



# Transportation Improvement Program

FY 2024 - 2027

Adopted Program

Version: 1.0

Date: June 30, 2023



# Transportation Improvement Program

*for State Fiscal Years 2024 - 2027  
(July 1, 2024 - June 30, 2027).*

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

**This report was prepared in cooperation with the following:**

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

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



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# Acknowledgments

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# Part 1:

## Introduction

Each year, Region 1 Planning Council (R1), acting as the Rockford Metropolitan Planning Organization (MPO), develops a Transportation Improvement Program (TIP). The purpose of the TIP is to document infrastructure and non-infrastructure transportation projects programmed within the Rockford Metropolitan Planning Area (MPA) for the next four fiscal years. This includes all surface transportation projects receiving Federal and State funding, projects of regional significance, and public transportation operations and/or capital.

As required, this TIP is fiscally constrained<sup>1</sup> 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

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<sup>1</sup> 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.

population of over 200,000 individuals, as defined by the U.S. Census Bureau. MPOs with this designation have additional roles and responsibilities to the core functions identified above, including the development of a congestion management process (CMP) and project selection for the sub-allocation of Surface Transportation Block Grant (STBG) funds, including the Transportation Alternative (TA) Set-Aside program.

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

The activities of the MPO are directed by a Policy Committee that consists of the top elected officials from the above entities plus the Deputy Director from IDOT Region 2 and the Chairman of the Rockford Mass Transit District Board. The Policy Committee receives technical recommendations and assistance from a 20-member Technical Committee comprised of planners and/or engineers from the above entities plus various other local partners, such as the Chicago Rockford International Airport and the Rock River Water Reclamation District.

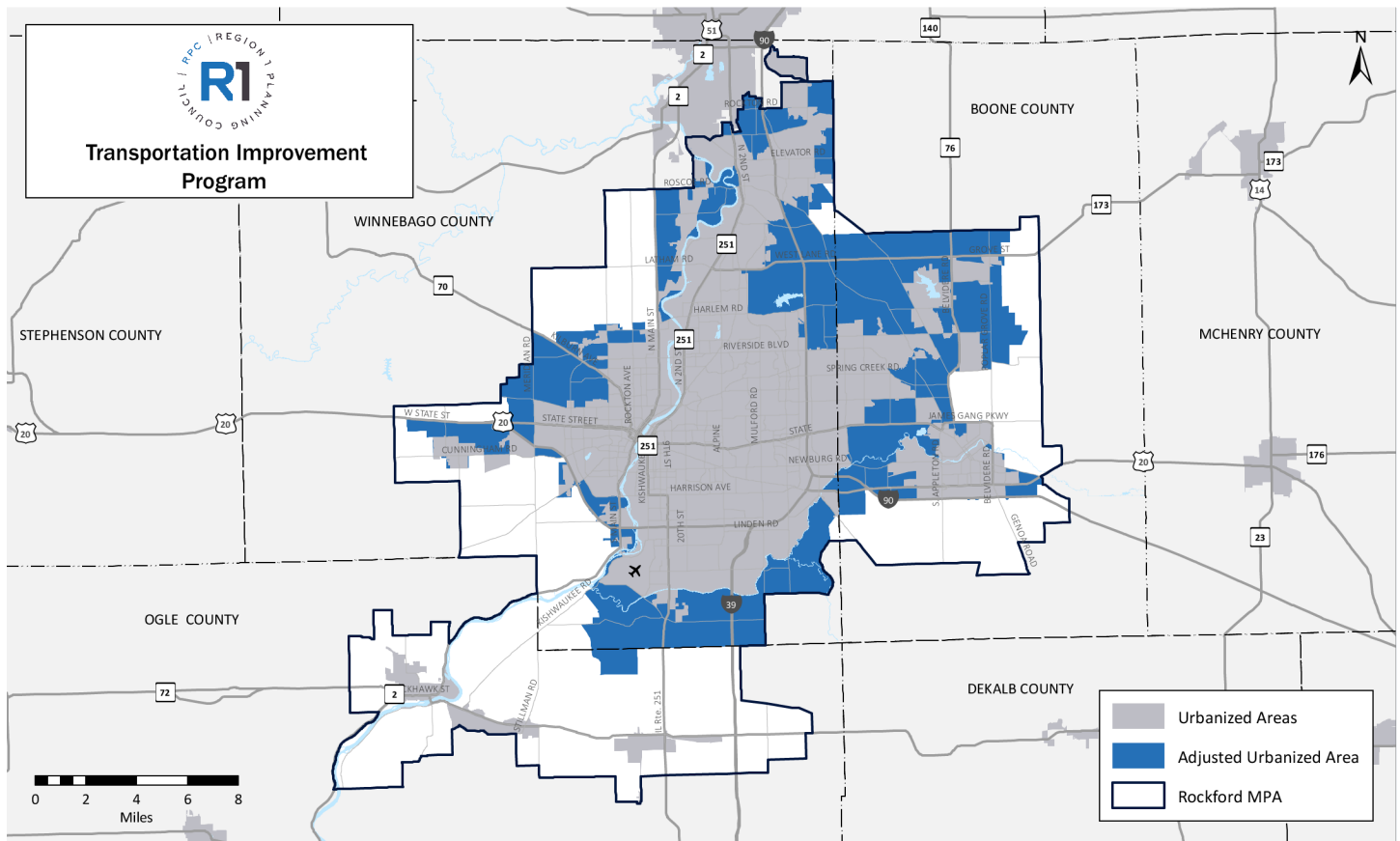
Much of the technical work, of the R1 transportation planning function, accomplished by the MPO, is done by a professional staff under the management of the Director of Metropolitan Planning Organization in close coordination with the R1 Executive Director.

### The Planning Area

The Rockford Metropolitan Planning Area (MPA) is located in north-central Illinois, near the state border of Wisconsin. As shown in Figure 1-1, the Rockford MPA is smaller than the boundaries of Boone, Ogle, and Winnebago Counties and covers approximately 440 square miles. The region has relatively flat terrain and is at the confluence of four major river systems in northern Illinois, including the Kishwaukee River, Pecatonica River, Sugar River, and Rock River, the largest and most central.

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.

**Figure 1-1: Metropolitan Planning Area (MPA)**



Source: Region 1 Planning Council

The population of the metropolitan statistical area (MSA) was estimated to be around 338,800 in 2020.<sup>2</sup> Of those, 148,655 live within census-defined urbanized areas<sup>3</sup> within the MPA. The population density of the urbanized areas is 1,934 people per square mile.<sup>1</sup> The bulk of this population resides in Winnebago County. The population in the MSA has declined in population since 2010 by 3.0 percent.

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

## Metropolitan Statistical Area

A Metropolitan Statistical Area (MSA) is (1) A county or a group of contiguous counties that contain at least one city of 50,000 inhabitants or more, or (2) An urbanized area of at least 50,000 inhabitants and a total MSA population of at least 100,000. MSAs are defined by the U.S. Census Bureau.

## Metropolitan Planning Area

A Metropolitan Planning Area (MPA) is the geographic area, determined by agreement between the metropolitan planning organization for the area and the Governor, in which the metropolitan transportation planning process must be carried out.

Source: Federal Highway Administration

<sup>2</sup> The MSA consists of Boone and Winnebago Counties.

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

## Part 2:

# General Overview of the Transportation Improvement Program

The 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. Regionally significant projects are defined as a transportation project that is on a facility which serves regional transportation needs<sup>4</sup>. This includes highway, public transit, bicycle, and pedestrian projects, as well as Intelligent Transportation System (ITS) and freight-related projects.

