



## MPO Technical Committee Meeting

**Thursday, March 21, 2024 – 10:00 am**  
Region 1 Planning Council  
127 N. Wyman Street, Suite 100, Rockford, IL 61101

### Agenda

1. Call to Order
2. Roll Call
3. Public Comment
4. Discussion Items
  - a. 2025 Metropolitan Transportation Plan (MTP) Update – Financial Assumptions
  - b. FY 2025 Unified Work Program
  - c. Complete Streets Standards
5. Action Items
  - a. Approval of the Meeting Minutes of February 22, 2024
  - b. Amendment to the FY 2024-2027 Transportation Improvement Program (TIP)
  - c. Award of the FY 2024 Surface Transportation Block Grant Funds
6. Staff Reports
7. Agency Reports
8. Other Business
9. Adjournment

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

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



Date: March 21, 2024  
To: Members of the MPO Technical & Policy Committees  
From: Sydney Turner, Director of Planning & Programming  
Re: 2050+ Metropolitan Transportation Plan – Financial Assumptions

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Federal requirements stipulate that a financial plan be included in the Metropolitan Transportation Plan (MTP) that demonstrates how the identified projects can be implemented using public and private sources that are reasonably expected to be made available over the lifespan of the document. The goal of this analysis is to demonstrate the balance between reasonably anticipated revenue sources and the estimated cost of projects.

As mentioned, the financial analysis provides the funding framework for transportation maintenance, operations, and capital investments for the Rockford MPA over the 25-year span of the MTP. It is important to note that long-range forecasts are estimates based on the best available information at the time the forecasts are made. The MPO will be taking a phased approach to the financial analysis process: Phase 1 – Historic Funding Levels, Phase 2 – Revenue Forecasts, Phase 3 – Expenditure Forecasts, and Phase 4 – Results. Separate financial analyses will be conducted for highway funds and public transportation funds; however, the same phased approach will be undertaken for both.

The following memo presents the reasonably anticipated revenue sources for highway projects over the next twenty-five years (2025-2050). It begins with a look at the historical funding allocations received (Phase 1). It also details the methodology used to develop the revenue forecasts (Phase 2).

## Historic Funding Levels

The first step in the financial analysis process for the 2050+ MTP is a review of the historic transportation-related revenues in the region. This analysis specifically focuses on funding typically allocated to the region from the Illinois Department of Transportation (IDOT) and Federal Highway Administration's formula grant programs. Formula grant programs are noncompetitive awards based on a predetermined formula, specified in the legislation creating the program. Due to the nature of formula grant programs, it was determined that these programs would provide the most reliable projections for transportation revenues over the next 25 years.

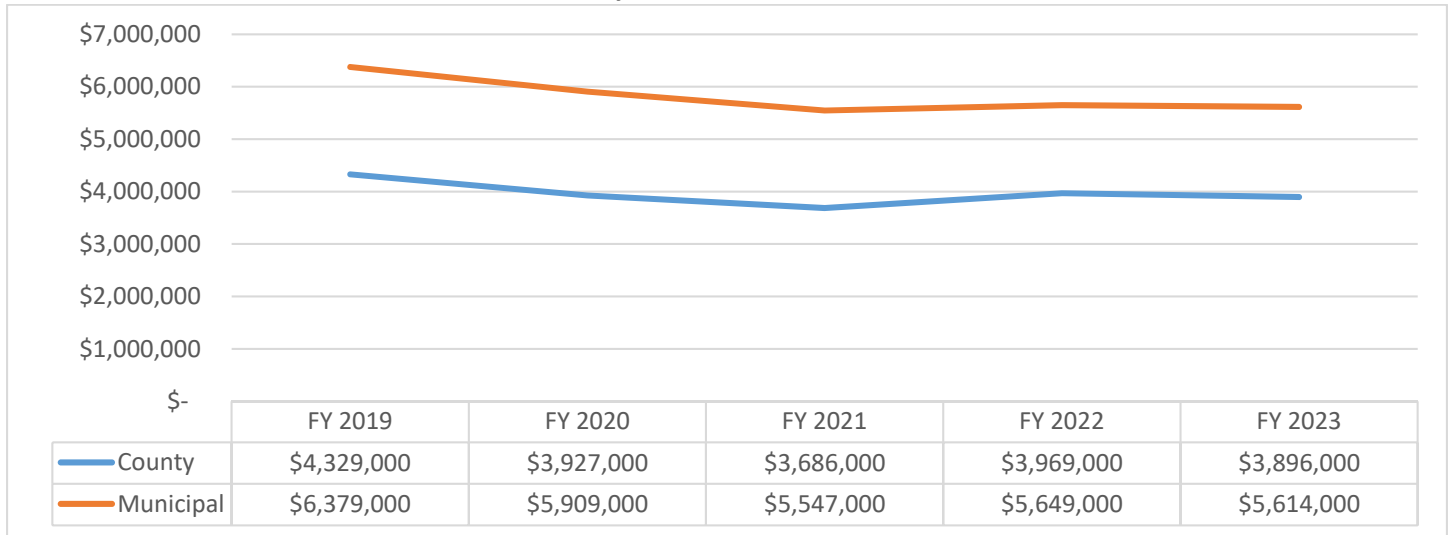
In particular, six programs were examined: Motor Fuel Tax (MFT), Surface Transportation Block Grant – Rural (STBG-R), Surface Transportation Block Grant – Urban (STBG-U), Surface Transportation Block Grant – Transportation Alternatives Set-Aside (TA), Carbon Reduction Program (CRP), and the Highway Bridge Program.

### Motor Fuel Tax

For the purposes of the MTP, the motor fuel tax is incorporated as a means of projecting the availability of local match to federal programs. The current state motor fuel tax rate is \$0.392 per gallon of gasoline/gasohol and \$0.467 per gallon of diesel fuel. IDOT allocates MFT funds to counties, townships, and municipalities as outlined in the MFT fund distribution

statue (35 ILCS 505/8). Historical data from FY 2019 through FY 2023 was collected from the Illinois Department of Transportation’s yearly MFT distribution reports. Table 1 & Figure 1 show the total MFT allotments to the region by the combined total of county allotments and municipal allotments.

