

Transportation Improvement Program

FY 2027-2030

Draft

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 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.

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.

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

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

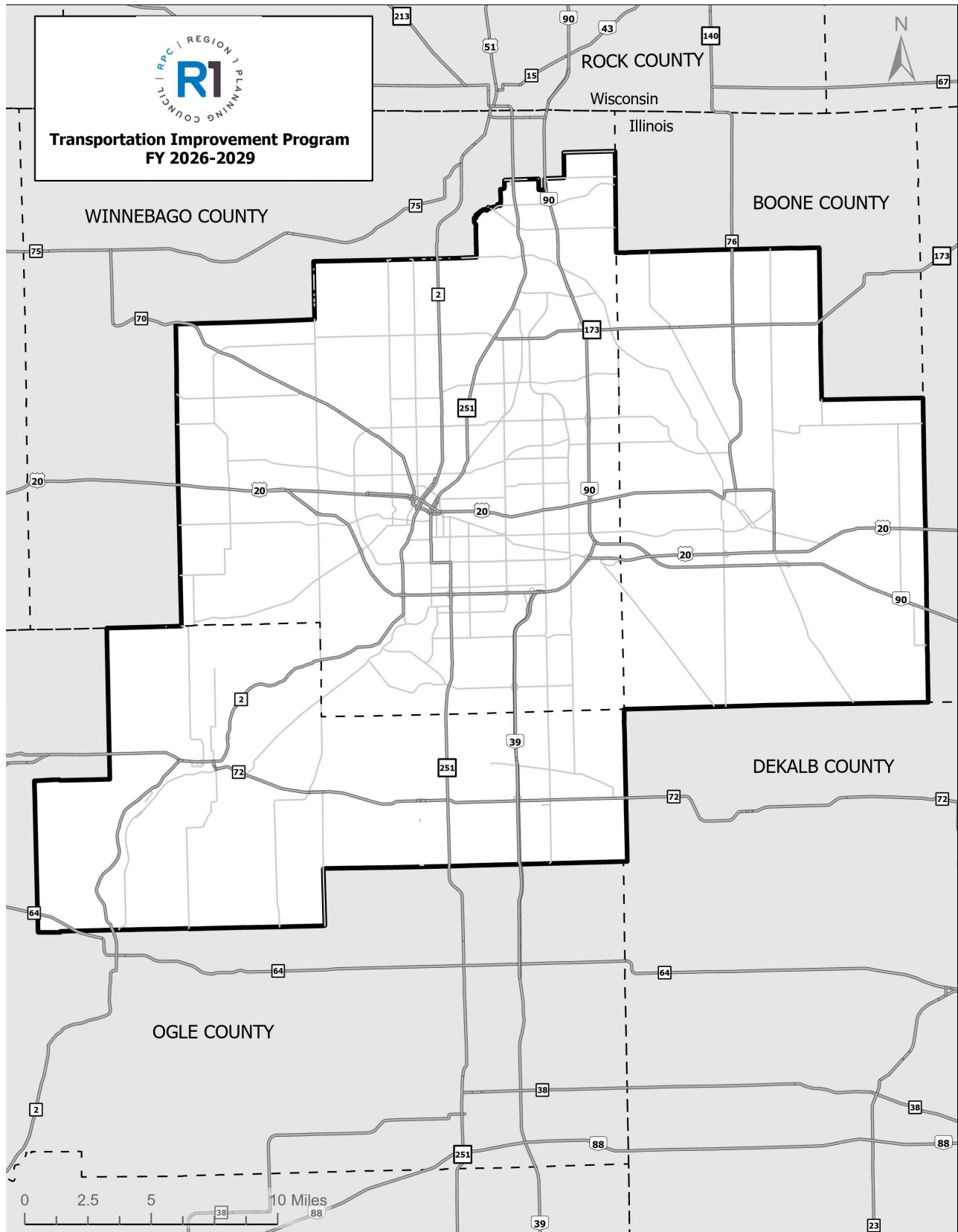
Much of the technical work, of the R1 transportation planning function, accomplished by the MPO, is done by a professional staff under the management of the Director of Metropolitan Planning Organization in close coordination with the R1 Executive Director.

The Planning Area

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

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.

[EXHIBIT: Figure 1-1. Rockford Metropolitan Planning Area]



Metropolitan Statistical Area vs. Metropolitan Planning 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. 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: FHWA

The population of the Rockford MPA was estimated to be 325,106 in 2022. Of those, 282,817 people live within the census defined urbanized areas², or approximately 87 percent of the population in the region. Winnebago County is home to the largest share of the Rockford MPA's population at 79.5 percent, approximately 258,443 residents. Both Boone (50,255 residents) and Ogle Counties (16,408 residents) share the remaining portions of the region's population, 15.5 percent and 5.0 percent of the population, respectively.

