



## MPO Policy Committee Meeting

**Friday, March 22, 2024 – 8:30 am**

Region 1 Planning Council

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

### Agenda

1. Call to Order
2. Roll Call
3. Public Comment
4. Discussion Items
  - a. 2025 Metropolitan Transportation Plan (MTP) Update – Financial Assumptions
  - b. FY 2025 Unified Work Program
  - c. Complete Streets Standards
5. Action Items
  - a. Approval of the Meeting Minutes of January 26, 2024
  - b. Amendment to the FY 2024-2027 Transportation Improvement Program (TIP)
  - c. Award of the FY 2024 Surface Transportation Block Grant Funds
6. Directors' Reports
7. Other Business
8. Adjournment

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

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



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

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

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

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

## Historic Funding Levels

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

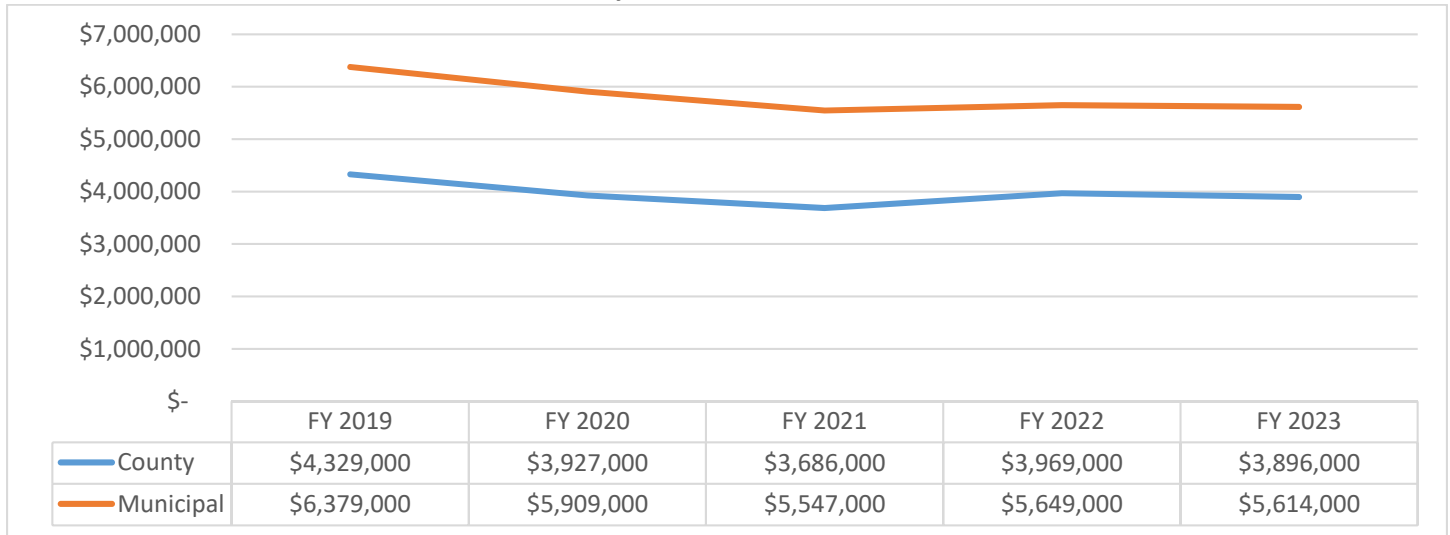
In particular, six programs were examined: Motor Fuel Tax (MFT), Surface Transportation Block Grant – Rural (STBG-R), Surface Transportation Block Grant – Urban (STBG-U), Surface Transportation Block Grant – Transportation Alternatives Set-Aside (TA), Carbon Reduction Program (CRP), and the Highway Bridge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

