MPO Policy Committee Meeting

Friday, June 20, 2025 – 8:30 am
Region 1 Planning Council
127 N. Wyman St., Ste 100, Rockford, IL 61101

Agenda

1. Call to Order
2. Roll Call
3. Public Comment
4. Discussion
    a. National Association of Regional Councils (NARC) Reauthorization Letter to Congress
5. Action Items
    a. Approval of the Meeting Minutes of May 2, 2025
    b. Amendment to the FY 2026 Unified Planning Work Program (Resolution 2025-12)
    c. Adoption of the 2050+ Metropolitan Transportation Plan for the Rockford Region (Resolution 2025-13)
    d. Adoption of the 2025 Coordinated Public Transit Human Services Transportation Plan for the Rockford Region (Resolution 2025-14)
    e. Adoption of the FY 2026-2029 Transportation Improvement Program (Resolution 2025-15)
    f. Adoption of the Title VI Considerations for the Rockford Metropolitan Planning Organization (Resolution 2025-16)
6. Directors' Reports
7. Other Business
8. Adjournment

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

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



EDC BOOK

Executive Directors Council Meeting

June 9, 2025

Seattle, Washington

NARC

National Association of Regional Councils

April 30, 2025

The Honorable Sam Graves
Chair
House Committee on
Transportation and Infrastructure
Washington, DC 20515

The Honorable Rick Larsen
Ranking Member
House Committee on
Transportation and Infrastructure
Washington, DC 20515

Dear Chair Graves and Ranking Member Larsen:

The Local Officials in Transportation (LOT) coalition appreciates your ongoing leadership and the House Committee on Transportation and Infrastructure's steadfast commitment to supporting effective transportation solutions for our nation.

Our coalition is made up of the organizations representing metropolitan planning organizations (the Association of Metropolitan Planning Organizations); counties, boroughs, and parishes (the National Association of Counties); economic development organizations and rural transportation planning organizations (the National Association of Development Organizations); regional planning organizations (the National Association of Regional Councils); cities, towns, and villages (the National League of Cities); and mayors (the U.S. Conference of Mayors).

The LOT Coalition amplifies the voices of thousands of organizations and individuals across the nation with a vested interest in the long-term success of our transportation system. Together, our members own, maintain, plan for, support and fund millions of road miles and hundreds of thousands of bridges.

As a part of our work, we advocate in Washington for federal policy priorities that recognize the pivotal role that local organizations play in our national transportation system and that make it easier for communities to develop, plan for, and build infrastructure that connects people, neighborhoods, and businesses.

As we approach the end of the Infrastructure Investment and Jobs Act (IIJA), we have an opportunity to reflect on what worked in that legislation, as well as identify areas for new policies that can even better support our transportation system.

To that end, we respectfully request your consideration of the following policy priorities as you work together to draft and develop the next surface transportation legislation.

1. Streamline Delivery of Key Formula Funds Directly to Regional Organizations and Local Governments

America's local governments and regional planning organizations play an integral role in our nation's transportation system, planning, coordinating, and delivering projects that keep communities connected and regional economies thriving. Regional planning organizations develop comprehensive plans and allocate federal highway and transit funds, while local governments own and maintain roughly 75 percent of our roads (3.1 million miles) and approximately half of the nation's bridges.

In today's evolving economy, cities, counties, and regions are the engines underpinning national efforts to revitalize manufacturing, onshore industries, and increase economic output. However, without continued federal investment, local and regional governments could face nearly $100 billion in lost federal funding, threatening progress, stability, and economic growth.

To sustain momentum, Congress should first guarantee predictable formula funding, ensuring baseline support and allocating a greater share of federal funds to regions to advance transportation priorities in communities that keep the nation's economy moving forward. Additionally, Congress should preserve federal funding for key discretionary grant programs (see Proposal #2). Specifically, the Safe Streets and Roads for All program, the competitive Bridge Investment Program, and transportation technology and innovation funding are significant areas where local and regional organizations can be integral partners to meet national transportation goals.

Congress should also provide long-term, sustainable funding for public transit and support recovery, innovation, and the sector's critical role in the U.S. economy, employing over 430,000 workers directly. Additionally, for intercity passenger rail, Congress should reauthorize key programs like Amtrak funding, the Federal-State Partnership for Intercity Passenger Rail program, and the Corridor ID Program, maintaining strong, predictable investment levels to meet growing demand for new and expanded services. Advance appropriations or other multi-year funding structures will be critical to providing stability for future rail investments.

A. Changes to Formula Funding

Local governments and regional organizations see firsthand where pavement is cracking, bridges are aging, and traffic patterns are shifting. Local and regional leaders identify community-specific challenges and understand the unique needs that vary block-by-block, expanding across entire counties and regions. This attention allows them to translate federal investments into clear benefits for residents like safer streets, smoother commutes, connections to good paying jobs, and resilient corridors that bolster economic opportunity. Yet too often, federal formula funding Congress provides to support this essential work gets stuck in lengthy approval chains and administrative hurdles, delaying projects, driving up costs, and leaving communities desperate for critical repairs and upgrades.

The LOT Coalition proposes legislative changes that cut through bureaucratic red tape by ensuring that Federal Highway Trust Fund formula dollars that Congress intends for regions

and localities reach those areas directly and are available without unnecessary delays. This direct allocation ensures that local and regional leaders can deliver smarter planning, quicker project development, and better transportation projects that advance national transportation goals.

The LOT Coalition proposes that the share of formula programs that Congress intended for local decision-making through the regional planning process should be sent directly to metropolitan planning organizations (MPOs) covering Transportation Management Areas (TMAs) with an opt-out option.[1] These programs include the Metropolitan Planning Program (see Proposal #3), Surface Transportation Block Grant Program, Congestion Mitigation and Air Quality Improvement Program, Carbon Reduction Program, and Highway Safety Improvement Program.

For MPOs without TMAs and RTPOs, the LOT Coalition proposes that funding continue to go to the states. However, for funding obligated within areas of 50,000-200,000 people, a state shall only fund projects that are locally selected through the MPO process and the state shall not influence that decision in any way other than to provide technical assistance or as otherwise requested. For funding in an area with a population under 50,000, the state shall consult with the federally designated RTPO that represents that area, if there is one.

The LOT Coalition also asks that Congress continue the Bridge Formula Program and give local decision makers more control over those funds. Local governments own approximately half of all bridges in the country, and locally owned bridges are twice as likely to be in "poor" condition as a state-owned bridge. Federal efforts to help locally owned bridges have often come through assistance for "off-system" bridges, or bridges not on the Federal-aid Highway System.

However, locally owned and off-system are not synonymous, with 27 percent of bridges owned by local governments being on the Federal-aid Highway System. Additionally, State DOTs own approximately 17 percent of off-system bridges. Giving locals more control over these dollars will ensure that they are used for the bridges that need it the most.

Federal transportation formula funds intended for local and regional use should be awarded solely to projects approved through the federally mandated, publicly vetted Transportation Improvement Program (TIP) selection process, ensuring that investments reflect genuine community priorities and advance national objectives. Although MPOs already prioritize projects in their TIPs, too often that process is bypassed. Strengthening the link between planning, project selection, and funding will guarantee federal dollars effectively address both local/regional needs and national goals.

Recommendations for Formula Programs

- **Direct Suballocation of Federal Funds to Metropolitan Planning Organizations (MPOs) with TMAs:**

[1] An urbanized area with a population over 200,000, as defined by the Bureau of the Census and designated by the Secretary of the U.S. Department of Transportation, is called a Transportation Management Area (TMA). Source: Federal Transit Administration

- Directly allocate a portion of key highway program funds to MPOs with Transportation Management Areas (TMAs) based on each MPO's share of its state's total TMA population.

- Congress should directly suballocate to said MPOs the shares of formula funding that it intended for local decision making through the regional planning process. Those programs include:
    - Metropolitan Planning (PL)
    - Surface Transportation Block Grant Program (STBG)
    - Highway Safety Improvement Program (HSIP)
    - Congestion Mitigation and Air Quality (CMAQ)
    - Carbon Reduction Program (CRP)

- Congress should continue the Bridge Formula Program (BFP) created under the Infrastructure Investment and Jobs Act (IIJA) and fold it in among the other programs above as a locally suballocated program.

- MPOs that do not wish to directly manage funds may opt out. For MPOs that opt-out of direct suballocation, funding intended to go to that area shall continue to be provided to the State, but shall be allocated in the metropolitan area that funding was intended for and the MPO shall have project selection priority.

- **Strengthening Local Coordination**

    - Direct allocation will only occur for MPOs with TMAs. Otherwise, funds will continue to go to the states for distribution through the existing process, but with strengthened requirements for local coordination, including the project selection process.

    - For funding from the above-mentioned programs (STBG, PL, CMAQ, CRP, BFP, HSIP) obligated by states to areas **between 50,000 and 200,000** (i.e. MPOs without TMAs), the state shall only fund projects that are **locally selected through the MPO process**, and the State shall not influence that decision in any way other than to provide technical assistance or as otherwise requested.

    - Before a state obligates any funding from the above-mentioned programs (STBG, CMAQ, CRP, BFP, HSIP) to an area with a population **less than 50,000**, a State shall coordinate with the regional transportation planning organizations that represent the area, if one exists.

- **Requirements and Accountability**

    - Suballocated funds must be used according to the purpose of their original program (e.g., STBG, HSIP, CRP, PL, CMAQ, BFP).

- MPOs must select projects through a performance-based planning process tied to national goals and must also consider regional competitiveness, regional diversity, and land use and involve local officials and transit agencies.

- MPOs may establish competitive processes through which local governments submit projects scored against clear performance metrics.

- MPOs must publicly post a list of selected projects, explaining how each project advances national goals.

- Congress should also allow MPOs and RTPOs to carry over unobligated funding from one fiscal year to the next by aligning obligation and contract authority enabling more effective long-term planning and project execution, creating a thoughtful sequence of both large and small investments.

- Congress should not allow states to transfer sub-allocated funds for any purpose.