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

2. General Overview of the TIP

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

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

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

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

adopted a new set of policies and procedures for the development and management of the TIP in March of 2025. Per this policy, new grouped projects will no longer be added to the TIP; existing grouped projects will remain in the TIP until they pass through the elements as programmed.

Summary of Federal & State Regulations

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

Federal transportation 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;
- Is 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;
- Is updated at least once every four years; and
- Is 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 must include sufficient descriptive materials to identify the project; and
- A description of the anticipated effect of the Transportation Improvement Program toward achieving the performance targets established in the Metropolitan Transportation Plan, linking investment priorities to those performance targets.

Projects included in the TIP are any infrastructure and non-infrastructure transportation projects programmed within the Rockford Metropolitan Planning Area (MPA) for the next four fiscal years. This

includes all surface transportation projects receiving Federal and State funding, projects of regional significance, and public transportation operations and/or capital.

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

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 **Figure 2-1**.

[EXHIBIT: Figure 2-1. Annual TIP Development Process]

Annual TIP Development Process

Phase	Description
1	<p>Project Solicitation Staff works with implementation partners to accurately account for regionally significant and federally- or state-funded projects listed within the current TIP or need to be included in the next iteration.</p> <p>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.</p>
2	<p>Draft Document Staff prepares preliminary draft of the next fiscal year's TIP.</p>
3	<p>Public Involvement Preliminary draft of the next fiscal year's TIP is released for a 30-day comment period.</p> <p>Staff includes a summary of the public comments received and updates the draft document as needed.</p>
4	<p>Committee Actions Proposed TIP is presented to the MPO Technical & Policy Committees for recommendation and adoption, respectively.</p> <p>If changes to the TIP are needed, based on the comments received, the MPO Policy Committee will determine if changes are significant enough to delay adoption and extend the public comment period.</p>
5	<p>Submission to IDOT MPO staff will submit the adopted TIP to IDOT for review and incorporate the TIP into the STIP by reference.</p>

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 acknowledgement 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).

Administrative Modifications

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

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

Amendments

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

- Addition of a new project to the program;
- Increases to funding;
- Redistribution of currently listed funding to a new project phase;
- Change in funding type or funding split and required local matching funds;
- Change in the project scope that results in added capacity;

- Change in programmed year for projects receiving MPO-Attributable Federal Funds; and
- Removal of a project from the program.

Advanced Construction Notices

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

Coordination & Consultation

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

Local & State Partners

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

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

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

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

Public Involvement

Citizens can influence project selection and priority setting within the TIP development process in three ways. By scrutinizing the "out year" projects, the public can determine if the projects they believe to be important are included. Second, citizens can influence the priority setting (i.e., which projects are advanced to the implementation year). Sometimes a project cannot be hastened because engineering, land acquisition, funding, and/or various components have not been accomplished. But many times, aspects may be adjusted and the time for implementation can be lessened. Whenever citizens are concerned about the inclusion and/or priority of a project, they should first contact the specific jurisdiction responsible for 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 several MPO Technical and Policy committee meetings held throughout the year. Formal amendments to the TIP are listed as agenda items for both of those MPO committees, while Administrative Modifications and Advance Construction notices are provided during the MPO agency report to the committees.

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 (**Figure 3-1**), as well as the number and amount of investments that linked to those targets within the TIP (**Figure 3-2**).

[EXHIBIT: Figure 3-1. Performance Management Targets]

Performance Management
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 - 2025 Targets	36.4	1.12	139.49	4.31	18.99
MPO - 2026 Targets	27.0	0.96	145.00	5.15	17.00

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	65.7%	0.4%	29.5%	8.0%	22.8%	12.4%
IDOT - 2024 Targets	65%	1.0%	29.0%	8.9%	18.5%	12.4%
IDOT - 2026 Targets	65%	0.5%	30.0%	8.5%	19.0%	12.0%

System Performance (PM3) Targets

	Miles	Interstate Miles	Reliability Index
MPO - Baseline	100.0%	96.8%	1.21
IDOT - Baseline	85.3%	65.7%	1.28
IDOT - 2024 Targets	80%	91%	1.37
IDOT - 2026 Targets	80%	90%	1.32

System Performance (PM3) Targets

	Miles	Interstate Miles	Reliability Index
MPO - Baseline	100.0%	96.8%	1.21
IDOT - Baseline	85.3%	65.7%	1.28
IDOT - 2024 Targets	80%	91%	1.37
IDOT - 2026 Targets	80%	90%	1.32

