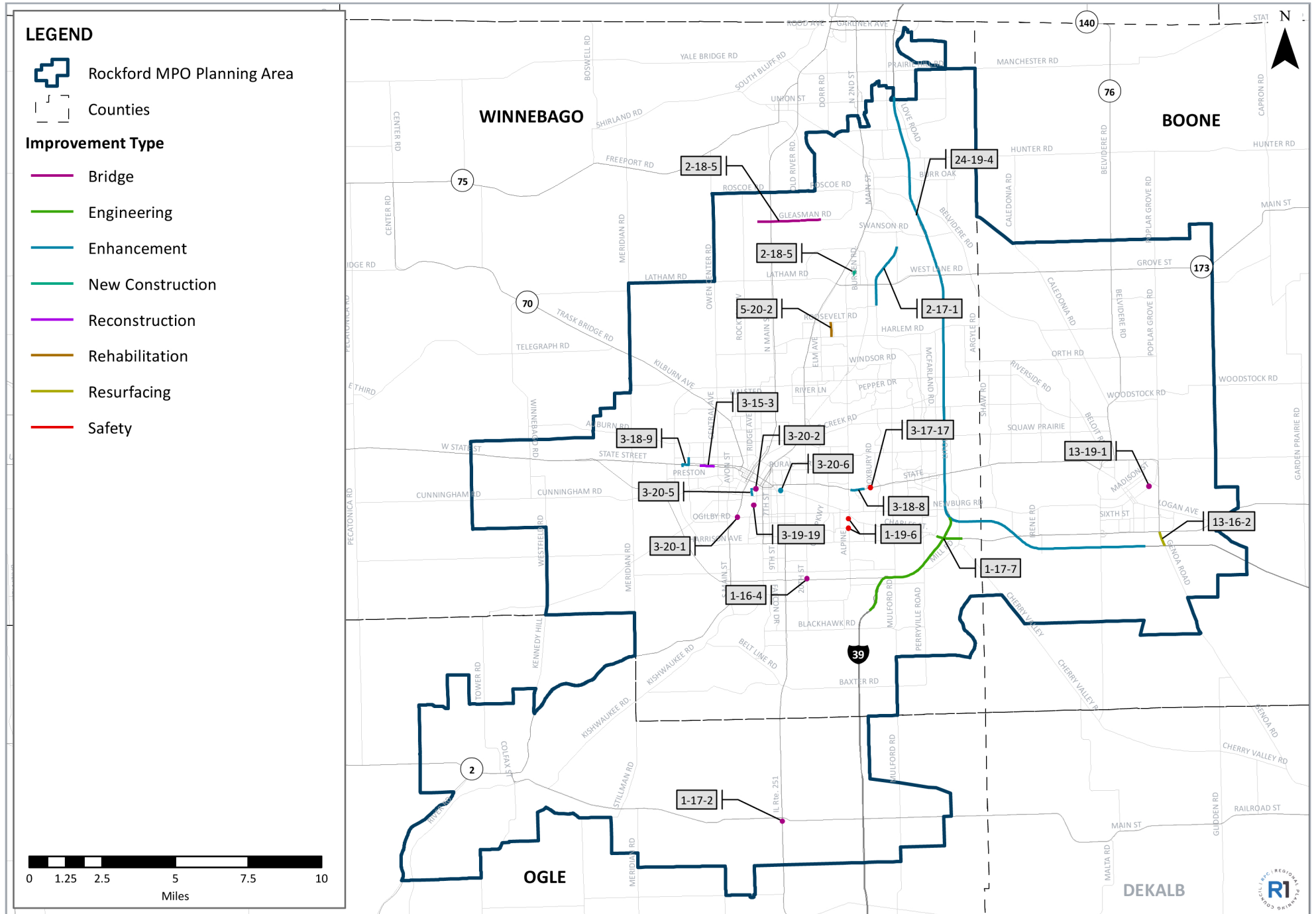


Table 4.3 FY2021 Highway Projects

01 - Illinois Department of Transportation

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
1-16-6	I-39 / US-20	Under Perryville Rd SE of Rockford	Bridge	NHPP	\$3,915	State	\$435	\$4,350
1-16-7	US 20 Business/West State Street	Day Ave to Independence Ave	Reconstruction (CMP)	NHPP	\$3,776	State	\$1,144	\$8,000
				HPP	\$1,610	Local	\$200	
				NHPP	\$1,020	State	\$250	
1-17-3	US 20 Business/W State St	Meridan Rd to Springfield Ave	Resurfacing	NHPP	\$1,020	State	\$255	\$1,275
1-18-12	Highway Safety Improvement Program	District-Wide	Safety	HSIP	\$4,263	State	\$474	\$4,737

02 - Winnebago County Highway Department

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
2-18-1	Alpine Road Bridge	Over Forest Hills Rd	Bridge	IMBP	\$2,376	Local	\$594	\$2,970

03 - City of Rockford

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-16-10	Alpine Dam Retrofit- Year 3 of 3	N Branch of Keith Creek at Aldeen Park	Rehabilitation	-	-	RST	\$1,000	\$1,000
3-17-6	Church Street Two-Way Conversion	Cedar St to John St	Rehabilitation	-	-	RST	\$2,500	\$2,500
3-18-4	North Main Two-Way Conversion	Park Avenue to Whitman Street	Rehabilitation	-	-	RST	\$500	\$500
3-18-8	E. State St. Sidewalk Gaps	Alpine Rd to Newtown Dr	Enhancement	TAP	\$268.40	RST	\$55.85	\$324.25
3-18-9	W. State St/Pierpont Ave Sidewalk Gaps	Concord Commons to Pierpont Ave and School St	Enhancement (CMP)	TAP	\$264.592	RST	\$59.170	\$323.762
3-19-2	Traffic Signal & Arterial Lighting	City-Wide	Safety (CMP)	-	-	RST	\$250	\$250
3-19-3	Sidewalk Program	City-Wide	Rehabilitation	-	-	RST	\$350	\$350
3-19-4	Neighborhood Program	City-Wide	Resurfacing	-	-	RST	\$5,500	\$5,500
3-19-5	Arterial & Collector Program	City-Wide	Resurfacing	-	-	RST	\$1,050	\$1,050
3-19-6	Commercial & Industrial Program	City-Wide	Resurfacing	-	-	RST	\$250	\$250
3-19-7	Local Bridge Program	City-Wide	Bridge	-	-	RST	\$1,250	\$1,250
3-19-19	Seminary Street	Keith Creek Bridge	Bridge	STP-Bridge	\$1,436	MFT	\$164	\$1,600
3-20-7	ADA Transition Plan Improvements	Various	Enhancement	-	-	RST	\$100	\$100
3-20-8	City-Wide Bicycle Program	Various	Enhancement (CMP)	-	-	RST	\$50	\$50

Table 4.3 FY2021 Highway Projects, Continued

04 - City of Loves Park

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
4-19-8	Clifford Avenue	Bridge over drainage channel	Rehabilitation	-	-	Local	\$950	\$950
4-19-10	City Wide	Residential Streets	Resurfacing	-	-	Local	\$495	\$495
4-19-11	City Wide	Pavement Marking	Resurfacing	-	-	Local	\$220	\$220
4-19-12	City Wide	Sidewalk and Curb	Rehabilitation	-	-	Local	\$330	\$330
4-19-13	Loves Park Drive	Bridge over drainage channel	Rehabilitation	-	-	Local	\$950	\$950
4-20-1	River Lane	Walker Ave to North 2nd Street	Rehabilitation	-	-	Local	\$1,200	\$1,200

13 - Boone County Highway Department

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
13-18-1	Woodstock Rd	Popular Grove Rd to McHenry Co Line	Resurfacing	-	-	MFT	\$550	\$1,100
						Local	\$500	

14 - City of Belvidere

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
14-18-2	Logan Ave	State St to Genoa Rd	Rehabilitation	-	-	Local	\$1,900	\$1,900
14-17-2	West Harrison St Reconstruction	State St to Jackson St	Reconstruction (CMP)	-	-	Local	\$2,575	\$2,575

21 - Ogle County Highway Department

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
21-18-1	Meridian Rd	IL Rt 64 to IL Rt 72	Resurfacing	STP-R	\$640	Local	\$160	\$800

Table 4.4 Financial Summary of FY2021 Highway Projects

By Funding Source											
Federal	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
HPP	\$1,610	-	-	-	-	-	-	-	-	-	\$1,610
HSIP	\$4,263	-	-	-	-	-	-	-	-	-	\$4,263
IMBP	-	\$2,376	-	-	-	-	-	-	-	-	\$2,376
ITEP/TAP	-	-	\$533	-	-	-	-	-	-	-	\$533
NHPP	\$9,731	-	-	-	-	-	-	-	-	-	\$9,731
STBG/STP-Urban	-	-	-	-	-	-	-	-	-	-	\$0
STP-Bridge	-	-	\$1,436	-	-	-	-	-	-	-	\$1,436
STP-Rural	-	-	-	-	-	-	-	-	\$640	-	\$640
STP-State	-	-	-	-	-	-	-	-	-	-	\$0
Federal Sub-Total	\$15,604	\$2,376	\$1,969	\$0	\$0	\$0	\$0	\$0	\$640	\$0	\$20,589
State	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
ICC	-	-	-	-	-	-	-	-	-	-	\$0
IEPA	-	-	-	-	-	-	-	-	-	-	\$0
State	\$2,558	-	-	-	-	-	-	-	-	-	\$2,558
TARP	-	-	-	-	-	-	-	-	-	-	\$0
TDC	-	-	-	-	-	-	-	-	-	-	\$0
State Sub-Total	\$2,558	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,558
Local/Private	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
ISTHA	-	-	-	-	-	-	-	-	-	-	\$0
Local	\$200	\$594	\$0	\$4,145	\$0	\$550	\$4,475	\$0	\$160	\$0	\$10,124
MFT	-	-	\$164	-	-	\$550	-	-	-	-	\$714
RST	-	-	\$12,915	-	-	-	-	-	-	-	\$12,915
Local Sub-Total	\$200	\$594	\$13,079	\$4,145	\$0	\$1,100	\$4,475	\$0	\$160	\$0	\$23,753
TOTAL	\$18,362	\$2,970	\$15,048	\$4,145	\$0	\$1,100	\$4,475	\$0	\$800	\$0	\$46,900
By Improvement Type											
	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
Bridge	\$4,350	\$2,970	\$2,850	-	-	-	-	-	-	-	\$10,170
Engineering	-	-	-	-	-	-	-	-	-	-	\$0
Enhancement	-	-	\$798	-	-	-	-	-	-	-	\$798
New Construction	-	-	-	-	-	-	-	-	-	-	\$0
Reconstruction	\$8,000	-	-	-	-	-	\$2,575	-	-	-	\$10,575
Rehabilitation	-	-	\$4,350	\$3,430	-	-	\$1,900	-	-	-	\$9,680
Resurfacing	\$1,275	-	\$6,800	\$715	-	\$1,100	-	-	\$800	-	\$10,690
Safety	\$4,737	-	\$250	-	-	-	-	-	-	-	\$4,987
Utility	-	-	-	-	-	-	-	-	-	-	\$0
Total	\$18,362	\$2,970	\$15,048	\$4,145	\$0	\$1,100	\$4,475	\$0	\$800	\$0	\$46,900