**Table 1. Yearly MFT Allotments, FY 2019-2023**



**Surface Transportation Block Grant**

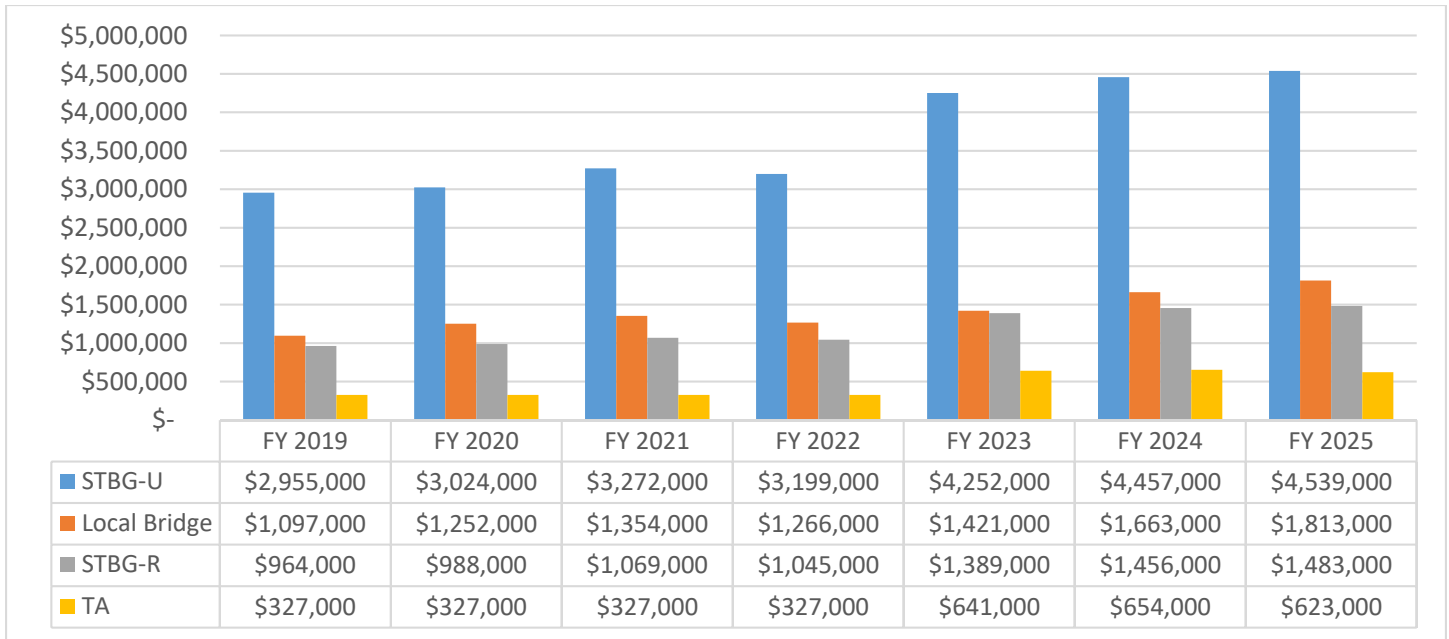
The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

Under the Bipartisan Infrastructure Law (BIL), the Secretary of Transportation is required set-aside a percent of funding for specific transportation improvement projects and geographic locations.

- **Transportation Set-Aside:** The Transportation Alternatives (TA) set-aside of the STBG program provides funding for projects and activities that promote alternative transportation methods, such as pedestrian and bicycle facilities. As an urbanized area with a population greater than 200,00, the Rockford MPO receives a suballocation from the state to dedicate to local projects. The local TA program, administered by the Rockford MPO, is known as the Transportation Alternatives Program (TAP).
- **Highway Bridge Program:** The Highway Bridge Program funds can be used for certain types of projects related to bridges and low water crossings on public roads other than Federal-aid highways. Sometimes, referred to as the Local Bridge Formula in Illinois, the allocation of these funds are determined by the State and distributed to the counties.
- **Surface Transportation Block Grant – Urban Suballocation:** A portion of STBG is to be obligated with urbanized areas with a population greater than 200,000 receive a portion of STBG. The allocation amount of these funds are determined by the State of Illinois and distributed to the MPO.
- **Surface Transportation Block Grant – Rural Suballocation:** Similar to the urbanized suballocation, a portion of the STBG is distributed to rural areas. The allotment amount of these funds are determined by the State of Illinois and distributed to the counties.

Figure 2 shows the total STBG program allotments to the region by program from FY 2019 – 2024).

**Figure 2. STBG Allotments, by Program (FY2019-2025)**



### Carbon Reduction Program

The Bipartisan Infrastructure Law (BIL) established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road highway sources. Under this program, a portion of the funds is to be obligated with urbanized areas with a population greater than 200,000 receive a portion of STBG. The allotment amount of these funds are determined by the State of Illinois and distributed to the MPO.

Carbon reduction funds may be on a variety of projects, including:

- projects to establish or operate traffic monitoring, management, and control facility;
- public transportation; transportation alternatives;
- advanced transportation and congestion management technologies;
- deployment of intelligent transportation systems;
- a project to replace street lighting and traffic control devices with energy-efficient alternatives;
- efforts to reduce the environmental and community impacts of freight movement;
- a project that supports deployment of alternative fuel vehicles;
- certain types of projects to improve traffic flow that are eligible under the CMAQ program, and that do not involve construction of new capacity;
- and more.<sup>i</sup>

FY 2025 was the first year the MPO received an allocation of CRP, totaling \$633,000.

### Revenue Forecasts

Predicting funding levels for the near-term, let alone for the long-term, can be a difficult task. The MPO has had to make several assumptions for the financial analysis process of the 2025 MTP update in order to provide the most realistic forecast as possible.

