



Transportation Improvement Program

Fiscal Years 2019 - 2022



FY 2019 - 2022 Transportation Improvement Program

This plan was prepared by Region 1 Planning Council staff in collaboration with its member agencies, partnership organizations, and local stakeholders.

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

This Plan can be amended or updated at any time. Comments and proposed refinements or changes should be directed as follows:

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The following document is the Region 1 Planning Council's, acting as the Metropolitan Planning Organization (MPO), Transportation Improvement Program (TIP). This document contains all improvements that are planned for the surface transportation system over the next four fiscal years (2019-2022) within the Metropolitan Planning Area (MPA). This TIP, in accordance with Federal Regulation, is financially constrained, which means that only projects with identified funding sources or, for projects in the later years, have funding sources that are reasonably expected to be allocated to specific projects. Funding for projects for years other than the current fiscal year (2019) are listed in year of expenditure dollars. That is, the programmed funds for all projects are listed in values appropriate for the projected year of their completion.

For the sake of simplicity, the information in this TIP has been broken up into three sections. Section One introduces the Transportation Improvement Program and provides a thorough explanation of the development of the TIP itself. Section Two describes the Highway Element, covering highway projects over the next four years, as well as projects from past programs. Section Three describes the Transit Element.

In order to fully understand the TIP, it is helpful to understand the organization that created it, as well as the organization's history. 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). Municipal transportation agencies, public mass transit providers as well as those agencies involved in all forms of surface transportation, motorized and non-motorized, in the Metropolitan Planning Area (MPA) make up the membership of this organization.

The dynamic nature of transportation planning, along with Federal transportation regulations necessitate that these entities conduct their work on a continuing, comprehensive, and coordinated basis which is commonly known as the 3-C Planning Process. This process along with community participation detailed in the Public Participation Plan (PPP), mobility planning for transit-dependent populations through the Coordinated Human Services Transportation Plan (HSTP), planning for underserved populations through Title VI and Environmental Justice (EJ), and planning for future transportation needs through the Long Range Transportation Plan (LRTP). The sum total of all these separate plans is commonly referred to as the Transportation Planning Process.

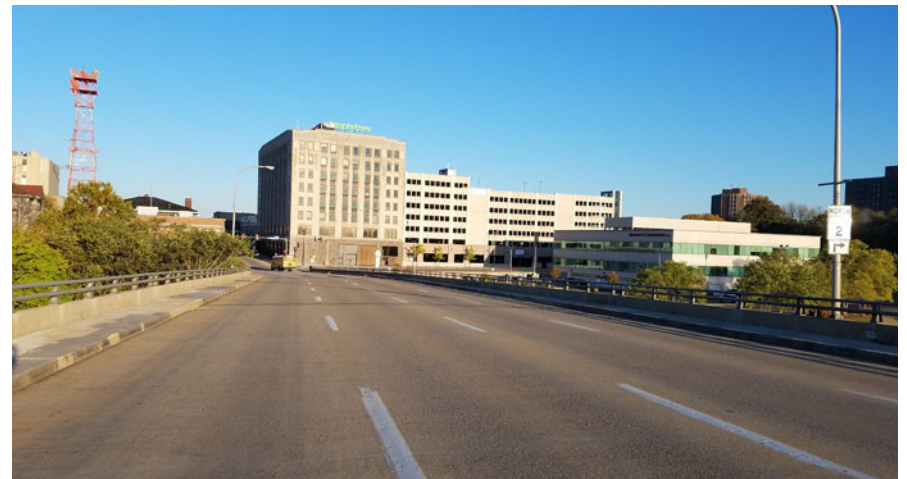
This Metropolitan Planning Organization was first formed as the Rockford Area Transportation Study (RATS), which was founded in 1964. The sole purpose of this organization was to focus specifically on transportation issues. In 2008, RATS was renamed the Rockford Metropolitan Agency for Planning (RMAP). This was done in response to a Federal certification review held in 2007 in which RATS was urged to expand its focus, as well, per the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users otherwise known as SAFETEA-LU, to become a more independent agency by locating itself outside of municipal headquarters. At that time, RATS became RMAP and the staff was expanded to fill the additional roles the

agency was to undertake.

As the need for more focused regional collaboration grew within the RMAP area, it had been determined by the members of the MPO Policy Committee and neighboring jurisdictions that the most prudent way to proceed forward with the development of thorough planning and implementation practices, strengthening of regional economic development, and coordinated infrastructure investments was to develop a regional planning council (RPC). On December 14th, 2017, Region 1 Planning Council was officially created with the adoption of the Region 1 Planning Council Bylaws by the RPC Board of Commissioners. Some of the core areas of R1PC fall outside of the traditional MPO planning goals and primary objectives required to be included in the Long-Range Transportation Plan, Unified Work Program, and Transportation Improvement Program.

From a professional planning perspective, the RPC includes and connects many of the issues that urban areas and overall planning processes are confronted with. The FHWA/FTA planning funds that the MPO receives through our IDOT Intergovernmental Agreements are restricted to transportation planning activities/factors and those directives established under the authorized Federal transportation legislation. In addition to these requirements, the MPO and its partner agencies have identified the significant importance of coordinated planning as it applies to the progress of the region's economic development, transportation infrastructure system, environment, and land-use patterns. The MPO, as it continues its responsibilities set forth by Federal and State laws and requirements, also plays a key role in the transportation planning elements of the R1PC's overall regional planning initiatives.

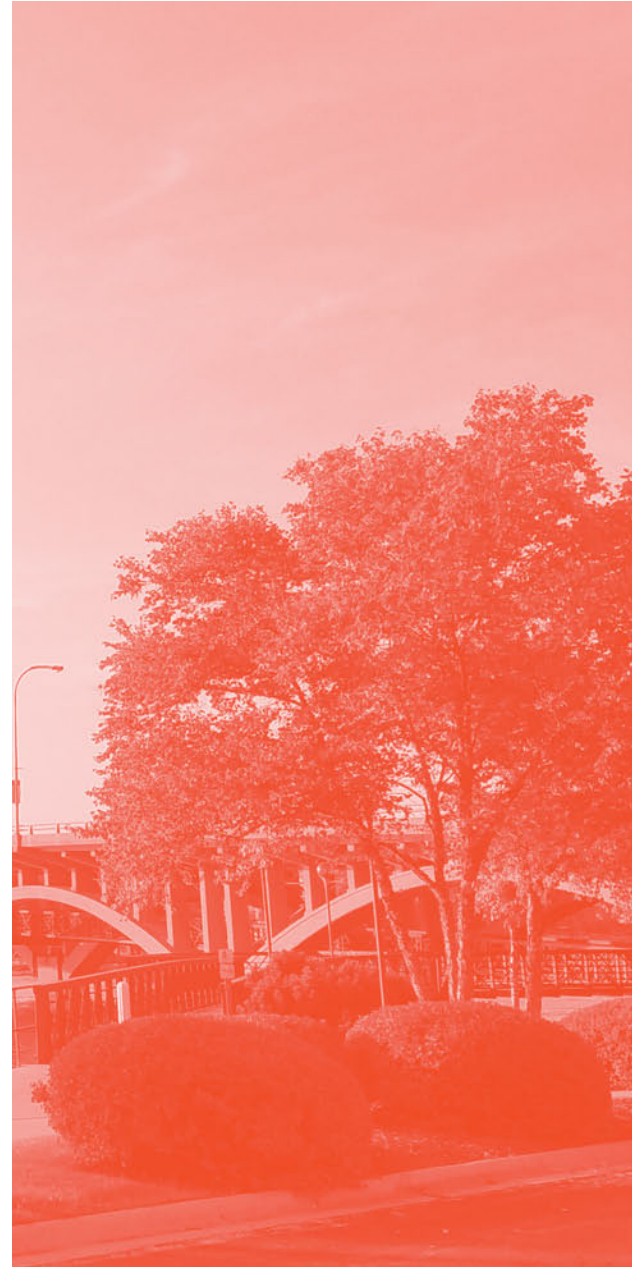
RMAP is the designated MPO comprised of all the major local transportation stakeholders. The MPO continually plans and coordinates decisions regarding the MPA's major transportation systems, along with all aspects of the built environment that impact the transportation system.



The MPO is empowered and governed by a 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 (RMTD) 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 Board Chair of Rockford Mass Transit District. The MPO Policy Committee receives advice and assistance from a 22-member Technical Committee. Much of the technical work accomplished by the MPO is done by a professional planning staff under the direction of the R1PC Executive Director. As needed, projects include consultant-based planning efforts in which MPO staff manages these consultant-lead efforts. These projects often times are funded through State and Federal means in which the MPO has applied for such funding. These projects appear on every Technical and Policy Committee agenda and as such are open to public comment at any time. 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 the six local municipal agencies which comprise its Policy Committee membership.





Program Development

Transportation Improvement Program Overview

The Metropolitan Planning Organization (MPO), by Federal law, is required to prepare and maintain several documents that describe, evaluate, and plan the area's transportation systems. The TIP describes and lists the projects that will be implemented within the next four fiscal years. The Transportation Improvement Program (TIP) is a four-year program of highway and transit projects developed to fulfill the requirements of the FAST Act. The purpose of this document is to identify the policies and procedures throughout the development and maintenance of the TIP.

The TIP describes and lists the projects that will be implemented within the next four fiscal years. The TIP is updated annually and is an ongoing work element, meaning that it is regularly looked at and updated throughout the fiscal year. For a project to be eligible for inclusion into the TIP it must show that it has regional benefits including improving economic productivity by facilitating regional trade, relieving congestion, and improving transportation safety by assisting passenger, pedestrian and freight movement. As a requirement of IDOT and Federal Transportation Law, projects that receive Federal and/or State transportation funding must be included within the TIP document.

The first year a project is in the TIP it is referred to as an "implementation year/ annual element" and the second, third and fourth years are referred to as the "out years." Ideally, a project will first be seen in the TIP in the fourth year and will, over the next three TIP updates, advance to the implementation year. Sometimes, projects are advanced faster or may even enter the TIP for the first time in the implementation year or in the second or third year elements. Conversely, as community priorities change, some projects may stay in the out years for several years before reaching the implementation year. Projects may also be removed from the TIP if funding options change, or there are other extenuating circumstances present.

Large and complicated projects are often phased or spread out over several years. For example, the engineering phases may be in the implementation year, the land acquisition phase for the project will be shown in the second year, and the actual construction phase will be shown in the third and/or fourth year. In some cases, projects of sufficient complexity or magnitude are represented in multiple years at the same time, serving to better explain the funding levels and timing considerations of those projects as a whole. Projects listed in the TIP give more detail to local transportation projects and provide information about project phases to the public, municipal departments and transit operators.

Prepared by MPO staff, the TIP's main purpose is to catalog, organize, and describe the type of project, the type of funding mechanisms used, and the lead agency in charge of construction. It addresses all major surface transportation projects planning and programmed throughout the MPA for the next four years, July 1st, 2018 through June 30th, 2022, including the public transit services provided throughout the MPA by the Rockford Mass Transit District (RMTD) and Boone County/Boone County Council on Aging (BCCA). The TIP documents the funding resources and planned projects for the Cities of Rockford, Loves Park and Belvidere; the Villages of Caledonia, Cherry Valley, Machesney Park, New Milford, Poplar Grove, Roscoe, Timberlane and Winnebago; the

Counties of Boone and Winnebago and some portions of Ogle; the park districts of those communities; the Illinois Department of Transportation (District 2); the Greater Rockford Airport Authority; the Illinois Tollway; and the above transit agencies. Using GIS (i.e. geographic information systems), aerial photos and other environmental data, staff are better able to understand the scope of local transportation projects and the possible environmental impacts that may occur during both construction and future use of the improvement project. The TIP allows the above entities to plan for both the short and long-term expenses associated with the projects they have decided to list in the FY 2019-2022 TIP.

The proposed projects within this TIP are consistent with the Federal requirements and guidelines. As proposed, this TIP and the projects contained herein are:

- Beneficial to citizens throughout the MPA and have been developed in cooperation with all area agencies having highway, transit, bicycle and pedestrian responsibilities.
- Compatible with the State of Illinois Transportation Improvement Program (STIP).
- Not discriminatory with respect to State and Federal Civil Rights laws (Title VI & EJ).
- Coordinated with other modes of transportation.
- Inclusive of all Federally funded and regionally significant projects.
- Considered with regard to the best priority for implementation.
- Financially feasible and complementary to reasonably expected funding levels.
- In concert with the provisions of the Federal Americans with Disabilities Act (ADA).
- In concert with the provisions of the Federal Clean Air Act.
- Consistent with the Paratransit Plan of RMTD and the Long-Range Transportation Plan and the Congestion Management Strategies.

Overall, the development of the FY2019-2022 TIP has used various outreach methods to ensure that adequate public notice has occurred. These methods include open meetings of the MPO Technical and Policy Committees, a public notice published on the MPO website and delivered to MPO's distribution lists including members of the media, and other notifications. In addition, MPO staff have involved the Alternative Transportation Committee and public transit operators as part of the TIP update process. The Alternative Transportation Committee meets on a quarterly basis to discuss funding allocations of verified funding sources from the Federal government including Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities and the Transportation Alternatives Program. This document was first made available in draft form via the MPO web site at www.rmapil.org, on July 18th, 2018, and information was also available from the MPO

upon request. For more information related to the MPO's public participation efforts in the development of this TIP, see Appendix B.

Geographic Area of Coverage

The TIP is developed for the entire Metropolitan Planning Area (see Map 1). The Metropolitan Planning Area consists of the following: (1) the Urbanized Area (UA) as defined by the Year 2010 U.S. Census; (2) the Adjusted Urbanized Area (AUA) as defined by the MPO; and (3) the Metropolitan Planning Area (MPA). The adjusted urbanized area includes other small areas that round off regular boundaries of the urbanized area. It also includes additional lands that are likely to be developed within the next five years and other abutting or nearby already developed lands. The MPA represents where development is expected to expand as determined through a consensus of the MPO Technical and Policy Committee members. It is based on growth trends, local land use plans, and the judgement of the regions' planners, and engineers. This TIP is also regionally coordinated with the State Line Area Transportation Study (SLATS), the MPO adjacent to the north.

Impacts of Past Urbanized Area Changes

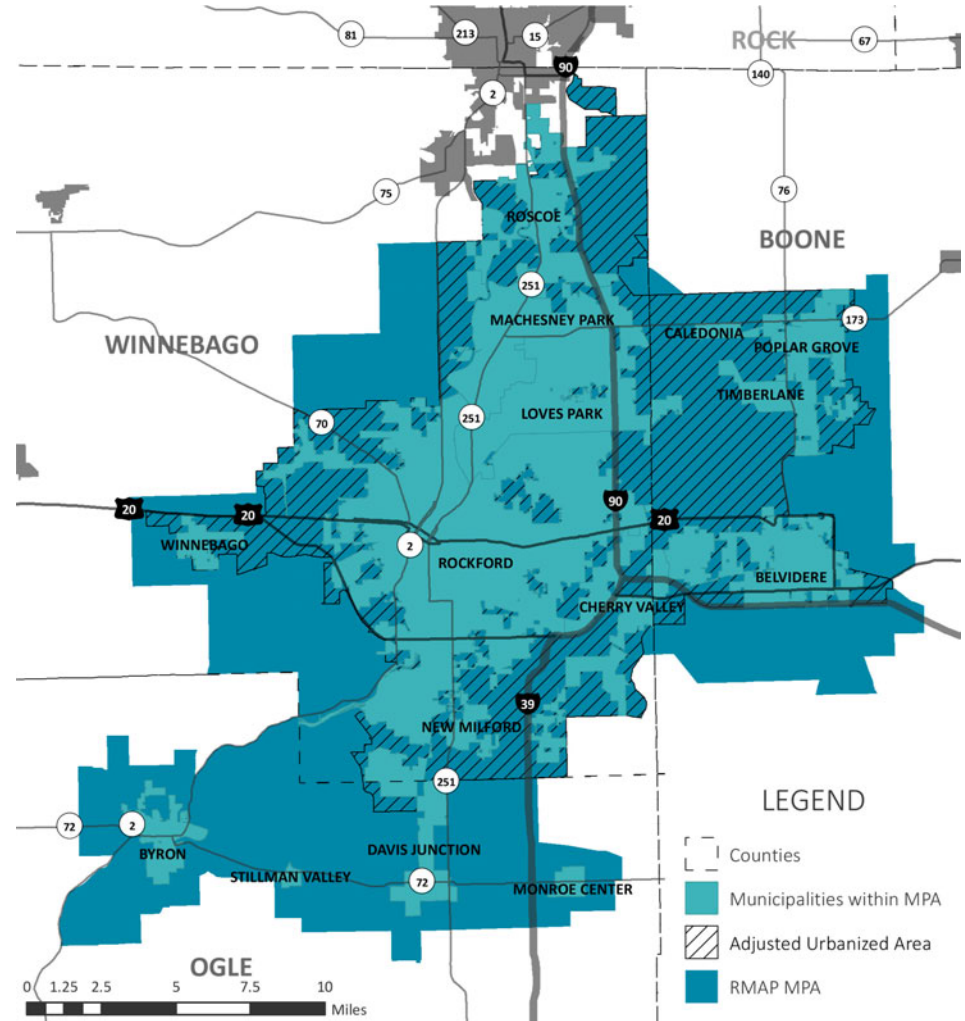
In 2012, the US Census Bureau issued new urbanized area boundaries based on Year 2010 Census data. As a result, the Rockford urbanized area became slightly larger than the area previously defined by the 2000 Census. Specifically, the larger Year 2000 Rockford urbanized area altered the jurisdictional planning boundaries by adding the communities of Timberlane and Poplar Grove into the defined Urbanized Area. Additionally, in FY 2014, the MPO underwent the process of updating the Adjusted Urbanized Area and MPA for its region, including portions of Ogle County in the new MPA.

Federal Guidance

As previously mentioned, this TIP is developed in accordance with Federal Regulation. Over the past several decades, the TIP has been developed in accordance with the following Federal guidelines:

- The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the resulting Federal guidelines as published in the Federal Register on October 28th, 1993;
- The Proposed Rule for Statewide Transportation Planning and Metropolitan Transportation Planning, pertaining to the Transportation Equity Act for the 21st Century (TEA-21) as published in the Federal Register on May 25th, 2000;
- The Interim Guidance For Implementing Key SAFETEA-LU Provisions On Planning, Environment, And Air Quality For Joint FHWA/FTA Authorities (dated September 2nd, 2005), the May 2nd, 2006 FHWA/FTA Memorandum on SAFETEA-LU Deadline for New Planning Requirements (July 1st, 2007), and the Final Rule for Statewide Transportation Planning and Metropolitan Transportation Planning (dated February 14th, 2007)

Map 1: RMAP Metropolitan Planning Area



under the recent passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU);

- The Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law on July 6th, 2012. And most recently; and
- The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) signed into law on December 4th, 2015. This is the first Federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier

safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of Federal dollars for freight projects. With the enactment of the FAST Act, states and local governments are now moving forward with critical transportation projects with the confidence that they will have a Federal partner over the long term.

The MPO has a long-standing tradition of applying the Title VI and Environmental Justice doctrine and associated Federal regulations and guidance pertaining to non-discrimination in transportation improvement projects. Some of the efforts to ensure that Environmental Justice and Title VI are applied can be summarized as follows:

- Determine where minority and low-income populations are located.
- Provide a bus transit system that can serve low-income persons.
- Determine during the planning phase any projects, programs or regulations that affect these populations.
- Support projects with regional significance.
- Ensure that minority and low-income areas receive a proportionate share of transportation projects/ funding.
- Ensure that minority and low-income areas do not receive an inappropriate share of the adverse impacts of transportation projects.
- Make every attempt to involve minority and low-income groups during the public participation process (See Appendix C).
- Periodically review and analyze past actions to determine if, in fact, all groups are being treated equitably.

Performance Measures and Performance-Based Planning

With the passage of the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill in 2012 and continuing with Fixing America’s Surface Transportation (FAST) Act, MPOs are required to incorporate a performance-based approach to

Figure 1: Timeline of Federal Guidance



transportation planning and programming. Pursuant of 23 CFR 450.306(d), MPOs are required to establish performance targets addressing the performance measures, as set by the United States Department of Transportation (USDOT). Additionally, within the TIP, the MPO needs to include a description of the anticipated effect of the TIP towards achieving the performance measures and how investment priorities are linked to those targets. Following are the Federally established highway performance measures:

- Highway Safety Performance Measures (PM1)
- Pavement and Bridge Performance Measures (PM2)
- System Performance Measures and CMAQ (PM3)

Under the regulation, MPOs and state departments of transportation are required to establish targets for each of the highway performance measures (PM1, PM2, and PM3). In addition to the three highway performance measures, the MPO must also coordinate with public transportation agencies within the region to ensure consistency with the performance targets established for transit asset management(TAM).

Four transit performance measures were established under TAM Final Rule 49 CFR 625.43 and are required to be reported on annually by each transit agency through the National Transit Database (NTB). The four required performance measures include:

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

The mandatory reporting year for TAM performance measures is 2018, and an initial four-year TAM Plan is due by October 1st of 2018. As a Tier II agency (no rail service and ≤ 100 vehicles), RMTD benefits from less extensive requirements for their TAM plan and performance management reporting. Efforts are currently underway between RMTD, IDOT, and the MPO to meet the set deadlines.

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

Table 1: Highway Safety (PM1) Targets

Performance Measure	State Baseline* (Rolling Average)	Basis for Target	State 2018 Target	MPA Baseline** (Rolling Average)	MPO Basis for Target	MPO 2018 Target	Projects Addressing this Target***
Number of fatalities	990.2	2% annual reduction	951.0	28.9	2% annual reduction	23.1	1-16-5; 3-16-23; 1-17-9; 1-18-9; 3-17-17; 1-19-3
Rate of fatalities per 100 million VMT	0.94	2% annual reduction	0.9	1.07	2% annual reduction	0.83	
Number of serious injuries	11,774.4	Ordinary least square projection	11,231.1	238.0	Ordinary least square projection	186.16	
Rate of serious injuries per 100 million VMT	11.29	Ordinary least square projection	10.83	8.74	Ordinary least square projection	6.34	
Number of non-motorized fatalities and non-motorized serious injuries	1,570.8	2% annual reduction	1,508.6	21.8	2% annual reduction	16.3	3-16-22; 3-18-8; 3-18-9; 4-19-3; 20-18-2; 2-17-1; 3-17-16; 4-19-7

* Based on the 2012-2016 rolling average estimates

** Fatalities, Rate of Fatalities, and Non-Motorized baseline is based on the 2012-2016 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 2010-2014 rolling averages provided by IDOT.

***Based on projects identified as safety improvement projects or improvements known to increase safety within the TIP. Once a project analysis/prioritization method is developed, this column will be updated.

Table 2: Pavement and Bridge Performance (PM2) Targets

Performance Measure	State Baseline	State 2020 Target	State 2022 Target	MPO Baseline	MPO 2020 Target	MPO 2022 Target	Projects Addressing this Target
Percent of Interstate Pavement in good condition	65.96%	65.0%	65.0%	TBD	TBD	TBD	TBD
Percent of Interstate Pavements in poor Condition	0.27%	<5.0%	<5.0%	TBD	TBD	TBD	TBD
Percent of non-Interstate NHS pavement in good condition	28.71%	27.0%	27.0%	TBD	TBD	TBD	TBD
Percent of non-interstate NHS pavement in poor condition	4.94%	6.0%	6.0%	TBD	TBD	TBD	TBD
Percent of NHS bridges classified as in good condition	29.4%	28.0%	27.0%	TBD	TBD	TBD	TBD
Percent of NHS bridges classified as in poor condition	11.6%	13.0%	14.0%	TBD	TBD	TBD	TBD

Table 3: System Performance (PM3) Targets

Performance Measure	State Baseline	IL State 2020 Target	State 2022 Target	MPO Baseline	MPO 2020 Target	MPO 2022 Target	Projects Addressing this Target
Percent of person-miles traveled on the Interstate that are reliable	80.8%	79.0%	77.0%	TBD	TBD	TBD	TBD
Percent of person-miles traveled on the non-Interstate NHS that are reliable	87.3%	85.3%	83.3%	TBD	TBD	TBD	TBD
Truck Travel Time Reliability Index	1.3	1.34	1.37	TBD	TBD	TBD	TBD

The Policy Committee officially adopted the regional Safety Performance Measures on January 25th, 2018, via Resolution 2018-1. The Policy Committee agreed to support the targets for the five safety performance management categories set by IDOT. While it is too early to assess how projects within the TIP will have an impact on reaching the established safety targets, the MPO will closely monitor safety performance and continue to assess the prioritization of said projects.

On May 18th, 2018, IDOT had set the performance targets for PM2 and PM3 and had provided them to the MPOs. MPOs have until November 14th, 2018 to determine if they will accept and support the state targets or develop their own. As of the adoption of the FY 2019-2022 TIP on August 23rd, 2018, the MPO was working with IDOT to determine if the MPO will support the state targets or set their own targets for the region. IDOT's targets for PM2 and PM3 are provided in Tables 2 and 3, respectively.

At the time of this TIP's adoption, MPO staff is working on establishing a methodology to identify which Federally-funded projects within the TIP address the different targets. Once the MPO Policy Committee has adopted performance targets for all of the performance measures, Tables 1-3 will be updated to reflect the complete list of targets, projects addressing each target, and a description of the anticipated effect of local projects toward achieving the performance targets, linking investment priorities to those performance targets as required in 23 CFR 450.326. The MPO Policy Committee and its partner agencies support the efforts to continue a performance-based planning approach, and will continue to work closely with local, State, and Federal agencies to proactively monitor both the Federally-required performance measures and any regional performance measure that may be established within the Long Range Transportation Plan (LRTP).

Federal Certification Review Status

The most recent Federal Certification review by the Federal Highway Administration and Federal Transit Administration was held on October 28th and 29th of 2015. The final report contains no corrective actions relating to the 3-C transportation planning process conducted by the MPO, however the report does list recommendations to further advance the transportation planning process. These recommendations will be considered and incorporated into future transportation planning process and documents.

Financial Constraints

In accordance with the ISTEA, TEA-21, SAFETEA-LU, MAP-21, and now the FAST Act, the TIP is "financially constrained." What this means is all projects in the first year element have verified funding sources and all projects in the out years have "reasonably available funding sources." Funding estimates are based on anticipated Federal, State, and local sources for the region. Reasonable projections of the Federal, State, and local funding have been made and the costs of the projects listed in this TIP are not expected to exceed the funding projected to be available. Proposed projects have been paired with a funding type and the amounts are sufficient enough to implement the project or project phase listed. Implementing agencies are expected to implement projects from the sources and in the amounts listed. An implementing agency may elect to change the

funding source with appropriate notification to the MPO. However, the use of Federal STP-Urban/STBG funds always requires approval of the MPO Policy Committee. Any increase in the proposed funding assigned to a transit operator requires the mutual agreement of the transit operators or the approval of the MPO. As such, any projects using a Federal funding source within the MPA must be listed in this document.

Scope of Projects and Activities Listed in the TIP

The TIP includes all regionally significant surface transportation improvement projects, which are publicly supported or assisted in the Rockford Metropolitan Area. This includes all Federally-funded projects or Federally-assisted projects involving public roadways, roadway intersections, public transit services, and all Federally-assisted "enhancement projects" authorized through the ISTEA, TEA-21, SAFETEA-LU, MAP-21, and most recently the FAST Act. In order to improve local communication and coordination, most locally sponsored transportation projects are also included. In some cases, small but similar projects are grouped together (i.e., the "city-wide local street resurfacing" projects and the "city-wide intersection improvement" projects).

Scheduling Disclaimer

The projects listed in this TIP represent the best estimates of the participating agencies concerning project scheduling. Although the agencies intend to proceed with the projects in accordance with the priorities stated, unforeseen events or circumstances can impact the schedule for individual projects. Among these are funding availability (Federal, State and local), project readiness (environmental problems, engineering, land acquisition), and the agencies' need to retain programmatic flexibility to address changing conditions and priorities on the State and local highway systems.

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 and that maintenance is not being deferred in favor of new construction, equipment, or activity. Expenditures are identified in this TIP for the operation and maintenance of public transit facilities and equipment and for surface system repairs, such as city-wide resurfacing, striping, sealing, sidewalk and alley repairs, and similar activities essential to the maintenance of the existing system. Although all transportation system maintenance activities are not listed in the TIP, it is important to reemphasize that the maintenance of the existing system and the safety of the persons using the existing system generally take 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.

Increased Funding Flexibility

Under ISTEA, TEA-21, SAFETEA-LU, MAP-21 and FAST Act regulations, the flexibility of numerous funding sources was broadened in comparison to previous transportation legislation. Currently, both Section 5307 funds and Surface Transportation Block Grant

(STBG) funds can be used for either highway or transit purposes. This TIP recognizes these opportunities but does not propose funding shifts at this time. That is, Section 5307 funds will continue to be used solely for public transit purposes and STBG funds will be used solely for highway purposes.

TIP Program Maintenance

Maintenance of the adopted TIP refers to amendments, advanced construction notices, or administrative modifications that are made to the TIP. Amendments and administrative modifications are critical in maintaining proper project phasing in and phasing out/completion. In spring 2018, the MPO Policy Committee adopted the “Procedure to Amend and Modify the RMAP Transportation Improvement Program” (Resolution 2018-4). Overall maintenance of the TIP is required throughout the fiscal year. In order to effectively manage a revision procedure for TIP updates, coordinating MPOs are required to create a process for the TIP to be formally amended and modified.

IDOT requires that a MPO update their TIP annually, but adjustments should be made as often as needed when aspects of transportation projects change. The purpose of the 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. The MPO requires member agencies to complete and submit the form found in Appendix D. Projects are listed with revisions in an effort to standardize all project amendments, administrative modifications, and/or addition of new projects to the TIP.

This TIP lists projects that are planned for FY 2019, 2020, 2021 and 2022. Implementation priority is given to the projects listed in the first year. However, if alterations or advancements to any of the projects in these years need to be made after the document has been adopted there are two processes by which the MPO staff can do so. Each method addresses specific changes to the project.

Method 1: “Administrative Modifications” are used when the changes to the information in the TIP are minor. MPO staff reviews the proposed change and if it is determined that no significant revision is being made, then the TIP will be updated to reflect the new information. Staff will inform the Technical and Policy Committees of such changes at the next scheduled meeting. Instances in which an Administrative Modification is necessary includes but is not limited to the following:

- Minor changes in the costs and/or funding sources of a particular project (typically under 10 percent of total project cost).
- Advancement of projects from the out years to the implementation year or vice versa.
- Movement of non-Federal funding from one project to another.
- Addition of a prior phase to a project.
- Addition of/removal of Advanced Construction status.

This list is illustrative of the type of changes in a project that might warrant the use of Administrative Modifications. These revisions to the TIP through an Administrative Modification are of minor nature and do not require the deliberation of the Policy Committee in order to render a decision. 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.

Method 2: Alternatively, where major revisions are proposed, such as in the case of emergency priority projects, the formal TIP Amendment Process is utilized. This includes the drafting of an amendment, discussion in the Technical and Policy Committee meetings, public notification and review, and finally adoption by the Policy Committee. These changes include but are not limited to:

- Increasing the scope or changing the project description and funding sources.
- Addition of non-programmed funding to a project.
- Introducing a change that would alter any NEPA documentation.
- Addition of any new projects into the TIP using Federal monies.
- Deletion of a programmed project from any year included in the TIP.

When discussing a proposed amendment, consideration is given to all public comments received, if the alteration is fiscally constrained, and the effect that it may have on the air quality conformity of the area. The addition of projects to this TIP will have verified funding sources and will not affect or impact the funding of existing projects already listed in the TIP.

Amendments to the FY 2019-2022 TIP can be found in Appendix E.

Status of Previous Projects

A requirement stemming from TEA-21 and continued in FAST Act is the publication of the status of previously approved projects. Specifically, “An annual listing of projects for which Federal funds have been obligated in the preceding year shall be published or otherwise made available by the MPO for public review.”

To a large extent, the MPO has been meeting this requirement for many years through scheduling agency progress reports at each monthly Technical Committee meeting. At each meeting, partner agencies report on the status of all their ongoing Federally and locally funded projects. These reports are recorded in monthly meeting minutes and made available to each partner agency. Also, with respect to transit projects, the MPO has made a practice to include the lists of previous year’s projects going back as far as four to five previous years. In addition, each iteration of the TIP includes an Awarded, Initiated, or Completed table which provides a list of the previous year’s highway projects that have been either been completed, projects where construction has begun, or have been awarded via letting. Projects that have not yet been to letting or have not been awarded are listed in the Previously Approved table. These tables are differentiated because it is at the time of award that the project truly passes out of the realm of planning and into

the realm of implementation. Previously approved projects are already authorized by previous TIP documents and do not belong in the Annual Element of the TIP because they have already proceeded through the process. Also, they do not belong in Awarded, Initiated, or Completed table until they have fully left the planning stage of their life-cycle.

Reauthorization of Previous TIP Projects

Projects listed in the first year of an approved TIP may not always be started or have grants awarded before the beginning of the succeeding fiscal year. As stated above, previously approved transit projects remain listed in the back years of transit project capital and operating assistance tables. Transit projects that were previously approved, but that are uninitiated or uncompleted, remain as “approved” projects unless otherwise noted in those tables as deferred, dropped, or replaced. It is also the intention of this TIP to continue the authorization of previously approved but uninitiated or non-awarded highway projects. Special efforts have been made to identify all such highway projects and list them in Previously Approved table. In the event some such projects have been inadvertently missed, MPO staff is authorized to expand this table to include other such delayed projects as long as these projects were fully approved in a previous, financially constrained TIP and funding remains available and uncommitted to any other project or projects. When staff so revises the Previously Approved table, they will submit the revision to FHWA for approval and will inform the Technical and Policy Committees at their next regularly scheduled meetings.

Environmental Mitigation

Over the past several decades there has been a growing awareness for the need to have a more holistic approach and understanding of the relationship between the transportation planning process, the impacts of highway programming, construction, and the direct affects these projects may have on the natural environment. On February 14th, 2007, planning regulations issued jointly by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) required a more detailed policy approach to concentrate on the significance between diversity and other environmental impacts and the proposed transportation projects that are included in the LRTP. When these regulations were issued, RATS adopted Resolution 2007-1 which identified a framework planning approach for this issue. These initiatives have carried over and continue to be exercised by the MPO. Region 1 Planning Council has reviewed the May 27th, 2016 Final Rule for Metropolitan Transportation Planning and has incorporated the required elements into the transportation planning process.

Clean Air Act

The Rockford MPA is an “Attainment Area” as outlined by regulations set forth in the currently adopted National Ambient Air Quality Standards (NAAQS) as issued by the United States Environmental Protection Agency (US EPA). In the United States environmental law, nonattainment areas are areas considered to have air quality poorer than the national Ambient Air Quality Standards, as defined in the Clean Air Act Amendments of 1970 (P.L. 91-604, Sec. 109). Nonattainment areas must have and implement a special

plan to meet the standard, or risk losing some forms of Federal financial assistance. An area may be a nonattainment area for one pollutant and an attainment area for others. While the R1PC MPA is an attainment area and therefore not eligible for some types of Federal assistance, this means that the Rockford region has air quality standards that meet the requirements of the NAAQS. As a result, residents may have fewer instances of discomfort for particulate allergies that are respiratory related issues. 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 our current urban area attainment standing with the U.S. Environmental Protection Agency.

In early 2015, the EPA released a Notice of Proposed Rulemaking, NPRM, Docket ID No. EPA-HQOAR-2008-0699, to the Federal Register regarding ozone standards. Among other things, this NPRM indicates that the EPA intends to strengthen the standards for ozone even further. The current primary O³ standard is set at a maximum level of 0.075 parts per million (PPM). According to the EPA, this is not stringent enough to protect public health with an adequate margin of safety and that it should be revised to provide increased public health protection. The new proposed range for the change is from 0.065 to 0.070 ppm. Based upon current information, as well as projected data for the coming year, the region would remain in conformity should the standard be lowered to a maximum of 0.070 ppm. The final rule was issued on October 26th, 2015.

Congestion Management Impacts

Managing and reducing traffic congestion is a goal of the region, as defined in the Long Range Transportation Plan, and is an important part of the MPO’s planning process. Although the MPA has very little congestion, at certain intersections during peak traffic times and after large cultural or recreational events (nonrecurring congestion) traffic impediments may occur for brief periods of time. Throughout the LRTP, Congestion Management System (CMS) is discussed and outlined as a possible strategy for the Rockford area to implement to help alleviate the instances of congestion that we do deal with. Resolving congestion issues is important to help reduce the additional emissions generated from idling vehicles or stop and go traffic. The strategies outlined throughout the LRTP are considered as projects are programmed in this TIP. For instance, bicycle and pedestrian related TIP projects reduce Vehicle Miles Traveled (VMTs), Average Daily Traffic counts (ADT), reduce air pollution, and lessen wear and tear to the roadway from vehicle reduction. Similarly, emphasis on public transportation reduces single-occupancy vehicular travel, therefore reducing congestion.

The TIP also contains numerous roadway improvement projects that enhance the ability of the existing network to distribute vehicles without significantly adding lane miles. Possibly the most important impacts occur from intersection improvements, signalization modernization projects, projects involving intelligent transportation system elements, the selective addition of new lane miles to close key gaps and the creation of logical termini in the roadway network. Recently, Congestion Management System has evolved into the Congestion Management Process (CMP). Projects of this nature are identified in the TIP ‘Improvement’ column with the acronym ‘CMP’. Projects that adhere to the

congestion management process are listed in the Management & Operations Plan in more detail.

Consistency with Other Plans

All projects that have been identified in the FY 2019-2022 TIP are consistent with the MPO planning documents, including the following: Transportation for Tomorrow (2040): A Long Range Transportation Plan for the Rockford Region, 2015 Boone and Winnebago County Greenways Plan, the Coordinated-Public Transit- Human Services Transportation Plan, Public Participation Plan (PPP), and RMTD Paratransit Plan.



Highway Element

Types of Roadways Programmed

In accordance with State and Federal guidelines, roadways are classified in a progressive hierarchy according to their function. This hierarchy is commonly referred to as the “functionally classified system or network.” Listed in their order of importance for higher speed, longer distance through movements, this system has the following seven roadway classes: Interstate, Freeway/Expressway, Other Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors, and Local Roads. The emphasis in this TIP is on the first four classes. Projects in the TIP are listed to show the total impact of transportation spending on the entire regional transportation system, including the impacts of maintenance dollars spent on neighborhood streets to keep these facilities in a state of good repair.

Surface Transportation Block Grant Projects

STBG funds (previously STP-U) deserve special mention because it is one of the few that the MPO Policy Committee has almost exclusive authority over its use. Also, this source is allocated annually to the Rockford area in sizable amounts, approximately \$2.89 million in 2018. Prior to the passage of the ISTEA in the early 1990s, this funding source was referred to as Federal Aid Urban (FAU) funding. The FAST Act recently changed the name of this funding source to the Surface Transportation Program Block Grant (STBG). The history of past STP-U/FAU funded projects are detailed in Tables 4, 5, and 6.

STBG Selection Criteria

Decisions on the use of these funds are governed by the MPO Policy Committee. In June 2016, the MPO took steps towards establishing a formal procedure and updated criteria for the selection projects for STBG funding as outlined in the Surface Transportation Block Grant Program Project Selection Criteria and Programming Process. This process was completed in May 2017, with the adoption of Resolution 2017-5 (dated May 25th, 2017). Generally speaking, the MPO attempts to steer these funds toward projects that are regionally significant and are of benefit to more than one jurisdiction in the MPA. 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 based on technical data and analysis as outlined in the Surface Transportation Block Grant Program Project Selection Criteria and Programming Process. The MPO attempts to assure that all jurisdictions in the area eventually receive some benefit from the use of these funds. As of January 2018, the current STBG balance for the Rockford Region is \$337,277, as provided by IDOT.