Figure 4.2 Map of FY2021 Highway Projects

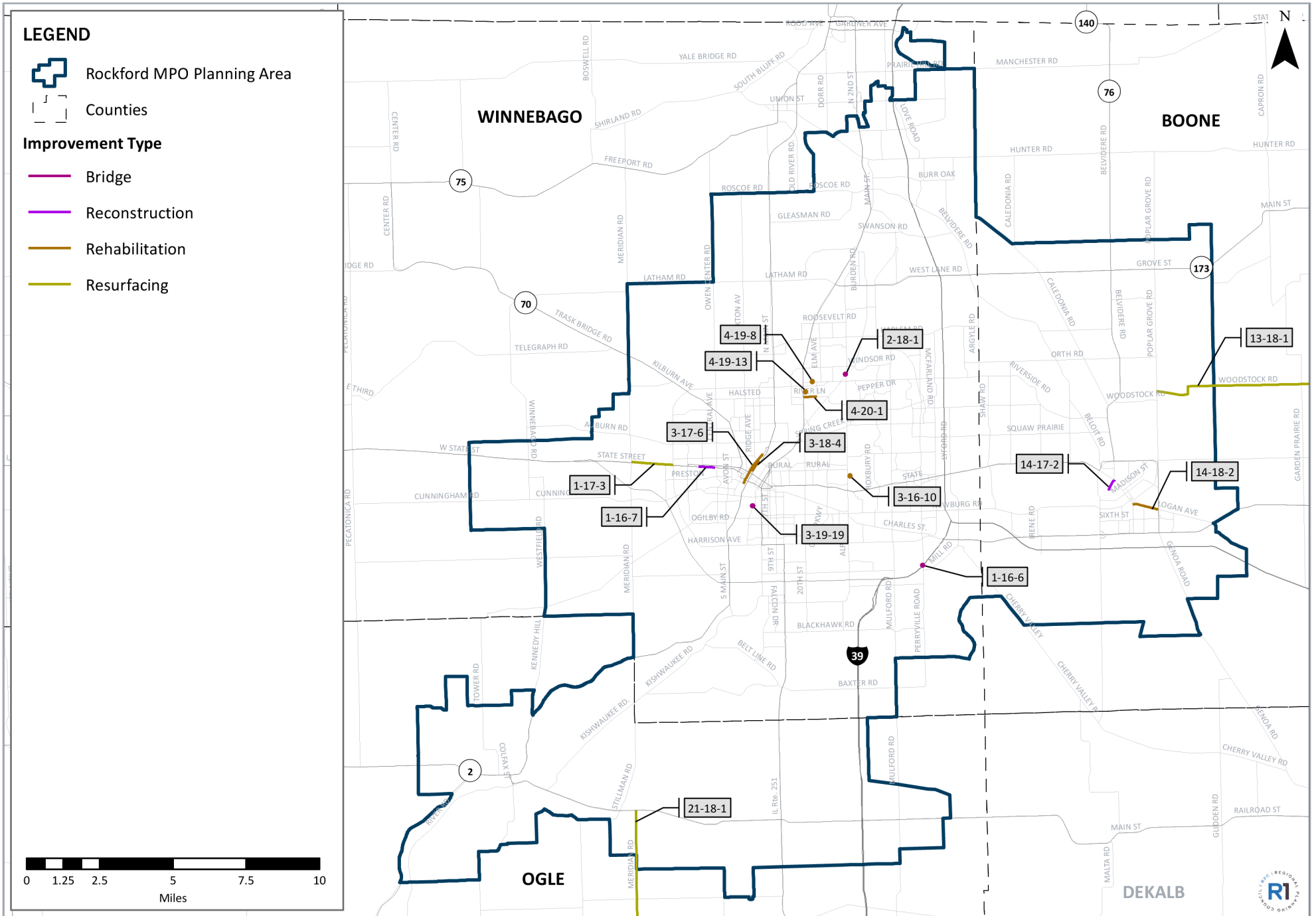


Table 4.5 FY2022 Highway Projects

01 - Illinois Department of Transportation

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
1-17-6	I-39	0.4 mi N of Baxter Rd to I-90 0.3 mi N of Harrison Ave Interchange	Resurfacing	NHPP	\$19,800	State	\$2,200	\$22,000
1-17-7	I-39, US 20, & Harrison Ave	I-39: 0.8 miles N of Blackhawk Rd to I-90; US 20: I-39 to 0.3 miles E of Kishwaukee River; Harrison Ave: Bell School Rd to I-39	Engineering (CMP)	NHPP	\$4,736	State	\$1,184	\$5,920
1-18-10	IL-173	0.2Mi E of IL-76	Bridge	NHPP	\$400	State	\$100	\$500
1-18-11	IL-173	0.4 Mi of IL 76 to McHenry Co Line	Engineering	NHPP	\$680	State	\$170	\$850
1-19-3	Highway Safety Improvement Program	District-Wide	Safety	HSIP	\$4,263	State	\$474	\$4,737

03 - City of Rockford

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-19-10	Traffic Signal & Arterial Lighting	City-Wide	Safety (CMP)	-	-	RST	\$250	\$250
3-19-11	Sidewalk Program	City-Wide	Rehabilitation	-	-	RST	\$350	\$350
3-19-12	Neighborhood Program	City-Wide	Resurfacing	-	-	RST	\$5,500	\$5,500
3-19-13	Arterial & Collector Program	City-Wide	Resurfacing	-	-	RST	\$1,000	\$1,000
3-19-14	Commercial & Industrial Program	City-Wide	Resurfacing	-	-	RST	\$250	\$250
3-19-15	Local Bridge Program	City-Wide	Bridge	-	-	RST	\$1,000	\$1,000
3-20-9	8th Avenue	Over Keith Creek	Engineering	STP-Bridge	\$100	RST	\$10	\$110
3-20-10	ADA Transition Plan Improvements	Various	Enhancement	-	-	RST	\$100	\$100
3-20-11	City-Wide Bicycle Program	Various	Enhancement (CMP)	-	-	RST	\$50	\$50

04 - City of Loves Park

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
4-19-14	City Wide	Residential Streets	Resurfacing	-	-	Local	\$495	\$495
4-19-15	City Wide	Pavement Marking	Resurfacing	-	-	Local	\$220	\$220
4-19-16	City Wide	Sidewalk and Curb	Rehabilitation	-	-	Local	\$330	\$330
4-19-17	Grand Avenue	Bridge over drainage channel	Rehabilitation	-	-	Local	\$950	\$950
4-20-2	Orth Road	Paladin Parkway to Argyle Road	Reconstruction	-	-	Local	\$2,000	\$2,000

24 - Illinois State Toll Highway Authority

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

Table 4.6 Financial Summary of FY2022 Highway Projects

By Funding Source											
Federal	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
HPP	-	-	-	-	-	-	-	-	-	-	\$0
HSIP	\$4,263	-	-	-	-	-	-	-	-	-	\$4,263
IMBP	-	-	-	-	-	-	-	-	-	-	\$0
ITEP/TAP	-	-	-	-	-	-	-	-	-	-	\$0
NHPP	\$25,616	-	-	-	-	-	-	-	-	-	\$25,616
STBG/STP-Urban	-	-	-	-	-	-	-	-	-	-	\$0
STP-Bridge	-	-	\$100	-	-	-	-	-	-	-	\$100
STP-Rural	-	-	-	-	-	-	-	-	-	-	\$0
STP-State	-	-	-	-	-	-	-	-	-	-	\$0
Federal Sub-Total	\$29,879	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,979
State	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
ICC	-	-	-	-	-	-	-	-	-	-	\$0
IEPA	-	-	-	-	-	-	-	-	-	-	\$0
State	\$4,128	-	-	-	-	-	-	-	-	-	\$4,128
TARP	-	-	-	-	-	-	-	-	-	-	\$0
TDC	-	-	-	-	-	-	-	-	-	-	\$0
State Sub-Total	\$4,128	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,128
Local/Private	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
ISTHA	-	-	-	-	-	-	-	-	-	\$1,271	\$1,271
Local	-	-	-	\$3,995	-	-	-	-	-	-	\$3,995
MFT	-	-	-	-	-	-	-	-	-	-	\$0
RST	-	-	\$8,510	-	-	-	-	-	-	-	\$8,510
Local Sub-Total	\$0	\$0	\$8,510	\$3,995	\$0	\$0	\$0	\$0	\$0	\$1,271	\$13,776
TOTAL	\$34,007	\$0	\$8,610	\$3,995	\$0	\$0	\$0	\$0	\$0	\$1,271	\$47,883
By Improvement Type											
	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
Bridge	\$500	-	\$1,000	-	-	-	-	-	-	-	\$1,500
Engineering	\$6,770	-	\$110	-	-	-	-	-	-	-	\$6,880
Enhancement	-	-	\$150	-	-	-	-	-	-	-	\$150
New Construction	-	-	-	-	-	-	-	-	-	-	\$0
Reconstruction	-	-	-	\$2,000	-	-	-	-	-	-	\$2,000
Rehabilitation	-	-	\$350	\$1,280	-	-	-	-	-	-	\$1,630
Resurfacing	\$22,000	-	\$6,750	\$715	-	-	-	-	-	-	\$29,465
Safety	\$4,737	-	\$250	-	-	-	-	-	-	-	\$4,987
Utility	-	-	-	-	-	-	-	-	-	\$1,271	\$1,271
Total	\$34,007	\$0	\$8,610	\$3,995	\$0	\$0	\$0	\$0	\$0	\$1,271	\$47,883

Figure 4.3 Map of FY2022 Highway Projects

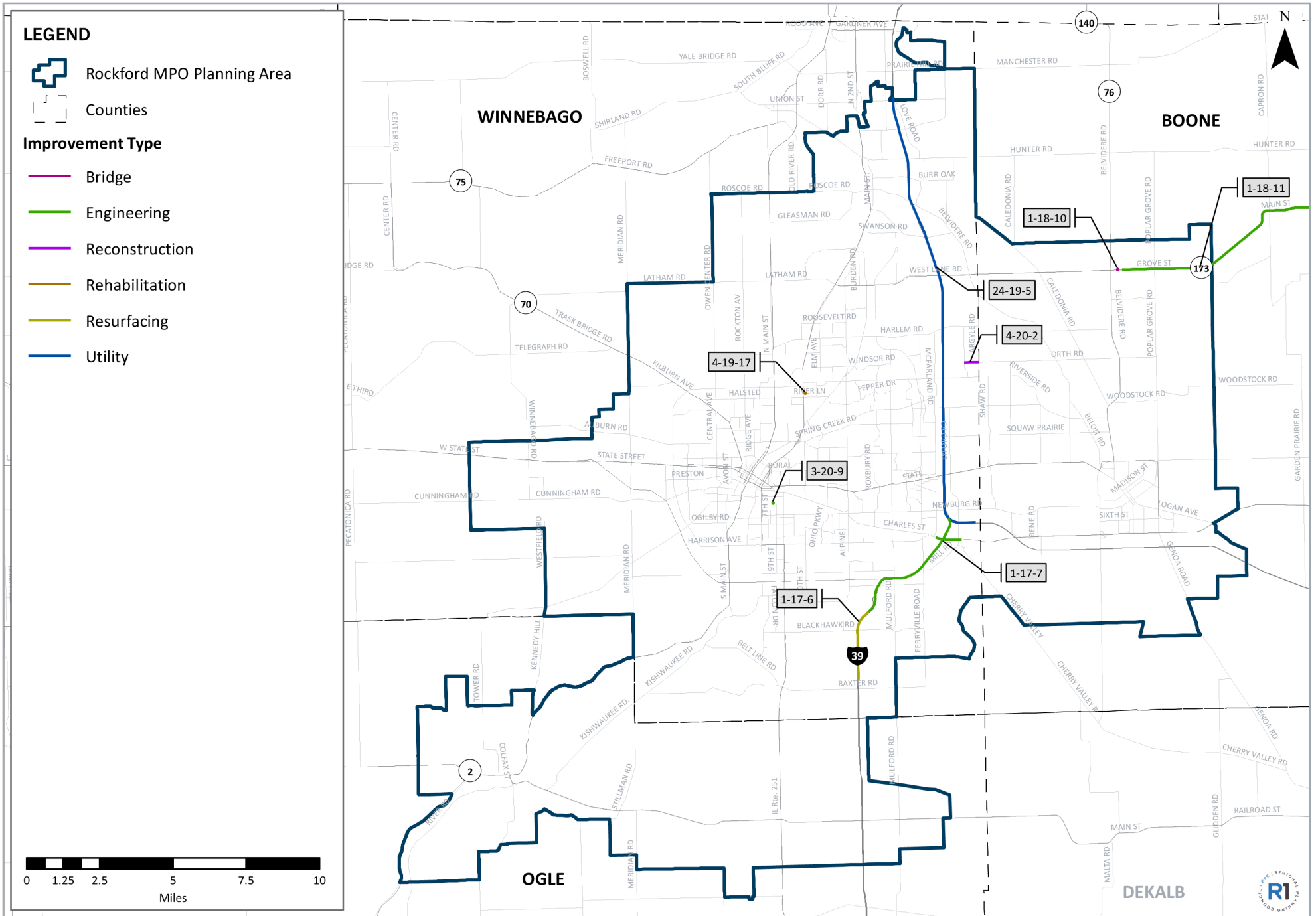


Table 4.7 FY2023 Highway Projects

03 - City of Rockford

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-20-12	8th Avenue	Over Keith Creek	Rehabilitation	STP-Bridge	\$800	RST	\$200	\$1,000
3-20-13	ADA Transition Plan Improvements	Various	Enhancement	-	-	RST	\$100	\$100
3-20-14	City-Wide Bicycle Program	Various	Enhancement (CMP)	-	-	RST	\$50	\$50

