



MPO Technical Committee Meeting

Thursday, July 18, 2024 – 10:00 am
Region 1 Planning Council
127 N. Wyman Street, Suite 100, Rockford, IL 61101

Agenda

1. Call to Order
2. Roll Call
3. Public Comment
4. Approval of the Meeting Minutes of June 20, 2024
5. Discussion Items
 - a. Parking Reimagined – Policies & Practices
 - b. Safe Streets for All – Current Efforts
 - c. Metropolitan Transportation Plan – Project List & Next Steps
6. Staff Reports
7. Agency Reports
8. Other Business
9. Adjournment

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

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



MPO Technical Committee Meeting

Thursday, June 20, 2024 10:00 am

Region 1 Planning Council
127 N. Wyman Street, Suite 100, Rockford, IL 61101

Minutes

1. Call to Order

With a quorum present, the meeting was called to order by Ms. Turner at 10:03 am.

2. Roll Call

Members Present:

Justin Krohn, Boone County Highway Department
Josh Sage, Boone County Conservation District
Jeff Polsean, Chicago/Rockford International Airport
Brent Anderson, City of Belvidere, Public Works Department
Shannon Messinger, City of Loves Park, Public Works Department
Tim Hinkens, City of Rockford, Public Works Department
Shawn Ortgiesen, IDOT District 2
Paula Hughes, Rockford Mass Transit District
Izzy Mandujano, Village of Machesney Park, Community Development
Josef Kurlinkus, Village of Roscoe
Carlos Molina, Winnebago County, Highway Department
Dennis Anthony, Winnebago County Soil & Water Conservation District

Members Absent

Boone County, Planning Department
City of Belvidere, Planning Department
City of Loves Park, Community Development
City of Rockford, Community Development
Forest Preserves of Winnebago County
Four Rivers Sanitary District
Rockford Park District
Village of Machesney Park, Public Works Department
Village of Winnebago
Winnebago County, Community & Economic Dev.

Others Present

Jon Paul Diipla, FHWA, IL Division
Doug DeLille, IDOT Division of Urban Planning and Programming
Henry Guerriero, IL Tollway
Rob Bates (Virtual), IDOT District 2

Region 1 Planning Council Staff

Brandon Rucker, Eric Tison, Juliana Charlebois-Berg, Lauren Kleve, Nathan Larsen, Sydney Turner, Clara Romeo, Vanessa Mauries, Estelle Adiaba, Tim Verbeke, Emma Ottles, Sarah Renicker

3. Public Comment

There were none present who wished to address the committee.

4. Discussion Items

a. Functional Classification Change Request – Main Street (City of Rockford)

Sydney Turner invited Tim Verbeke of R1 to report on the Functional Classification Request submitted for the proposed changes to sections of Church and Main St, which would change those sections from one-way to dual directional roadways. Mr. Verbeke indicated that with that request Church St. would remain classified as ‘other arterial’ and a section of Main St. would now be classified as a ‘major connector’. Ms. Turner then explained that this would be presented to the MPO Policy Committee for discussion and approval and then submitted to IDOT for final approval.

Justin Krohn, Boone County, Highway Department then asked about the jurisdiction of the proposed change, Ms. Turner clarified that jurisdiction would be changing from IDOT to City of Rockford.

b. Parking Reimagined Overview

Ms. Turner then turned over the floor to Lauren Kleve, to present on the Parking Reimagined project. Ms. Kleve explained the purpose, goals and phases of the study. The purpose of the project is to examine existing parking structure and its impact on quality of life. The goal is to develop and promote sustainable and equitable approaches to developing future parking projects. The project will be reviewing current and future trends and the impact parking has on housing, the local economy, environmental impact, etc. The project is currently in the planning phase and will be moving into the public engagement phase by the end of summer and the whole project will wrap up by the end of the year. No questions were posed.

