



Transportation Improvement Program

Technical Supplement

VERSION: JULY 29, 2019



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THIS REPORT WAS PREPARED IN COOPERATION WITH THE FOLLOWING:

U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration
Illinois Department of Transportation

THE CONTENTS, VIEWS, POLICIES AND CONCLUSIONS EXPRESSED IN THIS REPORT ARE NOT NECESSARILY THOSE OF THE ABOVE AGENCIES.



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Machesney Park Public Works Department
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Rock River Water Reclamation District
Boone County Conservation District
Rockford Park District
Winnebago County Soil & Water Conservation District

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Illinois State Toll Highway Authority
IDOT, Division of Public & Intermodal Transportation
IDOT, Division of Urban Program Planning
Ogle County Highway Department
Boone County Council on Aging
State Line Area Transportation Study
Federal Highway Administration, IL Division
Stateline Mass Transit District
Region 1 Planning Council

Note: Membership at Time of Development

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1 ACRONYMS & ABBREVIATIONS

3-C	Continuing, Comprehensive, and Cooperative	IDOT.....	Illinois Department of Transportation
AADT.....	Average Annual Daily Traffic	IMBP	Illinois Major Bridge Program
AC	Advanced Construction	ISTEA.....	Intermodal Surface Transportation Efficiency Act of 1991
ADA.....	Americans with Disabilities Act	ISTHA	Illinois State Toll Highway Authority
AIC	Awarded, Initiated, or Completed	ITEP.....	Illinois Transportation Enhancement Program
ATC.....	Alternative Transportation Committee	ITS.....	Intelligent Transportation System
BCCA.....	Boone County Council on Aging	LBA	Land Bank Authority
BCCD.....	Boone County Conservation District	LOTS.....	Lee-Ogle Transportation System
BCHD	Boone County Highway Department	LP	City of Loves Park
BEL.....	City of Belvidere	LRTP.....	Long Range Transportation Plan
CMAQ	Congestion Mitigation and Air Quality	MAP-21.....	Moving Ahead for Progress in the 21st Century
CMP	Congestion Management Process	MFT	Motor Fuel Tax
CVP	Consolidated Procurement Program	MP	Village of Machesney Park
EDD.....	Economic Development District	MPA	Metropolitan Planning Area
EJ	Environmental Justice	MPO	Metropolitan Planning Organization
EPA.....	U.S. Environmental Protection Agency	MTP	Metropolitan Transportation Plan
FAST.....	Fixing America’s Surface Transportation Act	NAAQS.....	National Ambient Air Quality Standards
FAU	Federal Aid - Urban	NEPA	National Environmental Policy Act
FHWA.....	Federal Highway Administration	NHFP.....	National Highway Freight Program
FTA.....	Federal Transit Authority	NHPP	National Highway Performance Program
FY	Fiscal Year	NHS.....	National Highway System
GIS	Geographical Information System	OCHD.....	Ogle County Highway Department
HPP	High Priority Program	PA	Previously Approved
HSIP	Highway Safety Improvement Program	PE.....	Preliminary Engineering
HSTP	Coordinated Public Transit – Human Services Transportation Plan	PE (Phase 1)..	Location Studies
ICC	Interstate Commerce Commission	PE (Phase 2)..	Plan Preparation
IDNR	Illinois Department of Natural Resources	PM1	Highway Safety Performance Measures

PM2 Pavement and Bridge Performance Measures
 PM3 System Performance Measures and CMAQ
 PPP Public Participation Plan
 RKFD City of Rockford
 RMAP..... Rockford Metropolitan Agency for Planning
 RMTD..... Rockford Mass Transit District
 ROW Right of Way
 RPC Region 1 Planning Council
 RPD..... Rockford Park District
 RR Railroad
 RST..... Retail Sales Tax
 SAFETEA-LU .. Safe Accountable Flexible and Efficient Transportation Equity Act -
 Legacy for Users
 SLATS State Line Area Transportation Study
 SMTD..... Stateline Mass Transit District
 SPF..... State Planning Funds
 STBG Surface Transportation Block Grant
 STIP..... Statewide Transportation Improvement Program
 STP-U Surface Transportation Program - Urban
 STR..... Surface Transportation Rural
 TA..... Transportation Alternatives Set-Aside
 TAM Transit Asset Management
 TAP..... Transportation Alternatives Program
 TARP Truck Access Route Program
 TDC Tollway Development Credit
 TEA-21 Transportation Equity Act for 21st Century
 TIP..... Transportation Improvement Program
 TMA..... Transportation Management Area
 TSMO..... Transportation Systems Management and Operations
 TTI..... Travel Time Index
 TTTR Truck Travel Time Reliability
 TUP Traditionally Underserved Population
 USDOT U.S. Department of Transportation
 UZA..... Urbanized Area
 VMT Vehicle Miles Traveled
 WCHD Winnebago County Highway Department
 YOE Year of Expenditure
 SPR..... State Planning and Research Funds
 UWP Unified Work Program

2 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.^[1]

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.^[1]

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.^[1]

COOPERATIVE AGREEMENT

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

ENVIRONMENTAL JUSTICE (EJ) ANALYSIS

Environmental Justice Executive Order 12898 is intended to ensure that communities of concern (defined as minority populations and low-income populations) are included in the transportation planning process, and to ensure that they many benefit equally from the transportation system without a disproportionate share of its burdens. This analysis is completed with the TIP.

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.^[1]

FISCAL CONSTRAINT

Making sure that a given program or project can reasonably expect to receive funding within the time allotted for its implementation.^[1]

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.^[1]

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.^[1]

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).^[1]

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.^[1]

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.^[2]

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."^[1]

REGIONALLY SIGNIFICANT PROJECT

A project that is on a facility which serves regional transportation needs.^[1]

REVENUE

Remuneration received by carriers for transportation activities.^[1]

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.^[1]

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).^[1]

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.^[2]

URBANIZED AREA (UZA)

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

[1] "Planning Glossary." Federal Highway Administration. October 20, 2017. <https://www.fhwa.dot.gov/planning/glossary/>.