B. Changes to Formula Funding: Safety

The addition of the Safe Streets and Roads for All (SS4A) in the IIJA has proven to be an effective safety program to address America's road safety crisis but could be delivered more efficiently via formula at the regional level. The addition of SS4A funding and policy intent to HSIP will complement the existing highway safety program.

While HSIP plays a critical role in reducing fatalities and serious injuries, it alone is not sufficient to address the full scope of today's roadway safety crisis. HSIP is primarily state-administered, often reactive in nature, and tends to focus on targeted engineering improvements at high-crash locations. In contrast, the SS4A program fills critical gaps by empowering local and regional governments to proactively develop comprehensive safety action plans and implement a broader range of community-driven safety strategies. SS4A investments allow communities to identify and address systemic safety risks, not just respond after crashes happen. SS4A's local and regional empowerment, flexibility, and focus on preventative planning is critical for addressing emerging safety challenges before they become tragedies.

Together, HSIP and SS4A form complementary pillars of a stronger, more proactive national safety framework that delivers life-saving investments where they are needed most. Integrating the best elements of both programs and funding, while preserving regional and local access, ensures that federal policy supports not only traditional highway safety but also safer streets in all communities.

Recommendations for Safety Programs:

- Congress should grow HSIP by $2 billion annually and set that amount aside to deliver an expanded SS4A program for distribution directly to the metropolitan and rural transportation planning organizations within the state based on the most recent data (e.g. FARS, close calls, etc.) and solicit projects to make safety capital improvements in alignment with their safety

plans and best practices. Legislatively, this could be structured similarly to how HSIP sets aside funding for the Railway-Highway Crossings Program [23 U.S.C. 130(e)(1)].

- Any metropolitan and rural transportation planning organization that does not have a recent comprehensive safety action plan may use a percentage of their area's safety funding to complete their safety plan while also soliciting projects from political subdivisions of the state with comprehensive safety action plans in place to advance safety capital projects.

- Any metropolitan and rural transportation planning organizations with SS4A funding may engage with a member that is a political subdivision of the state (e.g. city or county) to conduct part or all the capital management or retain outside services (e.g. engineering or safety firms) to conduct this work. Congress should not allow states to transfer sub-allocated funds for any purpose.

C. Changes to Formula Funding: Innovation

As federal policy evolves to incorporate emerging technologies, it is critical that any new funding programs are structured to empower regions and locals directly. Suballocating funds to metropolitan areas and local governments ensures that investments are responsive to on-the-ground needs, encourage regional innovation, and align technology deployment with broader transportation planning and community goals.

Regions are at the forefront of managing complex, multimodal systems and face growing demands for real-time data, cybersecurity protections, and technology integration. Yet many lack the dedicated resources needed to invest in emerging tools, build technical capacity, and manage increasingly sophisticated datasets.

Recommendation for Innovation Programs

- Congress should direct any innovation dollars to regions to advance innovation and technology across the full network, allowing them to deploy smart infrastructure solutions that improve safety, efficiency, and resilience across diverse communities.

2. Maintain Competitive Federal Funding Access for Local Governments and Regional Organizations

Local governments own and maintain roughly 75 percent of our roads and nearly half of our bridges, and they are now core partners in thousands of competitively awarded transportation projects across the country supported by federal discretionary funding to make America safer, better connected, and more economically competitive. Expanding competitive access to transportation funding has been transformational for big and bold infrastructure projects as well as economically transformative projects across the country for more than a decade with the BUILD program, and several IIJA programs followed this model.

We urge Congress to not remove competitive discretionary grants, especially without adding eligibility and access for local governments and regions within existing formula programs. Doing

so would create a devastating loss of access to federal funding for cities, counties, and regional organizations across the country.

Specifically, the BUILD Program, Safe Streets and Roads for All program, the Bridge Investment Program, Rail Crossing Elimination Program, and transportation technology and innovation programs like SMART are all programs where competitive access to discretionary programs allows the federal government to make significant investments with limited funding available and enables local and regional organizations to be effective partners to meet national transportation goals.

Recommendations:

- Congress should maintain access to federal grant programs for cities, counties, and their regional organizations in all available competitive discretionary programs.

- Reduce the administrative burden of applying for and executing federal discretionary grants throughout the full life cycle of grants.

3. Strengthen Transportation Planning, Performance, and Project Delivery

Overview

Planning is the foundation of effective project delivery: it builds consensus, guides the selection of high-impact investments, provides transparency on decision-making, and streamlines development. This assures taxpayers that every dollar is wisely spent. Clear visibility into how funds are allocated and spent builds public trust and enables policymakers and practitioners to adjust strategies in real time, ensuring investments remain aligned with our shared national goals.

Metropolitan Planning (PL) funds are the core source of federal financial support for MPOs to conduct transportation planning required under federal law, including long-range plans, transportation improvement programs, public engagement, and performance-based planning. Over the years, the share of PL funding relative to total federal surface transportation funding has not kept pace with the increasing planning demands placed on MPOs.

While MPOs have risen to the challenge and become vital conveners for regional collaboration across a variety of regional issues, PL funds today account for less than 1 percent of formula apportionments. Increasing PL funding would ensure that MPOs have sufficient, stable, and flexible resources to meet federal requirements, deliver better transportation outcomes, and effectively engage the public. Additional resources are also critical to support growing demands for data collection, performance measurement, and the integration of new technologies and innovations into the transportation planning process.

Recommendations:

- Congress should increase Metropolitan Planning (PL) funds in Section 104 to **3%** of the amount remaining after distributing Surface Transportation Block Grant (STBG) and

Highway Safety Improvement Program (HSIP) funds. Increased planning funds for MPOs [and RTPOs] empowers them to set clear safety, mobility, and asset-management goals and articulate a coherent vision for local, regional, and national investments, while also making investments in innovation.

- Congress should allow MPOs and RTPOs to carry over unobligated funding from one fiscal year to the next by aligning obligation and contract authority. Allowing MPOs to retain unspent federal funds will facilitate more effective long-term planning and project execution, creating a thoughtful sequence of both large and small investments.

4. Dedicated Formula Funding for Rural Transportation Planning

While the Moving Ahead for Progress in the 21st Century Act (MAP-21) recognized Rural Transportation Planning Organizations (RTPOs) as part of the federal transportation planning framework, it did not provide any dedicated funding to support their work. Today, more than 300 RTPOs across the country conduct critical transportation planning activities for rural regions, including developing long-range plans, identifying project priorities, coordinating with local governments, supporting economic development goals, and ensuring rural voices are included in state and federal decision-making.

Unlike MPOs, which receive PL funds, RTPOs must rely on inconsistent, piecemeal funding sources, making it difficult to sustain operations or build the technical capacity needed for effective regional planning. Rural communities face increasing infrastructure needs, safety challenges, and demands for connectivity.

Recommendation:

- Congress should establish a separate, formula-based program modeled on the PL funds allocated to MPOs, that provides funding to RTPOs. Providing RTPOs with a reliable funding stream will strengthen rural transportation planning, improve project delivery, and ensure more equitable access to federal investment across all parts of the country.

5. Streamline Environmental Processes and Permitting for Smaller Projects and Rebuilding

America's infrastructure environmental processes require streamlining, and Congress should establish an expedited, flexible environmental review and permitting pathway, particularly for smaller-scale transportation projects and projects that are rebuilding in the existing and established right-of-way that would lead to safer outcomes for transportation users. For many transportation projects arriving at a categorical exclusion is highly likely, but each project must move through the current burdensome process, wasting time and resources. Prioritizing early coordination and standardizing documentation can help accelerate project delivery without compromising essential environmental protections. By streamlining the environmental and permitting process, Congress can ensure federal investments yield timely, cost-effective transportation infrastructure improvements.

Recommendation:

- Congress should establish an expedited environmental review and permitting pathway, particularly for smaller-scale transportation projects and projects that are rebuilding in the existing and established right-of-way.

We appreciate your consideration of these proposals and would welcome the opportunity to share additional information or discuss them further.

Sincerely,

The Local Officials in Transportation Coalition

National Association of Counties

Association of Metropolitan Planning Organizations

National League of Cities

National Association of Development Organizations

U.S. Conference of Mayors

National Association of Regional Councils

MPO Policy Committee

Meeting Minutes

Friday, May 2, 2025 –8:30am

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

1. **Call to Order**
   With a quorum present, the meeting was called to order by Chairman Chiarelli at 8:36 am.

2. **Roll Call**
   Members Present: Mayor Greg Jury, City of Loves Park; Mayor Thomas McNamara, City of Rockford; Chairman Karl Johnson, Boone County; Chairman Joe Chiarelli, Winnebago County; Faith Duncan, IDOT District 2; President Steve Johnson, Village of Machesney Park; Mayor Clint Morris, City of Belvidere; Michael Stubbe, Rockford Mass Transit District.

   Members Absent: n/a

   Other Present: Dough Delille, IDOT OOP; Michael Dunn, Tim Verbeke, Lauren Kleve, Clara Romeo, Brandon Rucker, Nathan Larsen, Chloe Barnes, Jackson Sitter, and Sarah Renicker, Region 1 Planning Council.

3. **Public Comment**
   There were none present who wished to address the committee.

4. **Discussion** No discussion items were scheduled for this meeting.