04 - City of Loves Park

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
4-20-3	City Wide	Residential Streets	Resurfacing	-	-	Local	\$495	\$495
4-20-4	City Wide	Pavement Marking	Resurfacing	-	-	Local	\$220	\$220
4-20-5	City Wide	Sidewalk and Curb	Rehabilitation	-	-	Local	\$330	\$330
4-20-6	Paulson Road	Harlem Road to Orth Road	Reconstruction	-	-	Local	\$5,000	\$5,000

Table 4.8 Financial Summary of FY2023 Highway Projects

By Funding Source											
Federal	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
HPP	-	-	-	-	-	-	-	-	-	-	\$0
HSIP	-	-	-	-	-	-	-	-	-	-	\$0
IMBP	-	-	-	-	-	-	-	-	-	-	\$0
ITEP/TAP	-	-	-	-	-	-	-	-	-	-	\$0
NHPP	-	-	-	-	-	-	-	-	-	-	\$0
STBG/STP-Urban	-	-	-	-	-	-	-	-	-	-	\$0
STP-Bridge	-	-	\$800	-	-	-	-	-	-	-	\$800
STP-Rural	-	-	-	-	-	-	-	-	-	-	\$0
STP-State	-	-	-	-	-	-	-	-	-	-	\$0
Federal Sub-Total	\$0	\$0	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800
State	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
ICC	-	-	-	-	-	-	-	-	-	-	\$0
IEPA	-	-	-	-	-	-	-	-	-	-	\$0
State	-	-	-	-	-	-	-	-	-	-	\$0
TARP	-	-	-	-	-	-	-	-	-	-	\$0
TDC	-	-	-	-	-	-	-	-	-	-	\$0
State Sub-Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local/Private	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
ISTHA	-	-	-	-	-	-	-	-	-	-	\$0
Local	-	-	-	\$6,045	-	-	-	-	-	-	\$6,045
MFT	-	-	-	-	-	-	-	-	-	-	\$0
RST	-	-	\$350	-	-	-	-	-	-	-	\$350
Local Sub-Total	\$0	\$0	\$350	\$6,045	\$0	\$0	\$0	\$0	\$0	\$0	\$6,395
TOTAL	\$0	\$0	\$1,150	\$6,045	\$0	\$0	\$0	\$0	\$0	\$0	\$7,195
By Improvement Type											
	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
Bridge	-	-	-	-	-	-	-	-	-	-	\$0
Engineering	-	-	-	-	-	-	-	-	-	-	\$0
Enhancement	-	-	\$150	-	-	-	-	-	-	-	\$150
New Construction	-	-	-	-	-	-	-	-	-	-	\$0
Reconstruction	-	-	-	\$5,000	-	-	-	-	-	-	\$5,000
Rehabilitation	-	-	\$1,000	\$330	-	-	-	-	-	-	\$1,330
Resurfacing	-	-	-	\$715	-	-	-	-	-	-	\$715
Safety	-	-	-	-	-	-	-	-	-	-	\$0
Utility	-	-	-	-	-	-	-	-	-	-	\$0
Total	\$0	\$0	\$1,150	\$6,045	\$0	\$0	\$0	\$0	\$0	\$0	\$7,195

Figure 4.4 Map of FY2023 Highway Projects

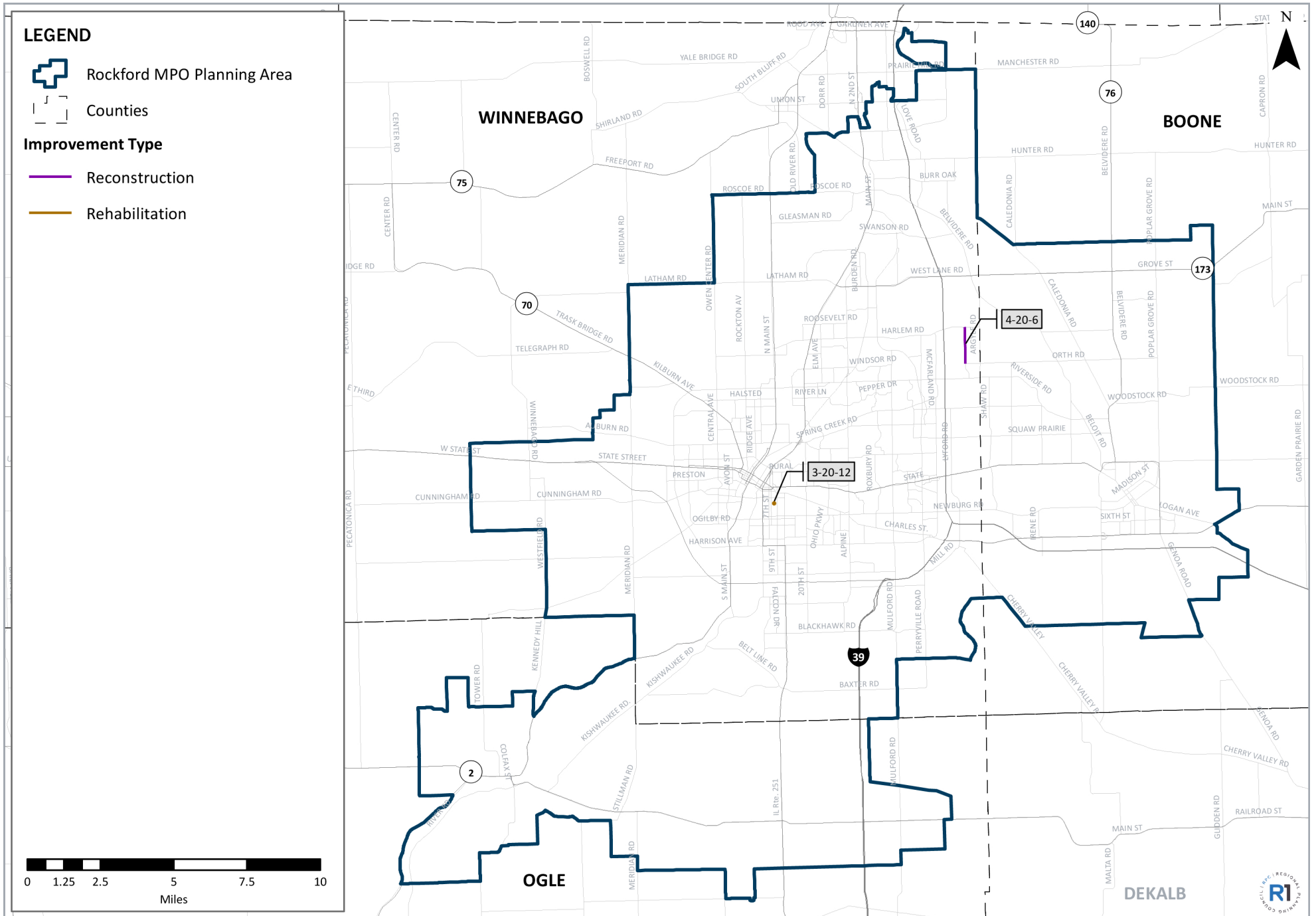


Table 4.9 Financial Summary of FY2020-2023 Highway Projects

By Funding Source											
Federal	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
HPP	\$1,610	-	-	-	-	-	-	-	-	-	\$1,610
HSIP	\$12,789	\$900	-	-	-	-	-	-	-	-	\$13,689
IMBP	-	\$2,376	-	-	-	\$3,047	-	-	-	-	\$5,423
ITEP/TAP	-	\$2,080	\$533	-	-	-	-	-	-	-	\$2,613
NHPP	\$41,763	-	-	-	-	-	-	-	-	-	\$41,763
STBG/STP-Urban	-	-	-	-	-	-	-	-	-	-	\$0
STP-Bridge	-	\$504	\$2,336	-	-	-	-	-	-	-	\$2,840
STP-Rural	-	-	-	-	-	-	-	-	\$640	-	\$640
STP-State	\$1,479	-	-	-	-	-	-	-	-	-	\$1,479
Federal Sub-Total	\$57,641	\$5,860	\$2,869	\$0	\$0	\$3,047	\$0	\$0	\$640	\$0	\$70,057
State	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
ICC	-	-	\$2,000	-	-	-	-	-	-	-	\$2,000
IEPA	-	-	-	-	-	-	-	-	-	-	\$0
State	\$13,712	-	-	-	-	-	-	-	-	-	\$13,712
TARP	-	-	-	-	-	-	-	-	-	-	\$0
TDC	-	-	-	-	-	-	-	-	-	-	\$0
State Sub-Total	\$13,712	\$0	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,712
Local/Private	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
ISTHA	-	-	-	-	-	-	-	-	-	\$4,271	\$4,271
Local	\$200	\$1,340	-	\$15,230	\$1,405	\$1,462	\$4,475	-	\$160	-	\$24,272
MFT	-	-	\$764	-	-	\$750	-	-	-	-	\$1,514
RST	-	-	\$33,009	-	-	-	-	-	-	-	\$33,009
Local Sub-Total	\$200	\$1,340	\$33,773	\$15,230	\$1,405	\$2,212	\$4,475	\$0	\$160	\$4,271	\$63,066
TOTAL	\$71,553	\$7,200	\$38,642	\$15,230	\$1,405	\$5,259	\$4,475	\$0	\$800	\$4,271	\$148,835
By Improvement Type											
	01 - IDOT	02 - WCHD	03 - RKFD	04 - LP	05 - MP	13 - BCHD	14 - BEL	20 - RPD	21 - OCHD	24 - ISTHA	TOTAL
Bridge	\$8,598	\$3,600	\$7,995	-	-	\$3,809	-	-	-	-	\$24,002
Engineering	\$12,690	-	\$110	-	-	-	-	-	-	-	\$12,800
Enhancement	-	\$2,600	\$1,787	-	-	-	-	-	-	\$3,000	\$7,387
New Construction	-	-	-	-	\$420	-	-	-	-	-	\$420
Reconstruction	\$8,000	-	\$1,400	\$7,000	-	-	\$2,575	-	-	-	\$18,975
Rehabilitation	-	-	\$7,300	\$5,370	\$385	-	\$1,900	-	-	-	\$14,955
Resurfacing	\$23,275	-	\$19,300	\$2,860	\$600	\$1,450	-	-	\$800	-	\$48,285
Safety	\$18,990	\$1,000	\$750	-	-	-	-	-	-	-	\$20,740
Utility	-	-	-	-	-	-	-	-	-	\$1,271	\$1,271
Total	\$71,553	\$7,200	\$38,642	\$15,230	\$1,405	\$5,259	\$4,475	\$0	\$800	\$4,271	\$148,835

Table 4.10 Previously Approved Highway Projects

01 - Illinois Department of Transportation

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
1-15-4	Highway Safety Improvement Program	District Wide	Safety	HSIP	\$4,125	State	\$459	\$4,584
1-16-1	IL-2	Beltline Rd S of Rockford to N of River Rd	Rehabilitation	-	-	State	\$230	\$230
1-16-3	IL-72	Stillman Rd to W of I-39	Resurfacing	STP-State	\$3,040	State	\$760	\$3,800
1-16-5	Highway Safety Improvement Program	District Wide	Safety	HSIP	\$4,150	State	\$461	\$4,611
1-16-8	IL 251	0.2 mi South of Sandy Hollow Rd to 0.2 mi South of Blackhawk Rd	Resurfacing	STP-State	\$3,520	State	\$880	\$4,400
1-16-9	IL 251	1.5 miles S of US 20 in Rockford	Bridge	STP-State	\$1,360	State	\$340	\$1,700
1-16-10	IL 251	Winnebago County Line to 0.3 mi N of Flagg Road	Resurfacing	STP-Rural	\$2,000	State	\$820	\$4,100
				STP-State	\$1,280			
1-16-11	IL 251	Winnebago County Line to 0.3 mi N of Flagg Rd	Safety	HSIP	\$3,690	State	\$410	\$4,100
1-16-12	US Business (Walnut Street)	UP RR W of Madison St	Safety	RR Safety	\$549	Local	\$61	\$610
1-17-1	US 251/IL 251	Wisconsin State Line to Forest Hills Rd	Resurfacing	NHPP	\$7,200	State	\$1,800	\$9,000
1-17-5	IL 173	0.2 miles & 0.4 miles west of Caledonia Rd	Bridge	NHPP	\$600	State	\$150	\$750
1-17-8	IL 173	Winnebago County Line to 0.2 Miles W of IL 76	Resurfacing	NHPP	\$1,520	State	\$380	\$1,900
1-18-1	Railroad Safety	State-Wide	Safety	-	-	State	\$4,392	\$4,392
1-18-2	I-39/US-51	Lee Co line to 0.4 Mi N of Baxter Rd	Resurfacing	NHPP	\$675	State	\$75	\$750
1-18-3	IL-173	0.4 Mi E of IL-76 to McHenry Co Line; P.E. Phase I	Engineering	NHPP	\$680	State	\$170	\$850
1-18-4	I-39 Bridge Repair	Over Kishwaukee River	Bridge	NHPP	\$203	State	\$22	\$225
1-18-5	US 20/IL-2 S Main St Rockford Bypass	US 20: Simpson Rd to Rock River & IL-2 S of Southrock Dr to S of US 20 interchange	Reconstruction	NHPP	\$20,738	State	\$5,185	\$26,000
						Local	\$77	
1-18-6	US 20 Bus/ E State St	Bell School Rd to I-90 Exit ramp WB	Reconstruction	NHPP	\$620	State	\$155	\$775
1-18-7	Railroad Safety	State-wide	Safety	HSIP	\$4,150	State	\$461	\$4,611
1-18-13	I-39	SN 071-0045 carrying McNeal Road over I-39	Bridge	NHPP	\$189	State	\$21	\$210
1-18-14	I-39	SN 101-0144 carrying Rotary Road over I-39	Bridge	NHPP	\$279	State	\$31	\$310
1-19-1	US 20 Bus	Under Poplar Grove Rd	Bridge	NHPP	\$280	-	-	\$350
				STP-State	\$70			
1-19-2	Bridge Deck Sealing	Various	Bridge	STP-Rural	\$34	State	\$13	\$91
				STP-Urban	\$16			
				NHPP	\$19	State	\$5	
				STP-Urban	\$4			
1-19-4	District Wide	Bridge Preservation	Bridge	STP-State	\$93	State	\$23	\$116
1-19-5	District Wide	Bridge Preservation	Bridge	STP-State	\$60	State	\$14	\$74