[2] "Glossary." Federal Highway Administration Office of Operations. February 11, 2019. <https://ops.fhwa.dot.gov/plan4ops/glossary.htm>.

3 FUNDING SOURCES

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

FEDERAL

319 GRANT PROGRAM

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

CAPITAL INVESTMENT GRANTS (CIG)

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

ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES (SECTION 5310)

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

GRANTS FOR BUSES AND BUS FACILITIES FORMULA PROGRAM (SECTION 5339)

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

HIGH RISK RURAL ROADS PROGRAM (HRRR)

See Highway Safety Improvement Program.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

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

JOB ACCESS AND REVERSE COMMUTE (JARC)

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

NATIONAL HIGHWAY FREIGHT PROGRAM (NHFP)

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

may cover 90 to 100 percent, e.g. certain types of improvements (predominately safety improvements).

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

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

RURAL AND SMALL URBAN AREAS (SECTION 5311)

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

STATE OF GOOD REPAIR GRANTS (SECTION 5337)

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

SURFACE TRANSPORTATION PROGRAM (STP)

See Surface Transportation Block Grant.

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

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

TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE

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

URBANIZED AREA FORMULA GRANT (SECTION 5307)

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

STATE

ILLINOIS COMMERCE COMMISSION (ICC) FUNDS

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

ILLINOIS DEPARTMENT OF NATURAL RESOURCES (IDNR)

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

ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT)

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

ILLINOIS MAJOR BRIDGE PROGRAM (IMBP)

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

ILLINOIS TRANSPORTATION ENHANCEMENT PROGRAM

See Transportation Alternatives (TA) Set-Aside.

RECREATIONAL TRAILS PROGRAM (RTP)

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

SAFE ROUTES TO SCHOOL

See Transportation Alternatives (TA) Set-Aside.

STATEWIDE PLANNING AND RESEARCH (SPR)

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

TRUCK ACCESS ROUTE PROGRAM (TARP)

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

LOCAL

ILLINOIS STATE TOLL HIGHWAY AUTHORITY (ISTHA)

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

LOCAL

Local funding derived from a source other than those listed.

MOTOR FUEL TAX (MFT)

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

PRIVATE

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

RETAIL SALES TAX (RST)

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

SPECIAL ASSESSMENT (SA) FUNDS

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

TAX INCREMENT FINANCING (TIF) DISTRICT

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

4 IMPLEMENTATION AGENCY CONTACTS

Agency	Contact	Title	Phone	Email
Boone County Council on Aging	Joe Fortmann	Executive Director	(815) 544-9893	jfortmann@keenage.org
Boone County Highway Department	Justin Krohn	County Engineer	(815) 544-2066	jkrohn@boonecountyil.org
Boone County Public Transportation	Dwayne Collins	Grant Administrator/Program Compliance	(815) 547-6268	dcollins@boonecountyil.org
Chicago Rockford International Airport	Zack Oakley	Deputy Director of Operations	(815)969-4412	zoakley@flyrfd.com
City of Belvidere	Brent Anderson	Public Works Director	(815) 544-9256	banderson@ci.belvidere.il.us
City of Loves Park	Steve Thompson	Director of Community Development	(815) 654-5033	SteveThompson@Loves-Park.IL.us
City of Loves Park	Nathan Bruck	Economic Development & Planning Manager	(815) 654-5033	NathanBruck@Loves-Park.IL.us
City of Rockford	Tim Hinkens	City Engineer	(779) 348-7647	Timothy.Hinkens@rockfordil.gov
City of Rockford	Christina Peacock	CIP Senior Financial Analyst	(779) 348-7615	Christina.peacock@rockfordil.gov
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Illinois State Tollway Highway Authority	Henry Guerriero	Traffic & Revenue Analyst	(630) 241-6800	hguerriero@getipass.com
Ogle County Highway Department	Jeremy Ciesiel	County Engineer	(815) 732-2851	jciesiel@Oglecounty.org
Rockford Mass Transit District	Paula Hughes	DBE/Grant Manager	(815) 961-9000	Phughes@rmttd.org
Rockford Park District	Tim Bragg	Park Planner	(815) 987-8865	TimBragg@rockfordparkdistrict.org
Village of Machesney Park	Chad Hunter	Superintendent of Public Works	(815) 877-5432	chadh@machesneypark.org
Village of Machesney Park	James Richter II	Community Development Director	(815) 877-5432	jamesr@machesneypark.org
Winnebago County Highway Department	Frank Hodina	Engineering Manager	(815) 319-4000	FHodina@WinCoIL.us
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ADDITIONAL RESOURCES

[Administrative Modifications \(FY2020-2023 TIP\)](#)

<http://www.r1planning.org/tip>

[Advanced Construction Notices \(FY2020-2023 TIP\)](#)

<http://www.r1planning.org/tip>

[Amendments \(FY2020-2023 TIP\)](#)

<http://www.r1planning.org/tip>

[Annual Listing of Obligated Projects \(ALOP\)](#)

<http://r1planning.org/fundamentals>

[Archived TIP Documents](#)

<http://www.r1planning.org/tip>

[Interactive TIP](#)

Under Construction

[MPO Board & Committee Schedules](#)

<http://r1planning.org/agendas>

[Procedures to Amend and Modify the RMAP Transportation Improvement Program \(February 22, 2018 Version\)](#)

<http://www.r1planning.org/tip>

[Title VI & Environmental Justice \(EJ\)](#)

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