



Transportation Improvement Program

FY 2025 - 2028

Adopted
August 23, 2024



Transportation Improvement Program

for State Fiscal Years 2025 - 2028
(July 1, 2025 - June 30, 2028).

This document has been prepared by the Region 1 Planning Council in collaboration with its member agencies, partnership organizations, and local stakeholders.

This report was prepared in cooperation with the following:

U.S. Department of Transportation (U.S. DOT)
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Illinois Department of Transportation (IDOT)
Rockford Mass Transit Agency (RMTD)
Local Units of Government

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



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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 constrained¹ and is consistent with the Metropolitan Transportation Plan (MTP) and the Illinois Statewide Transportation Improvement Program (STIP). It should also be noted that while this document is updated on an annual schedule, it is an ongoing work element of the MPO 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

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.

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).

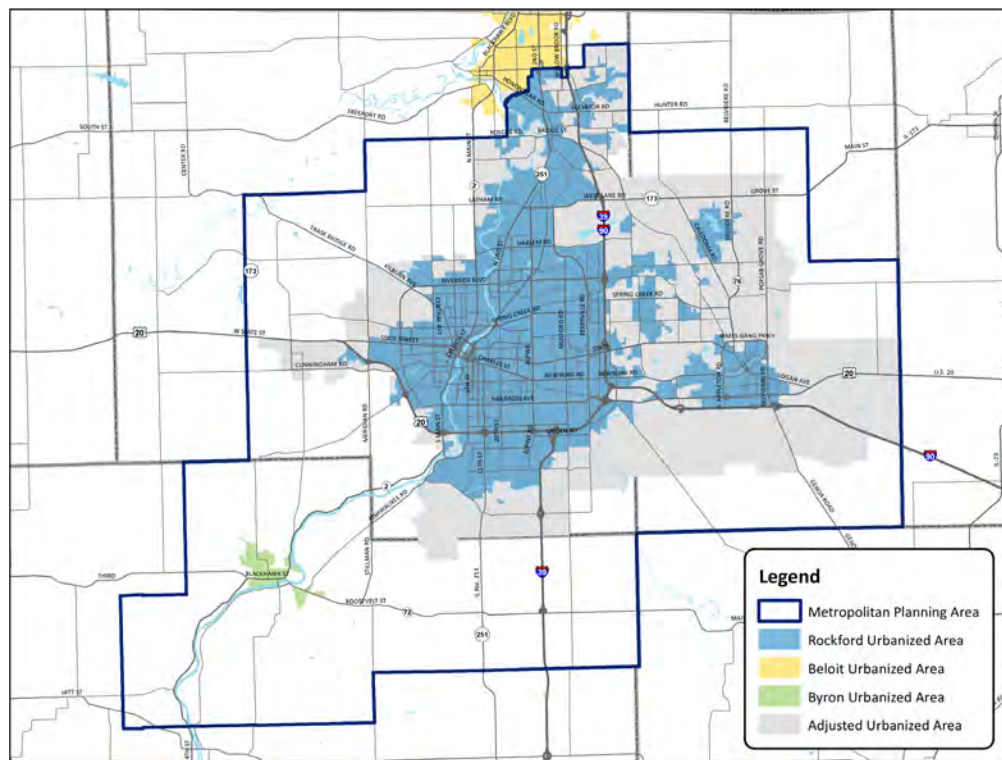
The activities of the MPO are directed by a Policy Committee that consists of the top elected officials from the above entities plus the Deputy Director from IDOT Region 2 and the Chairman of the Rockford Mass Transit District Board. The Policy Committee receives technical recommendations and assistance 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.

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 440 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.

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 metropolitan statistical area (MSA) was estimated to be around 338,050 in 2022.² Of those, 148,655 live within census-defined urbanized areas³ within the MPA. The population density of the urbanized areas is 1,934 people per square mile.¹ The bulk of this population resides in Winnebago County. The population in the MSA has declined in population since 2010 by 3.0 percent.

While the overall region has experienced a decline in population in recent years, this trend has affected different areas of the region at various rates. While the Villages of

Caledonia and Cherry Valley have experienced a decline in population (-7.1 percent and -8.1 percent, respectively), other areas have seen a positive growth in population, such as the Villages of New Milford (13.9 percent), Roscoe (1.8 percent), and Poplar Grove (0.5 percent), between 2010 and 2020. The largest municipalities (Cities of Belvidere, Loves Park, and Rockford and Village of Machesney Park) lost an average of 2.1 percent of their population between the 2010 and 2020 decennial censuses.

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

² The MSA consists of Boone and Winnebago Counties.

³ The MPA consists of three census-defined urban areas- Byron, IL Urban Cluster, Davis Junction, IL Urban Cluster, and the Rockford, IL Urbanized Area.

Part 2.

General Overview of the Transportation Improvement Program

The 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. Regionally significant projects are defined as a transportation project that is on a facility which serves regional transportation needs⁴. This includes highway, public transit, bicycle, and pedestrian projects, as well as Intelligent Transportation System (ITS) and freight-related projects.

While not federally-required to be included in the TIP, the MPO has decided to include locally-sponsored 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.”

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 statutes 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;
- 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

⁴ As defined by the Federal Highway Administration. <https://www.fhwa.dot.gov/Planning/glossary>

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](#).

Development vs Maintenance

The annual life cycle of the TIP has two distinct phases: development and maintenance. The annual TIP 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 Table 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 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).

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
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 recieved 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 recieved, 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.

Administrative Modifications

Under the “[Procedure to Amend and Modify the Transportation Improvement Program](#)”, an administrative modification is warranted when one of the following thresholds is met:

- Minor revision to project name and/or project extent description;
- Changes to the project total cost or project phase break out costs in a decrease of less than or equal to 10 percent;
- Minor changes, deletions or revisions to typographical errors or data entry error;
- Movement of an included project among fiscal years of the TIP, including project phases (i.e. construction, engineering) or movement of the entire project.

Amendments

Under the “[Procedure to Amend and Modify the Transportation Improvement Program](#)”, the following thresholds are used to determine if an amendment to the TIP is appropriate:

- Changes to the project total cost or project phase break out costs in an increase of funds;
- Changes to the project total cost or project phase break out costs in a decrease of more than 10 percent;
- Changes in federal, state or local identified funding sources for project(s) currently within the approved TIP;
- Addition of a project receiving Federal or State funding, or is regionally significant, and is not currently assigned a TIP identification number; or
- Deletion of a project receiving Federal or State funding, or is regionally significant, and is currently assigned a TIP identification number.

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.

Coordination & Consultation

Metropolitan Planning Organization (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 Public Transportation, Lee-Ogle Transportation System (LOTS), 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, 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 implementing the project. A list of TIP implementation agency contacts can be found at r1planning.org/tip.

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 nearly every MPO Technical and Policy committee meeting 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.

Part 3.

Program Summary

Performance-Based Planning & Programming

In 2012, the Moving Ahead for Progress in the 21st Century (MAP-21) transportation law instituted a national performance measure system for highway and transit programs, which continued under the FAST Act. As a result, MPOs are now required to incorporate a performance-based approach to transportation planning and programming by establishing performance targets to address select federal performance measures for safety (PM1), pavement and bridge conditions (PM2), system performance (PM3), transit asset conditions (TAM), and Public Transportation Agency Safety (PTASP).

On May 3, 2018, the MPO Policy Committee adopted the “Intergovernmental Agreement between IDOT, Region 1 Planning Council (MPO), Rockford Mass Transit District (RMTD), and Boone County”. The intergovernmental agreement establishes that the four identified agencies will coordinate and development a performance-based approach to planning in order to address the performance measures, as required in 23 CFR 450.314(h). This agreement

defines the rights and obligations of each agency in terms of developing and sharing data related to transportation performance management and transit asset management, performance target setting, reporting of performance targets, and tracking progress towards attaining set performance targets.

Within the TIP, the MPO includes a complete list of the adopted State and MPO targets (Table 3-1), as well as the number and amount of investments that linked to those targets within the TIP (Table 3-2).

The following section outlines the federal performance measures and current performance at the state and the MPO level and discusses how the projects programmed in the TIP the will assist in achieving the federal measure targets. It is anticipated that this analysis will evolve over time as methods are developed to better quantify the impacts of projects on the federal performance measures. The performance measures are annually tracked in order to identify the overall effectiveness each measure.

Table 3-1. Performance Management Targets - Highway

Highway Safety (PM1) Targets					
	Fatalities (Rolling Average)	Fatality Rate (Per 100 m VMT)	Serious Injuries (SI) (Rolling Average)	SI Rate (Per 100 m VMT)	Non-motorized Fatalities & SI*
MPO - 2023 Targets	32.9	1.2	121	4.30	15.7
MPO - 2024 Targets	32.7	1.20	115.0	4.10	15.4

Pavement & Bridge Condition (PM2) Targets						
	Interstate Pavement		Non-Interstate Pavement		NHS Bridges	
	Good Condition	Poor Condition	Good Condition	Poor Condition	Good Condition	Poor Condition
MPO - Baseline	69.9%	0.0%	25.6%	19.5%	25.3%	4.6%
IDOT - Baseline	65.8%	0.4%	29.5%	8%	22.8%	12.4%
IDOT - 2024 Targets	65%	1%	29%	8.9%	18.5%	12.4%
IDOT - 2026 Targets	66%	0.7%	30%	8.5%	15.8%	12%

System Performance (PM3) Targets			
	Interstate Miles	Interstate Miles	Reliability Index
MPO - Baseline	100%	96.8%	1.21
IDOT - Baseline	85.3%	94.2%	1.28
IDOT - 2024 Targets	80%	91%	1.37
IDOT - 2026 Targets	79%	90%	1.37

Table 3-1. Performance Management Targets- Transit, *Continued*

Transit Asset Management (TAM) Targets					
Facilities	Below 3.0 Rating	Total Facilities	Percent of Facilities Below 3.0 Rating		
	Statewide	Statewide	Statewide	RMTD	Boone County
Admin/Maintenance	10	62	16%	20%	0%
Passenger/Parking	2	27	7%	0%	-
Total					

Revenue Vehicles	At/Beyond ULB	Total Vehicles	Percent of Vehicles At/Beyond ULB		
	Statewide	Statewide	Statewide	RMTD	Boone County
Articulated Bus	4	18	22%	-	-
Automobile	4	5	80%	-	-
Bus	170	530	32%	38%	-
Ferryboat	3	3	100%	-	-
Minibus	-	-	-	-	-
Minivan	174	235	74%	-	100%
Other	-	-	-	-	-
Van	34	48	71%	-	-
Total					

Non-Revenue Vehicles	At/Beyond ULB	Total Vehicles	Percent of Facilities Below 3.0 Rating		
	Statewide	Statewide	Statewide	RMTD	Boone County
Automobile	12	45	27%	-	-
Other Rubber Tire Vehicles	36	140	26%	30%	0%
Total					

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

Public Transportation Annual Safety Performance Measure Targets						
	Fatalities	Fatalities	Injuries	Injuries	Safety Events	Safety Events
	(Total)	(per 100k VRM)	(Total)	(per 100k VRM)	(Total)	(per 100k VRM)
Fixed Route	0	0	8	0.66	0	0
Paratransit/Demand Response	0.00	0.00	7.00	0.61	0	0

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

Table 3-2. Performance Management Project Summary (in Thousands)

Fiscal Years 2025 - 2028

Expenditures	Annual Element	Year 2	Year 3	Year 4	Total
	(FY 2025)	(FY 2026)	(FY 2027)	(FY 2028)	(FY 2025 - 2028)
PM1	\$13,315	\$22,040	\$4,861	\$5,691	\$45,906
PM2	\$54,418	\$95,351	\$84,638	\$155,388	\$389,796
PM3	\$115,332	\$24,265	\$53,340	\$4,000	\$196,937
TAM	\$22,392	\$13,534	\$2,292	\$4,853	\$43,072
PTASP	\$418	\$436	\$0	\$1,976	\$2,830
Total	\$205,875	\$155,626	\$145,132	\$171,908	\$678,540

Number of Projects	Annual Element	Year 2	Year 3	Year 4	Total
	(FY 2025)	(FY 2026)	(FY 2027)	(FY 2028)	(FY 2025 - 2028)
PM1	23	7	9	6	45
PM2	13	16	12	7	48
PM3	5	1	2	1	9
TAM	8	2	1	1	12
PTASP	1	1	0	1	3
Total	50	27	24	16	117

Highway Safety – PM 1

Highway Safety also known as “PM1”, establishes five performance measures, which include:

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

Safety is an important consideration for all projects included in the TIP. There are 45 projects in the Rockford MPA that address highway safety throughout the region. These projects will improve safety through intersection improvements such as addition of turn lanes and signalization, addition of bike facilities, improved pedestrian crossings, and/or other safety enhancements.

Pavement & Bridge Condition - PM 2

The Rockford MPA contains a total of 217 National Highway System (NHS) Interstate Highway lane miles, 391 non-Interstate NHS US/State highway lane miles. The 2025-2028 TIP contains 18 projects that will reconstruct NHS roads (and in some cases expanded or extended) and 12 sections of NHS roadways that will be resurfaced, restored or rehabilitated in the planning area. Additionally, the region has a total of 164 NHS structures. The 2025 – 2028 TIP contains 10 projects within the MPA that will repair, or replace NHS bridges and decks as part of their scope.

System Performance - PM 3

System performance, also known as “PM3”, is a set of performance measures to assess the performance of the Interstate and non-Interstate NHS as well as assess freight movement on the Interstate System, and to assess traffic congestion throughout the region. There are nine (9) projects in the Rockford MPA that aim to maximize the efficiency, safety, and utility of the transportation infrastructure. These projects add capacity either through additional lanes or roadway extensions and are intended to increase vehicle movement, reduce average delay and improve safety.

Transit Asset Management (TAM)

In 2016, FTA published the Final Rule for Transit Asset Management, which requires FTA grantees to develop asset management plans for their public transportation assets, including vehicles, facilities, equipment, and other infrastructure. In addition to establishing performance measures, the final rule established a national definition of “state of good repair” and established annual reporting requirements to the National Transit Database.

Four transit performance measures were established under TAM Final Rule and are required to be reported on annually by each transit agency through the National Transit Database (NTB). The performance targets set by transit providers must be based on realistic expectations of the financial resources that are reasonably expected during the TAM plan time horizon. Additionally, the performance targets must be set annually for the following fiscal year. The four required performance measures include:

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

As Tier II agencies, the public transportation providers for the Rockford urbanized area, Rockford Mass Transit District (RMTD) and Boone County Public Transit (BCPT), opted to support the state sponsored TAM targets outlined in IDOT’s Group TAM Plan for Participating Tier II Agencies. In February 2019, the Rockford MPO, in coordination with Illinois Department of Transportation (IDOT), RMTD, and BCPT, adopted the State’s performance targets.

Public Transportation Agency Safety Plan (PTASP)

In July 2018, FTA published the Final Rule for the Public Transportation Agency Safety Plan, which requires certain operators of public transportation systems who receive FTA grant funds to develop safety plans that include the processes and procedures necessary for implementing Safety Management Systems (SMS). Under the PTASP rule, operators must set safety performance targets based on the following safety performance measures in the National Public Transportation Safety Plan:

- Fatalities: total number of reportable fatalities and rate per total vehicle revenue miles by mode;
- Injuries: total number of reportable injuries and rate per total vehicle revenue miles by mode;
- Safety Events: total number of reportable events and rate per total vehicle revenue miles by mode; and
- System Reliability: mean distance between major mechanical failures by mode.

Congestion Management Process

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

Although the MPA has little congestion, except at certain intersections during peak traffic times and after large cultural or recreational events (nonrecurring congestion), managing these incidences is a goal of the MTP and plays an important role in the MPO's planning process. The CMP is discussed and outlined as a strategy for the region in the MTP and is considered as projects are programmed in this TIP. In total, there are 34 CMP projects within this TIP, totaling \$179,106,100.

Air Quality Conformity

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

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

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

Maintenance of the Existing System

It is the general consensus of the region's planners, engineers, and administrators that the region's transportation investment priorities should be the maintenance of the existing system. Operation and maintenance expenditures identified in this TIP include: resurfacing, restoration, and rehabilitation (3R) projects; reconstruction; bridges or structure; minor intersection improvements; and public transit facility renovations.

Although not all transportation system maintenance activities are listed, it is important to reemphasize that the maintenance and safety of the existing system generally takes precedence over projects which expand the system. Overwhelmingly, the majority of projects listed in the TIP represent projects aimed at maintaining and repairing the current transportation system.

Maintenance-related projects account for 68.5 percent of all project programmed with in this TIP, totaling \$559,991,000.

Title VI & Environmental Justice Considerations

The MPO operates under several federal guidelines to ensure the delivery of public transportation services and the priority setting for transportation improvements does not disproportionately distribute the benefits of these publicly-funded activities away from traditionally underserved populations (TUPs). Conversely, these efforts also seek to ensure that potentially adverse consequences of transportation services or improvements are not disproportionately burdened upon TUPs.

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

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

on minority populations and low-income populations.” In 1997, the US Department of Transportation (USDOT) issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations to summarize and expand upon the requirements of Executive Order 12898.

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

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

all groups have been treated equitably.

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

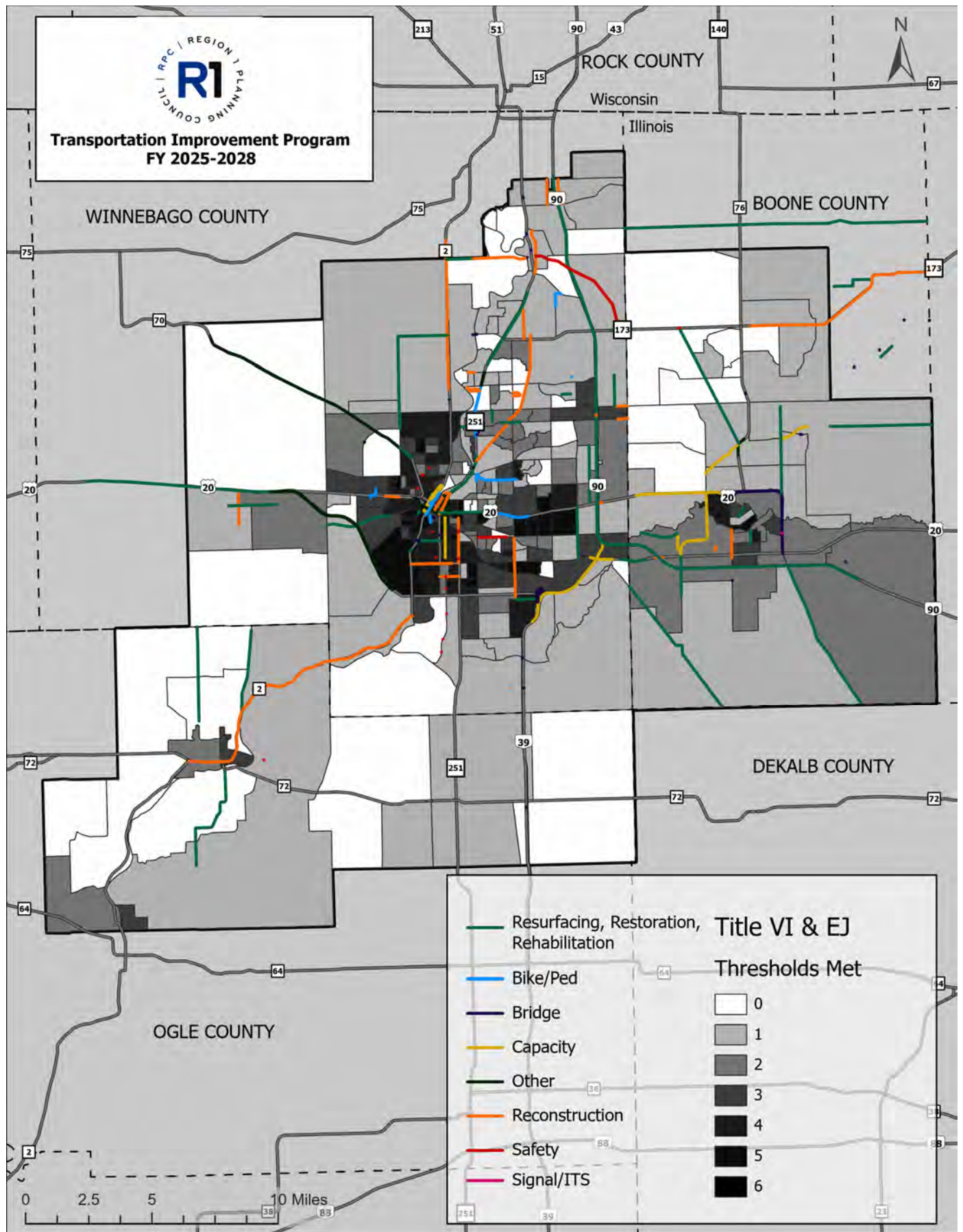
The U.S. Census’ 2019 American Community Survey (ACS) 5-Year Estimates, were used to calculate the thresholds for each TUP. A threshold represents the overall concentration of a population across the entire metropolitan planning area. Using the thresholds established, the census block groups were then categorized by how many Title VI and EJ thresholds they exceeded. This allows the census block groups to be mapped showing the concentration of the identified populations. Darker areas on the map indicates a greater concentration of TUPs.