Table 4.10 Previously Approved Highway Projects, Continued

02 - Winnebago County Highway Department

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
2-18-4	Buckbee Creek	Wellworth/Wentworth	Enhancement	-	-	IEPA	\$45	\$90
						Local	\$45	

03 - City of Rockford

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-16-10	Alpine Dam Retrofit - Year 2 of 3	North Branch of Keith Creek @ Aldeen Park	Rehabilitation	-	-	RST	\$1,000	\$1,000
3-16-17	Neighborhood Improvement Program	City-Wide	Resurfacing	-	-	RST	\$5,500	\$5,500
3-16-19	Commercial Street Resurfacing	City-Wide	Resurfacing	-	-	RST	\$250	\$250
3-16-20	Local Bridge Program	Various	Rehabilitation	-	-	RST	\$750	\$750
3-16-22	Sidewalk Repair Program	City-Wide	Rehabilitation	-	-	RST	\$350	\$350
3-16-23	Traffic Signal and Arterial Lighting Upgrades	City-Wide	Safety	-	-	RST	\$250	\$250
3-17-2	Chestnut St Bridge Multi-Use Path Modification	Rock River	Rehabilitation	-	-	MFT	\$300	\$300
3-17-3	Logistics Parkway	Milford Ave to Samuelson Rd	New Construction	-	-	RST	\$800	\$800
3-17-6	Church Street Two-Way Conversion	Cedar St to John St	Rehabilitation	-	-	RST	\$200	\$200
3-18-1	3rd Street	College Ave to Gregory St	Resurfacing	-	-	RST	\$50	\$50
3-18-2	Strathmoor Drive Extension	Mulford Rd to Roxbury Rd	New Construction	-	-	MFT	\$3,000	\$3,700
						RST	\$700	
3-18-6	Kishwaukee Street	@ Illinois Railway Tracks	Safety	HSIP	\$396	Private	\$44	\$250
3-18-7	Burton Street	@ CP Railway Tracks	Safety	HSIP	\$270	Private	\$300	\$570

04 - City of Loves Park

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
4-19-1	City Wide	Residential Streets	Resurfacing	-	-	Local	\$495	\$495
4-19-2	City Wide	Pavement Marking	Resurfacing	-	-	Local	\$220	\$220
4-19-3	City Wide	Sidewalk and Curb	Rehabilitation	-	-	Local	\$330	\$330

Table 4.10 Previously Approved Highway Projects, Continued

05 - Village of Machesney Park

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
5-17-3	Signal Installation	Intersection of Bauer Pkwy and Victory Ln	Safety (CMP)	HSIP	\$472.5	Local	\$52.5	\$525
5-19-1	Burden Road	Forest Hills to IL 251 SD	Reconstruction	-	-	Local	\$310	\$310
5-19-2	Stonehedge Drainage/Pvt	Various Streets	Resurfacing	-	-	Local	\$820	\$820
5-19-3	Village Wide Resurfacing	Various Streets	Resurfacing	-	-	Local	\$1,200	\$1,200
5-19-5	Mitchell Road Path Improvements	Anjali to Bauer	Enhancement	-	-	Local	\$215	\$215

20 - Rockford Park District

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
20-17-1	Jefferson St Bridge; Underpass	Directly located under Jefferson Street Vehicular Bridge	Engineering (Phase 1)	-	-	Local	\$15.02	\$2,515.02
			Engineering (Phase 2)	ITEP	\$64.08	Local	\$16.02	
			Construction Eng.	ITEP	\$200	Local	\$50	
			Construction	ITEP	\$1,735.92	Local	\$433.98	
20-18-2	Jefferson St. Bridge Underpass Approaches	East Bank of the Rock River & West Bank of	Enhancement	TAP	\$200	Local	\$50	\$250

24 - Illinois State Toll Highway Authority

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
24-19-1	I-90, MP 12.3, Ramp B	East Riverside Boulevard (Plaza 2) Tolling Improvements: Tolling Configuration	Rehabilitation	-	-	ISTHA	\$600	\$600
24-19-2	I-90, MP 15.5 and MP 25.5	Miscellaneous Drainage and Environmental Repairs and Improvements along I-90; Environmental Improvements	Utility	-	-	ISTHA	\$390	\$390
24-19-3	I-90, MP 2.6 to MP 18.3	Roadway and Structural Preservation and Rehabilitation; Roadway and Structural	Rehabilitation	-	-	ISTHA	\$21,900	\$21,900
24-19-4	I-90, MP 2.6 to MP 25.5	Tree Planting Master Plan; Landscaping Improvements	Enhancement	-	-	ISTHA	\$3,000	\$3,000

Figure 4.5 Map of Previously Approved Highway Projects

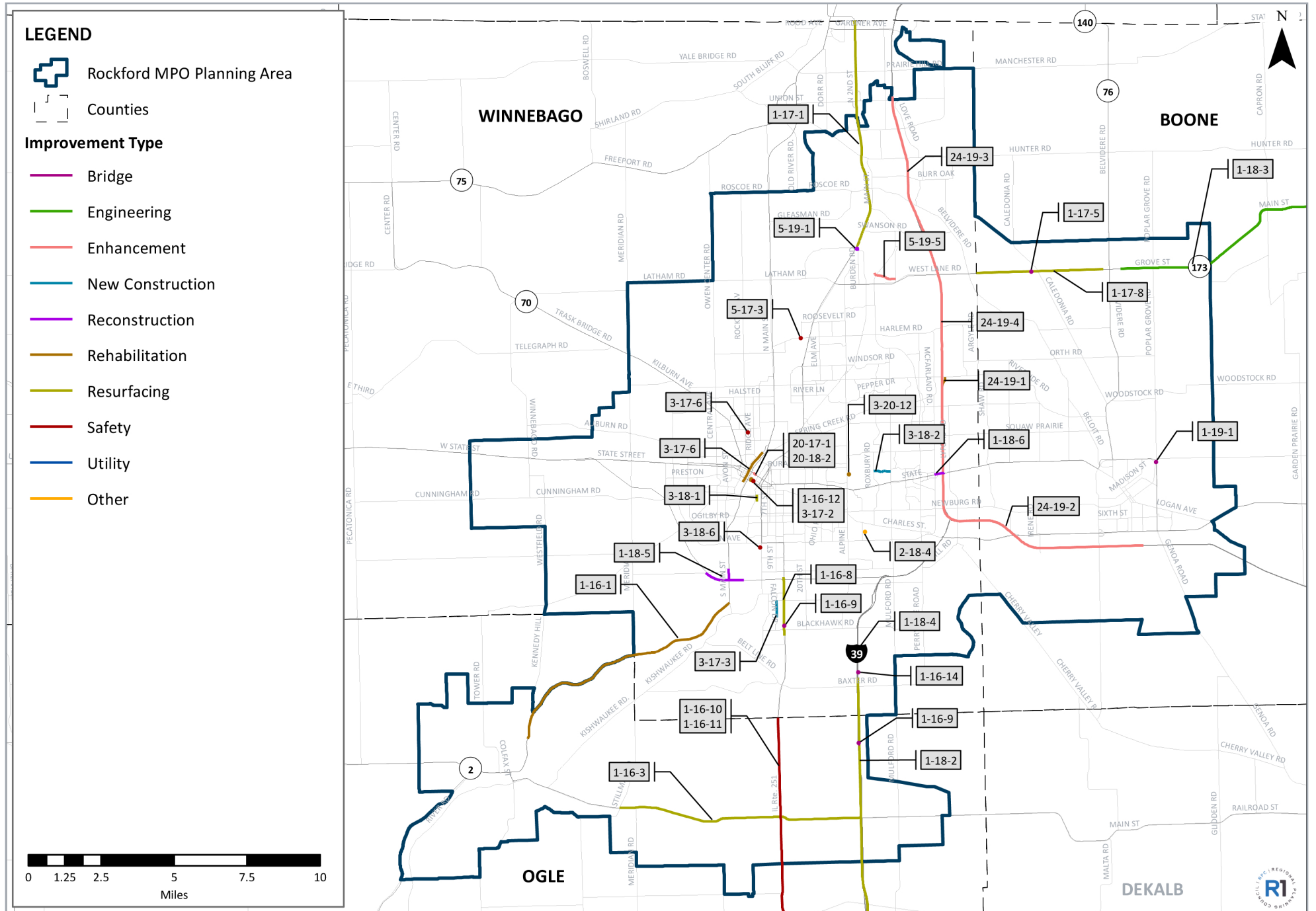


Table 4.11 Awarded, Initiated, or Completed (AIC) Highway Projects

02 - Winnebago County Highway Department

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
2-14-1	Lindenwood Road/Baxter Road	Intersection Improvements	Resurfacing (CMP)	EDP	\$1,001	Local	\$899	\$1,900
2-17-3	Buckbee Creek	Watershed Improvement Implementation	Design	-	-	319 Grant	\$60	\$120
						Local	\$60	
2-18-3	Structure Loading Assessments	Various Locations	Bridge	HSIP	\$400	Local	\$100	\$500

03 - City of Rockford

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-14-18	Commercial & Industrial Street Resurfacing	City-Wide	Resurfacing	-	-	RST	\$200	\$200
3-14-27	Neighborhood Improvement Program	City-Wide	Resurfacing	-	-	RST	\$5,700	\$5,700
3-14-30	Citywide Sidewalk Repair Program	City-Wide	Rehabilitation	-	-	RST	\$350	\$350
3-15-21	Commercial & Retail Street Resurfacing	City-Wide	Resurfacing	-	-	RST	\$450	\$450
3-15-32	Neighborhood Improvement Program	City-Wide	Resurfacing	-	-	RST	\$5,000	\$5,000
3-15-36	Sidewalk Repair Program	City-Wide	Rehabilitation	-	-	RST	\$450	\$450
3-16-4	North Alpine Road Box Culvert	North Branch of Keith Creek (approximately 250 ft on each side of existing structure)	Bridge	HBP	\$1,504	MFT	\$376	\$1,880
3-16-7	Spring Creek Road	Parkview St to North of Alpine Rd	Resurfacing	-	-	RST	\$1,800	\$1,800
3-16-8	Keith Creek Bridge Removals	Various	Bridge	-	-	RST	\$240	\$240
3-16-9	Programmed Bridge & Structure Repairs	City-Wide	Bridge	-	-	RST	\$150	\$150
3-16-10	Alpine Dam Retrofit- Year 1 of 3	N Branch of Keith Creek Aldeen Park	Rehabilitation	-	-	RST	\$500	\$500
3-16-13	Local Bridge Program	Various	Bridge	-	-	MFT	\$400	\$1,030
						RST	\$630	
3-16-14	Programmed Bridge & Structure Repairs	City-Wide	Bridge	-	-	RST	\$250	\$250
3-16-16	Traffic Signal Upgrades	City-Wide	Safety	-	-	RST	\$300	\$300
3-16-18	Arterial & Collector Street Resurfacing	City-Wide	Resurfacing	-	-	MFT	\$600	\$835
						RST	\$235	
3-17-1	Kishwaukee Street	Airport Dr to Sandy Hollow Rd	Resurfacing	-	-	MFT	\$850	\$850
3-17-4	McFarland Road	Spring Brook Rd to Meadow Trace	Resurfacing	-	-	MFT	\$300	\$300
3-17-7	Elmwood Road	North Main St to Browns Beach Rd	Resurfacing	-	-	MFT	\$350	\$350
3-17-8	Rote Road	North Lyford Rd to University Dr	Resurfacing	-	-	MFT	\$150	\$150
3-17-20	Mercy Way/Lyford Road		New Construction	-	-	State	\$9,815	\$9,815
3-17-21	Auburn St/Pierpont Ave Traffic Signal	Auburn St/Pierpont Ave	Safety	-	-	RST	\$80	\$80