Forecasting short-term federal funding can be relatively accurate if Congress has recently authorized spending for a designated timeframe. However, transportation legislation expires or can be extended without significant revisions, thus causing uncertainty in future funding programs and the amounts authorized per program. The timing of this update

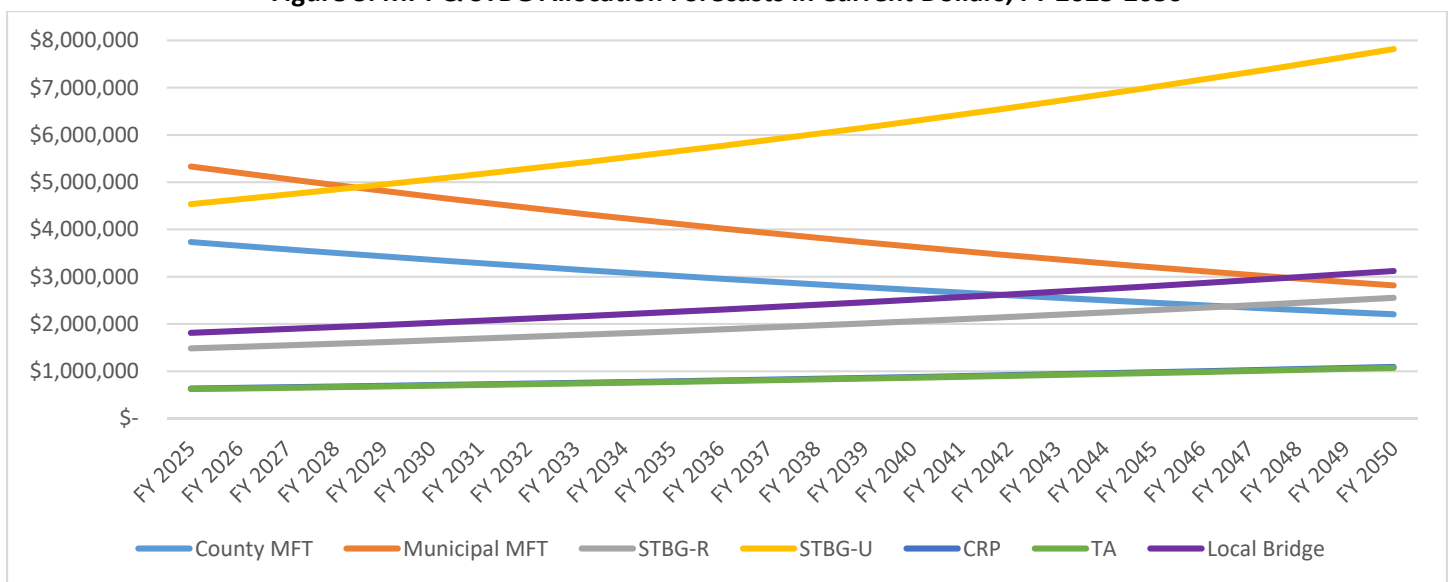
corresponds with the expiration of the appropriations authorized in the BIL, as it only authorized funding between FY 2022 and FY 2026. With some uncertainty in the federal transportation funding programs, the MPO has assumed that federal revenues will stay relatively static until further Congressional action.

Based on the historic allocations, the MPO calculated the compound annual growth rate (CAGR) for each funding program. Between FY 2019 and FY 2023, County MFT allocations had a negative growth rate of -2.1 percent and municipal MFT allocations had a negative growth rate of -2.5 percent. It should be noted that these rates are for the accumulative allocations of MFT to the region, there may be variations in the growth rate of individual municipality and county allocations.

Due to the influx of funding under the BIL, it was determined that allocations between FY 2023 and FY 2025 would be utilized to calculate the CAGR for the STBG program and its set-asides. The STBG-R and STBG-U programs grew at a rate of 2.2 percent, the TA program had a negative growth of -1.0 percent, and the local bridge formula grew at a rate of 8.5 percent. Again, there may be variations in the growth rate of individual municipality and county allocations under the STBG-R and Local Bridge programs. Due to the variations in the STBG program, it was determined that a flat growth rate of 2.2 percent would be applied to all STBG programs.

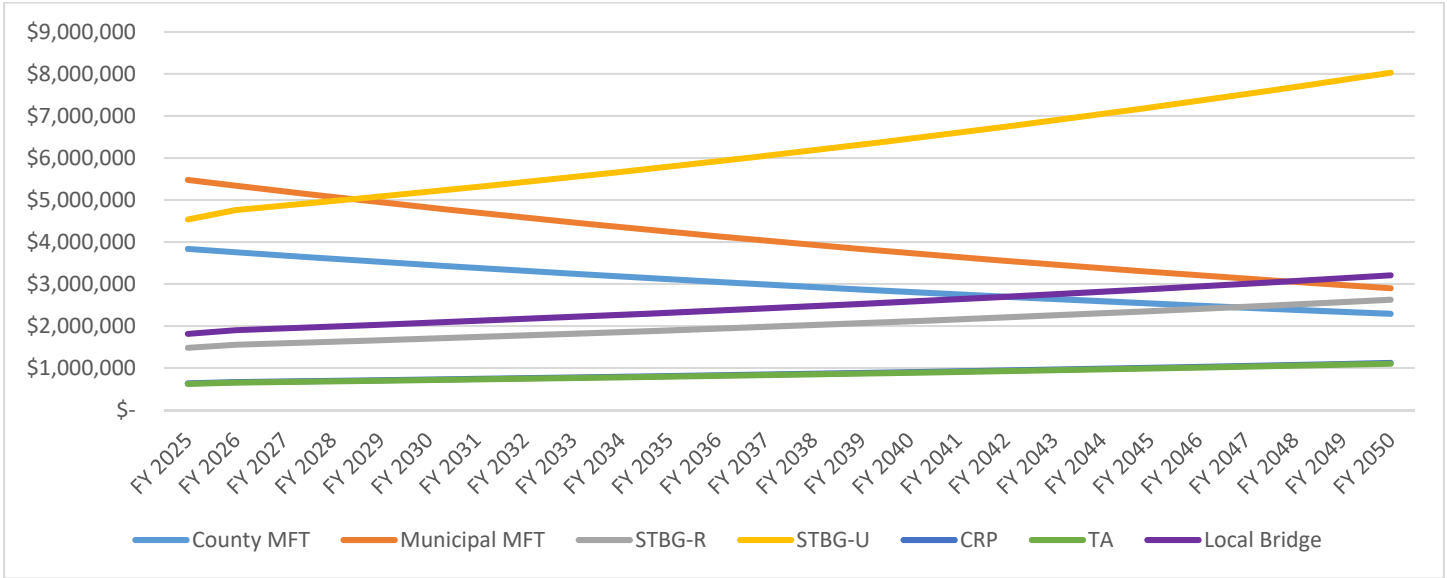
Next, the CAGR was applied to future years to forecast revenues in current dollars. Over the next 25 years, it should be expected to see a decrease in the MFT allocations, while STBG program allocations should see an increase. These forecasts are shown in Figure 3.