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	SMTD
Admin/Maintenance	3	75	4%	0%	-	-
Passenger/Parking	1	30	3%	0%	-	-
Total	4	105	3.5%	0%	-	-

Revenue Vehicles	At/Beyond ULB	Total Vehicles	Percent of Vehicles At/Beyond ULB			
	Statewide	Statewide	Statewide	RMTD	Boone County	SMTD
Articulated Bus	0	19	0%	-	-	-
Automobile	1	1	100%	-	-	-
Bus	179	515	35%	28.57%	100.00%	100.00%
Cutaway	430	943	56%	36.84%	-	-
Ferryboat	3	3	100%	-	100.00%	-
Minivan	173	217	80%	-	-	-
Van	20	48	42%	-	-	-
Total	806	1746	59%	32.71%	100%	100%

Non-Revenue Vehicles	At/Beyond ULB	Total Vehicles	Percent of Facilities Below 3.0 Rating			
	Statewide	Statewide	Statewide	RMTD	Boone County	SMTD
Automobile	13	46	28%	-	-	-
Other Rubber Tire Vehicles	47	149	32%	40%	0%	-
Total	60	195	30%	40%	0%	-

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

Public Transportation Annual Safety Performance Measure Targets

	Fatalities (Total)	Fatalities (per 100k VRM)	Injuries (Total)	Injuries (per 100k VRM)	Safety Events (Total)	Safety Events (per 100k VRM)	System Reliability (Failures/VRM)
Fixed Route	0	0	12	1.20	0	0	3,000 miles
Paratransit/Demand Response	0.00	0.00	8.00	0.80	0	0	10,000 miles

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

[EXHIBIT: Figure 3-2. Performance Management Project Summary]

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 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 of each measure.

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. 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 and Bridge Condition – PM 2

Pavement and Bridge Condition, also known as “PM2”, includes six measures for roadway surface condition and the condition of structures, specifically bridges, within the National Highway System (NHS). These measures include:

1. Percentage of pavements on the Interstate System in Good condition;
2. Percentage of pavements on the Interstate System in Poor condition;
3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition;
4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition;
5. Percentage of NHS bridges classified as in Good condition; and
6. Percentage of NHS bridges classified as in Poor condition.

The Rockford MPA contains a total of 217 NHS Interstate Highway Lane miles, 391 non-Interstate NHS US/State highway lane miles. Additionally, the region has a total of 164 NHS structures. PM 1 projects will reconstruct (and in some cases expand or extend) resurface, restore or rehabilitate NHS pavement or repair or replace NHS bridges and break decks within the planning area.

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. PM 3 projects in the Rockford MPA 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.

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.

Projects of this nature are identified by an asterisk (*) next to the project identification number.

Air Quality Conformity

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

Nonattainment areas 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.

Title VI 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 disadvantaged populations. Conversely, these efforts also seek to ensure that potentially adverse consequences of transportation services or improvements are not disproportionately burdened upon already disadvantaged populations.