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

## Summary of Federal & State Regulations

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

Federal transportation statutes require the metropolitan TIP to be developed in a manner that:

- Is in cooperation with the State and any affected public transportation provider;
- Contains projects consistent with the current metropolitan transportation plan;
- Reflects the investment priorities established in the current metropolitan transportation plan;
- Designed to make progress toward achieving the performance targets established;
- Provides opportunity for participation by interested parties in the development of the program;

- Contains estimates of funds that are reasonably expected to be available to support program implementation;
- Updated at least once every four years; and
- Approved by the Metropolitan Planning Organization and the Governor of the presiding state.

Additionally, federal regulations state that the TIP must contain the following:

- A priority list of proposed Federally supported projects and strategies to be carried out within each 4-year period;
- A financial plan that:
  - Demonstrates how the TIP can be implemented;
  - Indicates resources from public and private sources that are reasonably expected to be available to carry out the program;
  - Identifies innovative financing techniques to finance projects, programs, and strategies; and
  - May include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available;
- Projects listed by include sufficient descriptive materials to identify the project; and
- A description of the anticipated effect of the transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets.

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

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

# 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.

**Figure 2-1: Annual TIP Development Process**

Phase	Description
1	<b>Project Solicitation</b> Staff works with implementation partners to accurately account for regionally significant and federally- or state-funded to be included in the next iteration
	Staff reviews progress reports on project awarded Surface Transportation Block Grant (STBG) or Transportation Improvement Program (TAP) funds, as well as the STBG and TAP funding available, forecasted, and allocated.
2	<b>Draft Document</b> Staff prepares preliminary draft of the next fiscal year's TIP.
3	<b>Public Involvement</b> Preliminary draft of the next fiscal year's TIP is released for a 30-day comment period.
	Staff includes a summary of the public comments received and updates the draft document as needed.
4	<b>Committee Actions</b> Proposed TIP is presented to the MPO Technical & Policy Committees for recommendation and adoption, respectively.
	If changes to the TIP are needed, based on the comments received, the MPO Policy Committee will determine if changes are significant enough to delay adoption and extend the public comment period.
5	<b>Submission to IDOT</b> MPO staff will submit the adopted TIP to IDOT for review and incorporate the TIP into the STIP by reference.

# Maintenance Process

Maintenance of the annual TIP is required throughout the fiscal year. To effectively manage necessary revisions, the Rockford MPO has a process to formally amend or modify the TIP. This process includes a standardized procedure for both major and minor revisions to the multi-year program, known as amendments and administrative modifications.

Both types of revisions to the multi-year program, begin with partner agencies submitting their requested revision to MPO staff. These requests must contain the project name and its associated TIP identification number, as well as information regarding the revision, including changes in project phase, extent, cost breakouts, funding sources, or fiscal year. If the requested revision includes the addition of a project not listed in the currently adopted TIP, an identification number will be assigned. Once all necessary information has been received, MPO staff will review the revision request and determine the revision should be an administrative modification or an amendment.

After all requests have been verified and the appropriate revision type determined, staff will proceed in one of two ways:

1. For amendments, a formal resolution presented to the Technical and Policy Committees for recommendation and adoption, respectively; or
2. For administrative modifications, a memo is presented to the MPO Policy Committee at a regularly scheduled meeting.

The public will have the opportunity for comment at this time. Upon formal acknowledgment by the MPO Policy Committee, revisions will be submitted for processing and approval by IDOT, Federal Highway Administration, and Federal Transit Administration. Documentation will be sent to the MPO verifying this approval and its inclusion into Statewide Transportation Improvement Program (STIP).

## Administrative Modifications

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

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



## Amendments

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:

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

## Advanced Construction Notices

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

## Coordination & Consultation

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

## Local & State Partners

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

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

Four public transit agencies operate within the MPA. The MPO works with agencies that originate public transit services within the MPA to program transit projects receiving federal funds within the TIP. These agencies include: Boone County Public Transportation, Lee-Ogle Transportation System (LOTS)<sup>5</sup>, Rockford

Mass Transit District (RMTD), and Stateline Mass Transit District (SMTD).

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

## Public Involvement

Citizens can influence project selection and priority setting within the TIP development process in three ways. By scrutinizing the "out year" projects, the public can determine if the projects they believe to be important are included. Second, citizens can influence the priority setting (i.e., which projects are advanced to the implementation year). Sometimes a project cannot be hastened because engineering, land acquisition, funding, and/or various components have not been accomplished. But many times, aspects may be adjusted and the time for implementation can be lessened. Whenever citizens are concerned about the inclusion and/or priority of a project, they should first contact the specific jurisdiction responsible for implementing the project. A list of TIP implementation agency contacts can be found at [r1planning.org/tip](http://r1planning.org/tip).

The third way the public can influence the TIP is through the formal 30-day public comment period, taken prior to approval of the TIP. The draft document is published and made available for comment for 30 days on the R1's website and at their offices. Any public comment received during this review period is considered by the MPO and presented to the Technical and Policy Committees as part of the approval process. If significant changes are proposed to the draft TIP during the comment period, the MPO Policy Committee may even extend the comment period to allow for further public review of the proposed changes.

In addition to public involvement in the development of the annual TIP, the public is highly encouraged to stay involved during the TIP program maintenance process as well. The TIP, in one form or another, is an agenda item at nearly every MPO Technical and Policy committee meeting held throughout the year. Formal amendments to the TIP are listed as agenda items for both of those MPO committees, while Administrative Modifications and Advance Construction notices are provided during the MPO agency report to the committees.

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<sup>5</sup> During public comment period name changed to Reagan Mass Transit District

# Part 3:

## Program Summary

### Performance-Based Planning & Programming

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

On May 3, 2018, the MPO Policy Committee adopted the “Intergovernmental Agreement between IDOT, Region 1 Planning Council (MPO), Rockford Mass Transit District (RMTD), and Boone County”. The intergovernmental agreement establishes that the four identified agencies will coordinate and develop a performance-based approach to planning in order to address the performance measures, as required in 23 CFR 450.314(h). This agreement defines the rights and obligations of each agency in terms of developing and sharing data related to transportation performance management and transit asset management, performance target setting, reporting of performance targets, and tracking progress towards attaining set performance targets.

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

### Congestion Management Process

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

Although the MPA has little congestion, except at certain intersections during peak traffic times and after large cultural or recreational events (nonrecurring congestion), managing these

incidences is a goal of the MTP and plays an important role in the MPO’s planning process. The CMP is discussed and outlined as a strategy for the region in the MTP and is considered as projects are programmed in this TIP. In total, there are 15 number of CMP projects within this TIP, totaling \$259,636,735.

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

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

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

### Maintenance of the Existing System

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

Although not all transportation system maintenance activities are listed, it is important to reemphasize that the maintenance and safety of the existing system generally takes precedence over projects which expand the system. Overwhelmingly, the

**Table 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*
IDOT - 2022 Targets	39.8	1.5	158	5.80	25.1
IDOT - 2023 Targets	44.7	1.64	148.8	5.51	24.1

Pavement & Bridge Condition (PM2) Targets

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

System Performance (PM3) Targets

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

Transit Asset Management (TAM) Targets

Facilities	Below 3.0 Rating	Total Facilities	Percent of Facilities Below 3.0 Rating		
	Statewide	Statewide	Statewide	RMTD	Boone County
Admin/Maintenance	10	62	16%	20%	0%
Passenger/Parking	2	27	7%	0%	-
<b>Total</b>					

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

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

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.

Continued on next page...