5. Action Items

a. Approval of the Meeting Minutes of May 23, 2024

Ms. Turner introduced a motion to approve May 2024 meeting minutes. Carlos Molina, Winnebago County Highway Department motioned, Brent Anderson, City of Belvidere Public Works seconded. A name spelling correction was requested and acknowledged. Motion passed with all Ayes and no Nays.

b. Adoption of the FY 2025 Unified Work Program (Resolution 2024-09)

Ms. Turner summarized that this Program would carry over the work being done from FY 2024 over into FY 2025, including all active projects. Ms. Turner then summarized a breakdown of the budget: roughly \$1.5 M, with 69% coming from the Federal Government, 17% from the State of Illinois, and 14% from matches. She explained that 71% of expenses go toward staff salaries, benefits and administrative staff, with 14% going toward contractual and consultant fees.

Ms. Turner opened up a motion to recommend this resolution. Carlos Molina, Winnebago County Highway Department motioned, seconded by Shannon Messinger, City of Loves Park, Public Works Department. Opportunity to discuss went unanswered, Ms. Turner entertained a vote. Motion carried with all Ayes and no Nays.

c. Approval of the Rockford MPO Adjusted Urbanized Area and Metropolitan Planning Area (Resolution 2024-11)

Ms. Turner explained that the US Census of 2020 indicated that the adjusted Urbanized area covered by the MPO grew from Belvidere all the way to the McHenry County line. The proposed Metropolitan Planning Area (MPA) is to cover all “urbanized” townships within Winnebago County while preserving the relationship with SLATS to the north, which would prevent the service area from including all of Winnebago County. Ms. Turner introduced a motion to move into discussion. Brent Anderson, City of Belvidere motioned, seconded by Josef Kurlinkus, Village of Roscoe.

Discussion:

- Carlos Molina, Winnebago County Highway Department asked for clarification of the changes to the boundaries of the Urbanized areas. Ms. Turner then indicated that previous boundaries were indicated mainly with natural features and various roadways, while the new proposed boundaries

would follow township lines. Efforts were coordinated with SLATS to determine the boundary to the north.

- Justin Krohn, Boone County Highway Department asked if the boundary came close to Dekalb. Ms. Turner said it did not, and that there is still more area with the potential for coverage without overlapping other MPOs.

With no other questions, Ms. Turner opened up for a vote to recommend the resolution. All Ayes and no Nays, motion carried.

d. Amendment to the FY 2024-2027 Transportation Improvement Program (Resolution 2024-12)

This amendment was brought forth by Rockford Mass Transit District to address projects addressing preventative maintenance, replacement vehicles, and misc. equipment, shop equipment. See attachment.

Paula Hughes, Rockford Mass Transit District motioned, seconded by Justin Krohn, Boone County Highway Department.

Opportunity for discussion went unanswered, Ms. Turner motioned for a vote. All Ayes, no Nays. Motioned Carried.

Ms. Turner then explained that the resolution to adopt FY 25 TIP Program was being postponed due to changes that came out to the MYP, and rather than add amendments the MPO wanted to revise the FY 25 TIP plan to reflect those changes and then there would still be a public comment period before the FY25 TIP would be presented and adopted in August 2024.

6. Staff Reports

Ms. Turner reported on the Alpine Traffic Signal Study, indicating a partnership with Iteris analytics to monitor the traffic light usage on Alpine road from Sandy Hollow Rd to 173. She indicated the need to adjust collection around the Harrison/Broadway portion of Alpine due to ongoing road construction.

For Safe Street for All, Ms. Turner noted that the Traffic Safety Action Plan-video analytics for Winnebago & Boone County and City of Rockford to cover 30 intersections. Nate Larsen reported on the Winnebago County Traffic Safety Action Plan and indicated that the team is developing the narrative, continuing data analysis, and that the steering committee met in May to look at safety areas of concern and goals for the plan. Brandon Rucker reported on the City of Rockford's Traffic Safety Action Plan indicating it had its first steering committee at the end of May, where they discussed adopting areas of emphasis, next meeting is in July. Tim Verbeke reported the Boone County Traffic Safety Action Plan is getting off the ground and will be having their first Steering committee soon.