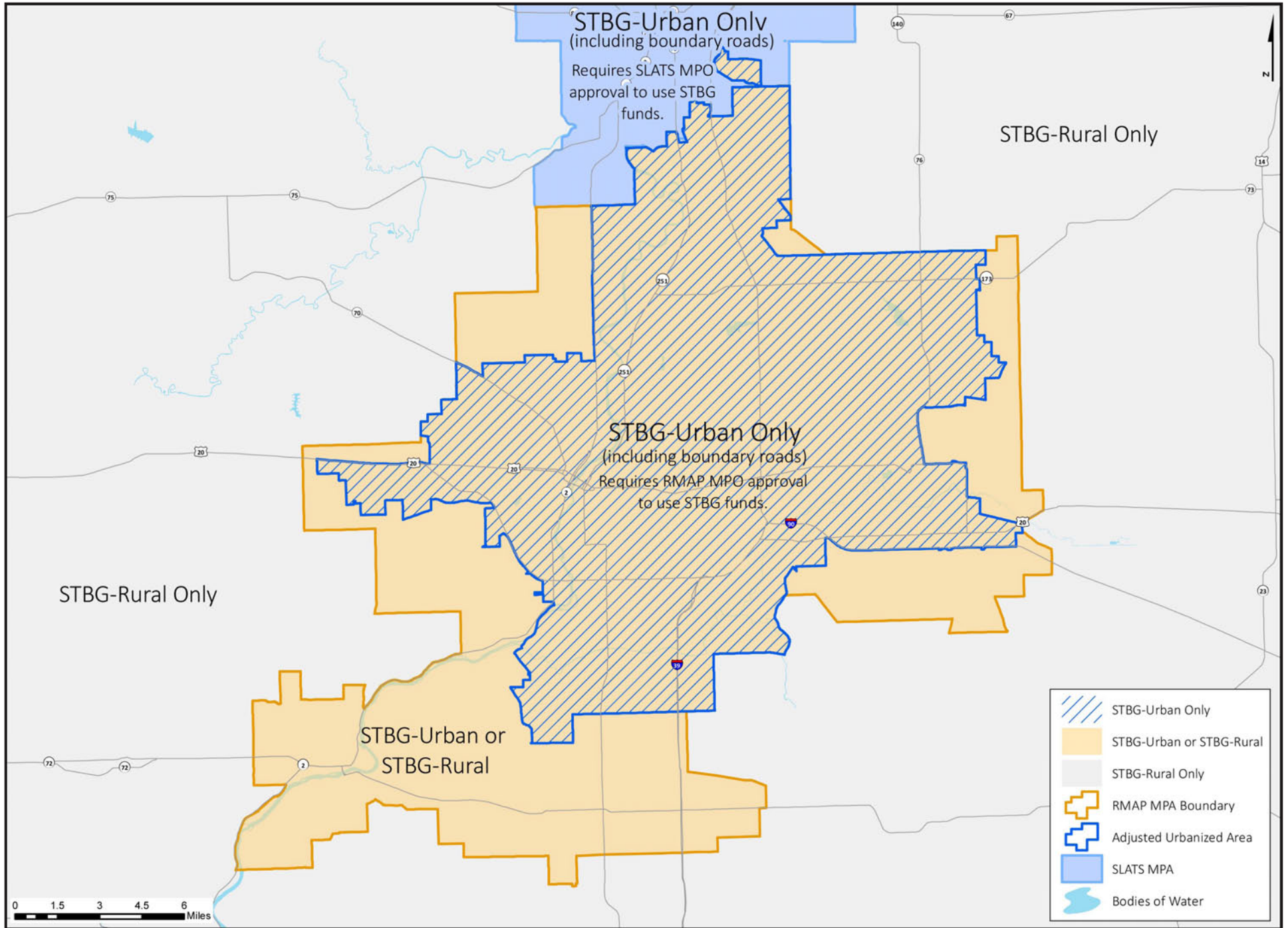
Other Constraints of the Use of STBG Program Funds

The FAST Act continues with the two principal types of STBG funds for highway improvements that were funded under MAP-21, SAFETEA-LU, ISTEA, and TEA-21; (1) STBG-Urban funds and (2) STBG-Rural funds. With respect to roadway projects, both types are confined to use on roadways that are designated as eligible for Federal funding assistance on the official Federal Aid, Highway Functional Classification map. Those

Table 4: FAU & STBG Allocations Received and Projected by Year

Fiscal Year	Projected Year	FAU/STP Allocation Received or Projected
1972		\$166,483
1973		\$166,483
1974		\$1,036,243
1975		\$1,060,005
1976		\$1,046,871
1977		\$1,054,965
1978		\$1,054,965
Transitional Quarter		\$135,226
1979		\$1,057,663
1980		\$1,057,663
1981		\$1,057,663
1982		\$935,613
1983		\$935,117
1984		\$944,660
1985		\$944,685
1986		\$904,064
1987		\$876,685
1988		\$876,685
1989		\$876,685
1990		\$864,630
1991		\$871,765
1992		\$835,434
1993		\$1,012,709
1994		\$1,006,247
1995		\$1,053,369
1996		\$977,904
1997		\$1,163,864
1998		\$1,072,020
1999		\$1,326,999
2000		\$1,428,131
2001		\$1,490,091
2002		\$1,611,179
2003		\$1,651,612
2004		\$1,616,760
Adjustment		\$2,232,246
2005		\$2,551,894
2006 / 2007		\$1,788,721
2008		\$2,176,220
2009		\$2,238,028
2010		\$2,240,411
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
Current Allocation Received Through January 2018 - Sum Total		\$71,368,315
Projected	January 2019 (FY 2020)	\$2,900,000
	January 2020 (FY 2021)	\$2,900,000
	January 2021 (FY 2022)	\$2,900,000

Map 2: STBG-Urban and STBG-Rural Expenditure Areas



maps are on file in the Region 1 Planning Council and IDOT offices and are available for public inspection. Generally speaking, to be so classified, the roadway must be of collector or higher and carry significant amounts of traffic. Currently, there are over 300 miles of such highways and streets in the Metropolitan Planning Area. On September 29th 2016, FHWA, IDOT, and the MPO completed their review of the highway functional classification for roads within the adjusted Urban Area, based upon the 2010 Census per Resolution 2016-9.

STBG-Urban funds can only be used within the boundaries of an official designated Metropolitan Planning Area (MPA). Map 2 shows the MPAs for both the Region 1 Planning Council MPO and the Stateline Area Transportation Study (SLATS). STBG-Urban funds can be used within these areas. The MPO Policy Committee determines what projects to assign these funds to in the MPA, the SLATS Policy Committee makes the same determination for the SLATS MPA.

STBG-Rural funds can be used outside the MPA. STBG-Rural funds can also be used on limited areas within the MPA, specifically those areas that are outside the the MPO or SLATS defined Adjusted Urbanized Areas. An Adjusted Urbanized Area consists of the U.S. Census defined Urbanized Area plus adjacent areas that have been forecasted by Region 1 Planning Council MPO or SLATS as likely to become urbanized in the very near future (usually less than 5 years). Map 2 illustrates these constraints. These STBG-Rural funds are primarily administered by the County Highway Departments of Boone, Ogle, and Winnebago for each of these funds that come to their respective county.

Currently Approved STBG Projects

This TIP recognizes and re-authorizes the use of STBG funds for one City of Rockford project in the MPA.

- Rockford Harrison Avenue Reconstruction Project: First authorized in FY 2000 by the MPO Policy Committee, this project stretches from IL-2 to Mulford Road. At this time, the City of Rockford has agreed to ask for a funding commitment for only the first two parts of this project: the stretch between 20th Street and Mulford Road and the stretch between 11th Street and 20th Street. This TIP endorses the use of STP-funding for land acquisition, engineering, and construction aspects of both of these projects. The City of Rockford begun construction of the first section of this project (Mulford Road to Ohio Parkway) in the fall of 2006, and was completed as scheduled in November 2008. The section of Harrison Ave from 9th street to 20th Street is currently under construction (2018) at the time of the development of the FY 2019- FY 2022 TIP.

Table 5: FAU & STBG Projects

	Agency	Description	Total Cost	FAU / STP-U Cost	% FAU / STP-U	Status
1	Rockford	Harrison Avenue Bridge	\$3,303,450	\$2,319,352	70%	Completed in 1975
2	Rockford	Five-Points Intersection	\$1,137,964	\$738,829	65%	Completed in 1976
3	WCHD	Resurfacing: Segments of 20th St & Sandy Hollow	\$131,955	\$92,522	70%	Completed in 1979
4	Rockford	Harrison Ave: S Main St to Kishwaukee St	\$1,297,861	\$910,801	70%	Completed in 1977
5	WCHD	Harrison Ave: Alpine Rd to Perryville Rd	\$2,378,713	\$1,670,094	70%	Completed in 1978
6	Rockford	Resurfacing: Segments of nine streets	\$1,417,683	\$995,355	70%	Completed in 1978
7	Rockford	15th Avenue Bridge	\$1,341,967	\$1,008,891	75%	Completed in 1980
8	Loves Park	Windson Rd: N 2nd St to Alpine Rd	\$1,148,363	\$863,340	75%	Completed in 1982
9	IDOT	Alpine Rd / US 20 Interchange	\$2,255,463	\$1,695,657	75%	Completed in 1984
10	Rockford	High Crest Rd: Spring Creek Rd to Alpine Rd	\$1,755,622	\$1,000,000	57%	Completed in 1983
11	Loves Park, Rockford, WCHD	E Riverside Blvd: Mulford Rd to I-90	\$2,979,570	\$2,037,570	68%	Completed in 1988
12	IDOT	Harlem Rd: N 2nd St to Alpine Rd	\$3,442,956	\$2,280,000	66%	Completed in 1990
13	IDOT	Harlem Rd: Alpine Rd to Forest Hills Rd	\$5,207,865	\$3,465,653	67%	Completed in 1993
14	WCHD	Harrison Ave: West State St to Montague Rd	\$14,207,125	\$9,477,763	67%	Completed in 2002
15	Rockford	Harrison Ave: Mulford Rd to Ohio Parkway	\$14,150,631	\$11,646,554	82%	Completed in 2008
16	Rockford	Harrison Ave: 9th St to 20th St.				Under Construction
17	WCHD	Bell School Road @ East State Street / US Bus 20	\$5,766,050	\$4,612,840	80%	Completed in 2016
101	Belvidere	East Ave: Logan Ave to US 20	\$675,628	\$474,358	70%	Completed in 1975
102	Belvidere	N State St: Fairground Rd to Appleton Rd	\$1,415,954	\$867,843	61%	Completed in 1983
103	Belvidere	W. Lincoln Ave: State St to Appleton Rd	\$1,613,721	\$355,000	22%	Completed in 1993
104	Belvidere	State St & Logan Ave: A. Logan Ave: State St to Belvidere Rd B. State St: US 20 to Fairgrounds Rd	\$546,129	\$436,903	80%	Completed in 2000
105	Belvidere	West 6th St & 7th Avenue A. W 6th St: 7th Ave to State St B. 7th Ave: Allen St to W 6th St	\$2,059,712	\$744,000	36%	Completed in 2002
		Total Costs	\$68,234,382	\$47,693,325	70%	

Table 6: STBG Current Committed Projects

Activity	Total Project Cost	STBG Cost	STBG Projected Allocation	STBG Balance (After Project)
Current Balance:				\$337,277
January 2018 (FY 2018)				\$337,277
PRIORITY ORDER #1: Harrison Ave. - 20th St to 9th St	\$25,000,000	\$13,840,000		
AGENCY: City of Rockford				
PROJECT NUMBER: 3-04-19				
AUTHORIZED: RATS Policy Committee approval on February 24, 2000				
SCOPE: Reconstruction / Rehabilitation of Harrison Ave: 20th Street to 9th Street, with IDOT funding participation				
January 2019 (FY 2020) Funding Allotment			\$2,900,000	\$3,237,277
January 2020 (FY 2021) Funding Allotment			\$2,900,000	\$6,137,277

Under the guidelines of the Intermodal Surface Transportation Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century (MAP-21), and the Fixing America's Surface Transportation (FAST) Act, the Transportation Improvement Program 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 2017-5). 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 RMAP STBG funds.

Explanation of Highway Tables and Maps

In addition to those previously discussed, the following Highway Element tables and maps are included in this TIP. The first year of projects in the TIP is referred to as an “implementation year/ annual element” and the second, third and fourth years are referred to as the “out years”. Ideally, a project will first be seen in the TIP in the fourth year and will, over the next three TIP updates, advance to the implementation year. The lifecycle of TIP projects is shown in Figure 2. Further description on each of these tables is outlined below:

Annual Element

Projects in the Annual Element are considered to be in implementation year and awaiting letting. With each annual update of the TIP, projects in the current annual element phase will typically move to the Previously Approved or Awarded, Initiated, and Complete tables.

Major highway projects proposed for FY 2019, in the MPA are listed in Table 7, grouped by the lead agency on the project. Table 8 summarizes the FY 2019 highway projects and groups them by funding source and lead agency. The locations of these projects are illustrated on Map 3.

Out Years

Projects in the 2nd, 3rd and 4th year planning elements are tracked to show how projects are advancing through the TIP until project completion. With each annual update of the TIP, projects in the 4th and 3rd year will advance to the 3rd and 2nd year elements unless the MPO is otherwise notified by members of the MPO Technical Committee through an agency submittal. Projects in the 2nd year will typically move to the Annual Element (i.e. implementation year).

A list of major highway projects proposed for FY 2020 and a summary by funding source can be found in Tables 9 and 10, and illustrated in Map 4.

A list of major highway projects proposed for FY 2021 and a summary by funding source can be found in Tables 11 and 12, and illustrated in Map 5.

A list of major highway projects proposed for FY 2022 and a summary by funding source can be found in Tables 13 and 14, and illustrated in Map 6.

Previously Approved and Awarded, Initiated, & Completed Projects

Projects that have been adopted by the MPO Policy Committee in previous TIPs, which have been accepted and approved by the FHWA and the FTA, but have not yet been to letting or have not been awarded are listed in the “Previously Approved Projects” table. This TIP also includes an “Awarded, Initiated, or Completed Project” table. This table provides a list of the previous year’s highway projects that have been completed, on which construction has begun, or have been awarded via letting.

These tables are differentiated because it is at the time of award that the project truly passes out of the realm of planning and into the realm of implementation. While projects already authorized by previous TIP documents do not belong in the first year of the TIP as they have already proceeded through the process, likewise they do not belong in the “Awarded, Initiated, or Completed Project” table until they have fully left the planning stage of their life-cycle.

Table 16 lists projects that were previously approved in earlier TIPs but have not been awarded or initiated as originally scheduled. These projects remain as approved and fully authorized projects. The location of these projects are illustrated on Map 7.

Table 17 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 Map 8.

Advanced Construction

Multiple projects within “Previously Approved Projects” table and “Awarded, Initiated, and Completed Projects” table are marked with the status of Advanced Construction. Table 28 in Appendix F lists projects that have either “started” or “ended” advanced construction status. Advanced Construction is a technique that allows a State to initiate a project using non-Federal funds while preserving eligibility for future Federal-aid funds. After an advance construction project is authorized, the State may convert the project to regular Federal-aid funding provided Federal funds are made available for the project. This practice is used in anticipation of future Federal funds.

Figure 2: Life Cycle of TIP Projects

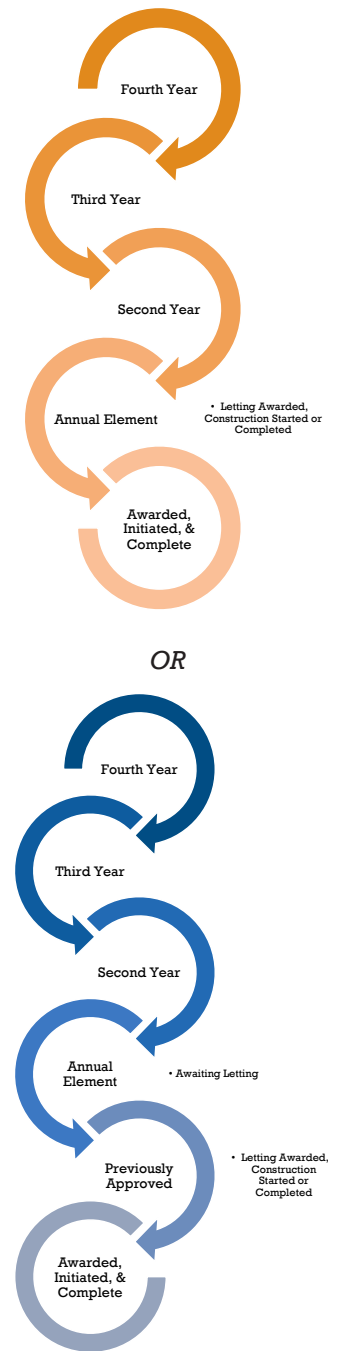


Table 7: Highway Projects for FY 2019

Illinois Department of Transportation								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
1-16-5	Highway Safety Improvement Program	District Wide	Safety	HSIP	\$4,150	State	\$461	\$4,611
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
1-18-2	I-39/US-51	Lee Co line to 0.4 Mi N of Baxter Rd	Resurfacing	NHPP	\$675	State	\$75	\$750
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	\$20,776	State	\$5,194	\$26,000
						Local	\$30	
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	RAIL SAFETY	\$4,150	State	\$461	\$4,611
1-19-1	US 20 BUS	Under Poplar Grove Rd	Bridge	NHPP	\$280	STP-State	\$70	\$350
1-19-2	Bridge Deck Sealing	Various	Bridge	STP Rural	\$34	State	\$13	\$91
				STP-Urban	\$16			
				STP-Urban	\$4			
				NHPP	\$19	State	\$5	
Winnebago County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
2-18-2	Guardrails	Various Locations	Safety	HSIP	\$900	Local	\$100	\$1,000
2-18-4	Buckbee Creek	Wellworth/Wentworth	Bioretention			Local	\$45	\$90
						IEPA	\$45	
2-18-5	Gleasman Road	0.5 miles east of Rockton Ave to 0.11 miles east of Riverview	Bridge	STP-Bridge	\$504	MFT	\$126	\$630
City of Rockford								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-15-3	West State Street	Sunset Ave to Day Ave	Reconstruction CMP			RST	\$1,100	\$1,100
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	\$6,300	\$6,300
3-16-19	Commercial Street Resurfacing	City-Wide	Resurfacing			RST	\$250	\$250
3-16-20	Local Bridge Program	Various	Rehabilitation			RST	\$700	\$700
3-16-21	Programmed Bridge & Structure Repairs	City-Wide	Bridge			RST	\$250	\$250
3-16-22	Sidewalk Repair Program	City-Wide	Rehabilitation			RST	\$450	\$450

Continued on the following page...

Table 7: Highway Projects for FY 2019, Continued

City of Rockford, Continued								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-16-23	Traffic Signal and Arterial Lighting Upgrades	City-Wide	Safety			RST	\$500	\$500
3-17-9	Repair/Replace Load Posted Structures	Various	Bridge			RST	\$400	\$400
3-18-8	E. State St. Sidewalk Gaps	Alpine Rd to Newtown Dr	Enhancement	TAP	\$268.40	Local	\$79.25	\$347.65
3-18-9	W. State St/Pierpont Ave Sidewalk Gaps	Concord Commons to Pierpont Ave and School St	Enhancement	TAP	\$264.59	Local	\$74.77	\$339.37
City of Loves Park								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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
4-19-4	Pike Road	River Lane to Northern Extent	Reconstruction			Local	\$969	\$969
Village of Machesney Park								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
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	\$620	\$620
5-19-3	Village Wide Resurfacing	Various Streets	Resurfacing			Local	\$500	\$500
Boone County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
13-14-1	Manchester Road Resurfacing	Winnebago County line to Wisconsin state line	Rehabilitation			TARP	\$509.35	\$1,237.88
						MFT	\$728.53	
13-16-1	Poplar Grove Rd	City of Belvidere To Marengo Rd	Resurfacing			MFT	\$90	\$180
						Local	\$90	
City of Belvidere								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
14-18-1	Chrysler Drive	Appleton Rd to Townhall Rd	Resurfacing			Local	\$415	\$415
Rockford Park District								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
20-18-2	Jefferson St. Bridge Underpass Approaches	East Bank of the Rock River & West Bank of the Rock River	Enhancement	TAP	\$200	Local	\$50	\$250

Table 7: Highway Projects for FY 2019, Continued

Illinois State Tollway Highway Authority								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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	\$2,500	\$2,500
24-19-2	I-90, MP 15.45 and MP 15.9	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	TBD*	TBD*	ISTHA	TBD*	\$19,048
24-19-4	I-90, MP 2.6 to MP 25.5	Tree Planting Master Plan; Landscaping Improvements	Enhancement			ISTHA		\$3,000

* Project breakout costs/amounts will be updated as more information is available from the Illinois Tollway on this project.

Table 8: Summary of FY 2019 Highway Projects

Expenditures by Improvement Type (In Thousands of Dollars)															
Work Type	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
Bridge Replacement/Improvement	\$1,191	\$630	\$1,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,171
Engineering/Planning/Design	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Enhancement	\$0	\$0	\$687	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$250	\$3,937
Intersection Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Reconstruction	\$26,775	\$90	\$1,100	\$969	\$310	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,244
Rehabilitation	\$0	\$0	\$1,450	\$330	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$0	\$4,280
Resurfacing	\$2,650	\$0	\$6,550	\$715	\$1,120	\$0	\$0	\$1,418	\$415	\$0	\$0	\$0	\$0	\$0	\$12,868
Safety	\$9,222	\$1,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,722
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$390	\$0	\$390
TOTALS	\$39,838	\$1,720	\$11,637	\$2,014	\$1,430	\$0	\$0	\$1,418	\$415	\$0	\$0	\$0	\$5,890	\$250	\$64,612
Expenditures by Federal Funding Sources (In Thousands of Dollars)															
Federal Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
EDA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hazard Mitigation Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BRP/HBRRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$24,490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,490
HPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$8,300	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,200
ITEP/TAP	\$0	\$0	\$533	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$733
Major Bridge/HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$34	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$34
STP-State	\$70	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70
STP-Urban	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
STP-Urban SLATS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Bridge	\$0	\$504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504
319 Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Subtotals	\$32,914	\$1,404	\$533	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$35,051
Expenditures by State Funding Sources (In Thousands of Dollars)															
State Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
State- IDOT	\$6,894	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,894
State- EDP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$509	\$0	\$0	\$0	\$0	\$0	\$0	\$509
IEPA	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45
State Subtotals	\$6,894	\$45	\$0	\$0	\$0	\$0	\$0	\$509	\$0	\$0	\$0	\$0	\$0	\$0	\$7,448
Expenditures by Local Funding Sources (In Thousands of Dollars)															
Local Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
Local	\$30	\$145	\$154	\$2,014	\$1,430	\$0	\$0	\$90	\$415	\$0	\$0	\$0	\$0	\$50	\$4,328
Retail Sales Tax	\$0	\$0	\$10,950	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,950
Motor Fuel Tax	\$0	\$126	\$0	\$0	\$0	\$0	\$0	\$819	\$0	\$0	\$0	\$0	\$0	\$0	\$945
Tax Increment Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDNR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
River's Edge Redevelopment Zone	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tollway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,890	\$0	\$5,890
Local Subtotals	\$30	\$271	\$11,104	\$2,014	\$1,430	\$0	\$0	\$909	\$415	\$0	\$0	\$0	\$5,890	\$50	\$22,113
TOTALS	\$39,838	\$1,720	\$11,637	\$2,014	\$1,430	\$0	\$0	\$1,418	\$415	\$0	\$0	\$0	\$5,890	\$250	\$64,612

Map 3: Highway Projects for FY 2019

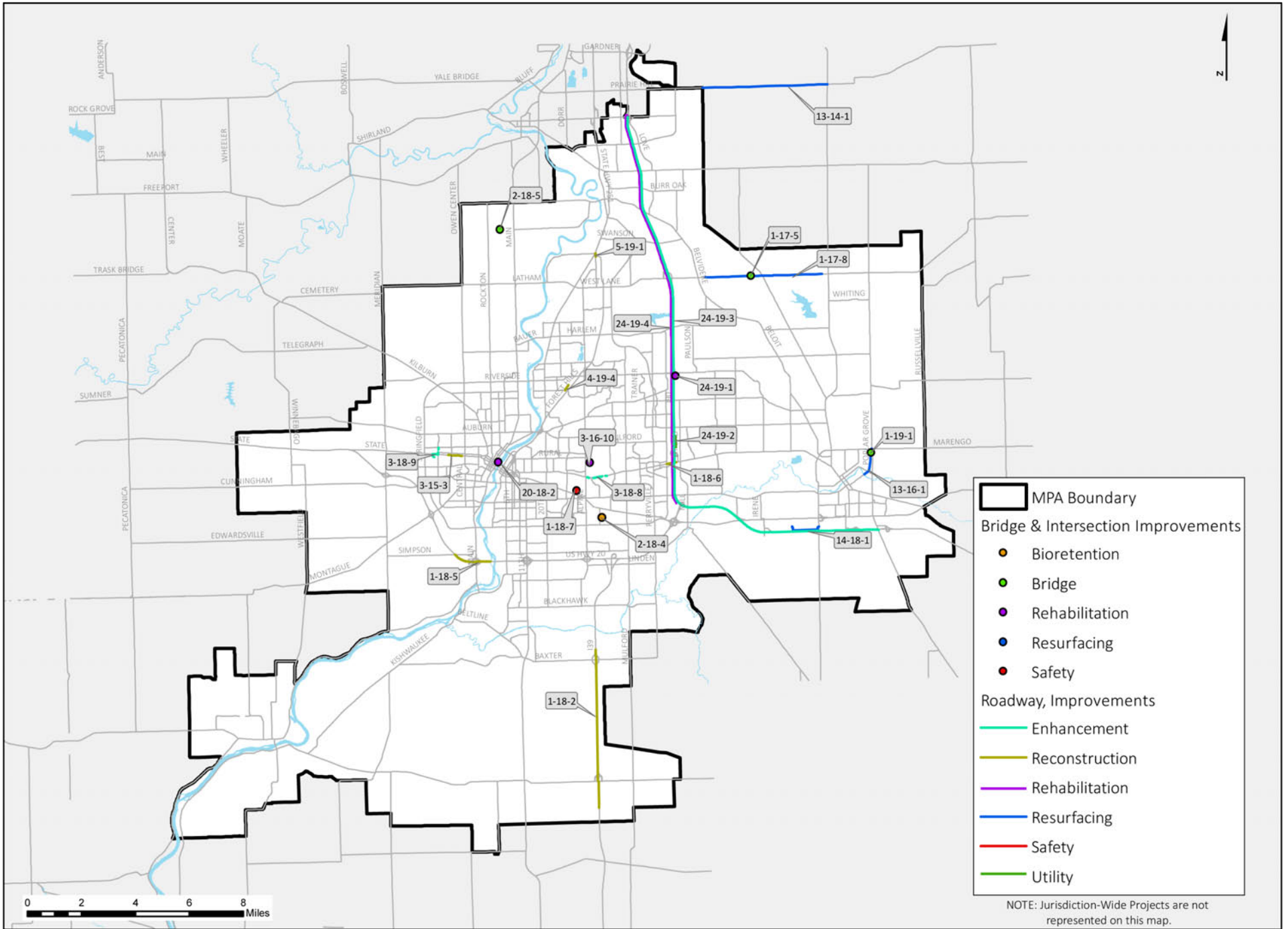


Table 9: Highway Projects for FY 2020

Illinois Department of Transportation								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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
1-16-8	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
1-17-2	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 I-39	Engineering CMP	NHPP	\$3,200	State	\$800	\$4,000
1-17-9	Highway Safety Improvement Program	District Wide	Safety	HSIP	\$4,263	State	\$474	\$4,737
1-18-9	Railroad Safety	State-wide	Safety			State	\$4,579	\$4,579
Winnebago County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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
City of Rockford								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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			MFT	\$2,000	\$2,000
3-17-10	Neighborhood Improvement Program	City-Wide	Resurfacing			RST	\$6,300	\$6,300
3-17-11	Arterial & Collector Street Resurfacing	City-Wide	Rehabilitation			MFT	\$1,900	\$1,900
3-17-12	Commercial & Retail Street Resurfacing	City-Wide	Resurfacing			RST	\$450	\$450
3-17-14	Local Bridge Program	Various	Bridge			RST	\$700	\$700
3-17-15	Programmed Bridge & Structure Repairs	City-Wide	Bridge			RST	\$250	\$250
3-17-16	Sidewalk Repair Program	City-Wide	Rehabilitation			RST	\$450	\$450
3-17-17	Traffic Signal & Arterial Lighting Upgrades	City-Wide	Safety			RST	\$500	\$500
3-18-4	North Main Two-Way Conversion	Park Avenue to Whitman Street	Rehabilitation			MFT	\$550	\$550
3-19-1	Repair / Replace Load Posted Structures	City-Wide	Bridge			RST	\$800	\$800

Continued on the following page...

Table 9: Highway Projects for FY 2020, Continued

City of Loves Park								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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
4-19-8	Clifford Avenue	Bridge over drainage channel	Rehabilitation			Local	\$950	\$950
4-19-9	Bell School Road	Riverside Blvd to Beverage Blvd	Resurfacing			Local	\$600	\$600
Boone County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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	\$761.750	\$3,808.750
City of Belvidere								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
14-18-2	Logan Ave	State St to Genoa Rd	Rehabilitation			Local	\$1,900	\$1,900
Illinois State Tollway Highway Authority								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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 10: Summary of FY 2020 Highway Projects

Expenditures by Improvement Type (In Thousands of Dollars)															
Work Type	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
Bridge Replacement/Improvement	\$5,300	\$0	\$1,750	\$0	\$0	\$0	\$0	\$3,809	\$0	\$0	\$0	\$0	\$0	\$0	\$10,859
Engineering/Planning/Design	\$4,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000
Enhancement	\$0	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$4,300
Intersection Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rehabilitation	\$0	\$0	\$4,000	\$1,280	\$0	\$0	\$0	\$0	\$1,900	\$0	\$0	\$0	\$0	\$0	\$7,180
Resurfacing	\$4,400	\$0	\$8,650	\$1,315	\$0	\$0	\$0	\$350	\$0	\$0	\$0	\$0	\$0	\$0	\$14,715
Safety	\$9,316	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,816
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	\$23,016	\$1,300	\$14,900	\$2,595	\$0	\$0	\$0	\$4,159	\$1,900	\$0	\$0	\$0	\$3,000	\$0	\$50,870
Expenditures by Federal Funding Sources (In Thousands of Dollars)															
Federal Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
EDA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hazard Mitigation Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BRP/HBRRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$4,880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,880
HPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$4,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,263
ITEP/TAP	\$0	\$1,040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,040
Major Bridge/HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,047	\$0	\$0	\$0	\$0	\$0	\$0	\$3,047
RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP- Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-State	\$6,080	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,080
STP-Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Urban SLATS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
319 Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Subtotals	\$15,223	\$1,040	\$0	\$0	\$0	\$0	\$0	\$3,047	\$0	\$0	\$0	\$0	\$0	\$0	\$19,310
Expenditures by State Funding Sources (In Thousands of Dollars)															
State Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
State- IDOT	\$7,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,793
State- EDP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IEPA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Subtotals	\$7,793	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,793
Expenditures by Local Funding Sources (In Thousands of Dollars)															
Local Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
Local	\$0	\$260	\$0	\$2,595	\$0	\$0	\$0	\$912	\$1,900	\$0	\$0	\$0	\$0	\$0	\$5,667
Retail Sales Tax	\$0	\$0	\$12,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,350
Motor Fuel Tax	\$0	\$0	\$2,550	\$0	\$0	\$0	\$0	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$2,750
Tax Increment Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDNR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
River's Edge Redevelopment Zone	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tollway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000	\$0	\$3,000
Local Subtotals	\$0	\$260	\$14,900	\$2,595	\$0	\$0	\$0	\$1,112	\$1,900	\$0	\$0	\$0	\$3,000	\$0	\$23,767
TOTALS	\$23,016	\$1,300	\$14,900	\$2,595	\$0	\$0	\$0	\$4,159	\$1,900	\$0	\$0	\$0	\$3,000	\$0	\$50,870

Map 4: Highway Projects for FY 2020

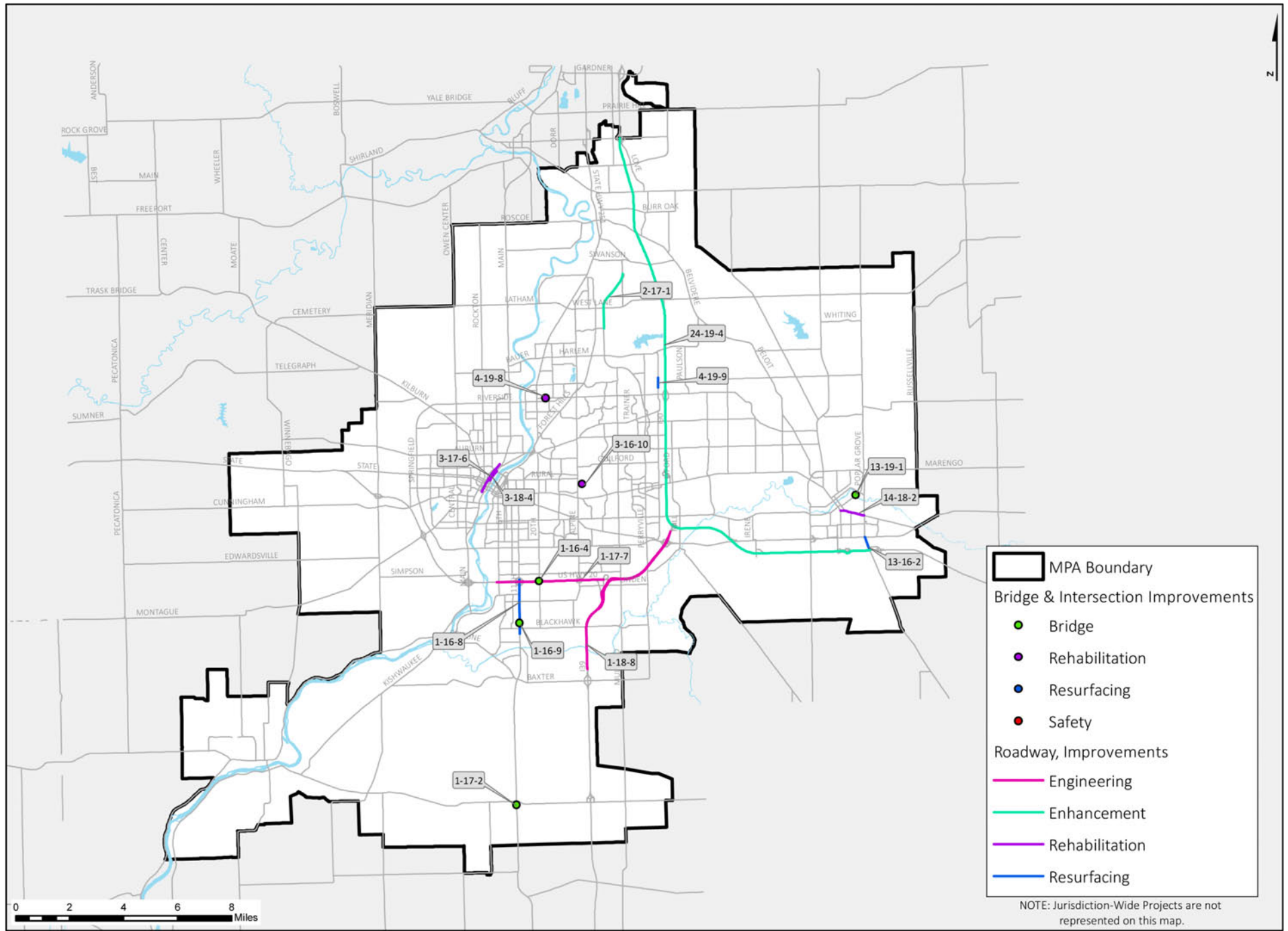


Table 11: Highway Projects for FY 2021

Illinois Department of Transportation									
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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/ W State St	Day Ave to Independence Ave	Reconstruction	NHPP	\$3,776			\$8,000	
			Curb/Gutter CMP Project	HPP	\$1,610				
			Intersection Improvements			State	\$1,144		
			Traffic Signal/Landscaping			Local	\$200		
		Add Lanes	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	
Winnebago County Highway Department									
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
2-14-6	Perryville Rd Intersection	Improvements @ Spring Creek	Engineering			Local	\$600	\$600	
2-18-1	Alpine Road Bridge	Over Forest Hills Rd	Bridge	IMBP	\$2,376	Local	\$594	\$2,970	
City of Rockford									
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
3-19-2	Traffic Signal & Arterial Lighting	City-Wide	Safety			RST	\$500	\$500	
3-19-3	Sidewalk Program	City-Wide	Rehabilitation			RST	\$450	\$450	
3-19-4	Neighborhood Program	City-Wide	Resurfacing			RST	\$6,300	\$6,300	
3-19-5	Arterial & Collector Program	City-Wide	Resurfacing			RST	\$1,900	\$1,900	
3-19-6	Commercial & Industrial Program	City-Wide	Resurfacing			RST	\$450	\$450	
3-19-7	Local Bridge Program	City-Wide	Bridge			RST	\$700	\$700	
3-19-8	Programmed Structural Repairs	City-Wide	Bridge			RST	\$250	\$250	
3-19-9	Replace/Repair Load Posted Structures	City-Wide	Bridge			RST	\$800	\$800	
City of Loves Park									
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)	
				Source	Amount	Source	Amount		
4-19-10	City Wide	Residential Streets	Resurfacing			Local	\$495	\$495	
4-19-11	City Wide	Pavement Marking	Resurfacing			Local	\$220	\$220	
4-19-12	City Wide	Sidewalk and Curb	Rehabilitation			Local	\$330	\$330	
4-19-13	Loves Park Drive	Bridge over drainage channel	Rehabilitation			Local	\$950	\$950	

Continued on the following page...