Table 3-3 displays the threshold breakdown of the FY 2025 – 2028 TIP projects by improvement type. This data shows that a majority of the programmed TIP projects are located in at least one of the block groups that has reached at least one of the thresholds. A total of 230 projects are planned for FY 2025 – 2028 with specific locations identified. Of these projects, 95.2 percent of projects are in areas that have reached at least one of the TUD thresholds.

Table 3-3. Financial Summary of Programmed Projects & TUD Thresholds, FY 2025-2028

	Meets	Does Not Meet	Total
3R (#)	52	2	54
3R (%)	96%	4%	100%
Bicycle/Pedestrian (#)	17	1	18
Bicycle/Pedestrian (%)	94%	6%	100%
Bridge (#)	49	3	52
Bridge (%)	94%	6%	100%
Capacity (#)	18	0	18
Capacity (%)	100%	0%	100%
Plans/Studies (#)	0	0	0
Plans/Studies (%)	0%	0%	0%
Reconstruction (#)	50	3	53
Reconstruction (%)	94%	6%	100%
Safety (#)	17	2	19
Safety (%)	89%	11%	100%
Signal/ITS (#)	1	0	1
Signal/ITS (%)	100%	0%	100%
Other (#)	15	0	15
Other (%)	100%	0%	100%
All Projects (#)	219	11	230
All Projects (%)	95%	5%	100%
Total	219	11	230

Figure 3-1. Title VI & EJ Areas with TIP Projects



Source: Region 1 Planning Council

The benefit and burden analysis provides feedback on the equity of the projects the TIP by providing a high level examination of the impacts various types of may have on YUPs. Table B-2 in Appendix B gives possible benefits, burdens, and mitigation strategies based on proposed project types. Project specific context and related measures are reviewed by the implementing partner agencies.

The full in-depth analysis of EJ thresholds and TIP projects can be found in the “[Considerations for Title VI & Environmental Justice](#)” document.

The Financial Plan

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

Forecasting future funding levels requires a large number of assumptions to be made, including the federal transportation programs, such as the Surface Transportation Block Grant (STBG), and local revenue sources, such as motor fuel taxes (MFT), will continue at the same levels through FY 2028 as in past trends. It is typical for certain types of funding to fluctuate from one fiscal year to another.

Total funding for this TIP is \$868.5 million, an increase of \$65.4 million (8.2 percent) when compared to the FY 2024 – 2027 TIP. Figure 3-3 illustrates the estimates of public (federal, state, and local) funding by source for FY 2025 – 2028. Table 3-5 illustrates the estimate of revenues anticipated to be available for the projects listed within this TIP by source and year. These estimates have been derived from the actual apportionments for the current fiscal year, which serves as the baseline.

As illustrated in Figure 3-3 and Table 3-5, a combination of federal, state, and local funds will be utilized for both highway and transit projects identified within the TIP.

MPO-Attributable Highway Funding

The Infrastructure Investment and Jobs Act (IIJA) and preceding transportation legislation provides the suballocation of certain federal funds to urbanized areas, in which MPOs are responsible for prioritizing and programming projects eligible to receive said funding.

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

Figure 3-3. Total Programmed Funds, FY 2025-2028

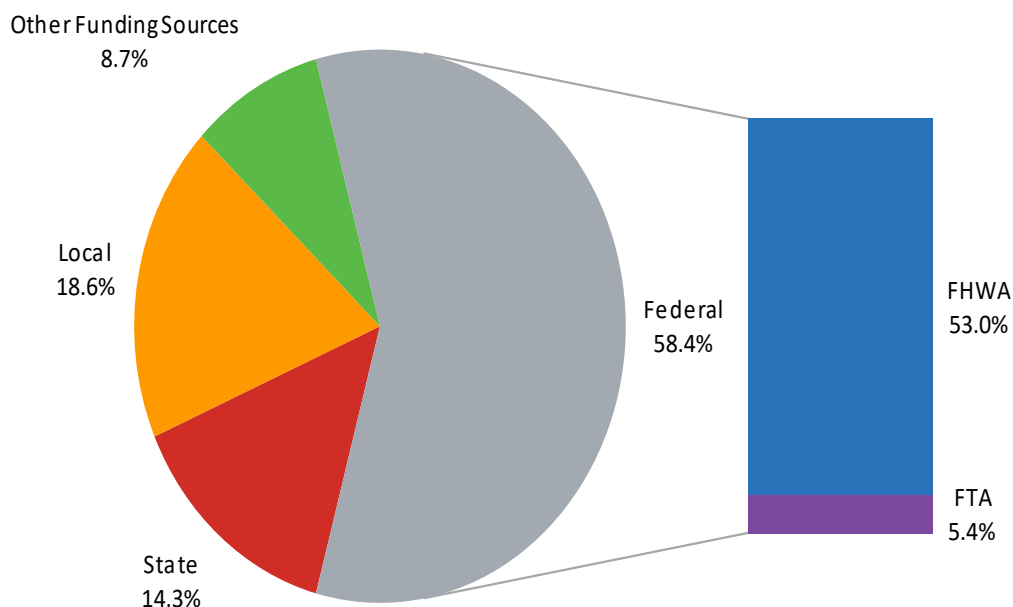


Table 3-5. FY 2025-2028 Funds Programmed, by Funding Source (in Thousands)

Roadway Projects
Fiscal Years 2025 - 2028

Funding Sources	Annual Element (FY 2025)	Year 2 (FY 2026)	Year 3 (FY 2027)	Year 4 (FY 2028)	Total (FY 2025 - 2028)
NHPP	\$101,407	\$70,369	\$92,879	\$83,517	\$348,172
STBG-S	\$1,060	\$1,220	\$0	\$0	\$2,280
STBG-U	\$13,236	\$1,000	\$4,242	\$0	\$18,478
STBG-R	\$640	\$740	\$720	\$0	\$2,100
STBG-B	\$6,000	\$2,840	\$0	\$0	\$8,840
HSIP	\$6,105	\$4,644	\$4,182	\$3,968	\$18,899
ITEP	\$2,000	\$3,829	\$0	\$0	\$5,829
TAP	\$265	\$0	\$0	\$268	\$533
SRTS	\$0	\$0	\$0	\$0	\$0
ISBP	\$1,772	\$0	\$2,718	\$0	\$4,490
Other	\$1,988	\$11,000	\$37,321	\$0	\$50,309
Total Federal Expenditures	\$134,473	\$95,641	\$142,062	\$87,753	\$459,930
State	\$29,797	\$30,443	\$23,059	\$21,320	\$104,619
EDP	\$2,000	\$0	\$0	\$0	\$2,000
ISBP	\$0	\$0	\$0	\$0	\$0
TARP	\$356	\$209	\$126	\$0	\$691
GCPF	\$3,013	\$0	\$1,274	\$0	\$4,287
Rebuild IL	\$1,350	\$0	\$852	\$0	\$2,202
Other State	\$3,860	\$0	\$0	\$2,400	\$6,260
Total State Expenditures	\$40,376	\$30,652	\$25,311	\$23,720	\$120,059
Local	\$52,593	\$38,684	\$46,554	\$23,231	\$161,062
ISTHA	\$12,700	\$6,750	\$0	\$51,000	\$70,450
Private	\$420	\$0	\$0	\$750	\$1,170
Other	\$40	\$4,182	\$0	\$0	\$4,222
Total Other Expenditures	\$65,753	\$49,616	\$46,554	\$74,981	\$236,903
Total Expenditures	\$240,602	\$175,909	\$213,927	\$186,454	\$816,892

Transit Projects
Fiscal Years 2025 - 2028

Funding Sources	Annual Element (FY 2025)	Year 2 (FY 2026)	Year 3 (FY 2027)	Year 4 (FY 2028)	Total (FY 2025 - 2028)
Section 5307	\$4,907	\$1,755	\$2,367	\$5,180	\$14,210
Section 5339	\$7,105	\$12,000	\$0	\$0	\$19,105
Section 5310	\$840	\$0	\$0	\$0	\$840
Discretionary Grants	\$1,912	\$0	\$0	\$0	\$1,912
Community Project Funding (CPF)	\$2,318	\$0	\$0	\$0	\$2,318
TBD	\$8,800	\$0	\$0	\$0	\$8,800
Total Federal Expenditures	\$25,882	\$13,755	\$2,367	\$5,180	\$47,185
IDOT	\$576	\$602	\$759	\$2,036	\$3,974
TRC/TDC	\$0	\$0	\$0	\$0	\$0
Other State	\$0	\$0	\$0	\$0	\$0
Total State Expenditures	\$576	\$602	\$759	\$2,036	\$3,974
Local	\$478	\$0	\$0	\$0	\$478
Private	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
Total Other Expenditures	\$478	\$0	\$0	\$0	\$478
Total Expenditures	\$26,937	\$14,358	\$3,127	\$7,216	\$51,637

Section 5310 funds in the MPO TIP to improve mobility for seniors and individuals with disabilities through expanding public transportation programs or services.

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

In May 2017, the MPO Policy Committee adopted a formal procedure and criteria for the selection of projects to receive STBG and TAP funding (Surface Transportation Block Grant Program- Selection Criteria and Programming Process and the Transportation Alternatives Program Guidance). Generally speaking, the MPO attempts to steer these funds toward projects that are regionally significant. The final decisions on which projects are selected are based on the adopted prioritization methodology.

Surface Transportation Block Grant

As mentioned above, STBG⁵ is one of the primary federal funding programs for the region to implement transportation projects identified in the MTP. The STBG program promotes flexibility in state and local transportation decisions and provides funding to best address the region’s transportation needs. This program funding may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, pedestrian and bicycle infrastructure, transit capital, planning projects, and intercity passenger projects.

STBG funding is annually allocated to the Rockford Urbanized Area through the Illinois Department of Transportation’s (IDOT) distribution formula⁶. The MPO’s share is on average an estimated \$4 million per year. The funding allocated for FY 2025 is \$4,538,699. Table 3-6 details the STBG allocations that have been received, as well as projected by year.

Transportation Alternatives Program

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

5 The federal funding program has been referred to by several different names over the past few decades. Prior to the 1990s, this funding source was referred to as Federal Aid Urban (FAU) funding. With the passage The Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the funding source was referred to as Surface Transportation Program-Urban (STP-U). The FAST Act, passed in 2015, now refers to the program as the Surface Transportation Block Grant (STBG).

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

TAP funding is annually allocated to the region with an average estimate of \$600,000 per year. The funding anticipated for FY 2024 is \$622,691.

Table 3-6. STBG Allocations & Projections

Fiscal Year	Allocation
2011	\$2,010,663
2012	\$2,916,175
2013	\$2,432,353
2014	\$2,917,864
2015	\$2,483,239
2016	\$2,556,386
2017	\$2,803,472
2018	\$2,894,698
2019	\$2,954,807
2020	\$3,023,540
2021	\$3,272,407
2022	\$3,199,098
2023	\$4,252,155
2024	\$4,457,107
2025	\$4,538,699
2026 ^[1]	\$4,638,442
2027 ^[1]	\$4,740,377
2028 ^[1]	\$4,844,552
Total Allocations	\$60,936,034

Transit Funding Section 5310

Section 5310 funding, titled the “Enhanced Mobility of Seniors and Individuals with Disabilities Program”, provides formula funding to states and designated recipients of Urbanized Areas with populations of 200,000 or more to improve the mobility of seniors and individuals with disabilities. RMTD and IDOT are the co-designated recipients for Section 5310 funding allocated to the Rockford Urbanized Area. While not directly allocated to the MPO, in coordination with RMTD, the MPO has created a process to help determine the best use of the Section 5310 funds received.

The regional allocation process begins with a call for projects. As part of the process to program Section 5310 funding, the MPO will review each applicant’s submittal, received during the call for projects, to determine that the projects meet federal requirements. While the MPO does not formally score any of the applications for vehicles, the MPO’s Alternative Transportation Committee (ATC) screens applications for HSTP compliance. This funding is by no

Table 3-7. Historic & Programmed STBG Projects

Past Project	Agency	Total Project Cost	Obligated STBG Funds	% Funded with STBG	Status
Harrison Avenue Bridge	Rockford	\$3,303,450	\$2,319,352	70%	Complete (1975)
Five-Points Intersection	Rockford	\$1,137,964	\$738,829	65%	Complete (1976)
Segments of 20th St & Sandy Hollow	WCHD	\$131,955	\$92,522	70%	Complete (1979)
Harrison Ave: S Main St to Kishwaukee St	Rockford	\$1,297,861	\$910,801	70%	Complete (1977)
Harrison Ave: Alpine Rd to Perryville Rd	WCHD	\$2,378,713	\$1,670,094	70%	Complete (1978)
Resurfacing: Segments of nine streets	Rockford	\$1,417,683	\$995,355	70%	Complete (1978)
15th Avenue Bridge	Rockford	\$1,341,967	\$1,008,891	75%	Complete (1980)
Windsor Rd: N 2nd St to Alpine Rd	Loves Park	\$1,148,363	\$863,340	75%	Complete (1982)
Alpine Rd / US 20 Interchange	IDOT	\$2,255,463	\$1,695,657	75%	Complete (1984)
High Crest Rd: Spring Creek Rd to Alpine Rd	Rockford	\$1,755,622	\$1,000,000	57%	Complete (1983)
E Riverside Blvd: Mulford Rd to I-90	Joint*	\$2,979,570	\$2,037,570	68%	Complete (1988)
Harlem Rd: N 2nd St to Alpine Rd	IDOT	\$3,442,956	\$2,280,000	66%	Complete (1990)
Harlem Rd: Alpine Rd to Forest Hills Rd	IDOT	\$5,207,865	\$3,465,653	67%	Complete (1993)
Harrison Ave: West State St to Montague Rd	WCHD	\$14,207,125	\$9,477,763	67%	Complete (2002)
Harrison Ave: Mulford Rd to Ohio Parkway	Rockford	\$14,150,631	\$11,646,554	82%	Complete (2008)
Harrison Avenue: 20th Street to 9th Street	Rockford	\$24,439,830	\$13,840,000	57%	Complete (2018)
Bell School Road @ East State Street / US Bus 20	WCHD	\$5,766,050	\$4,612,840	80%	Complete (2016)
Newburg Road	Belvidere	\$418,200	\$111,793	27%	Completed (2024)
Total		\$86,363,068	\$58,655,221	-	

Active & Committed Projects	Agency	Total Project Cost	Awarded STBG Funds	% Funded with STBG	Status
Riverside Boulevard Project #: 2-21-1	WCHD	\$13,222,000	\$8,778,500	66%	Programmed (2025)
9th Street 2-Way Conversion (Whitman St Interchange)	Rockford	\$14,243,000	\$4,020,000	28%	Programmed (2027)
S. Perryville Road Rehabilitation Project #2-24-4	WCHD	\$9,200,000	\$4,457,107	48%	Programmed (2025)
Total		\$36,665,000	\$17,255,607	-	

Table 3-7. Historic & Programmed TAP Projects

Past Project	Agency	Total Project Cost	Obligated TAP Funds	% Funded with TAP	Status
Alpine Road Path	MP	\$776,000	\$620,000	80%	Completed (2017)
Jefferson St Bridge; Underpass Approaches	RPD	\$250,000	\$200,000	80%	Completed (2020)
Lawrenceville Road & Piskasaw Creek Connection	BCCD	\$714,395	\$520,000	73%	Completed (2022)
Kishwaukee Overlook	Belvidere	\$273,989	\$213,871	74%	Completed (2024)
Total		\$1,740,395	\$1,340,000		

Active & Committed Projects	Agency	Total Project Cost	Obligated TAP Funds	% Funded with TAP	Status
East State Street Sidewalks Project # 03-18-8	Rockford	\$335,500	\$268,400	80%	In Design
West State Street/Pierpont Ave Sidewalk Gaps Project # 03-18-9	Rockford	\$330,740	\$264,592	80%	In Design
Springcreek Road to U of I College of Medicine Connection	Rockford	\$543,003	\$325,802	60%	Construction
Total		\$1,209,243	\$858,794		

means certain, but there is a reasonable chance that a significant portion of the requests could be granted.

Section 5307

Section 5307 funding, titled the “Urbanized Area Formula Grants”, provides funding to recipients for transit capital and operating assistance in urbanized areas and for transportation-related planning. As an urbanized area with over 200,000 in population, Section 5307 funds are directly apportioned to a Rockford Mass Transit District. These funds may be used for the following activities: (1) planning, engineering, design and evaluation of transit projects and other technical transportation-related studies;

(2) capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and (3) capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.ⁱⁱ

Table 3-10 details the allocations and projects for Section 5307 funds. Table 4-16 presents the Section 5307 program developed by RMTD for the next four fiscal years.

Table 3-9. Programmed Section 5310 Projects

Programmed Projects	Agency	Total Project Cost	Section 5310 Funds	% Funded with Section 5310	Status
Replacement Paratransit Vehicles w/Equipment Project # 7-21-19	Rockford Mass Transit District	\$516,338	\$516,338	100%	Completed
Replacement Medium Duty Paratransit Vehicle (1)	Barbara Olson Center of Hope	\$63,000	\$63,000	100%	Completed
Demand Response Hardware/Software Project # 7-23-5	Rockford Mass Transit District	\$396,607	\$294,354	74%	Completed
Demand Response Vehicle (3) Project # 7-24-7	Rockford Mass Transit District	\$360,000	\$288,000	80%	Programmed (2024)
Demand Response Vehicle (4) Project # 26-24-1	Boone County Transit	\$480,000	\$384,000	80%	Programmed (2024)

Table 3-10. Section 5307 Allocations & Projections

Fiscal Year	Allocation
2011	\$2,809,856
2012	\$2,804,625
2013	\$2,915,220
2014	\$3,014,787
2015	\$3,015,566
2016	\$3,065,203
2017	\$3,089,741
2018	\$3,161,185
2019	\$3,164,636
2020	\$3,290,386
2021	\$3,389,098
2022	\$3,490,771
2023	\$4,336,996
2024*	\$4,467,106
2025*	\$4,601,119
2026*	\$4,739,153
2027*	\$4,881,327
2028*	\$5,027,767

* Subject to change.

Part 4.

Project Listing

The following tables list all proposed surface transportation and transit projects programmed over the next four fiscal years. The tables include the following information for each project: TIP number; location; extent/termini (if applicable); project type; phase of work; funding sources and associated amounts; and the total project cost. The projects are broken into three sections: IDOT projects, local surface transportation projects, and transit projects. These three sections are further broken down by lifecycle phase. For local projects, the projects are grouped by lead agency.

How to Read the TIP Tables

Project Life Cycle

The projects listed in the Transportation Improvement Program (TIP) are organized by their phase in the lifecycle of projects listed in the TIP. There are four categories within of a TIP project's lifecycle: the annual element; out years; previously approved; and awarded, initiated, or completed (AIC). The phases are based on the fiscal year in which implementation is anticipated to begin.

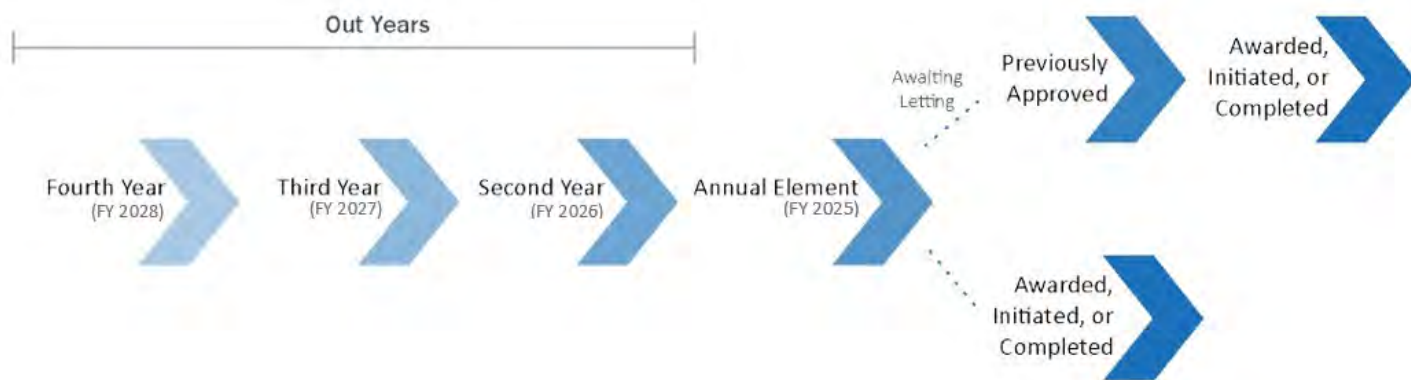
- **Annual Element:** The projects programmed to be implemented and are awaiting letting within the current year of the TIP (e.g. FY 2025).
- **Out Years:** The three remaining years of the TIP (e.g. FY 2026-2028).
- **Awarded, Initiated, or Completed/Programmed or Completed:**
 - For highway projects, this phase indicates that construction has been awarded letting or that construction has begun or been completed.