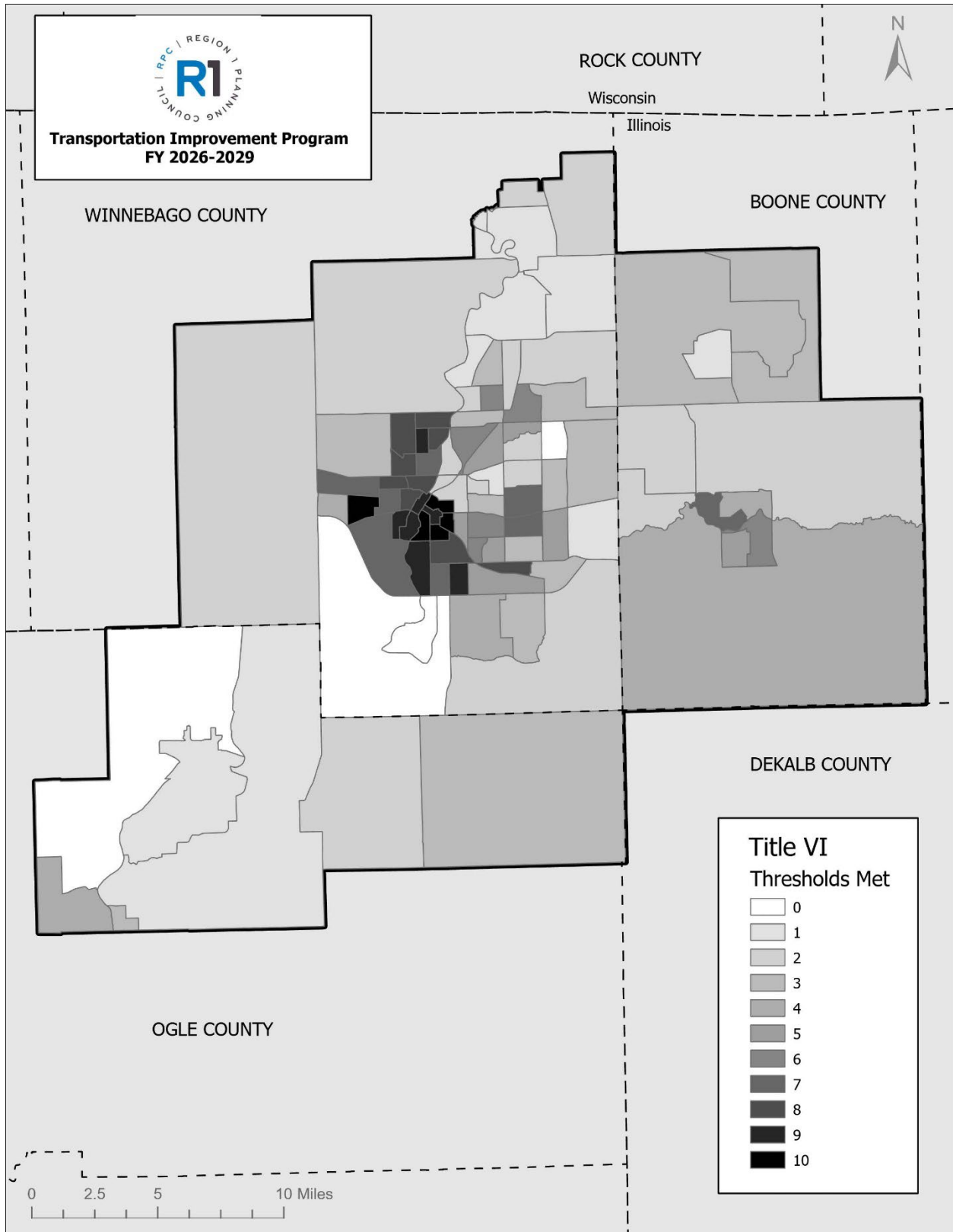
Title VI of the 1964 Civil Rights Act (42 USC 2000d-1) states that, “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal 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).

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:

- Less prominent populations and low-income populations along with other disadvantaged populations should be allocated a fair share of transportation expenditures and services programmed in this TIP.
- Disadvantaged populations should not be burdened with a disproportionate share of the adverse impacts originating from the transportation projects in this TIP.
- In the process of developing this TIP, a concerted effort will be made to determine what populations are going to be affected by the projects in this TIP.
- In follow-up to this TIP, the MPO will periodically review and analyze past projects and transportation decisions to determine if, in fact, all groups have been affected proportionately.
- MPO and its participants will make concerted efforts to inform and involve traditionally disadvantaged population groups in the transportation decision-making process.

Figure 3- illustrates the census block groups with higher than the regional average of disadvantaged populations. 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 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 disadvantaged populations.

[EXHIBIT: Figure 4-1. Title VI Areas by Thresholds Met]



[EXHIBIT: Figure 4-2. Title VI Areas with TIP Projects]

Figure 4-3 displays the threshold breakdown of the FY 2027 – 2030 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.

[EXHIBIT: Figure 4-3. Financial Summary of Programmed Projects & Disadvantaged Population Thresholds]

The benefit and burden analysis provides feedback on the proportionate impact of the projects within the TIP by providing a high level examination of the impacts various types of may have on disadvantaged populations. **Figure 4-4** 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.

[EXHIBIT: Figure 4-4. Benefits & Burdens Analysis]

Benefits & Burdens Analysis

Possible Benefits	Bridges & Capacity Projects 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.		

Possible Benefits	Preservation Projects Possible Burdens	Possible Mitigation Strategies
Promote system preservation.	Expansion of shoulder width 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.	

Possible Benefits	Bicycle & Pedestrian Projects 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.		

Possible Benefits	Public Transit Projects Possible Burdens	Possible Mitigation Strategies
Enhance accessibility by transit for disadvantaged populations.	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 disadvantaged population.		

Possible Benefits	Intersection Projects & Congestion Management Strategies 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.		

The full in-depth analysis of Title VI thresholds and TIP projects can be found in the *“Considerations for Title VI”* 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 2030 as in past trends. It is typical for certain types of funding to fluctuate from one fiscal year to another.