Table 11: Highway Projects for FY 2021, Continued

Boone County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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	\$550	
City of Belvidere								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
14-17-2*	West Harrison St Reconstruction	State St to Jackson St	Reconstruction CMP			Local	\$2,575	\$2,575
Ogle County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
21-18-1	Meridian Rd	IL Rt 64 to IL Rt 72	Resurfacing	STR	\$640	Local	\$160	\$800

Table 12: Summary of FY 2021 Highway Projects

Expenditures by Improvement Type (In Thousands of Dollars)															
Work Type	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
Bridge Replacement/Improvement	\$4,350	\$2,970	\$1,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,070
Engineering/Planning/Design	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600
Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Intersection Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Reconstruction	\$8,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,575	\$0	\$0	\$0	\$0	\$0	\$10,575
Rehabilitation	\$0	\$0	\$450	\$1,280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,730
Resurfacing	\$1,275	\$0	\$8,650	\$715	\$0	\$0	\$0	\$1,100	\$0	\$0	\$0	\$800	\$0	\$0	\$12,540
Safety	\$4,737	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,237
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	\$18,362	\$3,570	\$11,350	\$1,995	\$0	\$0	\$0	\$1,100	\$2,575	\$0	\$0	\$800	\$0	\$0	\$39,752
Expenditures by Federal Funding Sources (In Thousands of Dollars)															
Federal Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
EDA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hazard Mitigation Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BRP/HBRRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$9,731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,731
HPP	\$1,610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610
HSIP	\$4,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,263
ITEP/TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Bridge/HBP	\$0	\$2,376	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,376
RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640	\$0	\$0	\$640
STP-State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Urban SLATS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
319 Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Subtotals	\$15,604	\$2,376	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640	\$0	\$0	\$18,620
Expenditures by State Funding Sources (In Thousands of Dollars)															
State Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
State- IDOT	\$2,558	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,558
State- EDP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IEPA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Subtotals	\$2,558	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,558
Expenditures by Local Funding Sources (In Thousands of Dollars)															
Local Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
Local	\$200	\$1,194	\$0	\$1,995	\$0	\$0	\$0	\$550	\$2,575	\$0	\$0	\$160	\$0	\$0	\$6,674
Retail Sales Tax	\$0	\$0	\$11,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,350
Motor Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$550	\$0	\$0	\$0	\$0	\$0	\$0	\$550
Tax Increment Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDNR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
River's Edge Redevelopment Zone	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tollway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Subtotals	\$200	\$1,194	\$11,350	\$1,995	\$0	\$0	\$0	\$1,100	\$2,575	\$0	\$0	\$160	\$0	\$0	\$18,574
TOTALS	\$18,362	\$3,570	\$11,350	\$1,995	\$0	\$0	\$0	\$1,100	\$2,575	\$0	\$0	\$800	\$0	\$0	\$39,752

Map 5: Highway Projects for FY 2021

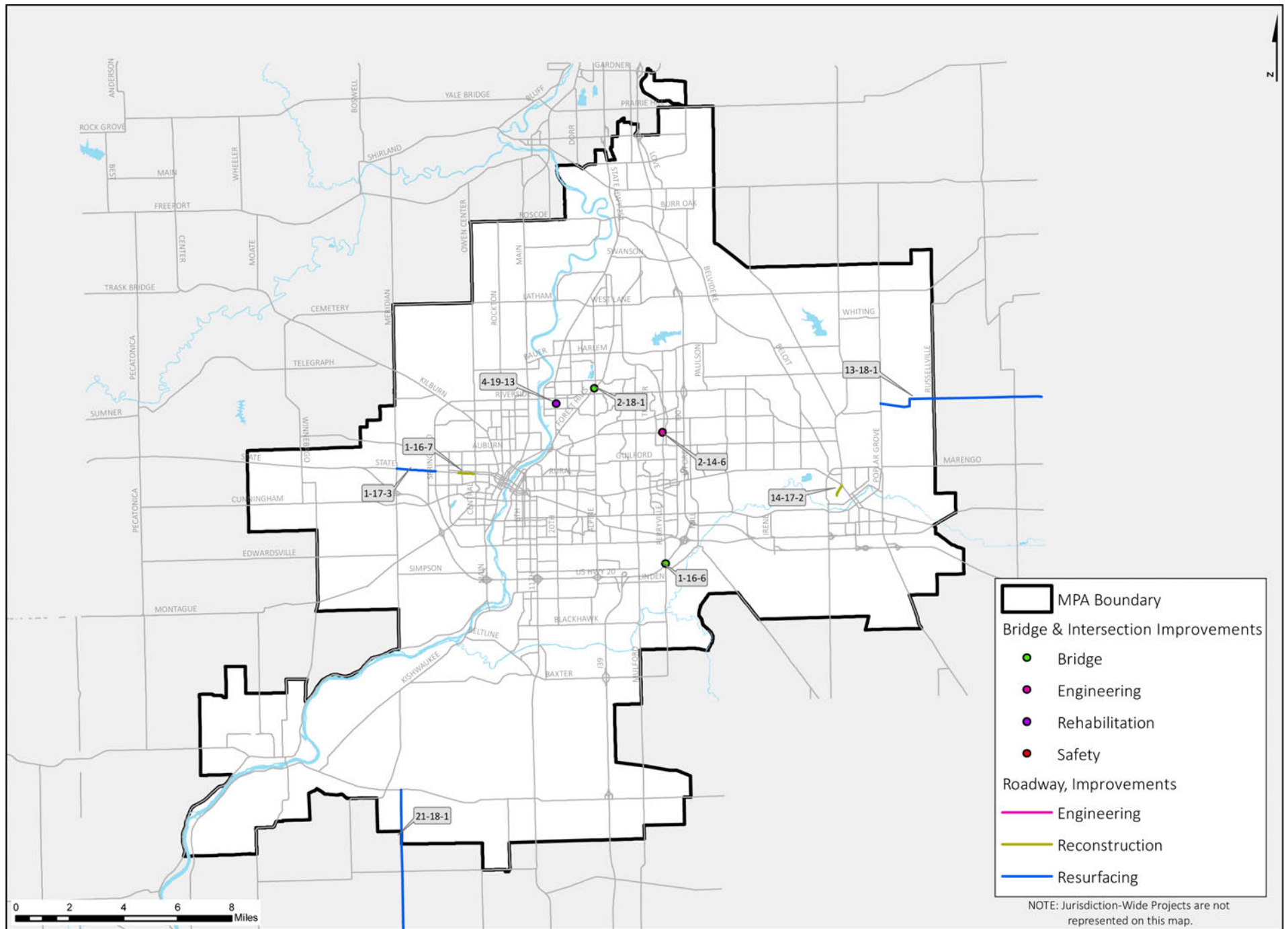


Table 13: Highway Projects for FY 2022

Illinois Department of Transportation								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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	\$3,200	State	\$800	\$4,000
1-18-10	IL-173	0.2Mi E of IL-76	Culvert	NHPP	\$400	State	\$100	\$500
1-18-11	IL-173	0.4 Mi E 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
City of Rockford								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-19-10	Traffic Signal & Arterial Lighting	City-Wide	Safety			RST	\$500	\$500
3-19-11	Sidewalk Program	City-Wide	Rehabilitation			RST	\$450	\$450
3-19-12	Neighborhood Program	City-Wide	Resurfacing			RST	\$6,300	\$6,300
3-19-13	Arterial & Collector Program	City-Wide	Resurfacing			RST	\$1,900	\$1,900
3-19-14	Commercial & Industrial Program	City-Wide	Resurfacing			RST	\$450	\$450
3-19-15	Local Bridge Program	City-Wide	Bridge			RST	\$700	\$700
3-19-16	Programmed Structural Repairs	City-Wide	Bridge			RST	\$250	\$250
3-19-17	Replace/Repair Load Posted Structures	City-Wide	Bridge			RST	\$800	\$800
City of Loves Park								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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
Illinois State Tollway Highway Authority								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
24-19-5	I-90, MP 2.6 to MP 18.3	Clean and Televisive Drainage System	Utility			ISTHA	\$1,271	\$1,271

Table 14: Summary of FY 2022 Highway Projects

Expenditures by Improvement Type (In Thousands of Dollars)															
Work Type	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
Bridge Replacement/Improvement	\$500	\$0	\$1,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,250
Engineering/Planning/Design	\$4,850	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,850
Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Intersection Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Reconstruction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Rehabilitation	\$0	\$0	\$450	\$1,280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,730
Resurfacing	\$22,000	\$0	\$8,650	\$715	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,365
Safety	\$4,737	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,237
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,271	\$0	\$1,271
TOTALS	\$32,087	\$0	\$11,350	\$1,995	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,271	\$0	\$46,703
Expenditures by Federal Funding Sources (In Thousands of Dollars)															
Federal Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
EDA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hazard Mitigation Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BRP/HBRRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$24,080	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,080
HPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$4,263	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,263
ITEP/TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Bridge/HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP- Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Urban SLATS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Bridge	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
319 Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Subtotals	\$28,343	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,343
Expenditures by State Funding Sources (In Thousands of Dollars)															
State Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
State- IDOT	\$3,744	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,744
State- EDP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IEPA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Subtotals	\$3,744	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,744
Expenditures by Local Funding Sources (In Thousands of Dollars)															
Local Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
Local	\$0	\$0	\$0	\$1,995	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,995
Retail Sales Tax	\$0	\$0	\$11,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,350
Motor Fuel Tax	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tax Increment Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDNR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
River's Edge Redevelopment Zone	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tollway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,271	\$0	\$1,271
Local Subtotals	\$0	\$0	\$11,350	\$1,995	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,271	\$0	\$14,616
TOTALS	\$32,087	\$0	\$11,350	\$1,995	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,271	\$0	\$46,703

Map 6: Highway Projects for FY 2022

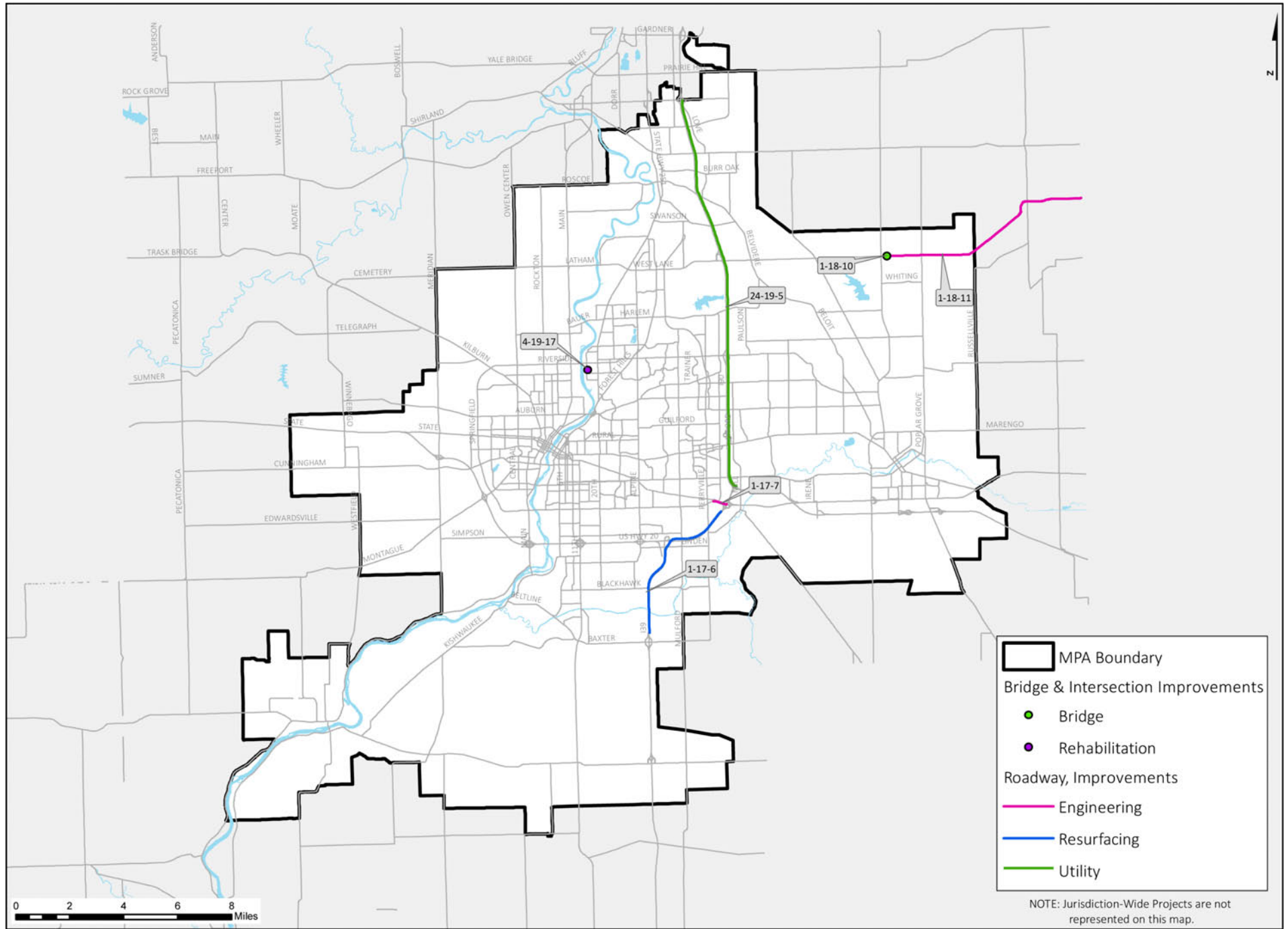


Table 15: Summary of FY 2019 - 2022 Highway Projects

Expenditures by Improvement Type (In Thousands of Dollars)															
Work Type	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
Bridge Replacement/Improvement	\$11,341	\$3,600	\$6,600	\$0	\$0	\$0	\$0	\$3,809	\$0	\$0	\$0	\$0	\$0	\$0	\$25,350
Engineering/Planning/Design	\$8,850	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,450
Enhancement	\$0	\$1,300	\$687	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000	\$250	\$8,237
Intersection Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Reconstruction	\$34,775	\$90	\$1,100	\$969	\$310	\$0	\$0	\$0	\$2,575	\$0	\$0	\$0	\$0	\$0	\$39,819
Rehabilitation	\$0	\$0	\$6,350	\$4,170	\$0	\$0	\$0	\$0	\$1,900	\$0	\$0	\$0	\$2,500	\$0	\$14,920
Resurfacing	\$30,325	\$0	\$32,500	\$3,460	\$1,120	\$0	\$0	\$2,868	\$415	\$0	\$0	\$800	\$0	\$0	\$71,488
Safety	\$28,012	\$1,000	\$2,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,012
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,661	\$0	\$1,661
TOTALS	\$113,303	\$6,590	\$49,237	\$8,599	\$1,430	\$0	\$0	\$6,677	\$4,890	\$0	\$0	\$800	\$10,161	\$250	\$201,937
Expenditures by Federal Funding Sources (In Thousands of Dollars)															
Federal Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
EDA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hazard Mitigation Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BRP/HBRRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$63,181	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$63,181
HPP	\$1,610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,610
HSIP	\$21,089	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,989
ITEP/TAP	\$0	\$1,040	\$533	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200	\$1,773
Major Bridge/HBP	\$0	\$2,376	\$0	\$0	\$0	\$0	\$0	\$3,047	\$0	\$0	\$0	\$0	\$0	\$0	\$5,423
RTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP- Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$34	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$640	\$0	\$0	\$674
STP-State	\$6,150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,150
STP-Urban	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20
STP-Urban SLATS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Bridge	\$0	\$504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$504
319 Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Subtotals	\$92,084	\$4,820	\$533	\$0	\$0	\$0	\$0	\$3,047	\$0	\$0	\$0	\$640	\$0	\$200	\$101,324
Expenditures by State Funding Sources (In Thousands of Dollars)															
State Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
State- IDOT	\$20,989	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,989
State- EDP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$509	\$0	\$0	\$0	\$0	\$0	\$0	\$509
IEPA	\$0	\$45	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45
State Subtotals	\$20,989	\$45	\$0	\$0	\$0	\$0	\$0	\$509	\$0	\$0	\$0	\$0	\$0	\$0	\$21,543
Expenditures by Local Funding Sources (In Thousands of Dollars)															
Local Sources	IDOT	WCHD	Rockford	Loves Park	Machesney Park	RFD	Cherry Valley	BCHD	Belvidere	Roscoe	Winnebago	OCHD	ISTHA	RPD	Total
Local	\$230	\$1,599	\$154	\$8,599	\$1,430	\$0	\$0	\$1,552	\$4,890	\$0	\$0	\$160	\$0	\$50	\$18,664
Retail Sales Tax	\$0	\$0	\$46,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$46,000
Motor Fuel Tax	\$0	\$126	\$2,550	\$0	\$0	\$0	\$0	\$1,569	\$0	\$0	\$0	\$0	\$0	\$0	\$4,245
Tax Increment Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDNR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
River's Edge Redevelopment Zone	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tollway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,161	\$0	\$10,161
Local Subtotals	\$230	\$1,725	\$48,704	\$8,599	\$1,430	\$0	\$0	\$3,120	\$4,890	\$0	\$0	\$160	\$10,161	\$50	\$79,069
TOTALS	\$113,303	\$6,590	\$49,237	\$8,599	\$1,430	\$0	\$0	\$6,677	\$4,890	\$0	\$0	\$800	\$10,161	\$250	\$201,937

Table 16: Previously Approved Projects

Illinois Department of Transportation								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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
1-16-10	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
1-18-1	Railroad Safety	State-Wide	Safety			State	\$4,392	\$4,392
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
1-18-13	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
Winnebago County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
2-17-3	Buckbee Creek	Watershed Improvement Implementation	Design	319 Grant	\$60	Local	\$60	\$120
2-14-1	Lindenwood Road/Baxter Road	Intersection Improvements	Resurfacing CMP			EDP/TARP	\$1,001	\$1,900
						Local	\$899	
2-18-3	Structure Loading Assessments	Various Locations	Bridge Loading Study	HSIP	\$400	Local	\$100	\$500
City of Rockford								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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

Continued on the following page...

Table 16: Previously Approved Projects, Continued

City of Rockford, Continued								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
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
3-17-2	Chestnut St Bridge Multi-Use Path Modification	Rock River	Rehabilitation			MFT	\$150	\$150
3-17-3	Logistics Parkway	Milford Ave to Samuelson Rd	New Construction			MFT	\$1,300	\$1,300
3-17-4	McFarland Road	Spring Brook Rd to Meadow Trace	Resurfacing			MFT	\$300	\$300
3-17-6	Church Street Two-Way Conversion	Cedar St to John St	Rehabilitation			RST	\$200	\$200
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
3-17-21	Auburn St/Pierpont Ave Traffic Signal	Auburn St/Pierpont Ave	Safety			RST	\$80	\$80
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	3000	3000
						RST	700	700
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
3-18-6	Kishwaukee Street	@ Illinois Railway Tracks	Safety	HSIP	\$225	Private	\$25	\$250
3-18-7	Burton Street	@ CP Railway Tracks	Safety	HSIP	\$270	Private	\$30	\$300

Continued on the following page...

Table 16: Previously Approved Projects, Continued

Village of Machesney Park								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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
5-17-3	Signal Installation	Intersection of Bauer Pkwy and Victory Ln	Safety	HSIP	\$472.50	Local	\$52.50	\$525
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 & Storm Water Management			Local	\$1,130	\$1,130
5-19-4	Victory Lane Improvements	Roosevelt Rd to Northpark Road	Reconstruction			Local	\$250	\$250
5-19-5	Mitchell Road Path Improvements	Anjali to Bauer	Multi Use Path			Local	\$150	\$150
5-19-6	Quantum Court Improvements	Greelee Drive to End	New Roadway w/ Multi Use Path			Local	\$900	\$900
City of Belvidere								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
14-17-1	Tripp Rd Reconstruction	Corporate Pkwy to Crystal Pkwy	Reconstruction			IL EDP	\$413	\$826
						IL TARP	\$20.7	
						Local	\$350	
						Private	\$42.3	
Rockford Park District								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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.)	ITEP	\$216	Local	\$540	\$2,515
			Construction	ITEP	\$1,764	Local	\$441	
			Lighting	ITEP	\$20	Local	\$20	
20-17-2	Atwood Park Recreational Trails	Trail System Construction, Trailhead Construction, Well Water Constrution, 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

Continued on the following page...

Table 16: Previously Approved Projects, Continued

Illinois State Tollway Highway Authority								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (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

* TIP Project #5-17-2 and #5-18-2 as previously listed in the FY 2018-FY 2021 TIP have been combined.

Map 7: Previously Approved Projects

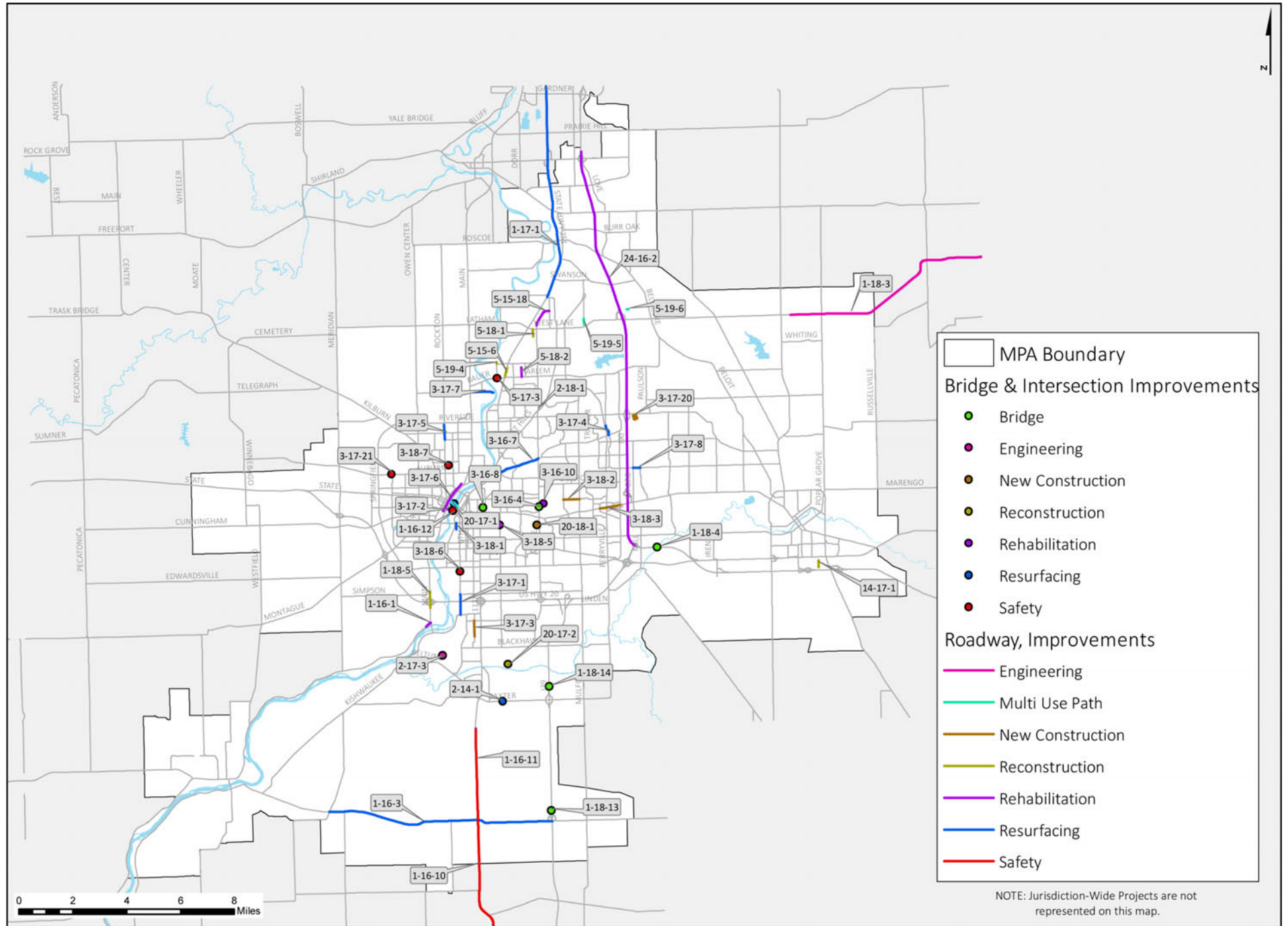
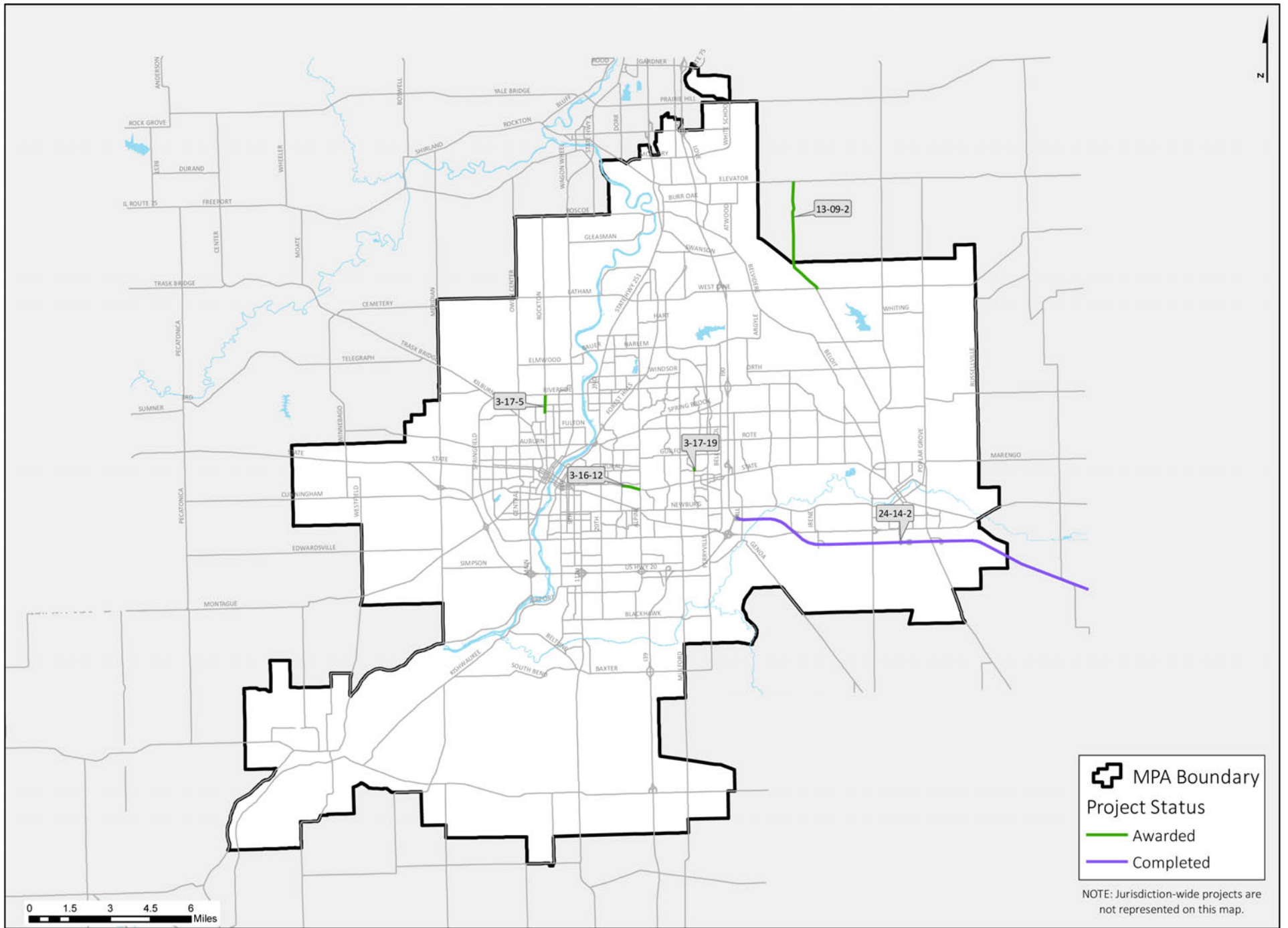


Table 17: Awarded, Initiated, or Completed Projects

Winnebago County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
2-17-2	Signage Installation	County-wide	Safety	HSIP	\$88	Local	\$10	\$98
City of Rockford								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-15-12	Traffic Signal Upgrades	City-Wide	Safety-CMP Project			RST	\$500	\$500
3-16-12	East State Street Lighting	Fairview Ave to Alpine Rd	Safety			RST	\$700	\$700
3-17-5	North Rockton Avenue	Kent Creek to Riverside Blvd	Resurfacing			RST	\$700	\$700
3-17-19	Shiloh Road Extension	Garrett Lane to Shiloh Rd	New Construction CMP			RST	\$350	\$350
Boone County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
13-09-2	Caledonia Road	IL 173 to Hunter Rd	Resurfacing			MFT	\$350	\$600
						Local	\$250	
Illinois State Tollway Highway Authority								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
24-14-2	I-90 Corridor Reconstruction	I-39 to IL-47	Reconstruction CMP			ISTHA	\$10,246	\$10,246

*Per agency request these two projects were combined and given one project total cost

Map 8: Awarded, Initiated, or Completed Projects





Transit Element

Funding for Public Transit

This TIP establishes and documents the short-term liquidity of the Rockford Mass Transit District (RMTD) and Boone County/Boone County Council on Aging (BCCA) for FY 2019. Commitments in State and local funding, coupled with reasonable Federal projections, assure that RMTD and BCCA/Boone County will have balanced operating budgets in FY 2019. The long-term solvency of the transit systems also appears sound. In summary, the continued short- and long-term operation and capitalization of RMTD and BCCA appears feasible as long as Congress, the State of Illinois, and local governments continue subsidies within reasonable ranges.

Project status for the transit element is categorized by the MPO as either proposed, programmed, or completed to reflect the planning phases of a project's life cycle. "Proposed" projects are included in the TIP when there is reasonably available funding sources, but projects have not yet been placed into a grant. "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.

Funding RMTD Public Transit

RMTD is managed by a three-person board appointed by the City of Rockford and empowered through a special charter under the laws of the State of Illinois. RMTD is funded through a combination of Federal, State and local subsidies or contractual payments. RMTD also has internally generated revenues derived from fares charged to transit patrons, advertising on their buses, and occasional special services. In most of the past decade, the mix of funding for the annual operating needs of RMTD has been roughly 40-65 percent from state sources, 20-25 percent from local sources, 15-20 percent from fares and internally generated revenues, and 20-25 percent from Federal sources. In recent years, Federal "operating subsidies" have been reduced and replaced with increases in State and local funds. Projects listed in the transit portion of the TIP take into account year of expenditure dollars.

Section 5307 Subsidies to RMTD

The mainstay of Federal support for RMTD is the Section 5307 Program. This program allocates subsidies to eligible public transit agencies throughout the country based on a formula that divides congressional apportionments according to population, population density, and revenue vehicle miles of transit service. The revenue vehicle miles of service of RMTD's fixed-route and paratransit service are used in computing the Federal subsidy provided to the Rockford area. In recent years, the Section 5307 program has provided roughly \$2.5-3 million in subsidies to the Rockford area annually.

Funding from Section 5307 is limited to uses 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 RMTD must provide to persons with disabilities. Preventive maintenance includes any expense that is necessary to maintain and extend the useful life of the rolling stock. As of the passage of the FAST Act, Section 5307 funds allow 20 percent of the allocations to be used for operations of ADA Paratransit under certain conditions. Additionally, up to 0.5 percent of Section 5307 funds are now allowed to be used for workforce development. Other operating expenses (administrative expenses, drivers' salaries, fuel, etc.) are not eligible for Section 5307 funds. Past and forecasted Section 5307 allocations are shown in Figure 3.

Among many restrictions placed on the use of Section 5307 funds, FTA specifies that the funds must be matched with State or local funds. At present, the minimum required local match for capital purposes is 20 percent. The State of Illinois usually provides this match.

With the passage of TEA-21, SAFETEA-LU and MAP-21, the Federal government specified that at least one percent of Section 5307 funds be used for a special category of transit related expenses called "enhancements". This requirement has been eliminated by the FAST Act.

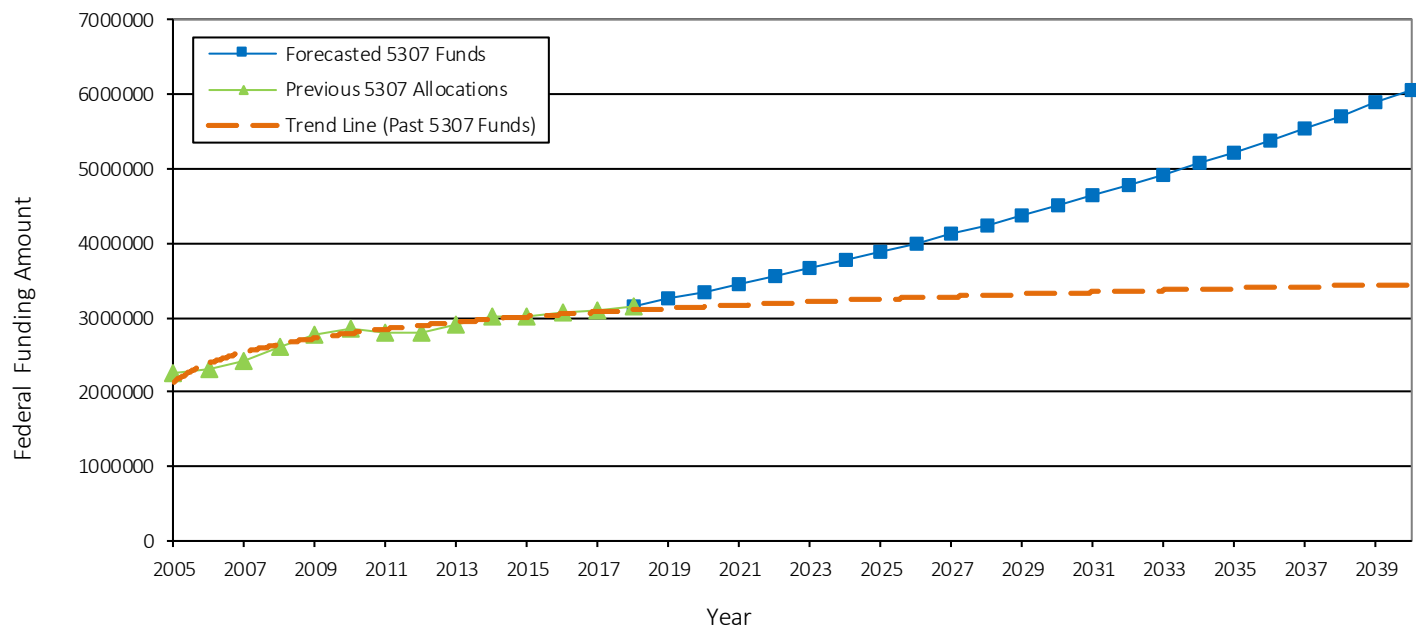
The Job Access and Reverse Commute (JARC) program (formerly section 5316) was repealed by MAP-21; however, JARC projects are eligible under the Section 5307 program of the FAST Act. A JARC project is defined as, "a transportation project to finance planning, capital, and operating costs that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations." FTA defines "development of transportation services" to mean new projects that were not in service on October 1, 2012. New JARC projects may include the expansion or extension of an existing service, so long as the new service was designed to support the target population consistent with the definition above. Past and forecasted projects receiving operating assistance from JARC are listed in Table 30 in Appendix G.

The split for JARC type projects is 80 percent Federal, 20 percent local for capital projects; or 50 percent Federal, 50 percent local for operational projects.

It should also be noted that a special rule allows recipients in urbanized areas with populations of 200,000 or above and that operate 100 or fewer buses in fixed route service during peak hours, to receive a grant for operating assistance under Section 5307, subject to a maximum amount per system as explained below:

- For public transportation systems that operate 75 or fewer buses in fixed route service or demand response service, excluding ADA complementary paratransit service, during peak service hours, in an amount not to exceed

Figure 3: Past and Forecasted Section 5307 Funds



Year	Amount
2005	2,257,000
2006	2,306,935
2007	2,428,345
2008	2,619,457
2009	2,781,837
2010	2,839,282
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

This graph depicts previously apportioned “5307” funding amounts and forecasts future amounts. The green line depicts the previous 5307 funding allocations. The actual amount received in future years may fall between the forecasted amounts line in blue, based off a 3% annual increase in funding, and the dashed red trend line, based off a series of past 5307 allocations.

75 percent of the share of the apportionment which is attributable to such systems within the urbanized area, as measured by vehicle revenue hours; and

- For public transportation systems that operate a minimum of 76 buses and a maximum of 100 buses in fixed route service or demand response service, excluding ADA complementary paratransit service, during peak service hours, in an amount not to exceed 50 percent of the share of the apportionment which is attributable to such systems within the urbanized area, as measured by vehicle revenue hours.

RMTD falls under the first category. Of the Section 5307 funding that RMTD receives, up to 75 percent of the apportioned amount may be used for operating assistance.

An exception to the special rule also exists: if a public transportation system described in the above special rule executes a written agreement with one or more other public transportation systems within the urbanized area to allocate funds for the purposes described in the special rule by a method other than by measuring vehicle revenue hours, each public transportation system that is a party to the written agreement may follow the terms of the written agreement without regard to measured vehicle revenue hours.

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).

Tables 18 and 19 pertain to Section 5307-funded projects. Table 18 lists the Section 5307 funded projects chronologically from FY 2003 through FY 2020. Table 19, the Program of Projects, lists the proposed Section 5307 projects in the format prescribed by the FTA for FY 2019 only.

As previously noted, the Section 5307 capital funding forecasts are based on the Congressional proposals available at this time. In the event apportionments are smaller than the forecasted levels or that State or local matching funds are not sufficiently available, five alternatives will be employed in the following order:

- Additional Section 5309/5339 funds, if available, will be sought.
- Attempts will be made to extend the life of existing equipment.
- Additional State or local funds will be requested in amounts necessary to maintain services.
- The MPO will consider the use of STBG funds (normally reserved for highway needs) for transit needs.
- Services will be reduced by amounts necessary to balance expenditures with resources.

Table 18: Section 5307 Funded Projects

Rockford Mass Transit District - FY 2003										
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
03-2	2	East-Side Transfer Center		\$3,000,000					Improve the operational efficiency and service to transit patrons.	Deferred to FY06 to allow additional time for feasibility and site location
03-4	3	Wall Signage & Installation		\$20,000					ENHANCEMENT: Improve communication, marketing and service to transit patrons.	Deferred due to lack of State/local matching funds.
03-5	4	Bus (Stop) Shelters & Installation		\$5,000					ENHANCEMENT: Improve service and safety for transit patrons.	Deferred (5 shelters) due to lack of State/local matching funds.
01-4	6	Repair Operator Drive		\$120,000					Maintain facility.	Deferred due to lack of State/local matching funds.
03-3	7	Administrative Roof Tie In		\$30,000					Cover additional previously unforeseen cost of administrative office expansion.	Deferred due to lack of State/local matching funds.
02-2	8	Computers For Training Room		\$2,000					Improve employee training and overall operation efficiency and safety.	Deferred due to lack of State/local matching funds.
03-7	9	Accessories For Training Room		\$6,000					Improve employee training and overall operation efficiency and safety.	Deferred due to lack of State/local matching funds.
03-9	10	Engine (New/Replacement For Fixed-Route Bus)		\$25,000					Extend the useful life of rolling stock.	Deferred due to lack of State/local matching funds.
03-12	13	Public Access Enhancement Improvement	1	\$45,000	\$45,000		\$9,000	\$36,000	ENHANCEMENT: Improve access for persons with disabilities.	Underway. PROJECT ADDED as per 3/27/03 Amendment.
FTA Apportionment Amount for FY 2003 - \$2,216,202										
Rockford Mass Transit District - FY 2004										
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
04-1	1	Preventive Maintenance	1	\$1,445,901	\$1,445,901	\$289,180		\$1,156,721	Extend the useful life of rolling stock.	Programmed
03-4	2	Wall Signage & Installation		\$20,000					ENHANCEMENT: Improve communication, marketing, service to riders.	Deferred
03-5	3	Bus (Stop) Shelters & Installation		\$5,000					ENHANCEMENT: Improve service and safety for transit patrons.	Deferred
01-4	4	Repair Operator Drive		\$120,000					Maintain facility.	Deferred
03-3	5	Administrative Roof Tie In		\$30,000					Cover additional previously unforeseen cost of office expansion.	Deleted
02-2	6	Computers For Training Room		\$2,000					Improve employee training and overall operation efficiency & safety.	Deferred
03-7	7	Accessories For Training Room		\$6,000					Improve employee training and overall operation efficiency & safety.	Deferred
04-22	22									Pending
FTA Apportionment Amount for FY 2004 - \$2,163,283										
Rockford Mass Transit District - FY 2005										
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
05-3	3	Computer System & Accessories For Training Room	1	\$24,000	\$24,000		\$4,800	\$19,200	SECURITY: Improve employee training & overall operational efficiency, security & safety.	Programmed
05-13	13	Security Cameras & Cables	6	\$1,333	\$8,000		\$1,600	\$6,400	SECURITY: Improve safety and security of the facility	Programmed
05-15	15	Upgrades To Ingrained Hoists	1	\$25,000	\$25,000		\$5,000	\$20,000	Improve maintenance efficiency and safety.	Proposed
FTA Apportionment Amount for FY 2005 - \$2,257,000										
Rockford Mass Transit District - FY 2006										
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
06-2	2	Replace/Upgrade Camera System For Drive	1	\$15,000	\$15,000		\$3,000	\$12,000	SECURITY: Improve safety and security of the facility.	Proposed
06-3	3	Preventive Maintenance Costs	1	\$1,375,566	\$1,375,566	\$275,113		\$1,100,453	Extend the useful life of rolling stock.	Proposed
06-4	4	Complementary ADA Costs	1	\$250,000	\$250,000	\$50,000		\$200,000	Eligible charge for service to persons with disabilities	Proposed
06-5	5	Enhance Security Camera System	1	\$10,000	\$10,000		\$2,000	\$8,000	SECURITY: Improve safety and security of the facility.	Programmed

Continued on the following page...

Table 18: Section 5307 Funded Projects, Continued

Rockford Mass Transit District - FY 2006, Continued											
06-7	7	Video Information System For TC	1	\$17,850	\$17,850		See TRC/TDC note	\$17,850		ENHANCEMENT: Improve functionality of the facility.	Programmed (IL-90-X564)
06-9	9	Defibrillators	8	\$1,250	\$10,000			\$2,000	\$8,000	To improve safety.	Programmed
06-10	10	Risk Management Software	1	\$7,500	\$7,500			\$1,500	\$6,000	Maintain safe, reliable, efficient fixed route bus	Programmed
06-11	11	Ergo Seat Cushions	60	\$200	\$12,000			\$2,400	\$9,600	For driver comfort.	Proposed
06-12	12	Safety Equipment (Video Test)	1	\$5,000	\$5,000			\$1,000	\$4,000	To improve safety.	Proposed
FTA Apportionment Amount for FY 2006 - \$2,330,186											
Rockford Mass Transit District - FY 2007											
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status		
07-4	4	Driver Simulator	1	\$400,000	\$400,000	\$80,000		\$320,000		SAFETY: To improve driver performance.	Programmed (STATE-DCIP)
07-5	5	Steam Cleaner	1	\$11,000	\$11,000	\$2,200		\$8,800		To improve the transit facility.	Proposed
07-10	10	Cummins Overhaul Tools	1	\$5,900	\$5,900	\$1,180		\$4,720		For vehicle maintenance.	Programmed (STATE-DCIP)
07-12	12	Misc. Maintenance Equipment	1	\$9,400	\$9,400	\$1,880		\$7,520		For maintenance.	Programmed (STATE-DCIP)
07-16	16	Photo ID	1	\$7,000	\$7,000	\$1,400		\$5,600		SECURITY: To improve the transit facility.	Proposed
07-20	20	Upgrade Drive Accessibility			\$75,000	\$15,000		\$60,000		To improve the transit facility.	Programmed (STATE-DCIP)
07-21	21	Radios			\$6,000	\$1,200		\$4,800		SECURITY: To improve the transit facility.	Proposed
07-22	22	Air Bladder Jacks	2	\$3,750	\$7,500	\$1,500		\$6,000		For vehicle maintenance.	Proposed
FTA Apportionment Amount for FY 2007 - \$2,428,345											
Rockford Mass Transit District - FY 2008											
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status		
07-3	3	East Side Transfer Center	1	\$1,250,000	\$1,250,000	\$250,000		\$1,000,000		To improve transit effectiveness in the MSA.	Proposed
08-3	3	Pa System For The T.C.	1	\$10,000	\$10,000	\$2,000		\$8,000		To improve communications at the facility.	Programmed (STATE-DCIP)
08-11	11	Paratransit Vehicles	8	\$65,000	\$520,000	\$104,000		\$416,000		To improve service	Proposed
08-12	12	Pneumatic Tube System	1	\$50,000	\$50,000	\$10,000		\$40,000		Extend the useful life of rolling stock.	Programmed (STATE-DCIP)
FTA Apportionment Amount for FY 2008 - \$2,619,457											
Rockford Mass Transit District - FY 2009											
FTA Apportionment Amount for FY 2009 - \$2,698,041											
*All projects for FY 2019 have been completed and can be found in Appendix E											
Rockford Mass Transit District - FY 2010											
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status		
10-8	8	ADA Training Equipment -(W/C Training Platform, Large Wheel Chair, And Motorized 3 Wheel Scooter)	1	\$5,000	\$5,000		See TRC/TDC Note	\$5,000		ENHANCEMENT- The Fed\$ amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column.	Programmed (STATE-DCIP)
10-9	9	Bike Racks, Installation And Accessories	2	\$2,500	\$5,000		See TRC/TDC Note	\$5,000		ENHANCEMENT: Improve functionality of the service.	Programmed (STATE-DCIP)
10-10	10	Body Shop Tools			\$34,000		See TRC/TDC Note	\$34,000		For vehicle maintenance.	Proposed
10-13	13	Overhaul Tools		\$6,000	\$6,000		See TRC/TDC Note	\$6,000		For vehicle maintenance.	Programmed (STATE-DCIP)
10-16	16	Pressure Washer	1	\$10,000	\$10,000		See TRC/TDC Note	\$10,000		For facility maintenance	Programmed (STATE-DCIP)
10-18	18	Steam Cleaner	1	\$11,000	\$11,000		See TRC/TDC Note	\$11,000		For facility maintenance	Proposed
10-19	19	Tire Changer	1	\$11,000	\$11,000		See TRC/TDC Note	\$11,000		For vehicle maintenance.	Proposed
10-20	20	Tractor And Attachments	1	\$15,000	\$15,000		See TRC/TDC Note	\$15,000		For facility maintenance	Proposed
10-21	21	Replace DispaTch Control Center	1	\$50,000	\$50,000		See TRC/TDC Note	\$50,000		To improve the transit facility.	Proposed
10-27	27	Admin Equipment/Furniture	1	\$5,000	\$5,000	\$1,000		\$4,000		To improve the transit facility.	Programmed (STATE-DCIP)
10-28	28	Freon Reclaimed/Recycle	1	\$8,500	\$8,500		See TRC/TDC Note	\$8,500		For vehicle maintenance.	Proposed
10-29	29	Accounting Software/Hardware			\$155,000	\$31,000		\$124,000		To increase operation efficiency	Proposed
FTA Apportionment Amount for FY 2010 - \$2,778,982											
Rockford Mass Transit District - FY 2011											
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status		
11-3	3	Belvidere Transfer Center	1	\$5,000,000	\$5,000,000		See TRC/TDC Note	\$5,000,000		To accommodate expanding service in the urbanized area	Proposed

Continued on the following page...