- For transit projects, this phase in the life cycle indicates projects that (1) have verified funding sources and have been placed into a grant or (2) procurement is completed, received, and/or paid for.
- **Previously Approved:** This category contains projects that have been adopted by the MPO Policy Committee in a previous TIP, which have been accepted and approved by the FHWA and the FTA, but have not yet been to letting or awarded.

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

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

Figure 4-1. Project Life Cycle



The typical life cycles for projects programmed in the TIP are shown in Figure 4-1.

Project Numbers

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

AA-YY-##

Table 4-1. Project Type

Project Type	Description
Capacity	Capacity expansion (road widening) or new construction.
3R	Extend the service life of the existing facility (3R - rehabilitation, restoration, and/or resurfacing).
Bike/Ped	Construction of bicycle facilities, sidewalks, or ADA improvements.
Signal/ITS	Installation of traffic control signals or implementation of Intelligent Transportation.
Reconstruction	Reconstruction of the existing horizontal and/or vertical alignment, but the road or street will remain essentially within the existing corridor.
Bridge	Any work associated with a bridge and/or structure.
Plans/Studies	Work associated with the completion of a planning document or corridor study.
Transit	Public Transportation-related projects.
Safety	Improvements aimed at enhancing the safety of roadway users.
Other	Other types of projects related to the transportation system, such as utility work and Streetscaping.

Project Type

Table 4-1 below provides a brief description of the types of projects included in the TIP.

Phase of Work

Table 4-2 below provides a brief description of the project phases included in the TIP.

Table 4-2. Phases of Work

Phase	Description
PE	Preliminary Engineering.
DES	Design.
ENVIR	Environment/NEPA.
ROW	Right-of-Way: Development of ROW plans, real property acquisition, temporary and permanent easements, and utility relocation.
CON	Construction: Work completed by the agency or contractor(s) to construct the project, possibly including utility relocation.
CON EN	Construction Engineering.
OPS	Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of the Transit vehicle systems, traffic signal systems, or ITS.

PURCHASE	Procuring equipment, software, or vehicles (FTA).
REBUILD	Rebuilding vehicles (FTA).
ADMIN	Project administrative costs (FTA).
CAPITAL	Eligible capital projects (FTA).
STUDY	Development of transportation-related plan or study.

Highway Projects

Table 4-3. FY 2025 Highway Projects

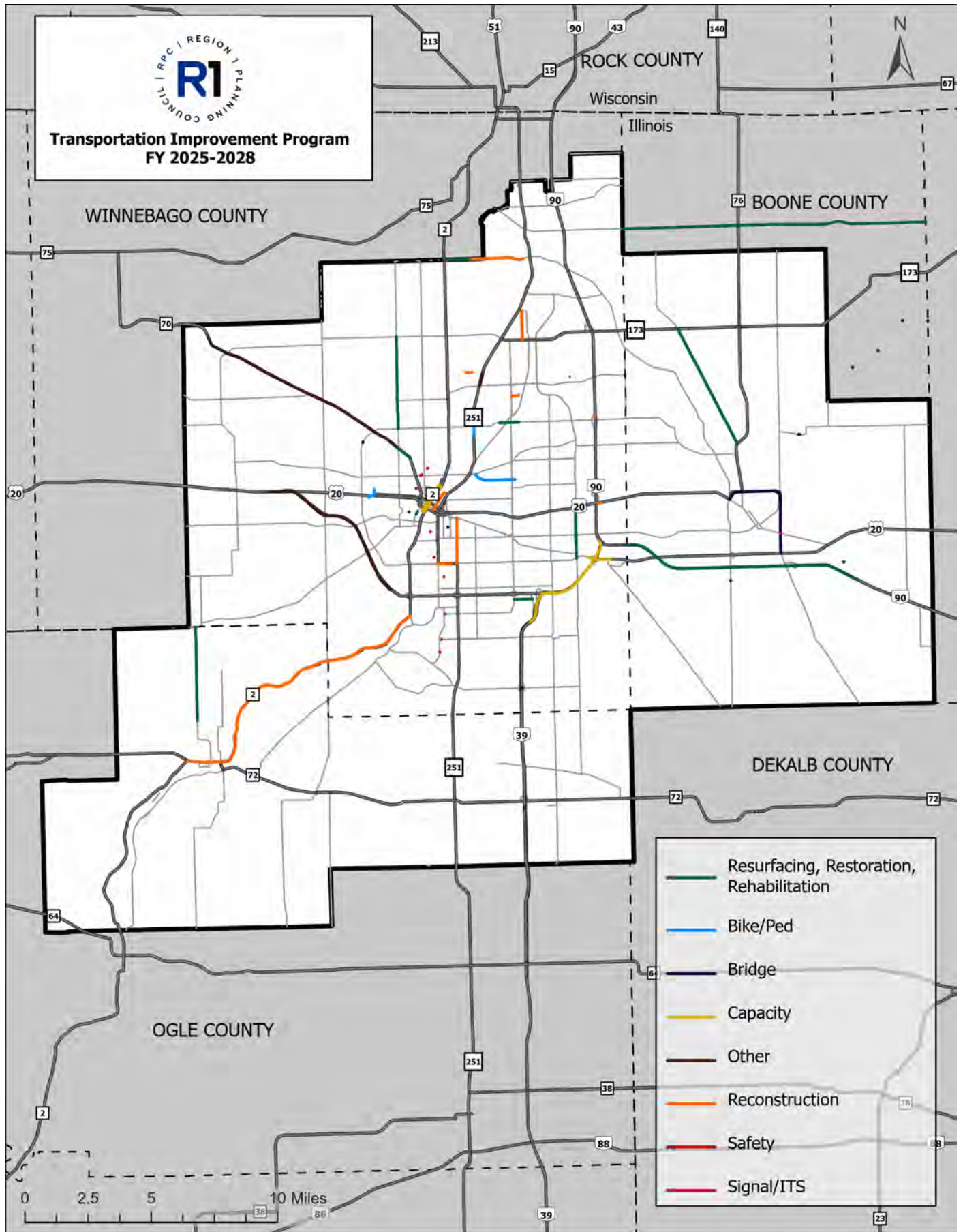
Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures					
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3		
01 - Illinois Department of Transportation (IDOT)																	
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Rd to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee River; Harrison Ave: Bell School Rd to I-39	Capacity	CON	NHPP	\$86,008	State	\$12,852	-	-	\$98,860	X				X	
1-20-1	IL 2	IL 72 to Beltline Road	Recon.	ROW	NHPP	\$3,240	State	\$810	-	-	\$4,050			X			
1-20-1	IL 2	IL 72 to Beltline Road	Recon.	PE	NHPP	\$1,600	State	\$400	-	-	\$2,000			X			
1-20-2	Springfield Avenue	Over North Fork of Kent Creek, 0.5 miles south of IL 70	Bridge	CON	NHPP	\$3,249	State	\$812	-	-	\$4,061			X			
1-20-9	US BUS20 (Belvidere Bypass)	State Street to Us 20 in Belvidere	Bridge	ROW	NHPP	\$4,000	State	\$1,000	-	-	\$5,000			X			
1-21-12	ILL 251	Kishwaukee Street to east of 9th Street in Rockford	Recon.	PE	NHPP	\$440	State	\$110	-	-	\$550			X			
1-22-10	IL 70	0.1 mile west of Safford Rd to Glenwood Ave in Rockford	3R	CON	STBG-S	\$840	State	\$210	-	-	\$1,050						
1-22-11	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$3,178	State	\$353	-	-	\$3,531		X				
1-23-9	I-39	At UP RR & IL 72	Bridge	CON	NHPP	\$2,250	State	\$250	-	-	\$2,500			X			
1-23-13	I-39	At Baxter Road 1 mile north of Ogle County Line	Bridge	CON	Other	\$1,160	State	\$290	-	-	\$1,450			X			
1-25-1	IL 70	Pecatonica River to 0.1 mi W of Safford Rd in Rockford	Other	CON	STBG-S	\$220	State	\$55	-	-	\$275			X			
1-25-2	US 20/US BUS 20	Falconer Rd to Simpson Rd & US 20 to Weldon Rd	Other	CON	NHPP	\$420	State	\$105	-	-	\$525			X			
1-25-3	US BUS 20	At Logan Ave in Belvidere	Signal/ITS	CON	NHPP	\$200	State	\$50	-	-	\$250	X				X	
Total						\$106,805	\$17,297	\$0	\$124,102								
02 - Winnebago County Highway Department(WCHD)																	
2-21-1	Riverside Boulevard	Material Avenue to Renn Hart Hills Road/Sage Road	3R	CON	STBG-U	\$8,778.5	-	-	Local	\$3,775	\$12,553.5	X				X	
2-24-5	Riverside Boulevard	Material Avenue to Renn Hart Hills Road/Sage Road	3R	CON	Other	\$668	-	-	-	-	\$668	X				X	
2-23-5	Owen Center Road	From West Riverside Boulevard to Latham Road	3R	CON	HSIP	\$2,657	TARP	\$356	Local	\$586	\$3,600						
2-24-3	Roscoe Road	Old River Road to the Rock River Bridge	Recon.	DES	-	-	-	-	Local	\$180	\$180						
2-25-1	Linden Road Widening & Resurfacing	Alpine Road easterly 3/4 mile	3R	CON	-	-	-	-	Local	\$500	\$500						
2-25-7	Roscoe Road Resurfacing	IL 2 to Old River Road	3R	CON	-	-	-	-	Local	\$600	\$600						
2-24-4	S. Perryville Road Rehabilitation	Harrison Avenue to E. State Street (US BUS 20)	3R	CON	STBG-U	\$4,457	-	-	Local	\$2,800	\$7,257			X			
Total						\$16,561	\$356	\$8,441	\$25,359								
03 - City of Rockford (RKFD)																	
3-17-6	Activate Church and Main	Cedar Street to John Street	Capacity	CON	-	-	-	-	Local	\$3,000	\$3,000	X				X	
3-18-7	Burton Street	At CP Railroad Crossing	Safety	CON	HSIP	\$270	-	-	Private	\$300	\$570		X				
3-18-9	West State Street/Pierpont Avenue	Concord Commons to Pierpont Avenue to School Street	Bike/Ped	CON	TAP	\$265	-	-	Local	\$59	\$324	X	X				
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	DES	-	-	-	-	Local	\$100	\$100						
3-21-1	Neighborhood Program - 2024	City-wide	3R	CON	-	-	-	-	Local	\$6,500	\$6,500						
3-20-23	11th Street Corridor Revitalization (Phase 1)	US-Bypass-20 to Charles Street	Recon.	CON	-	-	-	-	Local	\$6,500	\$6,500			X			
3-21-3	Commercial & Industrial Street Program - 2024	City-wide	3R	CON	-	-	-	-	Local	\$400	\$400						
3-21-4	Local Bridge Program - 2024	City-wide	Bridge	CON	-	-	-	-	Local	\$1,150	\$1,150						
3-21-5	ADA Transition Plan Improvements - 2024	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150	X					
3-21-6	Bicycle Program - 2024	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300	X	X				
3-21-7	Sidewalk Program - 2024	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550	X	X				
3-21-8	Traffic Signal and Lighting Program - 2024	City-Wide	Safety	CON	-	-	-	-	Local	\$150	\$150	X	X				
3-22-1	Madison Street Corridor Improvements (Phase 1)	East State Street to Prairie Street	Recon.	CON	-	-	Other	\$2,000	Local	\$500	\$2,500						
3-22-4	Neighborhood Program - 2025	City-wide	3R	CON	-	-	-	-	Local	\$6,500	\$6,500						
3-22-7	Commercial & Industrial Street Program - 2025	City-wide	3R	CON	-	-	-	-	Local	\$250	\$250						
3-22-8	Local Bridge Program - 2025	City-wide	Bridge	CON	-	-	-	-	Local	\$100	\$100						
3-22-9	ADA Transition Plan Improvements - 2025	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150						
3-22-10	Bicycle Program - 2025	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300	X	X				
3-22-11	Sidewalk Program - 2025	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550	X	X				
3-22-12	Traffic signal and Lighting Program - 2025	City-wide	Safety	CON	-	-	-	-	Local	\$150	\$150		X				
3-23-3	Downtown Streetscape Program - 2024	Downtown-wide	Bike/Ped	CON	-	-	-	-	Local	\$500	\$500	X					
3-23-4	Downtown Streetscape Program - 2025	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$500	\$500	X					
3-23-15	Highcrest Multi-Use Path	Jacobi Place to Spring Creek Road	Bike/Ped	DES	-	-	-	-	Local	\$220	\$220	X	X				
3-23-15	Highcrest Multi-Use Path	Jacobi Place to Spring Creek Road	Bike/Ped	ROW	-	-	-	-	Local	\$33	\$33	X	X				
3-23-20	Traffic Safety Program - 2025	City-wide	Safety	CON	-	-	-	-	Local	\$100	\$100		X				

Continued on next page...

Table 4-3. FY 2025 Highway Projects, Continued

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures					
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3		
03 - City of Rockford (RKFD)																	
3-23-21	Corbin Street Bridge	Over Kent Creek	Bridge	PE	-	-	-	-	Local	\$100	\$100						
3-24-10	Traffic Safety Program - 2024	City-wide	Safety	CON	-	-	-	-	Local	\$100	\$100		X				
3-24-13	East State Street Widening	I-39/90 to Lyford Road	Recon.	CON	-	-	EDP	\$2,000	Local	\$500	\$2,500			X			
3-25-8	New Milford School Road & IR RR	New Milford School Road 0.05 mile E of Falcon Road	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X				
3-25-9	Blackhawk Road & IR RR	Blackhawk Road 0.1 mile E of Falcon Road	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X				
3-25-10	Samuelson Road & IR RR	Samuelson Road 0.05 mile E of Falcon Road	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X				
3-25-11	Brooke Road & IR RR	Brooke Road 0.1 mile E of Saner Avenue	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X				
3-25-12	Peoples Avenue & IR RR	Peoples Avenue 0.1 mile W of Starr Street	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X				
3-25-13	Seminary Street & IR RR	Seminary Street 0.1 mile N of Sayre Street	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X				
3-25-14	North Horsmans Street & CP RR	North Horsmans Street 0.05 mile N of Auburn Street	Safety	CON	-	-	GCPF	\$197	Local	\$25	\$222		X				
3-25-15	Auburn Street & CP RR	Auburn Street 0.05 mile W of N Horsman Street	Safety	CON	-	-	GCPF	\$374	Local	\$7	\$381		X				
3-25-16	School Street & CP RR	School Street 0.05 mile W of Tanner Street	Safety	CON	-	-	GCPF	\$192	Local	\$272	\$464		X				
3-25-17	Winnebago Street Over Kent Creek, CN RR and CP RR Bridge Rehabilitation	Over Kent Creek, CN RR, and CP RR	3R	PE	-	-	-	-	Local	\$115	\$115						
Total								\$535	\$7,013	\$30,251	\$37,799						
04 - City of Loves Park (LP)																	
4-20-7	North Second Street Pedestrian Improvements	River Lane to East Riverside Boulevard	Bike/Ped	DES	ITEP	\$2,000	-	-	Local	\$1,000	\$3,000	X	X				
4-23-3	Evans Avenue	Alpine Road east to Buffalo Grove	Recon.	CON	-	-	-	-	Local	\$1,400	\$1,400						
4-25-3	2024 Resurfacing	Various Locations	3R	CON	-	-	-	-	Local	\$850	\$850						
Total								\$2,000	\$0	\$3,250	\$5,250						
05 - Village of Machesney Park (MP)																	
5-21-10	North Park Road	Waterview to Victory	Recon.	DES	-	-	-	-	Local	\$798	\$798						
5-22-4	Village Wide Resurfacing	Various Locations	3R	STUDY	-	-	-	-	Local	\$1,000	\$1,000						
5-23-1	IL 251 Median Improvements	Roosevelt to Harlem	Other	DES	-	-	Rebuild IL	\$1,350.0	Local	\$570	\$1,920						
5-23-3	Burden Road Improvements	IL 173 to Forest Hills Road	Recon.	DES	-	-	-	-	Local	\$3,550	\$3,550						
Total								\$0	\$1,350	\$5,918	\$7,268						
13 - Boone County Highway Department(BCHD)																	
13-21-5	Woodstock Road Bridge (004-3001)	Woodstock Road over Piskasaw Creek	Bridge	CON	ISBP	\$1,772	-	-	Local	\$443	\$2,215						
13-21-6	Shattuck Road Bridge (004-3048)	Shattuck Road over Mosquito Creek	Bridge	CON	-	-	Other	\$160	Local	\$900	\$1,060						
13-22-5	Bridge Bundle (Countryline Road)	Over Piskasaw Creek	Bridge	CON	-	-	-	-	Local	\$1,000	\$1,000						
13-22-6	Bridge Bundle (Capron Road)	Over Piskasaw Creek	Bridge	CON	STBG-B	\$2,000	-	-	Local	\$400	\$2,400						
13-22-8	Bridge Bundle (Mill Road)	Over Piskasaw Creek	Bridge	CON	STBG-B	\$2,000	-	-	Local	\$400	\$2,400						
13-22-9	Bridge Bundle (Denny Road)	Over Piskasaw Creek	Bridge	CON	STBG-B	\$2,000	-	-	Local	\$400	\$2,400						
13-22-10	Hunter Road	Winnebago County to McHenry County	3R	CON	-	-	-	-	Local	\$900	\$900						
13-25-1	Hunter Rd resurfacing & widening	Winnebago Co & IL 76	3R	CON	-	-	Other	\$800	Local	\$100	\$900						
13-25-2	Caledonia Rd resurfacing & widening	IL 173 & IL 76	3R	CON	-	-	Other	\$900	Local	\$100	\$1,000						
13-25-3	Structure replacement at Graham Rd and Stone Quarry Rd	Graham Rd & Stone Quarry Rd	Bridge	PE	-	-	-	-	Local	\$50	\$50						
13-25-3	Structure replacement at Graham Rd and Stone Quarry Rd	Graham Rd & Stone Quarry Rd	Bridge	DES	-	-	-	-	Local	\$50	\$50						
Total								\$7,772	\$1,860	\$4,743	\$14,375						
14 - City of Belvidere (BEL)																	
No Projects Listed																	
Total								\$0	\$0	\$0	\$0						
21 - Ogle County Highway Department(OCHD)																	
21-22-1	Tower Road (Section 20-00332-00-R5)	Montague Road to Water Road	3R	CON	STBG-R	\$640	-	-	Local	\$160	\$800						
Total								\$640	\$0	\$160	\$800						
24 - Illinois State Toll Highway Authority (IL Tollway)																	
24-21-2	Bypass US 20 Bridge Reconstruction	I-90, MP 19.8	Bridge	CON	-	-	State	\$12,500	ISTHA	\$5,250	\$17,750			X			
24-25-3	Pavement and Bridge Repairs	I-90, MP 18.9 (Kishwaukee River) to MP 27.9 (Spring Center Rd)	3R	CON	-	-	-	-	ISTHA	\$750	\$750						
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90, Milepost 19.5	Bridge	DES	-	-	-	-	ISTHA	\$3,600	\$3,600						
24-25-1	Plaza Improvements	I-90, MP 12.3 (E. Riverside Boulevard)	Recon.	CON	-	-	-	-	ISTHA	\$2,400	\$2,400						
24-25-2	Ramp Pavement Repairs	I-90, MP 25.0 (Genoa Road)	3R	CON	-	-	-	-	ISTHA	\$700	\$700						
Total								\$0	\$12,500	\$12,700	\$25,200						
30 - Illinois Department of Natural Resources (IDNR)																	
30-25-1	Rock Cut State Park	Stairway Off Lone Rock	Bike/Ped	CON	Other	\$160	-	-	Other	\$40	\$200						
Total								\$160	\$0	\$40	\$200						
50 - Village of Winnebago (VW)																	
50-23-3	Greenlee Subdivision Resurfacing	Various Locations	3R	CON	-	-	-	-	Local	\$250	\$250						
Total								\$0	\$0	\$250	\$250						