**Table 3-1: Performance Management Targets, *Continued***

Public Transportation Annual Safety Performance Measure Targets		
	Fixed Route	Paratransit/Demand Response
Fatalities (Total)	0	0.00
Fatalities (per 100k VRM)	0	0.00
Injuries (Total)	8	7.00
Injuries (per 100k VRM)	0.66	0.61
Safety Events (Total)	0	0
Safety Events (per 100k VRM)	0	0
System Reliability (Failures/VRM)	3,000	20,000

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

Source: Region 1 Planning Council

**Table 3-2: Performance Management Project Summary**

Performance Management Project Summary  
Fiscal Years 2024 - 2027

Expenditures	Annual Element (FY 2024)	Year 2 (FY 2025)	Year 3 (FY 2026)	Year 4 (FY 2027)	Total (FY 2024 - 2027)
PM1	\$4,877	\$6,303	\$6,900	\$4,650	\$22,730
PM2	\$69,820	\$111,680	\$54,465	\$76,348	\$312,313
PM3	\$128,870	\$107,400	\$0	\$0	\$236,270
TAM	\$0	\$0	\$0	\$0	\$0
PTASP	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$203,567</b>	<b>\$225,383</b>	<b>\$61,365</b>	<b>\$80,998</b>	<b>\$571,312</b>

Number of Projects	Annual Element (FY 2024)	Year 2 (FY 2025)	Year 3 (FY 2026)	Year 4 (FY 2027)	Total (FY 2024 - 2027)
PM1	6	11	6	3	26
PM2	26	26	18	16	86
PM3	5	3	0	0	8
TAM	0	0	0	0	0
PTASP	0	0	0	0	0
<b>Total</b>	<b>37</b>	<b>40</b>	<b>24</b>	<b>19</b>	<b>120</b>

PM1 Projects:	1-22-11, 1-23-6, 2-23-5, 3-18-8, 3-18-9, 3-21-6, 3-21-7, 3-21-8, 3-22-10, 3-22-11, 3-22-12, 3-23-11, 3-23-12, 3-23-13, 3-23-18, 3-23-20, 3-23-22, 3-23-23, 3-24-10, 3-24-11, 3-24-8, 3-24-9, 4-20-7, 4-23-3, 4-23-4, 4-23-5
PM 2 Projects:	1-20-2, 1-20-9, 1-20-17, 1-20-18, 1-20-20, 1-21-08, 1-21-11, 1-22-7, 1-22-9, 1-22-10, 1-23-7, 1-23-8, 1-23-9, 1-23-11, 2-23-2, 2-24-1, 3-17-6, 3-19-13, 3-20-2, 3-20-9, 3-20-21, 3-20-23, 3-21-1, 3-21-3, 3-21-4, 3-22-2, 3-22-4, 3-22-6, 3-22-7, 3-22-8, 3-23-7, 3-23-8, 3-23-9, 3-23-19, 3-23-21, 3-23-21, 3-24-1, 3-24-2, 3-24-3, 3-24-4, 3-24-5, 3-24-6, 4-19-8, 4-19-17, 4-20-2, 4-20-6, 4-23-2, 4-23-7, 4-24-1, 4-24-2, 4-24-3, 4-24-4, 4-24-5, 5-21-10, 5-21-11, 5-22-1, 5-22-4, 5-22-5, 5-24-1, 13-21-5, 13-21-5, 13-21-6, 13-22-5, 13-22-6, 13-22-7, 13-22-8, 13-22-9, 13-22-10, 14-17-2, 14-21-1, 14-21-3, 21-22-1, 21-24-1, 24-21-2, 24-21-3, 24-24-1, 24-24-2, 24-24-3, 50-23-2, 50-23-3, 50-23-4
PM 3 Projects:	1-17-7, 1-20-3, 3-17-6, 3-23-5, 18-20-1
TAM Projects:	
PTASP Projects:	

Source: Region 1 Planning Council

majority of projects listed in the TIP represent projects aimed at maintaining and repairing the current transportation system.

Maintenance-related projects account for 53 percent of all project programmed with in this TIP, totaling \$343,343.

## Title VI & Environmental Justice Considerations

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

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

Environmental Justice (EJ) is an amplification of Title VI that extends the basic principles of Title VI to low-income populations. Recent emphasis on EJ stems from the 1994 Executive Order 12898 that states, “Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.” In, 1997, the U.S. Department of Transportation (USDOT) issued its Order to Address Environmental Justice in Minority Populations and Low-Income Populations to summarize and expand upon the requirements of Executive Order 12898.

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

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

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

Figure 3-1 illustrates the census block groups with higher than a regional average traditionally underserved populations (TUPs). The U.S. Census’ 2019 American Community Survey (ACS) 5-Year Estimates, were used to calculate the thresholds for each TUP. A threshold represents the overall concentration of a population across the entire metropolitan planning area. Using the thresholds established, the census block groups were then categorized by how many Title VI and EJ thresholds they exceeded, the census block groups were then categorized by how many Title VI and EJ thresholds they exceeded. This allows the census block groups to be mapped showing the concentration of the identified populations. Darker areas on the map indicates a greater concentration of the TUPs.

Table 3-3 displays the threshold breakdown of the FY 2024 – 2027 TIP projects by improvement type. This data shows that a majority of the programmed TIP projects are located in a block group that has reached at least one of the thresholds. A total of 113 projects are planned for FY 2024 – 2027. Of these projects, 93 percent of projects are in areas that have reached at least one of the TUD thresholds.

The benefit and burden analysis provides feedback on the equity of the projects the TIP by providing a high level examination of the impacts various types of may have on TUPs. Table 3-4 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.

The full in-depth analysis of EJ thresholds and TIP projects can be found in Appendix B.