**Figure 3. MFT & STBG Allocation Forecasts in Current Dollars, FY 2025-2050**



In order to reflect “year of expenditure dollars”, a rate of 2.7-percent was applied to the revenue forecasts to account for any inflation and potential growth. This rate was chosen based upon the range of projected inflation rates from a variety of sources, including the Congressional Budget Office. Inflation projects ranged from 2 percent to 3.25 percent. Revenue amounts shown in Figure 4 below are expressed in year of expenditure (YOE) dollars.

**Figure 5. MFT & STBG Program Forecasts in YOE Dollars, FY 2025-2050**



Based on the assumptions detailed above, the region should reasonably anticipate approximately \$506,011,000 in MFT and STBG funding allocations over the next 25 years. Federal formula allocations are expected to total approximately \$322,624,000 between FY 2025 and FY 2050. To match federal formula program funding at 20%, the region would need approximately \$64,525,000. MFT allocations to the region are anticipated to total around \$183,387,000, more than double the match need to the federal formula programs.

To display the anticipated funding allocations by funding source, Table 1 shows the anticipated revenues within three funding bands: FY 2025-FY 2030, FY 2031-FY 2040, FY 2041-FY 2050.

**Table 1. MFT & STBG Program Forecasts in YOE Dollars, FY 2025-2050**

	2025-2030	2031-2040	2041-2050	Total
County MFT	\$ 21,858,000	\$ 30,883,000	\$ 25,148,000	\$ 77,889,000
Municipal MFT	\$ 30,871,000	\$ 42,034,000	\$ 32,593,000	\$ 105,498,000
<b>Total MFT</b>	<b>\$ 52,729,000</b>	<b>\$ 72,917,000</b>	<b>\$ 57,741,000</b>	<b>\$ 183,387,000</b>
	2025-2030	2031-2040	2041-2050	Total
STBG-R	\$ 9,617,000	\$ 19,179,000	\$ 23,842,000	\$ 52,637,000
STBG-U	\$ 29,429,000	\$ 58,693,000	\$ 72,961,000	\$ 161,083,000
CRP	\$ 4,102,000	\$ 8,181,000	\$ 10,170,000	\$ 22,453,000
TA	\$ 4,038,000	\$ 8,052,000	\$ 10,010,000	\$ 22,100,000
Local Bridge	\$ 11,757,000	\$ 23,447,000	\$ 29,147,000	\$ 64,351,000
<b>Total Federal Formula</b>	<b>\$ 58,942,000</b>	<b>\$ 117,552,000</b>	<b>\$ 146,130,000</b>	<b>\$ 322,624,000</b>

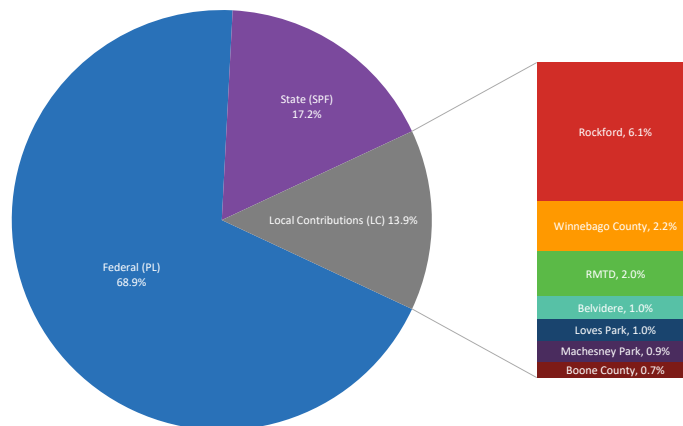
<sup>i</sup> [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm)

# FY 2025 Unified Work Program (UWP)

AN ENGINE FOR COLLABORATION  
IN NORTHERN ILLINOIS



## FY 2025 FUNDING SOURCES, BY SOURCE



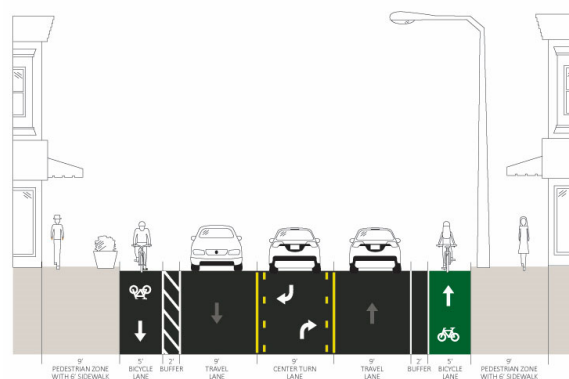
## FY 2025 WORK ELEMENTS

- Element #1: MPO Operations
- Element #2.1: Environmental Planning TA
- Element #2.2: Corridor Planning & Feasibility Studies TA
- Element #2.3: Livable Communities Initiative
- Element #2.4: Transit Planning TA
- Element #3: Administration
- Element #4: Public Participation