Figure 4-2. FY 2025 Highway Projects



Source: Region 1 Planning Council

Table 4-4. FY 2026 Highway Projects

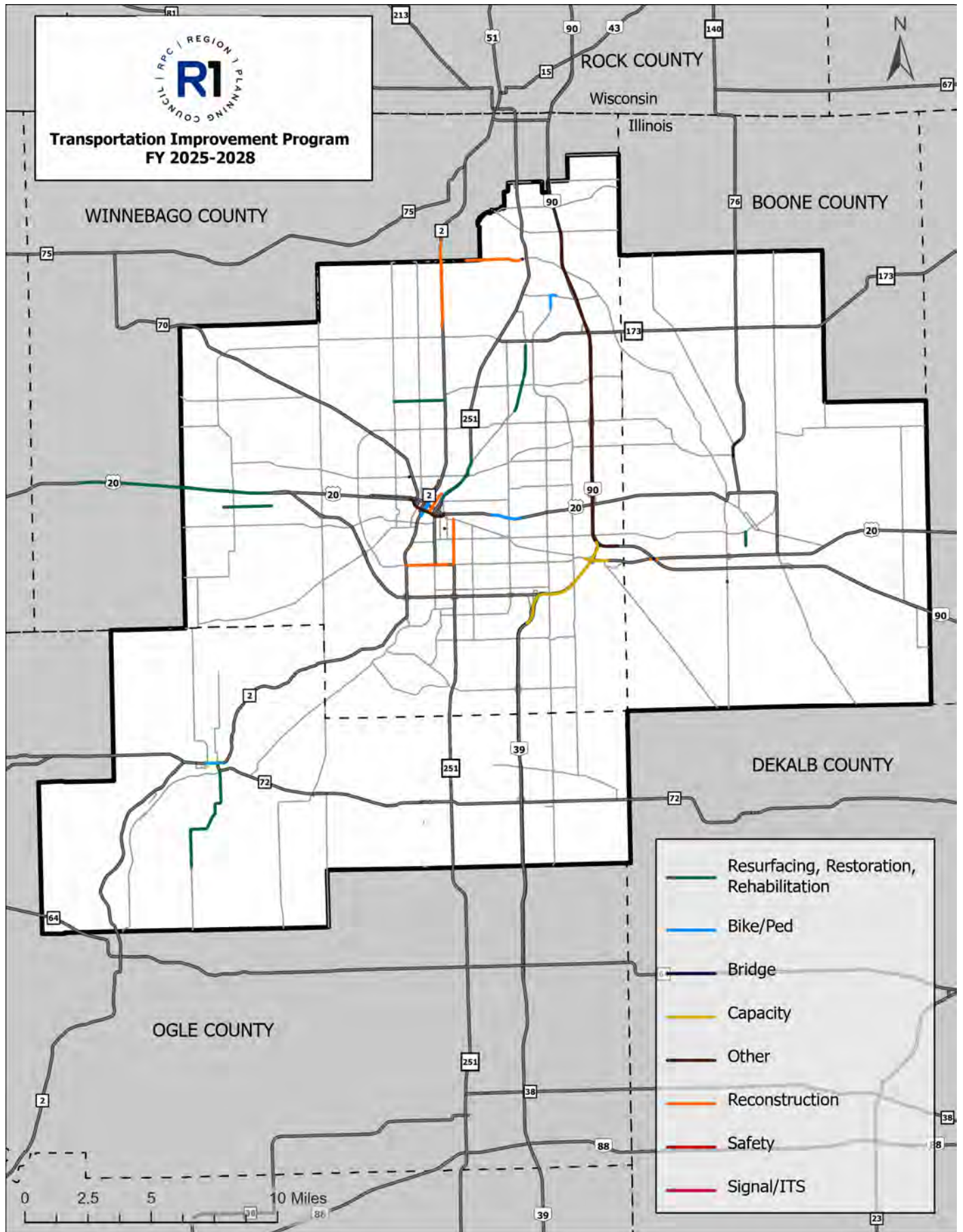
Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures					
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3		
01 - Illinois Department of Transportation (IDOT)																	
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Rd to I-90; US 20; I-39 to 0.3 miles east of Kishwaukee River; Harrison Ave: Bell School Rd to I-39	Capacity	CON	NHPP	\$19,412	State	\$4,853	-	-	\$24,265	X				X	
1-20-17	US 20	0.2 mi W. Pecatonica Rd to 0.2 mi W. Falconer Rd	3R	PE	NHPP	\$1,600	State	\$400	-	-	\$2,000			X			
1-20-18	IL 2	0.4 mile north of Latham Rd to 0.8 mile north of Roscoe Rd	Recon.	CON	NHPP	\$18,400	State	\$4,600	-	-	\$23,000			X			
1-21-7	IL 2	0.4 mile north of Latham Rd to 0.8 mile north of Roscoe Rd	Recon.	CE	NHPP	\$1,920	State	\$480	-	-	\$2,400			X			
1-21-8	I-90/US 20	0.4 mile west of Wheeler Road to 0.1 mile east of Ipsen Road	Recon.	CON	NHPP	\$20,278	State	\$4,722	-	-	\$25,000			X			
1-21-12	ILL 251	Kishwaukee Street to east of 9th Street in Rockford	Recon.	ROW	NHPP	\$400	State	\$100	-	-	\$500			X			
1-22-7	IL 251	Snow Avenue in Loves Park to Whitman Street in Rockford	3R	CON	NHPP	\$3,208	State	\$802	-	-	\$4,010			X			
1-22-15	IL 251	Windsor Rd in Loves Park to Forest Hills Rd in Machesney Park	3R	CON	NHPP	\$3,500	State	\$875	-	-	\$4,375			X			
1-23-5	Downtown Rockford Complete Streets Revitalization	Chestnut/Walnut from West State St to East State St	Other	CON	Other	\$11,000	State	-	Other	\$4,182	\$15,182	X	X	X			
1-23-6	IL 76	0.1 mi N of Woodstock Rd to 0.2 mi S of Spring Creek Rd	Other	CON	HSIP NHPP	\$3,497 \$971	State	\$632	-	-	\$5,100			X			
1-23-10	IL 2 & IL 72	Market St to Lincoln St & IL 2 to Diamond St in Byron	Bike/Ped	CON	STBG-S	\$1,220	State	\$305	-	-	\$1,525	X		X			
1-23-12	US BUS 20 (E State St)	Fairview Ave to Rockford college Dr in Rockford	Bike/Ped	CON	NHPP	\$680	State	\$170	-	-	\$850	X		X			
1-24-1	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$37	State	\$4	-	-	\$41		X				
Total						\$86,123		\$17,943		\$4,182	\$108,248						
02 - Winnebago County Highway Department(WCHD)																	
2-23-2	Roscoe Road Bridge over Rock River	Over Rock River	Bridge	PE	STBG-B	\$1,940	-	-	Local	\$1,560	\$3,500						
2-23-7	Perryville Road Bike Path Extension	Willowbrook Lane to McDonald Road	Bike/Ped	CON	ITEP	\$554	-	-	Local	\$138	\$692	X	X				
2-24-3	Roscoe Road	Old River Road to the Rock River Bridge	Recon.	CON	HSIP	\$1,110	-	-	Local	\$900	\$2,010			X			
2-25-2	Elmwood Road Resurfacing	Owen Center Road to IL 2	3R	CON	-	-	TARP	\$209	Local	\$1,391	\$1,600			X			
Total						\$3,603		\$209		\$3,989	\$7,801						
03 - City of Rockford (RKFD)																	
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	CON	STBG-B STBG-U	\$900 \$1,000	-	-	Local	\$860	\$2,760						
3-20-23	11th Street Corridor Revitalization (Phase 2)	US-Bypass-20 to Charles Street	Recon.	CON	-	-	-	-	Local	\$6,000	\$6,000			X			
3-21-11	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Recon.	DES	-	-	-	-	Local	\$600	\$600			X			
3-22-1	Madison Street Corridor Improvements (Phase 2)	Prairie Street to Y Boulevard	Recon.	CON	-	-	-	-	Local	\$2,500	\$2,500						
3-23-7	Neighborhood Program - 2026	City-wide	3R	CON	-	-	-	-	Local	\$6,500	\$6,500						
3-23-8	Commercial & Industrial Street Program - 2026	City-wide	3R	CON	-	-	-	-	Local	\$300	\$300						
3-23-9	Local Bridge Program - 2026	City-wide	Bridge	CON	-	-	-	-	Local	\$350	\$350						
3-23-10	ADA Transition Plan Improvements - 2026	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150						
3-23-11	Bicycle Program - 2026	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300	X	X				
3-23-12	Sidewalk Program - 2026	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550	X	X				
3-23-13	Traffic signal and Lighting Program - 2026	City-wide	Safety	CON	-	-	-	-	Local	\$150	\$150						
3-23-14	Downtown Streetscape Program - 2026	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$500	\$500						
3-23-16	Rockford Riverfront Path	Rails to Trails Bridge to Whitman Street	Bike/Ped	DES	ITEP	\$275	-	-	-	-	\$275	X	X				
3-23-19	Auburn Street Bridge	Over Kent Creek	Bridge	CON	-	-	-	-	Local	\$4,000	\$4,000						
3-23-22	Traffic Safety Program - 2026	City-wide	Safety	CON	-	-	-	-	Local	\$100	\$100						
3-24-2	Arterial & Collector Street Program - 2026	City-wide	3R	DES	-	-	-	-	Local	\$450	\$450						
Total						\$2,175		\$0		\$23,310	\$25,485						
04 - City of Loves Park (LP)																	
4-23-5	N. 2nd St Pedestrian Improvements Phase 2	Riverside Boulevard to Windsor Road	Bike/Ped	DES	ITEP	\$3,000	-	-	Local	\$2,000	\$5,000	X	X				
4-24-3	Forest Hills Resurfacing	Zenith Parkway to Krasse Drive	3R	DES	-	-	-	-	Local	\$1,200	\$1,200			X			
Total						\$3,000		\$0		\$3,200	\$6,200						
05 - Village of Machesney Park (MP)																	
5-22-5	Village Wide Resurfacing	Various Locations	3R	STUDY	-	-	-	-	Local	\$1,000	\$1,000						
5-24-1	Village Wide Resurfacing	Various Locations	3R	STUDY	-	-	-	-	Local	\$1,000	\$1,000						
Total						\$0		\$0		\$2,000	\$2,000						

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Table 4-4. FY 2026 Highway Projects, *Continued*

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures					
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3		
13 - Boone County Highway Department(BCHD)																	
13-25-3	Structure replacement at Graham Rd and Stone Quarry Rd	Graham Rd & Stone Quarry Rd	Bridge	CON	-	-	-	-	Local	900	\$900						
Total						\$0		\$0		\$900	\$900						
14 - City of Belvidere (BEL)																	
14-21-1	Fifth Avenue	7th Street to Locust Avenue	3R	CON	-	-	-	-	Local	\$4,600	\$4,600						
Total						\$0		\$0		\$4,600	\$4,600						
21 - Ogle County Highway Department(OCHD)																	
21-24-1	German Church Rd (Section 20-00333-00-RS)	IL Route 72/ River Road to Deer Path Road	3R	CON	STBG-R	\$740	-	-	Local	\$185	\$925						
Total						\$740		\$0		\$185	\$925						
24 - Illinois State Toll Highway Authority (IL Tollway)																	
24-19-5	Clean and Televised Drainage System	I-90, MP 2.6 to MP 18.3	Other	CON	-	-	-	-	ISTHA	\$1,500	\$1,500						
24-21-2	Bypass US 20 Bridge Reconstruction	I-90, MP 19.8	Bridge	CON	-	-	State	\$12,500	ISTHA	\$5,250	\$17,750						
Total						\$0		\$12,500		\$6,750	\$19,250						
47 - Village of Roscoe (VR)																	
No Project Listed											\$0						
Total						\$0		\$0		\$0	\$0						
50 - Village of Winnebago (VW)																	
50-23-4	McNair Road/Westfield Road Overlay	Heeren Dr to Flaconer Road/Mcnair Rd to Hawkins Dr	3R	CON	-	-	-	-	Local	\$500	\$500						
Total						\$0		\$0		\$500	\$500						

Figure 4-3: FY 2026 Highway Projects

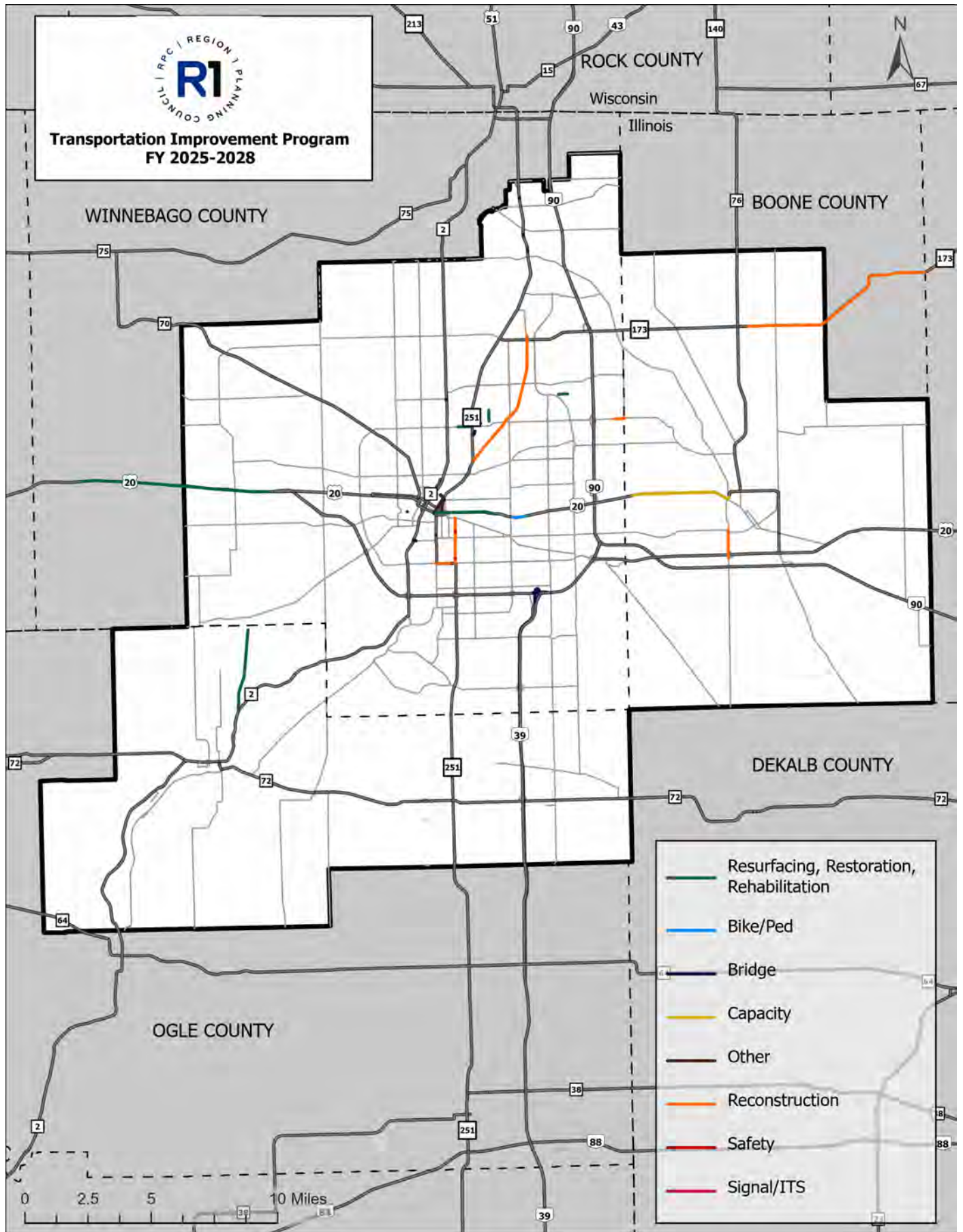


Source: Region 1 Planning Council

Table 4-5. FY 2027 Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures					
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3		
01 - Illinois Department of Transportation (IDOT)																	
1-18-11	IL 173	0.4 mile of IL 76 to McHenry County Line	Recon.	CON	NHPP	\$15,360	State	\$3,840	-	-	\$19,200			X			
1-20-3	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	CON	NHPP	\$38,641	State	\$9,659	-	-	\$48,300				X		
1-20-3	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	CE	NHPP	\$4,032	State	\$1,008	-	-	\$5,040				X		
1-20-17	US 20	0.2 mi W. Pecatonica Rd to 0.2 mi W. Falconer Rd	3R	CON	NHPP HSIP	\$16,000 \$3,681	State	\$4,409	-	-	\$24,090			X			
1-20-17	US 20	0.2 mi W. Pecatonica Rd to 0.2 mi W. Falconer Rd	3R	CE	NHPP	\$1,920	State	\$480	-	-	\$2,400			X			
1-21-12	ILL 251	Kishwaukee Street to east of 9th Street in Rockford	Recon.	ROW	NHPP	\$400	State	\$100	-	-	\$500			X			
1-23-11	IL 251	Dry creek, N & S Kinnikinnick Creek	Bridge	CON	NHPP	\$10,000	State	\$2,000	-	-	\$12,000			X			
1-23-11	IL 251	Dry creek, N & S Kinnikinnick Creek	Bridge	CE	NHPP	\$1,148	State	\$287	-	-	\$1,435			X			
1-24-2	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$501	State	\$56	-	-	\$557		X				
1-24-3	I-39	Northbound ramp to US 20 Westbound	Bridge	CON	NHPP	\$898	State	\$100	-	-	\$998			X			
1-25-4	US BUS 20	3rd St to Fairview Blvd in Rockford	3R	CON	NHPP	\$4,200	State	\$1,050	-	-	\$5,250			X			
1-25-5	IL 251	Over Creek S of Elmwood Rd in Rockford	Other	CON	NHPP	\$280	State	\$70	-	-	\$350			X			
Total						\$97,061		\$23,059		\$0	\$120,120						
03 - City of Rockford (RKFD)																	
3-18-8	East State Street Sidewalk Gaps	Alpine Road to Newton Drive	Bike/Ped	DES	-	-	-	-	Local	\$50	\$50	X	X				
3-20-1	15th Avenue over Rock River	15th Avenue over Rock River	Bridge	CON	ISBP	\$2,718	-	-	Local	\$680	\$3,398						
3-20-23	11th Street Corridor Revitalization (Phase 3)	US-Bypass-20 to Charles Street	Recon.	CON	-	-	-	-	Local	\$1,000	\$1,000			X			
3-20-21	9th Street 2-Way conversion (Whitman St Interchange)	Whitman Street to East State Street	Other	CON	STBG-U Other	\$4,242 \$7,321	Rebuild IL	\$852	Local	\$2,000	\$14,415			X			
3-23-21	Corbin Street Bridge	Over Kent Creek	Bridge	DES	-	-	-	-	Local	\$100	\$100						
3-23-23	Traffic Signal Upgrade Program - 2027	City-wide	Safety	CON	-	-	-	-	Local	\$150	\$150						
3-24-1	Neighborhood Program - 2027	City-wide	3R	CON	-	-	-	-	Local	\$6,500	\$6,500						
3-24-3	Arterial & Collector Street Program - 2027	City-wide	3R	CON	-	-	-	-	Local	\$6,700	\$6,700						
3-24-4	Commercial & Industrial Street Program - 2027	City-wide	3R	CON	-	-	-	-	Local	\$250	\$250						
3-24-5	Local Bridge Program - 2027	City-wide	Bridge	CON	-	-	-	-	Local	\$2,700	\$2,700						
3-24-6	11th Street Bridge	Over Keith Creek	Bridge	PE	-	-	-	-	Local	\$200	\$200						
3-24-7	ADA Transition Plan Improvements - 2027	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150						
3-24-8	Bicycle Program - 2027	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300	X	X				
3-24-9	Sidewalk Program - 2027	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550	X	X				
3-24-11	Traffic Safety Program - 2027	City-wide	Safety	CON	-	-	-	-	Local	\$100	\$100			X			
3-25-18	11th Street & UP RR	11th Street 0.02 mile S of Woodruff Avenue	Safety	CON	-	-	GCPF	\$911	Local/Private	\$30	\$941			X			
3-25-19	11th Street & CN RR	11th Street 0.1 mile S of Woodruff Avenue	Safety	CON	-	-	GCPF	\$283	-	-	\$283			X			
3-25-20	11th Street & CN RR	11th Street 0.05 mile S of 23rd Avenue	Safety	CON	-	-	GCPF	\$80	-	-	\$80			X			
Total						\$14,281		\$2,126		\$21,460	\$37,867						
04 - City of Loves Park (LP)																	
4-19-8	Clifford Avenue	Bridge Over Drainage Channel	Bridge	DES	-	-	-	-	Local	\$1,200	\$1,200						
4-19-13	Loves Park Drive	Bridge Over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$1,200	\$1,200						
4-19-17	Grand Avenue	Bridge Over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$1,200	\$1,200						
4-23-4	Argyle & Riverside	Paladin Road east to just past Argyle Road	Recon.	ROW	-	-	-	-	Local	\$2,000	\$2,000		X				
4-23-7	Merrill Avenue Bridge	Bridge Over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$1,200	\$1,200						
4-24-4	Brown Parkway Reconstruction	Windsor Road south to the Drainage Ditch	3R	DES	-	-	-	-	Local	\$1,800	\$1,800						
4-25-1	Riverside Reconstruction	Riverside Bridge to N. 2nd	3R	PE	-	-	-	-	Local	\$3,000	\$3,000			X			
4-25-2	Lanterne Drive	Oakcrest Lane to Candelabra	3R	PE	-	-	-	-	Local	\$750	\$750						
Total						\$0		\$0		\$12,350	\$12,350						
05 - Village of Machesney Park (MP)																	
5-22-6	Forest Hills Road Improvements	IL 251 and Hutchins Road	Recon.	STUDY	-	-	-	-	Local	\$9,520	\$9,520						
Total						\$0		\$0		\$9,520	\$9,520						
14 - City of Belvidere (BEL)																	
14-21-3	Appleton Road	US 20 Eastbound Ramps to Kishwaukee River Bridge	Recon.	CON	Other	\$30,000	TARP	\$126	Local	\$3,074	\$33,200						
Total						\$30,000		\$126		\$3,074	\$33,200						
21 - Ogle County Highway Department(OCHD)																	
21-25-1	Kennedy Hill Rd Resurfacing (Section 24-00351-00-RS)	Winnebago County Line to IL Route 2	3R	CON	STBG-R	\$720	-	-	Local	\$180	\$900						
Total						\$720		\$0		\$180	\$900						