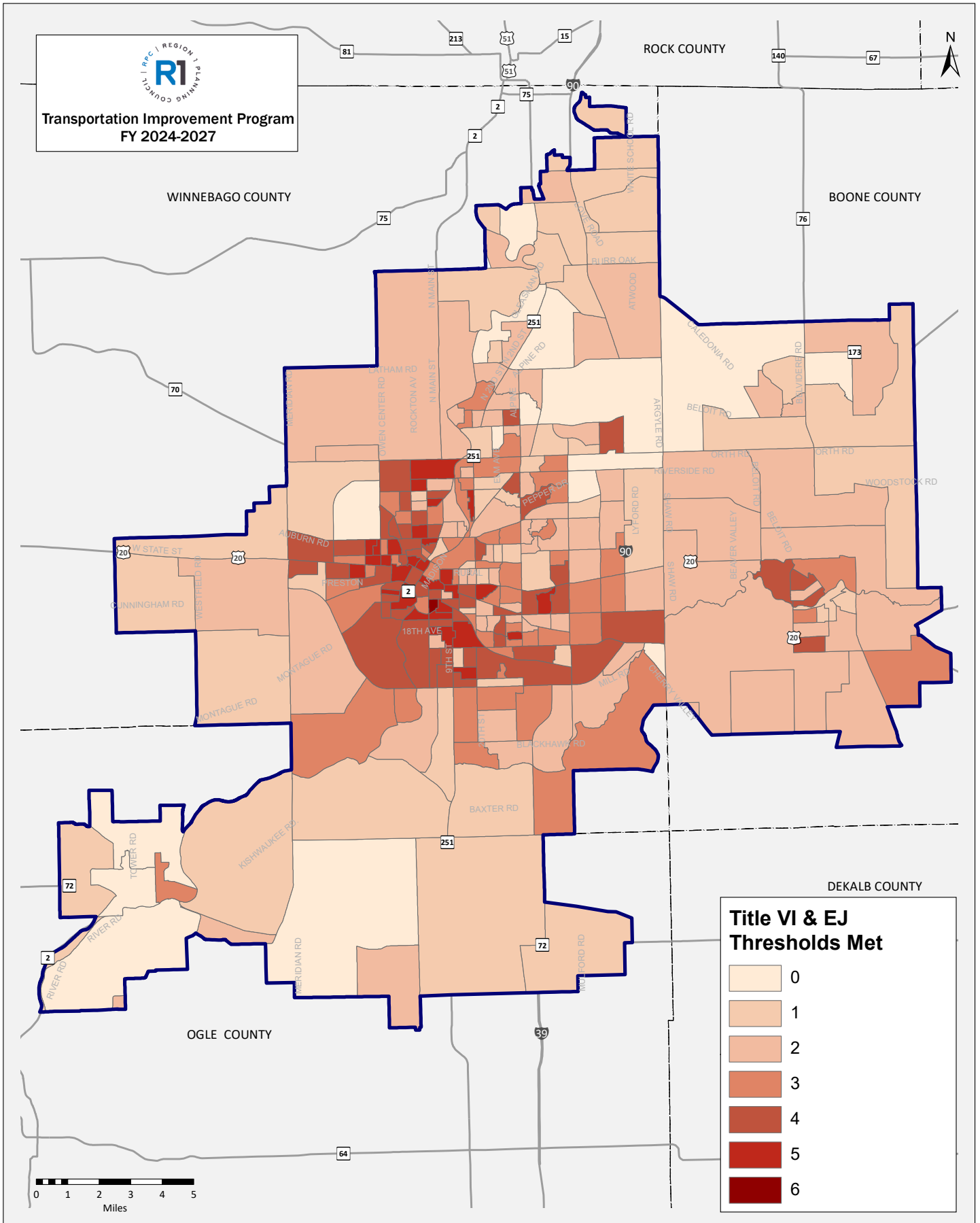
## The Financial Plan

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 2027 as in past trends. It is typical for certain types of funding to fluctuate from one fiscal year to another.

Total funding for this TIP is \$621 million, an increase of \$327 million (52%) when compared to the FY 2023-2026 TIP. Figure 3-3 illustrates the estimates of public (federal, state, and local) funding by source for FY 2024-2027. Table 3-5 illustrates the estimate of revenues anticipated to be available for the projects listed within

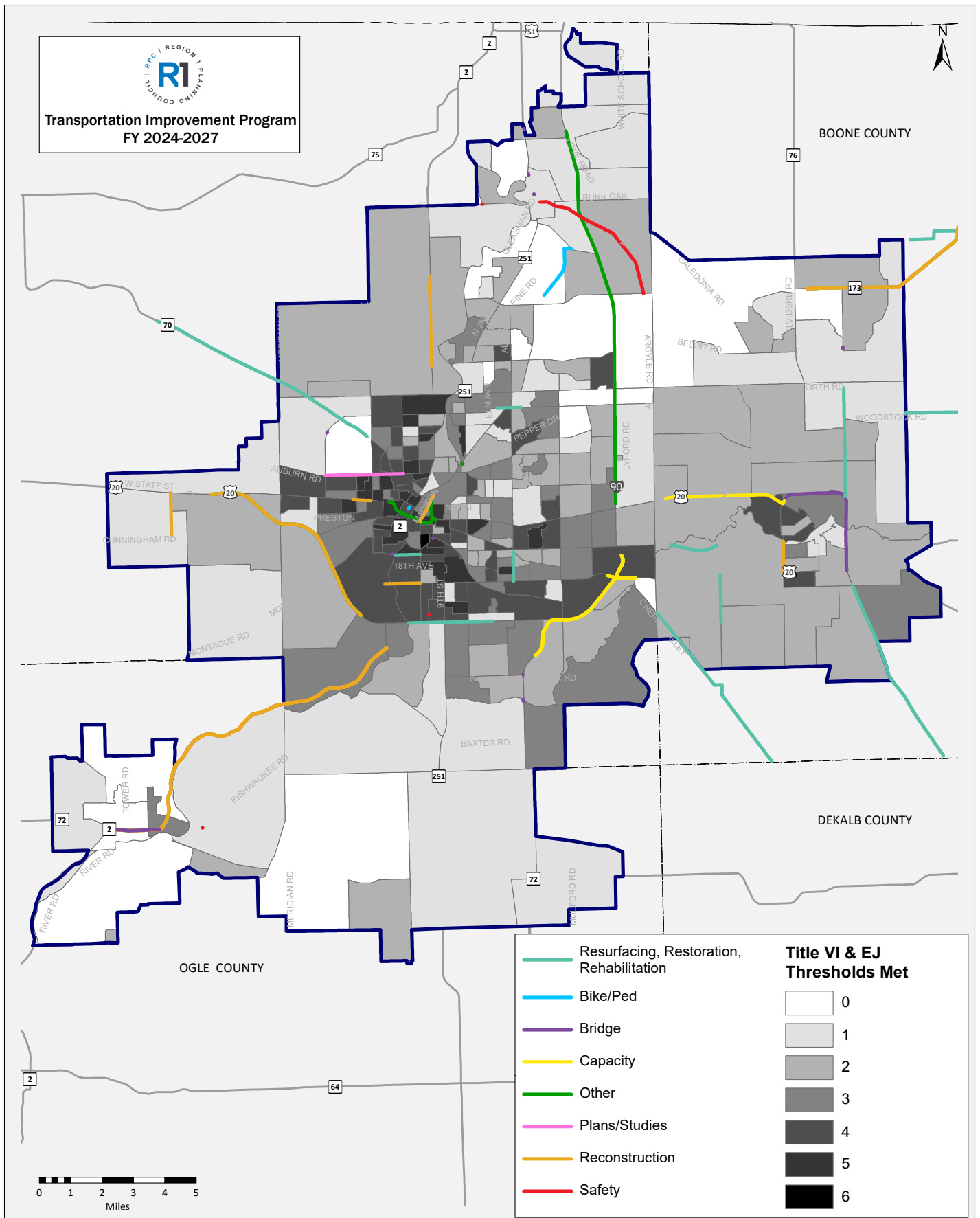
Figure 3-1: Title VI & EJ Areas by Thresholds Met



Source: Region 1 Planning Council



Figure 3-2: Title VI & EJ Areas with TIP Projects



Source: Region 1 Planning Council

**Table 3-3: Financial Summary of Programmed Projects & TUD Thresholds**

Financial Summary of Programmed Projects & TUD Thresholds FY 2024 - 2027

	Thresholds Met		
	Meets	Does Not Meet	Total
3R (#)	21	3	24
3R (%)	88%	13%	100%
Bicycle/Pedestrian (#)	10	0	10
Bicycle/Pedestrian (%)	100%	0%	100%
Bridge (#)	30	4	34
Bridge (%)	88.2%	12%	100%
Capacity (#)	9	0	9
Capacity (%)	100%	0%	100%
Plans/Studies (#)	0	0	0
Plans/Studies (%)	0%	0%	0%
Reconstruction (#)	27	1	28
Reconstruction (%)	96%	4%	100%
Safety (#)	1	0	1
Safety (%)	100%	0%	100%
Signal/ITS (#)	0	0	0
Signal/ITS (%)	0%	0%	0%
Other (#)	8	0	8
Other (%)	100%	0%	100%
All Projects (#)	106	8	114
All Projects (%)	93%	7%	100%
<b>Total</b>	<b>106</b>	<b>8</b>	<b>114</b>