7. Agency Reports

a. Boone County, Highway Department

Summer resurfacing continuing through late July.

b. Boone County Conservation District

No Report

c. Chicago Rockford International Airport

No Report

d. City of Belvidere, Public Works Department

No Report

e. City of Loves Park, Public Works Department

Underground project completed, paving wrapping up in July, overlay and curb work done,

f. City of Rockford, Community Development Department

For TAP-funded projects, Parkview Sidewalk Project is moving along; West State Street TAP sidewalk project in Phase II engineering; and East State Street Sidewalk Project is in Phase I Engineering. For the STBG-funded 9th Street Conversion Project, the City is meeting with IDOT/FHWA regarding funding source, the project is still in Phase I Engineering. The City is coordinating a safety project with IDOT that would reduce the Main Street/Auburn Street roundabout to 1 lane. Accidents have gone from 7 accidents a month, to 1 in the past 3 weeks. There is only a 20-second delay as result of reduction.

g. City of Rockford, Public Works Department

No Report

h. Four River Sanitation District

No Report

i. IDOT, District 2

A number of the IDOT Regional engineers came to review the I-39 projects, which went well. George Bakus is no longer with central office.

j. Rockford Mass Transit District

Out for bid for large addition renovation project.

k. Rockford Park District

No Report

l. Village of Machesney Park, Community Development Department

No Report

m. Village of Roscoe

The Village's annual resurfacing projects are halfway completed. Willow Brooke Road construction plans were submitted to IDOT, but are still unfunded.

n. Winnebago County, Highway Department

Projects moving along, no delays. Start treatment seal coating for about 50 miles in WC. Township roads already complete. 2 safety projects for Roscoe Rd and Owen Ctr.

o. FHWA, Illinois Division

Public Engagement Workshop coming up July 30, registration now open

p. IDOT, Division of Urban Planning and Programming

Annual Planning Conference in Fairview Heights, IL (St. Louis area) October 2-4. ITEP project opens August 1, call for projects will be open until September 30, 2024.

q. Illinois Tollway

No report

8. Other Business

Justin Krohn asked for clarification on the New boundaries, and if it effected the federal/rural eligibility for funds. Ms. Turner indicated that those outside the Urban area, but with in the boundaries will still qualify for rural funds.

9. Adjournment

Sydney Turner invited a motion to adjourn, Carlos Molina, Winnebago County Highway Department motioned, with a second from Justin Krohn of the Boone County Highway Department. A vote was called to adjourn with all Ayes, no Nays. Meeting adjourned at 10:44am

Meeting minutes prepared by: Sarah Renicker and Sydney Turner.

Minutes approved by action of the Board: _____

Minutes - Attachment A

FY 2024 - 2027 Transportation Improvement Program
Pending Amendments

Amendments to the Transportation Improvement Program (TIP) requires a resolution to be formally recommended by the MPO Technical Committee and adopted by the MPO Policy Committee at regularly scheduled meetings. Amended pages of the TIP are added electronically on the MPO's website once they have been approved. Amendments to the TIP are made available on the MPO website: <http://r1planning.org/tip>.