5. **Action Items**
   a. Approval of Meeting Minutes of March 28, 2025
   Chairman Chiarelli entertained for a motion to approve the Meeting Minutes of the March 28, 2025 for MPO Policy Committee. Motion by Mayor Jury, seconded by Mayor Morris. Motion **passed** by unanimous voice vote.

   b. Adoption of the 2024 IDOT Functional Classification (Resolution 2025-06)
   Mr. Verbeke explained all changes in IDOT Functional Classification were in Winnebago County Chairman Chiarelli entertained for a motion to approve Resolution 2025-06. Motion by Mayor McNamara, City of Rockford; seconded by Mayor Jury, City of Loves Park. Motion **passed** by unanimous voice vote.

   c. Approval of the FY 2025 MPO-Attributable Funds (Resolution 2025-07)
   Mr. Verbeke explained this resolution describes three recommended projects, all in Winnebago County, STBG: Roadway Configuration, TAP: Riverside Project, CR: Riverside Traffic Signal Improvements. Chairman Chiarelli entertained a motion to approve Resolution 2025-07. Motion by Mayor McNamara, City of Rockford, seconded by Greg Jury, City of Loves Park. Motion **passed** by unanimous voice vote.

   d. Adoption of Parking Reimagined for the Rockford Region Plan (Resolution 2025-08)
   Ms. Kleve described the completion of the Parking Reimagined as a strategy to improve parking in the Rockford region over the next 10 years. The study's goal is to understand the supply and demand of parking, which showed that there are about 3 parking spots per registered vehicle in the region.

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Chairman Chiarelli entertained a motion to approve Resolution 2025-08. Motion by President Johnson, Village of Machesney Park, and seconded by Chairman Johnson, Boone County. Motion **passed** by unanimous voice vote.

e. Amendment to the FY 2025-2028 Transportation Improvement Program (Resolution 2025-09)

Chairman Chiarelli entertained a motion to approve Resolution 2025-09. Mayor McNamara motioned, seconded by President Johnson, Village of Machesney Park. Motion **passed** by unanimous voice vote.

f. Amendment to the FY 2025-2028 Transportation Improvement Program (Resolution 2025-10)

Mr. Verbeke explained that this amendment concerns a change in the funding split of previously approved projects in Winnebago County, where projects will now be fully funded by the State. Chairman Chiarelli entertained a motion to approve Resolution 2025-10. Mayor McNamara, City of Rockford, motioned, seconded by the Village of Machesney Park. Motion **passed** by unanimous voice vote.

g. Adoption of the FY 2026 Unified Work Program (Resolution 2025-11)

Mr. Verbeke presented the FY 202b Unified Work Program indicating that the document would be reducing the number of Work Elements from 10 to 5, to more align with other similar MPOs throughout Illinois. Slight increase in budget with 83% funding for labor/fringe. Chairman Chiarelli entertained a motion to approve Resolution 2025-11. Chairman Johnson, Boone County, motioned, seconded by President Johnson, Village of Machesney Park. Motion **passed** by unanimous voice vote.

6. Other business

Mr. Verbeke also announced the following up-coming open houses:

- 05/08/2025-Region 1 Offices: MTP Open House/TIP/HSTP
- 05/13/2025-Byron: MTP Open House/TIP/HSTP
- 05/19/2025-Boone County Admin building: MTP Open House/TIP/HSTP

Mr. Dunn complimented staff to build "critical mass" for these open houses, to promote turnout and public participation. The goal for attendance is 20 participants.

Nathan Larsen presented the data bike, which will be used to assess the State of the Trails throughout the service area. The bike will be equipped with technology that will assess pavement conditions, record for google street view, update available amenities and mile markers. Kick-off is May 7, starting with the Rock River Recreation Trail. Data will be collected throughout the summer.

7. Adjournment

Chairman Chiarelli entertained a motion to adjourn. Motion by Mayor McNamara, City of Rockford, second by Mr. Stubbe, Rockford Mass Transit District. Meeting adjourned at 8:56 am.

Meeting minutes prepared by: Sarah Renicker

Minutes approved by action of the Board: _____

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Unified Work Program

FY 2026

Rockford Metropolitan Planning Organization

Final Report - May 2025

127 N Wyman St, Ste 100, Rockford, Illinois 61101 | 815-319-4180 | info@r1planning.org
www.r1planning.org

Budget Summary

The total estimated cost to implement this unified planning work program (UPWP) is $1,493,958.83. The five work elements are developed around the federal planning marks (PL) and matching funds from the State of Illinois Metropolitan Planning Funds (SPF) and local match. Partner organizations also provide local contribution funds (LC) to address transportation and land use planning elements necessary for the region which surpass the eligibility requirements of the Federal and State sources. The funding breakout for the FY 2026 by source is provided in Figure 3-1.

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

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

Figure 3-1. UWP Funding by Source, FY 2026

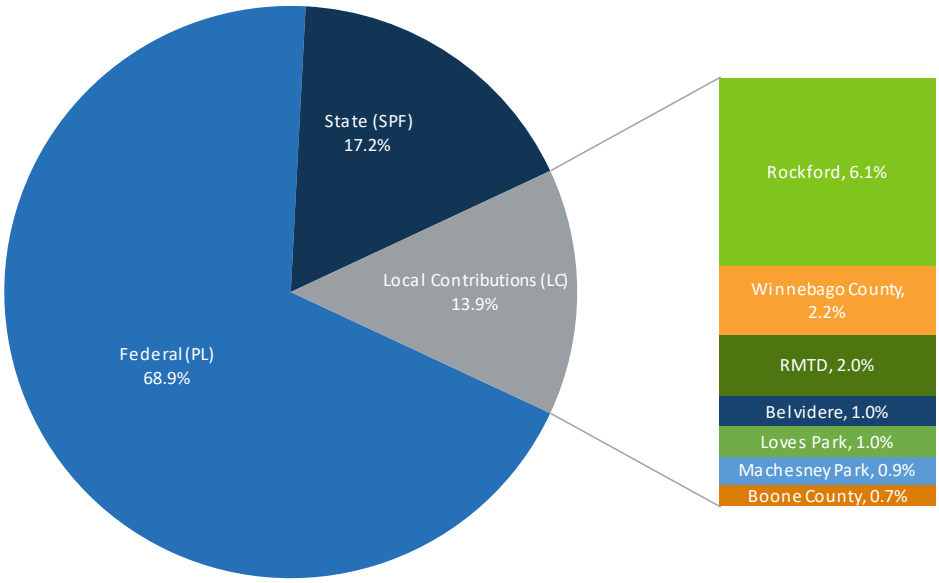


Table 3-1: Expenditures by Work Element

Work Element	Work Element	Federal Formula	Federal Provisional	State Funds	Local Contribution	Percent of Total Budget
1.0 Management & Administration	$657,341.89	$392,199.28	$60,513.97	$113,178.31	$91,450.32	44.0%
2.0 Data Development & Management	$134,456.29	$80,222.58	$12,377.86	$23,150.11	$18,705.75	9.0%
3.0 Long Range Planning	$395,899.09	$236,210.93	$36,445.91	$68,164.21	$55,078.03	26.5%
4.0 Short Range Programming	$104,577.12	$62,395.34	$9,627.22	$18,005.64	$14,548.91	7.0%
5.0 Special Planning Projects	$201,684.44	$120,333.87	$18,566.79	$34,725.16	$28,058.62	13.5%
Total:	$1,493,958.83	$891,362.01	$137,531.75	$257,223.44	$207,841.63	100.0%

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

Table 3-2: FY 2026 Line Item Budget

Expenditure Category	Total Expenditures
Personnel (Salaries & Wages)	$620,825.21
Fringe Benefits	$277,889.18
Travel	$18,050.00
Equipment	-
Supplies	$5,750.00
Contractual Services & Subawards	$67,033.91
Consultant (Professional Services)	$27,669.34
Construction	-
Occupancy (Rent & Utilities)	$49,500.00
Research and Development (R&D)	-
Telecommunications	$1,184.40
Training and Education	$8,000.00
Direct Administrative Costs	-
Miscellaneous Costs	$4,000.00
Total Direct Costs	**$1,073,481.93**
Total Indirect Costs	**$161,215.16**
Federal & State Revenue Total	**$1,286,117.20**

Salaries and benefits account for approximately 80 percent of the budget and constitutes the largest expenses for the MPO. The second largest expense, at 12.4 percent of the budget, is for contractual payments for services (contractual and consulting) performed for R1 in accordance with the terms and agreements of a written agreement. The remaining 7.6 percent of the budget is attributed to the day-to-day operations necessary to run the MPO, including, but, not limited to, office supplies, printing, rent, and training opportunities, and professional dues. This line item includes accounting, human resource, legal, and subject-matter expertise, if needed.

Addendum B: Remaining FY 2025 Federal (FHWA PL/FTA 5305(d)) and State Planning Funds

Each fiscal year (FY), the Metropolitan Planning Organization (MPO) receives an allocation of funds to completed transportation-related planning activities in the Rockford Metropolitan Planning Area (MPA). These funds are guided by the adopted MPO Cooperative Agreement (CA), the annual Illinois Department of Transportation (IDOT) Intergovernmental Agreement (IGA), and adopted annual Unified Work Program. These funds provide the financial operational assistance for MPO to perform the required transportation planning work, prepare technical documents, and provide specialized assistance as required by Federal law and regulations and the IDOT/MPO IGA.

However, some unforeseen events can occur during the 2025 fiscal year, resulting in a remaining balance of annual funds at the end of the fiscal year (June 30). Due to this possibility, the IDOT/MPO IGA allows for the MPO to utilize the previous fiscal year's balance until December 31 of that calendar year. For example, federal and state planning funds received for FY 2025 can be utilized for eligible work activities identified in the adopted FY 2025 UWP from July 1, 2024 through December 31, 2025.

The MPO has a remaining balance of FY 2025 federal and state planning funds totaling approximately $236,600 (see Table AD-2). In order to utilize these funds, the following activities, identified in the FY 2025 UWP adopted by the Policy Committee on June 28, 2024, will continue through December 31, 2025.

- Activities related to the administration of the FY 2025 Unified Work Program;
- Maintenance of and planning activities related to the 2050+ Metropolitan Transportation Plan;
- Development of the *Housing Coordination Study & Greenways Plan*;
- Completion of the *Livable Communities Initiative Neighborhood Plan*;
- Completion of the *Resilience Improvement Plan*; and
- Completion of several technical assistance projects for the MPO Policy Committee and Technical Committee members, including, but not limited to, the *Housing Focused Corridor Study on North Main Street*, for City of Rockford, the *Regional Water Quality Report*, for multiple partners, and *Southwest Rockford Recreation Traffic Study,* for the Rockford Park District.