Source: Region 1 Planning Council

**Table 3-4: Benefits & Burdens Analysis**

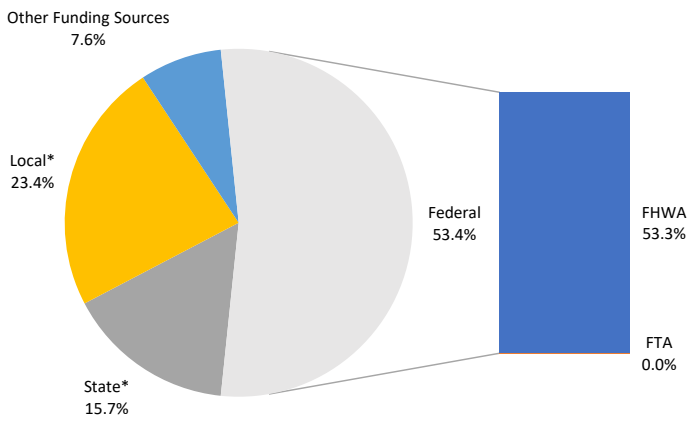
Bridges, Capacity, & Engineering Projects		
Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Enhance accessibility & mobility.	Benefits limited to populations with motor vehicles.	Signal synchronization, pedestrian crosswalks, bike lanes, bus routes additions, etc.
Promote economic development.	Increase in noise and air pollution.	Select right-of-way (ROW) for minimum impacts.
Improve safety.	Might impact existing neighborhoods.	Try to incorporate context sensitive design to maintain the neighborhood character.
Improve operational efficiency.		
Resurfacing, Rehabilitation, & Reconstruction (3R) Projects		
Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Promote system preservation.	Expansion of shoulder with may impinge on residential property, resulting in additional ROW acquisition.	Close large sections of roadways during non-peak hours to increase resurfacing productivity.
Improve safety.	Diverted traffic during project construction causes potential delays and congestion.	Reroute construction traffic, if needed, to nearby major roads.
Improve operations.	Noise and air pollution during construction.	
Bicycle & Pedestrian Projects		
Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Improve quality of life, health & environment by encouraging people to use the bike/pedestrian facilities.	Some traffic calming measures make commercial deliveries difficult.	Create improvement plans to accommodate both motor vehicle traffic & bike/pedestrian usage.
Improve safety to pedestrians & bike riders.	Bike routes takes space for passing turning cars at intersections and reduce on-street parking.	
Provide an alternative to motor vehicles.		
Public Transit Projects		
Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Enhance accessibility by transit for Traditionally Underserved Populations (TUP).	Temporary shelter/stop infrastructure may not be ADA accessible.	Increase service communication between operators and public.
Reduce reliance on motor vehicles and improve air quality.	Temporary bus route deviations may be burdensome.	Bus routes should be within walking distance of TUP.
Increase mobility and safety for TUP.		
ITS Improvements & Congestion Management Strategies		
Possible Benefits	Possible Burdens	Possible Mitigation Strategies
Enhance mobility & accessibility.	Funding for ITS implementation might not be available.	Multi-modal incorporates transit stations & other modes.
Improve safety.		Have a comprehensive design phase before any ITS projects are implemented.
Enhance system preservation & operational efficiency.		

Source: Region 1 Planning Council

this TIP by source and year. These estimates have been derived from the actual apportionments for the current fiscal year, which serves as the baseline.

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

**Figure 3-3: Total Programmed Funds, FY 2024-2027**



Source: Region 1 Planning Council

## 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) and the Transportation Alternatives (TA) Set-Aside are two of the primary federal funding programs provided to the MPO for the region to implement roadway-related and alternative transportation projects identified in the Metropolitan Transportation Plan (MTP). Project selection for the programming of these funds is done through the authority of the MPO Policy Committee. Additionally, the MPO, in coordination with Rockford Mass Transit District (RMTD), also programs the Federal Transit Administration (FTA) Section 5310 funds in the MPO TIP to improve mobility for seniors and individuals with disabilities through expanding public transportation programs or services.

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

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

## Surface Transportation Block Grant

As mentioned above, STBG<sup>6</sup> 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.

Surface Transportation Block Grant funding is annually allocated to the Rockford Urbanized Area through the Illinois Department of Transportation’s (IDOT) distribution formula<sup>7</sup>. The MPO’s share is on average an estimated \$4 million per year. The funding allocated for FY 2024 is \$4,457,107.03. Table 3-6 details the STBG allocations that have been received, as well as projected by year.

## Transportation Alternatives Program

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

Transportation Alternatives Program funding is annually located to the region with an average estimate \$650,000 per year. The funding anticipated for FY 2023 is \$654,421. The MPO’s current balance of TAP funds is \$641,005.

## 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. Rockford Mass Transit District 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

<sup>6</sup> 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 program as the Surface Transportation Block Grant (STBG).

<sup>7</sup> The distribution formula for STBG funding can be found in the Appendix F of the Metropolitan Planning Organization Cooperative Operation Manual.

**Table 3-5: Estimated FY 2024-2027 Available Funds**

Sources of Funding by Level of Government  
 Roadway Projects  
 Fiscal Years 2024 - 2027

Funding Sources	Annual Element (FY 2024)	Year 2 (FY 2025)	Year 3 (FY 2026)	Year 4 (FY 2027)	Total (FY 2024 - 2027)
NHPP	\$129,105	\$107,860	\$29,026	\$0	\$265,991
STBG-S	\$88	\$1,520	\$360	\$0	\$1,968
STBG-U	\$0	\$12,799	\$0	\$0	\$12,799
STBG-R	\$0	\$640	\$740	\$0	\$1,380
STBG-B	\$900	\$6,000	\$1,940	\$0	\$8,840
HSIP	\$2,657	\$184	\$3,497	\$0	\$6,338
ITEP	\$275	\$5,000	\$0	\$0	\$5,275
TAP	\$265	\$268	\$0	\$0	\$533
SRTS	\$0	\$0	\$0	\$0	\$0
IMBP	\$0	\$0	\$1,772	\$0	\$1,772
Other	\$3,475	\$891	\$11,660	\$22,800	\$38,826
<b>Total Federal Expenditures</b>	<b>\$136,765</b>	<b>\$135,162</b>	<b>\$48,995</b>	<b>\$22,800</b>	<b>\$343,722</b>
State	\$39,093	\$36,401	\$7,557	\$0	\$83,051
EDP	\$250	\$0	\$0	\$0	\$250
IMBP	\$0	\$0	\$0	\$0	\$0
TARP	\$215	\$0	\$0	\$126	\$341
GCPF	\$0	\$0	\$0	\$0	\$0
Rebuild IL	\$0	\$9,350	\$0	\$0	\$9,350
Other State	\$5,400	\$2,560	\$0	\$0	\$7,960
<b>Total State Expenditures</b>	<b>\$44,958</b>	<b>\$48,311</b>	<b>\$7,557</b>	<b>\$126</b>	<b>\$100,952</b>
Local	\$30,331	\$47,234	\$28,663	\$44,692	\$150,920
ISTHA	\$9,900	\$6,750	\$0	\$25,000	\$41,650
Private	\$0	\$750	\$0	\$0	\$750
Other	\$880	\$1,344	\$4,182	\$0	\$6,406
<b>Total Other Expenditures</b>	<b>\$41,111</b>	<b>\$56,078</b>	<b>\$32,845</b>	<b>\$69,692</b>	<b>\$199,726</b>
<b>Total Expenditures</b>	<b>\$222,835</b>	<b>\$239,550</b>	<b>\$89,397</b>	<b>\$92,618</b>	<b>\$644,000</b>

Sources of Funding by Level of Government  
 Transit Projects  
 Fiscal Years 2024 - 2027

Funding Sources	Annual Element (FY 2024)	Year 2 (FY 2025)	Year 3 (FY 2026)	Year 4 (FY 2027)	Total (FY 2024 - 2027)
Section 5307	\$295	\$0	\$0	\$0	\$295
Section 5339	\$0	\$0	\$0	\$0	\$0
Section 5310	\$0	\$0	\$0	\$0	\$0
Discretionary Grants	\$0	\$0	\$0	\$0	\$0
Undetermined Federal	\$0	\$0	\$0	\$0	\$0
<b>Total Federal Expenditures</b>	<b>\$295</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$295</b>
IDOT	\$100	\$0	\$0	\$0	\$100
Other State	\$0	\$0	\$0	\$0	\$0
<b>Total State Expenditures</b>	<b>\$100</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100</b>
Local	\$0	\$0	\$0	\$0	\$0
Private	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
<b>Total Other Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Expenditures</b>	<b>\$395</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$395</b>