Figure 4-4. FY 2027 Highway Projects

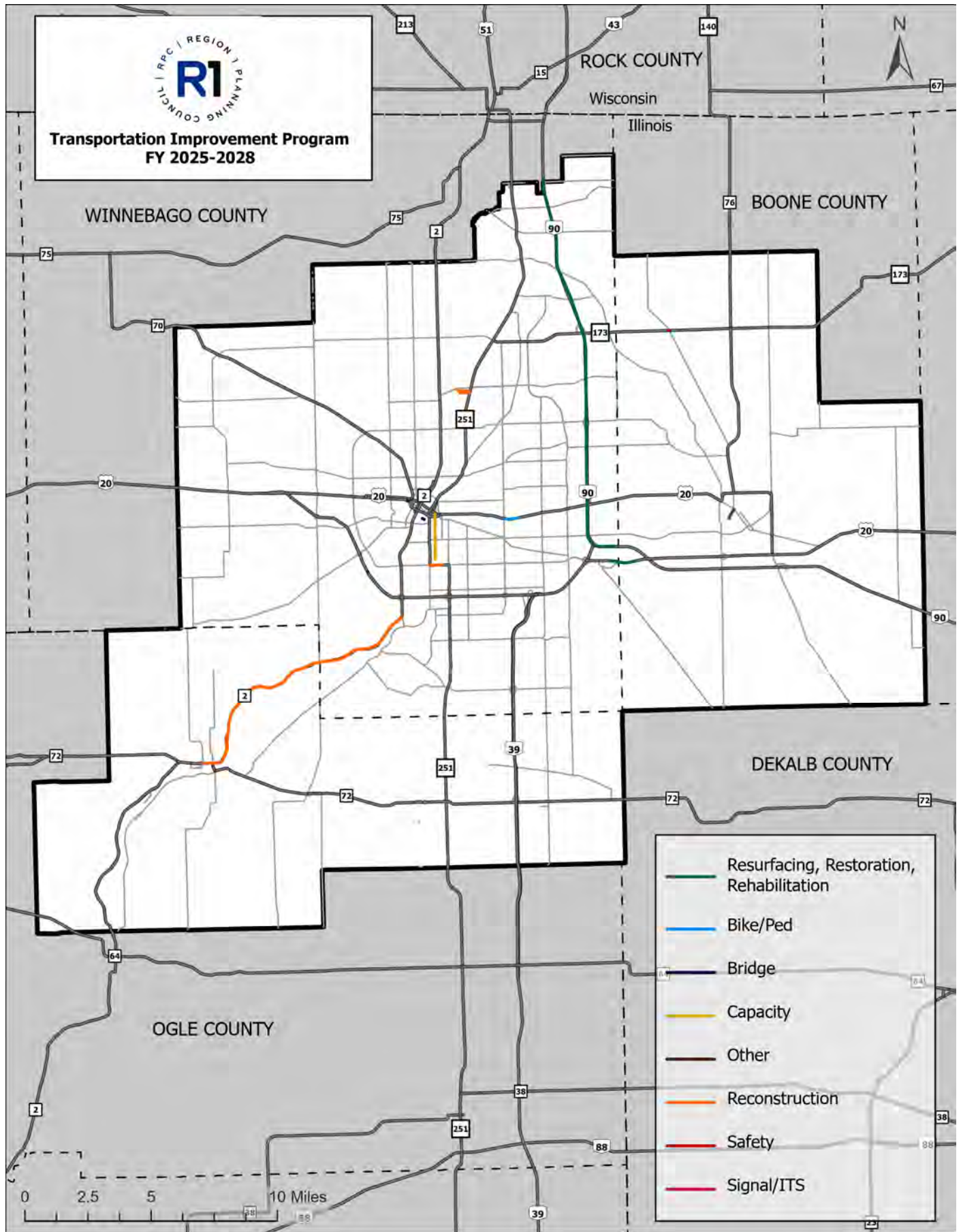


Source: Region 1 Planning Council

Table 4-6. FY 2028 Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
01 - Illinois Department of Transportation (IDOT)											
1-20-1	IL 2	IL 72 to Beltline Road	Recon.	CON	NHPP	\$67,760	State	\$16,940	-	-	\$84,700
1-20-1	IL 2	IL 72 to Beltline Road	Recon.	CE	NHPP	\$7,200	State	\$1,800	-	-	\$9,000
1-21-12	ILL 251	Kishwaukee Street to east of 9th Street in Rockford	Recon.	CON	NHPP	\$4,620	State	\$1,155	-	-	\$5,775
1-22-9	US 20	0.3 mile east of Kishwaukee River to 0.4 mile west of Wheeler Road	3R	CON	NHPP	\$1,600	State	\$400	-	-	\$2,000
1-25-6	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$1,606	State	\$178	-	-	\$1,784
1-25-7	IL 173	At Caledonia Rd	Safety	CON	HSIP	\$2,362	State	\$264	-	-	\$2,633
					NHPP	\$7					
1-25-8	US BUS 20	Kent Creek 0.1 mi W of Kilburn Ave in Rockford	Bridge	CON	NHPP	\$1,616	State	\$404	-	-	\$2,020
1-25-9	US 20 (Rockford Bypass)	At Montague Rd 1.5 mi E of Meridian Rd in Rockford	Bridge	CON	NHPP	\$714	State	\$179	-	-	\$893
Total						\$87,485		\$21,320		\$0	\$108,805
02 - Winnebago County Highway Department(WCHD)											
No Projects Listed											\$0
Total						\$0		\$0		\$0	\$0
03 - City of Rockford (RKFD)											
3-18-8	East State Street Sidewalk Gaps	Alpine Road to Newton Drive	Bike/Ped	CON	TAP	\$268	-	-	Local	\$56	\$324
3-20-2	1st Street and 2nd Street Bridges	Over Union Pacific Railroad	Bridge	CON	-	-	Other	\$2,400	Private	\$750	\$3,150
3-23-5	6th & 9th Street Two-Way Conversion	23rd Avenue to State Street	Capacity	CON	-	-	-	-	Local	\$4,000	\$4,000
3-25-1	Neighborhood Program - 2028	City-wide	3R	CON	-	-	-	-	Local	\$6,500	\$6,500
3-25-2	Arterial & Collector Street Program - 2028	City-wide	3R	DES	-	-	-	-	Local	\$6,000	\$6,000
3-25-3	Local Bridge Program - 2028	City-wide	Bridge	CON	-	-	-	-	Local	\$100	\$100
3-25-4	ADA Transition Plan Improvements - 2028	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150
3-25-5	Bicycle Program - 2028	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300
3-25-6	Sidewalk Program - 2028	City-wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550
3-25-7	Traffic Safety Program - 2028	City-wide	Safety	CON	-	-	-	-	Local	\$100	\$100
Total						\$268		\$2,400		\$18,506	\$21,174
04 - City of Loves Park (LP)											
No Projects Listed											\$0
Total						\$0		\$0		\$0	\$0
05 - Village of Machesney Park (MP)											
5-22-1	Shoreland road & Shore Drive	IL 251 to North end of Shore Drive	Recon.	STUDY	-	-	-	-	Local	\$1,800	\$1,800
5-23-2	Huron Road Improvements	Shore Drive to Spruce	Recon.	STUDY	-	-	-	-	Local	\$1,100	\$1,100
Total						\$0		\$0		\$2,900	\$2,900
13 - Boone County Highway Department(BCHD)											
No Projects Listed											\$0
Total						\$0		\$0		\$0	\$0
14 - City of Belvidere (BEL)											
14-17-2	West Harrison Street	State Street to Jackson Street	3R	CON	-	-	-	-	Local	\$2,575	\$2,575
Total						\$0		\$0		\$2,575	\$2,575
21 - Ogle County Highway Department(OCHD)											
No Projects Listed											\$0
Total						\$0		\$0		\$0	\$0
24 - Illinois State Toll Highway Authority (IL Tollway)											
24-21-3	Pavement Resurfacing and structural Rehabilitation	I-90, MP 2.6 to MP 18.3	3R	CON	-	-	-	-	ISTHA	\$51,000	\$51,000
Total						\$0		\$0		\$51,000	\$51,000
47 - Village of Roscoe (VR)											
No Projects Listed											\$0
Total						\$0		\$0		\$0	\$0
50 - Village of Winnebago (VW)											
No Projects Listed											\$0
Total						\$0		\$0		\$0	\$0

Figure 4-5. FY 2028 Highway Projects



Source: Region 1 Planning Council

Table 4-7. Previously Approved Highway Projects

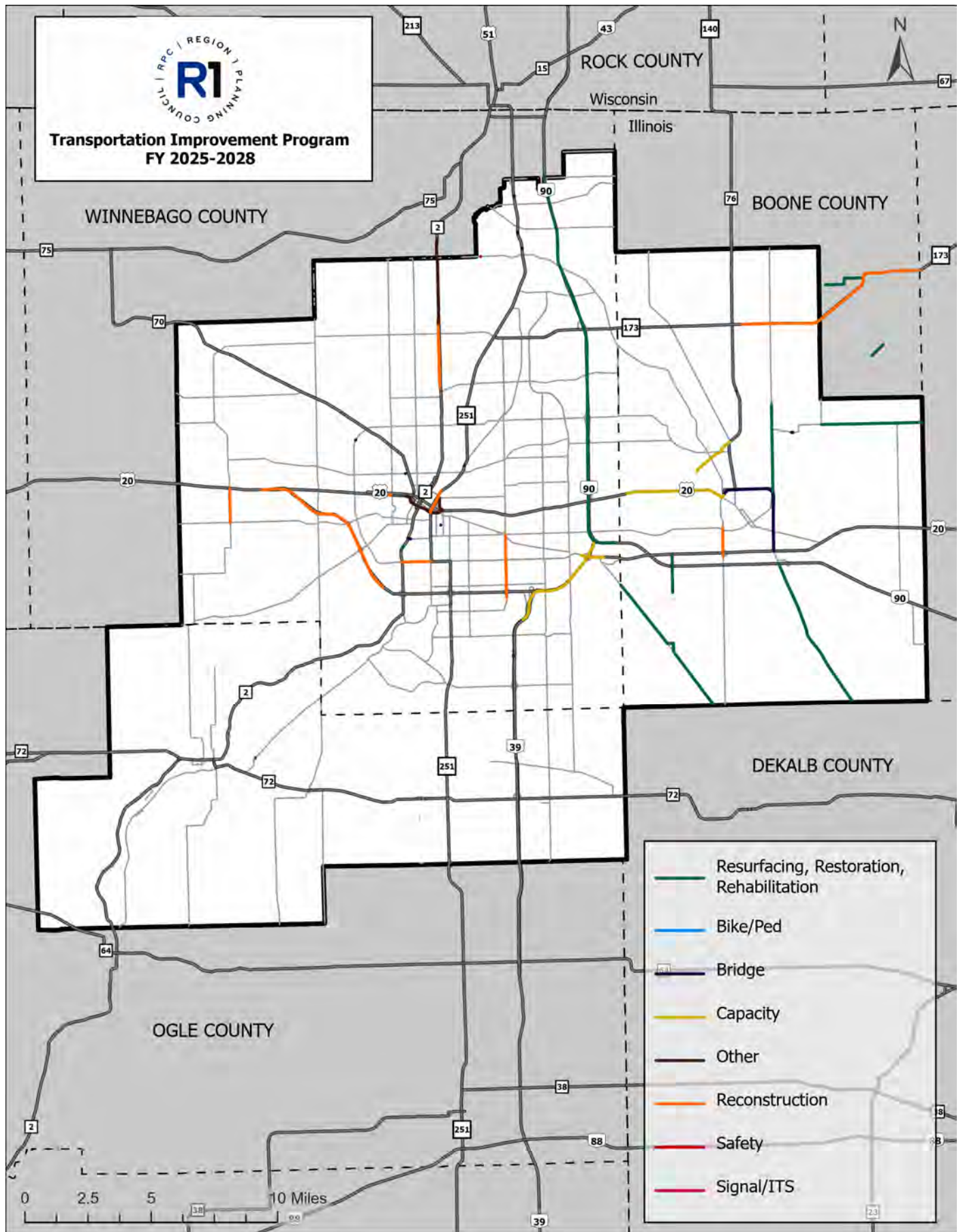
Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures					
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3		
01 - Illinois Department of Transportation (IDOT)																	
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Rd to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee River; Harrison Ave: Bell School Rd to I-39	Capacity	PE	NHPP	\$1,705	State	\$425	-	-	\$2,130	X				X	
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Rd to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee River; Harrison Ave: Bell School Rd to I-39	Capacity	PE	NHPP	\$944	State	\$236	-	-	\$1,180	X				X	
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Rd to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee River; Harrison Ave: Bell School Rd to I-39	Capacity	PE	NHPP	\$7,588	State	\$1,863	-	-	\$9,451	X				X	
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Rd to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee River; Harrison Ave: Bell School Rd to I-39	Capacity	CON	NHPP	\$28,001	State	\$6,999	-	-	\$35,000	X				X	
1-18-3	IL 173	0.4 Mi E of IL-76 to McHenry Co Line; P.E. Phase 1	3R	PE	NHPP	\$680	State	\$170	-	-	\$850						
1-18-3	IL 173	0.4 Mi E of IL-76 to McHenry Co Line; P.E. Phase 1	3R	PE	NHPP	\$480	State	\$120	-	-	\$600						
1-18-11	IL 173	0.4 mile of IL 76 to McHenry County Line	Recon.	PE	NHPP	\$800	State	\$200	-	-	\$1,000						
1-18-11	IL 173	0.4 mile of IL 76 to McHenry County Line	Recon.	ROW	NHPP	\$40	State	\$10	-	-	\$50						
1-18-11	IL 173	0.4 mile of IL 76 to McHenry County Line	Recon.	PE	NHPP	\$1,174	State	\$293	-	-	\$1,467						
1-18-11	IL 173	0.4 mile of IL 76 to McHenry County Line	Recon.	PE	NHPP	\$400	State	\$100	-	-	\$500						
1-20-2	Springfield Avenue	Over North Fork of Kent Creek, 0.5 miles south of IL 70	Bridge	CON	NHPP	\$120	State	\$30	-	-	\$150						
1-20-2	Springfield Avenue	Over North Fork of Kent Creek, 0.5 miles south of IL 70	Bridge	CON	NHPP	\$120	State	\$30	-	-	\$150						
1-20-3	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	PE	NHPP	\$3,360	State	\$840	-	-	\$4,200					X	
1-20-3	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	ROW	NHPP	\$3,200	State	\$800	-	-	\$4,000					X	
1-20-3	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	PE	NHPP	\$3,360	State	\$840	-	-	\$4,200					X	
1-20-6	ILL 2	0.4 mi N of Latham Rd to 0.3 mi N of Roscoe Rd	Recon.	CON	NHPP	\$2,200	State	\$550	-	-	\$2,750						
1-20-9	US BUS20 (Belvidere Bypass)	State Street to Us 20 in Belvidere	Bridge	PE	NHPP	\$2,880	State	\$720	-	-	\$3,600				X		
1-20-9	US BUS20 (Belvidere Bypass)	State Street to Us 20 in Belvidere	Bridge	PE	NHPP	\$2,880	State	\$720	-	-	\$3,600				X		
1-20-12	ILL 251	Dry Creek 0.3 mi N of McCurry Rd, N Kinnikinnick Creek 0.1 mi S of Hononegah Rd & S Kinnikinnick Creek 0.8 mi S of Hononegah Rd	Bridge	PE	NHPP	\$960	State	\$240	-	-	\$1,200						
1-20-13	ILL 251	0.3 miles north of Auburn Street/Spring Creek Road	Other	CON	NHPP	\$600	State	\$150	-	-	\$750						
1-20-19	ILL 2	0.4 mile north of Latham Road to 0.8 mile north of Roscoe Road	Other	ROW	-	-	State	\$250	-	-	\$250						
1-20-20	ILL 251	Dry Creek 0.3 mile north of McCurry Road, north Kinnikinnick Creek 0.1 mile south of Hononegah road a & south Kinnikinnick Creek 0.8 mile south of Hononegah Road	Bridge	PE	NHPP	\$960	State	\$240	-	-	\$1,200				X		
1-20-21	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$1,252	State	\$139	-	-	\$1,391		X				
1-21-1	US 20 Rockford Bypass	0.2 mi W of Falconer Rd to Simpson Rd SW of Rockford	Recon.	PE	NHPP	\$1,080	State	\$270	-	-	\$1,350						
1-21-2	US 20 Business/West State Street	Day Ave to Independence Ave	Recon.	PE	NHPP	\$640	State	\$160	-	-	\$800						
1-21-3	IL 251	Kishwaukee Street to east of 9th Street in Rockford	Recon.	PE	NHPP	\$440	State	\$110	-	-	\$550						
1-21-10	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$3,011	State	\$335	-	-	\$3,346		X				
1-23-5	Downtown Rockford Complete Streets Revitalization	Chestnut/Walnut from West State St to East State St	Other	PE	Other	\$1,157	-	-	Other	\$440	\$1,597						
1-23-5	Downtown Rockford Complete Streets Revitalization	Chestnut/Walnut from West State St to East State St	Other	DES	Other	\$2,315	-	-	Other	\$880	\$3,195						
1-23-14	IL 2	0.2 mi S of Clifton Ave to Pond St in Rockford	3R	CON	NHPP	\$516	State	\$129	-	-	\$645						
1-23-15	Bridge Cleaning	Districtwide	Bridge	CON	STBG-S	\$88	State	\$22	-	-	\$110						
1-23-16	I-39	Kishwaukee River 0.8 mi S of Blackhawk Rd	Bridge	CON	NHPP	\$14	State	\$2	-	-	\$16						
1-24-4	Bridge Preservation (Deck Sealing)	Districtwide	Bridge	CON	Other	\$166	State	\$41	-	-	\$207						
1-24-7	IL 76 Bridge Painting	Beaver Creek 2.5 mi S of IL 173	Bridge	CON	STBG-S	\$140	State	\$35	-	-	\$175						
Total						\$73,271		\$17,069		\$1,320	\$91,660						

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Table 4-7. Previously Approved Highway Projects, *Continued*