Table 18: Section 5307 Funded Projects, Continued

Rockford Mass Transit District - FY 2011, Continued									
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status
11-4	4	Runcutting Software	1	\$85,000	\$85,000		See TRC/TDC Note	\$85,000	To increase operation efficiency Proposed
11-5	5	Staff Vehicle	1	\$25,000	\$25,000		See TRC/TDC Note	\$25,000	Replacement vehicle Proposed
11-6	6	Bus Vacuum Cleaner	1	\$180,000	\$180,000		See TRC/TDC Note	\$180,000	For vehicle maintenance. Programmed STATE-DCIP
11-7	7	Avl/ Gps For Fixed Route		\$400,000	\$400,000		See TRC/TDC Note	\$400,000	SECURITY - The Fed\$ amount of \$400,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column. Programmed STATE-DCIP
11-10	10	Parking Lot Replacement (Enhancement)	1	\$100,000	\$100,000		See TRC/TDC Note	\$100,000	To improve the transit facility. Programmed (IL-90-X620)
11-14	14	Upgrade Bus Washer	1	\$265,000	\$265,000		See TRC/TDC Note	\$265,000	For vehicle maintenance. Programmed STATE-DCIP
FTA Apportionment Amount for FY 2011 - \$2,809,856									
Rockford Mass Transit District - FY 2012									
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status
12-4	4	Paratransit Bldg Office Upgrade	1	\$1,000,000	\$1,000,000		See TRC/TDC Note	\$1,000,000	To increase operation efficiency Programmed STATE-DCIP
12-5	5	Garage Door Replacement	1	\$27,000	\$27,000		See TRC/TDC Note	\$27,000	To improve the transit facility. Programmed STATE-DCIP
12-6	6	Walkways/Driveway Projects-Transfer Center	1	\$150,000	\$150,000		See TRC/TDC Note	\$150,000	To improve the transit facility. Programmed (IL-90-X620)
12-8	8	Inground Hoist Update	1	\$600,000	\$600,000		See TRC/TDC Note	\$600,000	For vehicle maintenance. Programmed STATE-DCIP
12-10	10	Video Software System	1	\$200,000	\$200,000		See TRC/TDC Note	\$200,000	To increase operation efficiency Programmed STATE-DCIP
FTA Apportionment Amount for FY 2012 - \$2,804,625									
Rockford Mass Transit District - FY 2013									
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status
13-3	3	Downtown TC Expansion And Enhancement	1	\$1,800,000	\$1,800,000		See TRC/TDC Note	\$1,800,000	To increase operation efficiency Programmed STATE-DCIP
13-4	4	Electronic Key Box System	1	\$50,000	\$50,000		See TRC/TDC Note	\$50,000	To improve safety Programmed STATE-DCIP
13-5	5	Parking Lot Security Project	1	\$30,000	\$30,000		See TRC/TDC Note	\$30,000	To improve safety and security. Project to include lighting and cameras. Programmed (IL-90-X722)
13-10	10	Paratransit Md Vehicles	4	\$69,254	\$277,016		See TRC/TDC Note	\$277,016	Maintain safe, reliable, efficient public transit bus service. Proposed
FTA Apportionment Amount for FY 2013 - \$2,915,220									
Rockford Mass Transit District - FY 2014									
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status
14-9	9	Paratransit Md Vehicles	7	\$75,676	\$529,732		See TRC/TDC Note	\$529,732	Maintain safe, reliable, efficient public transit bus service. Proposed
14-10	10	Paratransit Smd Vehicles	2	\$110,688	\$221,376		See TRC/TDC Note	\$221,376	Maintain safe, reliable, efficient public transit bus service. Proposed
FTA Apportionment Amount for FY 2014 - \$3,014,787									
Rockford Mass Transit District - FY 2015									
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status
FTA Apportionment Amount for FY 2015 - \$3,015,566									
Rockford Mass Transit District - FY 2016									
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status
16-2	2	Complementary ADA Cost	1	\$325,000	\$325,000	\$65,000		\$260,000	Eligible charge for service to persons with disabilities Proposed
16-5	5	Shelter Project (Te)	1	\$31,000	\$31,000		See TRC/TDC Note	\$31,000	Transit Enhancement Proposed
16-6	6	Paratransit Md Vehicles	7	\$75,676	\$529,732		See TRC/TDC Note	\$529,732	Maintain safe, reliable, efficient public transit bus service. Proposed
16-7	7	Paratransit Smd Vehicles	5	\$117,429	\$587,145		See TRC/TDC Note	\$587,145	Maintain safe, reliable, efficient public transit bus service. Proposed

Continued on the following page...

Table 18: Section 5307 Funded Projects, Continued

Rockford Mass Transit District - FY 2016, Continued										
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
16-9	8	Furniture/Office Equipment	1	\$40,000	\$40,000	See TRC/TDC Note		\$40,000	Replace Equipment Past Useful Life	Programmed (IL-90-X755)
FTA Apportionment Amount for FY 2016 - \$3,065,203										
Rockford Mass Transit District - FY 2017										
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
17-3	3	Security Vehicle (Repl 0091 Ford Escape)	1	\$31,000	\$31,000	See TRC/TDC Note		\$31,000	To improve safety	Proposed (17)
17-4	4	Shelter Project (Te)	1	\$31,000	\$31,000	See TRC/TDC Note		\$31,000	Transit Enhancement	Proposed (17)
17-5	5	Generator/ITS Equipment	1	\$160,000	\$160,000	See TRC/TDC Note		\$160,000	To maintain essential operational service during power outages	Programmed (IL-90-X755)
FTA Apportionment Amount for FY 2017 - \$3,089,741										
Rockford Mass Transit District - FY 2018										
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
18-3	3	Security Project (Security)	1	\$33,000	\$33,000	See TRC/TDC Note		\$31,000	To improve safety	Proposed
18-4	4	Shelter Project (Te)	1	\$31,000	\$31,000	See TRC/TDC Note		\$31,000	Transit Enhancement	Proposed
18-5	5	Fueling Tank Project	1	\$60,000	\$60,000	See TRC/TDC Note		\$60,000	To maintain essential operational service	Proposed
18-6	6	Fixed Route Buses	13	\$500,000	\$6,500,000	See TRC/TDC Note		\$6,500,000	Maintain safe, reliable, efficient public transit bus service.	Programmed (IL-2018-019)
FTA Apportionment Amount for FY 2018 - \$3,161,185										
Rockford Mass Transit District - FY 2019										
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
19-1	1	Preventative Maintenance Costs	1	\$2,137,008	\$2,137,008	\$427,402		\$1,709,606	Extend the useful life of rolling stock.	Programmed (IL-2018-019)
19-2	2	Complementary ADA Costs	1	\$325,000	\$325,000	\$65,000		\$260,000	Eligible charge for service to persons with disabilities	Programmed (IL-2018-019)
19-3	3	Security Project	1	\$68,000	\$68,000	\$34,000		\$34,000	To improve safety	Programmed (IL-2018-019)
19-4	4	Fixed Route Buses	3	\$500,000	\$1,500,000	See TRC/TDC Note		\$1,500,000	Maintain safe, reliable, efficient public transit bus service. *Will apply to Low/No Emission grant funds to purchase ELECTRIC vehicles	Proposed
FTA Apportionment Amount for FY 2019 - \$3,256,021*										
Rockford Mass Transit District - FY 2020										
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
20-1	1	Preventative Maintenance Costs	1	\$1,662,365	\$1,662,365	\$0	\$332,473	\$1,329,892	Extend the useful life of rolling stock.	Proposed
20-2	2	Complementary ADA Costs	1	\$325,000	\$325,000	\$0	\$65,000	\$260,000	Eligible charge for service to persons with disabilities	Proposed
20-3	3	Security Project	1	\$70,000	\$70,000	\$35,000		\$35,000	Security Service	Proposed
20-4	4	Fixed Route Buses	14	\$500,000	\$7,000,000	See TRC/TDC Note		\$7,000,000	Maintain safe, reliable, efficient fixed route bus service.	Proposed
FTA Apportionment Amount for FY 2020 - \$3,353,701*										
Rockford Mass Transit District - FY 2021										
Project #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
21-1	1	Preventative Maintenance Costs	1	\$1,662,365	\$1,662,365	\$0	\$332,473	\$1,329,892	Extend the useful life of rolling stock.	Proposed
21-2	2	Complementary ADA Costs	1	\$325,000	\$325,000	\$0	\$65,000	\$260,000	Eligible charge for service to persons with disabilities	Proposed
21-3	3	Security Project	1	\$70,000	\$70,000	\$35,000		\$35,000	Security Service	Proposed
FTA Apportionment Amount for FY 2021 - \$3,454,312*										
Rockford Mass Transit District - FY 2022										
FTA Apportionment Amount for FY 2022 - \$3,557,942*										

Table 19: Program of Projects for Section 5307 Funds

Urban Area:	Rockford, Illinois	Apportionment for FY 2019		\$3,256,021
Designated Recipient & Grantee:	Rockford Mass Transit District (RMTD)	Carryover funds		\$0
		Transfer funds		\$0
Priority	Project Description	Local Or State	FTA Funding	Total
1	Preventative Maintenance Costs	\$427,402	\$1,709,606	\$2,137,008
2	Complementary ADA Costs	\$65,000	\$260,000	\$325,000
3	Security Project	\$34,000	\$34,000	\$68,000
4	Fixed Route Buses	See TRC/TDC Note	\$1,500,000	\$1,500,000
Totals		\$492,402	\$3,503,606	\$4,030,008

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

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).

Section 5309/5339 Subsidies to RMTD

Under SAFETEA-LU, Congress annually appropriated Section 5309 funds to help in meeting unique transit capital facilities or equipment needs. Congress and FTA awarded Section 5309 funds on a discretionary basis. During SAFETEA-LU, no apportionment formula was used; Section 5309 funds had to be competitively applied for and were awarded only for well documented needs that could not be met from other sources. For several years, these awards were limited to major capital projects, such as rail expansions or the construction of transit facilities and were difficult to obtain. However, during the last decade, RMTD, in conjunction with efforts initiated by IDOT, was successful in obtaining sizable allocations of these funds for replacement buses. An award of Section 5309 funds was also made to RMTD for the purpose of studying the feasibility of an east-side transfer center.

Under MAP-21, a new formula grant program was established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The funding split is 80 percent Federal and 20 percent local match for capital projects. Section 5339 remains under the FAST Act, with some modifications. Other than formula and distribution changes, the FAST Act created a new “pilot program for cost-effective capital investment” allowing states to pool their bus acquisitions, a new program of competitive grants for low- and no-emission buses, and a new program of competitive bus and bus facility grants that can be made to states or local transit agencies. Ten percent of this last category of new grants must be made for buses and bus facilities in rural areas.

Table 20 lists Special FTA and IDOT funded projects. Most of these are funded with Section 5309/5339 funds. Section 5314 funded projects are also listed here.

Section 5310 Subsidies to RMTD

Under SAFETEA-LU, the Section 5310 funding source occasionally contributed to the overall transit services provided by RMTD. Section 5310 funds are available to public or private not-for-profit agencies serving those persons who, for reasons of age or disability,

cannot be adequately served by regular transit. Although not as assured as Section 5307 funding, over the years, the Region has received numerous awards of Section 5310 funding and IDOT generally attempts to allocate Section 5310 funds to replace vehicles that were originally purchased through the Section 5310 program. Therefore, Section 5310 projects are listed in this TIP. As part of the process to award Section 5310 funding, the MPO will review each applicant’s submittal to determine that the projects applied for are derived from a “locally coordinated human services transportation plan” as stipulated by SAFETEA-LU. While the MPO did not formally score any of the applications for vehicles under the SAFETEA-LU funding, the MPO screened applications for HSTP compliance and transmitted the applications to IDOT. This funding was by no means certain, but there was a reasonable chance that a significant portion of the requests would be granted.

With the passage of MAP-21, and continued by the FAST Act, Section 5310 funds are referred to as the “Enhanced Mobility of Seniors and Individuals with Disabilities Program” and provide formula funding to states and designated recipients of Urbanized Areas with populations of 200,000 or more to improve mobility of seniors and individuals with disabilities. These funds have recently been expanded from capital only to include eligible operating costs. Not less than 55 percent of the funds available for this program must be used for projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient or unavailable, and it is typically carried out by non-profit agencies. Fifty-five percent serves as a minimum, giving recipients the option to use more or all of their Section 5310 funds for these types of projects. Remaining funds may be used for: public transportation projects that improve access to fixed-route service; decrease reliance by individuals with disabilities on complimentary paratransit; or alternatives to public transportation that assist seniors and individuals with disabilities.

These expanded eligibility provisions are a result of consolidation of the Section 5317 New Freedom Program, which was repealed by MAP-21, into the Section 5310 program. (Projects funded by the acquisition of public transportation services remains an eligible capital expense under this section. New Freedom type projects must be derived from a

Table 20: Special FTA & IDOT Funded Projects

Fiscal Year	Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
				Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
2002	02-08	RMTD	East-Side Transfer Center: Feasibility, Reconstruction, Site Acquisition, Site Prep., Possible Construction (Part Or All) And Similar Activities.	1	\$670,000	\$670,000	See TRC/TDC note		-	\$670,000	FTA 5309/5339	Satellite transfer center needed to compliment proposed changes in route structure designed to accommodate changes in the spatial distribution of the general population, transit dependent persons and transit dependent activities.	
2003-2004	03-15	RMTD	Fixed-Route Buses, Fleet Expansion Buses	3		\$1,005,000	\$201,000	IDOT	-	\$804,000	FTA 5309/5339	Expand fleet to accommodate recent service expansions, changes & variable bus size needs.	
				1	\$350,000	\$350,000	See TRC/TDC note		-	\$350,000	FTA 5309/5339	These are Fleet Expansion buses. On May 25, 2006, the FY2006 TIP was amended to allow a portion of IDOT's Toll revenue credits to be used as leverage for federal funds at 100%. The Fed \$ amount of \$350,000 includes both the Federal and State/local totals	
2005	05-08	RMTD	Replacement Fixed-Route Buses	1	\$335,000	\$335,000	See TRC/TDC note		-	\$335,000	FTA 5309/5339	Replace worn out vehicles, maintain safe, reliable service. NOTE: On May 26, 2005, the FY2005 TIP was amended to allow a portion of IDOT's Toll revenue credits to be used as leverage for federal funds at 100%. The Federal amount of \$335,000 includes both the Federal and State/local totals	
2004-2005	04-2	RMTD	Replacement Fixed-Route Buses	15	\$275,000	\$4,125,000	\$825,000	IDOT	-	\$3,300,000	FTA 5309/5339	Maintain safe, efficient service throughout the community.	
2005	05-1	RMTD	Paratransit Vehicle	5	\$60,358	\$301,790	See TRC/TDC note		-	\$301,790	FTA 5309/5339	Replacement Paratransit Vehicles	
2006	06-1	RMTD	PT Buses (Med-Duty) Vehicle	4	\$75,921	\$303,681	\$60,736	IDOT	-	\$242,945	FTA 5309/5339	To increase bus service to NE Winnebago County. Buses used to provide Stateline Mass Transit District (SMTD) Service	
	06-2	RMTD	Alternatives Analysis for NICRI	-	-	\$120,175	\$24,035	IDOT	-	\$96,140	FTA 5309/5339	To start an alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / IDOT #199
	06-3	RMTD	Alternatives Analysis for NICRI	-	-	\$1,250,000	\$250,000	IDOT	-	\$1,000,000	FTA 5309/5339	To start an alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / IDOT #199
	06-4	RMTD	Fixed Route Vehicle	1	\$281,705	\$281,705	See TRC/TDC note		-	\$281,705	FTA 5309/5339	For Expansion Vehicles	
	06-5	RMTD	MD Paratransit Vehicle	1	\$75,000	\$75,000	See TRC/TDC note		-	\$75,000	FTA 5309/5339	For Replacement Vehicle	
2007	07-1	RMTD	Alternatives Analysis for NICTI	-	-	\$125,400	\$25,080	IDOT	-	\$100,320	FTA 5309/5339	To continue the alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / IDOT #199
	07-2	RMTD	Alternatives Analysis for NICTI	-	-	\$1,250,000	\$250,000	IDOT	-	\$1,000,000	FTA 5309/5339	To continue the alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / CAP-12-994
	07-3	RMTD	PT Buses	6	\$65,000	\$390,000	See TRC/TDC note		-	\$390,000	FTA 5309/5339	Paratransit buses to provide safe, reliable service. IDOT's Toll Revenue Credits (TRC/TDC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$250,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column	
2008	08-1	RMTD	Alternatives Analysis for NICTI	-	-	\$135,850	\$27,170	IDOT	-	\$108,680	FTA 5309/5339	To continue the alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / CAP-12-994
	09-1	RMTD	Alternatives Analysis for NICTI	-	-	\$141,075	\$28,215	IDOT	-	\$112,860	FTA 5309/5339	To continue the alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / CAP-12-994
	08-2	RMTD	Fixed Route Bus	1	\$350,000	\$350,000	See TRC/TDC note		-	\$350,000	FTA 5309/5339	Bus to provide safe, reliable service. IDOT's Toll Revenue Credits (TRC/TDC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$350,000 includes both the Federal and State/local total for this item. This amount in shown in the Fed\$	
2009	02-08	RMTD	East-Side Transfer Center: Construction	1	-	\$6,000,000	-	-	-	\$3,693,756	ARRA	Satellite transfer center needed to compliment proposed changes in route structure designed to accommodate changes in the spatial distribution of the general population, transit dependent persons and transit dependent activities.	ARRA Funding (IL-04-0011)
							-	-	-	\$2,306,244	FTA 5309/5339		
	09-11	RMTD	Fixed Route Bus	4	\$375,000	\$1,500,000	See TRC/TDC note		-	\$1,500,000	FTA 5309/5339	Bus to provide safe, reliable service. IDOT's Toll Revenue Credits (TRC/TDC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$1,500,000 includes both the Federal and State/local total for this item. This amount in shown in the Federal\$	2 buses have been programmed in Grant IL-04-0011
	09-12	RMTD	Computer Equipment & Software	1	\$300,000	\$300,000	See TRC/TDC note		-	\$300,000	FTA 5309/5339	To replace worn out equipment. IDOT's Toll Revenue Credits (TRC/TDC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$300,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column	

Continued on the following page...

Table 20: Special FTA & IDOT Funded Projects, Continued

Fiscal Year	Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
				Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
2010	10-28	RMTD	Freon Reclaimer/Recycle	1	\$10,000	\$10,000	-	-	-	\$10,000	ARRA	For vehicle maintenance.	ARRA Funding (rural side) IL-86-X001 / CAP-10-930
	10-30	RMTD	Battery Powered Buses	2	\$1,000,000	\$2,000,000	-	-	-	\$2,000,000	ARRA	For Expansion Vehicles and to maintain safe, efficient service throughout the community	ARRA Funding (TIGER Grant)
	10-31	RMTD	Charging Stations And Equipment For Battery Powered Buses		\$70,000	\$70,000	-	-	-	\$70,000	ARRA	For vehicle maintenance.	ARRA Funding (TIGER Grant)
	10-32	RMTD	Portable Hoist	1	\$40,000	\$40,000	-	-	-	\$40,000	ARRA	For vehicle maintenance.	ARRA Funding (rural side) IL-86-X001 / CAP-10-930
	10-33	RMTD	Diagnostic Software And Interfaces		\$20,000	\$20,000	-	-	-	\$20,000	ARRA	For vehicle maintenance.	ARRA Funding (rural side) IL-86-X001 / CAP-10-930
	02-08	RMTD	Intercity Portion of E. Side Transfer Center Project	1	\$650,000	\$650,000	\$130,000	IDOT	-	\$520,000	FTA 5309/5339	FTA Intercity funds. Intercity vehicles to utilize portion of future E. Side Transfer Center - ticket selling area, passenger waiting, bus berths, etc.	IL-86-X001 / CAP-10-930
2011	11-16	RMTD	Roof For 520 Mulberry	1	\$200,000	\$200,000	\$200,000	IDOT	-	-	-	For facility maintenance	DCEO Grant
	11-17	RMTD	East Side Transfer Center Equipment	-	-	\$80,000	\$80,000	IDOT	-	-	-	For facility operation	ARRA- Requested through the State. IL-86-X001
	11-18	RMTD	East Side Transfer Center-Access Path Garage Equipment	-	-	\$550,000	-	-	-	-	-	For facility operation	Requested Through The State. IL-86-X001
	11-19	RMTD	Paratransit Medium Duty Vehicles	2	\$65,000	\$130,000	See TRC/TDC note	-	-	-	-	To replace worn out equipment. IDOT's Toll Revenue Credits (TRC/TDC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$130,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column	State Of Good Repair. Requested Through The State
	11-20	RMTD	BRT Vehicles	3	\$550,000	\$1,650,000	See TRC/TDC note	-	-	\$1,650,000	FTA 5309/5339	For expansion vehicles to start Bus Rapid Transit Service	
2012	12-13	RMTD & CoR	Rockford Region Multimodal Transportation Center	1	\$3,000,000	\$3,000,000	\$487,000	IDOT (20%)	-	\$1,948,000	FTA 5309/5339	Promote multi-modal connectivity between transit systems in the vicinity of employment centers in the Rockford region and with employment centers in the Chicago metropolitan area	IL-04-0014 / CAP-12-994
	12-14	RMTD	Compressed Natural Gas (CNG) BRT Vehicles	3	\$600,000	\$1,800,000	See TRC/TDC Note	\$565,000	IDOT (100%)	-	-	For expansion vehicles to start Bus Rapid Transit Service	Proposed
2013		RMTD	Map-21 Apportionment Amount	-	-	\$307,753	-	-	-	\$307,753	FTA 5339	MAP-21 Funds to be used for capital program purchases to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities	Programmed - RMAP TIP/ RMTD Project #16-10 (IL-34-0014)
	13-7	RMTD	Facility Improvements	-	-	\$3,775,000	\$3,775,000	IDOT	-	-	IDOT	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	Programmed - STATE DCIP (CAP-14-1029)
	13-8	RMTD	ITS Improvements	-	-	\$720,000	\$720,000	IDOT	-	-	IDOT	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	Programmed - STATE DCIP (CAP-14-1029)
	13-9	RMTD	Equipment Improvements	-	-	\$1,605,000	\$1,605,000	IDOT	-	-	IDOT	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	Programmed - STATE DCIP (CAP-14-1029)
2014		RMTD	Map-21 Apportionment Amount	-	-	\$322,770	-	-	-	\$322,770	FTA 5339	MAP-21 Funds to be used for capital program purchases to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities	Programmed - RMAP TIP/ RMTD Project #16-10 (IL-34-0014)
2015		RMTD	Map-21 Apportionment Amount	-	-	\$323,890	-	-	-	\$323,890	FTA 5339	MAP-21 Funds to be used for capital program purchases to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities.	Programmed - RMAP TIP/ RMTD Project #16-10 (IL-34-0014)
2015-2016	15-7	RMTD	Amtrak Service between Chicago/Rockford	-	-	\$233,000,000	\$233,000,000	IL Jobs Now! & JumpStart	-	-	-	To establish passenger rail service in the form of Amtrak between Chicago and the Rockford region, including Elgin and Belvidere stops on the route.	Proposed
2016		RMTD	FAST Act Apportionment Amount	-	-	\$297,717	-	-	-	\$297,717	FTA 5339	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.	Programmed - RMAP TIP / RMTD Project #17-11 (IL-34-0014)
	16-10	RMTD	Renovate/Rehabilitate Transfer Center	-	-	\$954,413	See TRC/TDC note	-	-	\$954,413	FTA 5339	Aging Facility in need of repair, update and modernization. Utilizes FY 13, FY 14, and FY 15 5339 Funding	Programmed (IL-34-0014)
2017	17-11	RMTD	Renovate/Rehabilitate Transfer Center	-	-	\$297,717	See TRC/TDC note	-	-	\$297,717	FTA 5339	Aging Facility, Equipment and Furniture in need of repair, update. Programmed with 2016 FAST Act 5339 funding.	Programmed (IL-34-0014)
		RMTD	Fast Act Apportionment Amount	-	-	\$302,804	-	-	-	\$302,804	FTA 5339	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.	

Continued on the following page...

Table 20: Special FTA & IDOT Funded Projects, Continued

Fiscal Year	Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status	
				Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source			
2018		RMTD	FAST Act Apportionment Amount	-	-	\$412,806	-	-	-	\$412,806	FTA 5339	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.	Deferred	
	19-5	RMTD	New Discretionary Grant Application	3	\$557,000	\$1,671,000	See TRC/TDC note	-	\$1,671,000	Low/No Emission	Replacement Electric Buses with Technical Support		Proposed	
	19-6	RMTD	New Discretionary Grant Application	2	\$277,500	\$555,000	See TRC/TDC note	-	\$555,000	Low/No Emission	Charging Stations for Electric Buses with associated facilities upgrades		Proposed	
	19-7	RMTD	New Discretionary Grant Application	7	\$900,000	\$6,300,000	See TRC/TDC note	-	\$6,300,000	BUILD Grant	Replacement Electric Buses		Proposed	
	19-8	RMTD	New Discretionary Grant Application	1	\$500,000	\$500,000	See TRC/TDC note	-	\$500,000	BUILD Grant	Charging Stations and Infrastructure for Electric Buses		Proposed	
	19-9	RMTD	New Discretionary Grant Application	1	\$700,000	\$700,000	See TRC/TDC note	-	\$700,000	BUILD Grant	Solar Array for Downtown RMTD Bus Station		Proposed	
2019	19-10	RMTD	New Discretionary Grant Application	1	\$22,385,000	\$22,385,000	-	-	\$4,477,000	\$17,908,000	BUILD Grant	Multi-modal Center at Chicago Rockford International Airport		Proposed
	19-11	RMTD	New Discretionary Grant Application	3	\$347,210	\$1,041,630	See TRC/TDC note	-	\$1,041,630	Bus/Bus Facilities	Electric Paratransit Buses, Diagnostic Tools, Training, Options		Proposed	
	19-12	RMTD	New Discretionary Grant Application	1	\$452,848	\$452,848	See TRC/TDC note	-	\$452,848	Bus/Bus Facilities	Charging stations for electric buses with associated design and build facilities upgrades		Proposed	
	19-13	RMTD	New Discretionary Grant Application	14	\$110,000	\$1,540,000	See TRC/TDC note	-	\$1,540,000	Bus/Bus Facilities	Replacement Paratransit Buses		Proposed	

Human Services Transportation Plan.

The split is 80 percent Federal, 20 percent local for capital projects or 50 percent Federal, 50 percent local for operational projects.

Changes to the Section 5310 program also refocused the local process of application for 5310 dollars. In response to the ineligibility of areas receiving directly allocated funds to apply for statewide Section 5310 dollars, the MPO Mobility Subcommittee requested an assessment of the needs of agencies to meet the criteria of the Section 5310 program. This culminated in a survey of needs showing that, consistent with previous practices, funding for capital acquisition of rolling stock to meet paratransit demand was the most critical and best use of Section 5310 funds. The Mobility Subcommittee then discussed the needs surveyed to create a program of projects for Section 5310 funding moving forward, and better plan for the future with respect to the projected funding that the region will receive. This program of projects is scheduled to be updated on a yearly basis. This process takes place prior to the yearly review of Section 5310 funding applications, ensuring that the needs taken into account by the program of projects reflect the most accurate needs of the region. Projects identified in the program of projects for Section 5310 needs are given priority consideration when the MPO Alternative Transportation Committee, which has since replaced the Mobility Subcommittee but maintains the original subcommittee’s function, is evaluating requests for Section 5310 funding.

Applications for funding utilize the IDOT Consolidated Vehicle Procurement Program application. This is done for multiple reasons. In the event that statewide applications for Section 5310 dollars are determined to be permitted for regions receiving direct allocations, the MPO Alternative Transportation Committee feels it is advantageous to have applications in the proper format ready to be processed. If such a determination were made, the MPO Alternative Transportation Committee and its participants would be able to be among the most prepared to submit quick and accurate proposals for that funding, giving the Rockford Region the best chance possible to update and expand services for seniors and individuals with disabilities.

Additionally, RMTD and IDOT are the co-designated recipients for Section 5310 funding allocated to the Rockford Urbanized Area. This permits RMTD to purchase and handle oversight of their own vehicles without requiring their oversight of the other agencies with Section 5310 needs. IDOT has agreed to purchase and oversee Section 5310 vehicles for the other agencies with Section 5310 needs in the Rockford Region, and using IDOT’s Consolidated Vehicle Procurement application as the regional template satisfies IDOT’s needs without placing the burden of multiple applications on local agencies.

Table 21 lists Section 5310-funded and Section 5311-funded projects. Table # is the most recent program of projects for Section 5310 funds. Table 22 lists “Operating Assistance to Public Transit Providers”. Table 23 lists the requested capital improvement projects of other area social service agencies in need of paratransit vehicles. Further discussion of this is provided below.

State Funding for RMTD

The Illinois Department of Transportation (IDOT) provides considerable funding for local transit. In past years, IDOT has funded 40-50 percent of most transit operating expenses through its Downstate Operating Assistance Program (DOAP). Recently, responding to cuts in Section 5307 operating assistance, IDOT has increased the level of DOAP funding to 65 percent. IDOT also provides most of the local match (20-25 percent) required for Federally assisted capital projects, including the local match for bus replacements. IDOT also provides matching funds for many of the small equipment needs of public transit agencies throughout Illinois. However, in recent years, a statewide budgetary crisis has limited the amount of General Revenue Funds (GRF) available for these needs.

Hence, several projects that RMTD has requested funding for, projects for which Section 5307 funding is available, have had to be deferred for lack of local match. For the purpose of keeping the community and public officials aware of these unmet transit needs, many of these deferred projects have been placed in TIP “out” years. Fortunately, these projects are not immediately critical to the operation of RMTD; meaning transit

service can continue without them. However, the failure to implement these projects puts strain on RMTD's overall operations. The lack of updated equipment can increase operating costs and decrease the attractiveness of public transit.

Local Funding for RMTD

RMTD also receives local subsidies or contractual payments, primarily for operating expenses, but sometimes for limited capital needs. The Cities of Rockford, Loves Park and Belvidere, as well as the Village of Machesney Park provide these monies, to varying

degrees, and have done so over the last decade. Local funding levels have no set formula or share proportion but have been appropriated based on need and in the interest of maintaining existing or reasonable service levels.

The local contributions also play an important role in balancing the monthly or quarterly cash flow needs of RMTD. Delays in State or Federal appropriations, grant approvals, or fund transfers frequently create temporary cash flow situations for RMTD. In addition to providing RMTD with a sizable overall subsidy, the City of Rockford provides this subsidy in varying monthly payments that are larger in the early parts of the fiscal year,

Table 21: Section 5310 & Section 5311 Funds

FY 2003												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
03R1	RMTD	PT Bus (Med Duty)	7	\$65,000	\$455,000	\$91,000			\$364,000	5310	Per 3/27/03 TIP Amendment, veh request added; replacements to maintain safe, reliable service. Not completed; reauthorized for FY 2004.	Proposed
FY 2004												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
ALL UNCOMPLETED PROJECTS ABOVE ARE REAUTHORIZED FOR FY 2004 PLUS THE FOLLOWING PROJECTS												
Projects in FY 2004 have all been awarded.												
03BO	Barbara Olson Center of Hope	PT Bus (Super Med Duty)	1	\$98,000	\$98,000	\$19,600			\$78,400	5310	Service / demand expansion -- 1 vehicle awarded in 2003; 2nd vehicle reauthorized for FY 2004.	Proposed
04R1	RMTD	PT Bus (Super Duty)	2	\$98,000	\$196,000	\$39,200			\$156,800	5310	Replace worn out vehicles, maintain safe, reliable service. Upgrade vehicles to larger size to accommodate changing needs.	Proposed
04R2		PT Bus (Med Duty)	4	\$65,000	\$260,000	\$52,000			\$208,000	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
FY 2005												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
05BC	BCCA	Rural Service Operating Costs			\$165,000			\$88,000	\$77,000	5311	Continue service to rural parts of Boone County.	Proposed
02BCb		Computer replacement	1	\$2,000	\$2,000	\$400		\$1,600	5310/11	Replace worn out, obsolete equipment.	Proposed	
05BCc		PT Bus (Med Duty)	2	\$65,000	\$130,000	\$26,000		\$104,000	5310/11	Continue service to urban parts of Boone County.	Proposed	
05BO	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	\$65,000	\$65,000	\$13,000			\$52,000	5310	Accommodate expanding service needs.	Proposed
05L	Lifescape	PT Bus (Med Duty)	1	\$65,000	\$65,000	\$13,000			\$52,000	5310	Accommodate expanding service needs.	Proposed
FY 2006												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
ALL UNCOMPLETED PROJECTS ABOVE ARE REAUTHORIZED FOR FY 2006 PLUS THE FOLLOWING PROJECTS												
06BO	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	\$67,000	\$67,000	\$13,400			\$53,600	5310	Accommodate expanding service needs.	Proposed
FY 2007												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
07BC	BCCA	Rural Service Operating Costs			\$175,000			\$93,630	\$81,370	5311	Continue service to rural parts of Boone County.	Proposed
07BCb		PT Bus (Med Duty)	2	\$69,000	\$138,000	\$27,600		\$110,400	5310/11	Continue service to urban parts of Boone County.		
07L	Lifescape	PT Bus (Med Duty)	1	\$69,000	\$69,000	\$13,800			\$55,200	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
07BO	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	\$69,000	\$69,000	\$13,800			\$55,200	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed

Continued on the following page...

Table 21: Section 5310 & Section 5311 Funds

FY 2008												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
08R1	RMTD	PT Bus (Med Duty)	4	\$69,000	\$276,000	\$55,200			\$220,800	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	BCCA	Rural Service Operating Costs			\$180,000					5311	Continue service to rural parts of Boone County.	Proposed
FY 2009												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
09BC	BCCA	Rural Service Operating Costs			\$185,400			\$96,430	\$83,800		Continue service to rural parts of Boone County.	Proposed
FY 2010												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
10BC	BCCA	Rural Service Operating Costs			\$199,300			\$111,530	\$87,770	5311	Continue service to rural parts of Boone County.	Proposed
FY 2011												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
11Ra					\$0	\$0			\$0	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
11BC	BCCA	Rural Service Operating Costs			\$205,279			\$114,876	\$90,403	5311	Continue service to rural parts of Boone County.	Proposed
11BCa		PT Bus (Med Duty)	1	\$73,200	\$73,200	\$14,640		\$58,560	5310/11	Continue service to urban parts of Boone County.		
11L	Lifescape	PT Bus (Med Duty)	1	\$73,200	\$73,200	\$14,640		\$58,560	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed	
FY 2012												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
12Ra	RMTD	PT Bus (Super Med Duty)			\$0	\$0			\$0	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
12BC	BCCA	Rural Service Operating Costs			\$211,437			\$118,322	\$93,115	5311	Continue service to rural parts of Boone County.	Proposed
12BCa		PT Bus (Med Duty)	1	\$75,200	\$75,200	\$15,040		\$60,160	5310/11	Continue service to urban parts of Boone County.		
12BO	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	\$75,200	\$75,200	\$15,040		\$60,160	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed	
*Project previously mislabeled as 13RRTC												
FY 2013												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
13R	RMTD	PT Bus (Med Duty)	4	\$63,000	\$252,000	\$50,400			\$201,600	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
13BC	BCCA	Rural Service Operating Costs			\$217,780			\$121,872	\$95,909	5311	Continue service to rural parts of Boone County.	Proposed
13BCa		PT Bus (Med Duty)	1	\$63,000	\$63,000	\$12,600		\$50,400	5310/11	Continue service to urban parts of Boone County. IDOT Calendar Year 2013 Application		
13RRTC	Rock River Training Corporation	PT Bus (Light Duty)	1	\$57,000	\$57,000	\$11,400		\$45,600	5310	Vehicle to improve transportation options for job seekers/workers.	Proposed	
		PT Bus (Med Duty)	1	\$63,000	\$63,000	\$12,600		\$50,400	5310	Vehicle to improve transportation options for job seekers/workers.		
		PT Bus (Super Med Duty)	1	\$100,000	\$100,000	\$20,000		\$80,000	5310	Vehicle to improve transportation options for seniors. IDOT Calendar Year 2013 Application	Proposed	
FY 2013 Regionally Allocated Apportionment		Rockford Region Apportionment Amount			\$268,419					5310	Funding apportioned to Region from MAP-21 authorization. See RMTD project 15Rb in FY 2015	Proposed
FY 2014												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
14BC	BCCA	Rural Service Operating Costs			\$224,314			\$125,528	\$98,786	5311	Continue service to rural parts of Boone County.	Proposed
14BCa		PT Bus (Med Duty)	1	\$75,676	\$75,676	\$15,135		\$60,541	5310/11	Continue service to urban parts of Boone County.		

Continued on the following page...

Table 21: Section 5310 & Section 5311 Funds

FY 2014, Continued												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
14L	Lifescape	PT Bus (Med Duty)	1	\$75,676	\$75,676	\$15,135			\$60,541	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
14BO	Barbara Olson Center of Hope	PT Bus (Super Med Duty)	1	\$100,000	\$100,000	\$20,000			\$80,000	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2014 Application	Proposed
14RRTC	Rock River Training Corporation	PT Bus (Light Duty)	1	\$57,000	\$57,000	\$11,400			\$45,600	5310	Vehicle to improve transportation options for job seekers/workers.	Proposed
		PT Bus (Med Duty)	1	\$63,000	\$63,000	\$12,600			\$50,400	5310	Vehicle to improve transportation options for job seekers/workers.	
FY 2014 Regionally Allocated Apportionment		Rockford Region Apportionment Amount			\$263,462					5310	Funding apportioned to Region from MAP-21 authorization. See RMTD project 16Rb, 16Rc & Boone County project 16BCo in FY 2016	Awarded
FY 2015												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
15R	RMTD	PT Bus (Med Duty)	1	\$64,890	\$64,890	\$12,978			\$51,912	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
15Ra		PT Bus (Super Med Duty)								5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
15BC	BCCA	Rural Service Operating Costs			\$231,043			\$129,294	\$101,749	5311	Continue service to rural parts of Boone County.	Proposed
15BCa		PT Bus (Med Duty)	1	\$64,890	\$64,890	\$12,978			\$51,912	5310/11	Continue service to urban parts of Boone County.	
15L	Lifescape	PT Bus (Med Duty)	1	\$64,890	\$64,890	\$12,978			\$51,912	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
15BO	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	\$64,890	\$64,890	\$12,978			\$51,912	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
15RRTC	Rock River Training Corporation	PT Bus (Light Duty)	1	\$57,000	\$57,000	\$11,400			\$45,600	5310	Vehicle to improve transportation options for job seekers/workers.	Proposed
		PT Bus (Med Duty)	1	\$64,890	\$64,890	\$12,978			\$51,912	5310	Vehicle to improve transportation options for job seekers/workers.	
15WW	Wesley Willows	PT Bus (Med Duty)	1	\$64,890	\$64,890	\$12,978			\$51,912	5310	Vehicle to improve transportation options for seniors.	Proposed
		PT Bus (Super Med Duty)	1	\$103,000	\$103,000	\$20,600			\$82,400	5310	Vehicle to improve transportation options for seniors.	
FY 2015 Regionally Allocated Apportionment		Rockford Region Apportionment Amount			\$262,995					5310	Funding apportioned to Region from MAP-21 authorization. See RMTD projects 16-RMTD-C, 16-RMTD-D & Boone County projects 16-BC-C, 16-BC-D in FY 2016.	Programmed
FY 2016												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
All projects for FY 16 have been awarded.												
FY 2016 Regionally Allocated Apportionment		Rockford Region Apportionment Amount			\$267,486					5310	Funding apportioned to Region from FAST Act authorization. See RMTD projects 17-RMTD-A, 17-RMTD-B & Barbara Olson projects 17-BOCH-A, in FY 2017.	Programmed
FY 2017												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
17-BC-B	BCCA	Rural Service Operating Costs			\$292,843	\$161,000	DOAP	\$41,437	\$90,406	5311	Continue service to rural parts of Boone County.	Proposed
FY 2017 Regionally Allocated Apportionment		Rockford Region Apportionment Amount			\$273,023					5310	Funding apportioned to Region from FAST Act authorization.	Pending
FY 2018												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
18-BC-A	BCCA	Rural Service Operating Costs			\$308,943	\$177,100	DOAP	\$41,437	\$90,406	5311	Continue service to rural parts of Boone County.	Proposed

Continued on the following page...