### Motor Fuel Tax

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

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

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



**Surface Transportation Block Grant**

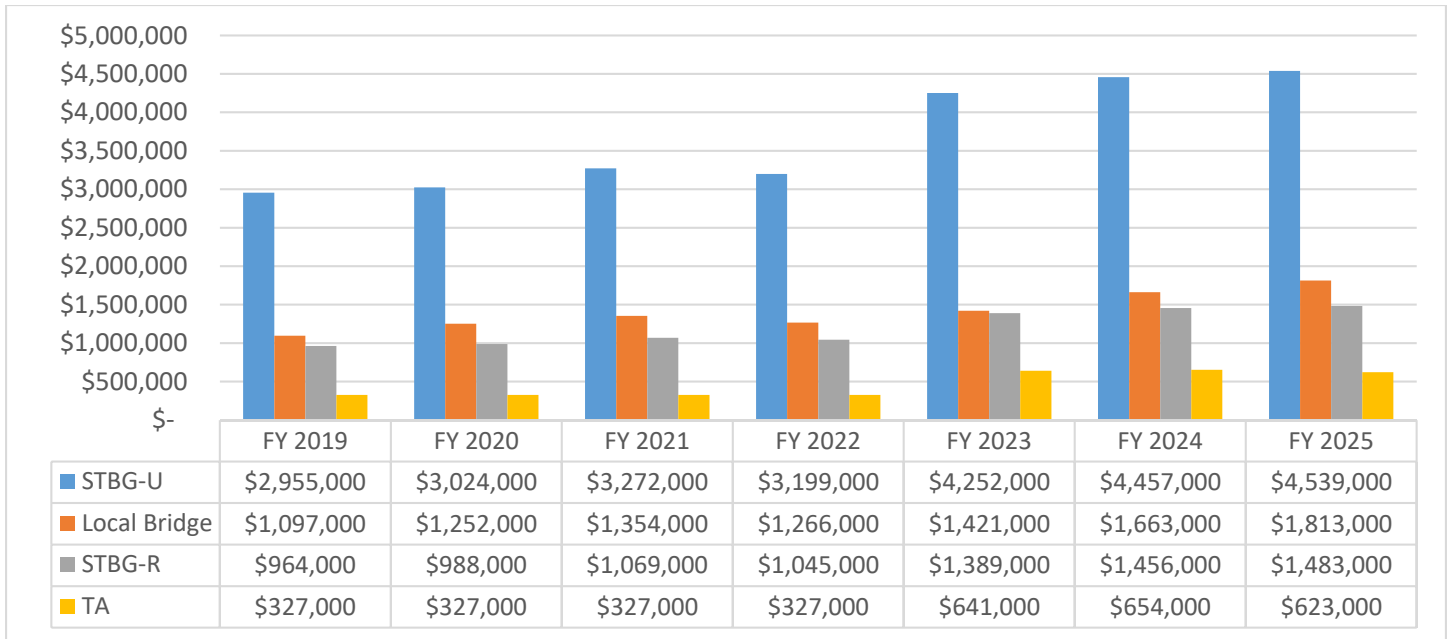
The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure,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

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

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

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

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



### Carbon Reduction Program

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

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

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

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

### Revenue Forecasts

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

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

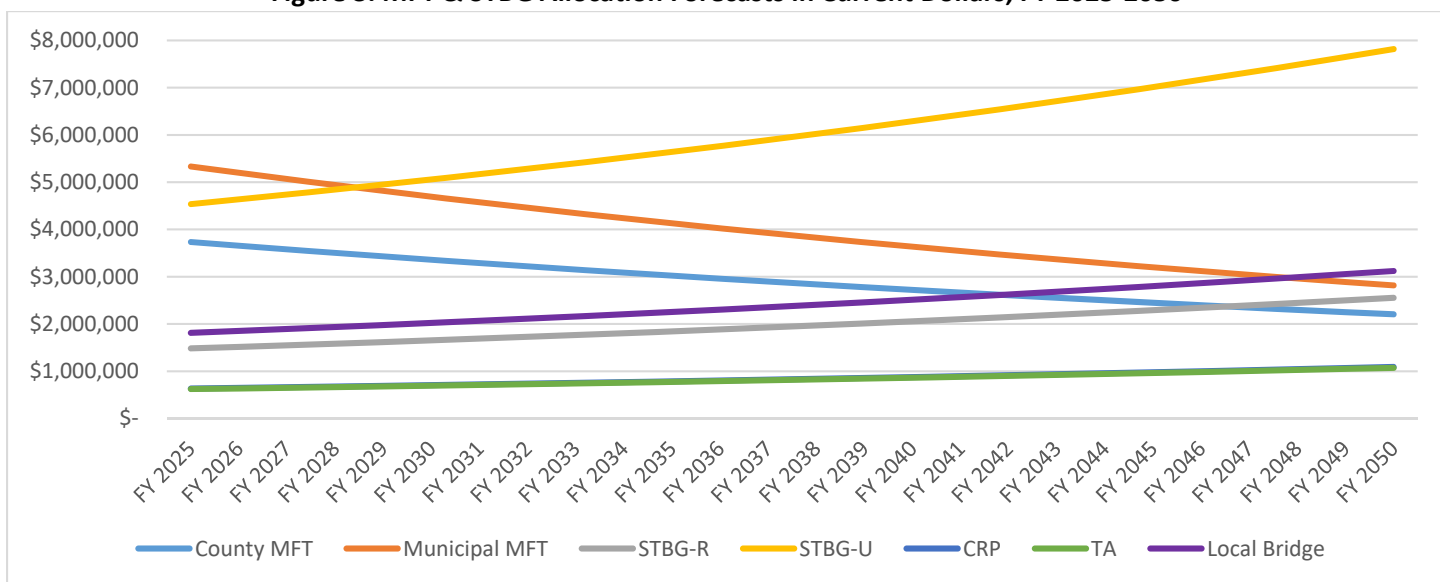
corresponds with the expiration of the appropriations authorized in the BIL, as it only authorized funding between FY 2022 and FY 2026. With some uncertainty in the federal transportation funding programs, the MPO has assumed that federal revenues will stay relatively static until further Congressional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