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures					
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3		
02 - Winnebago County Highway Department (WCHD)																	
2-20-1	Railroad Grade Crossing Improvements	Roscoe Road at DOT Crossing #387267L	Safety	CON	HSIP	\$225	-	-	Private	\$25	\$250						
2-23-6	Asset Data Collection & AMS	County wide	Plans/Studies	Study	Other	\$535	State	\$134	-	-	\$669						
Total						\$760		\$134		\$25	\$919						
03 - City of Rockford (RKFD)																	
3-20-1	15th Avenue over Rock River	15th Avenue over Rock River	Bridge	PE	-	-	-	-	Local	\$679.50	\$680						
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	PE	STBG-B	\$100	-	-	Local	\$25	\$125			X			
3-20-21	9th Street 2-Way conversion (Whitman St Interchange)	Whitman Street to East State Street	Other	PE	-	-	Rebuild IL	\$2,000	-	-	\$2,000						
3-21-11	Harrison Avenue Recon.	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Recon.	PE	-	-	-	-	Local	\$600	\$600						
3-23-19	Auburn Street Bridge	Over Kent Creek	Bridge	DES	-	-	-	-	Local	\$450	\$450						
3-23-25	Alpine Road	Linden Road to Charles Street	Recon.	DES	-	-	State	\$4,500	-	-	\$4,500						
Total						\$100		\$6,500		\$1,755	\$8,355						
04 - City of Loves Park (LP)																	
No Projects Listed											\$0						
Total						\$0		\$0		\$0	\$0						
05 - Village of Machesney Park (MP)																	
5-21-12	Forest Hills Rd Offsite Drainage Improvements	Steel Drive to Forest Hills Road	Other	CON	-	-	-	-	Local	\$1,980	\$1,980						
5-23-4	Gateway Pond Remediation	N/A	Other	CON	-	-	-	-	Local	\$1,600	\$1,600						
Total						\$0		\$0		\$3,580	\$3,580						
13 - Boone County Highway Department (BCHD)																	
13-18-1	Woodstock Road	Russelleville Rd to McHenry Co.	3R	CON	-	-	-	-	Local	\$750	\$750						
13-21-1	Cherry Valley Road	Village of Cherry Valley to DeKalb Co.	3R	CON	-	-	-	-	Local	\$250	\$250						
13-21-4	Genoa Road	I90 to DeKalb County	3R	CON	-	-	-	-	Local	\$1,000	\$1,000			X			
13-21-5	Woodstock Road Bridge (004-3001)	Woodstock Road over Piskasaw Creek	Bridge	PE	-	-	-	-	Local	\$40	\$40			X			
13-21-5	Woodstock Road Bridge (004-3001)	Woodstock Road over Piskasaw Creek	Bridge	PE	-	-	-	-	-	\$40	\$40			X			
13-21-7	Centerville Road	IL 173 to Stymes Road	3R	CON	-	-	Other	\$202	Local	\$993	\$1,195			X			
13-21-8	Irene Road	US 20 to Quarry	3R	CON	-	-	TARP	\$249	Other	\$249	\$498			X			
13-21-9	Poplar Grove Road	City of Belvidere to Village of Poplar Grove	3R	CON	-	-	TARP	\$630	Local	\$736	\$1,366			X			
13-22-7	Angling Road	Woodstock Road to Capron Road	3R	CON	-	-	-	-	Local	\$600	\$600			X			
13-24-1	Townhall Road Extension	Townhall Rd/State St (on South) and IL76/Caledonia Rd (on North)	Capacity	PE	Other	\$644	Other	\$161	-	-	\$805				X		
Total						\$644		\$1,242		\$4,658	\$6,544						
14 - City of Belvidere (BEL)																	
14-21-3	Appleton Road	US 20 Eastbound Ramps to Kishwaukee River Bridge	Recon.	PE	Other	\$1,666	-	-	Local	\$520	\$2,186			X			
Total						\$1,666		\$0		\$520	\$2,186						
21 - Ogle County Highway Department (OCHD)																	
21-22-2	Kishwaukee Road	Kishwaukee Road (FAS 1069) DOT Crossing # 372350T	Safety	CON	Other	\$428	-	-	Private	\$48	\$475						
Total						\$428		\$0		\$48	\$475						
24 - Illinois State Toll Highway Authority (IL Tollway)																	
24-24-1	Asphalt Pavement Repairs and Bridge Repairs	I-90, MP 2.6 (Rockton Road) to MP 18.9 (Kishwaukee River)	3R	CON	-	-	-	-	ISTHA	\$4,400	\$4,400						
Total						\$0		\$0		\$4,400	\$4,400						
47 - Village of Roscoe (VR)																	
No Projects Listed											\$0						
Total						\$0		\$0		\$0	\$0						
50 - Village of Winnebago (VW)																	
50-23-1	Elida Street Reconstruction	Us Rte 20(West Sate) to Cunningham Rd	Recon.	CON	-	-	-	-	Local	\$500	\$500						
Total						\$0		\$0		\$500	\$500						

Figure 4-6. Previously Approved Highway Projects

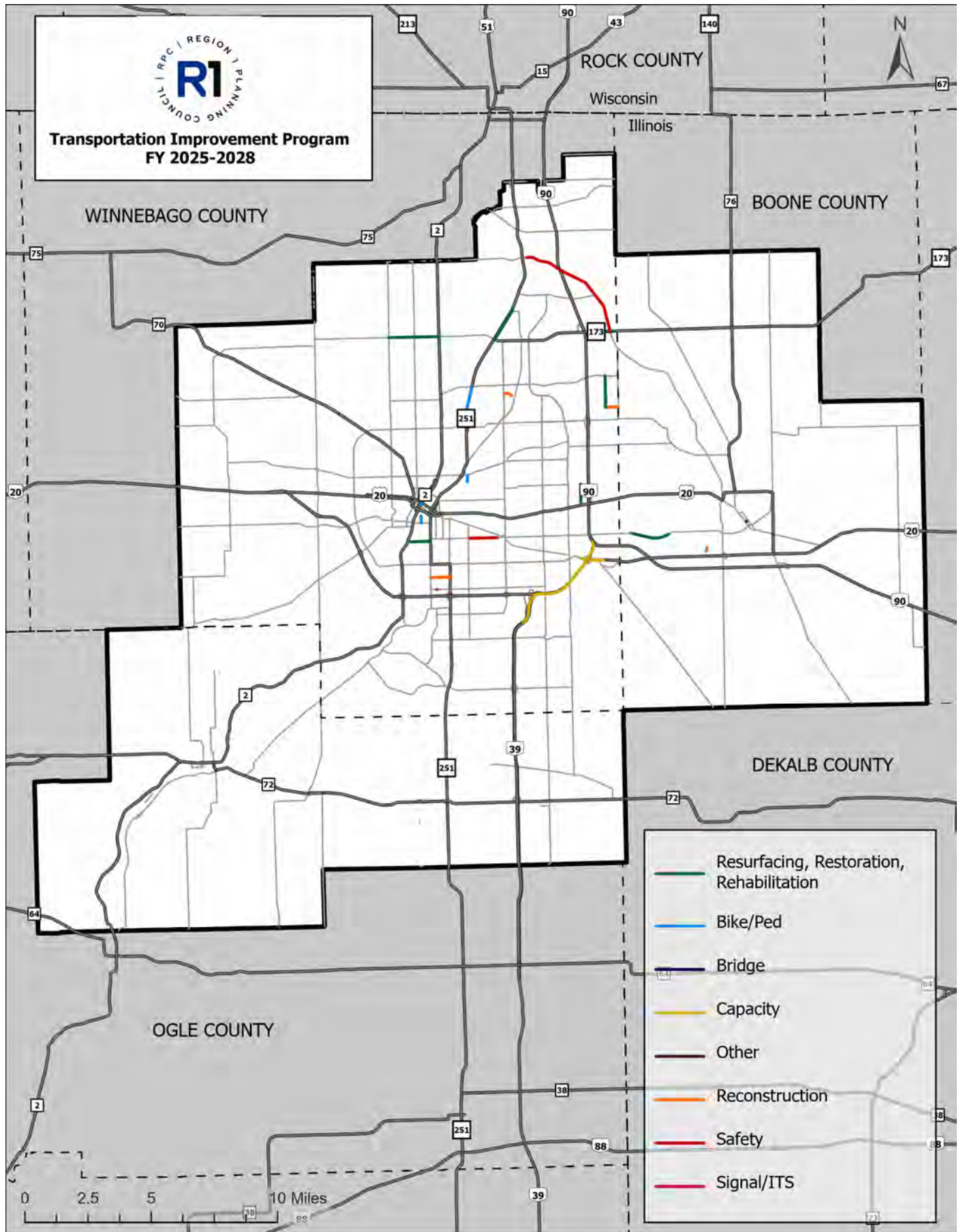


Source: Region 1 Planning Council

Table 4-8. Awarded, Initiated, or Completed Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures					
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3		
01 - Illinois Department of Transportation (IDOT)																	
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Rd to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee River; Harrison Ave: Bell School Rd to I-39	Capacity	CON	NHPP	\$84,291	State	\$15,709	-	-	\$100,000	X				X	
1-21-11	IL 173	0.4 mile east of Lyford Road to 0.1 mile west of Winnebago County Line	3R	CON	NHPP	\$800	State	\$200	-	-	\$1,000			X			
Total						\$85,091		\$15,909		\$0	\$101,000						
02 - Winnebago County Highway Department(WCHD)																	
2-21-2	Belvidere Road	IL 173 to Main Street	Safety	CON	HSIP	\$1,199	-	-	Local	\$925	\$2,319						
					Other	\$195											
2-24-1	Latham Road Widening and Resurfacing	Owen Center Road to IL Route 2	3R	CON	-	-	Other	\$610			\$730						
							TARP	\$120									
2-24-2	Bell School road	Argus Drive to Guilford Road	3R	CON	-	-	Other	\$1,200	Local	\$2,400	\$3,600						
Total						\$1,394		\$1,930		\$3,325	\$6,649						
03 - City of Rockford (RKFD)																	
3-20-15	Springcreek Road to U of I College of Medicine Connection	Sidewalk along the east side of Parkview Avenue from Spring Creek Road to the College of Medicine.	Bike/Ped	CON	TAP	\$442	-	-	Local	\$299	\$740		X				
3-22-3	Downtown Sidewalk Improvements	Main Street from Mulberry Street to Jefferson Street	Bike/Ped	CON	-	-	State	\$120	Local	\$80	\$200		X				
3-22-14	Sandy Hollow Road and Illinois Railway At-Grade Crossing Improvements	Railroad Mile Post 20.29	Safety	CON	Other	\$443	-	-	Local	\$49	\$492		X				
3-22-16	15th Avenue Improvements	Nelson Boulevard to Kishwaukee Street	3R	DES	-	-	-	-	Local	\$1,000	\$1,000						
3-23-17	Com-Ed Multi-Use Path	Morgan Street to UW Sports Factory	Bike/Ped	CON	-	-	-	-	Local	\$100	\$100						
3-23-18	Broadway Road Diet	20th Street to Parkside Drive	Safety	CON	-	-	Other	\$400	Local	\$200	\$600						
3-24-12	Brooke Road Improvements	Kishwaukee Street to 11th Street	Recon.	DES	-	-	Other	\$800	Local	\$500	\$1,300						
Total						\$884		\$1,320		\$2,228	\$4,432						
04 - City of Loves Park (LP)																	
4-20-2	Orth Road	Paladin Parkway to Argyle Road	Recon.	CON	-	-	-	-	Local	\$450	\$450						
4-20-6	Paulson Road	Harlem Road to Orth Road	3R	CON	-	-	-	-	Local	\$920	\$920						
4-23-2	Maple Avenue	Alpine Road east to Buffalo Grove	Recon.	CON	-	-	-	-	Local	\$1,520	\$1,520			X			
4-24-1	Jensen Drive	Riverside Boulevard to River Park Drive	3R	CON	-	-	-	-	Local	\$350	\$350			X			
4-24-2	Road Resurfacing	Various Location	3R	CON	-	-	-	-	Local	\$250	\$250			X			
Total						\$0		\$0		\$3,490	\$3,490						
05 - Village of Machesney Park (MP)																	
5-21-4	IL 251 Sidewalk Improvement	Shareland to Peach Tree	Bike/Ped	DES	-	-	-	-	Local	\$590	\$590	X					
5-21-11	Village wide Resurfacing	Various Locations	3R	STUDY	-	-	-	-	Local	\$1,250	\$1,250			X			
5-22-2	IL 251 East Service Drive	0.15 M North of Gateway Drive to Marlin Drive	3R	STUDY	-	-	-	-	Local	\$630	\$630			X			
Total						\$0		\$0		\$2,470	\$2,470						
13 - Boone County Highway Department(BCHD)																	
No Projects Listed																	
Total						\$0		\$0		\$0	\$0						
14 - City of Belvidere (BEL)																	
14-23-2	Newburg Road	Shaw Road to Irene Road	3R	CON	STBG-U	\$112	State	\$223	Local	\$166	\$501						
14-24-1	Crosslink Parkway Relocation	Morrem to 900 Lineal Feet North	Recon.	CON	-	-	EDP	\$250.00	Local	\$235	\$500						
							TARP	\$15.300									
14-24-2	Kishwaukee Overlook	North Street to the Kishwaukee River	Other	CON	TAP	\$217	-	-	Local	\$57	\$274						
Total						\$329		\$488		\$458	\$1,275						
18 - Boone County Conservation District																	
No Project Listed																	
Total						\$0		\$0		\$0	\$0						
21 - Ogle County Highway Department(OCHD)																	
No Projects Listed																	
Total						\$0		\$0		\$0	\$0						
24 - Illinois State Toll Highway Authority (IL Tollway)																	
No Projects Listed																	
Total						\$0		\$0		\$0	\$0						
47 - Village of Roscoe (VR)																	
No Projects Listed																	
Total						\$0		\$0		\$0	\$0						
50 - Village of Winnebago (VW)																	
50-23-2	Meadows Subdivision Re-surfacing	Various Locations	3R	CON	-	-	-	-	Local	\$250	\$250						
Total						\$0		\$0		\$250	\$250						

Figure 4-7. Awarded, Initiated, or Completed Highway Projects



Source: Region 1 Planning Council

Table 4-9. Illustrative Projects

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
01 - Illinois Department of Transportation (IDOT)															
No Projects Listed															
Total				Total		\$0		\$0		\$0	\$0				
02 - Winnebago County Highway Department(WCHD)															
2-25-3	Latham Road Bridge	Across the Rock River	Bridge	CON		TBD		TBD		TBD	\$12,000				
2-25-6	Baxter Road/Harrisville Road	Intersection	Recon.	PE		TBD		TBD		TBD	\$150				
2-25-6	Baxter Road/Harrisville Road	Intersection	Recon.	ROW		TBD		TBD		TBD	\$350				
2-25-6	Baxter Road/Harrisville Road	Intersection	Recon.	CON		TBD		TBD		TBD	\$1,500				
2-25-8	Cunningham Road Resurfacing	Meridian Road to Morgan Street	3R	CON		TBD		TBD		TBD	\$1,200				
2-25-9	Bell Scool Road Reconstruction	Guilford Road to Olde Creek Road	3R	CON		TBD		TBD		TBD	\$5,000				
Total						\$0		\$0		\$0	\$20,200				
03 - City of Rockford (RKFD)															
3-20-21	9th Street 2-Way conversion (Whitman St Interchange)	Whitman Street to East State Street	Other	CON		TBD		TBD		TBD	\$13,000				
3-21-14	Harrison Avenue	Rock River to Kishwaukee Steet (IL 251)	Recon.	CON		TBD		TBD		TBD	\$10,000				
3-23-16	Rockford Riverfront Path	Rails to Trails Bridge to Whitman Street	Bike/Ped	CON		TBD		TBD		TBD	\$4,500				
3-23-24	Elm Street Bridge Removal	Over Kent Creek	Bridge	CON		TBD		TBD		TBD	\$100				
Total						\$0		\$0		\$0	\$27,600				
04 - City of Loves Park (LP)															
4-23-6	Riverside Bridge over the Rock River	Bridge over the Rock River	Bridge	PE		TBD		TBD		TBD	\$40,000		X		
Total						\$0		\$0		\$0	\$40,000				
05 - Village of Machesney Park (MP)															
5-22-3	IL 251 West Service Drive	Copper to Swanson	3R	STUDY	TBD	\$2,500		-	Local	\$700	\$3,200				
Total						\$2,500		\$0		\$700	\$3,200				
13 - Boone County Highway Department(BCHD)															
13-21-11	Woodstock Road Extension	Grange Hall Rd to Poplar Grove Rd	CON	CON		TBD		TBD		TBD	\$7,000				
13-21-12	Irene Road	Newburg Road to I-90	Capacity	CON		TBD		TBD		TBD	\$5,521				
Total						\$0		\$0		\$0	\$12,521				
14 - City of Belvidere (BEL)															
14-21-2*	IL-76 Extension	US Bus 20 to US 20	Capacity	CON		TBD		TBD		TBD	\$27	X			
Total						\$0		\$0		\$0	\$27				
21 - Ogle County Highway Department(OCHD)															
No Projects Listed															
Total						\$0		\$0		\$0	\$0				
24 - Illinois State Toll Highway Authority (IL Tollway)															
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90, Milepost 19.5	Bridge	CON	-	-	-	-	IHTHA	\$10,000	\$10,000				
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90, Milepost 19.5	Bridge	CON	-	-	-	-	ISTHA	\$16,400	\$16,400				
Total						\$0		\$0		\$10,000	\$10,000				
47 - Village of Roscoe (VR)															
47-23-1	Main Street Reconstruction Project	McDonald Road and Elevator Road	Recon.	DES		TBD		TBD		TBD	\$7,900				
47-23-2	Willowbrook Road Reconstruction	Rockton Road and McCurry Road	Recon.	DES		TBD		TBD		TBD	\$7,550				
47-23-3	Love Road Reconstruction	Rockton Road and McCurry Road	Recon.	DES		TBD		TBD		TBD	\$6,700				
Total						\$0		\$0		\$0	\$22,150				
50 - Village of Winnebago (VW)															
No Projects Listed															
Total						\$0		\$0		\$0	\$0				

Transit Projects

Table 4-10. FY 2025 Transit Projects

Project #	Description	Justification	Unit Cost (000s)		Federal Share (000s)		Other Share (000s)		Total	Notes	Performance Measures			
			Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP	
07 - Rockford Mass Transit District														
7-21-10*	New Discretionary Grant Application	Electric Buses and Charging Stations	-	-	DISC	\$1,912	Local	\$478	\$2,390			X	X	
7-22-5	Building Video Security	Building Upgrades	-	-	5307	\$700	TRC/TDC ^[1]		\$700					
7-22-12	Alternative Fuel Fixed Route Buses/Charging Stations	Replacement Buses (Hybrid Buses)	-	-	TBD	\$8,800			\$8,800				X	
7-24-1	Low/No application	Replacement Buses (Hybrid Buses)	4	\$1,024	5339 (b)	\$4,095	TRC/TDC ^[1]		\$4,095		X	X		
7-24-2	520 Mulberry Renovation Construction	Renovation of older building to make space more efficient.	-	-	5339 (c)	\$2,500	TRC/TDC ^[1]		\$2,500				X	
7-24-3	520 Mulberry Renovation Furniture/Equipment	Renovation of older building to make space more efficient.	-	-	5339 (b)	\$250	TRC/TDC ^[1]		\$250					
7-24-4	520 Mulberry Renovation A&E	Renovation of older building to make space more efficient.	-	-	5339 (b)	\$260	TRC/TDC ^[1]		\$260					
7-24-7	Demand Response Vehicle	Maintain safe, reliable, efficient public transit bus service	3	\$120	5310	\$360	TRC/TDC ^[1]		\$360	\$72,000 in TDCs planned to be requested.			X	
7-24-8	Preventive Maintenance	Extend the useful life of rolling stock	-	-	5307	\$1,159	IDOT	\$290	\$1,449				X	
7-24-12	ADA	Eligible charge for service to persons with disabilities	-	-	5307	\$310	IDOT	\$78	\$387.5					
7-24-13	Operating Including Security	Transit Operations including Security Service	1	\$418	5307	\$209	IDOT	\$209	\$418					X
7-24-14	Support Vehicle	Replace vehicle past useful life	1	\$90	5307	\$90	TRC/TDC ^[1]		\$90	\$18,000 in TDCs planned to be requested.				
7-24-15	Misc. Equipment	Facility Equipment Needs	1	\$160	5307	\$160	TRC/TDC ^[1]		\$160	\$32,000 in TDCs planned to be requested.				
7-24-16	Communication Equipment	Facility communication needs (telephone and camera system)	-	-	5307	\$700	TRC/TDC ^[1]		\$700	\$140,000 in TDCs planned to be requested.				
7-24-18	Shop Equipment	Equipment needed to extend the lifespan of rolling stock	-	-	5307	\$140	TRC/TDC ^[1]		\$140	\$28,000 in TDCs planned to be requested.				
7-25-2	BEB/Charging Infrastructure	Maintain safe, reliable, sustainable bus service	-	-	CPF	\$2,318	TRC/TDC[1]		\$2,318	\$463,667 in TDCs planned to be requested.			X	
7-25-3	Maintenance Shop Equipment	Facility Equipment Needs	-	-	5307	\$1,064	TRC/TDC[1]		\$1,064	\$212,800 in TDCs planned to be requested.				
7-25-4	Misc. Equipment	Facility Equipment Needs	-	-	5307	\$375	TRC/TDC[1]		\$375	\$75,000 in TDC's planned to be requested.				
Total						\$25,402		\$1,054	\$26,457					
26 - Boone County Transit														
26-24-1	Demand Response Vehicle	Maintain safe, reliable, efficient public transit bus service	4	\$120	5310	\$480	TRC/TDC ^[1]		\$480	\$96,000 in TDCs planned to be requested.			X	
						\$480		\$0	\$480					