Source: Region 1 Planning Council

**Table 3-6: STBG Allocations**

Surface Transportation Block Grant - Urbanized Allocations & Projected

Fiscal Year	Allocation
2011	\$2,010,663
2012	\$2,916,175
2013	\$2,432,353
2014	\$2,917,864
2015	\$2,483,239
2016	\$2,556,386
2017	\$2,803,472
2018	\$2,894,698
2019	\$2,954,807
2020	\$3,023,540
2021	\$3,272,407
2022	\$3,199,098
2023	\$4,252,155
2024	\$4,457,107
2025 <sup>[1]</sup>	\$4,457,107
2026 <sup>[1]</sup>	\$4,457,107
2027 <sup>[1]</sup>	\$4,457,107
<b>Total Allocations</b>	<b>\$55,545,285</b>

[1] Subject to change.

call for projects, to determine that the projects meet federal requirements. While the MPO does not formally score any of the applications for vehicles, the MPO’s Alternative Transportation Committee (ATC) screens applications for HSTP compliance. This funding is by no means certain, but there is a reasonable chance that a significant portion of the requests could be granted.

**Section 5307**

Section 5307 funding, titled the “Urbanized Area Formula Grants”, provides funding to recipients for transit capital and operating assistance in urbanized areas and for transportation-related planning. As an urbanized area with over 200,000 in population, Section 5307 funds are directly apportioned to a Rockford Mass Transit District. These funds may be used for the following activities: (1) planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; (2) capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and (3) capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software.<sup>ii</sup>

Table 3-10 details the Program of Projects for Section 5307 funds developed by RMTD for the upcoming fiscal year.

Source: Region 1 Planning Council

**Table 3-7: Historic & Programmed STBG Projects**

Surface Transportation Block Grant - Urbanized Historic & Committed Projects

Past Project	Agency	Total Project Cost	Obligated STBG Funds	% Funded with STBG	Status
Harrison Avenue Bridge	Rockford	\$3,303,450	\$2,319,352	70%	Complete (1975)
Five-Points Intersection	Rockford	\$1,137,964	\$738,829	65%	Complete (1976)
Resurfacing: 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)
<b>Total</b>		<b>\$86,363,068</b>	<b>\$58,655,221</b>	<b>-</b>	

Active & Committed Projects	Agency	Total Project Cost	Obligated STBG Funds	% Funded with STBG	Status
Riverside Boulevard Project #: 2-21-1	WCHD	\$13,222,000	\$8,778,500	66%	Programmed (2021)
Newburg Road Project #14-23-2	Belvidere	\$418,200	\$111,793	27%	Programmed (2023)
9th Street 2-Way Conversion (Whitman Street Interchange) Project #3-20-21	Rockford	\$14,243,000	\$4,020,000	28%	Programmed (2023)
<b>Total</b>		<b>\$13,222,000</b>	<b>\$8,778,500</b>	<b>-</b>	

Source: Region 1 Planning Council

**Table 3-8: Historic & Programmed TAP Projects**

Transportation Alternatives Program  
Historic & Committed Projects

Past Project	Agency	Total Project Cost	Obligated TAP Funds	% Funded with TAP	Status
Alpine Road Path	MP	\$776,000	\$620,000	80%	Completed (2017)
Jefferson St Bridge; Underpass Approaches	RPD	\$250,000	\$200,000	80%	Completed (2020)
Lawrenceville Road & Piskasaw Creek Connection	BCCD	\$714,395	\$520,000	73%	Completed (2022)
<b>Total</b>		<b>\$1,740,395</b>	<b>\$1,340,000</b>		

Active & Committed Projects	Agency	Total Project Cost	Obligated TAP Funds	% Funded with TAP	Status
East State Street Sidewalks Project #: 03-18-8	Rockford	\$335,500	\$268,400	80%	In Design
West State Street/Pierpont Ave Sidewalk Gaps Project #: 03-18-9	Rockford	\$330,740	\$264,592	80%	In Design
Springcreek Road to U of I College of Medicine Connection Project #: 3-20-15	Rockford	\$543,003	\$325,802	60%	In Design
<b>Total</b>		<b>\$1,209,243</b>	<b>\$858,794</b>		

Source: Region 1 Planning Council

**Table 3-9: Programmed Section 5310 Projects**

FTA Section 5310  
Currently Programmed Projects

Programmed Projects	Agency	Total Project Cost	Section 5310 Funds	% Funded with Section 5310	Status
Replacement Paratransit Vehicles w/Equipment Project # 7-21-19	Rockford Mass Transit District	\$516,338	\$516,338	100%	Programmed
Replacement Medium Duty Paratransit Vehicle (1)	Barbara Olson Center of Hope	\$63,000	\$63,000	100%	Programmed
Demand Response Hardware/Software Project # 7-23-5	Rockford Mass Transit District	\$396,607	\$294,354	74%	Programmed
<b>Total</b>		<b>\$975,945</b>	<b>\$873,692</b>		

Source: Region 1 Planning Council

**Table 3-10: Section 5307 Program of Projects**

FTA Section 5307  
Program of Projects

Priority	Project	Agency	Federal	State or Local	Total Project Cost
1	Complementary ADA Costs	RMTD	5307	IDOT	\$325,000
2	Security Project	RMTD	5307	IDOT	\$70,000
<b>Total</b>					<b>\$395,000</b>

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

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

Source: Region 1 Planning Council



# Part 4:

## Project Listing

The following tables list all proposed surface transportation and transit projects programmed over the next four fiscal years. The tables include the following information for each project: TIP number; location; extent/termini (if applicable); project type; phase of work; funding sources and associated amounts; and the total project cost. The projects are broken into three sections: IDOT projects, local surface transportation projects, and transit projects. These three sections are further broken down by life cycle 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 life cycle of projects listed in the TIP. There are four categories within of a TIP project’s life cycle: 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 2024).
- **Out Years:** The three remaining years of the TIP (e.g. FY 2025-2027).
- **Awarded, Initiated, or Completed/Programmed or Completed:**
  - For highway projects, this phase indicates that construction has been awarded letting or that construction has begun or been completed.

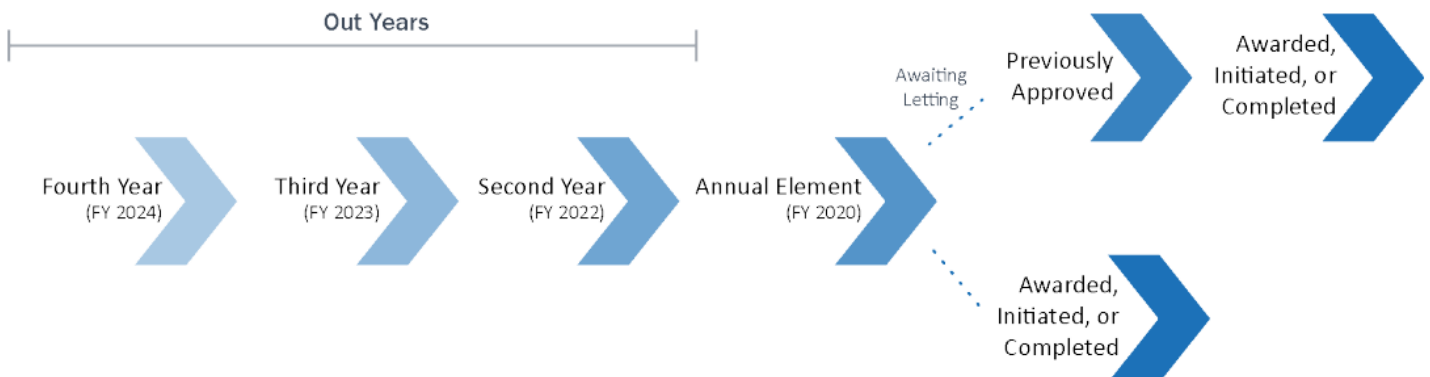
- For transit projects, this phase in the life cycle indicates projects that (1) have verified funding sources and have been placed into a grant or (2) procurement is completed, received, and/or paid for.
- **Previously Approved:** This category contains projects that have been adopted by the MPO Policy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