Table 21: Section 5310 & Section 5311 Funds

FY 2018, Continued												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
18-RMTD-A	RMTD	Medium Duty Diesel Paratransit Bus	1	\$95,000	\$95,000	See TDC Note			\$95,000	5310	Replace worn out vehicle, maintain safe, reliable service. Program of Projects Priority for FY 2017 5310 Funding. Vehicles to be purchased by RMTD.	Proposed
18-RMTD-B	RMTD	Security Systems for Paratransit Vehicles	1	\$7,243	\$7,243	See TDC Note			\$7,243	5310	Upgrade vehicles with ancillary electronic equipment for RMTD Paratransit vehicles. Program of Projects Priority for FY 2017 5310 Funding. Equipment to be purchased by RMTD. Cost is estimated based on previous year's recommendation.	Proposed
18-BC-B	Boone County	Medium Duty Paratransit Bus	1	\$63,000	\$63,000	See TDC Note			\$63,000	5310	Replace worn out vehicle, maintain safe, reliable service. Program of Projects Priority for FY 2017 5310 Funding. Vehicles to be purchased by IDOT.	Proposed
18-LS-A	Lifescape	Super Medium Duty Paratransit Bus	1	\$100,000	\$100,000	See TDC Note			\$100,000	5310	Replace worn out vehicle, maintain safe, reliable service. Program of Projects Priority for FY 2017 5310 Funding. Vehicles to be purchased by IDOT.	Proposed
FY 2018 Regionally Allocated Apportionment		Rockford Region Apportionment Amount			\$276,769					5310	Funding apportioned to Region from FAST Act authorization.	Pending
FY 2019												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
19-BC-A	BCCA	Rural Service Operating Costs			\$326,653	\$194,810	DOAP	\$41,437	\$90,406	5311	Continue service to rural parts of Boone County.	Proposed
FY 2020												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
20-BC-A	BCCA	Rural Service Operating Costs			\$346,134	\$214,291	DOAP	\$41,437	\$90,406	5311	Continue service to rural parts of Boone County.	Proposed
FY 2021												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
21-BC-A	BCCA	Rural Service Operating Costs			\$367,563	\$235,720	DOAP	\$41,437	\$90,406	5311	Continue service to rural parts of Boone County.	Proposed
FY 2022												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
22-BC-A	BCCA	Rural Service Operating Costs			\$391,135	\$259,292	DOAP	\$41,437	\$90,406	5311	Continue service to rural parts of Boone County.	Proposed

*previously listed as 16Rb

*previously listed as 16Rc

Table 22: Operating Assistance to Public Transit Providers – Past & Forecasted

RMTD							Justification / Evaluation / Notes
Fiscal Year	Total Operating and Maintenance	Operating Revenues	Subsidies				
			State	Local	Federal		
FY 10	\$12,659,428	\$1,506,278	\$8,004,894	\$2,895,148	\$1,135,977	[1] Local funds are provided by Rockford, Loves Park, Machesney Park, Belvidere, Boone County, and SMTD. [2] Paratransit service costs are included. [3] Boone County rural transit operating assistance is shown in the 5310/5311 Table. The rural service will continue be funded with local, FTA 5310, and FTA 5311 funds.	
FY 11	\$13,097,084	\$1,579,823	\$8,312,403	\$2,982,002	\$1,092,176		
FY 12	\$13,767,630	\$1,724,730	\$8,684,635	\$3,071,463	\$1,622,415		
FY 13	\$14,691,269	\$1,713,788	\$9,238,855	\$3,225,036	\$1,509,497		
FY 14	\$15,071,900	\$1,839,444	\$9,781,205	\$2,244,573	\$1,739,923		
FY 15	\$14,940,443	\$1,727,860	\$9,885,159	\$2,372,133	\$1,630,612		
FY 16	\$16,225,280	\$1,810,121	\$10,066,821	\$2,649,476	\$1,624,981		
FY 17	\$15,354,015	\$1,626,332	\$9,674,374	\$2,766,787	\$1,587,153		
FY 18*	\$16,485,367	\$1,736,100	\$10,188,326	\$2,878,363	\$1,570,142		
FY 19*	\$17,962,118	\$1,884,460	\$11,082,668	\$3,014,384	\$1,969,606		
FY 20**	\$18,500,982	\$1,940,994	\$11,415,148	\$3,104,816	\$2,028,694	**Budgeted Totals **Forecasted Total (AGR 3%)	
FY 21**	\$19,056,011	\$1,999,224	\$11,757,602	\$3,197,960	\$2,089,555		
FY 22**	\$19,627,691	\$2,059,200	\$12,110,331	\$3,293,899	\$2,152,242		

at times when State and Federal payments are low or non-existent, and also allows RMTD to accumulate unused portions in a special “deferred revenue” account that can be drawn upon during those times when the State and Federal sources are non-existent or insufficient to balance short term funding needs.

Unfortunately, as with State funding, budgetary concerns are also putting a damper on local transit. Due to lack of available local matching dollars, State funding that could otherwise be used to improve transit in the region remains untouched by RMTD. Thus far, RMTD has not had to implement a reduction of transit services but should budgetary constraints continue for a protracted period, there could be adverse repercussions.

Capital Projects

Tables 18 through 21 list the capital projects for RMTD and Boone County/BCCA and give a complete funding allocation plan for the Federal, State and local subsidies proposed for funding the listed projects. The status of previously approved projects is also shown. For more detail on projects funded by a particular funding source, refer to the above sections.

Projects that will enhance Americans with Disabilities Act (ADA) compliance are noted. The priorities for funding assignment were proposed by RMTD and publicly reviewed by the MPO Technical Committee in the open forum of their meetings.

For the most part, the projects listed in this TIP consist only of projects necessary to continue and maintain current service levels in a cost effective and efficient manner. The projects do not facilitate service expansions.

Public Transit in Boone County

Established as a not-for-profit corporation in 1973, the Boone County Council on Aging (BCCA) has an operational fleet of eight mini-buses and one car for the purpose of providing demand-response, door-to-door service to anyone residing in Boone County. All BCCA buses are wheelchair lift-equipped. Trips frequently extend outside of Boone County for the purpose of providing Boone County residents access to medical services in adjacent counties.

Funding for public transit services provided by BCCA is derived from a variety of Federal, State, and local sources. These buses have been funded through the Federal Transit Authority (FTA) Section 5310 and Section 5311 Programs and Section 5311 also provides operating assistance. While Section 5310 funding is a special category of Federal funding for transportation needs that cannot be met by regular transit in urban areas; Section 5311 funding is a special category of funding designated to assist in meeting rural transportation needs. Participation in the Section 5311 program requires a local sponsor. Boone County is the local sponsor for the Section 5311 program. Boone County, the City of Belvidere, Belvidere Township, United Way of Boone County, the Illinois Department of Transportation and the Illinois Department of Public Aid provide local funding assistance

to BCCA. There is no sponsor for Section 5311 in Winnebago County.

BCCA provides transportation service between the hours of 8:00 AM to 4:00 PM, Monday through Friday. Requests must be made 24 hours in advance. The service is open to the general public but priority is given to older persons and persons with disabilities. Fares are nominal: \$2.00 per one-way trip for adults under 60 years of age residing within Boone County; \$1.00 for children under 12 years, and no fare for persons 60 years and older, but donations are accepted. Services to adjoining counties are provided for medical reasons and require one-week advance notice. BCCA also provides medical car service into adjoining counties; one week advance notice is required.

In October of 2011, the Rockford Mass Transit District (RMTD) began fixed route service into Boone County, providing 10 daily trips from the RMTD East Side Transfer Center through the State Street Corridor into Belvidere and back. The service was funded partially by JARC funds, which the project is no longer able to utilize (Table 29 for Section 5307 information and see Table 30 for historical JARC information). Due to funding shortfalls, on July 18th, 2016 RMTD contracted the route to stop near Belvidere City Hall and reduced the number of trips per day to four from 10. Those needing transportation service to get to a final destination in Belvidere or Boone County can schedule a ride with demand-response service provided by BCCA. RMTD, BCCA, and communities in Boone County recognize the value of the route to residents, and are continuing to work towards finding funding for the route, in order to effectively and efficiently provide public transportation options within the City of Belvidere and Boone County.

BCCA Financial Assistance

Funding the needs of BCCA is complicated by the fact that a large part of the BCCA service area is now classified as “urbanized” in accordance with data from the Year 2000 and Year 2010 Census. Only the remaining “rural” parts of Boone County remain eligible for Section 5311 assistance. In the early months of 2004, consideration was given to qualifying the BCCA for Section 5307 funds. These funds can be used to support the service BCCA provides in the “urbanized” parts of Boone County. However, to qualify, BCCA would have to become a “designated recipient” as per official action by the MPO and IDOT. Consideration was also given to qualifying the BCCA services in the urbanized parts for the State of Illinois Downstate Operating Assistance Program (DOAP funds). To qualify for DOAP funds, BCCA (or Boone County) will either have to become a designated local transit agency (action needed by the Illinois General Assembly) or become part of, and contract for services with, an already qualified local transit



Boone County Council on Aging - Keen Age Center

agency (i.e., the Rockford Mass Transit District). Accordingly, Boone County, RMTD, City of Belvidere, and the MPO entered into a temporary one-year agreement. This initial temporary agreement, which expired on July 1, 2005, essentially provided the framework to allow BCCA to continue to provide local transit service into the newly created “urbanized” sections of Boone County and the City of Belvidere for RTMD and the MPO. To ensure that the specific financial and service operations would be provided to the newly created “urbanized” areas in Boone County and the City of Belvidere, a separate “Intergovernmental Agreement” to provide local transit service was agreed upon by RMTD and Boone County / BCCA. Copies of these agreements are on file with RMTD and the MPO. These two agreements provided for the following:

- The urbanized parts of Boone County will be annexed into the RMTD service boundaries.
- RMTD will incorporate the Boone County service needs (urbanized area parts) into the RMTD service program/budget. This will qualify those service costs for assistance from Downstate Operating Assistance Program (DOAP) funds.
- RMTD will subcontract with BCCA to actually provide the service. This will eliminate the need for RMTD to acquire additional equipment and staff; will allow the continued use of BCCA equipment; and avoid the complication of laying off BCCA drivers and staff, and thereby, keep the options open for Boone County to continue to study and review its local transit system options.

Since this one-year temporary agreement expired on July 1st, 2005, the MPO, the State of Illinois, the Federal Transit Administration, RMTD, BCCA, Boone County, and the City of Belvidere worked on a more interim arrangement to continue to provide for local transit service into the “urbanized” parts of Boone County and the City of Belvidere. On May 26th, 2005, Boone County, the City of Belvidere, RMTD, and the MPO developed and entered into an agreement to essentially continue the main principles agreed upon in the temporary agreement. That interim agreement, which expired on June 30th, 2009, allowed BCCA to continue to provide a one-agency public transit service throughout both the rural area and urban sections of Boone County and the City of Belvidere, while at the same time allowing RMTD to meet Federal requirements by providing local public transit service in the Urban Planning area.

Part of the overall process involved in the provision of service includes RMTD advertising a bid to provide service to the urbanized portion of Boone County. Upon the review of submittals, BCCA has been awarded the bid to provide service and an operations agreement was drafted between RMTD and Boone County. The current agreement between RMTD and Boone County, which was in effect from July 1st, 2014 - June 30th, 2017, is operating under the two-year optional extension. As part of the current Intergovernmental agreement, the following apply (this list is not comprehensive, for further details please refer to the full Intergovernmental Agreement):

- The County (County of Boone) desires to procure Demand Response mass transportation services from RMTD on the terms and conditions stated herein (referring to the Intergovernmental Agreement)
- RMTD desires to provide Demand Response services directly or through subcontracts with other service providers to County on the terms and conditions stated herein (referring to the Intergovernmental Agreement)
- During the terms of this Agreement, RMTD directly or through a third party agreement shall provide general public demand response services to eligible individuals on those dates designated by the County
- The term of this agreement shall be from July 1st, 2014 through June 30th, 2017 (with optional 2-year extension)
- The County (County of Boone) agrees to furnish the necessary rolling stock capital to provide all required service under this agreement.

RMTD, the MPO, Boone County and BCCA entered into a Cooperative Agreement for Transportation Planning (dated May 28th, 2009) which outlined the planning responsibilities of each respective organization. The objectives of the Memorandum of Understanding for Cooperative Transportation Planning are to:

- Formalize the current cooperative efforts between the MPO, RMTD, and BCCA for the production and execution of the Unified (Planning) Work Program (UWP), the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the ongoing transportation planning process in general.
- Comply with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Clean Air Act Amendment of 1990 (CAAA), all legally enacted successors of these regulations and all other applicable laws and regulations.

The tables in this TIP, therefore, reflect funding arrangements where the operating costs of services in Boone County will be funded by a combination of funding sources including: Section 5311 for the rural areas, Illinois DOAP for the urban areas, and local funds provided by Boone County and other local contributors for both urban and rural areas in the County.

With regard to assistance for capital equipment, BCCA makes applications for several pieces of new or replacement equipment via the IDOT administered Downstate Non-Metro Area Capital Assistance Program. This Program is funded with a combination of Section 5310 funds, Section 5311 funds, and State funds. (Note: Boone County, Illinois, is the actual grantee for all grants and takes ownership of all equipment – BCCA is the service provider on behalf of Boone County.)

Public Transit in Winnebago County

The Rockford Mass Transit District (RMTD) has provided Federally subsidized, coordinated, fixed-route transit services in the Winnebago County part of the Rockford Metropolitan Area and has expanded fixed route service into Boone County. Geographically, RMTD provides service throughout the incorporated areas of Rockford, Loves Park, Machesney Park, Cherry Valley (Cherry Vale Mall) and Belvidere. RMTD provides fixed-route and demand-response services in this area.

In its main service area, RMTD operates buses on 19 routes on normal weekdays and slightly less during the evening hours and on Saturdays. Buses operate on half hour to hour headways with services running from 5:15 AM until 11:15 PM, with six late night shuttles running between 11:15 PM and 11:45 PM on weekdays.

Saturday service runs from 6:00 AM until 5:45 PM, with some routes running slightly later. Sunday hours, during which fewer routes are in operation, run on 60 minute intervals from 9:15 AM until 5:15 PM, with the exception of the East State Street route which begins operation an hour earlier.

RMTD also operates evening bus service throughout the Rockford portion of the urban area on weekdays. Evening service continues to be evaluated in the Loves Park and Machesney Park for possible service. The evening schedule runs between 6:15 p.m. and 11:15 p.m. and is an abbreviated version of the routes and schedules offered during daytime hours. Most routes operated during the day are also operated in the evening, but with hour instead of half-hour headways and with routings that are shorter and less complicated. To note, RMTD also provides bus service to Cherry Vale Mall, Machesney Park Burden Loop, and the City of Belvidere. These service initiatives were provided as a result of JARC program funding.

RMTD currently maintains a fleet of 41 full-sized buses. At peak hours, averages of 29 buses are in service. RMTD also operates a “trolley bus” for special functions. All RMTD buses are accessible to persons with disabilities. All future bus purchases will continue to be wheelchair lift-equipped or fully accessible. To further fulfill requirements of the ADA, RMTD provides demand-response, origin-destination, curb-to-curb paratransit service for qualified individuals who are unable to board or access the fixed route buses. RMTD operates a fleet of 33 lift-equipped paratransit vehicles throughout the urban area.

Special RMTD Improvements and Efforts

RMTD is engaged in or planning a number of activities aimed at improving transit service throughout the Rockford Metropolitan Area. These include:

- During FY 2003, RMTD employed a consultant for the purpose of comprehensively evaluating its existing route and schedule structure. Significant changes were proposed to the route structure and these changes were refined and implemented in March 2004. RMTD made some minor route adjustments in March 2005 after evaluating their initial

route changes made in March 2004. In FY2012-2013, RMTD executed a comprehensive transit analysis which examined the current RMTD route/schedule structure as well as determine connectivity with the new RMTD East Side Transfer Center. Award of the consultant assisted project occurred in May 2011 and all activity regarding this study was completed in FY 2014. Route adjustments took effect as of December 9th, 2013 and RMTD continues to monitor route performance. RMTD will continue to monitor their routes for possible changes in response to public comments and needs.

- In FY 2004, RMTD initiated a study of the feasibility that also established a secondary bus transfer center somewhere on Rockford’s east side. In FY 2008, RMTD was able to secure and purchase a site on Lyford Road near East State Street. Although the majority of RMTD’s patrons and/or transit dependent persons continue to reside in west and central Rockford, significant numbers of retail and commercial facilities are located on Rockford’s east side. The shift of employment and commerce to the east side of the urban area has been occurring for the last two decades. Presently, this shift appears to have reached the threshold level where restructuring at least some of the routes and schedules around an east-side transfer point should be better for the majority of transit dependent persons. As part of this effort, RMTD has determined the need and feasibility of expanding fixed route transit services eastward to Belvidere and the possibility of providing more convenient links and transfer opportunities with the privately operated intercity bus companies that make stops on Rockford’s east side. This work was funded via a Section 5309 grant awarded to RMTD for this purpose as part of the FY 2002 Federal apportionments. It should be noted that ARRA funding was used for the creation of this center and that RMTD began the architectural design/potential construction phase in FY 2010. Construction initiated in



RMTD's Downtown Transfer Center (Prior to the renovation and expansion project in 2018)

FY 2011 and the RMTD East Side Transfer Center began operations on May 22nd, 2012.

- Via “Federal Access to Jobs” awards, RMTD implemented limited Sunday service. This service will be continued as long as funding can be maintained.
- RMTD expanded its administrative offices in downtown Rockford. Since RMTD incorporated paratransit service as an in-house activity, their administrative offices have been cramped for space. The project was being funded with Section 5307 funds. The work was completed in May 2005.
- RMTD has constructed a new building to house their paratransit fleet and other equipment. The new structure is located near the existing downtown facility and was funded with Section 5307 funds. RMTD submitted an official site plan for this facility to the City of Rockford. In June 2007, the permit was approved. Construction of the new paratransit center was completed in March 2008.
- RMTD was designated by IDOT as the regional maintenance center for publicly funded paratransit vehicles operating throughout the north central Illinois area. This activity will continue in FY 2018.
- RMTD was awarded construction for the RMTD Downtown Transfer Center Renovation and Expansion project. This project, when complete, will include an improved exterior appearance (such as updated sidewalks and shrubbery), updated bus passenger circulation and waiting area spaces, new layout, better climate control, and safety improvements. Demolition is complete and a temporary transfer center is currently being utilized during construction. Phase 2 Engineering is underway, which will include a new drive-in berth, is anticipated to go out to bid in Fall 2018.

Section 5310

Over the years, a number of unique public transportation needs have been identified that cannot be accommodated by the area’s primary public transit providers. Most frequently, these needs exist in conjunction with special social or health service providers. In fact, many such needs exist throughout the community but most are confronted and provided through private funding sources, public sources not tracked in the TIP, or some combination thereof. One funding source chronicled in the TIP that is available for such needs, particularly that of private not-for-profit agencies, is the Section 5310 program. With regards to implementation of these dollars under the FAST Act legislation, previous applicants to this funding source will be acknowledged for potential consideration of funding.

Area agencies considered eligible in the past for Section 5310 assistance include the following:

Lifescape Community Services, Inc.

Lifescape is a private not-for-profit agency that has provided adult daycare services in the Rockford area for over 27 years. Lifescape serves nearly 200 elderly and/or disabled adults and is experiencing a steady increase in demand for its services. Recently, Lifescape has extended services into the Belvidere area. Over 34 percent of Lifescape’s clientele is composed of racial or ethnic minorities (as compared to the total area population which is only 18 percent minority in composition). At present, Lifescape uses seven 14-passenger mini-buses and one van to provide transportation to approximately 50 of its clients throughout the month with an average of 120 miles driven daily. Seven out of eight of these vehicles were funded through the Section 5310 program via grants issue and are currently in service.



Lifescape has met with RMTD and MPO staff repeatedly since 2000 for the purpose of discussing its transportation needs. From these meetings the following facts were established: (1) Lifescape’s services were extremely valuable to the community; (2) Lifescape’s transportation needs were urgent – the existing vehicles are definitely in need of replacement and the increasing demand is equally pressing; (3) RMTD is not capable of efficiently and economically providing the transportation needs of Lifescape; and, (4) other transportation providers in the area (public or private) are not capable of effectively meeting the needs of Lifescape.

Because Lifescape’s needs have continued to grow, the agency was authorized to apply in FY 2003 for an expansion vehicle. This vehicle will be used primarily in conjunction with the Belvidere area service. For FY 2004, Lifescape was approved to apply for another vehicle as a replacement for one of its aging, previously awarded vehicles. In response to Lifescape’s growing service needs, the agency was approved to apply for an additional expansion vehicle in FY 2005. In FY 2006-2009 & 2012, Lifescape was approved to apply for replacement vehicles – all under the Section 5310 program. Lifescape applied for and was awarded one expansion vehicle in FY 2010 (IDOT CY 2009 CVP application) through the Section 5310 program. In the recent past, Lifescape has applied for one replacement vehicle in FY 2013 (IDOT CY 2013 CVP application) through Section 5310.

Barbara Olson Center of Hope

The Barbara Olson Center of Hope is a private not-for-profit agency that has been providing job training and other special services, including employment, to adults and teens with developmental disabilities for over 50 years in the Rockford area. The Center currently serves over 255 clients that come from 10 different cities in the Winnebago/Boone County area. The Center provides transportation services for its clients and programs with twelve vehicles (three of which were funded through the Section 5310 program), receives considerable public transit assistance from RMTD, and contracts with private firms to provide transportation assistance. In spite of these efforts, the Center is being forced to turn needy clientele away due to a lack of adequate transportation

services.

RMTD and Center of Hope staff met and determined that the most cost-effective way to better provide for the existing and increasing transportation needs of the Center is for the Center itself to acquire additional vehicles. Subsequently, the Center brought the situation to the attention of the MPO Technical and Policy Committees and garnered the MPO's endorsement of the Center's intent to apply for vehicles through the Section 5310 program.

In accordance with the above, the FY 2002-03 TIPs endorsed the Center of Hope's application for two super medium-duty paratransit vehicles. Subsequently, IDOT had sufficient funds to award one vehicle. The FY 2004 TIP endorsed the Center of Hope's application for the second vehicle. The FY2005 TIP endorses the application for an additional vehicle for the Center of Hope. Barbara Olson Center of Hope applied for one replacement vehicle from IDOT CY 2013 CVP application and was awarded one vehicle from the CY 2013 CVP. Barbara Olson Center of Hope applied for one replacement vehicle from the IDOT CY 2014 CVP application (FY2014) through the Section 5310 program. In the current Program of Projects for Section 5310 funding, Barbara Olson Center of Hope is listed as needing one replacement vehicle in calendar year 2017 (FY 2016 Section 5310 funds).



Booker Washington Community Center

The Booker Washington Community Center is a not-for-profit agency that provides social services at its facility located at the west fringe of the old central business district for citizens throughout western Rockford and the Rockford area in general. In 1994-95, a

Section 5310-funded vehicle was awarded to the Center. That vehicle remained in use until it became inoperable in 2007. At that time, RMTD provided Booker Washington Center a replacement vehicle. Booker Washington placed a request with IDOT in FY 2008 for a replacement vehicle and was subsequently awarded the replacement vehicle.

Rock River Training Corporation

The Rock River Training Corporation (RRTC) is a non-profit agency that helps people reach their employment goals through resources provided under the Workforce Investment Act (WIA). This includes job search assistance, resume writing, and payment for school and books to name a few services. Rock River Training Corporation is the local administrator for programs offered through and funded by the Workforce Investment Act. Rock River Training Corporation is one of three agencies that make up the One Stop Operator consortium. The consortium also includes Rock Valley College and the Illinois Department of Employment Security. In FY 2012, RRTC approached the MPO Mobility Subcommittee regarding the use of JARC funds to initiate a ride-share program. RRTC also applied for and was awarded two vehicles through the Section 5310 CVP application process (IDOT CY 2012 CVP application) to enhance the effectiveness of the rideshare program which would provide better access for individuals who needed an alternate means of reaching workplace activities.

Wesley Willows

Wesley Willows is a retirement community on the Northwest edge of Rockford and is currently home to over 600 residents age 55 and above. Wesley Willows transportation services include full time transportation service to medical appointments and activities of daily life such as grocery shopping, etc. Wesley Willows transportation for medical services is available by reservation Monday-Friday from 7:30AM to 3:00PM. Additional on-campus transportation is available Monday-Friday from 8:30AM-6:00PM with hours being flexible to meet the needs of residents and provide personalized care. In FY 2013,

Table 23: Regional 5310 Needs

Fiscal Year	Barbara Olson Center of Hope	Boone County/BCCA	Lifescape	Peterson Meadows	Rockford Mass Transit District	Wesley Willows	Estimated Cost*	Funding Allocation**
2017	2 Medium Duty	-	1 Super-Medium Duty	-	12 Medium Duty, 1 Super-Medium Duty	-	\$1,082,000	\$273,023
2018	1 Medium Duty	1 Medium Duty	1 Super-Medium Duty	-	1 Medium Duty, 3 Super-Medium Duty	1 MiniVan	\$630,000	\$276,769
2019	1 Medium Duty	-	1 Super-Medium Duty	1 MiniVan	1 Medium Duty, 2 Super-Medium Duty	1 MiniVan	\$467,000	\$284,666
2020	1 Medium Duty	-	-	1 Medium Duty	2 Medium Duty	1 Medium Duty	\$252,000	\$290,673
2021	1 Medium Duty	-	-	1 MiniVan	-	1 Super-Medium Duty	\$204,000	\$296,806
						Total:	\$2,635,000	\$1,421,936
						Cumulative Unmet Need By 2020:	\$1,213,064	

*Cost estimates are based on 2016 IDOT CVP rates: \$41,000 for a Minivan; \$57,000 for a Light Duty Vehicle; \$63,000 for a Medium Duty Vehicle; \$100,000 for a Super-Medium Duty Vehicle.

**Funding Allocations for 2017-2020 have not been released by Region, and are based on approximately .1% of total funds, consistent with the amount allocated from the FAST Act for FY 2016.

***Two of the RMTD vehicles and the Boone County/BCCA vehicles were allocated funds from the FY 2015 5310 Apportionment. These four vehicles are not included in the Estimated Cost but are shown in the table for accuracy.

Wesley Willows approached the MPO Mobility Subcommittee regarding applying for Section 5310 funds through the Statewide application program. Wesley Willows applied for one vehicle through the Section 5310 CVP application process (IDOT CY 2014 CVP application) to enhance the mobility of seniors that participate in their programs and received one vehicle from IDOT.

Current and Future Section 5310 Funding

As part of the function of the previous MPO Mobility Subcommittee, a listing of Section 5310 needs within the MPO planning area was developed to provide an understanding of the capital needs.

The list shows that the current Section 5310 allocation provided to the region replaces some vehicles, however there is greater need for vehicles to be replaced than what current funding allows. The estimated costs from 2016-2020 of the projected needs for Section 5310-eligible vehicles alone totals \$2,798,000. At current projections of regional funding allocations for 5310, that is over \$1.4 million more than the region is likely to receive. This is before any other options for 5310 monies, such as New Freedom projects, are considered.

The MPO is working with RTMD (designated recipient of Section 5310 funds apportioned to the region) as well as the newly formed MPO Alternative Transportation Committee to update this information. Additionally, the MPO and RTMD are currently coordinating on methodologies to best identify strategies for the regionally apportioned Section 5310 funds.

Other Transit Initiatives

South Beloit/Rockton/Roscoe Area Transit Feasibility

In FY 2004, a study of the feasibility of establishing public transit services to the Rockton/Roscoe area was conducted with funding provided under an Illinois Tomorrow Grant. The study found a limited but complicated situation for transit in the northeastern Winnebago County area. With the exception of the City of South Beloit, the area's low density and highly automobile oriented populations are not likely to be strongly supportive of public transit services. Therefore, if public transit service was to be attempted, the study recommended limited service demonstrations to test the market response before making a full scale financial commitment. This could be done via a short-term contract with a private provider or with RMTD. Other alternatives such as vanpools were also explored. In FY 2007, four demand/ response paratransit vehicles were awarded to RMTD for this service.

In FY 2008, the Stateline Mass Transit District contracted with the Rockford Mass Transit District to provide demand/response service to South Beloit, Rockton, Rockton Township and Roscoe. The service provided utilizes the aforementioned four paratransit vehicles. SMTD service began in February 2008 and is ongoing. More information can be found on the SMTD website <http://www.smtd.biz/>.

Rockford-Belvidere Commuter Rail Feasibility Study

In the Federal FY 2003 budget, Rockford and Belvidere were allocated \$198,700 from the National Planning and Research Program for the purpose of conducting a "Rockford-Belvidere Transit Feasibility Study". Currently, there is no commuter rail service between the Rockford-Belvidere region and the Chicago region. In the next 20 years, the region expects to see substantial population and economic growth that will, in turn, create substantial increases in travel demand between the Rockford-Belvidere region and the Chicago region. These increases will strain the existing roadway transportation network. Consequently, either the roadway network will have to be expanded or alternative transportation modes must be provided. Metra, the commuter rail system serving northeast Illinois, committed to studying the feasibility of extending commuter rail from its current terminus at Big Timber to the end of the Metra service area at the McHenry/Boone County Line. In 2002, the Northern Illinois Commuter Rail Initiative (NICRI) was formed to explore the feasibility of extending commuter rail service to/from Chicago. The Cities of Rockford and Belvidere (in conjunction with and on behalf of Boone and Winnebago Counties and the Rockford Mass Transit District) contracted with the consulting firm TranSystems Corporation for the purpose of assessing the feasibility of service from McHenry County to Rockford. This study was completed in November 2004. As initially stated in the Long-Range Transportation Plan, "the NICRI study concluded that the project compared favorably with other Federal New Start initiatives that are being considered by the FTA, but in order to move it forward it would need a funding plan with a strong local commitment and a favorable response from Metra and the Union Pacific railroad."

Alternative Analysis

The Rockford Urban Area received new Federal funds in SAFETEA-LU to fund the "Alternative Analysis" requirement of the FTA New Starts Planning and Project Development Process.

In 2004, the Northern Illinois Commuter Transportation Initiative – NICTI (formally NICRI) completed the systems planning step of the TEA-21 New Starts Planning and Project Development Process, a feasibility study. The results of this feasibility study were that a commuter rail extension to the Rockford-Belvidere area was feasible.

In 2005, the Federal government adopted SAFETEA-LU. Within SAFETEA-LU was an earmark for approximately \$2.4 million in Federal funding to move this transportation vision forward through the next three steps in the project development process, (1) an alternatives analysis, (2) selection of a locally preferred alternative, and (3) a draft and final environmental impact statement. Additionally, approximately \$600,000 in state funding from the IDOT Division of Public and Intermodal Transportation was secured for the matching portion.

A contract between the City of Rockford (the grant administrator) and consultant team of seven firms, led by TranSystems and Parsons Brinckerhoff Inc. to complete the study was signed in July of 2006. Several major events and milestones have been met. First,

two separate public open houses have been held to explain the “AA” process, to seek input and comments from the public and to answer questions from the Executive Committee (EC) members and from members of the project team. These public events were held in Rockford and Belvidere during the time periods of November 15th & 16th, 2006, and February 27th & 28th, 2007. During the November and February public events, the EC and the consultant team identified thirteen options for the first level screening. After researching, analyzing, reviewing and discussing each of the thirteen different options, the EC decided to further study four of these options for the second level screening phase. The result of this phase of the “AA” process is selecting a Locally Preferred Alternative (LPA). In 2008, the NICTI Executive Committee voted unanimously to select the UP Belvidere Subdivision route as the Locally Preferred Alternative (LPA). The MPO Policy Committee, at their May 29th, 2008 meeting, also selected the LPA and then forwarded this selection to the FTA. The selected line was also viewed as the line with the best potential for partnerships with others that have the potential to create a strong service that meets many needs. More information can be found on the MPO’s website at <http://www.rmapil.org>.

Additionally, a comprehensive review of efforts to initiate this rail service are detailed in Section 9 of the LRTP, Transportation for Tomorrow (2040): A Long Range Transportation Plan for the Rockford Region. The document can be accessed at http://www.rmapil.org/assets/documents/transportation_for_tomorrow_lrtp_approved.pdf.

Supporting information for this TIP are fleet rosters, long-range vehicle replacement and capital needs schedules for RMTD. The overall conclusion that can be made from the forecasts is, given a reasonable continuation of Federal, State and local support for public transit, the capital needs of RMTD can be accommodated. However, a number of stipulations should be noted.

- The forecasts do not consider the need for service expansions within the main service area. Significant expansions will require funding expansions, improvements in equipment longevity, or both.
- The forecasts do not consider the capital needs of the services provided in Boone County by the Boone County Council on Aging. Those needs will be evaluated further as various service options are explored for Boone County and Belvidere.
- Additional major capital needs such as the establishment of services north to Rockton/Roscoe or expanded services east to Belvidere, or the establishment of commuter services to the Chicago region will be funded from additional sources

Human Services Transportation Plan

One of the planning provisions required by Federal statute is a “unified and comprehensive strategy for transit service delivery developed by public, private, and non-profit providers, with participation by the public, including people with disabilities, older adults, and individuals with lower incomes, in order to minimize duplication and

maximize collective coverage.” This plan is a required document that is needed in order to use funds for Section 5310, New Freedom and JARC type projects.

In June 2007, the MPO adopted Resolution 2007-7, which provided the framework of establishing the Coordinated Public Transit-Human Services Transportation Plan (HSTP). In addition to Resolution 2007-7, the MPO Policy Committee adopted Resolution 2007-8, which established the Mobility Subcommittee. The Mobility Subcommittee, which is a subcommittee of the Technical Committee, consists of representatives from area transit providers, human service agencies, workforce investment boards, local governments and members of the public. Working with the Mobility Subcommittee and receiving input from the public, the initial HSTP was completed and adopted by the Policy Committee at their January 2008 meeting. As with all MPO documents, the HSTP will be examined on a regular basis by MPO staff and the MPO Alternative Transportation Committee to determine if there are new transportation needs that require consideration.

FTA, as of 81 FR 7907, requires the following elements, at a minimum, be included in the plan:

- An assessment of available services that identifies current transportation providers (public, private, and nonprofit);
- An assessment of transportation needs for individuals with disabilities and seniors;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and,
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Additionally, the plan must be developed and adopted with representation from seniors, individuals with disabilities, representatives of public, private, nonprofit transportation, human services providers, and other members of the public. Recipients must certify that projects were selected from this process and must make reference to the plan in the program of projects.

The update of the HSTP began in 2016 with the engagement of the Mobility Subcommittee on identifying transit needs and gaps for public transit dependent



populations. During this time, regular updates on the progress of the plan update were provided to Mobility Subcommittee, Technical Committee and Policy Committee. In addition to information and gaps, a public survey was provided to receive input from citizens. On April 21st, 2017, the updated Coordinated Human Services Transportation Plan was released for public comment and that public comment period lasted until May 31st, 2017.

During this public comment period, the MPO held a series of open houses throughout the MPA to provide further input on the document as well as receive public comment on the draft. The update to the Coordinated Public Transit-Human Services Transportation Plan was unanimously endorsed by the Mobility Subcommittee (July 11th, 2017 meeting) and recommended by the Technical Committee (July 20th, 2017 meeting). In the future, the HSTP will be coordinated with the MPO Alternative Transportation Committee. The MPO Policy Committee adopted the updated Coordinated Public Transit-Human Services Transportation Plan through Resolution 2017-6 on July, 20th 2017. As is the case with all documents, public comments regarding the HSTP are welcome at any time.

Regional Coordination

RMTD

In addition to providing transit and paratransit services, RMTD also assists IDOT and the MPO by acting as the IDOT designated “Coordinated Service Provider” for the Rockford area. Accordingly, RMTD has the following responsibilities, as reaffirmed by Resolution 2001-7 (March 29, 2001):

- Monitor paratransit needs and services provided in the Metro Area, both public and private.
- Periodically report to the MPO, IDOT, and other pertinent public agencies or officials regarding paratransit needs and the status of paratransit service delivery.
- To the extent possible, encourage the communication and cooperation between all paratransit service providers in the Metro Area, public and private, and encourage these entities to conduct and coordinate their services in a manner that provides the greatest possible level of paratransit service for the public dollars invested.
- On an annual basis, or more often as needed, meet with the Boone County Council on Aging (BCCA) for the purpose of coordinating the transportation services of RMTD and BCCA.
- Meet with persons and agencies seeking new publicly assisted paratransit services and, where possible, attempt to serve those needs with the publicly provided resources available to RMTD (or in Boone County, with the services provided by the BCCA).
- Review applications for the establishment of new publicly funded

paratransit service or assistance, particularly applications for Section 5310 and 5311 funds, and make recommendations to the MPO and IDOT regarding the merits of said applications and whether or not the requests should be included in the MPO Transportation Improvement Program.

- Whenever a new and unmet paratransit need is identified and said need cannot be accommodated by RMTD (or the BCCA in Boone County), assist area entities, to the extent possible, in developing applications that can qualify them for Section 5310 and 5311 funds or other applicable funding assistance.
- As needed, apply for Federal, State, and local funding assistance for the purpose of maintaining and bolstering the paratransit service of RMTD itself.

BCCA

In addition to providing paratransit service, the BCCA assists IDOT and the MPO by acting as the “Coordinated Service Provider” for Boone County. BCCA’s role is similar to that described for RMTD above.



Appendix A: List of Abbreviations & Funding Sources

List of Acronyms & Abbreviations

3-C	Continuing, Comprehensive, Cooperative	L RTP.....	Long-Range Transportation Plan
ACE	Army Corp. of Engineers	MAP-21	Moving Ahead for Progress in the 21st Century
ADT.....	Average Daily Traffic Counts	MPA.....	Metropolitan Planning Area
ARRA.....	American Recovery and Reinvestment Act	MPO	Metropolitan Planning Organization
BCCA.....	Boone County Council on Aging	NAAQS.....	National Ambient Air Quality Standards
BCHD	Boone County Highway Department	NEPA.....	National Environmental Policy Act
CMP.....	Congestion Management Process	NHS.....	National Highway System
CMS	Congestion Management System	OCHD.....	Ogle County Highway Department
DOT.....	Department of Transportation	PPP	Public Participation Plan
EDA.....	Economic Development Administration	RATS.....	Rockford Area Transportation Study
EDP	Economic Development Program	RE RZ	River’s Edge Redevelopment Zone
EJ	Environmental Justice	RFD	Chicago-Rockford International Airport
EPA	Environmental Protection Agency	RMAP.....	Rockford Metropolitan Agency for Planning
ES-Federal	Federal Economic Stimulus	RMTD	Rockford Mass Transit District
FAA	Federal Aviation Administration	RPD.....	Rockford Park District
FAST Act	Fixing America’s Surface Transportation Act	RR	Railroad
FRH.....	Federal Rail-Highway	RRWRD	Rock River Water Reclamation District
FHWA	Federal Highway Administration	RTA	Regional Transit Authority
FTA.....	Federal Transit Administration	RTP	Recreational Trails Program
GIS	Geographic Information System	RTWP.....	Rockford Township
GRAA	Greater Rockford Airport Authority	SAFETEA-LU.....	Safe Accountable Flexible & Efficient Transportation Equity Act: A Legacy of Users
HPP	High Priority Projects	SLATS.....	State Line Area Transportation Study
HPTP	Human Services Transportation Plan	STIP.....	Statewide Transportation Improvement Program
HSIP	Highway Safety Improvement Programs	TEA-21	Transportation Efficiency Act for the 21st Century
ICC.....	Illinois Commerce Commission	TIP	Transportation Improvement Program
IDNR	Illinois Department of Natural Resources	Title VI	Title VI of the Civil Rights Act of 1964
IDOT.....	Illinois Department of Transportation	TMA.....	Transportation Management Area
IM	Interstate Maintenance	UA.....	Urbanized Area
ISTEA	Intermodal Surface Transportation Efficiency Act for the 21st Century	UP.....	Union Pacific Railroad
ISTHA.....	Illinois State Tollway Highway	USDOT	United States Department of Transportation
ITS.....	Intelligent Transportation Systems	VMT.....	Vehicle Miles Traveled
		WCHD.....	Winnebago County Highway Department

Highway Element Funding Sources

ACE	Army Corps of Engineers, funding for flood control and related work authorized by special appropriations from Congress.	program providing funding for resurfacing, restoring, rehabilitating and reconstructing the interstate system.
BRRP	Bridge Replacement Program funds, now covered under Major Bridge funds.	ISTHA.....Funding or improvements to I-90 and other toll highways under the jurisdiction of Illinois State Tollway Highway Authority.
CDBG	Community Development Block grant, funding authorized through the U.S. Department of Housing and Urban Development.	ITEP
EDA.....	Funds related to the Economic Development Administration.	Illinois Transportation Enhancement Program funds, 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.
EDP	Economic Development Program funds, designed to provide state assistance to local governments for highway improvements and access to new or expanding industrial distribution and tourism development projects.	ITS.....
ES Federal.....	Federal Economic Stimulus, funding from the American Recovery and Reinvestment Act of 2009.	Funding for improvements under the Intelligent Transportation Systems program.
FAA	Funding authorized in association with major airport improvements.	Local
FRH	Federal Rail-Highway funds, authorized to improve areas where Highway and Rail cross.	Local funding derived from a source other than those listed.
GOB	General Obligation Bonds.	MFT
GRAA	Funding authorized from the general fund of the Greater Rockford Airport Authority.	Motor Fuel Tax Funds, raised from the purchase of gasoline, disbursed to municipalities for use maintaining the roadway network.
HBP.....	Highway Bridge Program funds, primarily for minor maintenance and minor reconstruction of roadway bridges.	MBF.....
HBRRP	Highway Bridge Replacement and Rehabilitation funds, now covered under Major Bridge funds.	Major Bridge funds, funding designed for major bridge repair and reconstruction projects.
HMG.....	Hazard Mitigation Grant, funding by FEMA to implement hazard mitigation measures after a major disaster declaration.	RTP
HPP	High Priority Projects, funding for specific projects designated in Federal Legislature.	Recreational Trails Program, funding for improvement of recreational trails, from IDNR, this program was formerly listed in TIPs as MTG.
HSIP	Highway Safety Improvement Program funds, for safety projects on major highways.	NHPP
ICC	Illinois Commerce Commission funds, funding related to the improvement of railroad safety, particularly as it relates to crossings with roadways.	National Highway Performance Program, funding to improve and maintain the condition and performance of and construct new facilities on the National Highway System.
IDNR	Funding authorized by the Illinois Department of Natural Resources to assist with recreational, educational and environmental improvements and projects.	NHS.....
IDOT.....	Illinois Department of Transportation funds.	National Highway System funds, a special category of Federal funding for improvements on specially designated roadways of national significance.
IM	Interstate Maintenance funds, a category of the National Highway System	Private
		Funding committed from a private landowner or developer.
		PRO.....
		Locally authorized property tax revenues.
		RERZ
		Funding from the River’s Edge Redevelopment Zone to stimulate the safe, cost effective reuse of environmentally challenged properties adjacent to or surrounding rivers.
		RFD
		Funding from Chicago-Rockford International Airport to perform airport related construction, reconstruction and rehabilitation projects.
		RST.....
		Retail Sales Tax, funding derived from a local retail sales tax.
		RTWP.....
		Funding authorized by Rockford Township.
		SA
		Special Assessment funds, funding derived from Special property taxes, assessed and assigned for a specific improvement.
		State
		Funding from the general funds of the State of Illinois, funding from Illinois Jobs Now!, funding from Illinois Jump Start, other State funding sources.
		STP.....
		Surface Transportation Program funds, funding that may be used by

States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

- STP-E.....STP – Enhancement, funding earmarked for projects which enhance the beauty of a roadway project, improve non-motorized transportation opportunities such as bikeway and Pedestrian facilities, mitigate for the adverse impacts of more traditional roadway projects or other qualified projects.
- STP-HESSTP-Hazard Elimination & Safety funds, Funding allocated specifically for qualified projects that improve safety. HSIP has replace this funding category under SAFETEA-LU (see HSIP above).
- STP-RSurface Transportation Program Rural funding, for rural projects.
- STP-S.....Surface Transportation Program State funding, for designation by states.
- STP-USurface Transportation Program Urban funding, for projects within the urbanized area.
- TAP.....Transportation Alternatives Program, this single funding source serves to enhance the transportation system and combines funding for Transportation Enhancements, Recreational Trails and Safe Routes to Schools, all of which were previously funded under SAFETEA-LU, the goal of the Transportation Alternatives Program is to allocate resources to well-planned projects that provide and support alternate modes of transportation.
- TARPAdministered through IDOT the Truck Access Route Program can provide grants to local government agencies to assist them in upgrading roads to accommodate 80,000-pound trucks.
- TIF.....Funding from Tax Increment Financing Districts.