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

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

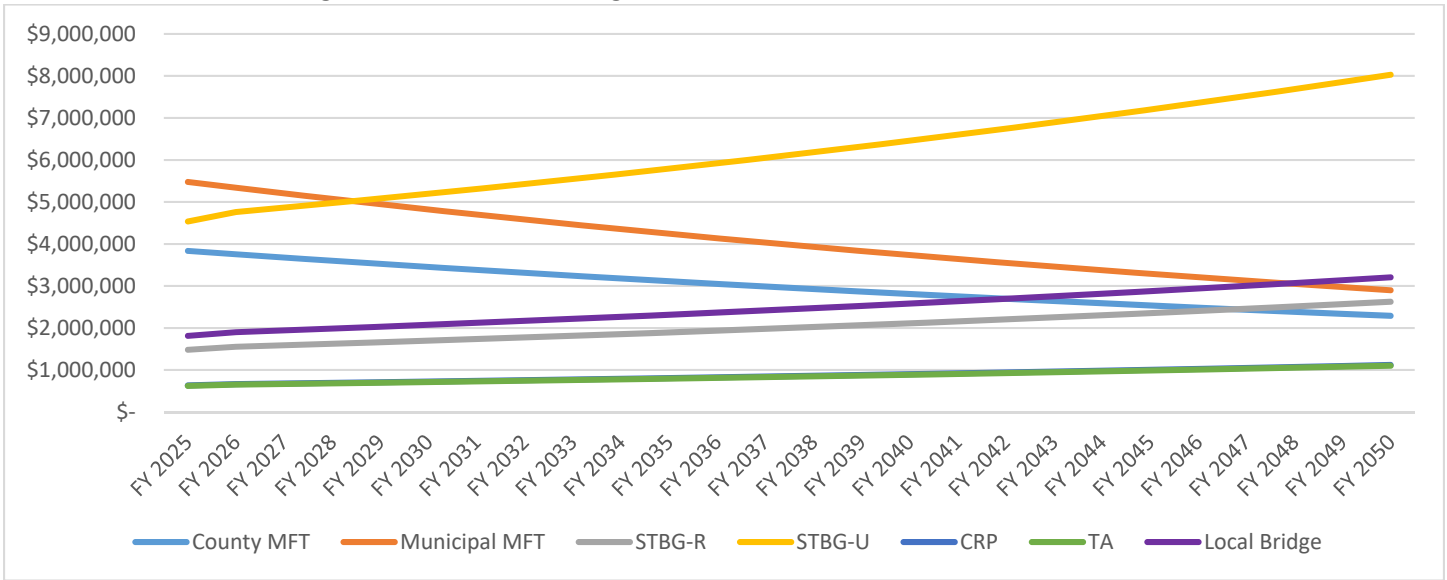
Next, the CAGR was applied to future years to forecast revenues in current dollars. Over the next 25 years, it should be expected to see a decrease in the MFT allocations, while STBG program allocations should see an increase. These forecasts are shown in Figure 3.