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

Table 4-11. FY 2026 Transit Projects

Project #	Description	Justification	Unit Cost (000s)		Federal Share (000s)		Other Share (000s)		Total	Notes	Performance Measures			
			Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP	
07 - Rockford Mass Transit District														
7-24-9	Operating Including Security	Transit Operations including Security Service	-	-	5307	\$218	IDOT	\$218	\$436					X
7-24-17	Preventative Maintenance	Extend the useful life of rolling stock	-	-	5307	\$1,227	IDOT	\$307	\$1,534				X	
7-25-5	Battery Electric Bus	Maintain safe, reliable, efficient public transit bus service	8	\$1,500	5339 (c)	\$12,000	TRC/TDC ^[1]		\$12,000	\$2,400,000 in TDCs planned to be requested			X	
7-25-6	ADA	Eligible charges for service to persons with disabilities	-	-	5307	\$310	IDOT	\$78	\$388					
Total						\$13,755		\$602	\$14,358					

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

Table 4-12. FY 2027 Transit Projects

Project #	Description	Justification	Unit Cost (000s)		Federal Share (000s)		Other Share (000s)		Total	Notes	Performance Measures			
			Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP	
07 - Rockford Mass Transit District														
7-24-10	Preventive Maintenance	Extend the useful life of rolling stock	-	-	5307	\$1,834	IDOT	\$458	\$2,292				X	
7-24-11	Operating Including Security	Transit Operations including Security Service	-	-	5307	\$223	IDOT	\$223	\$447					
7-25-7	ADA	Eligible charges for service to persons with disabilities	-	-	5307	\$310	IDOT	\$78	\$388					
Total						\$0		\$759	\$3,127					

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

Table 4-13. FY 2028 Transit Projects

Project #	Description	Justification	Unit Cost (000s)		Federal Share (000s)		Other Share (000s)		Total	Notes	Performance Measures		
			Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
07 - Rockford Mass Transit District													
7-25-8	Preventive Maintenance	Extend the useful life of rolling stock	-	-	5307	\$3,882	IDOT	\$971	\$4,853			X	
7-25-9	ADA	Eligible charge for service to persons with disabilities	-	-	5307	\$310	IDOT	\$78	\$388				
7-25-10	Operating Including Security	Transit Operations including Security Service	-	-	5307	\$988	IDOT	\$988	\$1,976				X
Total				\$0		\$5,180		\$2,036	\$7,216				

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

Table 4-14. Programmed or Completed Transit Projects

Project #	Description	Justification	Unit Cost (000s)		Federal Share (000s)		Other Share (000s)		Total	Notes	Performance Measures		
			Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
07 - Rockford Mass Transit District													
7-20-1	Preventative Maintenance Costs	Extend the useful life of rolling stock.	-	-	5307	\$1,879	IDOT	\$469.69	\$2,348.462			X	
7-20-2	Complementary ADA Costs	Eligible charge for service to persons with disabilities.	-	-	5307	\$260	IDOT	\$65	\$325				
7-20-3	Security Project	Security Service	-	-	5307	\$35	IDOT	\$35	\$70				X
7-21-4	Capital Program Applications	Rehabilitation/Facility Expansion (Facility #1 - 520 Mulberry)	-	-	-	-	IDOT	\$32,664	\$32,664				
7-24-6	Replacement Paratransit Vehicles with Equipment	Maintain safe, reliable, efficient Demand Response Service	-	-	5339 (b)	\$487.556	-	-	\$487.556			X	
7-21-19	Replacement Paratransit Vehicles with Equipment	Maintain safe, reliable, efficient Demand Response Service	-	-	5310	\$516.298	TRC/TDC ^[1]	-	\$516.298			X	
7-21-20	Replacement Paratransit Vehicles with Equipment	Maintain safe, reliable, efficient Demand Response service	-	-	5339	\$220	TRC/TDC ^[1]	-	\$220			X	
7-21-22	ARPA Operating Costs	Transit Operations	-	-	5307	\$9,455.408	-	-	\$9,455.408				
7-24-5	Bus Stop Infrastructure/ Amenities	Equipment needs - Electric Battery Charging Station	-	-	5339	\$433.18	TRC/TDC ^[1]	-	\$433.183				
7-21-24	Bus Stop Infrastructure/ Amenities	Facility Equipment Needs	-	-	5339	\$74.325	TRC/TDC ^[1]	-	\$74				
7-22-11	Detached Employee Parking Lot	-	-	-	State	\$255.169	TRC/TDC ^[1]	-	\$255.169			X	
7-22-15	New Discretionary Grant Application	Replacement Buses (Hybrid Buses)	-	-	5339 (c)	\$6,328.98	TRC/TDC ^[1]	-	\$6,328.98				
7-22-16	Demand Response Vehicles	Funding apportioned to Region from FAST Act	-	-	5339	\$373.067	-	-	\$373.067			X	
7-22-17	CRRSAA Operating Funds	Funding apportioned to Region from CRRSAA	-	-	CRRSAA	\$3,124.26	-	-	\$3,124.256				
7-22-18	CVP Grant	Purchase of 6 medium duty vehicles	6	\$100	CVP	\$600	-	-	\$600			X	
7-23-3	Computer Software	-	-	-	5339	\$200	-	-	\$200				
7-23-4	Low/No application	Replacement Buses (Hybrid Buses)	7	\$584.95	5339 (c)	\$4,094.65	TRC/TDC ^[1]	-	\$4,094.652			X	
7-23-5	Demand Response Hardware/Software	Demand Response/Paratransit Scheduling and Dispatch software	-	-	5310	\$294.35	-	-	\$396.607			X	
			-	-	CRRSAA	\$51.13	-	-					
			-	-	ARPA	\$51.13	-	-					
Total				\$685		\$28,733		\$33,234	\$61,967				

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

Table 4-15. Illustrative Transit Projects

Project #	Description	Justification	Unit Cost (000s)		Federal Share (000s)		Other Share (000s)		Total	Notes	Performance Measures		
			Units	Cost/Unit	Source	Amount	Source	Amount			CMP	TAM	PTASP
07 - Rockford Mass Transit District													
7-21-2	Bus Shelters with Real Time Signage	Facility Equipment Needs	-	-	5307	\$1,500	-	-	\$1,500			X	
7-21-9	New Discretionary Grant Application	Solar Array Project and Interior Additio/Rehab (Facility #3 - 625 Mulberry)	-	-	TBD	\$400	TRC/TDC ^[1]	-	\$400				
7-21-14	New Discretionary Grant Application	Multi-Modal Station for Rail-BRT Expansion Needs	-	-	5339 (b)	\$9,000	TRC/TDC ^[1]	-	\$9,000				X
7-22-3	ITS Needs	Mobile Ticketing/Revenue collection	-	-	TBD	\$1,250	-	-	\$1,250				
7-22-9	Repave Parking Lots	-	-	-	TBD	\$35	TRC/TDC ^[1]	-	\$35			X	
7-22-10	Storage Facility - ESTC 725 N Lyford	-	-	-	TBD	\$450	TRC/TDC ^[1]	-	\$450			X	
Total				\$0		\$12,635		\$0	\$12,635				

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

Table 4-16. Section 5307 Program

Year	Project	Agency	Federal	Match	Total Project Cost (000s)
2025	Building Video Security	RMTD	5307	TRC/TDC ^[1]	\$700
2025	Maintenance Equipment	RMTD	5307	TRC/TDC ^[1]	\$140
2025	Preventive Maintenance	RMTD	5307	IDOT	\$1,449
2025	ADA	RMTD	5307	IDOT	\$388
2025	Operating Including Security	RMTD	5307	IDOT	\$418
2025	Support Vehicle	RMTD	5307	TRC/TDC ^[1]	\$90
2025	Misc. Equipment	RMTD	5307	TRC/TDC ^[1]	\$160
2025	Communication Equipment	RMTD	5307	TRC/TDC ^[1]	\$700
2025	Shop Equipment	RMTD	5307	TRC/TDC ^[1]	\$140
2025	Maintenance Shop Equipment	RMTD	5307	TRC/TDC ^[1]	\$1,064
2025	Misc. Equipment	RMTD	5307	TRC/TDC ^[1]	\$375
2026	Operating Including Security	RMTD	5307	IDOT	\$436
2026	Preventative Maintenance	RMTD	5307	IDOT	\$1,534
2026	ADA	RMTD	5307	IDOT	\$388
2027	Preventive Maintenance	RMTD	5307	IDOT	\$2,292
2027	Operating Including Security	RMTD	5307	IDOT	\$447
2027	ADA	RMTD	5307	IDOT	\$388
2028	Preventive Maintenance	RMTD	5307	IDOT	\$4,853
2028	ADA	RMTD	5307	IDOT	\$388
2028	Operating Including Security	RMTD	5307	IDOT	\$1,976
Total					\$18,324

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

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

Table 4-17. RMTD Operating Assistance, Actual and Projected

Rockford Mass Transit District

Fiscal Year	Operating & Maintenance	Operating Revenue	Subsidies		
			State	Local*	Federal
FY 16	\$16,225,280	\$1,810,121	\$10,066,821	\$2,649,476	\$1,624,981
FY 17	\$15,354,015	\$1,626,332	\$9,674,374	\$2,717,187	\$1,587,153
FY 18	\$17,748,860	\$1,738,362	\$10,523,655	\$2,887,821	\$1,727,303
FY 19	\$16,372,579	\$1,810,209	\$10,399,858	\$2,890,149	\$1,718,672
FY 20	\$17,812,151 [^]	\$1,370,847	\$10,721,924	\$3,167,168	\$2,294,580
FY 21	\$17,693,031	\$711,242	\$11,948,737	\$3,202,781	\$3,588,877
FY 22	\$19,985,867	\$1,162,326	\$12,249,185	\$3,693,038	\$3,169,241
FY 23	\$20,981,245	\$1,249,411	\$13,041,714	\$4,044,022	\$3,338,624
FY 24	\$24,522,621	\$1,411,739	\$14,789,050	\$4,229,340	\$4,039,798
FY 25 ^{**}	\$26,699,862	\$1,552,930	\$16,146,977	\$4,403,053	\$4,554,738
FY 26 ^{**}	\$27,500,858	\$1,599,518	\$16,631,386	\$4,535,145	\$4,691,380
FY 27 ^{***}	\$28,325,884	\$1,647,503	\$17,130,328	\$4,671,199	\$4,832,122
FY 28 ^{***}	\$29,175,660	\$1,696,929	\$17,644,238	\$4,811,335	\$4,977,085
FY 29 ^{***}	\$30,050,930	\$1,747,836	\$18,173,565	\$4,955,675	\$5,126,398
FY 30 ^{***}	\$30,952,458	\$1,800,271	\$18,718,772	\$5,104,345	\$5,280,190

* Local funds are provided by Rockford, Loves Park, Machesney Park, Belvidere, Boone County, and SMTD.

** Reflects budgeted totals

*** Reflects projected totals at 3% AGR

[^] FY20 Operating & Maintenance expense does not include a one time reduction of \$7,948,274 applied in 2020 as an adjustment to the District's OPEB liability. The audited financial statements states \$9,863,877 after the adjustment.

Note: Paratransit service costs and purchased transportation services for urbanized Boone County are included.

References

- i American Community Survey 5-Year Estimates (2018)
- ii <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

Appendices & Attachments

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Appendix A:

Glossary of Terms

Acronyms & Abbreviations

3-C Continuing, Comprehensive, and Cooperative

A _____

AC Advance Construction

ATC Alternative Transportation Committee

ACS American Community Survey

AIC Awarded, Initiated, Or Completed

B _____

BCCD Boone County Conservation District

BCCA Boone County Council on Aging

BCPT Boone County Public Transportation

C _____

CMP Congestion Management Process

CMAQ Congestion Mitigation and Air Quality Improvement Program

CVP Consolidated Procurement Program

D _____

DOT Department of Transportation

E _____

EDD Economic Development District

EJ Environmental Justice

EPA U.S. Environmental Protection Agency

F _____

FHWA Federal Highway Administration

FTA Federal Transit Administration

FAST Fixing America's Surface Transportation Act

G _____

GIS Geographic Information System

H _____

HSTP Coordinated Public Transit – Human Services Transportation Plan

I _____

IDOT Illinois Department of Transportation

ISTHA Illinois State Toll Highway Authority

ITS Intelligent Transportation System

L _____

LBA Land Bank Authority

LOTS Lee-Ogle Transportation System

M _____

MPA Metropolitan Planning Area

MPO Metropolitan Planning Organization

MTP Metropolitan Transportation Plan

MFT Motor Fuel Taxes

MAP-21 Moving Ahead for Progress in the 21st Century

N _____

NAAQS National Ambient Air Quality Standards

P _____

PM1 Highway Safety Performance Measures

PM2 Pavement and Bridge Performance Measures

PM3 System Performance Measures and CMAQ

PA Previously Approved

PPP Public Participation Plan

PTASP Public Transportation Agency Safety Plan

R _____

R1 Region 1 Planning Council

RMTD Rockford Mass Transit District

RPD Rockford Park District

S _____

SLATS State Line Area Transportation Study

SPF State Planning Fund

SMTD Stateline Mass Transit District

STIP Statewide Transportation Improvement Program

STBG Surface Transportation Block Grant

T _____

TUP Traditionally Underserved Populations

TAM Transit Asset Management

TA Transportation Alternatives

TAP Transportation Alternatives Program

TIP Transportation Improvement Program

TMA Transportation Management Area

U _____

UZA Urbanized Area

Y _____

YOE Year-Of-Expenditure

Glossary

3-C Process: Continuing, comprehensive, and cooperative transportation planning process.

Source: Federal Highway Administration

A _____

Advanced Construction (AC): 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.

Source: BATIC Institute

Air Quality Index (AQI): An indicator of overall air quality, by taking into account all of the criteria air pollutants measured within a geographic area.

Source: U.S. Environmental Protection Agency

Alternative Transportation: Any mode of personal transportation other than a single-occupant vehicle, including biking, walking, carpooling, and public transportation.

Source: Region 1 Planning Council

Arterial: A class of roads serving major traffic movements (high-speed, high volume) for travel between major points.

Source: Federal Highway Administration

Attainment Area: An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act.

Source: Federal Highway Administration

C _____

Clean Air Act: The law that defines the U.S. Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and stratospheric ozone layer.

Source: U.S. Environmental Protection Agency

Collector: A street that provides direct access to neighborhoods and arterials.

Source: Federal Highway Administration

Complimentary Paratransit Service: Transportation service required by the Americans with Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. This service must be comparable to the level of service provided to individuals without disabilities who use the fixed route. Service must be provided in a corridor $\frac{3}{4}$ of a mile on either side of the bus routes.

Source: Federal Transit Administration

Congestion: The travel time or delay in excess of that normally incurred under light or free-flow travel conditions.

Source: Transportation Research Board

Congestion Management Process (CMP): A systematic approach applied in a metropolitan region to identify congestion and its causes, propose mitigation strategies, and evaluate the effectiveness of implemented strategies.

Source: Federal Highway Administration

Congestion Mitigation and Air Quality Improvement Program (CMAQ): The CMAQ program provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.

Source: U.S. Department of Transportation

Coordinated Human Services Transportation Plan (HSTP): Locally developed transportation plans that identifies the needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. These plans must involve representatives of public, private, and non-profit transportation and human services providers, as well as members of the public.

Source: Federal Transit Administration

Coordinated Human Services Transportation Plan (HSTP): Locally developed transportation plans that identifies the needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. These plans must involve representatives of public, private, and non-profit transportation and human services providers, as well as members of the public.

Source: Federal Transit Administration

D _____

Demand Response Public Transportation: A transit mode comprised of passenger cars, vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations.

Source: Federal Transit Administration

F _____

Financial Analysis: Estimating costs, establishing a revenue baseline, comparing revenues with costs and evaluating new revenue sources.

Source: Federal Highway Administration

Fiscal Constraint: Ensures that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.

Source: Federal Highway Administration

Fixed Route Public Transportation: Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each fixed route trip serves the same origins and destinations.

Source: Federal Transit Administration

Functional Classification (FC): Classification of roadways based on the type of service the road provides to the motoring public.

Source: Federal Highway Administration

I

Intelligent Transportation Systems (ITS): The application of advanced technologies to improve the efficiency and safety of transportation systems.

Source: Federal Highway Administration

J

Jurisdiction: The authority and obligation to administer, control, construct, maintain and operate a highway subject to the provisions of the Illinois Highway Code.

Source: Illinois Department of Transportation

M

Metropolitan Planning Area (MPA): The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607) must be carried out.

Source: Federal Highway Administration

Metropolitan Planning Organization (MPO): A regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state to carry out the metropolitan transportation requirements of federal highway and transit legislation.

Source: Federal Highway Administration

Metropolitan Transportation Plan (MTP): The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

Source: Federal Highway Administration

Metropolitan Statistical Area (MSA): The county or counties (or equivalent entities) associated with at least one urbanized area with a population of at least 50,000, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties.

Source: U.S. Census Bureau

N

National Ambient Air Quality Standards: Regulations establishing national standards for six principal pollutants (including Carbon Monoxide (CO); Lead (Pb); Nitrogen Dioxide (NO₂); Ozone (O₃); Particle Pollution (PM); and Sulfur Dioxide (SO₂)).

Source: U.S. Environmental Protection Agency

National Highway System (NHS): The system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b).

Source: Federal Highway Administration

Appendix B:

Title VI & Environmental Justice

The MPO operates under several federal guidelines to ensure the delivery of public transportation services and the priority setting for transportation improvements does not disproportionately distribute the benefits of these publicly-funded activities away from traditionally underserved populations (TUPs). Conversely, these efforts also seek to ensure that potentially adverse consequences of transportation services or improvements are not disproportionately burdened upon TUPs.

Figure B-1 illustrates the census block groups with higher than a regional average traditionally underserved populations (TUPs). The U.S. Census' 2020 American Community Survey (ACS) 5-Year Estimates, were used to calculate the thresholds for each TUP. A threshold represents the overall concentration of a population across the entire metropolitan planning area. Using the thresholds established, the census block groups were then categorized by how many Title VI and EJ thresholds they exceeded. This allows the census block groups to be mapped showing the concentration of the identified populations. Darker areas

on the map indicates a greater concentration of TUPs.

Table B-1 displays the threshold breakdown of the FY 2025 – 2028 TIP projects by improvement type. This data shows that a majority of the programmed TIP projects are located in at least one of the block groups that has reached at least one of the thresholds. A total of 230 projects are planned for FY 2025 – 2028. Of these projects, 95.2 percent of projects are in areas that have reached at least one of the TUD thresholds.

The benefit and burden analysis provides feedback on the equity of the projects the TIP by providing a high level examination of the impacts various types of may have on TUPs. Table B-2 gives possible benefits, burdens, and mitigation strategies based on proposed project types. Project specific context and related measures are reviewed by the implementing partner agencies.