## FY 2025 WORK ELEMENTS

- Element #5: Corridor Analysis, Data Collection, & Mapping
- Element #6: Coordinated Planning Efforts
- Element #7: Transportation Improvement Program
- Element #8: Transportation System Management
- Element #9: Metropolitan Transportation Plan
- Element #10: Complete Streets





## FY 2025 BUDGET BY WORK ELEMENT

Work Element	Work Element Budget	Percent of Total Budget
1.0 Unified Work Program	\$ 126,960.00	8.5%
2.1 Environmental Planning TA	\$ 22,400.00	1.5%
2.2 Corridor Planning & Feasibility Studies TA	\$ 22,400.00	1.5%
2.3 Livable Communities TA	\$ 44,800.00	3.0%
2.4 Regional Public Transit TA	\$ 44,800.00	3.0%
3.0 Administration	\$ 373,497.44	25.0%
4.0 Public Participation	\$ 186,720.00	12.5%
5.0 Corridor Analysis, Data Collection, & Modeling	\$ 126,970.00	8.5%
6.0 Coordinated Planning Efforts	\$ 67,220.00	4.5%
7.0 Transportation Improvement Program	\$ 67,220.00	4.5%
8.0 Transportation System Planning	\$ 29,875.00	2.0%
9.0 Metropolitan Transportation Plan	\$ 291,275.00	19.5%
10.0 Complete Streets	\$ 89,625.00	6.0%
	<b>\$ 1,493,762.44</b>	<b>100.0%</b>



## PROJECTS CONTINUING UNDER FY 2025 UWP

- 2050+ Metropolitan Transportation Plan
- Transportation Improvement Program (FY 2025 – 2028)
- Asset Condition Study
- Bus Rapid Transit Feasibility Study
- Carbon Reduction Strategy
- Housing + Transportation Study



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## PROJECTS COMMENCING UNDER FY 2025 UWP

### Federally-Required

- Transportation Improvement Program (FY 2026 – 2029)
- FY 2024 Annual Listing of Federally Obligated Projects
- Title VI & Environmental Justice (2025-2028)

### Other Studies & Planning Efforts

- Complete Streets Prioritization Plan
- Infrastructure Priorities Playbook (2025)



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## ADDITIONAL MPO WORK EFFORTS IN FY 2025

### State Planning & Research (SPR)

- Greenhouse Gas Emission Inventory & Air Quality Assessment
- Regional Traffic Signal Management Program
- Parking Reimagined

### US DOT Programs

- Safe Streets for All (SS4A) Planning Grant
  - Boone County
  - Winnebago County
  - City of Rockford
- Reconnecting Communities Planning Grant - SW Rail Yards Planning Project



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# Complete Streets Design Standards

REGION 1 PLANNING COUNCIL | 03/21/2024

AN ENGINE FOR COLLABORATION  
IN NORTHERN ILLINOIS



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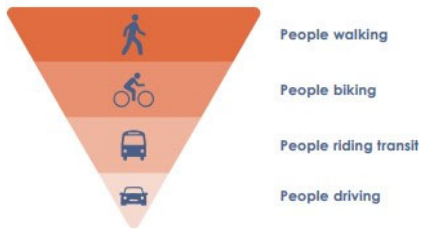
## Overview

- Bipartisan Infrastructure Law requirement in addition to the Complete Streets Policy
- The guidelines describe and illustrate the parameters related to planning, design, construction, and maintenance along the region's roadways



## Street Typology

- Functional Classification
- Land Use Context
- Modal Hierarchy



- Street Types:
  - Commercial Main Street
  - Commercial Suburban
  - Industrial
  - Mixed-Use Neighborhood
  - Residential Connector
  - Neighborhood Residential
  - Curb-less Residential
  - Alley

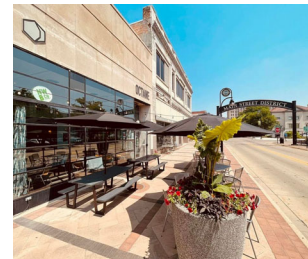


## Pedestrian Realm

Extending from the curb to a building or property line, this realm can accommodate elements that improve user experience.



- Sidewalk Zones
- Creating a Lively Pedestrian Space
- Transit Stop
- Green Street Elements



## Roadway

The portion of the street between the curb faces, or the edge of pavement on streets without curbs.



- Street Zone
- Bus Lanes & Freight Routes
- Bike Lanes
- Speed Management
- Curbside Uses

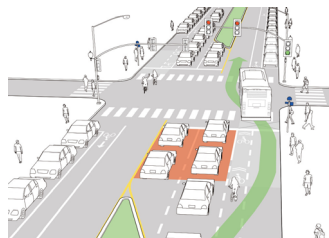


## Intersections

Where one or more roadways are coming together creating conflict points of multiple modes of travel interacting with each other.



- Placemaking & Geometry
- Pedestrian Crossings
- Treatments for Transit
- Treatments for Bicycles



## Shared Use Paths & Access Ways

Shared-use paths and access ways provide key off-road connections to destinations and complete the bike network.



- Side-paths
- Crossings
- Signage & Markings



## Implementation

- Connections to existing policies and plans incorporating complete streets
- Departments and entities – encouraging a collaborative efforts between agencies and jurisdictions
- Maintenance Responsibility



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## Next Steps

- Currently out for a 30-day public comment period from March 18, 2024 to April 17, 2024.
- Will be presented for discussion and adoption at the next MPO Technical Committee.



### Engage R1

Northern Illinois' space to share, discuss, and collaborate





## MPO Technical Committee Meeting

**Thursday, February 22, 2024 10:00 am**  
Region 1 Planning Council  
127 N. Wyman Street, Suite 100, Rockford, IL 61101

### Minutes

#### 1. Call to Order

With a quorum present, the meeting was called to order by Ms. Turner at 10:00 am.