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



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

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



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

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

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

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

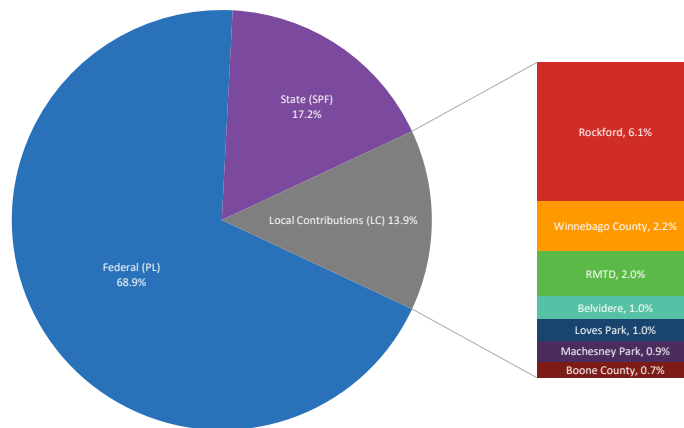
<sup>i</sup> [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp\\_fact\\_sheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm)

# FY 2025 Unified Work Program (UWP)

AN ENGINE FOR COLLABORATION  
IN NORTHERN ILLINOIS



## FY 2025 FUNDING SOURCES, BY SOURCE



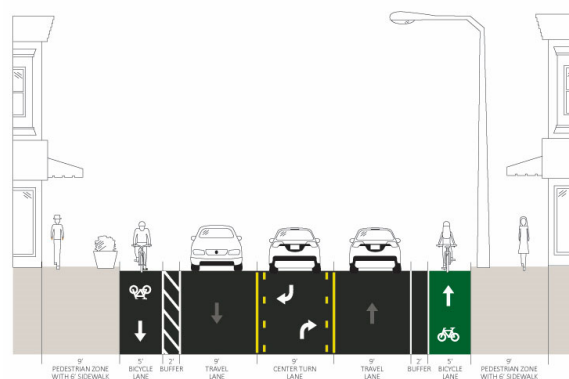
## FY 2025 WORK ELEMENTS

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



## FY 2025 WORK ELEMENTS

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





## FY 2025 BUDGET BY WORK ELEMENT

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



## PROJECTS CONTINUING UNDER FY 2025 UWP

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



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## PROJECTS COMMENCING UNDER FY 2025 UWP

### Federally-Required

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

### Other Studies & Planning Efforts

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



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## ADDITIONAL MPO WORK EFFORTS IN FY 2025

### State Planning & Research (SPR)

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

### US DOT Programs

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



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# Complete Streets Design Standards

REGION 1 PLANNING COUNCIL | 03/21/2024

AN ENGINE FOR COLLABORATION  
IN NORTHERN ILLINOIS



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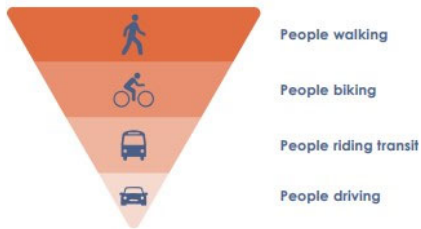
## Overview

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



## Street Typology

- Functional Classification
- Land Use Context
- Modal Hierarchy



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

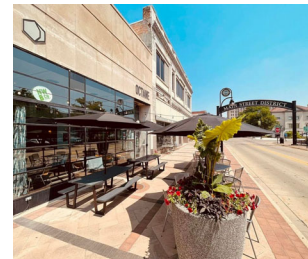


## Pedestrian Realm

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



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



## Roadway

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



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

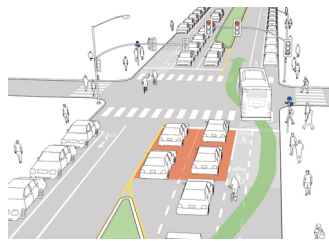


## Intersections

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



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



## Shared Use Paths & Access Ways

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



- Side-paths
- Crossings
- Signage & Markings



## Implementation

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



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## Next Steps

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



### Engage R1

Northern Illinois' space to share, discuss, and collaborate





## MPO Policy Committee Meeting

**Friday, January 26, 2024 – 8:30 am**  
Region 1 Planning Council  
127 N. Wyman St., Ste 100, Rockford, IL 61101

### Meeting Minutes

#### 1. Call to Order

With a quorum present, the meeting was called to order by Chairman Chiarelli, Winnebago County, at 8:30 am.