Lead Agency	Fiscal Year	Project #	Project	Project Extent	Federal Share (000s)		Other Share (000s)		Total Cost (000s)	Amendment Action
					Source	Amount	Source	Amount		
RMTD	2025	7-24-8	Preventative Maintenance	Extend the usefull life of rolling stock	5307	\$1,158.89	IDOT	\$289.72	\$1,448.62	New Project
RMTD	2026	7-24-9	Operating Including Security	Transit Operations including Security Service	5307	\$218.00	IDOT	\$218.00	\$436.00	New Project
RMTD	2027	7-24-10	Preventative Maintenance	Extend the usefull life of rolling stock	5307	\$1,833.82	IDOT	\$458.46	\$2,292.28	New Project
RMTD	2027	7-24-11	Operating Including Security	Transit Operations including Security Service	5307	\$223.41	IDOT	\$223.41	\$446.83	New Project
RMTD	2025	7-24-12	ADA	Eligible charge for service to persons with disabilities	5307	\$310	IDOT	\$77.5	\$387.5	New Project
RMTD	2025	7-24-13	Operating Including Security	Transit Operations including Security Service	5307	\$209	IDOT	\$209	\$418	New Project
RMTD	2025	7-24-14	Support Vehicle	Replace vehicle past useful life	5307	\$90	TRC/TDC[1]		\$90	New Project; \$18,000 in TDCs to be requested
RMTD	2025	7-24-15	Misc. Equipment	Facility equipment needs	5307	\$160	TRC/TDC[1]		\$160	New Project; \$32,000 in TDCs to be requested
RMTD	2025	7-24-16	Communication Equipment	Facility communication needs (telephone and camera system)	5307	\$700	TRC/TDC[1]		\$700	New Project; \$140,000 in TDCs to be requested
RMTD	2026	7-24-17	Preventative Maintenance	Extend the useful life of rolling stock	5307	\$1,227.29	IDOT	\$1,227.29	\$1,534.11	New Project
RMTD	2025	7-24-18	Shop Equipment	Equipment needed to extend the lifespan of rolling stock	5307	\$140	TRC/TDC[1]		\$140	New Project; \$28,000 in TDCs to be requested