These efforts are also identified in this Unified Work Program (FY 2025) as continuing and ongoing projects that require more than one fiscal year to achieve.

AD-2. FY 2025 Remaining Balance Funding Summary (as of June 20, 2025)

Source	Amount
Federal Funds (FHWA-PL & FTA 5305(d))	$189,280
State Planning Funds (match to Federal Funds)	$47,320
Federal & State Funds Subtotal	**$236,600**

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AN ENGINE FOR COLLABORATION IN NORTHERN ILLINOIS

MPO POLICY COMMITTEE

MPO Resolution 2025-12

RE: **Amendment of the FY 2026 (July 1, 2025 to June 30, 2026) MPO Unified Planning Work Program**

WHEREAS the Region 1 Planning Council is the designated 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 Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Planning Work Program for the purpose of programming the Federal transportation planning funds and the connecting State & Local funds for the planning activities that are required and necessary to ensure certification of the Rockford, Illinois Transportation Management Area (TMA), and:

WHEREAS the MPO Policy Committee has adopted the May 2, 2025 Unified Planning Work Program (UPWP) for the Fiscal Year 2026;

WHEREAS in order to complete work for projects identified the FY 2025 UWP, the FY 2026 Unified Work Program is being amended to identify the remaining FY 2025 funds and the eligible work activities that will be attributed to those funds, as shown in "Addendum A: Remaining FY 2025 Federal (FHWA PL/FTA 5305(d)) and State Planning Funds" (Attachment A); and

WHEREAS the MPO Technical Committee has reviewed the FY 2026 Unified Planning Work Program (May 2, 2025 version) and recommends approval of the UPWP amendment by the MPO Policy Committee; and

WHEREAS the MPO Policy Committee has reviewed this work program amendment and finds it provides an appropriate planning process;

NOW, THEREFORE, BE IT RESOLVED

The MPO Policy Committee hereby amends the FY 2026 Unified Work Program in accordance with the attachments.

We hereby certify the foregoing has been approved by a majority of the MPO Policy Committee Members on 20th day of June 2025.

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

Number of members authorized to vote _____

Ayes _____ Nays _____ Abstain _____

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2050+ Metropolitan Transportation Plan

for the Rockford Region



DRAFT

Draft 6.12.2025

Region 1 Planning Council

In the Rockford Region, the MPO transportation planning function is housed within Region 1 Planning Council (R1).[1] Region 1 Planning Council is a special-purpose, regional government agency designated to coordinate intergovernmental collaboration. This regional model provides an efficient means to promoting a well-informed, comprehensive dialogue that holistically addresses regional issues by fulfilling the needs of government entities for long-range planning, securing funding, and analyzing and providing data in support of regional projects and initiatives. Essential to fulfilling its purpose as a planning commission, the R1 is a designated metropolitan planning organization (MPO), economic development district (EDD), geographic information system (GIS), and land bank authority (LBA).

The Metropolitan Planning Organization

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

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

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

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

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

Organization of Report

2050+ Metropolitan Transportation Plan

The 2050+ Metropolitan Transportation Plan (MTP) is organized as follows:

Part 1: Introduction

The first chapter of the MTP sets the stage of the document by explaining the purpose and intent of the metropolitan transportation plan. It is concluded with a brief description on the cross-cutting themes of the plan and process undertaken for development of the plan.

Part 2: Regional Context

Key to understanding a region's transportation system is understanding its regional context. The functionality of a transportation system is largely dependent upon factors beyond the transportation network itself, such as population, housing, employment, land use, development patterns, and the environment. Conversely, the transportation network can directly impact these factors. The second chapter of the MTP provides a comprehensive analysis of these factors to understand how the current transportation system is operating and how the system may function in the future based upon the region's unique characteristics and trends.

Part 3: Regional Assessment

In order to identify the most pressing needs and opportunities related to the region's transportation network, a regional assessment was completed. The regional assessment answers the question, "Where are we now?" This chapter highlights

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

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the region's unique assets and competitive advantages, while also being cognizant of factors that are impeding growth or limiting opportunities. The regional assessment establishes the framework for which the strategic direction and transportation investments are based.

Part 4: Strategic Direction

This chapter highlights the strategic direction of the 2050 Metropolitan Transportation Plan (MTP) and identifies how the region intends to reach its vision of the future. Stemming from the region's vision, this chapter also introduces the goals and strategies developed to reach this vision as well as illustrates how these goals align with the federal transportation planning factors and the Illinois Department of Transportation's (IDOT) transportation performance goals.

Part 5: Transportation Investments

The financial plan of the 2050+ MTP is presented in this chapter. The chapter begins with a high-level overview of the major revenue sources available for transportation projects. It also dives into how changing personal preferences, the current economic climate, and federal policies have had, and will continue to have, a profound impact on transportation investments. With the financial reality of transportation outlined, the first half of the chapter concludes with potential solutions for addressing potential funding gaps. The second half of the financial plan describes the analysis process undertaken by the Rockford MPO to develop funding projections, the revenue projected to be available for transportation improvement projects in the region, and anticipated expenditures proposed over the next 25 years.

Part 6: Implementation & Monitoring

The final part of the MTP provides insight into the implementation of the plan through the following themes: additional planning efforts, linkages between the MTP and Transportation Improvement Program (TIP), collaboration and coordination, and monitoring the progress and performance of the system. It also highlights the process of amending the MTP to reflect changing priorities and future opportunities that may arise.

Technical Reports

In addition to the main document describe above, several technical reports have been drafted to accompany the Metropolitan Transportation Plan (MTP). The purpose of these reports are to provided more detailed information on specific elements of the MTP. A brief description of these technical reports are detailed below.

Technical Report #1: Transportation System Inventory

The following report serves as the transportation system inventory of the 2050+ Metropolitan Transportation Plan, detailing the current state of the Rockford Region's transportation system. Many elements of the system are addressed in this report, including existing and proposed transportation facilities, public transportation capital, multimodal and intermodal facilities, non-motorized transportation facilities, such as pedestrian walkways and bicycle facilities, and intermodal freight connectors. It also details elements beyond the physical infrastructure that are essential to the transportation system in the region.

Technical Report #2: System Performance Report

This report details the strategic approach that uses data to inform investment and policy decisions as a means of improving project and program delivery, defining regional priorities, and providing greater transparency and accountability. In transportation planning, this strategic approach provides key information to help decision makers to understand the consequences of investment decisions across assets or modes. It should be inherently applied in an ongoing process that is developed in cooperative partnerships and based on data and objective information.

To further performance management, state departments of transportation (DOTs), metropolitan planning organizations (MPOs), and public transportation operators are required, under federal statute, to show how statewide and regional transportation investments are furthering national transportation goals.

Technical Report #3: Access Disparity Assessment

The following report documents how Region 1 Planning Council (R1) has incorporated fair access into the 2050+ Metropolitan Transportation Plan. This report is divided into four sections. First, an account of proportional incorporation in the transportation planning process is described, along with the legal framework Metropolitan Planning Organizations (MPOs) must comply with. The second section documents the methodology and data used for the disparity indicators identifying neglected, resource limited, and vulnerable communities. The third section shows the Access Disparity Assessment of the planned and illustrative projects listed in the 2050+ Metropolitan Transportation Plan, including the identification of the potential benefits and burdens. The technical report is concluded with a summary of the benefits and burdens often associated with various types of transportation projects.

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Technical Report #4: Public & Stakeholder Involvement

The following report documents how Region 1 Planning Council (R1) conducted public engagement as a part of the 2050+ Metropolitan Transportation Plan (MTP) planning process. The report is divided into four sections. The introduction defines the role of meaningful public involvement in the transportation planning process, as well provides the legal framework guiding public participation. Second, the report provides an overview of the public engagement strategy developed for the MTP's planning process, including definitions of the techniques and tools utilized, as well as the committees consulted. The third section documents each of the rounds of public engagement undertaken. Finally, this technical report is concluded with a summary of the comments received during the 30-day public comment period.

Technical Report #5: Fiscally-Constrained Projects

This report details federal requirements that stipulate a financial plan be included in the Metropolitan Transportation Plan (MTP) demonstrating how 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.

Technical Report #6: Financial Analysis & Funding Resources

As a part of the 2050 MTP development process, the MPO conducted a financial analysis to support the implementation projects included in the fiscally-constrained Financial Plan of the MTP. The goal of this analysis was to demonstrate the balance between reasonably anticipated revenue sources and the estimated cost of projects. To provide a better understanding of the Financial Plan presented in the 2050 MTP, this Technical Memorandum has been provided. This document details information on federal, state, and local funding sources as well as highlights the process used by the MPO to develop the financial assumptions.

Technical Report #7: Strengths, Weaknesses, Opportunities, & Threat (SWOT) Analysis

To understand current conditions and concerns facing the Rockford Region, an analysis of the strengths, weaknesses, opportunities, and threats (SWOT) was conducted as part of the Metropolitan Transportation Plan (MTP) development process. This technical report provides an overview of the SWOT analysis results, including regional data findings and feedback gathered from multiple engagement activities.

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MPO POLICY COMMITTEE

MPO RESOLUTION 2025-13

RE: **Adoption of the 2050+ Metropolitan Transportation Plan for the Rockford Region**

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 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 on July 31, 2020, the MPO adopted Resolution 2020-06, which adopted 2050 Metropolitan Transportation Plan for the Rockford Region: A Long Range Transportation Plan for the Rockford Region; and

WHEREAS the Infrastructure Investment and Jobs Act (IIJA) and its predecessors, requires MPOs to continuously update and adopt a Metropolitan Transportation Plan (MTP) every five-years as one of the required document to maintain full certification; and

WHEREAS the MPO received certification on June 26, 2024, from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for the transportation planning process, and in compliance with IIJA and all other current planning regulations; and

WHEREAS a comprehensive MTP has been prepared in the national and regional interest of promoting, developing, and maintaining a safe and efficient multimodal transportation system that will meet goals, objectives, and needs of the region's citizens, businesses, and industries through the year 2050+; and

WHEREAS part of the MPO planning process, the agency has (1) considered a wide range of citizen, community, and technical input in accordance with the adopted MPO Public Participation Plan; (2) provided opportunities for public input and comment at all MPO Alternative Transportation Committee, Technical Committee, and Policy Committee meetings and other informational public engagement meetings; and (3) made the draft of the update available via the RPC website and also upon request; and

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WHEREAS the above said changes have been incorporated into the June 20, 2025 version of the 2050+ Metropolitan Transportation Plan for the Rockford Region and the MPO Policy Committee has reviewed the June 20, 2025 document;

NOW, THEREFORE, BE IT RESOLVED

that the MPO Policy Committee adopts the 2050+ Metropolitan Transportation Plan for the Rockford Region [dated June 20, 2025] for the purpose of coordinating transportation improvements and the delivery of public transportation services over the next thirty-year period (Year 2025 – 2050+).