Transit Element Funding Sources

- ARRA.....American Recovery and Reinvestment Act of 2009 – Funds provided through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), sub-allocated to the MPO by the Illinois Dept. of Transportation (IDOT); used primarily for construction and capital acquisition, but may be used for other related transportation work.
- Sec. 5305.d.....Funds provided through the Federal Transit Administration (FTA); annually sub-allocated to MPOs throughout the State by IDOT: aimed primarily at planning needs related to public transit and paratransit. In most years, these funds are reserved for use by the Lead Agency. The transit agencies typically use Section 5307 or other sources for their planning activities. Formally Sec. 8. FTA 5303. (20 percent local match

required)

- Section 5307 ...Funds annually allocated by the FTA to fixed-route public transit providers (Rockford Mass Transit District (RMTD). Used primarily capital needs, i.e., bus replacements and other equipment but also for transit research and planning activities. Formally Sec. 9. (20 percent local match required).
- Section 5309 ..Discretionary Federal funds under SAFETEA-LU allocated for special needs (usually capital) but sometimes awarded for planning work as with the RMTD East Side Transfer Center feasibility study and the Alternative Analysis. (20 percent local match required). This funding source has been replaced with FTA 5339 under MAP-21. Formally Sec. 3.
- Section 5310 ...Enhanced Mobility of Seniors and Individuals with Disabilities Program. Funds for the Section 5310 program are available for capital expenses to support the provision of transportation services to meet the special needs of elderly persons and persons with disabilities.
- Section 5311 ...Rural and Small Urban Areas. Program provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 populations. Funds may be used for capital, operating and administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services.
- Section 5314 ..Special Planning and Research Funds. Funding earmarked by Congress for special studies. Administered by the FTA. (Local match varies from 0-20 percent).
- Section 5316 ...Job Access and Reverse Commute (JARC). Funds from the JARC program are available for capital, planning and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects. Programs must be derived from a locally developed, coordinated public transit-human services transportation plan. The program was repealed by MAP-21. Under FAST Act, JARC type projects are eligible under Section 5307.
- Section 5317 ...New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. “New” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. Programs must

be derived from a locally developed, coordinated public transit-human services transportation plan. The program was repealed by MAP-21. Under FAST Act, New Freedom type projects are eligible under FTA 5310.

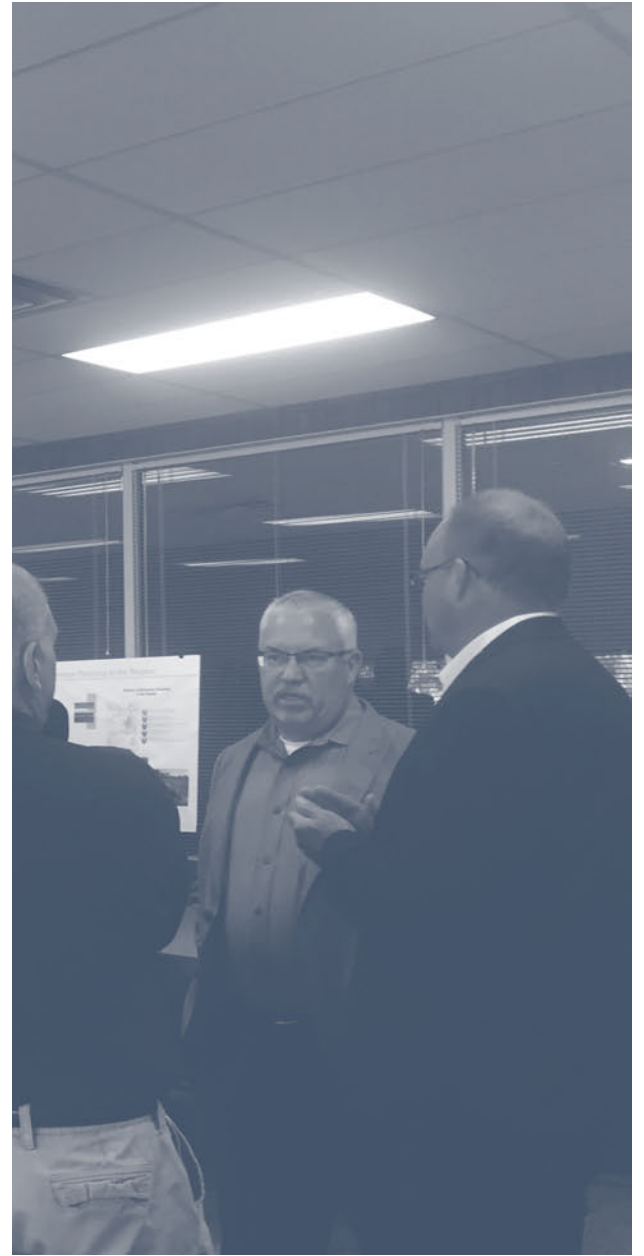
Section 5339... Bus and Bus Facilities Funds: Under MAP-21, provides capital funding to replace, rehabilitate and purchase bus and bus related equipment and to construct bus-related facilities. Federal share is 80 percent with a required 20 percent local match.

SPR State Planning and Research Funds. Funds allocated to the States via MAP-21 for use on unique planning, research and feasibility studies. The funds are sometimes passed on to local governments for the same purposes. (20 percent local match required.)

ILTM..... Illinois Tomorrow Funds. A subgroup of SPR funds (above) earmarked by Illinois for special corridor studies, needs assessments and research studies. (Partially matched [10 percent] with State funds with the remaining match [10 percent] provided locally.)

State Planning . Funds directly from the State of Illinois (IDOT or other State agencies) for planning purposes. Local match required varies. Formerly S.B. 1201 Funds.

Local Funds provided by local participants; typically the required 20 percent local match for the above funds.



Appendix B: Public Participation Process

Federal law requires the notification and participation of the general public and area transportation stakeholders in the development of this TIP. A Public Participation Plan (PPP) has been prepared and adopted by RMAP. The PPP specifies the general procedures to be followed in developing and adopting all Federally required documents produced by the MPO, including this TIP. The discussion in this section summarizes the general procedures and steps contained in the PPP pertaining to the TIP. A chronological listing of specific steps taken with regard to involving the public in the development of this TIP and unique to this TIP is located at the end of this document.

Early Involvement Encouraged

The efficient design, construction, and repair of major roadways must involve numerous agencies from all levels of government. In addition to the local cities, villages, and townships, several special purpose units of government and public utility companies may also be included (i.e., park, sanitary and school districts, electric, gas, telephone and cable companies, and others). Coordinating all these agencies can be a complicated and lengthy process.

Transportation improvements vary widely in size and scope. With large, multi-jurisdictional projects, several years may be necessary from the time an improvement is conceived as an idea, to the time that it is actually implemented. Federally funded projects and projects being funded from multiple sources may take even longer. Conversely, projects which have been long planned, justified, engineered, and have rights-of-way purchased or reserved are not easily stopped or changed. Agencies are reluctant to abandon or alter projects in which they have already made sizable investments in time and public funds.

Therefore, citizens seeking to influence decisions on the selection, scope or timing of transportation improvements are advised to become involved as early as possible.

Public Involvement Steps

The process of soliciting public involvement in the development of the TIP is continuous. The development of this Fiscal Year 2019-2022 TIP began almost immediately after the adoption of the Fiscal Year 2018-2021 TIP. The TIP is a constantly evolving document and public input is welcomed throughout the process. The following details the proposed sequence of public involvement efforts and steps proposed at the draft development stage.

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. Anyone interested in the status, progress, or prospectus of any or all transportation improvements is invited to attend the Technical and Policy Committee meetings where they can pose questions or make their views known.

The MPO announces all of its meetings via an extensive mailing list, which includes the

area's press and media and posted on its website www.rmapil.org. Not only are the agendas posted on the webpage, but all materials that are to be acted upon at any given meeting are posted on the webpage. This includes the minutes of previous meetings, any drafts of the TIP or TIP portions that are prepared, and all memos or reports on planned or programmed improvement projects. If citizens or groups that did not have access to the MPO webpage material or just wish to receive that information by mail, that information will be mailed out to them upon request. In the spirit of Title VI and Environmental Justice, paper copies of all documents are also kept on file at RMAP headquarters and are available to the public upon request.

All committee meetings are open to the public and comments are welcomed from anyone in attendance. The TIP in the past has been frequently amended to add projects for which special funding had been secured. These amendments are fully announced and opportunities for public comment afforded. The amendments also served to focus attention on the TIP as the programming tool for the use of Federal monies. These amendments have occurred on a more regular basis as new funding streams from the Federal government have been announced.

With this funding uncertainty, many Technical Committee meetings now incorporate amendments to the TIP. The MPO makes the public aware of all such resolutions in accordance with its Federally certified Public Participation Plan. MPO staff then posts such resolutions on its website as well as informing its distribution list when any such document appears on Technical or Policy Committee agendas.

It is common practice that a comprehensive update of the TIP will begin in the third fiscal quarter (January-March) of each year and that public comment is welcome anytime. In July 2018, on the RMAP website at <http://www.rmapil.org> a preliminary working draft of the FY 2019-2022 TIP was posted. At the August 2018 RMAP Technical Committee meeting at Loves Park City Hall, as well as the August 2018 Policy Committee meeting opportunities for public comments were given.

Annually, a public notice is published in a newspaper with wide circulation in the Rockford area, announcing the transportation planning process and soliciting public involvement. The schedule for the development and adoption of the TIP is specifically mentioned. The last such notice was published in the Rock River Times. This newspaper is published weekly and is available at hundreds of locations for a full seven days following its initial publication.

Jurisdictional Timing Considerations

The TIP is generally prepared to coincide with the fiscal year of the Illinois Department of Transportation (IDOT), from July 1st through June 30th. Therefore, the FY 2019-2022 TIP will program projects to be implemented between July 1, 2018 and June 30, 2019 (FY 2019). It will also list projects proposed for FY 2020, FY 2021 and FY 2022. Some jurisdictions internally prepare improvement programs covering even longer time spans.

Development of the TIP begins with the release of the State of Illinois' Multi-Year Program (MYP) which is released in the spring, typically between April and May, preceding the start of the IDOT fiscal year on July 1st. However, input for the TIP from the various jurisdictions begins sooner in many cases and is complicated by the differing fiscal years of the various Federal, State and local jurisdictions. Citizens seeking to influence project selection are urged to begin making contact with the officials in the various jurisdictions no later than six months before the start of the jurisdiction's fiscal year. The table below gives the fiscal year start dates of the governmental jurisdictions involved.

Each of the individual jurisdictions determines the extent and priorities of their proposed capital improvements through their own respective public involvement processes. The general purpose units of government, such as Rockford, Loves Park and Machesney Park, have elaborate committee structures and routinely scheduled meetings for making these decisions. These meetings are announced to the press and media and are open to the public. Special transportation providers, such as Rockford Mass Transit District and the Boone County Council on Aging, have less elaborate committee structures but programming issues are discussed at various announced meetings throughout the year. These meetings are also open to the public. Special formal public hearings are also conducted for major decisions or whenever State or Federal funds are involved.

With such a wide variety of program development schedules it becomes difficult to program member agencies' projects within the original development cycle of the TIP. For projects and budgets approving those projects that are ratified by a jurisdiction within metropolitan planning area (MPA) at a time unable to be included in the development of the TIP, resolutions for amendment are proposed by staff, asked for recommendation by the RMAP Technical Committee, and finally voted on by the Policy Committee. Additionally, due to the difference in fiscal years between organizations, for the sake of clarity, all projects in the TIP are listed by the MPO's fiscal year, rather than the project's lead organization. To illustrate the difference this would make, consider a project that is scheduled to be performed in August of 2018, with Winnebago County as the lead organization. Such a project would be listed under the County's Fiscal Year 2018 program, but listed in the TIP under Fiscal Year 2019.

Of critical importance is the programming of all Federally-funded projects. The TIP is the principal planning document that ensures that those transportation activities (engineering, land acquisition, etc.) are properly listed by the total projected funding cost and broken down into each funding source that will be applied (Federal, State, local, or private). The Policy Committee has the authority to program the MPO's STBG funds that it receives on an annual cycle. It is the responsibility of all of our participating agencies to notify us when they receive additional Federal funds for all projects. So in representing the continuing nature of this document and planning efforts in the metropolitan area, it becomes necessary to amend the TIP to incorporate all new information as it becomes available.

Table 24: Fiscal Year 2019 by Agency

Jurisdictions	Feb. 2018	Mar. 2018	Apr. 2018	May 2018	Jun. 2018	Jul. 2018	Aug. 2018	Sep. 2018	Oct. 2018	Nov. 2018	Dec. 2018	Jan. 2019	Feb. 2019	Mar. 2019	Apr. 2019	May 2019	Jun. 2019	Jul. 2019	Aug. 2019	Sep. 2019	Oct. 2019	Nov. 2019	Dec. 2019	
Village of Winnebago			■	■	■	■	■	■	■	■	■	■	■	■										
Belvidere, Cherry Valley, Loves Park, Machesney Park, & Poplar Grove				■	■	■	■	■	■	■	■	■	■	■	■									
New Milford					■	■	■	■	■	■	■	■	■	■	■	■								
BCCA, IDOT, MPO, & RMTD						■	■	■	■	■	■	■	■	■	■	■	■							
WCHD & Federal Government									■	■	■	■	■	■	■	■	■	■	■	■				
BCHD & Timberlane											■	■	■	■	■	■	■	■	■	■	■	■	■	
Rockford & Roscoe												■	■	■	■	■	■	■	■	■	■	■	■	■

Opportunities in the TIP Process

The TIP Development Schedule is outlined in Table 25. The schedule is deliberately extended over several months to provide ample opportunities for public involvement. 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, all of these aspects can be adjusted and the time for implementation can be lessened.

Lastly, all projects contained in the TIP must also be compatible with the area’s Long Range Transportation Plan (LRTP). The LRTP addresses all modes of surface transportation and

includes improvements that are considered necessary to accommodate the community’s transportation needs for the next 25-30 years. Copies are available at the RMAP offices and at the public libraries. The LRTP is reevaluated constantly but is formally and comprehensively updated every five years. The LRTP was last updated in 2015. The next update of the LRTP will be taking place during FY 2019 through FY 2020.

Making Changes in the TIP

As Table 25 shows, the TIP development process takes place over several months and there are numerous opportunities for citizens to voice their concerns about project selection or priority.

Sometimes, however, proposals for significant changes to the draft TIP are made late in the TIP development process. In these instances, the Policy Committee will weigh a variety of factors in determining if an extended public review period is warranted by a proposed change to a draft TIP. Such factors include: the nature or degree of the change, the cost of the change, the advice of the Technical Committee, the likelihood that the change will be opposed by citizens or other entities and the need for action on the

Table 25: Annual TIP Development Schedule

Dates	Activities
Feb-Mar	<p>Deliberations on the next year's TIP begin. The TIP is placed on the agendas of the Technical and Policy Committee meetings. Persons on the MPO mailing lists, including the private providers and paratransit providers, are mailed agendas and public comment is invited. In addition:</p> <p>(a) Staff reviews progress reports on projects in the current TIP. Documents projects implemented and remaining to be implemented. Public comment is accepted on priorities of remaining projects and addition of new projects.</p> <p>(b) Staff reviews and reports on federal funding recently spent, available or forecasted, and allocated to specific projects or unallocated. Special attention given to federal sources.</p> <p>(c) MPO accepts comments or proposals regarding the project selection criteria or priorities for the use of federal STP funds and the methodology for sub-allocating federal transit subsidies.</p> <p>(d) MPO accepts new proposals or requests for the use of special federal/State funds for paratransit.</p> <p>(e) Input from RMTD, Boone County Council on Ageing and other paratransit providers considered.</p> <p>(f) Staff considers and presents pertinent material related to recent Transportation Plan changes or other special technical studies conducted the previous year.</p> <p>(g) Publish public notice in newspaper announcing MPO planning activities, including TIP development. Rough timetables for public input and opportunities noted.</p>
April-June	<p>Staff prepares preliminary draft(s) of the next year's TIP (July - June). Drafts based on information assembled above. Public comment again encouraged at the Technical/Policy Committee meetings. (May only be one preliminary draft prepared if significant comments are not made, significant changes not needed, and all participants report proposed projects in timely manner.) It should be noted that most (if not all) the information included in the MPO TIP has already been reviewed and adopted by each of the local jurisdictions in the MPO MPA. Accordingly, the public has been fully informed of what projects will be included in the MPO TIP. Also, the State of Illinois, Department of Transportation (IDOT) also a similar process when their program is release to the general public.</p>
May-June	<p>Staff prepares final proposed draft(s) of the TIP for the June Technical and Policy Committee meetings. Draft includes summary of the public comments received. (There may only be one final draft prepared if significant comments are not made or significant changes are unnecessary.)</p>
June	<p>Proposed TIP presented to the Technical and Policy Committee for adoption. New public comments are addressed. If changes to the TIP are needed as a result of the comments, the changes are duly noted. The Policy Committee determines if changes are significant enough to delay adoption and extend the public comment period. Adoption will be delayed to the next Technical and Policy Committee meetings.</p>
Beyond Adoption by MPO Policy Committee	<p>Progress on the implementation of the projects in the TIP is reported at the MPO Technical and Policy meetings and is documented as part of the meeting minutes.</p> <p>Significant changes (see text) to the TIP will require a formal amendment and the public will be afforded a review/comment period. Length of the review comment period will be based on the nature and significance of the change. Simply moving a project from the out years to the implementation year or minor changes to the project scope, costs, and funding sources are not normally considered significant changes that will necessitate a lengthy review period. Typically, non-significant changes can be made by placing the proposal on the Technical and Policy Committee agendas, distributing the agenda in the normal fashion, and allowing opportunity for comment on the change at the Technical and Policy Committee meetings.</p>

TIP to meet time lines or deadlines on other projects in the TIP. 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. Further, any change in a project priority or project scope, which meets the objection of a member of the Policy Committee, would be considered a significant change. In rare situations, it may be necessary to take action on the TIP because of deadlines on projects unrelated to a proposed change. In these instances, the Policy Committee may elect to adopt the TIP with the change included but provide for further post-adoption public review and comment.

When significant changes are proposed, after a TIP has been adopted, an additional public review period will be provided. Significant changes to the TIP will require formal amendment by the Policy Committee. Normally, notification of the public via the meeting notice/agenda mail outs will be considered sufficient notice. These mailings occur one to two weeks before meetings and are sent to all on the mailing lists including the media. Objections from citizens or Policy Committee members may warrant more comment periods. Similar factors, as described above, will be weighed in defining a “significant change” and the need for formal amendment.

Whenever citizens are concerned about the inclusion and/or priority of a project, they should first contact the specific jurisdiction responsible for the project. Table 26 lists the various agencies involved in programming transportation improvements and contact persons for those agencies. If citizens are not satisfied with answers from the jurisdictional level, they can bring their concerns before the Technical and Policy Committees. Of course, if they are unsure what jurisdiction is responsible or if the project is of a multi-jurisdictional nature, Region 1 Planning Council would be the place to start.

Revisions to the Draft FY 2019-2022 TIP

The public comment and review period for draft FY 2019-FY 2022 TIP was from July 18th, 2018 through August 13th, 2018. The draft FY 2019 – FY 2022 TIP was made available for review via the MPO’s website (posted July 18th, 2018, as well as through contacting the Region 1 Planning Council offices. Since the release of the July 18th, 2018 draft TIP, technical and formatting corrections have been made to the text and maps of the document. Major revisions to the draft version, prior to the adoption of FY 2019- 2022 TIP include the following:

- Addition of projects in FY 2019 for the Village of Machesney Park.
- Addition of projects to FY 2020, FY 2021, FY 2022 for the City of Rockford.
- Addition of projects in FY 2020 and FY 2022 for IDOT.
- Addition of projects in the Special FTA & IDOT Funded Projects table for RMTD.
- Addition of projects in the Previously Approved table for the Village of Machesney Park.

- Addition of projects in FY 2019, FY 2020, and FY 2022 for the Illinois Tollway.
- Addition of language in regards to the Transit Asset Management performance measures.
- Public comment was submitted by Ride Illinois regarding methods to raise awareness of road projects’ impacts on non-motorized transportation. The MPO has been in contact with Ride Illinois and will further research and discuss methodologies developed by Ride Illinois with the MPO Technical Committee.

Who to Contact

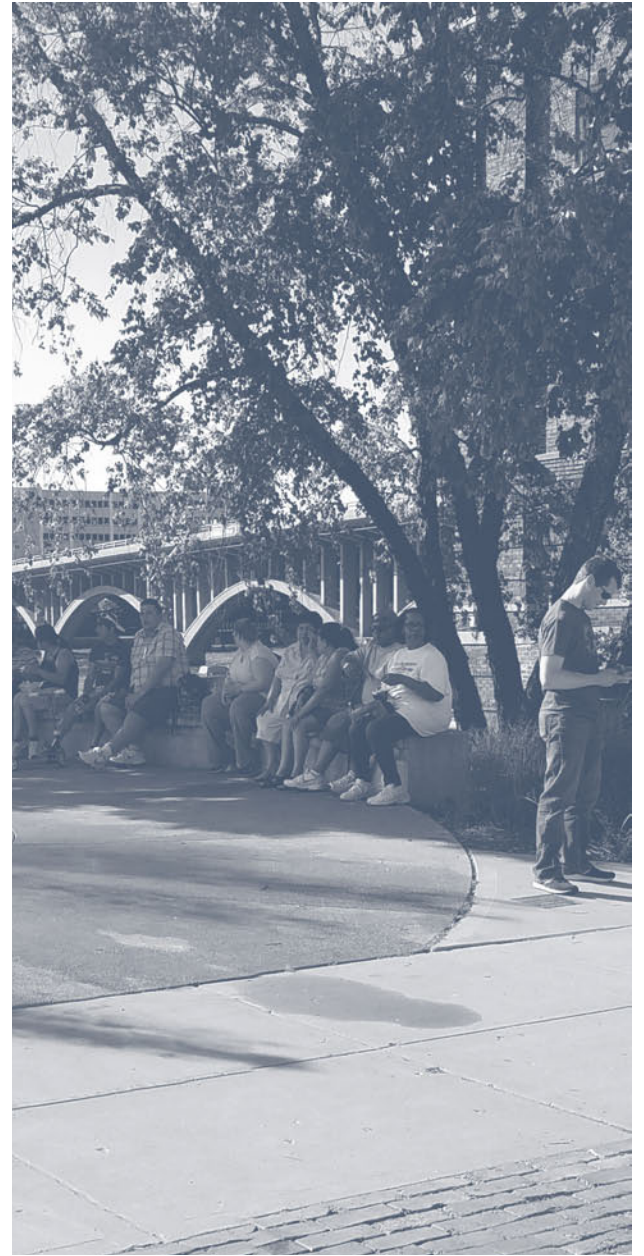
Whenever citizens are concerned about the inclusion and/or priority of a project, they should first contact the specific jurisdiction responsible for the project. Table 26 lists the various agencies involved in programming transportation improvements and contact persons for those agencies.

Table 26: Agency Contacts

Incorporated Cities and Villages				
Jurisdiction	Contact	Title or Department	Phone #	Address
Belvidere, City	Gina Delrose	Community Development Planner	815-544-5271	401 Whitney Blvd, Belvidere, IL 61008
	Brent Anderson	Director of Public Works	815-544-9256	210 Whitney Blvd., Belvidere, IL 61008
Cherry Valley, Village	Chuck Freeman	Director of Public Works	815-332-1269	806 E. State St., Cherry Valley, IL 61016
Loves Park, City	Steve Thompson	Director of Community Development	815-654-5033	100 Heart Blvd., Loves Park, IL 61111
	Nathan Bruck	Economic Development & Planning Manager	815-654-5033	100 Heart Blvd., Loves Park, IL 61111
Machesney Park, Village	Chad Hunter	Superintendent of Public Works	815-877-5432	300 Machesney Rd., Machesney Park, IL 61111
	Carrie Houston	Planning & Zoning Specialist	815-877-5432	300 Machesney Rd., Machesney Park, IL 61115
New Milford, Village	Timothy H. Owens	Village President	815-874-7271	6771 11th St, New Millford, IL 61109
	Dale Johnson	Streets	815-874-5359	206 Manderia Dr, New Millford, IL 61109
	Dennis McMullen	Village Engineer (Infratek Engineers, Inc)	815-395-3700	433 S. Phelps Av, Rockford, IL 61128
Poplar Grove, Village	Owen Costanza	Village President	815-765-3201	200 Hill Street, Poplar Grove, IL 61065
Region 1 Planning Council	Michael P. Dunn	Executive Director	815-319-4182	313 N. Main Street, Rockford, IL 61101
	Jon Paul Diipla	Deputy Director of Regional Planning	815-319-4183	313 N. Main Street, Rockford, IL 61101
	Sydney Turner	Metro Program Manager	815-319-4185	313 N. Main Street, Rockford, IL 61101
	Colin Belle	Transportation Systems Planner	815-319-4184	313 N. Main Street, Rockford, IL 61101
	Dhawal Kataria	Metropolitan Planner	815-319-4186	313 N. Main Street, Rockford, IL 61101
	Brandon Geber	Metropolitan Transit Planner	815-319-4188	313 N. Main Street, Rockford, IL 61101
	Christina Washington	Office Manager/Executive Assistant	815-319-4189	313 N. Main Street, Rockford, IL 61101
City of Rockford	Jeremy Carter	City Traffic Engineer	779-348-7656	425 E. State St., Rockford, IL 61104
	Scott Capovilla	Zoning & Land Use Administrator	779-348-7447	425 E. State St., Rockford, IL 61104
	Mark Stockman	Director of Public Works	779-348-7633	425 E. State St., Rockford, IL 61104
Roscoe, Village	David Krienke	Village President	815-623-2829	10631 Main St, Roscoe, IL 61073
	Bonnie Miles	Village Clerk	815-623-2829	10631 Main St, Roscoe, IL 61073
	Scott Sanders	Zoning Administrator	815-623-2829	10631 Main St, Roscoe, IL 61073
Timberlane, Village	Steve Rapp	Village President	815-547-4275	PO Box 56, Caledonia, IL 61011
Winnebago, Village	Franklin Eubanks	Village President	815-335-2020	108 West Main Street, Winnebago, IL 61088
	Mick Gronewold	Village Engineer (Fehr-Graham & Assoc.)	815-394-4700	200 Prairie Street, Suite 208, Rockford, IL 61107
County Governments				
Jurisdiction	Contact	Title or Department	Phone #	Address
County of Boone	Justin Krohn	County Engineer	815-544-2066	9759 IL Route 76, Belvidere, IL 61008-9599
	Ken Terrinoni	County Administrator	815-547-4770	601 N. Main / Suite 201, Belvidere, IL 61008
County of Ogle	Jeremy Ciesiel	County Engineer	815-732-2851	1989 Illinois Route 2 South, Oregon, IL 61061
County of Winnebago	Joe Vanderwerff	County Engineer	815-319-4000	424 N. Sprigfield Av., Rockford, IL 61101
	Chris Dornbush	Economic Development	815-319-4367	404 Elm St, Room 403, Rockford, IL 61101
Special Districts and Authorities				
Jurisdiction	Contact	Title or Department	Phone #	Address
Boone County Council on Aging	Joe Fortmann	Executive Director	815-544-9893	2141 Henry Luckow Lane, Belvidere, IL 61008
Boone County Conservation District	Dan Kane	Executive Director	815-547-7935	603 North Appleton Rd., Belvidere, IL 61008
Chicago / Rockford International Airport	Franz L. Olson	Deputy Director of Operations & Facilities	815-969-4426	60 Airport Dr., Rockford, IL 61109
Illinois Dept of Transportation, District 2	Kevin Marchek	Deputy Director – Region 2, District 2	815-284-5301	819 Depot Av., Dixon, IL 61021-3546
	Kris Tobin	Programming Engineering	815-284-5444	819 Depot Av., Dixon, IL 61021-3546
	Rob Bates	IDOT District 2	815.284.5464	
	Paul Loete	Director of Highway Project Implementation	815-284-5301	2300 S. Dirksen Parkway, Springfield IL 62764

Table 26: Agency Contacts, Continued

Special Districts and Authorities, Continued				
Illinois Toll Highway Authority	Rocco Zucchero	Deputy Chief of Engineering for Planning	630-241-6800	2700 Ogden Av., Downers Grove, IL 60515
	Henry Guerriero	Traffic Analyst	630-241-6800	2701 Ogden Av., Downers Grove, IL 60515
North Park Public Water Dist.	John Donahue	General Manager	815-633-5461	1350 Turret Dr., Machesney Park, IL 61115
Rockford Mass Transit District	Michael Stubbe	Executive Director	815-961-2230	520 Mulberry St, Rockford, IL 61101-1016
	Dennis Hendricks	Operations Manager	815-961-2240	520 Mulberry St, Rockford, IL 61101-1016
	Paula Hughes	Grant Specialist	815-961-2227	520 Mulberry St, Rockford, IL 61101-1016
	Lisa Brown	Marketing & PR Specialist	815-961-2226	520 Mulberry St, Rockford, IL 61101-1016
	Terry Houghton	Paratransit Supervisor	815-961-2237	520 Mulberry St, Rockford, IL 61101-1016
Rockford Park District	Tim Bragg	Park Planner	815-987-8865	401 S. Main Street Rockford, IL Suite 102
Rock River Water Reclamation District	Chris Baer	Engineering Manager	815-387-7660	PO Box 7480, Rockford, IL 61126-7480
	Tim Hansen	Executive Director	815-387-7420	3501 Kishwaukee Street, Rockford IL 61109
Winn. Co. Forest Preserve District	Tom Hartley	Director of Land & Development	815-877-6100	5500 Northrock Drive, Rockford, IL 61109
Winn. Co. Soil & Water Conservation Dist	Dennis Anthony	Executive Director	815-965-2392	4833 Owen Center Rd., Rockford, IL 61101
Township Governments				
Jurisdiction	Contact	Title or Department	Phone #	Address
Belvidere Twp. / Boone Co.	Richard E. Lee	Road Commissioner	815-544-2029	8200 Fairgrounds Rd., Belvidere, IL 61008
Bonus Twp. / Boone Co.	Donald Gustafson	Road Commissioner	815-597-2888	9669 Lawrenceville Rd., Garden Prairie, IL 61038
Boone Twp. / Boone Co.	Scott Rodgers	Road Commissioner	815-569-2689	P.O. Box 54, Capron, IL 61012
Caledonia Twp. / Boone Co.	Norm Pierce	Road Commissioner	815-765-0345	1250 Candlewick Dr, NW, Poplar Grove, IL 61065
Cherry Valley Twp./Winn. Co.	Pat O'Donnell	Road Commissioner	815-874-5785	4875 Blackhawk Rd., Rockford, IL 61109
	Ken Mattson	Highway Commissioner	815-484-3811	4876 Blackhawk Rd., Rockford, IL 61109
Flora Twp. / Boone Co.	Michael A. Frank	Road Commissioner	815-332-4853	77 Poole Rd., Cherry Valley, IL 61016
Harlem Twp. / Winn. Co.	Bob Pilcher	Road Commissioner	815-633-2671	818 Melbourne Ave, Machesney Park, IL 61115
	Richard Thompson	Highway Commissioner	815-633-2671	819 Melbourne Ave, Machesney Park, IL 61115
Leroy Twp. / Boone Co.	William Donley	Road Commissioner	815-737-8749	8708 Coon Trail Rd., Capron, IL 61012
Manchester Twp. / Boone Co.	William Adams	Road Commissioner	815-380-5212	2827 Rockton Road, Caledonia, IL 61011
Owen Twp. / Winn. Co.	Bob McWilliams	Road Commissioner	815-633-1642	1580 Katrina Way, Machesney Park, IL 61115
	Charles Barnes	Highway Commissioner	815-637-2579	4019 Lathan Road, Rockford 61103
Poplar Grove Twp. / Boone Co.	Wayne Wares	Road Commissioner	815-765-3603	12922 Parkway Ct., Poplar Grove, IL 61065
Rockford Twp. / Winn. Co.	Daniel Conness	Highway Commissioner	815-962-7313	404 N. Springfield Av., Rockford, IL 61101
Rockton Twp. / Winn. Co.	Matt Cuyler	Highway Commissioner	815-624-7177	1315 N. Blackhawk Boulevard, Rockton 61072
Roscoe Twp. / Winn. Co.	Matthew Servant	Highway Commissioner	815-623-7323	5792 Elevator Rd., PO Box 49, Roscoe, IL 61073
Spring Twp. / Boone Co.	Dennis Dovenmuehle	Road Commissioner	815-544-0139	3673 Shattuck Rd., Garden Prairie, IL 61038
Winnebago Twp. / Winn. Co.	Barry Palm	Highway/Road Commissioner	815-335-2401	116 Benton Street, Winnebago 61088



Appendix C: Title VI & Environmental Justice

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. The USDOT notes that the need to consider environmental justice is already embodied in many long-standing laws, regulations and policies such as: the National Environmental Policy Act (NEPA), Section 109(h) of Title 23, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA), as amended, as well as the Transportation Equity Act for the 21st Century (TEA-21).

This TIP recognizes the following goals as part of its transportation project selection and priority setting process:

- Minority and low-income populations should be allocated a fair share of transportation expenditures and services programmed in this TIP.
- Minority and low-income populations 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 minority and low-income groups in the transportation decision-making process.

A significant goal of the MPO is to assure that 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 minority persons

or groups (racial or ethnic) or persons or groups with low income or economic status. Conversely, these efforts also seek to assure that the adverse or detrimental consequences of transportation services or improvements are not disproportionately burdened upon minorities or low-income persons or groups.

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

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

The FTA and FHWA have issued guidance for both Title VI and EJ planning documents. The requirements have been set with the release of FTA Circular 4702.1B (Title VI, effective October 1, 2012) and FTA Circular 4703.1 (Environmental Justice, effective August 15, 2012). Requirements are reflected for both the MPO and RMTD through the updated Title VI and Environmental Justice documents for each respective organization.

The more recent assessment of roadway improvements and the overall planning process were conducted in FY 2018. The current Title VI and EJ report relating to the Transportation Planning and Transportation Improvements in the Rockford Metropolitan Area (Title VI & EJ document) was adopted by the Policy Committee and submitted to FHWA, FTA and IDOT on September 24th, 2015. Currently, an update of the Title VI and Environmental Justice document is underway and expected for adoption in 2018.

The assessment considers both minority and environmental justice factors and concluded that both the planning process and the priority setting for roadway improvement did not disproportionately impact nor neglect minorities and/or low-income groups or persons in the Rockford area, especially with respect to expenditures of Federal funds. This conclusion is supported by examination of demographic data through development of regional thresholds for minority population and low-income individuals and comparing that information to where transportation projects utilizing Federal and / or State funds have been geographically located. Through this analysis, it was determined that approximately 55 percent of the total amount State and / or Federal funds expended on transportation improvements within the MPA (2006-2014) were expended in census

block groups exceeding the regional threshold established for minority populations. Additionally, it was determined that approximately 64 percent of the total amount of State and / or Federal funds expended on transportation improvements within the MPA (2006-2014) were expended in census tracts exceeding the regional threshold established for low-income populations. The MPO will continue to monitor the expenditure of Federal and State funds relating to transportation improvements as they correlate to geographic locations of minority populations and low-income populations within the Metropolitan Planning Area.

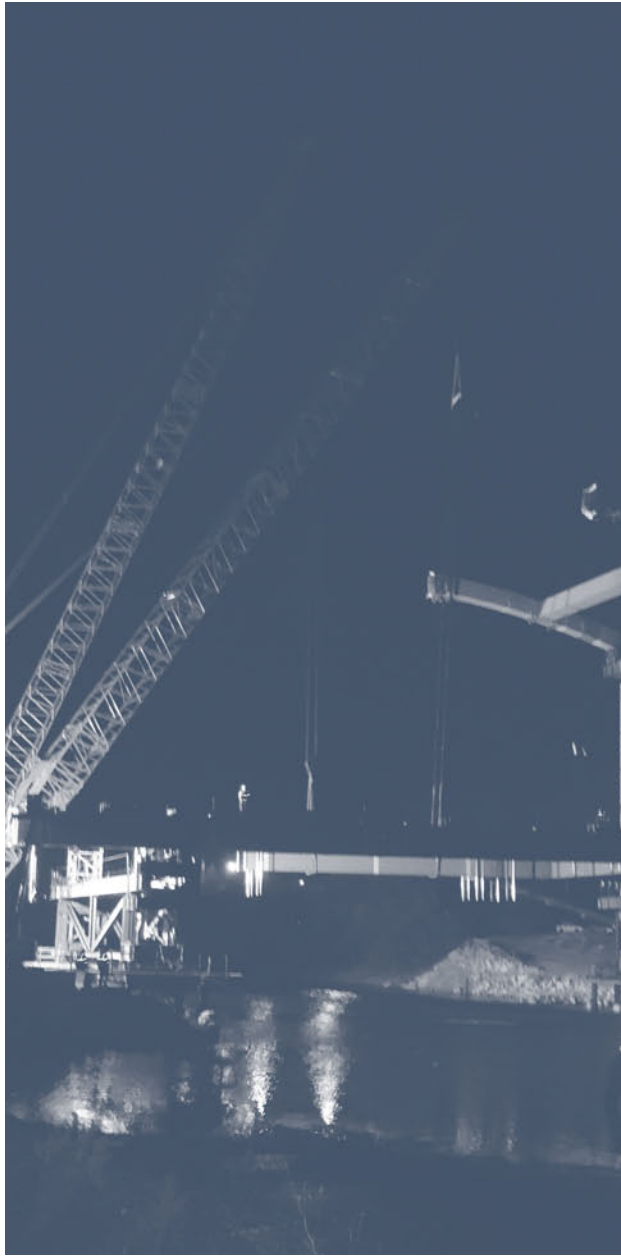
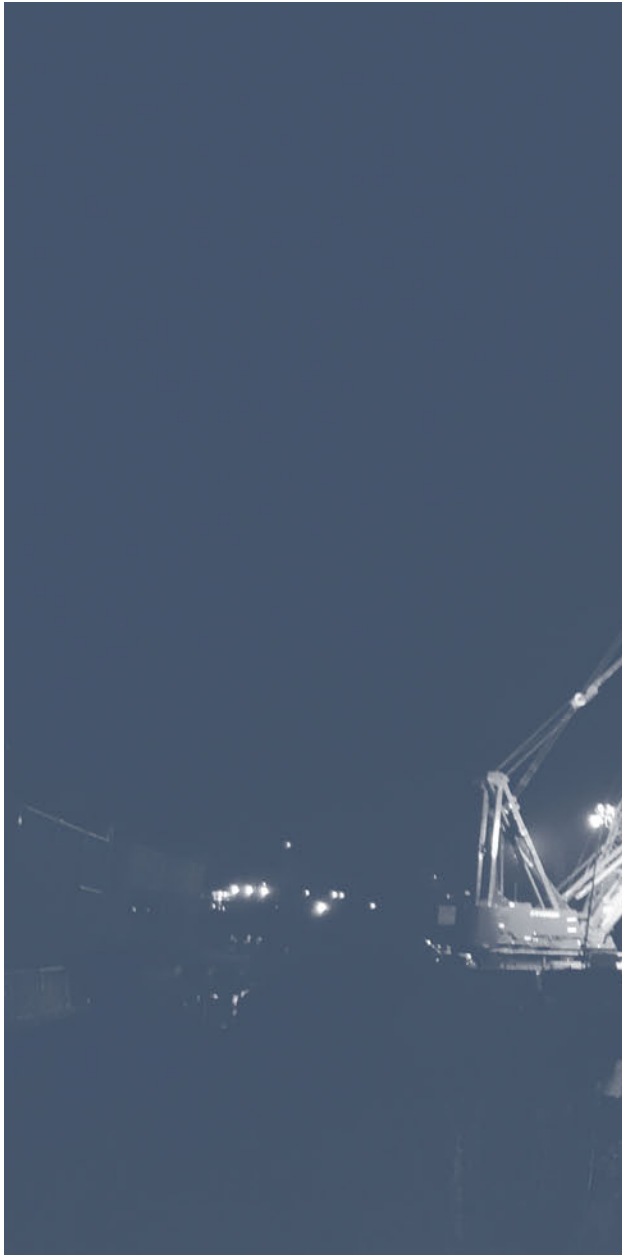
Prior to the development and adoption of the 2015 Title VI and EJ document and at the request of the FHWA and FTA, the MPO provided status update letters regarding the current state of the Title VI and Environmental Justice documents for both the MPO and the RMTD. These letters described the current state of the Title VI and EJ analysis process, annual self-certification process, and status of each agencies compliance as a result of recent FTA Triennial reviews (RMTD) and joint FHWA/FTA Federal Certification reviews. Both RMTD and the MPO were found to be in compliance with regulations pertaining to Title VI and EJ as there were no findings or corrective actions issued for either agency. Below is a listing of the updates that were submitted to both FHWA and FTA.