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

Parking Reimagined

MPO Technical Committee 7/18/2024



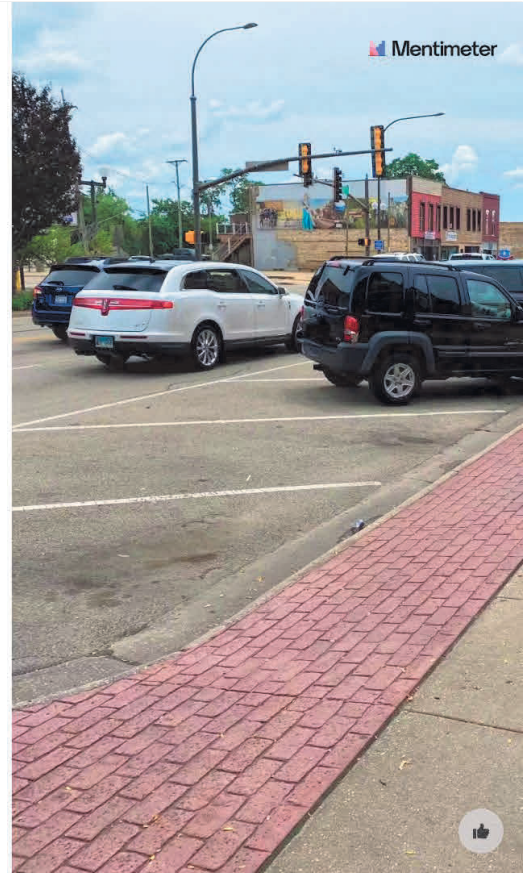
Mentimeter

Instructions



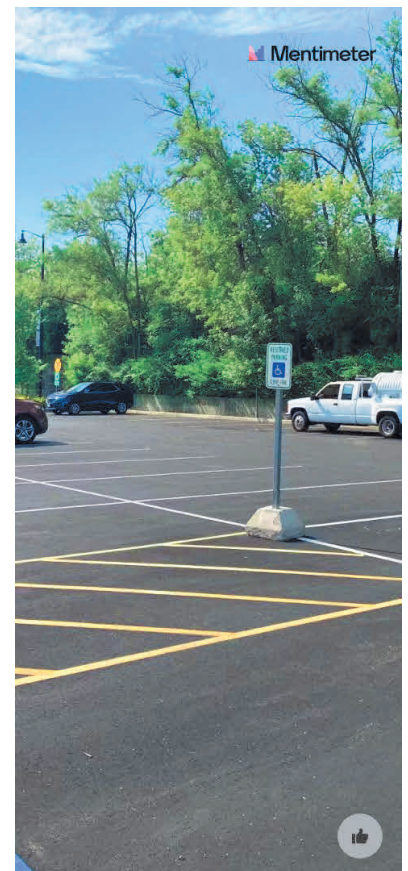
Project Purpose

As mobility, land use, and climate patterns change and new transportation technologies emerge, regions must begin to examine current parking trends and reimagine how parking could look in the future.

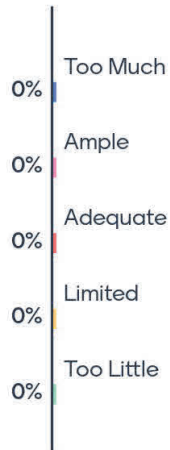


Project Deliverables

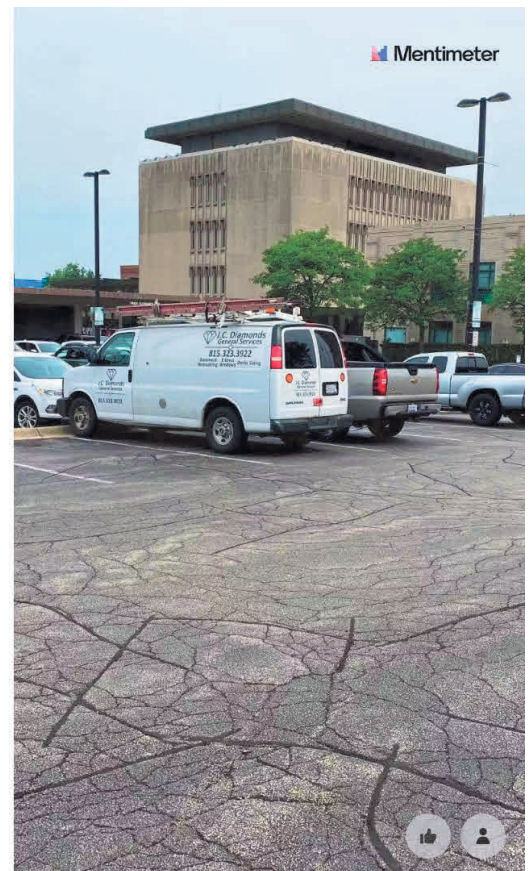
1. Introduction
2. History of Parking
3. Benefits and Burdens
4. Current and Future Trends
5. Parking Snapshot
6. Strategies and Recommendations
7. Conclusion



How would you classify the availability of parking in the Rockford Region?



What complaints have you heard about parking?



What would you like the public to know about parking?

0 responses

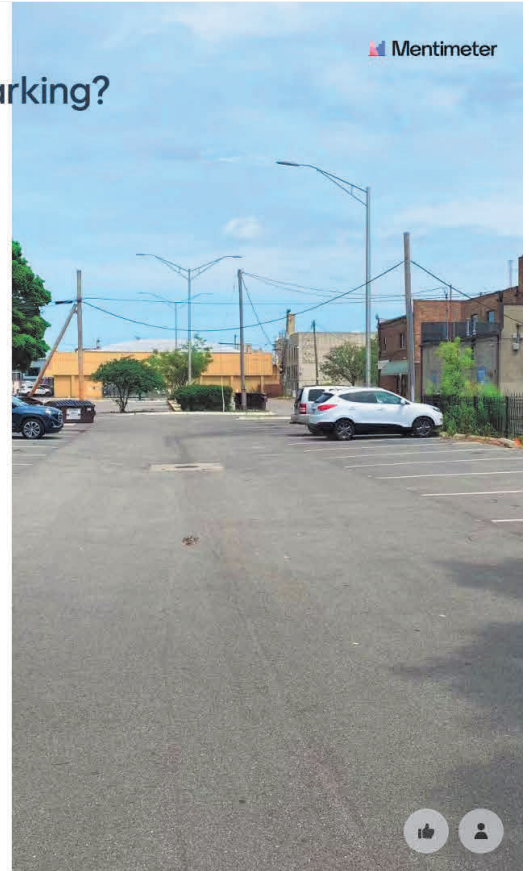


What parking trends you would like to see implemented in the Rockford Region?