Figure 5-1 illustrates the estimates of public (federal, state, and local) funding by source for FY 2027 – 2030. **Figure 5-2** 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 5-1** and **Figure 5-2**, a combination of federal, state, and local funds will be utilized for both highway and transit projects identified within the TIP.

[EXHIBIT: Figure 5-1. Estimated FY2027-2030 Available Funds]

[EXHIBIT: Figure 5-2. Total Programmed Funds]

Project Prioritization

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), Transportation Alternatives (TA) Set-Aside, and Carbon Reduction Program (CRP) are three of the primary federal funding programs provided to the MPO for the region to implement roadway-related and alternative transportation projects identified in the Metropolitan Transportation Plan (MTP). Project selection for the programming of these funds is done through the authority of the MPO Policy Committee. Additionally, the MPO, in coordination with Rockford Mass Transit District (RMTD), also programs the Federal Transit Administration (FTA) Section 5310 funds in the MPO TIP to enhance 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 October 2024, the MPO Policy Committee adopted a formal procedure and criteria for the selection of projects to receive STBG, CRP and TAP funding (Policies & Procedures for the Distribution of Federal Transportation Funds). 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, STBG³ 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 formula⁴. The MPO’s share is on average an estimated \$4 million per year. The funding allocated for FY 202Y is \$4,976,477. **Figure 6-1** details the STBG allocations that have been received, as well as projected by year.

[EXHIBIT: Figure 6-1. STBG Allocations]

Surface Transportation Block Grant - Urbanized Allocations & Projected

Fiscal Year	Allocation
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	\$4,754,287
2027	\$4,976,477
2028 ^[1]	\$5,145,677
2029 ^[1]	\$5,320,630
2030 ^[1]	\$5,501,531
Total Allocations	\$70,400,602

[1] Projection based on Compound Annual Growth Rate (CAFR). Subject to change.

³ 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).

⁴ The distribution formula for STBG funding can be found in the Appendix F of the *Metropolitan Planning Organization Cooperative Operations Manual*.

[EXHIBIT: Figure 6-2. Historic & Programmed STBG Projects]

Surface Transportation Block Grant - Urbanized
Historic & Committed Projects
Past Projects

Program Year	Past Project	Agency	Total Project Cost	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)
2021	Newburg Road	Belvidere	\$418,200	\$111,793	27%	Completed (2024)
Total			\$86,363,068	\$58,655,221	-	

Active & Committed Projects

Program Year	Past Project	Agency	Total Project Cost	STBG Funds	% Funded with STBG	Status
2022	Riverside Boulevard Project # 02-21-01	WCHD	\$12,554,000	\$8,779,000	70%	Programmed (2026)
2021 & 2022	9th Street 2-Way Conversion (Whitman St Interchange) Project # 03-20-21	Rockford	\$35,242,392	\$4,242,392	12%	Programmed (2027)
2024	S. Perryville Road Rehabilitation Project # 02-24-02	WCHD	\$7,257,000	\$4,457,000	61%	Programmed (2027)
2025	Central Avenue Project # 02-25-12	WCHD	\$1,840,000	\$1,360,000	74%	Programmed (2026)
2026	Latham/Ralston Corridor Widening & Rehabilitation Project # 02-26-02	WCHD	\$5,727,092	\$4,037,092	70%	Programmed (2027)
2027	Harrison Avenue Reconstruction 03-21-11	Rockford	\$10,349,410	\$4,349,410	42%	Programmed (2028)
2027	Townhall/Spring Creek Extension 12-24-01	BCHD	\$14,223,372	\$4,300,770	30%	Programmed (2028)
Total			\$87,193,266	\$31,525,664	-	

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 IJA. 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.

TAP funding is annually allocated to the region with an average estimate of \$600,000 per year. The funding allocated for FY 2026 was \$635,533.

[EXHIBIT: Figure 6-3. Historic & Programmed TAP Projects]

Transportation Alternatives Program
Historic & Committed Projects

Past Projects

Program Year	Project	Agency	TAP Funds	Total Project Cost	% Funded with TAP	Status
2014	Alpine Road Path	MP	\$620,000	\$776,000	80%	Completed (2017)
2018	Jefferson St Bridge; Underpass Approaches	RPD	\$200,000	\$250,000	80%	Completed (2020)
2018	West State Street/Pierpont Ave Sidewalk Gaps	Rockford	\$264,592	\$324,592	82%	Completed (2025)
2021	Lawrenceville Road & Piskasaw Creek Connection	BCCD	\$520,000	\$714,395	73%	Completed (2022)
2021	Springcreek Road to U of I College of Medicine	Rockford	\$325,802	\$543,003	60%	Completed (2025)
Total			\$1,604,592	\$2,064,987		