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

RMTD adjusted their fixed routes in December 2012. Since that time, RMTD has been monitoring the performance of the routes and will determine if additional modifications will be necessary to better serve transit riders. It should also be noted that prior to the development of the FY 2017 UWP, the RMTD Title VI and EJ document had been

updated (March 2014), adopted by the RMTD Board of Directors, and submitted to FTA to meet the requirements set forth in both FTA Circular C 4702.1B (Title VI) and FTA Circular C 4703.1 (Environmental Justice).

With regard to public transit in the Rockford area, a comprehensive Title VI & EJ Assessment was prepared in May and June 2017. Due to the length of the overall conclusions and findings they are not republished here. Suffice to say the assessment showed no incidence or evidence of discrimination. This document is on file and available for inspection at Region 1 Planning Council offices, RMTD, IDOT’s Springfield offices, and FTA offices in Chicago.



Appendix D: TIP Quarterly Activity Status Report

Activity Status Report- (Quarter Month/Year)

Agency					(% Complete)							
Project Number	Project Location	Project Extent	Improvement	Total Cost (000s)	Eng 1	Anticipated Start Date	Eng 2	Anticipated Start Date	ROW ACQ	Anticipated Start Date	CONST	Anticipated Start Date
						Anticipated End Date		Anticipated End Date		Anticipated End Date		Anticipated End Date



Appendix E: Resolutions & Amendments



ROCKFORD METROPOLITAN AGENCY FOR PLANNING
POLICY COMMITTEE

RMAP RESOLUTION 2018-13

- RE: ADOPTION OF THE FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
- WHEREAS the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provide for an urban transportation planning process; and
- WHEREAS the Fixing America's Surface Transportation (FAST) Act authorizes funding to improve our nation's transportation system for highways, highway safety, public transit, alternative non-motorized forms of transportation and freight; and
- WHEREAS the Rockford Metropolitan Agency for Planning (RMAP) is the Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Area, and the MPO Policy Committee has the specific responsibility to direct and administer the continuing urban transportation planning process; and
- WHEREAS the Transportation Improvement Program (TIP) for the Rockford Metropolitan Area has been developed in accordance with the Intermodal Surface Transportation Efficiency Act of 1991, the Transportation Equity Act for the 21st Century, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users, the Moving Ahead for Progress in the 21st Century Act; and the Fixing America's Surface Transportation (FAST) Act; and
- WHEREAS the development of the TIP is a continuing, comprehensive and cooperative transportation planning process carried out by the MPO under the direction of the Policy Committee and the Technical Committee of the MPO of the Rockford Metropolitan Area in cooperation with the Illinois Department of Transportation (IDOT); and
- WHEREAS the planning process is being carried on in conformance with all applicable Federal and State requirement, as listed in the Annual Metropolitan Transportation Planning Process Certification; and
- WHEREAS citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties have been given opportunities to comment on this TIP during its development cycle; and
- WHEREAS the public comment and review period for draft FY 2019-FY 2022 TIP was from July 18th, 2018 through August 13th, 2018 and the draft FY 2019 - FY 2022 TIP was made available for review via the MPO website (posted July 18th, 2018) as well as through contacting the MPO offices.
- WHEREAS the MPO Technical Committee has recommended approval of the Fiscal Years 2019 to 2022 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT

the MPO Policy Committee adopts the August 23rd, 2018 version of the FY 2019-2022 Transportation Improvement Program, along with the changes, if any, as to be documented in the minutes of this August 23rd, 2018 meeting; and

BE IT FURTHER RESOLVED

that the MPO staff is instructed to distribute the FY 2019-2022 Transportation Improvement Program in accordance with the MPO Public Participation Process.

Dated this 23rd day of August 2018.

Greg Jury, RMAP Chairman
Mayor
City of Loves Park

Karl Johnson, RMAP Vice-Chair
Boone County Board Chairman
Boone County

Mike Chamberlain
Mayor
City of Belvidere

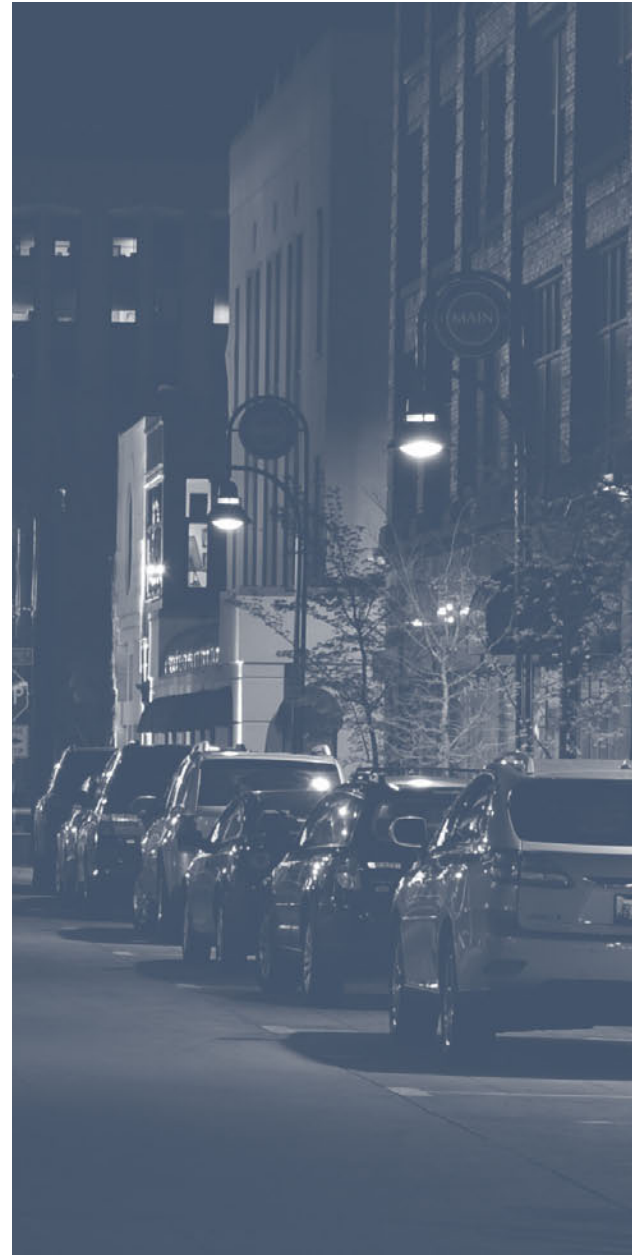
Steve Johnson
Mayor
Village of Machesney Park

Tom McNamara
Mayor
City of Rockford

Frank Haney
Winnebago County Chairman
Winnebago County

Pastor Herbert Johnson, Board Chair
Rockford Mass Transit District

Kevin Marchek
Deputy Director
Illinois Department of Transportation, Region 2



Appendix F: Completed Highway Projects & Advanced Construction Notices

Table 27: Completed Highway Projects from Previous TIPs

Illinois Department of Transportation								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
1-08-15	US 20 BUS / W State St	Sunset Ave to W of Kent Creek in Rockford	RR Crossing Improvement	NHS	\$500	State	\$125	\$625
3-08-26	West State Corridor (Phase I)	Kent Creek to Sunset	Reconstruction			MFT	\$350	\$1,650
						RST	\$1,300	
1-08-26	US 20 BUS / West State St (Phase II)	Sunset Ave to W of Kent Creek in Rockford	Reconstruction	HPP	\$5,688	State	\$2,203	\$11,750
				NHS	\$3,292	Local	\$567	
1-09-8	Morgan St	Rock River & over BN RR in Rockford	Bridge Replacement	Major Bridge	\$19,486	Local	\$4,872	\$24,358
1-10-14	ILL 2 / N Main St	Elmwood Rd to Latham Rd N	Intersection Improvement	STP-State	24000	State	\$5,526	\$30,001
1-10-15	ILL 2 / S Main St	N of Beltline Rd to 0.4 mi N of Harrison Ave Sw of Rockford	Reconstruction	HPP	\$6,600	State	\$1,650	\$13,500
				STP-State	\$4,200	State	\$1,050	
1-10-16A	ILL 2 / ILL 2 B / S Main St	S of Pond St to Cedar St SW of Rockford	Reconstruction	STP-State	\$12,400	State	\$3,100	\$15,500
1-10-16B	ILL 2 / ILL 2 B / S Main St	S of Pond St to Cedar St SW of Rockford	RR Crossing Improvement			State	\$560	\$600
						State	\$40	
1-10-17	ILL 173/West Lane Road	ILL 251 to 0.6 miles E of Mitchell Rd in Loves Park	Additional Lanes/Resurfacing	NHS	\$17,600	State	\$4,400	\$22,000
1-10-17	ILL 173 / West Lane Rd (Phase I)	ILL 251 to 0.6 mi E of Mitchell Rd in Loves Park	P.E. (Phase II)			State	\$150	\$150
1-11-5	I 90 / I 39 / US 51	Wisconsin State Line to Rockfon Rd	Reconstruction; Bridge Replacement	NHS	\$43,380	State	\$4,820	\$48,200
1-11-13	ILL 173 / ILL 251/ West Lane Rd	At ILL 251 in Machesney Park	Intersection Reconstruction (CMS)	NHS	\$12,000	State	\$3,000	\$15,000
1-12-1	ILL 70	Glenwood Ave to Jefferson St in Rockford	Resurfacing (Smart)			State	\$875	\$875
1-12-3	ILL 2 Reconstruction	Riverside Boulevard to Auburn Street in Rockford	P.E. (Phase I)			State	\$253	\$253
1-12-4	Safety Improvements	District-Wide	Safety	HSIP	\$1,655	State	\$184	\$1,839
1-12-6	US 20 Bypass Bridge	West and East Channel of Rock River East of ILL 2	Reconstruction; Bridge Replacement	NHPP	\$21,600	State	\$5,400	\$27,000
1-12-9	Harrison Avenue	@ Illinois Railway Tracks	Safety (install gates)	FRH	\$250			\$250
1-13-1	I-39 Microsurfacing	Lee County Line to 0.4 miles south of Baxter Road	Microsurfacing			State	\$1,200	\$1,200
1-13-11	Safety Improvements	District-Wide	Safety Improvements	HSIP	\$1,601	State	\$179	\$1,780
1-13-12 ^[1]	N Main Street/ILL 2 RR Crossing	Riverside Blvd to Auburn St. at DME/CP Railroad	Safety			State	\$500	\$500
1-13-13	Highway Safety Improvement Program	District-Wide	Safety	HSIP	\$348	State	\$39	\$387
1-13-15	Various Resurfacing	Area-Wide	Resurfacing	STP-State	\$7,200	State	\$1,800	\$9,000
1-13-16	US Business 20	Bonus Avenue to Lawrenceville Road in Belvidere	Add Lanes; Median Barrier	HSIP	\$3,708	Other	\$412	\$4,120
1-13-2	Construction Engineering	Winnebago County	Engineering			State	\$800	\$800
1-13-3	Construction Engineering	Winnebago County	Engineering			State	\$1,000	\$1,000
1-13-4	Bridge Piers and Sign Foundation Shielding	District-Wide	Safety Improvements	HSIP	\$1,980	State	\$220	\$2,200

Illinois Department of Transportation, Continued								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
1-13-5	Safety Improvements	District-Wide	Safety Improvements	HSIP	\$3,311			\$3,679
1-14-1	I-39 Engineering	US 20 to I-90	P.E. (Phase I)			State	\$150	\$150
1-14-2	Perryville RR Bridge	UP RR 0.5 Miles South of Harrison Ave in Rockford	Bridge Replacement	STP-State	\$482	Local	\$136	\$1,545
						ICC	\$927	
1-14-3	Perryville RR Bridge Engineering	UP RR 0.5 Miles South of Harrison Ave in Rockford	Construction Engineering	STP-State	\$62	Local	\$16	\$171
						ICC	\$93	
1-14-4	US 20 Business Land Acquisition	Day Ave to Independence Ave in Rockford	Land Acquisition			State	\$3,400	\$3,400
1-14-5	US 20 Business Engineering	Day Ave to Independence Ave in Rockford	P.E. (Phase II)			State	\$500	\$500
1-14-6	ILL 2 Intersection Reconstruction	At Roscoe Road	Intersection Reconstruction	STP-State	\$2,717	State	\$899	\$5,600
				HSIP	\$1,984			
1-14-7	US 20 Business	At Bell School Rd.	Safety			State	\$782	\$782
1-14-12	IL 251 Resurfacing (Harrison Ave)	Kishwaukee St to E of 9th St	Resurfacing	STP-State	\$344	State	\$86	\$430
1-14-13	IL 251 Resurfacing (11th St)	S of Alton Ave to .2 Mi S of Sandy Hollow Road	Resurfacing	STP-State	\$696	State	\$174	\$870
1-14-14	US Business 20 (W State St)	Springfield Ave to Day Ave	Resurfacing	NHPP	\$600	State	\$150	\$750
1-15-1	IL 76	Wisconsin State Line to US BUS 20 N of Belvidere	Resurfacing	NHPP	\$3,280	State	\$820	\$4,100
1-15-2 ^[2]	US 20 Business	0.3 & 0.4 Miles E of Meridian Rd.	Reconstruction	NHPP	\$640	State	\$160	\$800
1-15-3 ^[3]	I-39	Lee Co. Line to 0.4 mi. N of Baxter Road	Resurfacing; Milling	NHPP	\$23,400	State	\$2,600	\$26,000
1-13-14	Highway Safety Improvement Program	District-Wide	Safety	HSIP	\$3,642	State	\$405	\$4,047
1-14-11	Highway Safety Improvement Program	District-Wide	Safety	HSIP	\$2,767	State	\$307	\$3,074
Winnebago County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
2-00-E-1	Pecatonica Prairie Path Trail Head	Pecatonica Prairie Path	Trail Head			IDNR	\$72	\$90
						Local	\$18	
2-01-1-E	Perryville Path- SE Connection	Perryville Rd & Argus Dr to Cherry Valley Path & Vandiver	Land Acquisition	STP-E	\$490	County	\$310	\$800
2-06-6	Perryville Road Bridge	Over UP Railroad	Bridge	HBP	896	Local	\$232	\$2,808
						ICC	\$1,680	
2-06-6	Perryville Road	@ UP Railroad Bridge	Construction Engineering			ICC	\$150	\$250
						Local	\$100	
2-10-2	Condon Road	Kishwaukee Road to Beltline Road	Resurfacing			County	\$932	\$1,015
						Private	\$82	
2-10-5	Pecatonica Prairie Path	Meridian Road to Stephenson County Line	New Path	STP-E	\$2,900	Local	\$400	\$3,300
2-10-6	Perryville Road	Over S Bridge of Kishwaukee	Bridge Rehabilitation	HBP	\$400	Local	\$100	\$500
2-11-2	Guard Rail Upgrade Program	County-Wide	Safety	HSIP	\$180	Local	\$20	\$200

Winnebago County Highway Department, Continued								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
2-11-4	Sign Upgrade Project	County-Wide	Safety; ITS	HSIP	\$315	Local	\$35	\$350
2-11-6	Perryville/Broadcast/Nimtz	@ Intersection traffic signals	Safety (CMS)			SA	\$1,025	\$1,025
2-12-1	Guard Rail Upgrade	County-Wide	Safety	HSIP	\$220	County	\$25	\$245
2-12-3	Ralston Road	At N 2nd Street Frontage Road as part of IDOT IL 173 Project	Traffic Signals			IDOT	\$200	\$250
						County	\$25	
						MP	\$25	
2-12-4	Rockton Road	@ I-39/90 Interchange	Ramp Widening; Traffic Signals			IDOT	\$295	\$370
						ISTHA	\$25	
						County	\$50	
2-12-5	Rockton Road	At Dry Run Creek, 0.55 miles East of IL-251	Replacement of Box Culvert	HBP	\$600	Local	\$150	\$750
2-13-1	County Wide Hazard Mitigation Plan	County-Wide	Safety	HMG	\$73	Local	\$25	\$98
2-13-2	Alworth Road	DeLong Co. to Cunningham Rd	Resurfacing			TARP	\$135	\$715
						EDP	\$335	
						Local	\$245	
2-13-3	Rockton Road	IL Rte 251 to Willowbrook Rd	Widening and Resurfacing			Private	\$300	\$415
						Local	\$115	
2-13-4	Bell School Road	Lucky Ln to Argus Drive	Reconstruction, Widen ROW	STP-U	\$4,000	Local	\$1,000	\$5,000
2-14-3	Harrisville Road	Baxter Road Intersection and South	Reconstruction (CMP)			EDP	1702	3725
						TARP	75	
						Local	1948	
2-14-7*	Cunningham Road Bridge	Over South Branch Kent Creek	Bridge	HBP	\$508	Local	\$127	\$635
2-15-2	Baxter Road	I-39 to Mulford	Reconstruction (CMP)			EDP	\$2,000	\$4,090
						TARP	\$150	
						Local	\$1,940	
2-15-3	Forest Hills Road	@ Pepper Drive	Intersection	HSIP	\$539.1	Local	\$59.9	\$599
2-16-1	Columbine Blvd Bioswale		Enhancement	319 Grant	\$52.5	Local	\$52.5	\$105
2-15-1	De Garmo Trail Head	@ intersection of US 20/ Hosington Rd	Enhancement			RTP	\$160.0	\$210
						Local	\$50.0	
2-16-2	Mulford Rd	Edison Rd to Baxter Rd	Resurfacing			Local	\$380.0	\$380

City of Rockford								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-04-19	Harrison Ave. Reconstruction	20th St. to 9th St.	Reconstruction CMP	STP-U	\$13,840	State	\$3,600	\$25,000
						RST	\$3,684	
						Local	\$2,100	
						RRWRD	\$559	
						MFT	\$2,501	
3-04-19	Harrison Ave (Phase II)	20th St to 11th St	Phase (II) Engineering	STP-U	\$1,500	RST	\$375	\$1,875
3-07-E-1	Riverwalk Development (Museum Campus)	Whitman Street to Park Street	Construction	ITEP	\$1,400	MFT	\$450	\$1,850
3-08-26 ^[4]	W State St / US BUS 20	Kent Creek to Independence Ave	Reconstruction			State	\$9,500	\$11,075
						MFT	\$300	
						RST	\$1,275	
3-08-26	West State Corridor (Phase I)	Kent Creek to Sunset	Reconstruction			MFT	\$350	\$1,650
						RST	\$1,300	
3-08-53 ^[5]	Main St / IL 2	@ Auburn St	Intersection Improvement; Roundabout			State	\$2,000	\$2,125
						RST	\$125	
3-08-61 ^[6]	Morgan St Bridge	3rd St to S Main St	Bridge Reconstruction/Pavement	Major Bridge	\$10,650	MFT	\$3,300	\$14,650
						RST	\$700	
3-08-61	Morgan Street Bridge Punch List/Landscaping	Over Rock River	Bridge			MFT	\$250	\$250
3-09-17	Downtown One-Way Pair Conversion	South Main/Cedar to John Street	Planning/Engineering			RST	\$350	\$350
3-09-17	Downtown One Way, Pair Conversion - Phase II	S Main St to Elm St	Engineering			RST	\$110	\$110
3-10-5	Rockton Ave	@ Custer Ave	Intersection Safety Improvements	HSIP	\$290	RST	\$75	\$365
3-11-1 ^[7]	Downtown Tree Replacement Program	City-Wide	Enhancement	STP-E	\$24	Local	\$5	\$29
3-11-2	Stone Ridge Bridge (Just N of Springcreek & Highcrest)	At Spring Creek	Bridge Replacement	HBP	\$265	RST	\$65	\$330
3-11-3	Fairview Blvd	@ North Branch of Keith Creek	Phase (III) C.E.; Bridge Deck Replacement	HBP	\$710	RST	\$180	\$890
3-11-6	Morgan St	@ Railroad Crossing, West of Rock River	Railroad Crossing Improvements	FRA	\$250	MFT	\$17	\$267
3-12-1	Avon St	School St to Mulberry St	Resurfacing			RST	\$100	\$100
3-12-2	Custer St	Huffman Blvd to Bruner St	Resurfacing			MFT	\$100	\$200
						RST	\$100	
3-12-3	Fulton Ave	Harlem Blvd to Huffman Blvd	Resurfacing			RST	\$100	\$100
3-12-4	Garrett Lane	Mulford Rd to Trainer Rd	Resurfacing			MFT	\$125	\$300
						RST	\$175	

City of Rockford, Continued

Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-12-5	Kilburn Ave	Jefferson St to Glenwood Ave	Resurfacing			State	\$830	\$905
						RST	\$75	
3-12-6	Kishwaukee St	Brooke to Sandy Hollow Rd	Reconstruction			RST	\$900	\$900
3-12-7	Lyford Rd	Various	Resurfacing			RST	\$125	\$125
3-12-8	Newburg Rd	Alpine Rd to Perryville Rd	Resurfacing			RST	\$350	\$350
3-12-9	North Main/ ILL 2	@ Auburn Road	Intersection Improvement; Roundabout			State	\$6,500	\$7,000
						RST	\$500	
3-12-9 ^[8]	N Main / IL 2	Auburn St to W Riverside	Phase (I) Engineering; Land Acquisition			State	\$1,000	\$1,000
3-12-10	Prospect St	E State St to Rural St	Resurfacing			RST	\$700	\$700
3-12-11	Rote Rd	Various	Rehabilitation			MFT	\$125	\$125
3-12-12	Rural St	London Ave to Parkwood Ave	Resurfacing			MFT	\$100	\$100
3-12-13	Shaw Woods Drive	Ponderosa to Concrete	Resurfacing			RST	\$100	\$100
3-12-14	South Main Corridor	Cedar St. to Beltline Rd.	Reconstruction			State	\$16,185	\$16,985
						RST	\$800	
3-12-14 ^[9]	S Main St / IL 2	Cedar St to Beltline Rd	Phase (II) Engineering			State	\$3,100	\$3,200
						RST	\$100	
3-12-14	South Main Street Reconstruction	Cedar St. to Airport Dr.	Reconstruction			State	\$16,185	\$18,085
						RST	\$1,900	
3-12-15	Springbrook Rd	Bell School Rd to Summerfield Rd	Reconstruction			RST	\$700	\$700
3-12-29	E State St Streetscape	Rock River to 1st St	Sidewalk, lighting, landscaping	RERZ	\$500			\$500
3-12-30	W Side Streetscape	200 N Main St to 200 S Main St	Sidewalk, lighting, landscaping	RERZ	\$500			\$500
3-12-32	City Center Infrastructure	Downtown Rockford	Streetscape Improvements			RST	\$225	\$225
3-12-33	Broadway Resurfacing	20th Street to 11th Street	Resurfacing			RST	\$825	\$825
3-12-36	Spring Brook Road Resurfacing	Imperial Oaks to Spring Creek Road	Resurfacing			RST	\$250	\$450
						RTWP	\$200	
3-12-38	Collector Street Development Program	City-Wide	New Construction			RST	\$100	\$100
3-12-39	Commercial & Industrial Street Program	City-Wide	Resurfacing			RST	\$100	\$100
3-12-40	Harrison Avenue Bridge	Over Rock River	Engineering			RST	\$175	\$175
3-12-40	Harrison Avenue Bridge Deck Replacement	Over Rock River	Bridge			MFT	\$750	\$750
3-12-41	Jefferson Street Bridge Repairs	Rock River to Madison Street	Bridge			RST	\$800	\$800
3-12-42	Local Bridge Program	City-Wide	Bridge Rehabilitation	HBP	\$180	RST	\$240	\$420

City of Rockford, Continued

Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-12-43	Concrete Patching	City-Wide	Rehabilitation			RST	\$100	\$100
3-12-44	Crack Sealing	City-Wide	Resurfacing			RST	\$125	\$125
3-12-45	Bicycle Lane Pavement Marking & Signage	City-Wide	Safety			RST	\$60	\$60
3-12-47	Pedestrian Crossing Improvements	City-Wide	Intersection Improvements			RST	\$60	\$60
3-12-48	Residential Street/Alley Program	City-Wide	Resurfacing			RST	\$5,000	\$5,000
3-12-49	Neighborhood Priority-Based Allocation	City-Wide	Rehabilitation			RST	\$350	\$350
3-12-50	ADA Handicap Ramp Installation Program	City-Wide	Rehabilitation			RST	\$100	\$100
3-12-51	Sidewalk, Curb & Gutter Program	City-Wide	Rehabilitation			RST	\$170	\$170
3-12-52	CIP Project Development	City-Wide	Planning & Engineering			MFT	\$150	\$500
						RST	\$350	
3-12-53	20th Street Resurfacing	Harrison Ave to Sandy Hollow	Resurfacing			RST	\$900	\$900
3-12-60	Biennial Bridge Inspection	City-Wide	Engineering			RST	\$175	\$175
3-12-61	Concrete Patching	City-Wide	Rehabilitation			RST	\$175	\$175
3-12-62	Crack Sealing	City-Wide	Resurfacing			RST	\$100	\$100
3-12-63	Inlet Repairs	City-Wide	Rehabilitation			RST	\$125	\$125
3-12-64	Bicycle Lane Pavement Marking/Signage	City-Wide	Safety			RST	\$75	\$75
3-12-65	Railroad Improvement Program	City-Wide	Rehabilitation			RST	\$110	\$110
3-12-66	Pedestrian Crossing Improvements	City-Wide	Intersection Improvements			RST	\$50	\$50
3-12-67	Residential Street/Alley Program	City-Wide	Resurfacing			RST	\$4,850	\$4,850
3-12-68	Neighborhood Priority-Based Allocation	City-Wide	Rehabilitation			RST	\$250	\$250
3-12-69	ADA Handicap Ramp Installation Program	City-Wide	Intersection Improvements			RST	\$100	\$100
3-12-70	Sidewalk, Curb and Gutter Program	City-Wide	Rehabilitation			RST	\$200	\$200
3-12-71	Arterial Sidewalk Program	City-Wide	Sidewalk Installation and Repair			RST	\$200	\$200
3-12-72	Urban Forestry	City-Wide	Landscaping			RST	\$50	\$50
3-12-74	CIP Project Development	City-Wide	Planning & Engineering			MFT	\$150	\$400
						RST	\$250	
3-12-75	City Center Improvements	Downtown Rockford	Infrastructure Improvements			RST	\$275	\$275
3-12-80	Highcrest Road Resurfacing	Chelsea Avenue to Alpine Road	Resurfacing			RST	\$375	\$675
						RTWP	\$300	

City of Rockford, Continued								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-12-88	Commercial and Industrial Street Program	City-Wide	Resurfacing			RST	\$450	\$450
3-12-90	Local Bridge Program (Alpine Road Box Culvert)	South Branch Keith Creek	Bridge	Bridge Prog.	\$1,320	MFT	\$330	\$1,650
3-12-91	Concrete Patching	City-Wide	Rehabilitation			RST	\$150	\$150
3-12-92	Crack Sealing	City-Wide	Resurfacing			RST	\$100	\$100
3-12-93	Inlet Repairs	City-Wide	Rehabilitation			RST	\$150	\$150
3-12-94	Pavement Marking	City-Wide	Safety			RST	\$100	\$100
3-12-95	Bicycle Lane Pavement Marking/Signage	City-Wide	Safety			RST	\$100	\$100
3-12-97	Pedestrian Crossing Improvements	City-Wide	Safety			RST	\$100	\$100
3-12-98	Residential Street/Alley Program	City-Wide	Resurfacing			RST	\$5,000	\$5,000
3-12-99	Neighborhood Priority-Based Allocation	City-Wide	Rehabilitation			RST	\$200	\$200
3-12-100	ADA Ramp Installation Program	City-Wide	Safety			RST	\$150	\$150
3-12-101	Sidewalk, Curb and Gutter Program	City-Wide	Rehabilitation			RST	\$150	\$150
3-12-102	Arterial Sidewalk Program	City-Wide	New Construction			RST	\$150	\$150
3-12-103	Urban Forestry	City-Wide	Enhancement			RST	\$50	\$50
3-12-104	CIP Project Development	City-Wide	Planning			MFT	\$150	\$400
						RST	\$250	
3-12-105	City Center Improvement	7th Street Lighting, East and West State St. Streetscape	Enhancement			MFT	\$250	\$250
3-12-107	Sandy Hollow Road Diet	Alpine to 20th Street	Road Diet	HSIP	\$1,255	RST	\$200	\$1,455
3-12-108	Blackhawk Park Rehab	Seminary to Kishwaukee	Rehabilitation			EDP	\$800	\$1,650
						RST	\$850	
3-12-108	Sandy Hollow Road Diet	Alpine to 20th Street	Road Diet, Construction, Engineering	HSIP	\$1,260	RST	\$140	\$1,615
						RST	\$215	
3-12-110	Reed Avenue	At Buckbee Creek, 0.1 miles west of 11th Street (IL 251)	Bridge Replacement	HBP	\$240	RST	\$60	\$300
3-12-111	Pierce Avenue	At Northwest Drainage Way, 0.01 miles east of Rockton Ave	Bridge Replacement	HBP	\$240	RST	\$70	\$350
3-13-1	9th Street One-Way Conversion	Whitman Interchange to Charles Street	Planning/Engineering			RST	\$250	\$250
3-13-3	East State Street Signal Modernization	3rd Street to Wyman	Signal Modernization			RST	\$150	\$150
3-13-4	Inlet Repairs	City-Wide	Rehabilitation			RST	\$110	\$110
3-13-5	Pavement Marking	City-Wide	Safety			RST	\$60	\$60
3-13-6	Signage Retroreflectivity	City-Wide	Safety			MFT	\$100	\$100

City of Rockford, Continued								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-13-7	Urban Forestry	City-Wide	Landscaping			RST	\$50	\$50
3-13-8	Riverwalk Development (Beattie to W. State)	Beattie Park to State Street Bridge	Design/Planning			RST	\$25	\$25
3-13-9	Marchesano Drive Resurfacing	West to Clifton	Resurfacing			RST	\$250	\$250
3-13-10	Whitman Interchange	North Whitman Bridge to East State Street	Design Engineering			RST	\$275	\$275
3-13-11	Signage Retroreflectivity	City-Wide	Safety			MFT	\$100	\$100
3-13-12	North Main Corridor	Yonge to Riverside	Streetscape/Landscape			RST	\$50	\$50
3-13-14	Signage Retroreflectivity	City-Wide	Safety			RST	\$150	\$150
3-13-31	Neighborhood Improvement Program	City-Wide	Resurfacing			RST	\$5,900	\$5,900
3-13-34	Sidewalk Repair Program	City-Wide	Rehabilitation			RST	\$450	\$450
3-13-40	Rockton Avenue Intersection	At Halsted Road	Intersection Improvement	HSIP	\$270	RST	\$125	\$395
3-13-41	Spring Creek Interchange	West of I-90 in Rockford	Planning			RST	\$130	\$130
3-13-43	Landstrom Road Resurfacing	Bradley Rd. to Forest Hills	Resurfacing			RST	\$750	\$750
3-13-44	Airport & Falcon Rd	Falcon Rd. from New Milford School Rd. to Airport Dr.; Airport Dr. from 11th St. to Kishwaukee St; Kishwaukee St. Intersection	Reconstruction; Rehabilitation; Intersection Improvements	EDA	\$2,700	EDP	\$2,000	\$10,025
						RFD	\$2,000	
						MFT	\$3,000	
						ICC	\$250	
						TARP	\$75	
3-14-1 ^[10]	Pavement Marking	City-Wide	Safety			RST	\$100	\$100
3-14-2	Reforestation Program	City-Wide	Reforestation			RST	\$350	\$350
3-14-3	Outdoor City Market	Water Street and East State Street	Rehabilitation; New Construction			RERZ	\$1,200	\$1,200
3-14-5	Whitewater Park	South of S. Water Street on Rock River	Design Support			RERZ	\$200	\$200
3-14-6 ^[11]	Ingersoll Building Renovation	Ingersoll Building	Rehabilitation	IKE*	\$5,389	RERZ	\$3,800	\$24,638
						GOB*	\$12,300	
				USEPA*	\$1,186	RST*	\$1,740	
						Local*	\$223	
3-14-8	Davis Park Improvements/TAPCO Demo	Davis Park	Rehabilitation/Demolition			RERZ	\$1,000	\$1,000
3-14-9	East State Streetscape Improvements	East State St.	Design; Construction			RERZ	\$275	\$275
3-14-10	West State Streetscape Improvements	Rock River to Church	Design; Construction			RERZ	\$725	\$725
3-14-37 ^[12]	Riverwalk Development	At Rock River	Design Engineering			MFT	\$250	\$250
3-14-38 ^[13]	Local Bridge Program	City-Wide	Bridge Rehabilitation	HBP	\$700	RST	\$375	\$1,075
3-15-6	Signal Replacement Program	City-Wide	Safety			MFT	\$300	\$300
3-15-7	Reforestation Program	City-Wide	Enhancement			RST	\$350	\$350

City of Rockford, Continued

Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
3-15-8	Illinois Railway Conversion to Multi-Use Path	At Morgan Street Bridge	Enhancement			MFT	\$500	\$500
3-15-11	Arterial & Collector Street Resurfacing	City-wide	Resurfacing			RST	\$1,355	\$2,855
						MFT	\$1,500	
3-15-43	Rails to Trails Bridge Conversion	Over the Rock River	Enhancement	ITEP/TAP	\$740	Local	\$185	\$925
3-16-1*	Sandy Hollow Road	20th St to Alpine Rd	Resurfacing	HSIP	\$1,255.271	MFT	\$594.729	\$1,850
3-16-2	South Alpine Road	South Branch Keith Creek to E State St	Resurfacing			RST	\$110	\$110
3-16-3	Keith Creek Bridge Removals	Various	Bridge			RST	\$240	\$240
3-16-6	7th Street Lighting	2nd Ave to 1st Ave	Safety			RST	\$700	\$700
3-16-5	Programmed Bridge & Structure Repairs	City-Wide	Bridge			RST	\$250	\$250
3-15-12	Traffic Signal Upgrades	City-Wide	Safety-CMP Project			RST	\$500	\$500

City of Loves Park

Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
4-09-4	East Riverside Boulevard	At Wantz Park and Creek	Bridge Replacement			Local	\$950	\$950
4-09-5	East Riverside Boulevard	At Garden Plain and Creek	Bridge Replacement			Local	\$550	\$550
4-09-5	on Plain Avenue, North of E. Riverside	At Garden Plain Avenue and Creek, East side of Wantz Park	Bridge Replacement	HBP	\$564	Local	\$141	\$705
4-12-4	Residential Streets	City-Wide	Resurfacing			Local	\$350	\$350
4-12-5	Pavement Marking	City-Wide	Resurfacing			Local	\$15	\$15
4-12-6	Sidewalk & Curb	City-Wide	Rehabilitation			Local	\$20	\$20
4-12-7	Residential Streets	City-Wide	Resurfacing			Local	\$350	\$350
4-12-8	Pavement Marking	City-Wide	Resurfacing			Local	\$15	\$15
4-12-9	Sidewalk & Curb	City-Wide	Rehabilitation			Local	\$20	\$20
4-12-10	Residential Streets	City-Wide	Resurfacing			Local	\$750	\$750
4-12-11	Pavement Marking	City-Wide	Resurfacing			Local	\$15	\$15
4-12-12	Sidewalk & Curb	City-Wide	Rehabilitation			Local	\$20.00	\$20
4-15-1	Willow Creek Trail Extension	@ Woodward Rock Cut Campus	Enhancement	ITEP/TAP	\$502.12	Local	\$125.53	\$627.65
4-16-1	Riverside Bridge	At Wantz Park	Bridge	STP-State	\$1,150.208	MFT	\$287.551	\$1,437.759
4-16-2	Alpine Road	Rivington Road to Croydon Ave	Reconstruction CMP			Local	\$5,000	\$5,000
4-16-3	Residential Streets	City-Wide	Resurfacing			Local	\$750	\$750
4-16-4	Sidewalk, Curb and Gutter	City-Wide	Rehabilitation			Local	\$25	\$25

Village of Machesney Park

Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
5-10-3	Ralston Elementary	Surrounding Ralston Elementary	Enhancement	SRTS	\$125			\$125

Village of Machesney Park, Continued								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
5-10-4	Roosevelt Road (Phase II)	Indigo Ln to Alpine	Reconstruction, Curb & Gutter, Storm and Sanitary Sewer			Local	\$2,000	\$2,000
5-10-5	Ravere Street		Reconstruction, Curb & Gutter, Storm and Sanitary Sewer			Local	\$900	\$900
5-10-7	Wilson Avenue; Leland Avenue	Victory and Erma Ave; Greenview and Wilson	Reconstruction, Curb & Gutter, Storm and Sanitary Sewer			Local	\$565	\$565
5-14-1	Anna Avenue Reconstruction; 1st Street Reconstruction; 3rd/4th Street Reconstruction	504 Anna Avenue to 720 Anna Avenue; Windsor to Marie; Immediately South of Marie	Reconstruction			Local	\$375	\$375
5-14-2	Wesley Road Reconstruction; Catalina, Phoenix and Maple Reconstruction	Harlem Road to Maple Avenue; 300' Dead End Streets West of Wesley	Reconstruction			Local	\$680	\$680
5-14-3	McKnight Meadows Drainage Improvements	Infiltration Trench along Brianna Way	Construction of New Trench			Local	\$160	\$160
5-14-4	IL-251 Service Drive Improvements	Wood Avenue to Village's Southern Boundary; Evans to Kingsley	Reconstruction			Local	\$200	\$200
5-14-5	Lyford/Greenlee Improvements	North of IL-173 to IL-173 @ Lyford Road	Construction; Intersection Improvement			EDP	\$1,275	\$2,250
						TARP	\$75	
						TIF	\$900	
5-14-6	Queen Oaks Reconstruction	Ralston Road to Dead End	Reconstruction			Local	\$750	\$750
5-14-7	Village Resurfacing Program	Village-Wide	Resurfacing			Local	\$430	\$430
5-15-1	Copper Drive	IL 251 to Van Stone	Reconstruction			Local	\$760	\$760
5-15-2	Emerald/Ruby	IL 251 Roosevelt Estates Subdivision	Reconstruction			Local	\$1,100	\$1,100
5-15-3	Village-Wide Resurfacing	Village-Wide	Resurfacing			Local	\$345	\$345
5-15-4	Gilbert Terrace	Victory to IL 251	Reconstruction			Local	\$880	\$880
5-15-5	Wilshire	Victory to IL 251	Reconstruction			Local	\$930	\$930
5-15-7	Alpine Road West Service Drive	Roosevelt Road to Juniper Lane	Reconstruction; Multi-Use Path			Local	\$340	\$340
5-15-8	Stones Landing Improvements	Shore Drive/Rock River	Enhancement; Boat Ramp, Canoe Launch, Multi-Use Path, Parking, Park Facilities			IDNR	\$200	\$260
5-15-9	Liberty	Victory to IL 251	Reconstruction			Local	\$960	\$960
5-15-10	Marquette	Victory to IL 251	Reconstruction			Local	\$975	\$975
5-15-15	Pershing	Victory to IL 251	Reconstruction			Local	\$975	\$975
5-15-12	Prairie Lane	Dorthea to IL 251	Reconstruction			Local	\$357	\$357
5-15-13	Dorthea	Prairie Ln	Reconstruction			Local	\$191	\$191

Village of Machesney Park, Continued								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
5-15-14	Resurfacing	Various	Resurfacing			Local	\$643	\$643
5-15-21	Alpine Road Path	S. of Juniper Lane to N. of Story Book Lane	Enhancement	ITEP/TAP	\$620.432	Local	\$155.108	\$775.54
5-15-16; 5-15-11*	Kingsley/Drexel	IL 251 to Elm	Reconstruction			Local	\$1,119	\$1,119
5-17-1**	Scott Lane/Heron Drive	Roosevelt to Mildred	Reconstruction			Local	\$840	\$840
** In previously TIPs, this project was listed as 5-15-19 in combination with 5-17-2.								
Boone County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
13-09-5	Beaverton Road	Hunter Road to Manchester Road	Resurfacing			MFT	\$250	\$450
						Local	\$200	
13-09-6	Capron Road	Capron Village Limits to Hunter Road	Resurfacing			MFT	\$150	\$300
13-11-3	Logan Avenue	US BR RTE 20 to US RTE 20	Resurfacing			MFT	\$320	\$400
						Local	\$80	
13-12-1	Hunter Road	McHenry County Line to Illinois Rte 76	Resurfacing			MFT	\$700	\$1,350
						County Match	\$650	
13-12-2	Russellville Road	Grange Hall, Denny, Angling, & Capron	Resurfacing			MFT	\$800	\$1,500
						Local	\$700	
13-12-3	Stone Quarry Road	Chrysler Drive to Dekalb County Line	Resurfacing			MFT	\$500	\$1,000
						Local	\$500	
13-13-1	Spring Creek Road	Beaver Creek to Winnebago County Line	Resurfacing			MFT	\$110	\$220
						Local	\$110	
13-13-2	Marengo Road	Poplar Grove to Bridge	Resurfacing			MFT	\$65	\$205
						Local	\$140	
13-13-3	Beloit Road	Dawson Lake to Olson Road	Resurfacing			MFT	\$50	\$210
						Local	\$160	
13-13-4	Quail Trap Road Seal Coat	Caledonia to Ramsay Road	Resurfacing			Local	\$55	\$55
13-13-5	Orth Road	Over Beaver Creek	struction, Construction Engin	HBP	\$654	Local	\$182	\$836
13-14-4	Garden Prairie Road	Over Kishwaukee River	Bridge	STP-R	\$1,600	Local	\$220	\$1,820
13-15-1	County Line Road	Over Spring Creek	Bridge			State	\$360	\$450
						Local	\$90	
13-15-2	Traffic Sign Upgrade Program	County-wide	Safety	HSIP	\$25	Local	\$4	\$29
13-16-1	Poplar Grove Rd	City of Belvidere To Marengo Rd	Resurfacing			MFT	90	180
						Local	90	