Table 4.11 AIC Highway Projects, Continued

03 - City of Rockford

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-18-3	E State Street Sidewalk	Mill Rd to Bell School	New Construction	-	-	MFT	\$60	\$60
3-18-5	Charles St Box Culvert Repairs	Box Culvert on Charles St and 20th Street	Rehabilitation	-	-	MFT	\$1,000	\$1,000
3-19-18	20th Street Railroad Crossing	20th Street Railroad Crossing with the CN Railroad: Resurfacing, Traffic Signal Updates, Warning Device Modifications	Resurfacing	-	-	ICC	\$87	\$233.189
						RST	\$10	
			Safety	-	-	ICC	\$34	
						RST	\$4	
ICC	\$99							

04 - City of Loves Park

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
4-19-4	Pike Road	River Lane to Northern Extent	Reconstruction	-	-	Local	\$969	\$969
4-19-9	Bell School Road	Riverside Blvd to Harlem Blvd	Resurfacing	-	-	Local	\$1,200	\$1,200

05 - Village of Machesney Park

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
5-15-6	IL 251 East Service Drive	Harlem Ct to Harlem Rd	Reconstruction	-	-	Local	\$580	\$580
5-15-17	Village-Wide Resurfacing	Village-Wide	Resurfacing	-	-	Local	\$630	\$630
5-15-18	Alpine, Victory & Steele	Alpine: Gateway Drive to Burden, Intersection widening at Burden/Alpine, Burden/Marlin, IL 251 Service Drive/Marlin, Victory: Bauer Parkway to Roosevelt Road, Steele: Alpine Rd. to Burden Rd.	Rehabilitation (CMP)	-	-	Local	\$675	\$675
5-15-20	Village-Wide Resurfacing	Village-Wide	Resurfacing	-	-	Local	\$630	\$630
5-18-1	Orlando Improvements	Melbourne to Storybook	Reconstruction	-	-	Local	\$280	\$280
5-18-2*	Scott, Cadet & Juniper Improvements	Harlem Road to Heron Drive	Reconstruction	-	-	Local	\$1,130	\$1,130
5-19-4	Victory Lane Improvements	Roosevelt Rd to Northpark Road	Reconstruction	-	-	Local	\$250	\$250
5-19-06	Quantum Court Improvements	Greelee Drive to End	New Construction	-	-	Local	\$900	\$900

Table 4.11 AIC Highway Projects, Continued

14 - City of Belvidere

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
14-17-1	Tripp Rd Reconstruction	Corporate Pkwy to Crystal Pkwy	Reconstruction	-	-	EDP	\$413	\$826
						TARP	\$21	
						Local	\$350	
						Private	\$42	
14-18-1 ^[1]	Chrysler Drive	Appleton Rd to Townhall Rd	Resurfacing	-	-	Local	\$415	\$415

[1] Previously listed as project 14-17-1 in FY2017-2020 TIP

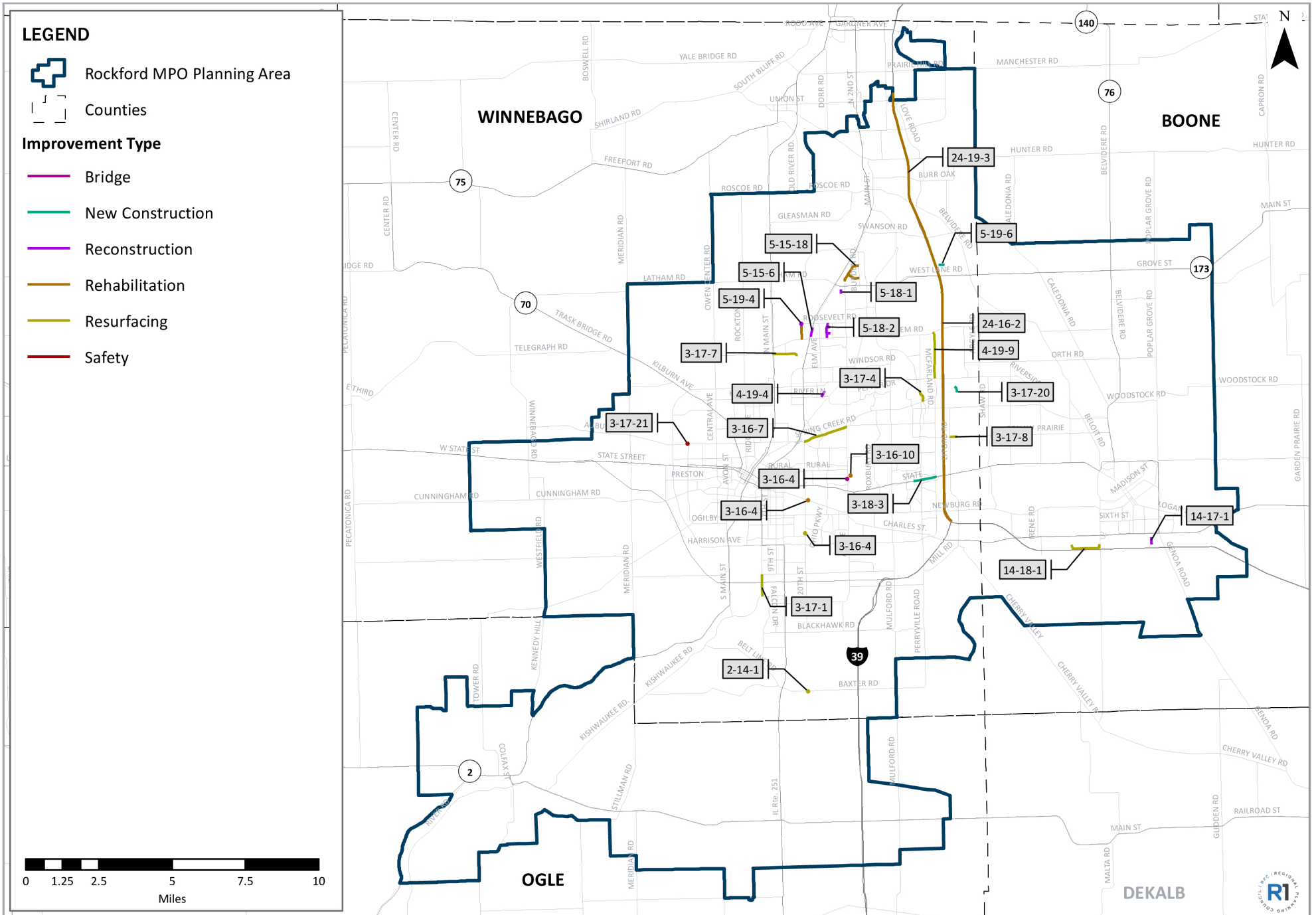
20 - Rockford Park District

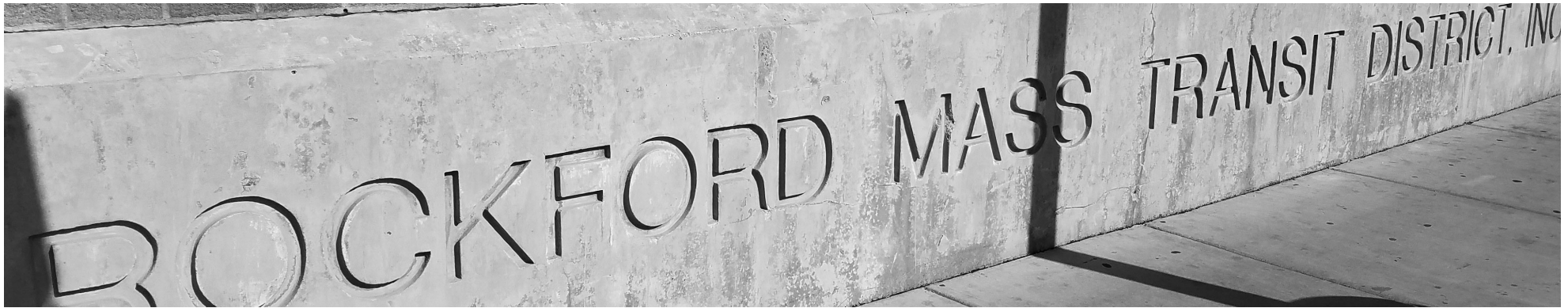
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
20-17-2	Atwood Park Recreational Trails	Trail System Construction, Trailhead Construction, Well Water Construction, Signage, A&E	New Construction	HSIP	\$200	Local	\$265	\$465
20-18-1	Alpine Hills Adventure Park Gateway	Construction of a multi-purpose path; 1.2 miles long and 3-4 feet wide	New Construction	RTP	\$104	Local	\$26	\$130

24 - Illinois State Toll Highway Authority

TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
24-16-2	I-90 Ramp and Bridge Repairs, Riverside Ramp Resurfacing, Rockford Ramp Resurfacing, Cross Bridge Rehabilitation	I-39 to IL-47	Rehabilitation (CMP)	-	-	ISTHA	\$2,837	\$2,837

Figure 4.6 Map of AIC Highway Projects





5 TRANSIT ELEMENT

The following transit project tables list all proposed projects programmed over the next four fiscal years. The tables include the following information for each project: project description, justification, funding sources and amounts, per unit cost and number of units, and the total project cost. Projects have been grouped by lead agency. Projects listed in the Transportation Improvement Program (TIP) may be identified by a TIP numbering system developed by the MPO. As of FY 2019, this system consists of the lead agency reference number, the year the project was first programmed in the TIP, and a sequential project number (AA-YY-NN). For transit projects programmed prior to this point, the numbering system only consisted of the initial programming year and sequential project number (YY-NN), except for 5310 and 5311 funds, which included a lead agency reference number after the year (YYAA-NN).

Transit projects programmed in the annual element are listed in Table 5.1. A list of transit projects proposed for FY2021-2023 is provided in Tables 5.2 - 5.4. Previously approved projects are listed in Table 5.5, while Table 5.6 lists projects that were previously approved in earlier TIPs and have been awarded, initiated, or completed.

Additionally, Table 5.7 lists “Operating Assistance to Public Transit Providers”.

Tables 5.8 and 5.9 pertain to Section 5307-funded projects. Table 5.8 lists the Section 5307 funds annually allocated from FY2011 through FY2019, and provides estimated future annual allocations for the TIP time frame. Table 5.9 lists the proposed Section 5307 program of projects in the format prescribed by the FTA for FY2020 only.