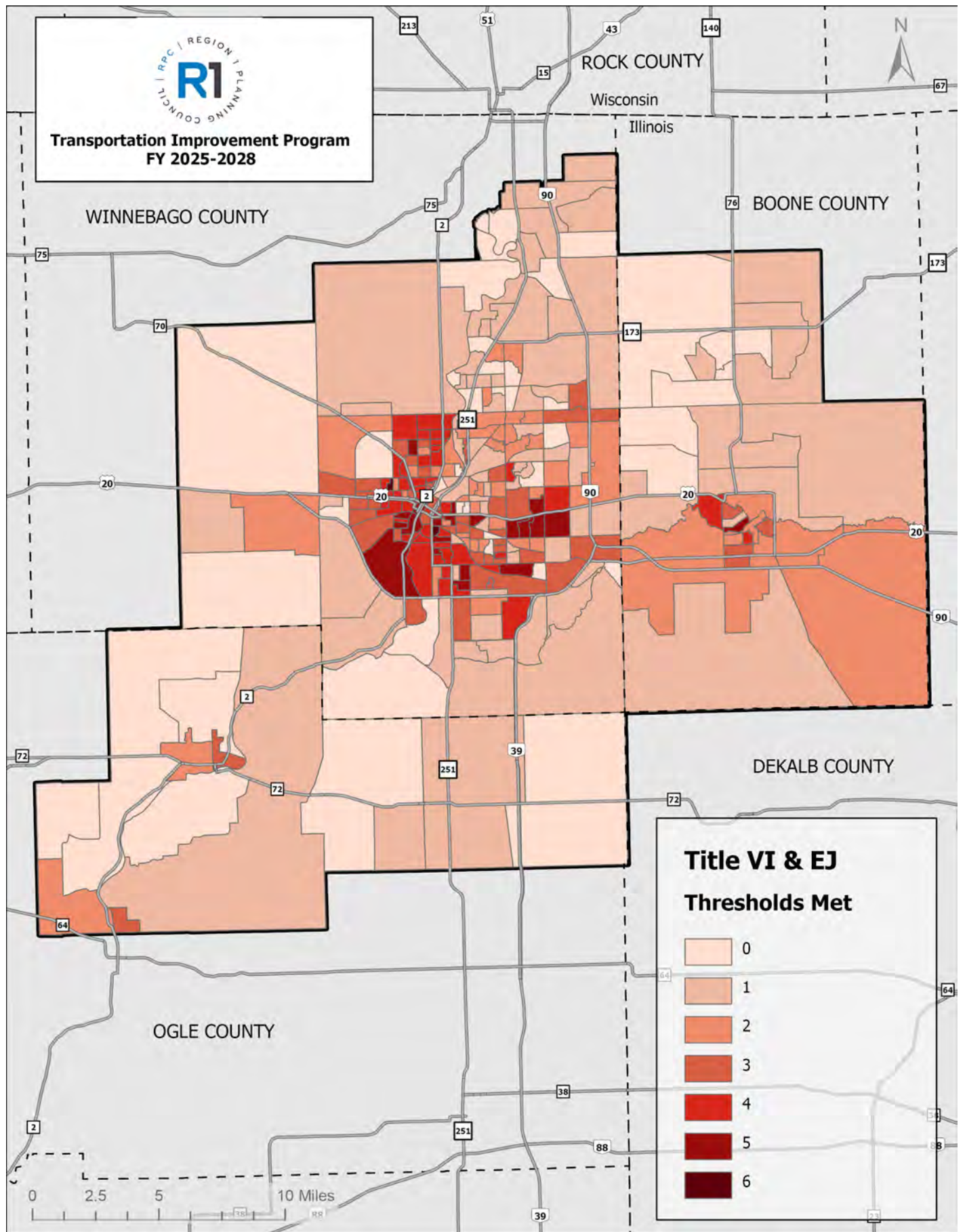
The full in-depth analysis of EJ thresholds and TIP projects can be found in the [“Considerations for Title VI & Environmental Justice”](#) document.

Table B-1: Financial Summary of Programmed Projects & TUD Thresholds

	Meets	Does Not Meet	Total
3R (#)	52	2	54
3R (%)	96%	4%	100%
Bicycle/Pedestrian (#)	17	1	18
Bicycle/Pedestrian (%)	94%	6%	100%
Bridge (#)	49	3	52
Bridge (%)	94%	6%	100%
Capacity (#)	18	0	18
Capacity (%)	100%	0%	100%
Plans/Studies (#)	0	0	0
Plans/Studies (%)	0%	0%	0%
Reconstruction (#)	50	3	53
Reconstruction (%)	94%	6%	100%
Safety (#)	17	2	19
Safety (%)	89%	11%	100%
Signal/ITS (#)	1	0	1
Signal/ITS (%)	100%	0%	100%
Other (#)	15	0	15
Other (%)	100%	0%	100%
All Projects (#)	219	11	230
All Projects (%)	95%	5%	100%

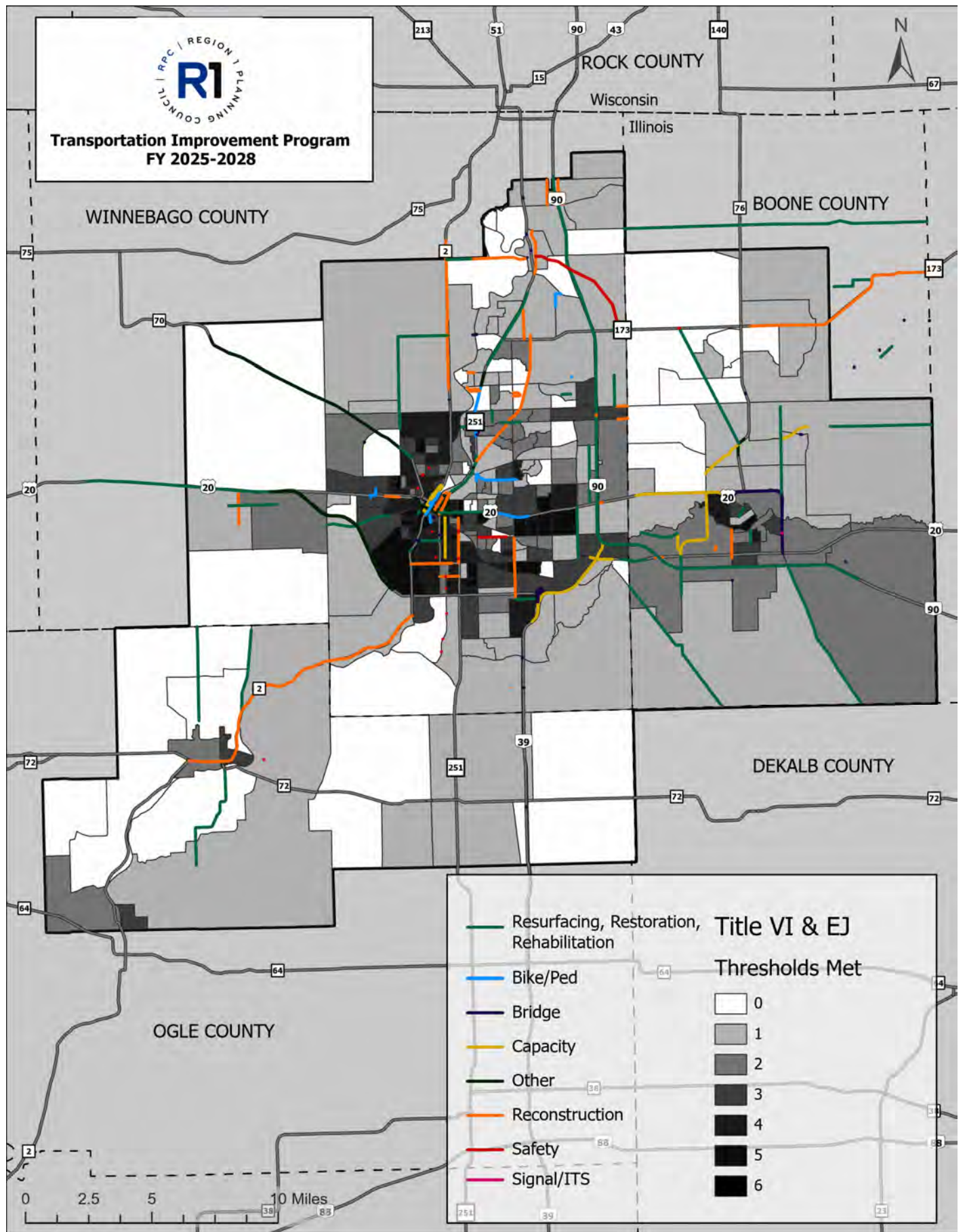
Source: Region 1 Planning Council

Figure B-1: Title VI & EJ Areas by Thresholds Met



Source: Region 1 Planning Council

Figure B-2: Title VI & EJ Areas with TIP Projects



Source: Region 1 Planning Council

Table B-2: Benefits & Burdens Analysis

Benefits & Burdens Analysis

Bridges, Capacity, & Engineering Projects

Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Enhance accessibility & mobility.	Benefits limited to populations with motor vehicles.	Signal synchronization, pedestrian crosswalks, bike lanes, bus routes additions, etc.
Promote economic development.	Increase in noise and air pollution.	Select right-of-way (ROW) for minimum impacts.
Improve safety.	Might impact existing neighborhoods.	Try to incorporate context sensitive design to maintain the neighborhood character.
Improve operational efficiency.		

Resurfacing, Rehabilitation, & Reconstruction (3R) Projects

Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Promote system preservation.	Expansion of shoulder with may impinge on residential property, resulting in additional ROW acquisition.	Close large sections of roadways during non-peak hours to increase resurfacing productivity.
Improve safety.	Diverted traffic during project construction causes potential delays and congestion.	Reroute construction traffic, if needed, to nearby major roads.
Improve operations.	Noise and air pollution during construction.	

Bicycle & Pedestrian Projects

Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Improve quality of life, health & environment by encouraging people to use the bike/pedestrian facilities.	Some traffic calming measures make commercial deliveries difficult.	Create improvement plans to accommodate both motor vehicle traffic & bike/pedestrian usage.
Improve safety to pedestrians & bike riders.	Bike routes takes space for passing turning cars at intersections and reduce on-street parking.	
Provide an alternative to motor vehicles.		

Public Transit Projects

Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Enhance accessibility by transit for Traditionally Underserved Populations (TUP).	Temporary shelter/stop infrastructure may not be ADA accessible.	Increase service communication between operators and public.
Reduce reliance on motor vehicles and improve air quality.	Temporary bus route deviations may be burdensome.	Bus routes should be within walking distance of TUP.
Increase mobility and safety for TUP.		

ITS Improvements & Congestion Management Strategies

Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Enhance mobility & accessibility.	Funding for ITS implementation might not be available.	Multi-modal incorporates transit stations & other modes.
Improve safety.		Have a comprehensive design phase before any ITS projects are implemented.
Enhance system preservation & operational efficiency.		

Appendix C:

Funding Sources

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

Federal

319 Grant Program

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

Capital Investment Grants (CIG)

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

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

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

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

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

High Risk Rural Roads Program (HRRR)

See Highway Safety Improvement Program.

Highway Safety Improvement Program (HSIP)

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

Job Access and Reverse Commute (JARC)

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

National Highway Freight Program (NHFP)

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

improvements (predominately safety improvements).

National Highway Performance Program (NHPP)

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

Rural and Small Urban Areas (Section 5311)

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

State of Good Repair Grants (Section 5337)

Section 5337 program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Funds are apportioned by statutory formulas and the local match is 20 percent of the net capital project cost.

Surface Transportation Program (STP)

See Surface Transportation Block Grant.

Surface Transportation Block Grant (STBG)

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

Transportation Alternatives (TA) Set-Aside

The Transportation Alternatives (TA) set-aside of the STBG program provides funding for projects and activities that promote alternative transportation methods, such as pedestrian and bicycle facilities. The statewide TA program, administered by IDOT has been divided into two separate grant programs: Illinois Transportation Enhancement Program (ITEP) and Safe Routes to School Program (SRTS). The ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. The SRTS program funds programs, both infrastructure-related and non-infrastructure-related projects, that are intended to encourage increase physical activity levels of children in primary and middle schools by making bicycling and walking to school a safer and more appealing transportation alternative. The local TA program, administered by the Rockford MPO, is known as the Transportation Alternatives Program (TAP). Both the ITEP and TAP programs have a competitive selection process and requires a 20 percent local match. IDOT's SRTS program is a competitive selection process and does not require a local match.

Urbanized Area Formula Grant (Section 5307)

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

State

Illinois Commerce Commission (ICC) Funds

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

Illinois Department of Natural Resources (IDNR)

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

Illinois Department of Transportation (IDOT)

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

Illinois Major Bridge Program (IMBP)

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

Illinois Transportation Enhancement Program

See Transportation Alternatives (TA) Set-Aside.

Recreational Trails Program (RTP)

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

Safe Routes to School

See Transportation Alternatives (TA) Set-Aside.

Statewide Planning and Research (SPR)

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

Truck Access Route Program (TARP)

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

whichever is less.

Local

Illinois State Toll Highway Authority (ISTHA)

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

Local

Local funding derived from a source other than those listed.

Motor Fuel Tax (MFT)

Motor fuel tax (MFT) funding is derived from a tax on all volatile liquids compounded or used for fueling motor vehicles for the privilege of operating motor vehicles upon public highways. The current state motor fuel tax rate is 38 cents per gallon of gasoline/gasohol and 45 cents per gallon of diesel fuel. IDOT allocates MFT funds to counties, townships, and municipalities as outlined in the MFT fund distribution statute, 35 ILCS 505/8.

Private

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

Retail Sales Tax (RST)

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

Special Assessment (SA) Funds

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

Tax Increment Financing (TIF) District

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

Appendix D:

Revisions to the Program

The first draft version of the FY 2025-2028 Transportation Improvement Program (TIP) was distributed to the MPO Policy Committee and MPO Technical Committee and made available on the RPC website on May 28, 2024. A press release was distributed noting the draft available for public comment. A 30-day public comment period for the first draft of the FY 2025-2028 TIP was from May 28, 2024 until June 27, 2024.

Listed below are changes made to the May 28, 2024 draft FY 2025-2028 Transportation Improvement Program:

- Addition of several projects for Rockford Mass Transit district based on an amendment to the FY 2024-2027 TIP.
- Addition of several projects for the Illinois Department of Transportation based on the release of the statewide Multi-Year Program (MYP).
- Cost and phase updates to several IDOT projects based on the release of the MYP.

Due to the amount of changes to the May 28, 2024 version of the FY 2025-2028 TIP, the MPO released a second version of the document for a 21-day public comment period, from July 29, 2024 through August 19, 2024.

Listed below are changes made to the July 29, 2024 draft FY 2025-2028 Transportation Improvement Program:

- Addition of project #30-25-01 for the Illinois Department of Natural Resources (IDNR) for improvements to the Lone Rock stairway in Rock Cut State Park.
- Changes to project names at the request of City of Rockford:
 - #3-20-23, 11th Street Corridor Revitalization (Phase 1), US-Bypass 20 to Charles Street in FY 2025
 - #3-20-23, 11th Street Corridor Revitalization (Phase 2), US-Bypass-20 to Charles Street in FY 2025
 - #3-20-23, 11th Street Corridor Revitalization (Phase 3), US-20-Bypass to Charles Street in FY 2027
- Addition of the following projects at the request of City of Rockford:
 - #3-25-8, New Milford School Road & IR RR,

New Milford School Road 0.05 mile E of Falcon Road

- #3-25-9, Blackhawk Road & IR RR, Blackhawk Road 0.1 mile E of Falcon Road
- #3-25-10, Samuelson Road, Samuelson Road 0.05 mile E of Falcon Road
- #3-25-11, Brooke Road & IR RR, Brooke Road 0.1 mile E of Saner Avenue
- #3-25-12, Peoples Avenue & IR RR, Peoples Avenue 0.1 mile W of Starr Street
- #3-25-13, Seminary Street & IR RR, Seminary Street 0.1 mile N of Sayre Street
- #3-25-14, North Horsmans Street & CP RR, North Horsmans Street 0.05 mile N of Auburn Street
- #3-25-15, Auburn Street & CP RR, Auburn Street 0.05 mile W of N Horsman Street
- #3-25-16, School Street & CP RR, School Street 0.05 mile W of Tanner Street
- #3-25-17, Winnebago Street Over Kent Creek, CN RR and CP RR Bridge Rehabilitation, Over Kent Creek, CN RR, and CP RR
- #3-25-18, 11th Street & UP RR, 11th Street 0.02 mile S of Woodruff Avenue
- #3-25-19, 11th Street & CN RR, 11th Street 0.1 mile S of Woodruff Avenue
- #3-25-20, 11th Street & CN RR, 11th Street 0.05 mile S of 23rd Avenue
- Deletion of the following projects at the request of City of Rockford:
 - #3-22-6, Newburg Road, Alpine Road to Mulford Road
 - #3-20-1, 15th Avenue Bridge, Over Rock River
 - #3-21-15, 9th Street 2-Way Conversion (Whitman Street Interchange), Whitman Street to Charles Street
- Changes were made to the cost breakouts to the following projects at the request of City of Rockford:
 - #3-20-9, 8th Avenue Bridge, Over Keith Creek

- #3-20-21, 9th Street Corridor Revitalization (Whitman Street Interchange), Whitman Street to East State Street
- The following projects were moved between fiscal years at the request of City of Rockford:
 - #3-24-11, Traffic Safety Program – 2027, City-wide (Moved to FY 2027 from FY 2025)
 - #3-17-6, Activate Church and Main, Cedar Street to John Street (Moved to FY 2025 from PA)
 - #3-23-15, Highcrest Multi-use path, Jacobi Place to Spring Creek Road, Design Phase (Moved to FY 2025 from PA)
 - #3-23-15: Highcrest Multi-use path, Jacobi Place to Spring Creek Road, ROW phase (Moved to FY 2025 from PA)
 - #3-23-16: Rockford Riverfront Path, Rails to Trails Bridge to Whitman Street (Moved to FY 2026 from PA)
 - #3-24-7: ADA Transition Plan Improvements-2027, City-wide (Change: Moved to FY 2027 from FY 2026)
 - #3-24-8: Bicycle Program-2027, City-wide (Change: Moved to FY 2027 from FY 2026)
 - #3-24-9: Sidewalk Program-2027, City-wide (Change: Moved to FY 2027 from FY 2026)
- The following changes were made to project #3-22-1: Madison Street Corridor Improvements (Phase 1), East State Street to Prairie Street
 - Project name changed to “Madison Street Corridor Improvements (Phase 1)”
 - Moved from FY 2025 to FY 2026
 - Termini was updated
 - Cost breakout was updated
- The following changes were made to project #3-22-1: Madison Street Corridor Improvements (Phase 2), East State Street to Prairie Street
 - Project Name changed to “Madison Street Corridor Improvements (Phase 2)”
 - Moved from FY 2026 to PA
 - Termini was updated
 - Cost breakout was updated
- The following changes were made to project #2-25-2: Elmwood Road Widening & Resurfacing
 - Project name changed to “Elmwood Road Widening & Resurfacing”
- Project extents changed to “Owen Center Road to IL-2”
- Cost breakout updated to include TARP funding.
- The following projects were removed from the list due to administrative errors.
 - #2-25-10: Meridian Road Bridge over the Pecatonica River (Outside of MPA)
 - #1-20-17: US 20, 0.2 mi W. Pecatonica Rd to 0.2 mi W. Falconer Rd (Duplicative instances)
 - #1-21-22: ILL 251, Kishwaukee Street to east of 9th Street in Rockford (Duplicative of #1-21-12)

Comments should be direct to:

Sydney Turner
 Director of Regional Planning
 Region 1 Planning Council
 127 North Wyman Street, Suite 100
 Rockford, IL 61101
 Telephone: 815-319-4180
 E-mail: sturner@r1planning.org

Resolution of Adoption



COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

REGION 1 PLANNING COUNCIL MPO POLICY COMMITTEE

MPO Resolution 2024-13

- RE:** Adoption of the FY 2025-2028 Transportation Improvement Program
- WHEREAS** the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provide for an urban transportation planning process; and
- WHEREAS** 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 2025-2028 TIP was from May 28, 2024 through June 27, 2024 and the draft FY 2025-2028 TIP was made available for review via the MPO website (posted May 28, 2024) as well as through contacting the MPO offices; and
- WHEREAS** the public comment and review period for the second draft FY 2025-2028 TIP was from July 29, 2024 through August 19, 2024 and the second draft FY 2025-2028 TIP was made available for review via the MPO website (posted July 29, 2024) as well as through contacting the MPO offices; and
- WHEREAS** comments have been received and technical corrections have changed the May 27, 2024 version that was made available for public comment, and these corrections have been noted in the appendices of June 28, 2024 version of the document; and
- WHEREAS** the MPO Technical Committee has recommended approval of the FY 2025-2028 TIP;

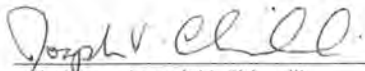
NOW, THEREFORE, BE IT RESOLVED THAT

the MPO Policy Committee adopts the August 23, 2024 version of the FY 2025-2028 Transportation Improvement Program, along with the changes, if any, as to be documented in the minutes of this August 23, 2024 meeting; and

BE IT FURTHER RESOLVED

that the MPO staff is instructed to distribute the FY 2025-2028 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 23rd day of August 2024.



Chairman Joseph V. Chiarelli
MPO Chair



Chairman Rodney Riley
MPO Vice-Chair

Number of members authorized to vote 8

Ayes 8

Nays 0

Abstain 0

Appendix F:

Metropolitan Transportation Planning Process Certification

This page will be updated upon execution.

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