0 responses



What opportunities exist for repurposing underutilized parking?



How much focus should be placed on implementing the following features in existing parking lots?

Canopies

EV Charging Stations

Shade Trees

Permeable Pavement

Parklets

Much less focus

Much more focus



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Date: July 18, 2024
To: Members of the MPO Technical Committee
From: Sydney Turner, Director of Planning & Programming
Re: 2050+ Metropolitan Transportation Plan – Fiscally-Constrained Project List

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

As mentioned, the financial analysis provides the funding framework for transportation maintenance, operations, and capital investments for the Rockford MPA over the next 25 years. 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. A previous memorandum detailed the MPOs approach to Phases 1 and 2.

The purpose of this memorandum is to document the procedure and criteria for the selection of roadway improvement and enhancement projects that will be used to establish the expenditure forecasts in this MTP update. Phase 3 of the financial analysis process detailed above.

Background

The fiscally-constrained project list is a key component of the required financial plan. These fiscally-constrained projects represent the anticipated expenditures and transportation investment priorities for the region. *Fiscally-constrained projects are those with either dedicated or reasonably anticipated funding sources for completion and are considered financially viable with respect to projections of future revenue.* However, the MPO has also selected to include additional transportation projects, known as illustrative projects, that would be included in the fiscally-constrained lists if additional resources were to become available.

The transportation investment projects are not intended to be comprehensive or compulsory; instead these projects are the major improvements likely to occur. These projects are of varying degrees of scale and cost, but all contribute to the overall improvement of the regional transportation system.

Since the MTP is a living document, it is important to note that projects presented in the financial plan, especially those within the mid- and long-range timeframe are typically conceptual in nature and intended to be used only as a guide. There are countless factors that may affect the projected timeline, cost estimates, and scope of the projects identified.

Contributing factors that may affect the projects include the pace and direction of community growth, the state of the overall economy, and its significance to the region.

Generally, the development of the fiscally-constrained and illustrative lists will be completed as follows:

1. Solicitation for project applications opens on July 18, 2024
2. Applications must be submitted by 4:30p on August 8, 2024
3. Review of applications for completeness
4. Group projects by timeframe and activity type
5. Conduct prioritization analysis of all submitted projects
6. Review ranked project list against available funding levels
7. Present preliminary project rankings to MPO Technical & Policy Committees (August 22 and August 30, respectively)

It is also important to note, that inclusion of projects in the MTP opens up additional federal and state funding opportunities, including the regionally allocated Surface Transportation Block Group (STBG) program, Transportation Alternatives Program (TAP), and Carbon Reduction Program (CRP).

Submission Guidance

The development of the fiscally-constrained roadway project list begins with the submission of projects from local public agencies (LPA). The following sections outline pertinent information needed for project submission.

Regional Significance

Projects submitted should be of regional significance. Regional significance is defined as a project addressing a weakness on a major corridor (e.g., preservation, alternative transportation options, reconfiguration of intersection, etc.) or corrects a missing link in the transportation system (e.g., realignment of a highway, multi-jurisdictional shared use paths, etc.). Particular emphasis is placed on roadways functionally classified as collector level or higher, with the exception of shared-use paths.

Activity Types

Projects submitted for inclusion in the MTP will be grouped into the eight activity types defined below.