Table 5.1 FY2020 Transit Projects

07 - Rockford Mass Transit District									
TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost
			Units	Cost	Source	Amount	Source	Amount	
20-1	Preventative Maintenance Costs	Extend the useful life of rolling stock	1	\$2,213,650	5307	\$1,770,920	IDOT	\$442,730	\$2,213,650
20-2	Complementary ADA Costs	Eligible charge for service to persons with disabilities	1	\$325,000	5307	\$260,000	IDOT	\$65,000	\$325,000
20-3	Security Project	Security Service	1	\$68,000	5307	\$34,000	IDOT	\$34,000	\$68,000
20-4	Fixed Route Buses	Maintain safe, reliable, efficient fixed route bus service	14	\$500,000	5307	\$7,000,000	TRC/TDC ^[1]		\$7,000,000
19-12	New Discretionary Grant Application	Charging stations for electric buses with associated design and build facilities upgrades	1	-	5339(b)	\$166,300	TRC/TDC ^[1]		\$166,300
19-13	New Discretionary Grant Application	Replacement Paratransit Buses	8	\$329,372	5339(b)	\$329,372	TRC/TDC ^[1]		\$329,372
7-19-2	Automatic Passenger Counters (APCs)	Purchase automatic passenger counters for future service planning	-	\$110,000	SPR	\$880,000	TRC/TDC ^[1]		\$880,000
7-19-3	New Discretionary Grant Application	Replacement Hybrid Buses	5	\$759,000	5339(b)	\$3,795,000	TRC/TDC ^[1]		\$3,795,000
7-19-4	New Discretionary Grant Application	Replacement Electric Buses	4	\$941,250	5339(b)	\$3,765,000	TRC/TDC ^[1]		\$3,765,000
7-19-5	5339 Replacement Paratransit Vehicles	Replacement Paratransit Buses, FY 2017 5339 Urbanized Formula Funds	4	\$75,701	5339	\$302,804	TRC/TDC ^[1]		\$302,804

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

Table 5.2 FY2021 Transit Projects

07 - Rockford Mass Transit District									
TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost
			Units	Cost	Source	Amount	Source	Amount	
7-19-6	Preventative Maintenance Costs	Extend the useful life of rolling stock	1	\$2,280,060	5307	\$1,824,048	IDOT	\$456,012	\$2,280,060
7-19-7	Complementary ADA Costs	Eligible charge for service to persons with disabilities	1	\$325,000	5307	\$260,000	IDOT	\$65,000	\$325,000
7-19-8	Security Project	Security Service	1	\$70,000	5307	\$35,000	IDOT	\$35,000	\$70,000

Table 5.3 FY2022 Transit Projects

07 - Rockford Mass Transit District									
TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost
			Units	Cost	Source	Amount	Source	Amount	
7-20-1	Preventative Maintenance Costs	Extend the useful life of rolling stock	1	\$2,348,462	5307	\$1,878,770	IDOT	\$469,692	\$2,348,462
7-20-2	Complementary ADA Costs	Eligible charge for service to persons with disabilities	1	\$325,000	5307	\$260,000	IDOT	\$65,000	\$325,000
7-20-3	Security Project	Security Service	1	\$70,000	5307	\$35,000	IDOT	\$35,000	\$70,000

Table 5.4 FY2023 Transit Projects

07 - Rockford Mass Transit District									
TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost
			Units	Cost	Source	Amount	Source	Amount	

FY 2023 Projects have yet to be identified.

Table 5.5 Previously Approved Transit Projects

07 - Rockford Mass Transit District									
TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost
			Units	Cost	Source	Amount	Source	Amount	
FY 2018 Map-21 Apportionment Amount		FAST Act Funds to be used for capital program purchases to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	-	-	5339	\$412,806	-	-	\$412,806
19-4	Fixed Route Buses	Maintain safe, reliable, efficient public transit bus service. ^[1]	3	\$500,000	5307	\$1,500,000	TRC/TDC ^[2]		\$1,500,000
19-5	New Discretionary Grant Application	Replacement Electric Buses with Technical Support	3	\$557,000	5339(c)	\$1,671,000	TRC/TDC ^[2]		\$1,671,000
19-6	New Discretionary Grant Application	Charging Stations for Electric Buses with associated facilities upgrades	2	\$277,500	5339(c)	\$555,000	TRC/TDC ^[2]		\$555,000
19-7	New Discretionary Grant Application	Replacement Electric Buses	7	\$900,000	BUILD	\$6,300,000	TRC/TDC ^[2]		\$6,300,000
19-8	New Discretionary Grant Application	Charging Stations and Infrastructure for Electric Buses	1	\$500,000	BUILD	\$500,000	TRC/TDC ^[2]		\$500,000
19-9	New Discretionary Grant Application	Solar Array for Downtown RMTD Bus Station	1	\$700,000	BUILD	\$700,000	TRC/TDC ^[2]		\$700,000
19-10	New Discretionary Grant Application	Multi-modal Center at Chicago Rockford International Airport	1	\$22,385,000	BUILD	\$17,908,000	-	\$4,477,000	\$22,385,000
19-11	New Discretionary Grant Application	Electric Paratransit Buses, Diagnostic Tools, Training, Options	3	\$347,210	5339(a)	\$1,041,630	TRC/TDC ^[2]		\$1,041,630
FY 2019 Map-21 Apportionment Amount		FAST Act Funds to be used for capital program purchases to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	-	-	5339	\$373,067	-	-	\$373,067
FY 2019 Regionally Allocated Apportionment		Funding apportioned to Region from FAST Act authorization	-	-	5310	\$284,646	-	-	\$284,646

[1] Will apply to Low/No Emission grant funds to purchase electric vehicles

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

Table 5.6 Awarded, Initiated, or Completed Transit Projects

07 - Rockford Mass Transit District

TIP #	Project Description	Justification	Unit Cost		Federal Sources		Other Sources		Total Cost	Grant Number
			Units	Cost	Source	Amount	Source	Amount		
13-7	Facility Improvements ^[1]	Rehab downtown transfer center at 501 West State Street., Additional ADA features to 520 Mulberry Street facility. Additional paratransit offices at 625 Mulberry Street facility. Adding a 2nd floor to the maintenance office and break area. Funding from the FY13 DPIT Downstate combined Illinois Job Now and Downstate Transit Improvement Fund Capital Program	-	-	IDOT	-	IDOT	\$3,775,000	\$3,775,000	State DCIP CAP-14-1029
13-8	ITS Improvements ^[2]	AVL/GPS for fixed route vehicles. Video software system computers audio/visual system for transfer center. Funding from the FY13 DPIT Downstate combined Illinois Job Now and Downstate Transit Improvement Fund Capital Program	-	-	IDOT	-	IDOT	\$720,000	\$720,000	State DCIP CAP-14-1029
13-9	Equipment Improvements ^[3]	Upgrade in-ground hoist, upgrade bus washer, driver simulator, bus vacuum cleaner, garage door replacement, electronic key box system, ADA training equipment, maintenance equipment, office furniture	-	-	IDOT	-	IDOT	\$1,605,000	\$1,605,000	State DCIP CAP-14-1029
16-9	Furniture/Office Equipment	Replace Equipment Past Useful Life	1	\$40,000	5307	\$40,000	TRC/TDC ^[4]		\$40,000	IL-90-X755
16-10	Renovate/Rehabilitate Transfer Center	Aging Facility in need of repair, update and modernization. Utilizes FY 13, FY 14, and FY 15 5339 Funding	-	-	5339	\$954,413	TRC/TDC ^[4]		\$954,413	IL-34-0014
17-5	Generator/ITS Equipment	To maintain essential operational service during power outages	1	\$160,000	5307	\$160,000	TRC/TDC ^[4]		\$160,000	IL-90-X755
17-11	Renovate/Rehabilitate Transfer Center	Aging Facility, Equipment and Furniture in need of repair, update. Programmed with 2016 FAST Act 5339 funding	-	-	5339	\$297,717	TRC/TDC ^[4]		\$297,717	IL-34-0014
18-1	Preventive Maintenance	Extend the useful life of rolling stock	1	\$1,651,876	5307	\$1,321,501	Local	\$330,375	\$1,651,876	IL-90-X755
18-2	Complementary ADA Cost	Eligible charge for service to persons with disabilities	1	\$325,000	5307	\$260,000	Local	\$65,000	\$325,000	IL-90-X755
18-6	Fixed Route Buses	Maintain safe, reliable, efficient public transit bus service.	13	\$500,000	5307	\$6,500,000	TRC/TDC ^[4]		\$6,500,000	IL-2018-019
19-1	Preventative Maintenance Costs	Extend the useful life of rolling stock.	1	\$2,137,008	5307	\$1,709,606	IDOT	\$427,402	\$2,137,008	IL-2018-019
19-2	Complementary ADA Costs	Eligible charge for service to persons with disabilities	1	\$325,000	5307	\$260,000	IDOT	\$65,000	\$325,000	IL-2018-019
19-3	Security Project	To improve safety	1	\$68,000	5307	\$34,000	IDOT	\$34,000	\$68,000	IL-2018-019
7-19-1	Medium Duty Paratransit Bus	Replace worn out vehicles, maintain safe, reliable service. Vehicles to be purchased by RMTD.	3	\$63,000	5310	\$189,000	TRC/TDC ^[4]		\$189,000	
7-19-1	Super-Medium Duty Paratransit Bus	Replace worn out vehicles, maintain safe, reliable service. Vehicles to be purchased by RMTD.	3	\$100,000	5310	\$300,000	TRC/TDC ^[4]		\$300,000	
7-19-1	Various Vehicle Upgrades	Diesel upgrades and electronic equipment for paratransit vehicles. Equipment to be purchased by RMTD.	1	\$60,792	5310	\$60,792	TRC/TDC ^[4]		\$60,792	

[1] Replaces Projects 07-20, 11-10, 12-4, 13-3

[2] Replaces Projects 11-7, 12-10

[3] Replaces Projects 07-4, 07-10, 07-12, 08-3, 08-12, 10-8, 10-9, 10-13, 10-16, 10-27, 11-6, 11-14, 12-5, 12-8, 13-4

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

Table 5.7 Operating Assistance to Public Transit Providers

07 - Rockford Mass Transit District						
Fiscal Year	Total Operating & Maintenance	Operating Revenues	Subsidies			Justification / Evaluation / Notes
			Local ^[1]	State	Federal	
FY 10	\$12,659,428	\$1,506,278	\$2,278,964	\$8,004,894	\$1,135,977	[1] Local funds are provided by Rockford, Loves Park, Machesney Park, Belvidere, Boone County, and SMTD. [2] Budgeted Totals [3] Projected Total (AGR 3%) NOTE : Paratransit service costs and purchased transportation services for urbanized Boone County are included.
FY 11	\$13,097,084	\$1,579,823	\$2,194,429	\$8,312,403	\$1,092,176	
FY 12	\$13,767,630	\$1,724,730	\$1,996,488	\$8,684,635	\$1,622,415	
FY 13	\$14,691,269	\$1,713,788	\$2,223,371	\$9,238,855	\$1,509,497	
FY 14	\$15,071,900	\$1,839,444	\$2,244,573	\$9,781,205	\$1,739,923	
FY 15	\$14,940,443	\$1,727,860	\$2,372,133	\$9,885,159	\$1,630,612	
FY 16	\$16,225,280	\$1,810,121	\$2,649,476	\$10,066,821	\$1,624,981	
FY 17	\$15,354,015	\$1,626,332	\$2,717,187	\$9,674,374	\$1,587,153	
FY 18	\$17,748,860	\$1,738,362	\$2,887,821	\$10,523,655	\$1,727,303	
FY 19 ^[2]	\$17,962,118	\$1,884,460	\$3,014,384	\$11,082,668	\$1,969,606	
FY 20 ^[2]	\$18,542,202	\$1,880,251	\$3,135,671	\$11,399,860	\$2,064,920	
FY 21 ^[3]	\$19,098,468	\$1,936,659	\$3,229,741	\$11,741,856	\$2,126,868	
FY 22 ^[3]	\$19,671,422	\$1,994,758	\$3,326,633	\$12,094,111	\$2,190,674	
FY 23 ^[3]	\$20,261,565	\$2,054,601	\$3,426,432	\$12,456,935	\$2,256,394	

26 - Boone County Public Transportation - Rural Service Operating Assistance						
Fiscal Year	Total Operating & Maintenance	Operating Revenues	Subsidies			Justification / Evaluation / Notes
			Local	State	Federal	
FY 16	\$278,243	\$27,332	\$41,437	\$146,400	\$90,406	[1] Projected total based on standard %10 AGR for DOAP funds.
FY 17	\$292,843	\$27,855	\$41,437	\$161,000	\$90,406	NOTE : Boone County Public Transportation rural operating assistance available is shown. The rural service will continue be funded with local, DOAP, and FTA 5311 funds.
FY 18	\$308,943	\$27,935	\$41,437	\$177,100	\$90,406	
FY 19 ^[1]	\$326,643	\$27,935	\$41,437	\$194,800	\$90,406	
FY 20 ^[1]	\$346,123	\$27,935	\$41,437	\$214,280	\$90,406	
FY 21 ^[1]	\$367,551	\$27,935	\$41,437	\$235,708	\$90,406	
FY 22 ^[1]	\$391,122	\$27,935	\$41,437	\$259,279	\$90,406	
FY 23 ^[1]	\$417,050	\$27,935	\$41,437	\$285,207	\$90,406	

Table 5.8 Section 5307: Annual Allocations

Fiscal Year	Allocation
2011	\$2,809,856
2012	\$2,804,625
2013	\$2,915,220
2014	\$3,014,787
2015	\$3,015,787
2016	\$3,065,203
2017	\$3,089,741
2018	\$3,161,185
2019	\$3,164,636
2020*	\$3,259,575
2021*	\$3,357,362
2022*	\$3,458,083
2023*	\$3,561,826

*FY2020 - 2023 are subject to change.