#### 2. Roll Call

**Members Present:** Boone County, Winnebago County, City of Loves Park, City of Rockford, Village of Machesney Park, Rockford Mass Transit District, Illinois Department of Transportation-District 2

**Members Absent:** City of Belvidere

**Other Present:** Todd Schmidt and Betsy Tracey, Federal Highway Administration-IL Division; Doug DeLille, Illinois Department of Transportation-Office of Planning and Programming; William Wheeler and Evan Gross, Federal Transit Administration; Carlos Molina, Winnebago County; James Richter, Village of Machesney Park; Tim Hansen, Four Rivers Sanitary District; Sydney Turner, Michael Dunn, Jon Paul Diipla, Melisa Ribikawskis, Makenzee Wilcox, Eric Tison, Nathan Larsen, Phil Pittford, Isaac Guerrero, and Amanda Colver, Region 1 Planning Council

#### 3. Public Comment

These were none present who wished to address the committee.

#### 4. Presentation: FHWA/FTA Planning Certification Review

Mr. Dunn introduced the FHWA and FTA review team conducting the TMA Certification Review. Mr. Schmidt provided a presentation on the certification process, scope of the review, topics discussed, and an overview of the first day of the review, which occurred on January 25. A final report will be completed and sent to the Policy Committee as part of the review. The two corrective actions from the previous Certification Review have been addressed by the MPO. Comments can be sent to the review team via mail, fax, or email by February 26, 2024.

#### 5. Discussion: MPO Programming Recommendations

Ms. Turner lead a discussion on recommendations for the programming of MPO-attributable transportation funding. These recommendations are aimed at streamlining programming process, establishing set guidelines, and addressing a growing concern of a lapsing or recession of unobligated funds. Recommendations included (1) Conducting a single annual call for projects for all programming; (2) Establish standard project evaluation process; (3) Establish funding caps for MPO-attributable federal funds; (4) Set aside a percentage of all MPO-attributable funding for the implementation of the Livable Communities Initiative; (5) Formalize the prioritization of shovel-ready projects; and (6) Institute a



project monitoring system. Ms. Turner requested that a STBG Ad Hoc committee be convened to discuss a number of the recommendations presented.

Discussion was held on project readiness and funding caps.

The committee provided a concurrence with convening the ad hoc committee.

## 6. Action Items

### a. Approval of the Meeting Minutes of October 22, 2023

Chairman Chiarelli entertained a motion to approve the Meeting Minutes of the October 19, 2023 MPO Technical Committee.

Motion by Chairman Riley, Boone County, and seconded by Village President Johnson, Village of Machesney Park, by to approve the October 22, 2023 Meeting Minutes. Motion approved by unanimous voice vote.

### b. Amendment to the FY 2024 – 2027 Transportation Improvement Program (Resolution 2024-01)

Ms. Turner reported that the MPO had received several amendment requests for the addition of two new projects and a new project phase into the FY 2024-2027 Transportation Improvement Program. These projects included:

- 1-23-14: IL-2, 0.2 mi S of Clifton Avenue to Pond Street in Rockford (Update in breakout costs)
- 1-24-5: Bridge Deck Sealing, Districtwide (New project)
- 1-24-7: IL-76 Bridge Painting, Beaver Creek 2.5 mi south of IL-173 (New project)
- 13-24-1: Townhall Road Extension, from Townhall Road/State Street and IL-76/Caledonia Road (New project)

Motion by Mayor Jury, City of Loves Park, seconded by Village President Johnson, Village of Machesney Park to approve Resolution 2024-01. Motion approved by unanimous voice vote.