#### 2. Roll Call

- 3. Members Present:** Boone County Conservation District; Chicago-Rockford International Airport; City of Belvidere - Public Works Department; City of Loves Park - Community Development Department; City of Loves Park - Public Works Department; City of Rockford - Community Development Department; City of Rockford - Public Works Department; Illinois Department of Transportation - District 2; Rockford Mass Transit District; Rockford Park District; Village of Machesney Park - Public Works Department; Village of Roscoe; Winnebago County - Community and Economic Development Department; Winnebago County - Highway Department

Boone County Highway Department arrived at 10:07 am.

**Members Absent:** Boone County – Planning Department; City of Belvidere – Planning Department; City of Loves Park – Community Development Department; Forest Preserves of Winnebago County; Four Rivers Sanitary District; Village of Machesney Park – Community Development Department; Village of Winnebago; Winnebago County Soil & Water Conservation District

**Others Present:** Todd Schmidt, Federal Highway Administration - IL Division; Doug DeLille, Illinois Department of Transportation – Office of Planning and Programming; Henry Guerriero, IL Tollway; Shawn Ortgiesen, Illinois Department of Transportation District 2; Brandon Rucker, Eric Tison, Jon Paul Diipla, Melisa Ribikawskis, Nathan Larsen, Isaac Guerrero, and Sydney Turner, Region 1 Planning Council.

#### 4. Public Comment

There were none present who wished to address the committee.

#### 5. Action Items

##### a. Approval of the Meeting Minutes of January 18, 2024

Ms. Turner entertained a motion to approve the Meeting Minutes of the January 18, 2024 MPO Technical Committee.

Motion by Mr. Anderson, City of Belvidere-Public Works Department, and seconded by Mr. Molina, Winnebago County Highway Department, to approve the January 18, 2024 Meeting Minutes. Motion approved by unanimous voice vote.

#### 6. Discussion Items



**a. Broadband Coordination**

Mr. Guerrero led a discussion related to the broadband planning grant funds Region 1 Planning Council has received from the Illinois Department of Commerce and Economic Opportunity (DCEO). Region 1 intends to use these funds to expand the broadband fiber footprint in Boone and Winnebago County, and potentially in Ogle and Stephenson County. Mr. Guerrero laid out R1's three-step process for achieving this goal: (1) Understanding the existing broadband infrastructure in the Region; (2) Researching future business models for broadband; (3) Pursuing, with local jurisdictions, federal broadband grants, and attempting to leverage Public-Private Partnerships with Internet Service Providers (ISPs).

Mr. Guerrero led a discussion on maps of existing broadband infrastructure; concerns over the number of ISPs in the region; and private operators within the public right-of-way.

**b. Safe Streets for All (SS4A) – Traffic Safety Presentation & Discussion**

Mr. Diipla and Mr. Rucker presented on the MPO's efforts to develop the MPO Traffic Safety Action Plan under the SS4A program. Mr. Diipla discussed the SS4A workshop that was held in early February, at which the MPO received input on traffic safety concerns, locations of concern, and potential countermeasures from stakeholders and members of the public.

Mr. Rucker presented on the safety data analysis conducted by R1. Using IDOT crash and person extracts from 2017 to 2022, R1 staff was able to identify the five most common crash types resulting in serious injuries and fatalities in the region: Fixed Object, Angle, Turning, Pedestrian/Pedal-cyclist, and Front to rear. Mr. Rucker presented data related to each of these five specific crash types, including locations of crashes and behavioral factors. Mr. Rucker also shared the high injury network, or streets that contain the highest rate of crashes resulting in serious injury or fatality.

Mr. Diipla led a discussion between committee members about their traffic safety concerns. Discussion topics included: top safety concerns such as of red light running, distracted driving and speeding; concerns about heavier vehicle weights; location of pedestrian crashes; intersection concerns; youngest and oldest roadway users; and consider school zones.

**7. Staff Reports**

**a. Regional Traffic Signal Operations Program**

Ms. Ribikawskis provided an update on the Regional Traffic Signal Operations Program, stating that the consultant, Iteris, has wrapped up its study of the Riverside Corridor and will be sharing its results this month. R1 staff is currently finalizing the program document and will be presenting it to the steering committee for review next month.

**b. Section 319 Non-Point Source Pollution Best Management Practices (BMPs)**

Mr. Tison provided an update on the Illinois Environmental Protection Agency (IEPA) Section 319 grant-funded project. In August 2023, R1 was awarded the Section 319 Grant to conduct outreach and activities to educate and encourage local watershed stakeholders to adopt nonpoint source (NPS) pollution control best management practices (BMPs). R1 has partnered with Rockford Park District, Winnebago County, Rockford Township Highway Department, Winnebago County Soil and Water Conservation District, City of Rockford, and Olson Ecological Solutions for the projects.

This project will result in the construction of two demonstration BMPs: a bioretention basin in the Spring Creek-Rock Creek Watershed, and a bioswale in the Kent Creek Watershed. These BMP installations will help protect water quality in South Fork Kent Creek, Levings Park Lagoon, Buckbee Creek, and the Rock River. The bioretention basin will be implemented at Ken Rock Park, 2930 Bildahl Street, and the bioswale will be implemented at Parker-Woods Park, 6700 Claremont Street.

During the implementation phase, Winnebago County and Rockford Township Highway Department will provide assistance during construction, with financial support from the City of Rockford.

## 8. Agency Reports

### a. Boone County, Highway Department

Mr. Krohn reported that a request for qualifications (RFQ) has been put out for the Townhall Road extension. The RFQ will be open until March 4<sup>th</sup>, 2024. The County is seeking bids for the Safe Streets for All (SS4A) demonstration grant. A request for proposals for the agency's State Planning and Research (SPR) Lidar and GIS data grant has also been released. The agency anticipates releasing its summer maintenance plan in April.