Activity	Definition
Bicycle/Pedestrian	Bikeways, bike paths, bike routes, and pedestrian walkways that are physically separated from motorized vehicular traffic by an open space or barrier, located within the roadway right-of-way or separate right-of-way, and intended principally for transportation rather than recreational use.
Bridge	Replacement of a structurally deficient or functionally obsolete bridge or rehabilitation of an existing bridge to restore its structural integrity or to correct major safety defects.
Capacity <i>(New Construction)</i>	New construction of a roadway on a new alignment, or on an existing alignment on which no road surface (other than dirt or gravel) has previously existed.
Capacity <i>(Widening)</i>	Addition of travel lanes, turn lanes, or widening of existing travel lanes to an existing facility, thus resulting in an increase in vehicle capacity.
Intersection	Widening at an intersection for turning lanes, installation of traffic signals (including school zone signals), improving sight distances, signal synchronization, improvements on approaches to intersections, and installation of barrier curbs.

Preservation	Resurfacing, restoration, and rehabilitation. Also includes bridge resurfacing, reconstruction, rehabilitation, or restoration associated with a roadway improvement, or intersection resurfacing.
Safety	Road rightsizing projects, traffic calming, installation of proven safety countermeasures, etc.
Transit	Exclusive lanes for transit/HOV, park-and-ride lots, signal preemptions for transit/HOV, and bus shelters.

Timeframes

In addition to the classification of projects by activity types, projects will also be divided by timeframe. These timeframes represent when the project will be constructed or implemented. For the 2025 MTP, projects will be divided into the following timeframes:

- Short (2025-2030)
- Mid (2031-2040)
- Long (2041-2050)
- Illustrative (if funding becomes available)

Cost Estimates

As a fiscally-constrained document, all projects need to have estimated cost associated with it. While detailed cost estimates are desirable, general costs estimates are acceptable. Cost estimates should include if federal or state funding will be needed to construct the project, at what percentage.

Submission Form

Local public agencies can submit projects for inclusion into the MTP by completing the form linked below. Submissions will be accepted now through August 8, 2024 at 4:30 pm CST.

<https://survey.alchemer.com/s3/7923667/2050-MTP-Project-Application>

Questions or help with the submission of projects can be directed to Sydney Turner at sturner@r1planning.org.

Evaluation Criteria

To ensure that projects align with the goals and priorities of the region, the MPO created evaluation criteria for the fiscally-constrained project list within the 2025 Metropolitan Transportation Plan (MTP) update. The purpose of this criteria is to evaluate roadway projects to determine if, and to what extent, each project adequately addresses the region’s transportation needs and goals. The evaluation criteria categories include: system performance, system preservation, safety, connectivity, economic vitality, environmental resilience, and investment and coordination.

Criteria under each category may vary slightly to better reflect the distinguishable aspects of activity types or context of a project within particular evaluation categories. For example, transportation system management strategies would be used to evaluate capacity projects, but would not be used to evaluate bicycle and pedestrian plans.

To also account for distinguishable aspects of the activity types, a weighting system will be applied by activity type. For example, the system preservation category may have a higher weight for “bridge” projects than “bicycle and pedestrian” projects. The final weighting system is still being determined with input from the STBG Working Group and best practices.

Each of these categories have been broken into a number of sub-criteria shown in Exhibit A.

Exhibit A

Project Evaluation

System Preservation

Criteria	MTP Associated Goal & Strategy
Pavement Condition or Bridge Sufficiency Rating	Strategy 2.1. Maintain transportation infrastructure in a good state of repair.
Poor	
Fair	
Good	

System Performance

Criteria	MTP Associated Goal & Strategy
Existing Average Daily Traffic (ADT)	Strategy 2.2. Optimize the efficiency of the transportation network.
Greater the ADT, greater the point allocation	
Number of TSMO/CMP Strategies	
Project design does not include strategies	
Project design includes 1 strategy	
Project design includes 2 or more strategies	
Functional Classification	
Collector	
Minor Arterial	
Principal Arterial	