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Dated this 20th day of June 2025.

Joseph Chiarelli, MPO Chairman
Winnebago County Chairman
Winnebago County

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

Clinton Morris
Mayor
City of Belvidere

Steve Johnson
Mayor
Village of Machesney Park

Tom McNamara
Mayor
City of Rockford

Greg Jury
Mayor
City of Loves Park

Michael Stubbe
Executive Director
Rockford Mass Transit District

Illinois Department of Transportation, Region 2

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Coordinated Public Transit Human Services Transportation Plan

for the Rockford Region

RPC | REGION 1 PLANNING COUNCIL | R1

Draft Report

June, 2025

Chapter 1: Introduction

Background and Purpose

The 2025 Coordinated Human Services Transportation Plan (HSTP) for the Rockford Metropolitan Planning Area (MPA) serves as a comprehensive guide for improving mobility, enhancing public transportation services, and addressing the critical transit needs of the region's most vulnerable populations, including seniors, individuals with disabilities, low-income population, and other transit-dependent groups. The 2025 update builds upon previous iterations of the plan by incorporating new data, stakeholder feedback, and guidance on updated federal and state transportation policies to ensure that the region's transit system remains accessible, safe, and efficient.

As the Rockford Region continues to pursue new economic opportunities and urbanization, the transportation challenges residents face become more apparent. The HSTP intends to identify service gaps, existing and new transportation needs, and opportunities for collaboration among public, private, and nonprofit transportation providers. Through coordination, the plan seeks to enhance mobility options for those who require them most while aligning with regional goals for economic development, sustainable planning, and enhancing the quality of life.

Additionally, this update ensures compliance with federal requirements under the Bipartisan Infrastructure Law, Title VI of the Civil Rights Act, Environmental Justice (EJ), and the Americans with Disabilities Act (ADA). It also positions the region's transit and human-service organizations for funding opportunities such as Enhanced Mobility for Seniors & Individuals with Disabilities (Section 5310), which supports enhanced mobility for those vulnerable populations. With a clear set of goals, strategies, and prioritized projects, the HSTP will help guide transit providers, planners, and policymakers in creating a more inclusive and connected transportation network that meets the evolving needs of the Rockford Region.

Regional Context

The study area for the HSTP is the Metropolitan Planning Area (MPA). The MPA boundary is based on the Urbanized Area (UA), as determined by the U.S. Census Bureau, the adjusted Urbanized Area, as determined by the Metropolitan Planning Organization (MPO) and its partner agencies, and any other contiguous area anticipated to be urbanized in the next twenty years.

The MPA boundary is developed in partnership with local jurisdictions, local stakeholders, the state, and the MPO Policy Committee. The last updates to the MPA boundary occurred after the 2020 Decennial Census.

Figure 1-1 depicts the MPA boundary, along with the U.S. Census-defined Urbanized Area.

As shown in Figure 1-1, the Rockford MPA is smaller than the boundaries of Boone, Ogle, and Winnebago Counties and covers approximately 682 square miles. However, to a limited extent, the MPO coordinates transportation planning and improvement activities throughout those counties. This occurs voluntarily via communication and cooperation of Boone, Ogle, and Winnebago County officials serving on the MPO Policy and Technical Committees.

All data is sourced from the U.S. Census Bureau's American Community Survey (ACS), 2022 5-Year Estimates, and represents the Metropolitan Planning Area (MPA), unless stated otherwise.[1] For the purposes of this study, the Rockford Region and Rockford MPA are used interchangeably.

Urbanized Areas

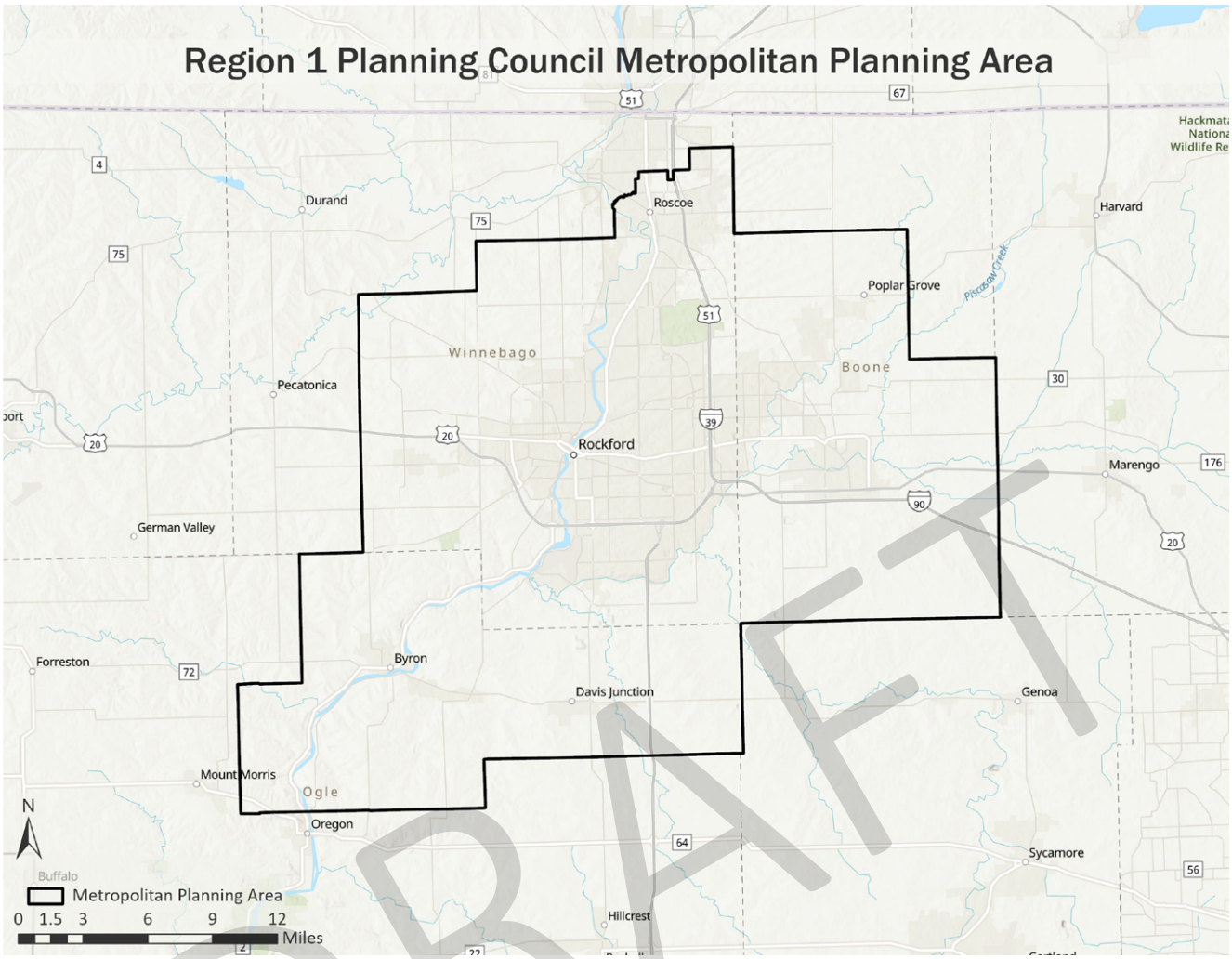
Urbanized Areas are determined by the US Census Bureau every 10 years in conjunction with the decennial census and define an area with a population of 50,000 or more that is considered currently urban in character.

Source: U.S. Census Bureau

1 The Rockford MPA encompasses the following: Belvidere, Bonus, Caledonia, Flora, Poplar Grove, and Spring Townships in Boone County; Bryon, Marion, Monroe, Rockvale, and Scott Townships in Ogle County; and Burritt, Cherry Valley, Harlem, Owen, Rockford, Roscoe, and Winnebago Township in Winnebago County. A portion of Roscoe Township is located in the Beloit, WI MPA, however for statistical purposes the entire township is included in the data.

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Figure 1-1: Rockford Metropolitan Planning Area



Source: Region 1 Planning Council

Federal Requirements and Programs

As mentioned, the HSTP is mandated by the federal government and is designed to improve public transportation access and equity, particularly for vulnerable populations. The Federal transportation policies guiding the HSTP require coordination among agencies and organizations in its development to ensure transportation needs for seniors, individuals with disabilities, low-income, and other transit-dependent users are addressed. Complying with federal regulations ensures agencies maintain federal funding eligibility through a variety of Federal Transit Administration (FTA) programs.

Formula grants for the enhanced mobility of seniors and individuals with disabilities (Section 5310) states that recipients of funds are required to include project details in a coordinated HSTP. Additionally, that the HSTP must be approved with the participation of seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human-services providers, and other members of the public.[i] Lastly, projects funded through Section 5310 should be coordinated with transportation services assisted by other federal departments and agencies.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or nationality in any program or activity that receives federal funding. As a result, recipients of FTA funds are required to make certain that transit services and facilities are equitably provided and that all members of the public have access to those services[ii].

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Therefore, the HSTP is required to:

- Produce an equity analysis for any major service changes or capital improvements.
- Engage the public through surveys, open houses, and/or community forums.
- Continuously keep track of the impact of transit services on disadvantaged populations.

Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations) requires agencies to identify and act upon disproportionately high and harmful human health or environmental effects on minority and low-income populations. Agencies should develop strategies to incorporate Environmental Justice (EJ), engage the public, and promote nondiscrimination in federal programs affecting human health and the environment. Goals of the HSTP align with EJ policies through:

- Studying transit service to understand its impact on EJ communities.
- Ensuring transit projects do not disproportionately affect minority or low-income communities.
- Stimulating public involvement in the plans that directly affect minority or low-income populations.

The Americans with Disabilities Act (ADA) requires all transit agencies to provide accessible services to individuals with disabilities. Therefore, transit agencies in the Rockford Region are required to meet accessibility standards within existing fixed-route and paratransit services. The HSTP explores the existing accessibility of these services and suggests necessary improvements to comply with ADA regulations, such as:

- Paratransit service improvements that accommodate users with disabilities who cannot use fixed-route services.
- Further development of accessible infrastructure, including wheelchair lifts on vehicles, curb ramps, bus shelters, and more.

By following these federal regulations, the HSTP will guide the coordination between transit agencies and human-service organizations within the Rockford MPA to provide equitable, safe, and accessible transportation services for all users. This plan also aligns with overarching regional goals that support economic development, sustainable practices, and enhancing the quality of life. Further information on funding structures can be found in the Appendices of this plan.

Organization of the Report

The HSTP is organized as follows:

Part 1: Introduction. The first chapter includes general information about the HSTP and the purpose for updating the plan. Regional context and federal requirements to produce and update the plan are also included.

Part 2. Existing Services. The second chapter highlights the current public transportation and human-services transportation in the Rockford Region. This includes fixed-route, demand-response, and other transportation options. The coverage, frequency, and accessibility of these services is highlighted.

Part 3. Transportation Needs Assessment. The third chapter identifies the populations that this plan will highlight (seniors, individuals with a disability, and other transit-dependent groups). Explains the details of population trends, such as aging populations, urbanization, and changing travel behaviors on transportation needs and services.

Part 4. Identified Transportation Needs and Gaps. The fourth chapter summarizes the transportation needs and gaps identified through outreach and engagement efforts with the public and transit agencies.

Part 5. Looking Forward. The fifth chapter provides a future lens for public transportation services in the Rockford Region. Additionally, this chapter discusses potential strategies and action items in a matrix based on the identified transportation needs and gaps.

Part 6. Appendix. The sixth chapter of the HSTP includes additional information and materials that support the plan.

Part 7. Endnotes. The seventh and final chapter is reserved for references based on the research conducted during the development of the plan, which is referenced throughout the plan's narrative.

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AN ENGINE FOR COLLABORATION IN NORTHERN ILLINOIS

MPO POLICY COMMITTEE

MPO Resolution 2025-14

RE: **Adoption of the Region 1 Planning Council Coordinated Public Transit-Human Services Transportation Plan**

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 Infrastructure Investment and Jobs Act (IIJA) and its predecessors, require a Metropolitan Transportation Plan (MTP) 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 Infrastructure Investment and Jobs Act (IIJA) requires a "locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs and prioritizes transportation services for funding and implementation"; and

WHEREAS a Coordinated Public Transit-Human Services Transportation Plan (HSTP) is required to utilize Federal Transit Administration Section 5310, (Elderly Individuals and Individuals with Disabilities / New Freedom eligible projects); and

WHEREAS FTA encourages public transit systems in all areas to continue to participate in the coordinated public transit–human service transportation planning process in order to identify and develop job access and reverse commute projects for funding under Section 5307; and

WHEREAS a Coordinated Public Transit-Human Services Transportation Plan, which assesses the transit needs and gaps for transit dependent populations, has been prepared by the MPO in the interest of promoting, developing and maintaining, safe, efficient and viable transportation options for individuals with disabilities, individuals with low income and elderly individuals within the Rockford Metropolitan Planning Area (MPA); and

WHEREAS in response to the above, MPO has developed a document entitled, "Coordinated Public Transit-Human Services Transportation Plan"; and

WHEREAS the public comment and review period for draft HSTP was from May 5, 2025 until June 6, 2025 and made available for review via the MPO website (posted May 5, 2025) as well as through contacting the MPO offices.

WHEREAS the MPO Technical Committee has recommended approval of the "Coordinated Public Transit-Human Services Transportation Plan" (dated June 18, 2025); and

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WHEREAS "Coordinated Public Transit-Human Services Transportation Plan" (dated June 20, 2025) and MPO Resolution 2025-13) supersedes the ""Coordinated Public Transit-Human Services Transportation Plan" (August 27th, 2021 version) and R1 Resolution 2021-17.

NOW, THEREFORE, BE IT RESOLVED

the MPO Policy Committee adopts the June 20, 2025 version of Coordinated Public Transit-Human Services Transportation Plan;

BE IT FURTHER RESOLVED

that the MPO staff is instructed to distribute the of Coordinated Public Transit-Human Services Transportation Plan (dated June 20, 2025) in accordance with the MPO Public Participation Process.

DRAFT

Dated this 20th day of June 2025.

Joseph Chiarelli, MPO Chairman
Winnebago County Chairman
Winnebago County

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

Clinton Morris
Mayor
City of Belvidere

Steve Johnson
Mayor
Village of Machesney Park

Tom McNamara
Mayor
City of Rockford

Greg Jury
Mayor
City of Loves Park

Michael Stubbe
Executive Director
Rockford Mass Transit District

Illinois Department of Transportation

DRAFT









Transportation Improvement Program

FY 2026 - 2029

DRAFT

June 13, 2025

Part 1. Introduction

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

As required, this TIP is fiscally constrained[1] and is consistent with the Metropolitan Transportation Plan (MTP) and the Illinois Statewide Transportation Improvement Program (STIP). It should also be noted that while this document is updated on an annual schedule, it is an ongoing work element of the MPO that it is regularly reviewed and updated throughout the fiscal year.

About the Rockford Region

The Metropolitan Planning Organization

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

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

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

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

The activities of the MPO are directed by a Policy Committee that consists of the top elected officials from the above entities plus the Deputy Director from IDOT District 2 and the Executive Director of Rockford Mass Transit District. The Policy Committee receives technical recommendations and assistance from a 22-member Technical Committee comprised of planners and/or engineers from the above entities plus various other local partners, such as the Chicago Rockford International Airport and the Four Rivers Sanitary District.

Much of the technical work, of the R1 transportation planning function, accomplished by the MPO, is done by a professional staff under the management of the Director of Metropolitan Planning Organization in close coordination with the R1 Executive Director.

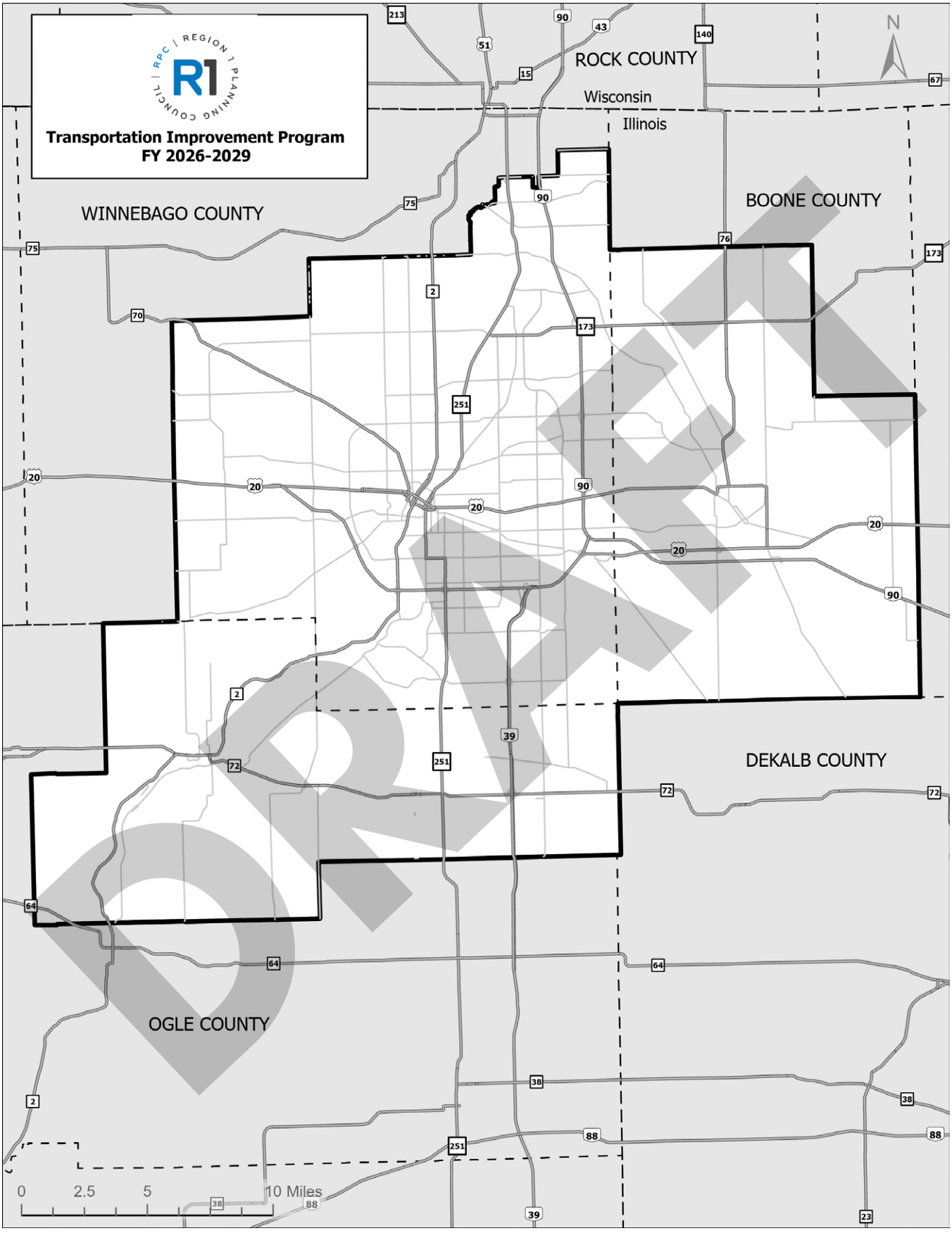
The Planning Area

The Rockford Metropolitan Planning Area (MPA) is located in north-central Illinois, near the state border of Wisconsin. As shown in Figure 1-1, the Rockford MPA is smaller than the boundaries of Boone, Ogle, and Winnebago Counties and covers approximately 682 square miles. The region has relatively flat terrain and is at the confluence of four major river systems in northern Illinois, including the Kishwaukee River, Pecatonica River, Sugar River, and Rock River, the largest and most central.