Active & Committed Projects

Program Year	Project	Agency	TAP Funds	Total Project Cost	% Funded with TAP	Status
2018	East State Street Sidewalks Project # 03-18-08	Rockford	\$268,000	\$468,000	57%	In Design
2023	Kishwaukee Overlook Project # 14-24-02	Belvidere	\$216,871	\$273,989	79%	Construction
2025	Riverside Boulevard Shared Use-Path Project # 02-25-13	WCHD	\$634,000	\$830,000	76%	Programmed (FY26)
2026	Long Prairie Trail Bridge Replacement Phase One Project # 51-26-01	Boone County Conservation District	\$203,074	\$2,538,420	8%	Programmed (FY27)
2026	Bob's Park Streetscape Project # 14-26-03	Belvidere	\$518,148	\$647,686	80%	Programmed (FY27)
2026	Roscoe Road Shared-Use Path Project # 02-26-03	WCHD	\$1,271,066	\$1,705,066	75%	Programmed (FY27)
2026	Poplar Grove North Boone School Bike Lane Project # 13-26-02	BCHD	\$1,271,066	\$1,612,066	79%	Programmed (FY27)
2027	Highcrest Multi-Use Path Project # 03-23-15	Rockford	\$1,271,066	\$7,000,000	18%	Programmed (FY28)
Total			\$484,871	\$741,989		

Carbon Reduction Program

The CRP program was first authorized under IJIA. The program was established to provide funds for projects design to reduce transportation emissions from on-road highway sources. The CRP program is a formula program, with funding distributed to states before being suballocated further to MPOs. In FY 2026 the MPO received its second CRP TMA allocation of \$645.279.

[EXHIBIT: Figure 6-4. Historic & Programmed CRP Projects]

Carbon Reduction Program
Historic & Committed Projects
Past Projects

Program Year	Project	Agency	CRP Funds	Total Project Cost	% Funded with CRP	Status
No Projects Listed						
	Total		\$0	\$0		

Active & Committed Projects

Program Year	Project	Agency	CRP Funds	Total Project Cost	% Funded with CRP	Status
2025	Riverside Boulevard 02-25-14 Project #	WCHD	\$800,000	\$1,080,000	74%	Programmed FY26
2026	Major Intersection Emergency Vehicle Preemption Purchase & Repairs Project # 05-26-02	Machesney Park	\$41,745	\$52,182	80%	Programmed FY27
2027	Bell School Road Reconstruction Project # 02-25-09	WCHD	\$1,290,000	\$7,290,000	18%	Programmed FY28
	Total		\$2,131,745	\$8,422,182		

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 Transportation Alternative Selection Committee (TASC) screens applications for HSTP compliance. Applicants are not guaranteed to receive funding, but it is common for multiple requests to be granted.

[EXHIBIT: Figure 6-5. Programmed Section 5310 Projects]

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 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.⁵

Figure 6-6 details the Program of Projects for Section 5307 funds developed by RMTD for the upcoming fiscal year.

[EXHIBIT: Figure 6-6 Section 5307 Program of Projects]

4. Project Listings

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 2027**).
- Out Years: The three remaining years of the TIP (e.g. **FY 2028-2030**).
- 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 cancelled. Projects in the second year will typically move to the annual element.

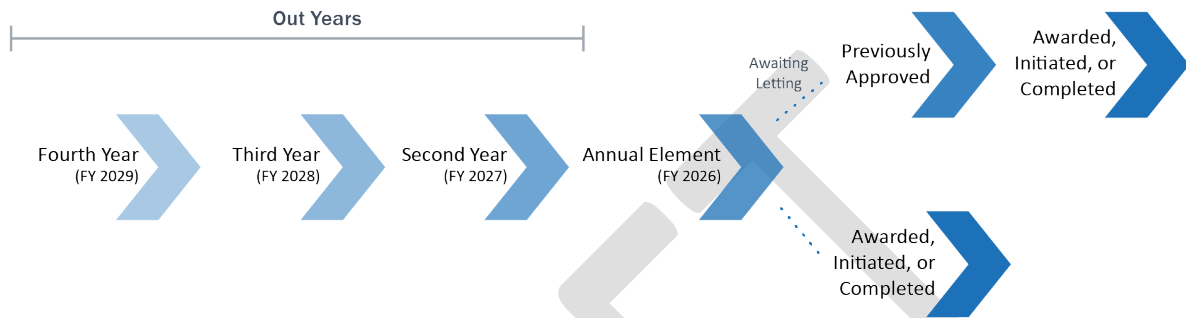
Ideally, a project will move from the annual element into the AIC category for the next annual update of the TIP. However, under certain circumstances, a project may need to be moved into the previously

⁵ <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

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.