Safety

Criteria	MTP Associated Goal & Strategy
Crash Rate per 100,000 million VMT	Strategy 4.1. Provide a safe transportation system for all users.
Greater the crash rate, the greater the point allocation	
Fatal & Serious Injury Crash Rate per 100,000 million VMT	
Greater the crash rate, the greater the point allocation	
Non-Motorized Crashes per 100,000 million VMT	
Greater the number, the greater the point allocation	
Safety Strategies Incorporated	
Project design does not include a proven safety countermeasure	
Project design includes 1 proven safety countermeasure	
Project design includes 2 proven safety countermeasures	
Project design includes 3 or more proven safety countermeasures	

Connectivity

Criteria	MTP Associated Goal & Strategy
Integrates multiple transportation modes.	Strategy 1.1. Improve multimodal connections to offer meaningful transportation options for all residents.
Project design includes 1 mode or N/A	
Project design includes 2 modes	
Project design includes 3 modes	
Project design includes 4 modes	
Provides access to essential services.	Strategy 4.2. Prioritize transportation projects that enable active, healthy lifestyles.
The closer the essential service(s), the greater the point allocation	
Community Connectivity	Strategy 1.3. Promote development patterns that provide affordable housing and transportation options for all residents.
Project is located on, intersects with, or improves access to a Livable Community, identified in the MTP.	
Project is not located on, does not intersect, or does not improve access to a Livable Community, identified in the MTP.	
Provides options for Justice 40 Census tract or DCEO Underserved Area.	Strategy 2.3. Ensure transportation investments address community inequities.
Project is not located on, does not intersect, or does not improve access to a Justice 40 tract or IL DECO Underserved Area.	
Project is located on, intersects with, or improves access to a Justice 40 Census tract or IL DECO Underserved Area.	

Exhibit A

Economic Linkages

Criteria	MTP Associated Goal & Strategy
Freight Routes	Strategy 3.2. Promote freight accessibility and mobility via truck and rail improvements.
State Freight Corridor	
Local Freight Corridor	
Improves direct connection to intermodal facility, Priority Project Area, or Interstate	
Percentage of Commercial Vehicles	
Greater the percent, greater the point allocation	
Supports a Commercial or Industrial Area	Strategy 3.1. Expand access to jobs and education opportunities to support workforce development.
Project is not located on, intersects with, or improves access to a planned or existing commercial or industrial area.	
Project is located on, intersects with, or improves access to an commercial or industrial area listed in a Comprehensive Plan.	
Project is located on, intersects with, or improves access to a commercial or industrial area under a development agreement.	
Project is located on, intersects with, or improves access to a commercial or industrial area under construction.	
Project is located on, intersects with, or improves access to an existing commercial or industrial area.	

Environmental Resiliency

Criteria	MTP Associated Goal & Strategy
Vulnerability Analysis Score	Strategy 4.4. Avoid, minimize, and mitigate environmental impacts to the surface transportation network.
Very low	
Low	
Moderate	
High	
Very high	
Incorporates green infrastructure and design approaches that address air and water quality.	Strategy 4.3. Maintain compliance with national ambient air quality standards. Strategy 4.4. Avoid, minimize, and mitigate environmental impacts to the surface transportation network.
Project design does not include strategies	
Project design includes 1 strategy	
Project design includes 2 or more strategies	

Investment & Coordination

Criteria	MTP Associated Goal & Strategy
Local Funding	Goal 2: Ensure strategic transportation investments effectively serve regional needs.
30%	
40%	
50%	
Greater than 50%	
Continues an already completed resurfacing, reconstruction, or restoration project.	
No	
Yes	
Benefits multiple communities	
Does not benefit multiple communities or N/A	
Supports multiple communities	
Number of Partners	
0 partners	
1 partner	
2+ partners	
Project sponsor ranking of project.	
The high the ranking (e.g., 1), greater the point allocation	