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

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Figure 1-1. Metropolitan Planning Area (MPA)



Source: Region 1 Planning Council

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

The population of the Rockford MPA was estimated to be 325,106 in 2022. Of those, 282,817 people live within the census defined urbanized areas[2], or approximately 87 percent of the population in the region. Winnebago County is home to the largest share of the Rockford MPA's population at 79.5 percent, approximately 258,443 residents. Both Boone (50,255 residents) and Ogle Counties (16,408 residents) share the remaining portions of the region's population, 15.5 percent and 5.0 percent of the population, respectively.

Over time, population growth has varied across the region. Between the 1940s and 1970s, the region has experienced significant growth, doubling in population. Growth in the MPA slowed between 1980 and 1990, only growing by 2.6 percent. After a period of stabilization, the population began growing in the 2000s and 2010s. For the first time in a hundred years, the region saw a decrease in population following the 2020 decennial census. Since 2010, the overall region has seen a decline in the total population. The MPA is anticipated to continue seeing a population loss between 2020 and 2040, by approximately -5.1 percent. While all MPA is projected to decline overall, the population is projected to stabilize by 2050.

Metropolitan Statistical Area

A Metropolitan Statistical Area (MSA) is (1) A county or a group of contiguous counties that contain at least one city of 50,000 inhabitants or more, or (2) An urbanized area of at least 50,000 inhabitants and a total MSA population of at least 100,000. MSAs are defined by the U.S. Census Bureau.

Metropolitan Planning Area

A Metropolitan Planning Area (MPA) is the geographic area, determined by agreement between the metropolitan planning organization for the area and the Governor, in which the metropolitan transportation planning process must be carried out.

Source: Federal Highway Administration

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2 As of the 2020 U.S. Decennial Census, the MPA consists of two census-defined urban areas – Byron, IL urbanized area and Rockford, IL urbanized Area.

Part 2.
General Overview of the TIP

The metropolitan Transportation Improvement Program (TIP) contains all transportation projects that will receive federal and state funds over the next four fiscal years, as well as any regionally significant projects, regardless of funding source. The following projects are regionally significant:

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

While not federally-required to be included in the TIP, the MPO has decided to include locally-sponsored regionally significant transportation projects in order to improve local communication, coordination, and transparency. In some cases, small but similar projects are grouped together – i.e., projects listed as "city-wide local street resurfacing" projects or "city-wide intersection improvements." The MPO adopted a new set of policies and procedures for the development and management of the TIP in March of 2025. Per this policy, new grouped projects no longer be added to the TIP; existing grouped projects will remain in the TIP until they pass through the elements as programmed.

Summary of Federal & State Regulations

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

Federal transportation statues require the metropolitan TIP to be developed in a manner that:

- Is in cooperation with the State and any affected public transportation provider;
- Contains projects consistent with the current metropolitan transportation plan;
- Reflects the investment priorities established in the current metropolitan transportation plan;
- Designed to make progress toward achieving the performance targets established;
- Provides opportunity for participation by interested parties in the development of the program;
- Contains estimates of funds that are reasonably expected to be available to support program implementation;
- Updated at least once every four years; and
- Approved by the metropolitan planning organization and the Governor of the presiding state.

Additionally, federal regulations state that the TIP must contain the following:

- A priority list of proposed Federally supported projects and strategies to be carried out within each 4-year period;
- A financial plan that –
  - demonstrates how the TIP can be implemented;
  - indicates resources from public and private sources that are reasonably expected to be available to carry out the program;
  - identifies innovative financing techniques to finance projects, programs, and strategies; and
  - may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available;

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- Projects listed by include sufficient descriptive materials to identify the project; and
- A description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets.

Projects included in the TIP are any infrastructure and non-infrastructure transportation projects programmed within the Rockford metropolitan planning area (MPA) for the next four fiscal years. This includes all surface transportation projects receiving Federal and State funding, projects of regional significance, and public transportation operations and/or capital.

The MPO certifies that this annual TIP has been developed and maintained in a manner that meets all federal regulations under 49 U.S.C. 5303(j) and 49 CFR Part 613 and state regulations set forth in the Illinois Department of Transportation MPO Cooperative Operations Manual.

Table 2-1. Annual TIP Development Process

Phase	Description
1	**Project Solicitation:** Staff works with implementation partners to accurate account for regionally significant and federally- or state-funded projects listed within the current TIP or need to be included in the next iteration. Staff reviews progress reports on project awarded Surface Transportation Block Grant (STBG) or Transportation Improvement Program (TAP) funds, as well as the STBG and TAP funding available, forecasted, and allocated.
2	**Draft Document:** Staff prepares preliminary draft of the next fiscal year's TIP.
3	**Public Involvement:** Preliminary draft of the next fiscal year's TIP is released for a 30-day comment period. Staff includes a summary of the public comments received and updates the draft document as needed.
4	**Committee Actions:** Proposed TIP is presented to the MPO Technical & Policy Committees for recommendation and adoption, respectively. If changes to the TIP are needed, based on the comments received, the MPO Policy Committee will determine if changes are significant enough to delay adoption and extend the public comment period.
5	**Submission to IDOT:** MPO staff will submit the adopted TIP to IDOT for review and incorporate the TIP into the STIP by reference.

Development vs Maintenance

The annual life cycle of the TIP has two distinct phases: development and maintenance. Development occurs on the annual basis and includes documentation and publication of the initial multi-year program. Conversely, maintenance of the TIP is an ongoing process that refers to any modifications and amendments that may occur to the approved program throughout the fiscal year.

Annual Development Process

The annual development process typically occurs in several phases over a three- to four-month period. MPO staff typically begins work on the TIP in January, approximately six months prior to the start of the fiscal year. The schedule is deliberately extended over several months to provide ample opportunities for public involvement. The annual TIP development process is shown in Figure 2-1.

Maintenance Process

Maintenance of the annual TIP is required throughout the fiscal year. To effectively manage necessary revisions, the Rockford MPO has a process to formally amend or modify the TIP. This process includes a standardized procedure for both major and minor revisions to the multi-year program, known as amendments and administrative modifications.

Both types of revisions to the multi-year program, begin with partner agencies submitting their requested revision to MPO staff. These requests must contain the project name and its associated TIP identification number, as well as information regarding the revision, including changes in project phase, extent, cost breakouts, funding sources, or fiscal year. If the requested revision includes the addition of a project not listed in the currently adopted TIP, an identification number will be assigned. Once all necessary information has been received, MPO staff will review the revision request and determine the revision should be an administrative modification or an amendment.

After all requests have been verified and the appropriate revision type determined, staff will proceed in one of two ways:

1. For amendments, a formal resolution presented to the Technical and Policy Committees for recommendation and adoption, respectively; or
2. For administrative modifications, a memo is presented to the MPO Policy Committee at a regularly scheduled meeting.

The public will have the opportunity for comment at this time. Upon formal acknowledgment by the MPO Policy Committee, revisions will be submitted for processing and

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approval by IDOT, Federal Highway Administration, and Federal Transit Administration. Documentation will be sent to the MPO verifying this approval and its inclusion into Statewide Transportation Improvement Program (STIP).

Administrative Modifications

An administrative modification to the TIP is for minor revisions as listed below:

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

Amendments

Amendments are any major revisions to a project within the TIP. The following thresholds are used to determine if an amendment to the TIP is appropriate:

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

Advanced Construction Notices

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

Coordination & Consultation

MPO staff coordinates with various local, regional, state, and federal agencies, as well as the general public through the TIP development and maintenance processes. This coordination ensures that projects included are accurate and reflect the priorities of the region.

Local & State Partners

For state-sponsored projects, the MPO coordinates with Illinois Department of Transportation's (IDOT) District 2 office. The MPO also coordinates with the district office to track obligations and status of projects within the TIP.

For locally-sponsored projects, staff has ongoing partnerships with the municipalities and counties to ensure regionally significant projects are programmed within the TIP. These agencies are responsible for the design, engineering, construction, operations, and maintenance of the roadways within their jurisdictions.

Four public transit agencies operate within the MPA. The MPO works with agencies that originate public transit services within the MPA to program transit projects receiving federal funds within the TIP. These agencies include: Boone County Transit (BCT), Reagan Mass Transit District, Rockford Mass Transit District (RMTD), and Stateline Mass Transit District (SMTD).

In addition to the above-mentioned agencies, the MPO also regularly collaborates with the following agencies in the development and maintenance of the TIP: Boone County Conservation District (BCCD), Chicago Rockford International Airport, Forest Preserves of Winnebago County, Illinois State Toll Highway Authority (ISTHA), and the Rockford Park District (RPD). Due to its adjacency, the R1 also regularly coordinates with the State Line Area Transportation Study (SLATS), the Beloit MPO, on the development of the TIP.

Public Involvement

Citizens can influence project selection and priority setting within the TIP development process in three ways. By scrutinizing the "out year" projects, the public can determine if the projects they believe to be important are included. Second, citizens can influence the priority setting (i.e., which projects are advanced to the implementation year). Sometimes a project cannot be hastened because engineering, land acquisition, funding, and/or various components have not been accomplished. But many times, aspects may be adjusted and the time for implementation can be lessened. Whenever citizens are concerned about the inclusion and/or priority of a project, they should first contact the specific jurisdiction responsible for

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implementing the project. A list of TIP implementation agency contacts can be found at r1planning.org/planning/transportation-improvement-program.