### c. Adoption of the Federally-Required Performance Management Targets (Resolution 2024-02)

Ms. Turner presented the annual safety targets (PM1) for the federally-required performance management and Public Transportation Agency Safety Plan (PTASP). The MPO is proposing to adopt the Illinois Department of Transportation's (IDOT) targets for the five safety performance measure. Two percent (2%) annual reduction criteria for the number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), and number of non-motorized fatalities. Ordinary least squares regression reduction for the number of serious injuries, rate of serious injuries per 100 million VMT, and non-motorized serious injuries. Rockford Mass Transit District has adopted the targets established in their Public Transportation Agency Safety Plan (PTASP).

Motion by Chairman Riley, Boone County, seconded by Mr. Stubbe, Rockford Mass Transit District to approve Resolution 2024-02. Motion approved by unanimous voice vote.

### d. Adoption of the Complete Streets Policy for the Rockford Region (Resolution 2024-03)

Ms. Turner presented the Complete Streets Policy for the Rockford Region. The Policy will be used for the programming of MPO-attributable federal funding. It was developed based on best practices with input from an ad hoc advisory committee.

Motion by Village President Johnson, Village of Machesney Park, seconded by Chairman Riley, Boone County to approve Resolution 2024-03. Motion approved by unanimous voice vote.

**7. Directors' Reports**

Ms. Turner reported that the MPO is exploring applications to the State Planning & Research program for two projects. The first project is a Paths and Trails Asset Condition Analysis, this project is a partnership with the Rockford Park District, Belvidere Park District, Boone County Conservation District, and Winnebago County. The second application is for the development of a Resiliency Improvement Plan, which would support the region's pursuit of federal discretionary programs, such as the PROTECT grant.

Ms. Turner provided an update on the Toll Development Credit policy. MPO staff is still coordinating with the Illinois Department of Transportation in the policy development.

Ms. Turner reported that she is currently working on the FY 2025 Unified Work Program budget. There is an emphasis on personnel costs. There will be an increase in consultant services for projects that cannot be completed in-house, such as the Bus Rapid Transit Feasibility Study.

Mr. Dunn reported that staff hosted the new Planning Director of the Illinois Tollway. The Illinois Tollway is open to helping with a shared use path along Riverside Boulevard across I-90.

**8. Other Business**

Ms. Turner noted that a memo was provided in the meeting packet in regards to a broadband planning grant.

**9. Adjournment**

Motion by Village President Johnson, Village of Machesney Park, seconded by Chairman Riley, Boone County to adjourn.



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

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

**RE:** **Amendment to the Fiscal Year 2024-2027 Transportation Improvement Program**

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

**WHEREAS** the Infrastructure Investment and Jobs Act (IIJA) currently authorizes funding to improve our nation's transportation system for highways, highway safety, public transit, alternative non-motorized forms of transportation, and freight; and

**WHEREAS** the IIJA Act and its predecessors, require a Long-Range Transportation Plan (LRTP) as well as a Transportation Improvement Program (TIP); and

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

**WHEREAS** the MPO Policy Committee has adopted the June 30, 2023 version of the Fiscal Year 2024-2027 Transportation Improvement Program (TIP) and;

**WHEREAS** the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have approved the FY 2024-2027 MPO TIP; and

**WHEREAS** City of Rockford requested one (1) updated cost breakout; and

**WHEREAS** the projects being amended in the adopted and approved version of the FY 2024-2027 TIP will not affect or impact the other projects listed in the FY 2024-2027 MPO TIP; and

**WHEREAS** the MPO Technical Committee has recommended the adoption of the TIP amendment by the MPO Policy Committee; and

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

The MPO Policy Committee hereby amends the FY 2024-2027 MPO Transportation Improvement Program to include the projects listed in "Attachment A".

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

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Chairman Joseph V. Chiarelli  
MPO Chair

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Mayor Clint Morris  
MPO Vice-Chair