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

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

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

Figure 4-1: 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

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

**Table 4-1: Project Type**

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

## Phase of Work

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

**Table 4-2: Phases of Work**

Phase	Description
<b>PE</b>	Preliminary Engineering.
<b>DES</b>	Design.
<b>ENVIR</b>	Environment/NEPA.
<b>ROW</b>	Right-of-Way: Development of ROW plans, real property acquisition, temporary and permanent easements, and utility relocation.
<b>CON</b>	Construction: Work completed by the agency or constrator(s) to construct the project, possibly including utility relocation.
<b>CON EN</b>	Construction Engineering.
<b>OPS</b>	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.
<b>PURCHASE</b>	Procuring equipment, software, or vehicles (FTA).
<b>REBUILD</b>	Rebuilding vehicles (FTA).
<b>ADMIN</b>	Project administrative costs (FTA).
<b>CAPITAL</b>	Eligible capital projects (FTA).
<b>STUDY</b>	Development of transportation-related plan or study.

# Highway Projects

**Table 4-3: FY 2024 Highway Projects**

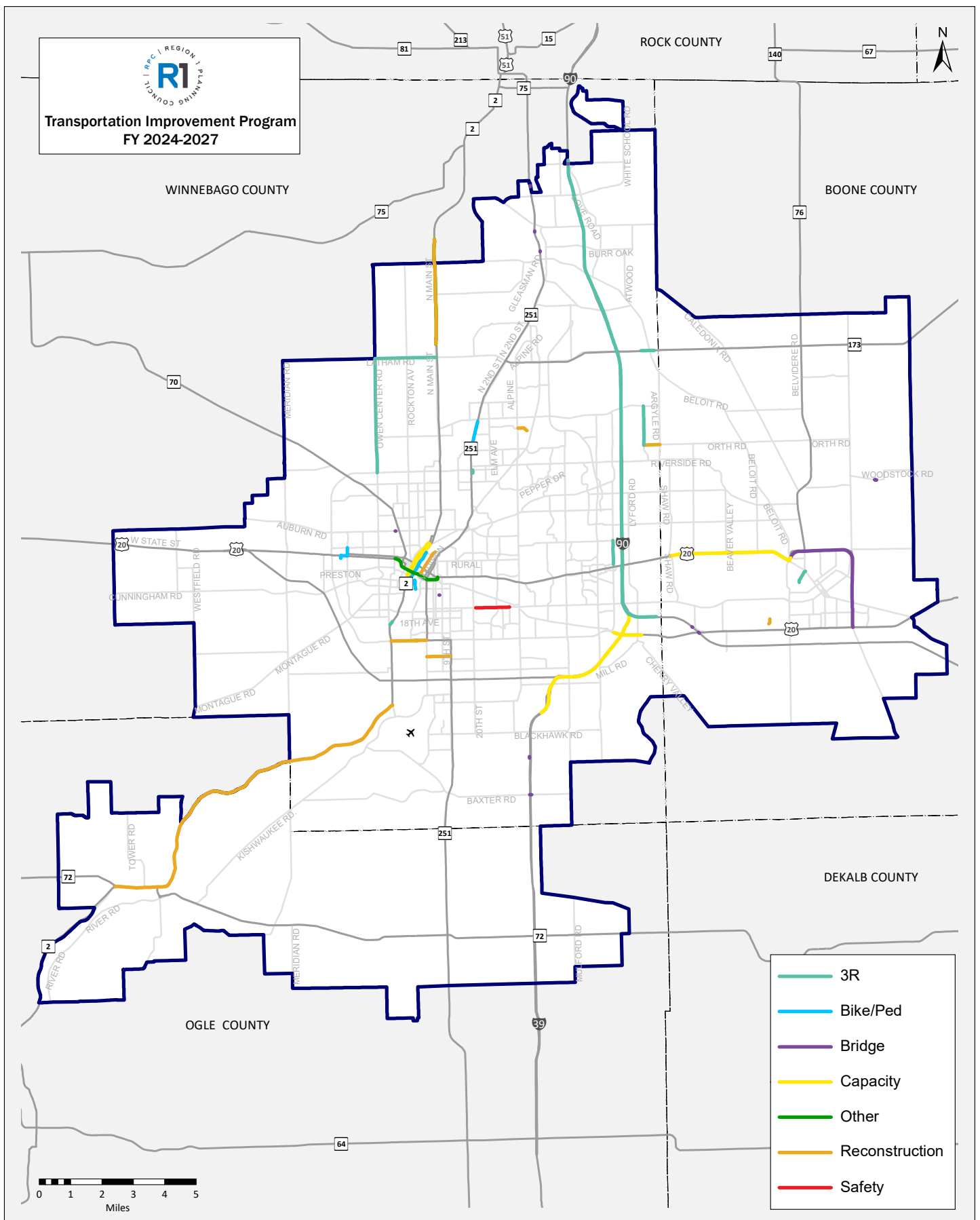
Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
<b>01 - Illinois Department of Transportation (IDOT)</b>											
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Road to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee river; Harrison Ave: Bell School road to I-39	Capacity	CON	NHPP	\$84,291	State	\$15,709	-	-	\$100,000
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Road to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee river; Harrison Ave: Bell School road to I-39	Capacity	CON	NHPP	\$14,840	State	\$2,830	-	-	\$17,670
1-20-1	IL 2	IL 72 to Beltline Road	Reconstruction	ROW	NHPP	\$720	State	\$180	-	-	\$900
1-20-3	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	PE	NHPP	\$3,360	State	\$840	-	-	\$4,200
1-20-3	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	ROW	NHPP	\$3,200	State	\$800	-	-	\$4,000
1-20-9	US BUS20 (Belvidere Bypass)	State Street to US 20 in Belvidere	Bridge	PE	NHPP	\$2,880	State	\$720	-	-	\$3,600
1-20-18	ILL 2	0.4 mile north of Latham Road to 0.8 mile north of Roscoe Road	Reconstruction	CON	NHPP	\$16,000	State	\$4,000	-	-	\$20,000
1-20-19	ILL 2	0.4 mile north of Latham Road to 0.8 mile north of Roscoe Road	Other	ROW	-	-	State	\$250	-	-	\$250
1-20-20	ILL 251	Dry Creek 0.3 mile north of McCurry Road, north Kinnikinnick Creek 0.1 mile south of Hononegah road a & south Kinnikinnick Creek 0.8 mile south of Hononegah Road	Bridge	CON	NHPP	\$960	State	\$240	-	-	\$1,200
1-21-7	ILL 2	0.4 mile north of Latham Road to 0.8 mile north of Roscoe Road	Reconstruction	PE	NHPP	\$1,920	State	\$480	-	-	\$2,400
1-21-11	ILL 173	0.4 mile east of Lyford Road to 0.1 mile west of Winnebago County Line	3R	CON	NHPP	\$600	State	\$150	-	-	\$750
1-23-5	Downtown Rockford Complete Streets Revitalization	Chestnut/Walnut from West State St to East State St	Other	DES	Other	\$2,314,937	-	-	Other	\$880,020	\$3,194,957
1-23-13	I-39	At Baxter Rd 1 mi N Ogle Co Line	Bridge	CON	Other	\$1,160	State	\$290	-	-	\$1,450
1-23-14	ILL 2	0.2 mi S of Clifton Ave to Pond St in Rockford	3R	CON	NHPP	\$320	State	\$80	-	-	\$400
1-23-15	Bridge Cleaning	Districtwide	Bridge	CON	STBG-S	\$88	State	\$22	-	-	\$110
1-23-16	I-39	Kishwaukee River 0.8 mi S of Blackhawk Rd	Bridge	CON	NHPP	\$14	State	\$2	-	-	\$16
<b>Total</b>						<b>\$132,668</b>		<b>\$26,593</b>		<b>\$880</b>	<b>\$160,141</b>
<b>02 - Winnebago County Roadway Projects Department (WCHD)</b>											
2-23-5	Owen Center Road	From West Riverside Boulevard to Latham Road	3R	CON	HSIP	\$2,657,433	-	-	Local	\$295.27	\$2,952.70
2-24-1	Latham Road Widening and Resurfacing	Owen Center Road to IL Route 2	3R	CON	-	-	Other	\$1,000	-	-	\$1,200
							TARP	\$200			
2-24-2	Bell School Road	Guilford Road to Argus Drive	3R	CON	-	-	Other	\$1,200	Local	\$2,000.0	\$3,200
<b>Total</b>						<b>\$2,657</b>		<b>\$2,400</b>		<b>\$2,295</b>	<b>\$7,353</b>
<b>03 - City of Rockford (RKFD)</b>											
3-17-6	Activate Church & Main	Cedar Street to John Street	Capacity	CON	-	-	-	-	Local	\$3,000	\$3,000
3-18-9	West State Street/Pierpont Avenue	Concord Commons to Pierpont Avenue to School Street	Bike/Ped	CON	TAP	\$265	-	-	Local	\$59	\$324.0
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	CON	STBG-B	\$900	-	-	Local	\$225	\$1,125
3-21-1	Neighborhood Program - 2024	City wide	3R	CON	-	-	-	-	Local	\$6,500	\$6,500
3-21-3	Commercial & Industrial Street Program - 2024	City wide	3R	CON	-	-	-	-	Local	\$400	\$400
3-21-4	Local Bridge Program - 2024	City wide	Bridge	CON	-	-	-	-	Local	\$1,150	\$1,150
3-21-5	ADA Transition Plan Improvements - 2024	City wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150
3-21-6	Bicycle Program - 2024	City wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300
3-21-7	Sidewalk Program - 2024	City wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550
3-21-8	Traffic Signal and Lighting Program - 2024	City wide	Safety	CON	-	-	-	-	Local	\$150	\$150
3-21-11	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Reconstruction	DES	-	-	-	-	Local	\$600	\$600
3-22-1	Madison Street Corridor Improvements	East State Street to Y Boulevard	Reconstruction	CON	-	-	Other	\$2,000	Local	\$500	\$2,500
3-23-3	Downtown Streetscape Program - 2024	Downtown - Wide	Bike/Ped	CON	-	-	-	-	Local	\$500	\$500
3-23-15	Highcrest Multi-Use Path	Jacobi Place to Spring Creek Road	Bike/Ped	DES	-	-	-	-	Local	\$220	\$220
3-23-15	Highcrest Multi-Use Path	Jacobi Place to Spring Creek Road	Bike/Ped	ROW	-	-	-	-	Local	\$32.5	\$32.5
3-23-16	Rockford Riverfront Path	Rails to Trails Bridge to Whitman Street	Bike/Ped	DES	ITEP	\$275	-	-	-	-	\$275
3-23-17	Com-Ed Multi-Use Path	Morgan Street to UW Sports Factory	Bike/Ped	CON	-	-	-	-	Local	\$100	\$100
3-23-18	Broadway Road Diet	20th Street to Parkside Drive	Safety	CON	-	-	Other	\$400	Local	\$200	\$600
3-23-19	Auburn Street Bridge	Over Kent Creek	Bridge	PE	-	-	-	-	Local	\$250	\$250
3-24-12	Brooke Road Improvements	Kishwaukee Street to 11th Street	Reconstruction	DES	-	-	Other	\$800	Local	\$500	\$1,300
<b>Total</b>						<b>\$1,440</b>		<b>\$3,200</b>		<b>\$15,387</b>	<b>\$20,027</b>