The third way the public can influence the TIP is through the formal 30-day public comment period, taken prior to approval of the TIP. The draft document is published and made available for comment for 30 days on the R1's website and at their offices. Any public comment received during this review period is considered by the MPO and presented to the Technical and Policy Committees as part of the approval process. If significant changes are proposed to the draft TIP during the comment period, the MPO Policy Committee may even extend the comment period to allow for further public review of the proposed changes.

In addition to public involvement in the development of the annual TIP, the public is highly encouraged to stay involved during the TIP program maintenance process as well. The TIP, in one form or another, is an agenda item at several MPO Technical and Policy committee meetings held throughout the year. Formal amendments to the TIP are listed as agenda items for both of those MPO committees, while Administrative Modifications and Advance Construction notices are provided during the MPO agency report to the committees.

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REGION 1 PLANNING COUNCIL
MPO POLICY COMMITTEE

MPO Resolution 2025-15

RE: **Adoption of the FY 2026-2029 Transportation Improvement Program**

WHEREAS the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provide for an urban transportation planning process; and

WHEREAS 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 Transportation Improvement Program (TIP) for the Rockford Metropolitan Area has been developed in accordance with the Infrastructure Investment & Jobs Act (IIJA); and

WHEREAS the development of the Transportation Improvement Program (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 2026-2029 TIP was from May 5, 2025 through June 6, 2025 and the draft FY 2026–2029 TIP was made available for review via the MPO website (posted May 5, 2025) as well as through contacting the MPO offices; and

WHEREAS the MPO Technical Committee has recommended approval of the FY 2026-2029 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT

the MPO Policy Committee adopts the June 20, 2025 version of the FY 2026-2029 Transportation Improvement Program; and

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BE IT FURTHER RESOLVED

that the MPO staff is instructed to distribute the FY 2026-2029 Transportation Improvement Program in accordance with the MPO Public Participation Process.

We hereby certify the foregoing has been approved by a majority of the MPO Policy Committee Members on 20th day of June 2025.

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

Number of members authorized to vote _____

Ayes _____ Nays _____ Abstain_____

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Title VI Considerations

for the Rockford Metropolitan Planning Organization

Draft Report

June 2025

Introduction

Background

Region 1 Planning Council (R1), acting as the Rockford Metropolitan Planning Organization (MPO), is dedicated to a planning process that ensures residents are informed about and given meaningful opportunities to engage in regional planning efforts and decision making. R1 must ensure its planning reflects the varied demographics of the MPA to serve the widest range of citizens effectively. This approach will enable the implementation of strategies that utilize federal funding to benefit the entire region represented by the MPO. To accomplish this goal, the MPO has developed this Title VI Program in accordance with the federal laws, regulations, and guidance that govern nondiscrimination in its programs and activities.

The Title VI Program reflects the MPO's commitment to implementing planning processes that are designed to protect against discrimination and to ensure that it provides fairness and consideration of issues impacting disadvantaged residents. It also provides a clear process for resident to use if they feel that they have been discriminated against in one of R1's programs or activities. This program also outlines the strategies and tools that the MPO utilizes to reach and involve all of its residents, including those who have been harder to reach in previous outreach efforts.

The following Title VI program was approved by the MPO Policy Committee on [date to be inserted after adoption] for adoption. A copy of the draft MPO Policy Committee resolution can be found in Appendix B.

About the MPO

By Federal law, all large census defined urbanized areas (over 50,000) are required to have an organization that plans for and coordinates decisions regarding the region's transportation systems. The MPO is housed within R1; R1 is also comprised of the MPO, Winnebago County Geographical Information System (WinGIS), the Economic Development District (EDD), and Northern Illinois Land Bank Authority (NILBA).

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

Boards & Committees

The activities of the MPO are directed by the MPO Policy Committee that consists of the elected officials from the above entities in addition to the Deputy Director from IDOT Region 2 and the Chairman of the Rockford Mass Transit District Board. Transportation planning is carried out through a continuing, comprehensive, and cooperative (3-C) planning process.

The Policy Committee receives technical recommendations and assistance from a 22-member Technical Committee comprised of entities listed below:

- Boone County, Highway Department
- Boone County, Planning Department
- Boone County Conservation District
- Chicago/Rockford International Airport
- City of Belvidere, Planning Department
- City of Belvidere, Public Works Department
- City of Loves Park, Community Development
- City of Loves Park, Public Works Department
- City of Rockford, Community Development
- City of Rockford, Public Works Department
- Forest Preserves of Winnebago County
- Four Rivers Sanitary District
- IDOT, District 2
- Rockford Mass Transit District
- Rockford Park District
- Village of Machesney Park, Community Development
- Village of Machesney Park, Public Works Department
- Village of Roscoe
- Village of Winnebago
- Winnebago County, Community & Economic Dev.
- Winnebago County, Highway Department
- Winnebago County Soil & Water Conservation District

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Additionally, the Policy Committee has the authority to establish and appoint members to other temporary or special purpose committees needed to carry out the duties of the Technical Committee. Membership on these committees may consist of individuals or organizations not otherwise represented on the Technical or Policy Committees.

The Transportation Alternative Selection Committee (TASC) was created to act in an advisory capacity to the MPO Technical Committee on alternative transportation activities. Alternative transportation refers to any mode of personal transportation other than a single-occupant vehicle, such as biking, walking, carpooling, or taking public transportation. The ATC supports both the Coordinated Public Transit-Human Services Transportation Plan and the Bicycle and Pedestrian Plan for the Metropolitan Planning Area (MPA), as well as makes recommendations on priorities for funding and implementation of alternative transportation programs and capital transit projects. Members of the committee represent local governments, public transportation agencies, non-profit organizations, public health organizations, and local advocacy groups.

More information on the MPO's committees can be found in Appendix A.

Regional Population Groups Representation on Planning & Advisory Bodies

Title 49 CFR Section 21.5(b)(1)(vii) states that a recipient may not, on the grounds of race, color, or national origin, "deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program." Recipients that have transportation-related, non-elected planning boards or committees, of which membership is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees and a description of efforts made to encourage the participation of varied perspectives and backgrounds on such committees.

Further goals and strategies to actively engage regional population group are included in the Public Participation Plan and recent special MPO changes, improvements or efforts included later in this document. Legal Framework

The following laws and regulations provide guidance regarding the MPO's Title VI and Environmental Justice Program.

A list of all general and transportation-related non-discrimination authorities include:

- Title VI of the Civil Rights Act of 1964 (42 USC 2000d et seq.)
- Section 162 (a) of the Federal Aid Highway Act of 1973 (23 USC 324)
- Age Discrimination Act of 1975
- Section 504 of the Rehabilitation Act of 1973
- Americans With Disabilities Act of 1990
- Civil Rights Restoration Act of 1987
- 49 CFR Part 21
- 23 CFR Part 200
- U.S. DOT Order 1050.2
- Executive Order #13166 (Limited-English-Proficiency)

Federal Non-Discrimination Acts

Title VI of the Civil Rights Act of 1964 stipulates 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 otherwise subjected to discrimination under any program or activity receiving Federal financial assistance. Title 49 CRF Part 21 outlines how agencies must ensure nondiscrimination in their programs and in their use of federal funds provided through the Department of Transportation. This Title VI Program is pursuant to this requirement.

Subsequent federal acts extended nondiscrimination requirements to gender (Federal Aid Highway Act 1973); disability (Rehabilitation Act of 1973 & Americans with Disabilities Act 1990); and age (Age Discrimination Act of 1975).

Executive Orders

An Executive Order is direction given by the President to federal agencies. As a recipient of federal revenues, the MPO assists federal transportation agencies in complying with these orders.

Executive Order 13166: Improving Access to Services for Persons with Limited English Proficiency. This Executive Order states that people who speak limited English should have meaningful access to federally conducted and federally funded programs and activities. It requires that all federal agencies identify any need for services to those with limited English proficiency and develop and implement a system to provide access to those services.

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AN ENGINE FOR COLLABORATION IN NORTHERN ILLINOIS

MPO POLICY COMMITTEE

MPO Resolution 2025-16

RE: **Adoption of the Title VI Considerations for the Rockford Metropolitan Planning Organization**

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 Infrastructure Investment and Jobs Act (IIJA) and its predecessors, require a Metropolitan Transportation Plan (MTP) 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 all programs and organizations receiving financial assistance from FHWA and FTA are subject to Title VI of the Civil Rights Act of 1964 and US DOT's implementing regulations; and

WHEREAS Executive Order 12898 "Federal Actions to Address Environmental Justice in Minority Population and Low-Income Populations" builds on to Title VI activities in regards to transportation planning and decision-making processes; and

WHEREAS the MPO has developed an updated Title VI Program document that meets the requirements of FTA Circular 4702.1B; and

WHEREAS part of the MPO planning process, the MPO (1) considered a wide range of citizen, community and technical input in accordance with the adopted MPO Public Participation Plan; (2) provided opportunities for public input and comment at all Alternative Transportation Committee, Technical Committee, and Policy Committee meetings and other informational public engagement meetings; and (3) made the drafts of the updates available via the MPO website and also upon request; and

NOW, THEREFORE, BE IT RESOLVED

the MPO Policy Committee hereby adopts the MPO Title VI Plan and amends information contained in the aforementioned documents to the MPO Public Participation Plan;

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Dated this 20th day of June 2025.

Joseph Chiarelli, MPO Chairman
Winnebago County Chairman
Winnebago County

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

Clinton Morris
Mayor
City of Belvidere

Steve Johnson
Mayor
Village of Machesney Park

Tom McNamara
Mayor
City of Rockford

Greg Jury
Mayor
City of Loves Park

Michael Stubbe
Executive Director
Rockford Mass Transit District

Illinois Department of Transportation

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