City of Belvidere								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
14-12-1	N State St	Fairgrounds Rd to Appleton	Resurfacing			MFT	\$265	\$365
						Local	\$100	
14-12-2	W 5th St	7th Ave to End	Resurfacing			MFT	\$200	\$200
14-12-3	Berylan St	Jackson to Garden	Resurfacing			MFT	\$200	\$200
14-12-4	E 2nd St	East to Belvidere Rd	Resurfacing			MFT	\$200	\$200
14-12-5	Warren Ave	Logan to 2nd St	Resurfacing			MFT	\$200	\$200
14-12-6	E Menomonie St	Main to Webster	Resurfacing			MFT	\$200	\$200
14-12-7	E Marshall St	State to Webster	Resurfacing			MFT	\$200	\$200
14-12-8	Whitney Blvd	8th St to End	Resurfacing			MFT	\$200	\$200
Rockford Park District								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
20-14-1	Churchill Park Bridge Repairs	Over Keith Creek	Rehabilitation			Local	\$3	\$3
20-14-2	Dahlquist Park/Twin Sisters Bridges	Over Keith Creek	Rehabilitation			Local	\$25	\$25
20-14-3	Annual Bridge Inspections	District-Wide	Bridge Inspection			Local	\$26	\$26
20-14-4	Martin Park Bridge	Recreational Path Bridge	Bridge Replacement			Local	\$150	\$150
20-14-5	Sportscore Two Parking Lot Replacement	At Sportscore	Parking Lot			State	\$152	\$152
20-14-6	Accessible Paths	District-Wide	Paths			Local	\$19	\$19
20-14-7	Parking Needs	District-Wide	Parking			Local	\$19	\$19
90-11-1	New Tractor with Groomer	Purchase Tractor	Equipment Purchase	RTP	\$172	Local	\$43	\$215
Illinois State Tollway Highway Authority								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
23-14-1	Business 20 Interchange Improvement	Mile Post 2 to Mile Post 17.3	Bridge and Ramp Improvements			ISTHA	\$4,010	\$4,010
24-14-2 ^[14]	I-90 Corridor Reconstruction, Eastbound Entrance, Reconstruction of all cross bridges	I-39 to IL-47, At Irene Road, Mill Road to Johnson Road	Reconstruction			ISTHA	\$178,208	\$178,208
24-14-2	I-90 Corridor Reconstruction, completion of entrance ramps, reconstruction of all cross bridges	I-39 to IL-47 at Irene Rd, Mill Rd to Johnson Rd	Reconstruction- CMP Project			ISTHA	\$35,111	\$35,111
24-16-1	I-90 Ramp and Safety Repairs	At IL-173/ Riverside Rd	Rehabilitation			ISTHA	\$1,808	\$1,808
Ogle County Highway Department								
Project Number	Project Location	Project Extent	Improvement	Federal Funds (000s)		Other Agency Funds (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
21-16-1	Macklin Road	Bridge 1/2 miles W of Stillman Road	Bridge	STP-Bridge	\$458	Local	\$114	\$572
27-15-1	Mulford Road	Lindenwood Road to Ogle/Winnebago County Line	Resurfacing	STP-Rural	\$1,840	Local	\$460	\$2,300

Table 27: Completed Highway Projects from Previous TIPs- Notes

- [1] Formerly 1-12-3B
- [2] This project is currently in Advanced Construction Status, in accordance with 23 CFR 630.106.
- [3] Portions of this Project are outside the RMAP area to the South.
- [4] See Also IDOT Project 1-08-26
- [5] See Also IDOT Project 1-11-4
- [6] See Also IDOT Project 1-09-8
- [7] This project uses money reprogrammed from project 3-10-8
- [8] See Also IDOT Project 1-12-3A
- [9] See Also IDOT Project 1-10-15 and 1-10-16A
- [10] Project was mistakenly listed as 3-12-64 in a previous TIP.
- [11] The funding sources with an asterisk (*) were committed to portions of this project not related to transportation. They are listed here for completeness, but should not be considered transportation-related funding.
- [12] Project was mistakenly listed as 3-13-12 in a previous TIP.
- [13] Project was mistakenly listed as 3-12-61 in a previous TIP.
- [14] Project formerly 23-14-2

Table 28: Advance Construction Project Status

Lead Agency	Project Number	Project Location	Project Extent	FY 2019-2022 TIP Table	Federal Funds Converted (\$000)	Total Cost (\$000)	Status
WCHD	2-17-2	Signage Installation	County-wide	AIC	\$45	\$98	End AC-9/1/17
Rockford	3-16-4	North Alpine Road Box Culvert	North branch of Keith Creek	PA	\$1,192,438	\$1,880,000	End AC-10/20/2017
Machesney Park	5-17-3	Signal Installation	Intersection of Bauer Pkway & Victory Lane	PA	N/A	N/A	Start AC-12/15/17
IDOT	1-16-10	IL 251	Winnebago County Line to 0.3 mi N of Flagg Road	PA	\$6,400	\$8,000	Start AC-3/9/18
IDOT	1-18-13	I-39	SN 071-0045 McNeal Road over I-39	PA	\$680	\$850	Start AC-3/23/18
IDOT	1-18-14	I-39	SN 101-0144 Rotary Road over I-39	PA	\$279	\$310	Start AC-3/23/18
IDOT	1-17-5	IL 173	.2 Mi W of Caledonia Rd to .4 mi W of Caledonia Rd	PA	\$600	\$750	Start AC-3/30/18
IDOT	1-18-6	US 20/E State St	Bell School Rd to I-90 Exit	PA	\$22,240	\$27,800	Start AC-3/30/18
Machesney Park	5-17-3	Signal Installation	Intersection of Bauer Pkway & Victory Lane	PA	\$473	\$525	End AC-4/6/18
IDOT	1-18-4	I-39 Bridge Repair	Repairs to concrete parapet walls and other misc	PA	\$203,000	\$225,000	Start AC-5/11/18
IDOT	1-18-13	I-39	SN 071-0045 McNeal Road over I-39	PA	\$166,089	\$850	End AC-7/6/18
IDOT	1-18-14	I-39	SN 101-0144 Rotary Road over I-39	PA	\$208,800	\$310	End AC-7/6/18



Appendix G: Completed Transit Projects

Table 29: Completed Section 5307 Projects

Rockford Mass Transit District - FY 2003										
RATS #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
03-1	1	Fixed-Route Buses (35-Foot/ Replacements)	4	\$328,000	\$1,312,000		\$262,400	\$1,049,600	Maintain safe, reliable, efficient fixed route bus service.	Completed. Unit cost increased to \$328,000 --3/27/03 Amendment
03-6	5	Preventive Maintenance	1	\$1,151,743	\$1,151,743	\$230,349		\$921,394	Extend the useful life of rolling stock.	Completed
03-10	11	Computer Systems (Replacements)	14	\$2,006	\$28,086		\$5,617	\$22,469	Replace obsolete equipment, maintain administrative and operational efficiency.	Completed. Number of units increase by two -- 3/27/03 Amendment.
03-11	12	Fixed-Route Buses (35-Foot/Replacements)	12	\$328,000	\$3,936,000		\$787,200	\$3,148,800	Maintain safe, reliable, efficient fixed route bus service.	Completed. PROJECT ADDED as per 3/27/03 Amendment.
03-13	14	Air Quality System	1	\$7,500	\$7,500		\$3,000	\$4,500	Improve safety of bus operation to both patrons and drivers.	Completed. PROJECT ADDED as per 3/27/03 Amendment.
FTA Apportionment Amount for FY 2003 - \$2,216,202										
Rockford Mass Transit District - FY 2005										
RATS #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
05-1	1	Preventive Maintenance	1	\$1,205,271	\$1,205,271	\$241,054		\$964,217	Extend the useful life of rolling stock.	Completed
05-2	2	Complementary ADA Costs	1	\$250,000	\$250,000	\$50,000		\$200,000	Eligible charge for service to persons with disabilities	Completed
05-4	4	Wall Signage & Installation	1	\$20,000	\$20,000		\$4,000	\$16,000	ENHANCEMENT: Improve communication, marketing, service to riders.	Completed
05-5	5	Bus (Stop) Shelters & Installation	1	\$5,000	\$5,000	See TRC/TDC note		\$5,000	ENHANCEMENT: Improve service and safety for transit patrons.	Completed
05-14	14	Replace Seating In Transfer Center	1	\$7,500	\$7,500	See TRC/TDC note		\$7,500	ENHANCEMENT: Replace worn-out furnishings, improve aesthetics.	Completed (IL-90-X564)
05-16	16	Upgrade Smoke Detectors & Fire Alarm Panel	1	\$8,000	\$8,000	See TRC/TDC note		\$8,000	Improve facility safety.	Completed (IL-90-X564)
05-18	18	Bill Changer	1	\$6,000	\$6,000		\$1,200	\$4,800	Replace worn-out equipment.	Completed
FTA Apportionment Amount for FY 2005 - \$2,257,000										
Rockford Mass Transit District - FY 2006										
RATS #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
06-1	1	Paratransit Md Vehicles	4	\$60,395	\$241,580	\$48,316		\$193,264	Maintain safe, reliable, efficient fixed route bus service.	Completed
06-6	6	Replace Concrete In Birthing Area	1	\$50,000	\$50,000		\$10,000	\$40,000	Improve safety of the facility.	Completed
06-13	13	Digital Phone/Radio Recording System	1	\$18,000	\$18,000		\$3,600	\$14,400	SECURITY: Improve safety and security of the facility.	Completed
06-14	14	Bike Racks For Buses	40	\$1,000	\$40,000		\$8,000	\$32,000	ENHANCEMENT: Improve functionality of the service.	Completed
FTA Apportionment Amount for FY 2006 - \$2,330,186										
Rockford Mass Transit District - FY 2007										
RATS #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
07-1	1	Preventive Maintenance	1	\$1,393,078	\$1,393,078	\$280,616		\$1,112,462	Extend the useful life of rolling stock.	Completed (IL-90-X564)
07-2	2	Complementary ADA Cost	1	\$250,000	\$250,000	\$50,000		\$200,000	Eligible charge for service to persons with disabilities	Completed (IL-90-X564)
07-7	7	Freon Reclaimed/Recycle	2	\$8,500	\$17,000	\$3,400		\$13,600	For vehicle maintenance.	Completed (IL-86-X001)
07-15	15	Transfer Center Enhance Entrance	1	\$18,000	\$18,000	See TRC/TDC Note		\$18,000	ENHANCEMENT: Improve safety of the facility.	Completed (IL-90-X564)
07-18	18	Lighting Upgrade	1	\$12,000	\$12,000	See TRC/TDC Note		\$12,000	SECURITY: To improve the transit facility.	Completed (IL-90-X564)
07-19	19	Additional Money Room Cameras			\$2,000	See TRC/TDC Note		\$2,000	SECURITY: To improve the transit facility.	Completed (IL-90-X564)
07-23	23	Bus (Stop) Shelters & Installation	2	\$5,000	\$10,000	See TRC/TDC Note		\$10,000	ENHANCEMENT: Improve service and safety for transit patrons	Completed (IL-90-X564)
FTA Apportionment Amount for FY 2007 - \$2,428,345										
Rockford Mass Transit District - FY 2008										
RATS #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
08-1	1	Preventive Maintenance	1	\$1,431,139	\$1,431,139	\$286,228		\$1,144,911	Extend the useful life of rolling stock.	Completed (IL-90-X594)
08-2	2	Complementary ADA Cost	1	\$250,000	\$250,000	\$50,000		\$200,000	Eligible charge for service to persons with disabilities	Completed (IL-90-X594)
08-7	7	Replace Rubber Roof	1	\$200,000	\$200,000	\$40,000		\$160,000	To improve the transit facility.	Completed
08-8	8	Bus Stop Signs & Posts With Installation	1000		\$26,000	See TRC/TDC Note		\$26,000	ENHANCEMENT - The Fed\$ amount of \$26,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column.	Completed
08-9	9	Security Vehicle	1	\$26,000	\$26,000	See TRC/TDC Note		\$26,000	SECURITY - The Fed\$ amount of \$26,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column.	Completed (IL-90-X594)
08-10	10	East Side Transfer Center (Phase 1)	1		\$1,000,000	See TRC/TDC Note		\$1,000,000	Satellite transfer center needed to compliment proposed changes in route structure designed to accommodate changes in the spatial distribution of the general population, transit dependent persons and transit dependent activities. The Fed\$ amount of \$1.00	Completed (IL-90-X594)
FTA Apportionment Amount for FY 2008 - \$2,619,457										

Table 29: Completed Section 5307 Projects, Continued

Rockford Mass Transit District - FY 2009										
RMAP #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
09-1	1	Preventive Maintenance	1	\$1,459,761	\$1,459,761	\$291,952		\$1,167,809	Extend the useful life of rolling stock.	Completed
09-2	2	Complementary ADA Cost	1	\$250,000	\$250,000	\$50,000		\$200,000	Eligible charge for service to persons with disabilities	Completed (IL-90-X620)
09-3	3	Canopy Lights	1	\$9,000	\$9,000	See TRC/TDC Note		\$9,000	SECURITY - The Fed\$ amount of \$9,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column.	Completed (IL-90-X620)
09-4	4	Lighting Upgrade In Transfer Center	1	\$11,000	\$11,000	See TRC/TDC Note		\$11,000	SECURITY - The Fed\$ amount of \$11,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column.	Completed (IL-90-X620)
09-5	5	Lighting Upgrade On Exterior Of Admin. Building	1	\$15,000	\$15,000	See TRC/TDC Note		\$15,000	ENHANCEMENT - The Fed\$ amount of \$15,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column.	Completed (IL-90-X620)
09-6	6	Office Equipment			\$25,000	See TRC/TDC Note		\$25,000	ENHANCEMENT - The Fed\$ amount of \$25,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column.	Completed (IL-90-X620)
09-7	7	Trash Receptacles	20		\$20,000	See TRC/TDC Note		\$20,000	ENHANCEMENT - The Fed\$ amount of \$20,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column.	Completed (IL-90-X620)
09-8	8	Two Way Radios	6		\$5,000	See TRC/TDC Note		\$5,000	SECURITY - The Fed\$ amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column.	Completed (IL-90-X620)
09-9	9	Camera Upgrade	1	\$5,000	\$5,000	See TRC/TDC Note		\$5,000	SECURITY - The Fed\$ amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column.	Completed (IL-90-X620)
FTA Apportionment Amount for FY 2009 - \$2,698,041										
Rockford Mass Transit District - FY 2010										
RMAP #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
10-1	1	Preventive Maintenance	1	\$1,488,956	\$1,488,956	\$297,791		\$1,191,165	Extend the useful life of rolling stock.	Completed (IL-90-X620)
10-2	2	Complementary ADA Cost	1	\$250,000	\$250,000	\$50,000		\$200,000	Eligible charge for service to persons with disabilities	Completed (IL-90-X620)
10-3	3	Buses	12	\$380,241	\$4,562,892	See TRC/TDC Note		\$4,562,892	Maintain safe, reliable, efficient fixed route bus service.	Completed (IL-90-X594 / IL-90-X620)
10-4	4	Upgrade Security Camera System	1	\$15,000	\$15,000	See TRC/TDC Note		\$15,000	To improve the transit facility.	Completed (IL-90-X620)
10-5	5	Shelter/Bus Stop Sign Replacements	1	\$50,000	\$50,000	See TRC/TDC Note		\$50,000	ENHANCEMENT: Improve service and safety for transit patrons.	Completed (IL-90-X620)
10-6	6	Computer Software	1	\$300,000	\$300,000	See TRC/TDC Note		\$300,000	To improve the transit facility.	Completed (IL-90-X620)
10-7	7	Computers, Servers, Printers			\$43,000	See TRC/TDC Note		\$43,000	To improve the transit facility.	Completed (IL-90-X620)
10-12	12	Large Floor Scrubber	1	\$62,000	\$62,000	See TRC/TDC Note		\$62,000	For facility maintenance	Completed (IL-90-X620)
10-14	14	Portable Hoist (1 Set)	1	\$35,000	\$35,000	See TRC/TDC Note		\$35,000	For vehicle maintenance.	Completed (IL-86-X001)
10-22	22	Upgrade M.A.U	1	\$150,000	\$150,000	See TRC/TDC Note		\$150,000	To improve the transit facility.	Completed (IL-90-X620)
10-24	24	Upgrade Inground Hoist	1	\$50,000	\$50,000	See TRC/TDC Note		\$50,000	For vehicle maintenance	Completed (IL-90-X620)
FTA Apportionment Amount for FY 2010 - \$2,778,982										
Rockford Mass Transit District - FY 2011										
RMAP #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
11-1	1	Preventive Maintenance	1	\$1,808,860	\$1,808,860	\$617,695		\$1,191,165	Extend the useful life of rolling stock.	Completed (IL-90-X620)
11-2	2	Complementary ADA Cost	1	\$250,000	\$250,000	\$50,000		\$200,000	Eligible charge for service to persons with disabilities	Completed (IL-90-X620)
11-8	8	Furniture/Office Equipment			\$40,000	See TRC/TDC Note		\$40,000	To increase operation efficiency	Completed (IL-90-X620)
11-9	9	Maintenance Vehicle	1	\$90,000	\$90,000	See TRC/TDC Note		\$90,000	For vehicle maintenance	Completed (IL-90-X620)
11-11	11	Repeater (Security)			\$12,000	See TRC/TDC Note		\$12,000	For vehicle maintenance.	Completed (IL-90-X620)
11-12	12	Bus Surveillance System (Security)			\$100,000	See TRC/TDC Note		\$100,000	To improve safety	Completed (IL-90-X620)
11-13	13	Farebox Probe System			\$17,000	See TRC/TDC Note		\$17,000	To increase operation efficiency	Completed (IL-90-X620)
FTA Apportionment Amount for FY 2011 - \$2,809,856										
Rockford Mass Transit District - FY 2012										
RMAP #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
12-1	1	Preventive Maintenance	1	\$1,488,956	\$1,488,956	\$297,791		\$1,191,165	Extend the useful life of rolling stock.	Completed (IL-90-X620)
12-2	2	Complementary ADA Cost	1	\$350,000	\$350,000	\$70,000		\$280,000	Eligible charge for service to persons with disabilities	Completed (IL-90-X620)
12-3	3	Buses (8)	8	\$403,397	\$3,227,176	See TRC/TDC Note		\$3,227,176	Maintain safe, reliable, efficient fixed route bus service.	Completed (IL-90-X620)
12-7	7	Bus Stop Signs			\$390,000	See TRC/TDC Note		\$390,000	To improve operation efficiency	Completed (IL-90-X620)
12-9	9	Update Radios			\$35,000	See TRC/TDC Note		\$35,000	To increase operation efficiency	Completed (IL-90-X620)
12-11	11	Electronic Lock System			\$60,000	See TRC/TDC Note		\$60,000	To improve safety	Completed (IL-90-X620)
12-12	12	Staff Replacement Vehicle			\$38,000	See TRC/TDC Note		\$38,000	Replacement vehicle	Completed (IL-90-X620)
FTA Apportionment Amount for FY 2012 - \$2,804,625										

Table 29: Completed Section 5307 Projects, Continued

Rockford Mass Transit District - FY 2013										
RMAP #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
13-1	1	Preventive Maintenance	1	\$1,488,956	\$1,488,956	\$297,791		\$1,191,165	Extend the useful life of rolling stock.	Completed (IL-90-X620)
13-2	2	Complementary ADA Cost	1	\$325,000	\$325,000	\$65,000		\$260,000	Eligible charge for service to persons with disabilities	Completed (IL-90-X620)
13-6	6	Shelter Project	1	\$30,000	\$30,000		See TRC/TDC Note	\$30,000	Transit Enhancement	Completed (IL-90-X722)
FTA Apportionment Amount for FY 2013 - \$2,915,220										
Rockford Mass Transit District - FY 2014										
RMAP #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
14-1	1	Preventive Maintenance	1	\$1,488,956	\$1,488,956	\$297,791		\$1,191,165	Extend the useful life of rolling stock.	Completed (IL-90-X722)
14-2	2	Complementary ADA Cost	1	\$325,000	\$325,000	\$65,000		\$260,000	Eligible charge for service to persons with disabilities	Completed (IL-90-X722)
14-3	3	East Side Transfer Center Route	1	\$287,884	\$287,884	\$143,942		\$143,942	Eligible JARC project. Service to enhance mobility to various job location within the existing system and region.	Completed (IL-90-X722)
14-4	4	Preventive Maintenance Costs	1	\$379,748	\$379,748	\$75,950		\$303,798	Extend the useful life of rolling stock.	Completed (IL-90-X722)
14-5	5	Operations/Staff Vehicle (Repl O971 - Explorer)	1	\$30,000	\$30,000		See TRC/TDC Note	\$30,000	Extend the useful life of rolling stock.	Completed (IL-90-X722)
14-6	6	Operations/Staff Vehicle (Repl O011 - Taurus)	1	\$30,000	\$30,000		See TRC/TDC Note	\$30,000	Replacement vehicle	Completed (IL-90-X722)
14-7	7	Security Project (Security)	1	\$31,000	\$31,000		See TRC/TDC Note	\$31,000	To improve safety	Completed (IL-90-X722)
14-8	8	Landscaping Project (Te)	1	\$31,000	\$31,000		See TRC/TDC Note	\$31,000	To improve the transit facility.	Completed (IL-90-X722)
FTA Apportionment Amount for FY 2014 - \$3,014,787										
Rockford Mass Transit District - FY 2015										
RMAP #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
15-1	1	Preventive Maintenance	1	\$1,603,295	\$1,603,295	\$320,659		\$1,282,636	Extend the useful life of rolling stock.	Completed (IL-90-X722)
15-2	2	Complementary ADA Cost	1	\$325,000	\$325,000	\$65,000		\$260,000	Eligible charge for service to persons with disabilities	Completed (IL-90-X722)
15-3	3	East Side Transfer Center Route (Jarc)	1	\$318,244	\$318,244	\$159,122		\$159,122	To improve public transit options and system connectivity	Completed (IL-90-X722)
15-4	4	Security Project (Security)	1	\$31,000	\$31,000		See TRC/TDC Note	\$31,000	To improve safety	Completed (IL-90-X722)
15-5	5	Shelter Project (Te)	1	\$31,000	\$31,000		See TRC/TDC Note	\$31,000	Transit Enhancement	Completed (IL-90-X722)
15-6	6	Service Truck (Repl S001)	1	\$72,000	\$72,000		See TRC/TDC Note	\$60,000	Replacement vehicle	Completed (IL-90-X755)
15-8*	8	East Side Transfer Center Construction	1	\$500,000	\$500,000		See TRC/TDC Note	\$500,000	To increase operation efficiency	Completed (IL-90-X722)
FTA Apportionment Amount for FY 2015 - \$3,015,566										
Rockford Mass Transit District - FY 2016										
RMAP #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
16-1	1	Preventive Maintenance	1	\$1,619,328	\$1,619,328	\$323,866		\$1,295,462	Extend the useful life of rolling stock.	Completed (IL-90-X722)
16-3	3	East Side Transfer Center Route (Jarc)	1	\$327,792	\$327,792	\$163,896		\$163,896	To improve public transit options and system connectivity	Completed (IL-90-X722)
16-4	4	Security Project (Security)	1	\$31,000	\$31,000		See TRC/TDC Note	\$31,000	To improve safety	Completed (IL-90-X755)
FTA Apportionment Amount for FY 2016 - \$3,065,203										
Rockford Mass Transit District - FY 2017										
RMAP #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
17-1	1	Preventive Maintenance	1	\$1,635,521	\$1,635,521	\$327,104		\$1,308,417	Extend the useful life of rolling stock.	Completed (IL-90-X722)
17-2	2	Complementary ADA Cost	1	\$325,000	\$325,000	\$65,000		\$260,000	Eligible charge for service to persons with disabilities	Completed (IL-90-X722)
FTA Apportionment Amount for FY 2017 - \$3,089,741										
Rockford Mass Transit District - FY 2018										
RMAP #	Rank	Description	Units	Unit Amount	Total Amount	Local Amount	IDOT Amount	Federal Amount	Justification & Project Status	
18-1	1	Preventive Maintenance	1	\$1,651,876	\$1,651,876	\$330,375		\$1,321,501	Extend the useful life of rolling stock.	Completed (IL-90-X755)
18-2	2	Complementary ADA Cost	1	\$325,000	\$325,000	\$65,000		\$260,000	Eligible charge for service to persons with disabilities	Completed (IL-90-X755)
FTA Apportionment Amount for FY 2018 - \$3,161,185										

Table 30: Section 5316 Job Access and Reverse Commute (JARC)

	Fiscal Year	Project Title or Description	Requested Subsidies			Total Cost	Justification / Evaluation / Notes
			State	Local	Federal "Access to Jobs"		
RM/MD	FY 07	JARC - Service to CherryVale Mall and Vicinity	\$111,425		\$111,425	\$222,850	FY '06 5316 JARC Funds used for operation. IL-37-X048
	FY08	JARC - Service to CherryVale Mall and Vicinity	\$144,473		\$144,473	\$288,946	FY '07 5316 JARC Funds used for operation. IL-37-X058
	FY 08	JARC - Service to Machesney Park (Burden Loop)	\$84,007		\$84,007	\$168,014	FY '08 5316 JARC Funds used for operation / implementation of project. IL-37-X058
	FY 09	See Belvidere Fixed Route Service listed below for FY'11			\$149,349		FY '09 Apportionment Amount
	FY 10	See Belvidere Fixed Route Service listed below for FY'12			\$92,936		FY '10 Apportionment Amount
	FY 10	Bus Shelters	*See TRC/TDC Note		\$22,000	\$22,000	Remaining FY'08 funds will be used to implement this project. IL-37-X058
	FY 11	Belvidere Fixed Route Service	\$199,208		\$199,208	\$398,416	FY'09 and partial FY'10 funds will be used to implement this project. IL-37-X058
FY 12	Belvidere Fixed Route Service	\$232,276		\$232,276	\$464,552	Partial FY'10 and Partial FY'11 funds will be used to implement this project. IL-37-X058	
RR/TC	FY 12	Commuter Connection	\$2,900		\$2,900	\$5,800	Patial FY'11 funds used to implement this project. IL-37-X058
RM/MD	FY13	Belvidere Fixed Route Service	\$143,942		\$143,942	\$287,884	FY'12 funds will be used to continue to implement this project. IL-37-X058
Total					\$940,571	\$1,858,462	

Table 31: Section 5317 New Freedom

	Fiscal Year	Project Title or Description	Units	Cost Per Unit	REQUESTED SUBSIDIES			Total Cost	Justification / Evaluation / Notes
					State	Local	Federal "New Freedom"		
RM/MD	FY 08	New Freedom- MD Paratransit Vehicles	2	\$71,000	*See TRC/TDC Note		\$142,000	\$142,000	FY '06 and FY '07 5317 New Freedom Funds used. Buses to provide safe, reliable service. IDOT's Toll Revenue/Transportation Development Credits (TRC/TDC's) to be used as leverage to use Federal Funds at 100%. The Federal amount of \$142,000 includes both the Federal and State/local total for this item. This amount in shown in the Federal funds. IL-57-X007
	FY 08	New Freedom- Demand Response Service to Fixed Route			\$76,000		\$76,000	\$152,000	FY '08 5317 New Freedom Funds used for operation / implementation of the project. IL-57-X007
	FY 09	See Bus Shelter Project listed below for FY'11					\$96,718		FY '09 Apportionment Amount
	FY 10						\$94,923		FY '10 Apportionment Amount
	FY 10	Bus Shelters	1		*See TRC/TDC Note		\$11,000	\$11,000	Remaining FY'08 funds will be used to implement this project. IL-57-X007
	FY 11	Bus Shelters			*See TRC/TDC Note		\$191,641	\$191,641	FY'09 and FY'10 funds will be used to implement this project. IL-57-X007
	FY 12	Same Day Paratransit Service			\$95,413		\$95,413	\$190,826	FY '11 Apportionment Amount. Purchase of vehicle to provide service. IL-57-X007
	FY 13	Same Day Paratransit Service			\$96,522		\$96,522	\$193,044	FY '12 funds will be used to continue this service. IL-57-X007
Total Project Costs							\$612,576	\$880,511	

Table 32: Completed Section 5310 & 5311 Projects

FY 2003												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
03BC	BCCA	Rural Service Operating Assistance			\$302,116			\$206,411	\$95,705	5311	Continue service to community.	Completed
03BCa	BCCA	PT Bus (Med Duty)	1	\$65,000	\$65,000	\$13,000			\$52,000	5310/11	Replace worn out vehicles, maintain service.	Completed
03BO	Barbara Olson Center of Hope	PT Bus (Super Med Duty)	1	\$98,000	\$98,000	\$19,600			\$78,400	5310	Service/demand expansion- 2 vehicles applied for in 2003, 1 awarded; 2nd vehicle reauthorized for FY 2004.	1 of 2 Awarded
03L	Lifescape	PT Bus (Med Duty)	1	\$65,000	\$65,000	\$13,000			\$52,000	5310	Accommodate expanding service needs.	Completed
03R	RMTD	PT Bus (Super Med Duty)	2	\$98,000	\$196,000	\$39,200			\$156,800	5310	Per 3/27/03 TIP Amendment, project reduced from 3 to 2 vehs; replacements to maintain safe, reliable service. Not completed; reauthorized for FY 2004.	Completed
03R2	RMTD	PT Bus (Med Duty)	1	\$65,000	\$65,000	\$13,000			\$52,000	5310	Per 3/27/03 TIP Amendment, veh request added; veh to be loaner as part of regional maintenance service. Not completed; reauthorized for FY 2004.	Award pending
FY 2004												
ALL UNCOMPLETED PROJECTS ABOVE ARE REAUTHORIZED FOR FY 2004 PLUS THE FOLLOWING PROJECTS												
04BC	BCCA	Rural Service Operating Assistance			\$327,978			\$228,121	\$99,857	5311	Continue service to rural & urban parts of Boone County.	Completed
03BCa		PT Bus (Med Duty)	1	\$65,000	\$65,000	\$13,000			\$52,000	5310/11	Replace worn out vehicle, maintain safe, reliable service.	Completed
04L	Lifescape	PT Bus (Med Duty)	1	\$65,000	\$65,000	\$13,000			\$52,000	5310	Replace worn out vehicle, maintain safe, reliable service.	Completed
FY 2005												
Projects in FY 2005 are still in the proposed stage												
FY 2006												
ALL UNCOMPLETED PROJECTS ABOVE ARE REAUTHORIZED FOR FY 2006 PLUS THE FOLLOWING PROJECTS												
06BC		Rural Service Operating Costs			\$170,000			\$91,000	\$79,000	5311	Continue service to rural parts of Boone County.	
06BCb	BCCA	PT Bus (Med Duty)	2	\$67,000	\$134,000	\$26,800			\$107,200	5310/11	Continue service to urban parts of Boone County.	Completed
02BCb		Computer system/software	1	\$20,000	\$20,000	\$4,000			\$16,000	5310/11	Improve service efficiency. Deferred from FY 2002.	
06L	Lifescape	PT Bus (Med Duty)	1	\$67,000	\$67,000	\$13,400			\$53,600	5310	Replace worn out vehicle, maintain safe, reliable service.	Completed
06R		PT Bus (Med Duty)	1	\$67,000	\$67,000	\$13,400			\$53,600	5310	Replace worn out vehicle, maintain safe, reliable service.	Completed
06Rb	RMTD	PT Bus	3	\$81,747	\$245,241		See TRC note		\$81,747	5310	Paratransit buses to provide safe, reliable service. IDOT's Toll Revenue Credits (TRC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$250,000 includes both the Federal and State/local total for this item.	Completed
FY 2007												
07R	RMTD	PT Bus (Med Duty)	5	\$69,000	\$345,000	\$69,000			\$276,000	5310	Replace worn out vehicle, maintain safe, reliable service.	2 vehicles Awarded
FY 2008												
08BCa		PT Bus (Med Duty)	2	\$69,000	\$138,000	\$27,600			\$110,400	5310	Replace worn out vehicle, maintain safe, reliable service.	Completed
FY 2009												
09R		PT Bus (Med Duty)	1	\$69,000	\$69,000	\$13,800			\$55,200	5310	Replace worn out vehicle, maintain safe, reliable service. CAP-04-879/IL-16-X003	Completed
09Ra	RMTD	PT Bus (Super Duty)	1	\$157,000	\$157,000	\$31,400			\$125,600	5310	Replace worn out vehicle, maintain safe, reliable service. CAP-04-879/IL-16-X003	Completed
09BCa	BCCA	PT Bus (Med Duty)	2	\$69,000	\$138,000	\$27,600			\$110,400	5311	Replace worn out vehicle, maintain safe, reliable service.	Completed
09L	Lifescape	PT Bus (Med Duty)	1	\$69,000	\$69,000	\$13,800			\$55,200	5310	Replace worn out vehicle, maintain safe, reliable service.	Completed
09BW	Booker Washington	PT Bus (Med Duty)	1	\$69,000	\$69,000	\$13,800			\$55,200	5310	Replace worn out vehicle, maintain safe, reliable service.	Completed
FY 2010												
10R		PT Bus (Med Duty)	6	\$59,000	\$354,000	\$70,800			\$283,200	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2009 Application. CAP-04-879/IL-16-X003	Completed (1 vehicle awarded)
10Ra	RMTD	PT Bus (Super Med Duty)	2	\$94,000	\$188,000	\$37,600			\$150,400	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2009 Application. CAP-04-879/IL-16-X003	Completed
10BCa	BCCA	PT Bus (Med Duty)	1	\$73,000	\$73,000	\$14,600			\$58,400	5310/5311	Continue service to urban parts of Boone County.	Completed (5311)
10L	Lifescape	PT Bus (Med Duty)	1	\$59,000	\$59,000	\$11,800			\$47,200	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2009 Application	Completed
10BO	Barbara Olson Center of Hope	PT Bus (Super Med Duty)	2	\$94,000	\$188,000	\$37,600			\$150,400	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2009 Application	Completed

Table 32: Completed Section 5310 & 5311 Projects, Continued

FY 2011												
11R	RMTD	PT Bus (Med Duty)	4	\$59,000	\$236,000	\$47,200			\$188,800	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2011 Application. CAP-04-879/IL-16-X004	2 vehicles Awarded
11BO	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	\$59,000	\$59,000	\$11,800			\$47,200	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2011 Application	Completed
FY 2012												
12R	RMTD	PT Bus (Med Duty)	5	\$63,000	\$315,000	\$63,000			\$252,000	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2012 Application. IL-16-X005	Completed (2 vehicles awarded)
12L	Lifescape	PT Bus (Med Duty)	1	\$63,000	\$63,000	\$12,600			\$50,400	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2012 Application	Completed
12RRTC*	Rock River Training Corporation	PT Bus (Light Duty)	1	\$57,000	\$57,000	\$11,400			\$45,600	5310	Vehicle to improve transportation options for job seekers/workers. IDOT Calendar Year 2012 Application	Completed
		PT Bus (Med Duty)	1	\$63,000	\$63,000	\$12,600			\$50,400	5310	Vehicle to improve transportation options for job seekers/workers. IDOT Calendar Year 2012 Application	
*Project previously mislabeled as 13RRTC												
FY 2013												
13L	Lifescape	PT Bus (Med Duty)	1	\$63,000	\$63,000	\$12,600			\$50,400	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2013 Application	Completed
13BO	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	\$63,000	\$63,000	\$12,600			\$50,400	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2013 Application	Completed
13WW	Wesley Willows	PT Bus (Med Duty)	1	\$63,000	\$63,000	\$12,600			\$50,400	5310	Vehicle to improve transportation options for seniors. IDOT Calendar Year 2013 Application	Completed
FY 2013 Regionally Allocated Apportionment		Rockford Region Apportionment Amount			\$268,419					5310	Funding apportioned to Region from MAP-21 authorization. See RMTD project 15Rb in FY 2015	Completed
FY 2014												
14R	RMTD	PT Bus (Med Duty)	12	\$63,000	\$756,000	\$151,200			\$604,800	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2014 Application	Completed (1 vehicle awarded)
14Ra		PT Bus (Super Med Duty)	2	\$100,000	\$200,000	\$40,000			\$160,000	5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2014 Application	Completed
14WW	Wesley Willows	PT Mini-Van	1	\$41,000	\$41,000	\$8,200			\$32,800	5310	Vehicle to improve transportation options for seniors. IDOT Calendar Year 2014 Application	Completed
FY 2014 Regionally Allocated Apportionment		Rockford Region Apportionment Amount			\$263,462					5310	Funding apportioned to Region from MAP-21 authorization. See RMTD project 16Rb, 16Rc & Boone County project 16BCo in FY 2016	Completed
FY 2015												
15Rb	RMTD	PT Bus (Med Duty)	3	\$89,473	\$268,419		See TDC Note		\$268,419	5310	Replace worn out vehicle, maintain safe, reliable service. Funding apportioned to Region from MAP-21 authorization. See RMTD projects 16-RMTD-C, 16-RMTD-D & Boone County projects 16-BC-C, 16-BC-D in FY 2016.	Completed
FY 2015 Regionally Allocated Apportionment		Rockford Region Apportionment Amount			\$262,995							Completed
FY 2016												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
16-RMTD-C	RMTD	Medium Duty Paratransit Bus	2	\$63,000	\$126,000		See TDC Note		\$126,000	5310	Replace worn out vehicle, maintain safe, reliable service. FY 2015 regionally allocated 5310 funds programmed. Vehicles to be purchased by RMTD.	Completed
16-RMTD-D		Paratransit Vehicle Upcharge	2	\$8,500	\$17,000		See TDC Note		\$17,000	5310	Upgrade vehicles to diesel and ancillary electronic equipment for RMTD Paratransit vehicles. FY 2015 regionally allocated 5310 funds programmed. Equipment to be purchased by RMTD.	Completed
16R*		PT Bus (Med Duty)	2	\$63,000	\$126,000		See TDC Note		\$126,000	5310	Replace worn out vehicle, maintain safe, reliable service. From FY 2014 5310.	Completed
16Ra*	RMTD	PT Diesel and Electronic Equipment upcharge	2	\$5,731	\$11,462		See TDC Note		\$11,462	5310	Replace worn out vehicle, maintain safe, reliable service. From FY 2014 5310.	Completed
16BC	BCCA	RURAL SERVICE OPERATING COSTS			\$237,006	\$146,600	DOAP		\$90,406	5311	Continue service to rural parts of Boone County.	Completed
16BCa		PT Bus (Med Duty)	1	\$63,000	\$63,000	\$12,600			\$50,400	5310/11	Continue service to urban parts of Boone County.	Completed

Table 32: Completed Section 5310 & 5311 Projects, Continued

FY 2016, Continued												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
16BCo	Boone County	PT Bus (Med Duty)	2	\$63,000	\$126,000	See TDC Note			\$126,000	5310	Replace worn out vehicle, maintain safe, reliable service. From FY 2014 5310.	Completed
16-BC-C		Medium Duty Paratransit Bus	1	\$63,000	\$63,000	See TDC Note			\$63,000	5310	Replace worn out vehicle, maintain safe, reliable service. FY 2015 regionally allocated 5310 funds programmed. Vehicles to be purchased by IDOT.	Completed
16-BC-D		Light Duty Paratransit Bus	1	\$57,000	\$57,000	See TDC Note			\$57,000	5310	Replace chronically damaged vehicle, maintain safe, reliable service. FY 2015 regionally allocated 5310 funds programmed. Vehicles to be purchased by IDOT.	Completed
FY 2016 Regionally Allocated Apportionment		Rockford Region Apportionment Amount			\$267,486						Funding apportioned to Region from FAST Act authorization. See RMTD projects 17-RMTD-A, 17-RMTD-B & Barbara Olson projects 17-BOCH-A, in FY 2017.	Completed
FY 2017												
Project #	Agency	Description	Units			State		Local & Other Funds	Federal		Project Justification	Status
			Number	Cost per Unit	Total Cost	Amount	Source		Amount	Source		
17-RMTD-A	RMTD	Medium Duty Paratransit Bus	2	\$95,000	\$190,000	See TDC Note			\$190,000	5310	Replace worn out vehicle, maintain safe, reliable service. Program of Projects Priority for FY 2016 5310 Funding. Vehicles to be purchased by RMTD.	Completed**
17-RMTD-B		Security Systems for Paratransit Vehicles	2	\$7,243	\$14,486	See TDC Note			\$14,486	5310	Upgrade vehicles to diesel and ancillary electronic equipment for RMTD Paratransit vehicles. Program of Projects Priority for FY 2016 5310 Funding. Equipment to be purchased by RMTD.	Completed**
17-BOCH-A	Barbara Olson Center of Hope	Medium Duty Paratransit Bus	1	\$63,000	\$63,000	See TDC Note			\$63,000	5310	Replace worn out vehicle, maintain safe, reliable service. Program of Projects Priority for FY 2016 5310 Funding. Vehicles to be purchased by IDOT.	Completed**

*previously listed as 16Rb

*previously listed as 16Rc

**Previously listed in Resolution 2017-4 as Approved Status