Table 5.9 Section 5307: Program of Projects

Priority	Project Description	Agency	FTA Funds	State or Local	Total Project Cost
1	Preventative Maintenance Costs	RMTD	\$1,770,920	\$442,730	\$2,213,650
2	Complementary ADA Costs	RMTD	\$260,000	\$65,000	\$325,000
3	Security Project	RMTD	\$34,000	\$34,000	\$68,000
4	Fixed Route Buses	RMTD	\$7,000,000	TRC/TDC*	\$7,000,000
Total			\$9,064,920	\$541,730	\$9,606,650

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

NOTE : RMTD is using this Transportation Improvement Program to satisfy and/or supplement the public participation requirements for transit operators pursuant to 49 USC 5307(b).



APPENDICES

APPENDIX A: PUBLIC INVOLVEMENT PROCESS.....#

APPENDIX B: TITLE VI AND ENVIRONMENTAL JUSTICE#

APPENDIX C: FUNDING SOURCES.....#

APPENDIX D: RESOLUTION OF ADOPTION#

APPENDIX E: ADDITIONAL RESOURCES#

APPENDIX A: PUBLIC INVOLVEMENT PROCESS

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

PUBLIC INVOLVEMENT IN THE ANNUAL TIP DEVELOPMENT

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

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

Second, citizens can influence the priority setting, i.e., which projects are advanced to the implementation year. Sometimes a project cannot be hastened because engineering, land acquisition, funding and/or various components have not been accomplished. But many times, aspects may be adjusted and the time for implementation can be lessened.

Whenever citizens are concerned about the inclusion and/or priority of a project, they should first contact the specific jurisdiction responsible for implementing the project. A list of TIP implementation agency contacts can be found at r1planning.org/tip/.

Public comment is also taken prior to approval of the TIP. The draft document is published and typically made available for comment for 30 days on the Region 1 Planning Council's (RPC) website www.r1planning.org and in the RPC offices. To inform the public of the public comment period, a notice is published on the RPC website and distributed to the RPC's extensive mailing list. Any public comment received during this review period is taken into account by the MPO and is presented to the Technical and Policy Committees as part of the approval process.

If significant changes are proposed to the draft TIP during the comment period, the MPO Policy Committee may even extend the comment period to allow for further public review of the proposed changes. Changes likely to be significant include the addition of a completely new project, the deletion

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

PUBLIC INVOLVEMENT IN THE TIP MAINTENANCE

In addition to public involvement in the development of the annual TIP, the public is highly encouraged to stay involved during the TIP program maintenance process as well. The TIP, in one form or another, is an agenda item at nearly every MPO Technical and Policy committee meeting held throughout the year. In any typical year, eight to ten Technical Committee meetings and six Policy Committee meetings are held.

Formal amendments to the TIP are listed as agenda items for both of those MPO committees, while Administrative Modifications and Advance Construction notices are provided during the MPO agency report to the committees. The MPO informs the public about upcoming committee meetings via announcements that are sent out to an extensive mailing list of 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

Figure A.1 Annual TIP Development Schedule

FEBRUARY - MARCH

STAFF REVIEWS PROGRESS REPORTS ON PROJECTS CURRENTLY IN THE TIP, AS WELL AS THE FEDERAL FUNDING SPENT, AVAILABLE, OR FORECASTED, AND ALLOCATED.

RMAP ACCEPTS COMMENTS/INPUT ON SURFACE TRANSPORTATION BLOCK GRANT PROJECT CRITERIA OR PRIORITIES, SUBALLOCATIONS OF FEDERAL TRANSIT SUBSIDIES, AND SPECIAL FEDERAL/STATE FUNDS FOR PARATRANSIT.

PUBLISH PUBLIC NOTICE ANNOUNCING RMAP PLANNING ACTIVITIES, INCLUDING TIP DEVELOPMENT.

APRIL - JUNE

STAFF PREPARES PRELIMINARY DRAFT OF THE NEXT FISCAL YEAR'S TIP.

PRELIMINARY DRAFT RELEASED FOR PUBLIC COMMENT (ANNOUNCED AT COMMITTEE MEETINGS & WEBSITE).

MAY - JUNE

STAFF PREPARES FINAL PROPOSED DRAFT OF THE TIP FOR THE JUNE TECHNICAL & POLICY COMMITTEE MEETINGS.

DRAFT INCLUDES SUMMARY OF THE PUBLIC COMMENTS RECEIVED.

JUNE

PROPOSED TIP PRESENTED TO TECHNICAL & POLICY COMMITTEE FOR ADOPTION.

IF CHANGES TO THE TIP ARE NEEDED, BASED ON COMMENTS RECEIVED, THE POLICY COMMITTEE WILL DETERMINE IF CHANGES ARE SIGNIFICANT ENOUGH TO DELAY ADOPTION & EXTEND PUBLIC COMMENT PERIOD.

BEYOND ADOPTION

PROGRESS ON PROJECTS LISTED WILL BE DISCUSSED AT THE TECHNICAL & POLICY COMMITTEES. CHANGES TO THE TIP WILL GO THROUGH EITHER A FORMAL AMENDMENT PROCESS OR AN ADMINISTRATIVE MODIFICATION (SEE TEXT).

on planned or programmed improvement projects.

REVISIONS TO THE FY2020-2023 TIP

The public comment and review period for draft FY 2020-2023 TIP was from July 29, 2019 through August 19, 2019. The draft was made available for review via the MPO's website (posted July 29, 2019), as well as at the RPC offices. Since the release of the July 29, 2019 draft TIP, technical and formatting corrections have been made to the text and maps of the document. Additionally,

- Changes were made at the request of the City of Rockford for the Seminary Street project (3-19-19). Changes included a modification to the funding amounts/sources in FY 2020 and FY 2021 tables.
- Changes were made at the request of the City of Rockford to change projects listed with the funding source "Local" to "Retail Sales Tax (RST)".

APPENDIX B: TITLE VI & ENVIRONMENTAL JUSTICE

The MPO operates under several federal guidelines to ensure the delivery of public transportation services and the priority setting for transportation improvements does not disproportionately distribute the benefits of these publicly-funded activities away from traditionally underserved populations (TUPs). TUPs include low-income, racial/ethnic minorities, Limited English Proficiency, elderly (aged 65 and above), and zero car households. Conversely, these efforts also seek to ensure that potentially adverse consequences of transportation services or improvements are not disproportionately burdened upon TUPs.

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

Environmental Justice (EJ) is an amplification of Title VI that extends the basic principles of Title VI to low-income populations. Recent emphasis on EJ stems from the 1994 Executive Order 12898 that states, “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately

high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” In, 1997, the US Department of Transportation (USDOT) issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations to summarize and expand upon the requirements of Executive Order 12898.

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

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

been treated equitably.

- MPO and its participants will make concerted efforts to inform and involve traditionally underserved population groups in the transportation decision-making process.

Figure B.1 illustrates the census block groups with higher than a regional average TUPs. The U.S. Census’ 2016 American Community Survey (ACS) 5-Year Estimates, were used to calculate the thresholds for each TUP. A threshold represents the overall concentration of a population across the entire metropolitan planning area. Using the thresholds established, the census block groups were then categorized by how many Title VI and EJ thresholds they exceeded. This allows the census block groups to be mapped showing the concentration of the identified populations. Darker areas on the map indicates a greater concentration of TUPs.

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

Table B.1 displays the financial breakdown of the FY 2020-2023 TIP projects by improvement type and population category. This data shows that majority of the programmed TIP projects are located in at least one of the block groups that has reached at least one of the thresholds. Projects planned for the FY 2020-2023 have a planned total amount of the \$97,090,990¹. Of these projects, 67% of the funds are used in areas that have reached at least one of the thresholds. When specifically viewing “Previously Approved Projects” and “Awarded, Initiated, or Completed Projects” with State or Federal funding there is approximately \$79.3 million in 29 projects. Of this total amount, 64%, or roughly \$50.4 million is within areas that have reached at least one or more thresholds for FY 2020-2023 TIP.

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

Taken in whole, the projects in the FY 2020-2023 TIP, do not impose disproportionately high and adverse impacts on minorities, low-income populations, or other TUPS. Furthermore, the benefits of the transportation services and improvements proposed are reasonably distributed to serve the mobility and accessibility needs of all population groups within the MPO Planning Area. The full in-depth analysis of EJ thresholds and TIP projects can be found in the MPO’s [Considerations for Title VI & Environmental Justice](#).

¹ This project total amount does not include the projects listed with locations of district-wide, city-wide, or statewide.