### b. Boone County Conservation District

No report.

### c. City of Belvidere, Public Works Department

No report.

### d. City of Loves Park, Community Development

No report.

### e. City of Loves Park, Public Works Department

Mr. Messinger reported that the Evans Avenue reconstruction went out to bid on February 22<sup>nd</sup>, 2024.

### f. City of Rockford, Community Development

No report.

### g. City of Rockford, Public Works Department

Mr. Mattson reported that the Whitman Street Reconstruction project was recently bid and construction on the two-year project will begin this year. The project includes water main, lead service, a roundabout at Ridge Avenue and Whitman Avenue, and a multi-use path that will connect the Mel B. Tucker Path to the Rock River Path.

### h. Four Rivers Sanitary District

No report.

### i. IDOT, District 2

Mr. Bates reported that IDOT is looking to start work on the I-39 corridor next month, including the US-20 and Harrison Avenue Interchanges.

### j. Rockford Mass Transit District

No report.

### k. Village of Machesney Park, Community Development

No report.

### l. Winnebago County, Community & Economic Dev.

No report.

### m. Winnebago County, Highway Department

Mr. Molina reported that the County's STBG-funded Riverside Boulevard project is close to receiving approval for Phase I Preliminary Engineering. The Bell School Road project is currently experiencing difficulties because 18 utility poles need to be removed along the route. The Latham Road project, from Owen Center to IL-2, is currently out for bids, as is the Elevator Road project, from Willowbrook Road to the Boone County line. The agency is preparing to submit a RAISE grant application next week for Perryville Road, from US BUS 20 to Harrison Avenue. The application is seeking funds for planning and engineering. Construction on the Perryville Path extension will begin within a month. Construction on Owen Center, between Riverside Boulevard and Latham Road, will lead to the construction of a roundabout at Owen Center and Elmwood Road in 2025.

### n. Winnebago County, Soil & Water Conservation District

No report.

### o. FHWA, Illinois Division

Mr. Schmidt reported on the Transportation Management Area (TMA) certification review of the MPO that took place last month, in coordination with the FTA. The review is held every four years to ensure the MPO is complying with all federal regulations and standards. The MPO received no corrective actions during January's review. The full report will be released in June. The FY24 Notice of Funding Opportunity for the

Safe Streets and Roads for All demonstration grants was released on February 21<sup>st</sup>, 2024, and Mr. Schmidt encouraged members of the committee to apply for the funds.

**p. IDOT Division of Urban Program Planning and Programming**

No report.

**q. Illinois Tollway**

No report.

**9. Other Business**

Ms. Turner informed the committee that the awards for the FY 2024 Surface Transportation Block Grant will be discussed at the next MPO Technical and Policy Committee Meetings.

**10. Adjournment**

Motion by Mr. Molina, Winnebago County-Highway Department, and seconded by Mr. Krohn, Boone County-Highway Department, to adjourn at 11:11 am. Motion approved by unanimous voice vote.

Meeting minutes prepared by: Nathan Larsen and Sydney Turner.

Minutes approved by action of the Board: \_\_\_\_\_

DRAFT



## **REGION 1 PLANNING COUNCIL MPO POLICY COMMITTEE**

### **MPO RESOLUTION 2024-05**

- RE:** **Amendment to the Fiscal Year 2024-2027 Transportation Improvement Program**
- WHEREAS** the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provide for an urban transportation planning process; and
- WHEREAS** the Infrastructure Investment and Jobs Act (IIJA) currently authorizes funding to improve our nation’s transportation system for highways, highway safety, public transit, alternative non-motorized forms of transportation, and freight; and
- WHEREAS** the IIJA Act and its predecessors, require a Long-Range Transportation Plan (LRTP) as well as a Transportation Improvement Program (TIP); and
- WHEREAS** the Region 1 Planning Council is the Metropolitan Planning Organization (MPO) for the Rockford Urban and Metropolitan Area, and the MPO Policy Committee has the specific responsibility to direct and administer the continuing urban transportation planning process: and
- WHEREAS** the MPO Policy Committee has adopted the June 30, 2023 version of the Fiscal Year 2024-2027 Transportation Improvement Program (TIP) and;
- WHEREAS** the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have approved the FY 2024-2027 MPO TIP; and
- WHEREAS** City of Rockford requested one (1) updated cost breakout; and
- WHEREAS** the projects being amended in the adopted and approved version of the FY 2024-2027 TIP will not affect or impact the other projects listed in the FY 2024-2027 MPO TIP; and
- WHEREAS** the MPO Technical Committee has recommended the adoption of the TIP amendment by the MPO Policy Committee; and
- NOW, THEREFORE, BE IT RESOLVED THAT:**
- The MPO Policy Committee hereby amends the FY 2024-2027 MPO Transportation Improvement Program to include the projects listed in “Attachment A”.

We hereby certify the foregoing has been approved by a majority of the MPO Policy Committee Members on this 22<sup>nd</sup> day of March 2024.

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Chairman Joseph V. Chiarelli  
MPO Chair

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Mayor Clint Morris  
MPO Vice-Chair

Number of members authorized to vote \_\_\_\_\_

Ayes \_\_\_\_\_

Nays \_\_\_\_\_

Abstain \_\_\_\_\_

DRAFT

## Attachment A:

RPC MPO Transportation Improvement Program (FY 2024 - FY 2027):

Fiscal Year 2025

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total (000)
					Source	Amount	Source	Amount	Source	Amount	
03 - City of Rockford (RKFD)											
3-20-21	9th Street 2-Way conversion (Whitman St Interchange)	Whitman Street to East State Street	Other	CON	STBG-U	\$4,242.392	Rebuild IL	\$8,000	Local	\$2,000	\$14,242.392