The typical lifecycles for projects programmed in the TIP are shown in **Figure 7-1**.

[EXHIBIT: Figure 7-1 Project Life Cycle]



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-##

Project Type

Figure 7-2 below provides a brief description of the types of projects included in the TIP.

[EXHIBIT: Figure 7-2. Project Types]

Project Type	
Project Type	Definition/Examples
Bicycle & Pedestrian	Includes projects that improve bicycle and pedestrian infrastructure, such as multi-use paths, bike lanes, sidewalks, signage, and parking, but excludes maintenance.
Bridge	Includes projects that cover the replacement or rehabilitation of structurally deficient or obsolete bridges to restore safety and integrity, independent of roadway modifications.
Capacity	Includes projects that expand motor-vehicle capacity through new roads, lane additions, turn lanes, or road widening, including associated bridges and grade separations.
Intersection	Includes projects that make improvements to intersections for safety and efficiency, such as turn lanes, traffic signals, sight distance improvements, and synchronization
Preservation	Includes projects than maintain or replace existing roadway infrastructure, including resurfacing, rehabilitation, and reconstruction without changing traffic operations.
Safety	Includes projects that reduce fatalities and serious injuries on roads, bike paths, and transit facilities, such as crosswalks, roundabouts, signage, and guardrails.
Transit	Includes public transportation-related projects, including vehicles replacements

Phase of Work

Figure 7-3 below provides a brief description of the project phases included in the TIP.

[EXHIBIT: Figure 7-3. Phases of Work]

Project Phases Allowed Entry	Definition
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
CE	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

Highway Projects

[EXHIBIT: Table 4-X. FY 2027 Highway Projects]

[EXHIBIT: Figure 4-X. FY 2027 Highway Projects]

[EXHIBIT: Table 4-X. FY 2028 Highway Projects]

[EXHIBIT: Figure 4-X. FY 2028 Highway Projects]

[EXHIBIT: Table 4-X. FY 2029 Highway Projects]

[EXHIBIT: Figure 4-X. FY 2029 Highway Projects]

[EXHIBIT: Table 4-X. FY 2030 Highway Projects]

[EXHIBIT: Figure 4-X. FY 2030 Highway Projects]

[EXHIBIT: Table 4-X. Previously Approved Highway Projects]

[EXHIBIT: Figure 4-X. Previously Approved Highway Projects]

[EXHIBIT: Table 4-X. Programmed or Completed Highway Projects]

[EXHIBIT: Figure 4-X. Programmed or Completed Highway Projects]

[Exhibit: Table 4-X. Illustrative Projects]

Transit Projects

[EXHIBIT: Table 4-X. FY 2027 Transit Projects]

[EXHIBIT: Table 4-X. FY 2028 Transit Projects]

[EXHIBIT: Table 4-X. FY 2029 Transit Projects]

[EXHIBIT: Table 4-X. FY 2030 Transit Projects]

[EXHIBIT: Table 4-X. Programmed or Completed Transit Projects]

[EXHIBIT: Table 4-X. Illustrative Transit Projects]

[EXHIBIT: Table 4-X. Section 5307 Program Allocations]

[EXHIBIT: Table 4-X. RMTD Operating Assistance, Actual and Projected]

Appendices

A. Acronyms

3-C	Continuing, Comprehensive, And Cooperative
AC	Advance Construction
ATC	Alternative Transportation Committee
ACS	American Community Survey
AIC	Awarded, Initiated, Or Completed
BCCD	Boone County Conservation District
BCCA	Boone County Council on Aging
BCPT	Boone County Public Transportation
CMP	Congestion Management Process
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CRP	Carbon Reduction Program
CVP	Consolidated Procurement Program
EDD	Economic Development District
EJ	Environmental Justice
EPA	U.S. Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FAST Act	Fixing America's Surface Transportation
GIS	Geographic Information System
HSTP	Coordinated Public Transit – Human Services Transportation Plan
IDOT	Illinois Department of Transportation
ISTHA	Illinois State Toll Highway Authority
ITS	Intelligent Transportation System
LBA	Land Bank Authority
LOTS	Lee-Ogle Transportation System
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
NAAQS	National Ambient Air Quality Standards
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
RPC	Region 1 Planning Council
RMTD	Rockford Mass Transit District
RPD	Rockford Park District
Section 5310	Enhanced Mobility of Seniors and Individuals with Disabilities Program
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
TAM	Transit Asset Management
TA	Transportation Alternatives
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TMA	Transportation Management Area
UZA	Urbanized Area
YOE	Year-Of-Expenditure

B Glossary of Terms

Annual Average Daily Traffic (AADT)

The total volume of traffic on a highway segment for one year, divided by the number of days in the year. *

Active Transportation

Mode of transportation that only uses the physical activity of a human being.