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

Ayes \_\_\_\_\_

Nays \_\_\_\_\_

Abstain \_\_\_\_\_

DRAFT

## Attachment A:

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

Fiscal Year 2025

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

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## REGION 1 PLANNING COUNCIL MPO POLICY COMMITTEE

### MPO RESOLUTION 2024-06

**RE: SURFACE TRANSPORTATION BLOCK GRANT FUNDS**

- WHEREAS** the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provide for an urban transportation planning process; and
- WHEREAS** the Fixing America's Surface Transportation (FAST) Act currently authorizes funding to improve our nation's transportation system for highways, highway safety, public transit, alternative non-motorized forms of transportation, and freight; and
- WHEREAS** the Fixing America's Surface Transportation (FAST) Act and its predecessors, require a Long-Range Transportation Plan (LRTP) as well as a Transportation Improvement Program (TIP); and
- WHEREAS** the Region 1 Planning Council is the Metropolitan Planning Organization (MPO) for the Rockford Urban and Metropolitan Area, and the MPO Policy Committee has the specific responsibility to direct and administer the continuing urban transportation planning process; and
- WHEREAS** under agreement with the State of Illinois Department of Transportation (IDOT) a portion of the funding authorized under the Surface Transportation Block Grant (STBG) of the FAST Act is annually allocated for use in the MPO metropolitan planning area, said funds hereafter referred to as STBG funds; and
- WHEREAS** the MPO has a current STBG apportionment balance of \$4,457,107 in available funds to program within the MPO planning area; and
- WHEREAS** it is the responsibility of MPO Policy Committee to determine the appropriate uses for STBG funds in accordance with applicable Federal and State guidelines; and
- WHEREAS** the MPO conducted a competitive selection process to develop recommendations for project(s) selection from September 21, 2023 to November 3, 2023; and
- WHEREAS** the received projects applications were scored in accordance with the adopted technical MPO STBG evaluation criteria approved by the MPO Policy Committee on August 29, 2019 via MPO Resolution 2019-12, to develop recommendations for project(s) selection; and
- WHEREAS** the resulting program of projects, provided in "Attachment A", were discussed at the March 21, 2024 MPO Technical Committee for project(s) selection and programming of MPO STBG funds; and

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

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

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

**BE IT FURTHER RESOLVED:**

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

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

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

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

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

Ayes \_\_\_\_\_

Nays \_\_\_\_\_

Abstain \_\_\_\_\_



**Attachment A:**

**Surface Transportation Block Grant  
Program of Projects**

Dated: 11/21/2023

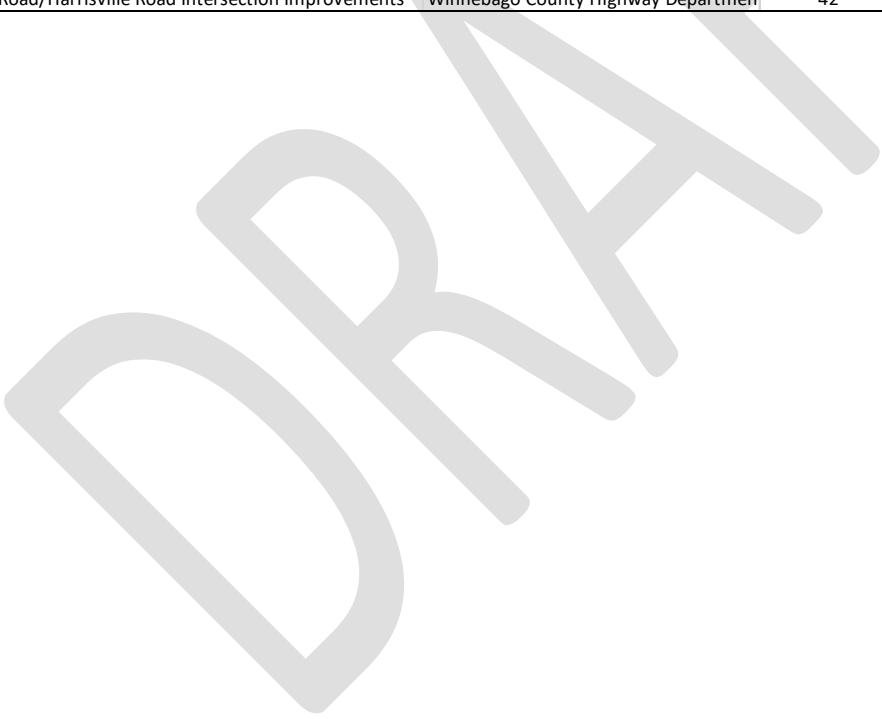
MAX SCORE: 100

**Corridor Revitalization/Realignment Projects**

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

**Other Corridor Projects**

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





**Attachment B:**

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

DRAFT