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## REGION 1 PLANNING COUNCIL MPO POLICY COMMITTEE

### MPO RESOLUTION 2024-06

**RE: SURFACE TRANSPORTATION BLOCK GRANT FUNDS**

**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 currently authorizes funding to improve our nation's transportation system for highways, highway safety, public transit, alternative non-motorized forms of transportation, and freight; and

**WHEREAS** the Fixing America's Surface Transportation (FAST) Act and its predecessors, require a Long-Range Transportation Plan (LRTP) as well as a Transportation Improvement Program (TIP); and

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

**WHEREAS** under agreement with the State of Illinois Department of Transportation (IDOT) a portion of the funding authorized under the Surface Transportation Block Grant (STBG) of the FAST Act is annually allocated for use in the MPO metropolitan planning area, said funds hereafter referred to as STBG funds; and

**WHEREAS** the MPO has a current STBG apportionment balance of \$4,457,107 in available funds to program within the MPO planning area; and

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

**WHEREAS** the MPO conducted a competitive selection process to develop recommendations for project(s) selection from September 21, 2023 to November 3, 2023; and

**WHEREAS** the received projects applications were scored in accordance with the adopted technical MPO STBG evaluation criteria approved by the MPO Policy Committee on August 29, 2019 via MPO Resolution 2019-12, to develop recommendations for project(s) selection; and

**WHEREAS** the resulting program of projects, provided in "Attachment A", were discussed at the March 21, 2024 MPO Technical Committee for project(s) selection and programming of MPO STBG funds; and

**NOW, THEREFORE, BE IT RESOLVED THAT:**

The MPO Policy Committee, upon deliberation at their March 22, 2024 meeting, hereby selects from the Surface Transportation Block Grant (STBG) projects for programming of MPO STBG funds;

*Funding awards will be listed once determined by the committees.*

**BE IT FURTHER RESOLVED:**

The MPO Policy Committee amend the Fiscal Year 2024-2027 MPO Transportation Improvement Program (TIP) for the purpose of the addition of project(s) selected by the MPO Policy Committee for the programming of MPO STBG funds, "Attachment B".

We hereby certify the foregoing has been approved by a majority of the MPO Policy Committee Members on this 22<sup>nd</sup> day of March 2024.

\_\_\_\_\_  
Chairman Joseph V. Chiarelli  
MPO Chair

\_\_\_\_\_  
Mayor Clint Morris  
MPO Vice-Chair

Number of members authorized to vote \_\_\_\_\_

Ayes \_\_\_\_\_

Nays \_\_\_\_\_

Abstain \_\_\_\_\_





**Attachment A:**

**Surface Transportation Block Grant  
Program of Projects**

Dated: 11/21/2023

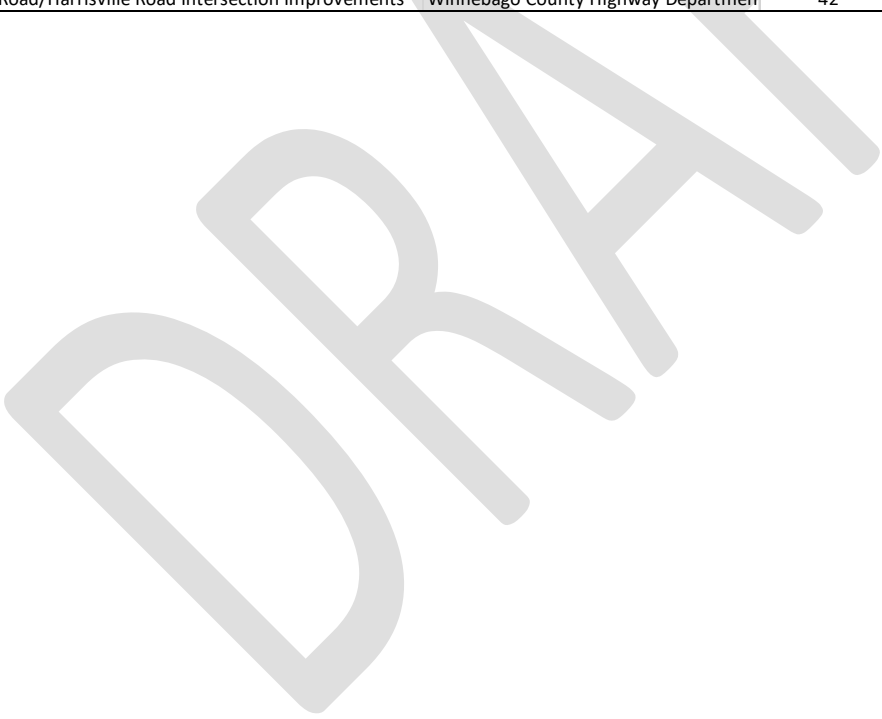
MAX SCORE: 100

**Corridor Revitalization/Realignment Projects**

RANK	PROJECT NAME	SPONSOR	TOTAL SCORE	STBG COST	LOCAL COST	TOTAL COST
1	S. Perryville Road Rehabilitation	Winnebago County Highway Departmen	86	\$6,400,000	\$2,800,000	\$9,200,000
2	Harrison Avenue Improvements	City of Rockford	80	\$8,400,000	\$3,600,000	\$12,000,000
3	9th Street Two-Way Conversion	City of Rockford	74	\$7,059,698	\$7,857,497	\$18,937,497

**Other Corridor Projects**

RANK	PROJECT NAME	SPONSOR	TOTAL SCORE	STBG COST	LOCAL COST	TOTAL COST
1	Latham/Ralston Road Widening and Rehabilitation	Winnebago County Highway Departmen	71	\$3,840,000	\$1,110,000	\$4,950,000
2	Woodstock Road Extension	Boone County	65	\$4,250,000	\$2,440,000	\$6,690,000
3	Baxter Road/Harrisville Road Intersection Improvements	Winnebago County Highway Departmen	42	\$1,200,000	\$800,000	\$2,000,000



**Attachment B:**

R1PC MPO Transportation Improvement Program (FY 2024 - FY 2027):

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