Alternative Transportation

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

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. Nonattainment areas are areas considered not to have met these standards for designated pollutants. An area may be an attainment area for one pollutant and a nonattainment area for others. *

Congestion Management Process (CMP)

Systematic process for managing congestion. Provides information on transportation system performance and finds alternative ways to alleviate congestion and enhance the mobility of people and goods, to levels that meet state and local needs. *

Cooperative Agreement

Agreement between the governor and the local governments designating the MPO as an organization created to carry out the metropolitan planning process.

Expenditures

1) Actual cash (or electronic transfer) payments made to the States or other entities. Outlays are provided as reimbursement for the Federal share for approved highway program activities. 2) A term signifying disbursement of funds for repayment of obligations incurred. An electronic transfer of funds, or a check sent to a State highway or transportation agency for voucher payment, is an expenditure or outlay. *

Fiscal Constraint

Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation. *

Fiscal Year (FY)

A twelve-month period for which records are kept. The MPO fiscal year is from July 1 –June 30.

Intelligent transportation systems (ITS)

The application of advanced technologies to improve the efficiency and safety of transportation systems. *

Long Range Transportation Plan (LRTP)

A long-range, multimodal plan outlining the region's transportation system goals and priorities over the next 20 years. Now referred to as the Metropolitan Transportation Plan (MTP).

Management & Operations (M&O) Strategies

Programs, projects, or services designed to get the safest and most efficient use out of existing and planned infrastructure.

Metropolitan planning area (MPA)

Determined between the MPO and Governor. At a minimum it must include the urban area boundary (UAB) plus the contiguous area expected to become urbanized within the next 20 years. This is the MPO's boundary.

Metropolitan planning organization (MPO)

The forum for cooperative transportation decision making for the metropolitan planning area (MPA). Any urbanized area over 50,000 in population is required to create an MPO.

Metropolitan Transportation Plan (MTP)

A long-range, multimodal plan outlining the region's transportation system goals and priorities over the next 20 years. Contains a fiscally constrained financial plan including a list of projects likely to be implemented within the lifetime of the MTP. The MTP is updated every 5 years.

National Highway System (NHS)

This system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b). *

Paratransit

Comparable public transportation service required by the American Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. (49 CFR 37) *

Performance Measures

Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates. *

Performance-Based Planning

Process that applies performance management principles to transportation system policy and investment decisions, providing a link between management and long range decisions about policies and investments that an agency makes in its transportation system. **

Policy Committee

The decision-making body for the MPO, which is created by the designation agreement known as the cooperative agreement.

Public Transportation

Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public general or special service on a regular and continuing basis. Also known as “mass transportation”, “mass transit” and “transit.” *

Regionally Significant Project

A project that is on a facility which serves regional transportation needs, including: projects on National Highway System (NHS), projects on Major Collectors and Arterials within the Rockford Metropolitan Planning Area, projects on Minor Collectors that are located inside of the Rockford urbanized area (UZA), bridges projects, safety projects, with specific locations identified, regardless of functional classification; and active transportation projects, with specific locations identified, regardless of functional classification.

Revenue

Remuneration received by carriers for transportation activities. *

Statewide Transportation Improvement Program (STIP)

A multiyear, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIP and processes.

Technical Committee

Established for the purpose of providing technical advice and recommendations to the MPO Policy Committee, and request and deliberate on the technical planning functions and duties of the MPO.

Title VI

Title VI of the Civil Rights Act of 1964. Prohibits discrimination in any program receiving federal assistance. *

Transportation Improvement Program (TIP)

A four-year, multimodal program of prioritized transportation projects and initiatives (comparable to a CIP). The TIP must contain all regionally significant, federally and state funded projects.

Transportation Management Area (TMA)

An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the MPO (or affect local officials), and officially designated by the Administrators of the FHWA and the FTA. The TMA designation applies to the entire metropolitan planning area(s). (23 CFR 500) *

Travel demand model (TDM)

A tool to evaluate existing traffic and future demands on the transportation system. The TDM can be used to help prioritize projects and model existing and future conditions.

Travel Time Reliability

A measure of the quality and variability of travel time.**

Urbanized Area (UZA)

Defined by the Census, the UZA serves as the minimum area for the MPO's planning boundary (or MPA boundary).

*Source: <https://www.fhwa.dot.gov/planning/glossary/>

** Source: <https://ops.fhwa.dot.gov/plan4ops/glossary.htm>

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