Figure B.1 Map of Title VI & EJ Areas

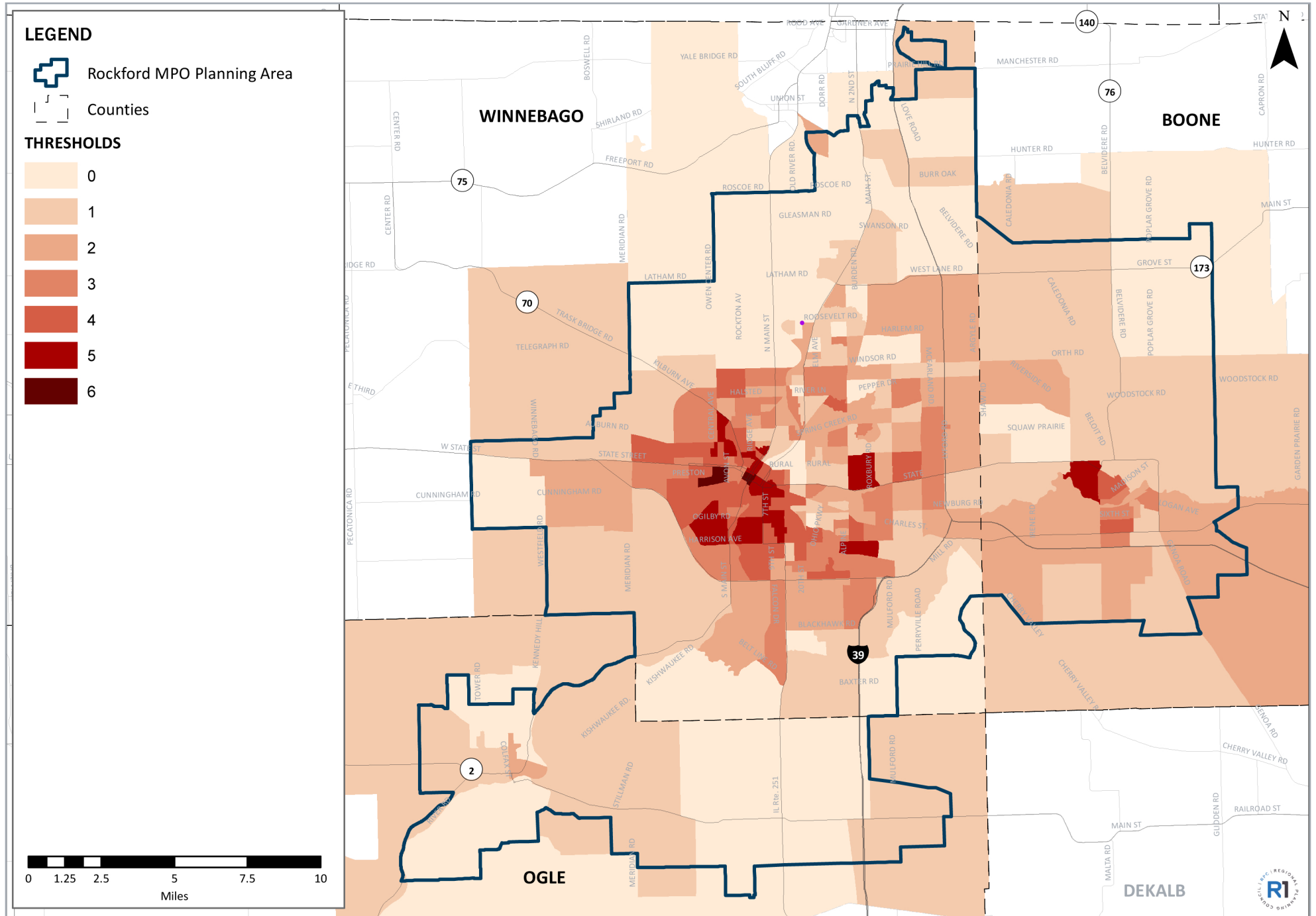


Figure B.2 Map of Title VI & EJ Areas with FY2020-2023 TIP Projects

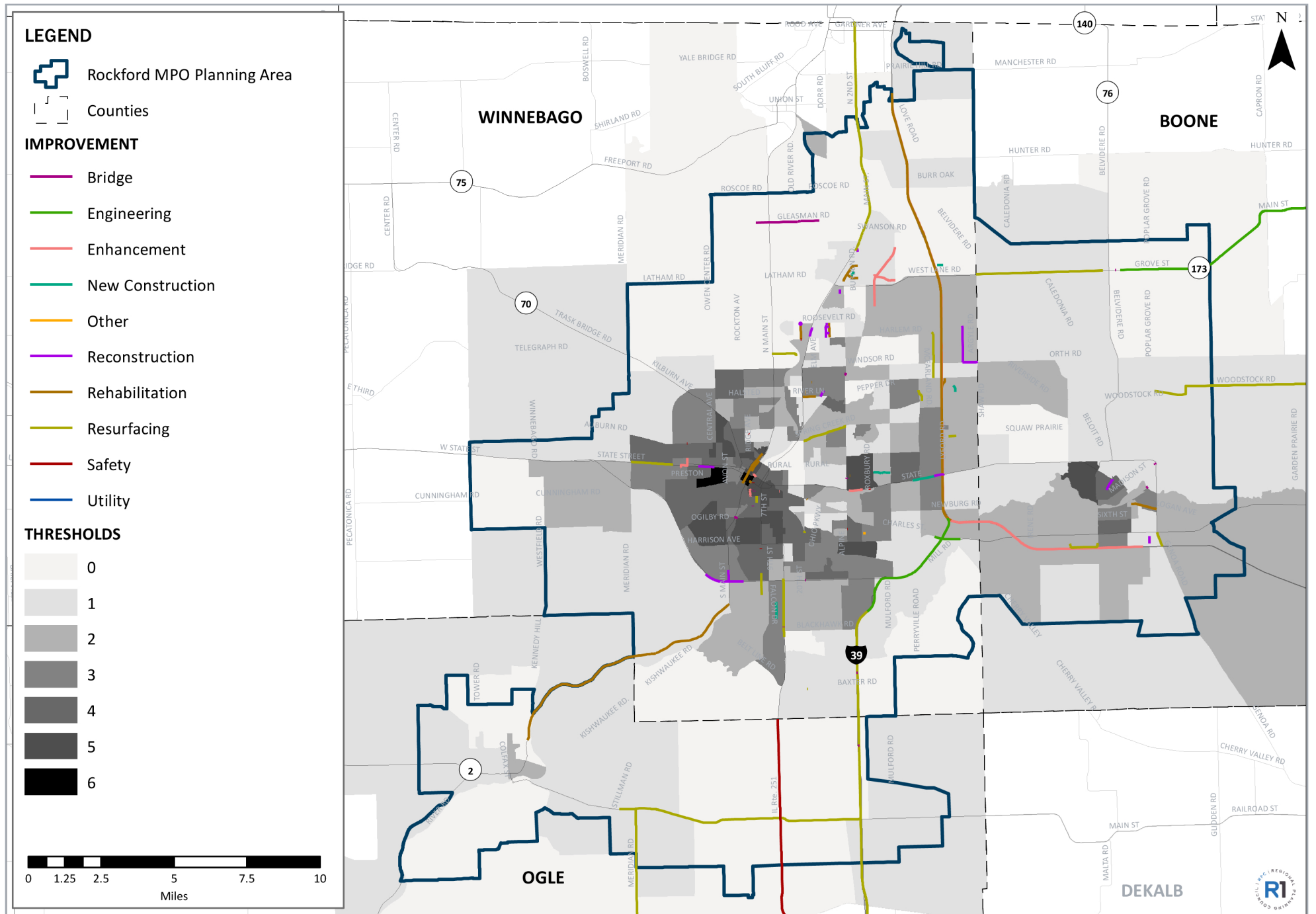


Table B.1 Financial Summary of Programmed Projects & TUD Thresholds (in Thousands)

Project Category	0	1	2	3	4	5	6	Total
Bridge	\$2,630	\$8,159	\$8,879	\$7,779	\$2,700	\$3,200	-	\$20,759
	12.7%	39.3%	42.8%	37.5%	13.0%	15.4%	-	21.4%
Engineering	\$850	\$11,840	\$11,840	\$11,840	\$110	\$0	-	\$12,800
	6.6%	92.5%	92.5%	92.5%	0.9%		-	13.2%
Enhancement	\$4,300	\$4,300	\$4,636	\$3,331	\$431	\$836	-	\$5,466
	78.7%	78.7%	84.8%	60.9%	7.9%	15.3%	-	5.6%
New Construction	-	\$420	-	-	-	-	-	\$420
	-	100.0%	-	-	-	-	-	0.4%
Reconstruction	-	\$7,000	\$7,000	\$9,400	\$11,975	-	\$9,400	\$18,975
	-	36.9%	36.9%	49.5%	63.1%	-	49.5%	19.5%
Rehabilitation	\$385	\$3,985	\$1,900	\$5,950	\$4,000	\$4,000	\$2,500	\$11,335
	3.4%	35.2%	16.8%	52.5%	35.3%	35.3%	22.1%	11.7%
Resurfacing	\$22,800	\$24,250	\$23,625	\$23,275	\$1,275	-	-	\$25,525
	89.3%	95.0%	92.6%	91.2%	5.0%	-	-	26.3%
Safety	-	\$0	\$450	\$200	\$200	-	-	\$450
	-	-	100%	44.4%	44.4%	-	-	0.5%
Utility	\$1,271	\$1,271	\$1,271	\$1,271	-	-	-	\$1,271
	100%	100%	100%	100%	-	-	-	1.3%
Other	-	-	-	\$90	-	-	-	\$90
	-	-	-	100.0%	-	-	-	0.1%
Total	\$32,236	\$61,225	\$59,600	\$63,135	\$20,691	\$8,036	\$11,900	\$97,091

Table B.2 Benefits & Burdens Analysis

Roadway System			
Project Type	Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Bridge Engineering New Construction	<ul style="list-style-type: none"> Enhance accessibility & mobility Promote economic development Improve safety Improve operational efficiency 	<ul style="list-style-type: none"> Benefits limited to populations with motor vehicles Increase in noise and air pollution Might impact existing neighborhoods 	<ul style="list-style-type: none"> Signal synchronization, pedestrian crosswalks, bike lanes, bus routes additions, etc. Select right-of-way (ROW) for minimum impacts Try to incorporate context sensitive design to maintain the neighborhood character
Reconstruction Rehabilitation Resurfacing	<ul style="list-style-type: none"> Promote system preservation Improve safety Improve operations 	<ul style="list-style-type: none"> Expansion of shoulder with may impinge on residential property, resulting in additional ROW acquisition Diverted traffic during project construction causes potential delays and congestion Noise and air pollution during construction 	<ul style="list-style-type: none"> Close large sections of roadways during non-peak hours to increase resurfacing productivity Reroute construction traffic, if needed, to nearby major roads
Enhancement Multi-Use Path	<ul style="list-style-type: none"> Improve quality of life, health & environment by encouraging people to use the bike/pedestrian facilities Improve safety to pedestrians & bike riders Provide an alternative to motor vehicles 	<ul style="list-style-type: none"> Some traffic calming measures make commercial deliveries difficult Bike routes takes space for passing turning cars at intersections and reduce on-street parking 	<ul style="list-style-type: none"> Create improvement plans to accommodate both motor vehicle traffic & bike/pedestrian usage
Public Transit			
Project Type	Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Facility Improvements New Buses Stop Infrastructure	<ul style="list-style-type: none"> Enhance accessibility by transit for Traditionally Underserved Populations (TUP) Reduce reliance on motor vehicles and improve air quality Increase mobility and safety for TUP 	<ul style="list-style-type: none"> Temporary shelter/stop infrastructure may not be ADA accessible Temporary bus route deviations may be burdensome 	<ul style="list-style-type: none"> Increase service communication between operators and public Bus routes should be within walking distance of TUP
Other Transportation Projects			
Multi-modal Connections ITS Improvements CMS Strategies	<ul style="list-style-type: none"> Enhance mobility & accessibility Improve safety Enhance system preservation & operational efficiency 	<ul style="list-style-type: none"> Funding for ITS implementation might not be available 	<ul style="list-style-type: none"> Multi-modal incorporates transit stations & other modes Have a comprehensive design phase before any ITS projects are implemented

APPENDIX C: FUNDING SOURCES

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

FEDERAL

319 Grant Program

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

Capital Investment Grants (CIG)

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

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

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

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

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

High Risk Rural Roads Program (HRRR)

See Highway Safety Improvement Program.

Highway Safety Improvement Program (HSIP)

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

Job Access and Reverse Commute (JARC)

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

National Highway Freight Program (NHFP)

The Fixing America's Surface Transportation (FAST)

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

National Highway Performance Program (NHPP)

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

Rural and Small Urban Areas (Section 5311)

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

State of Good Repair Grants (Section 5337)

Section 5337 program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Funds are apportioned by

statutory formulas and the local match is 20 percent of the net capital project cost.

Surface Transportation Program (STP)

See Surface Transportation Block Grant.

Surface Transportation Block Grant (STBG)

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

Transportation Alternatives (TA) Set-Aside

The Transportation Alternatives (TA) set-aside of the STBG program provides funding for projects and activities that promote alternative transportation methods, such as pedestrian and bicycle facilities. The statewide TA program, administered by IDOT has been divided into two separate grant programs: Illinois Transportation Enhancement Program (ITEP) and Safe Routes to School Program (SRTS). The ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. The SRTS program

funds programs, both infrastructure-related and non-infrastructure-related projects, that are intended to encourage increase physical activity levels of children in primary and middle schools by making bicycling and walking to school a safer and more appealing transportation alternative. The local TA program, administered by the Rockford MPO, is known as the Transportation Alternatives Program (TAP). Both the ITEP and TAP programs have a competitive selection process and requires a 20 percent local match. IDOT's SRTS program is a competitive selection process and does not require a local match.

Urbanized Area Formula Grant (Section 5307)

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

STATE

Illinois Commerce Commission (ICC) Funds

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

Illinois Department of Natural Resources (IDNR)

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

Illinois Department of Transportation (IDOT)

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

Illinois Major Bridge Program (IMBP)

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

Illinois Transportation Enhancement Program

See Transportation Alternatives (TA) Set-Aside.

Recreational Trails Program (RTP)

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

percent local match.

Safe Routes to School

See Transportation Alternatives (TA) Set-Aside.

Statewide Planning and Research (SPR)

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

Truck Access Route Program (TARP)

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

LOCAL

Illinois State Toll Highway Authority (ISTHA)

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

Local

Local funding derived from a source other than those listed.

Motor Fuel Tax (MFT)

Motor fuel tax (MFT) funding is derived from a tax on all volatile liquids compounded or used for fueling motor vehicles for the privilege of operating motor

vehicles upon public highways. The current state motor fuel tax rate is 38 cents per gallon of gasoline/gasohol and 45 cents per gallon of diesel fuel. IDOT allocates MFT funds to counties, townships, and municipalities as outlined in the MFT fund distribution statute, 35 ILCS 505/8.

Private

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

Retail Sales Tax (RST)

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

Special Assessment (SA) Funds

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

Tax Increment Financing (TIF) District

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



APPENDIX D: RESOLUTION OF ADOPTION

REGION 1 PLANNING COUNCIL STAFF

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ADDITIONAL RESOURCES

[Administrative Modifications \(FY2020-2023 TIP\)](#)

<http://www.r1planning.org/tip>

[Advanced Construction Notices \(FY2020-2023 TIP\)](#)

<http://www.r1planning.org/tip>

[Amendments \(FY2020-2023 TIP\)](#)

<http://www.r1planning.org/tip>

[Annual Listing of Obligated Projects \(ALOP\)](#)

<http://www.r1planning.org/tip>

[Archived TIP Documents](#)

<http://www.r1planning.org/tip>

[Interactive TIP](#)

Under Construction

[MPO Board & Committee Schedules](#)

<http://r1planning.org/agendas>

[Procedures to Amend and Modify the RMAP Transportation Improvement Program \(February 22, 2018 Version\)](#)

<http://www.r1planning.org/tip>

[TIP Technical Supplement](#)

<http://www.r1planning.org/tip>

[Title VI & Environmental Justice \(EJ\)](#)

<http://r1planning.org/fundamentals>



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