Continued on next page...

**Table 4-3: FY 2024 Highway Projects *Continued***

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
<b>04 - City of Loves Park (LP)</b>											
4-20-2	Orth Road	Paladin Parkway to Argyle Road	Reconstruction	CON	-	-	-	-	Local	\$450	\$450
4-20-6	Paulson Road	Harlem Road to Orth Road	3R	CON	-	-	-	-	Local	\$920	\$920
4-23-2	Maple Avenue	Alpine Road East to Buffalo Grove	Reconstruction	CON	-	-	-	-	Local	\$1,520	\$1,520
4-24-1	Jensen Drive	Riverside Boulevard to River Park Drive	3R	CON	-	-	-	-	Local	\$350	\$350
4-24-2	Road Resurfacing	Various Locations	3R	CON	-	-	-	-	Local	\$250	\$250
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$3,490</b>	<b>\$3,490</b>
<b>05 - Village of Machesney Park (MP)</b>											
5-21-4	IL 251 Sidewalk Improvement	Shoreland to Peach Tree	Bike/Ped	DES	-	-	-	-	Local	\$590	\$590
5-21-11	Village Wide Resurfacing	Various	3R	STUDY	-	-	-	-	Local	\$1,250	\$1,250
5-21-12	Forest Hills Road Offsite Drainage Improvements	-	Other	DES	-	-	-	-	Local	\$1,980	\$1,980
5-23-4	Gateway Pond Remediation	-	Other	DES	-	-	-	-	Local	\$1,600	\$1,600
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$5,420</b>	<b>\$5,420</b>
<b>13 - Boone County Roadway Projects Department (BCHD)</b>											
13-21-5	Woodstock Road Bridge (004-3001)	Woodstock Road over Piskasaw Creek	Bridge	PE	-	-	-	-	Local	\$40	\$40
13-21-5	Woodstock Road Bridge (004-3001)	Woodstock Road over Piskasaw Creek	Bridge	PE	-	-	-	-	Local	\$40	\$40
13-22-7	Angling Road	Wodstock Road to Capron Road	3R	CON	-	-	-	-	Local	\$600	\$600
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$680</b>	<b>\$680</b>
<b>14 - City of Belvidere (BEL)</b>											
14-17-2	West Harrison Street	State Street to Jackson Street	3R	CON	-	-	-	-	Local	\$2,575	\$2,575
14-24-1	Crosslink Parkway Relocation	Morreim to 900 lineal feet north	Reconstruction	CON	-	-	EDP	\$250	Local	\$234.70	\$500.00
							TARP	\$15.30			
<b>Total</b>						<b>\$0</b>		<b>\$265</b>		<b>\$2,810</b>	<b>\$3,075</b>
<b>21 - Ogle County Roadway Projects Department (OCHD)</b>											
No Projects Listed											\$0
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>
<b>24 - Illinois State Toll Roadway Projects Authority (IL Tollway)</b>											
24-21-2	Bypass US 20 Bridge Reconstruction	I-90, MP 19.8	Bridge	CON	-	-	State	\$12,500	ISTHA	\$5,250	\$17,750
24-24-1	Asphalt Pavement Repairs and Plaza Improvements	I-90, MP 2.6 (Rockton Road) to MP 18.3 (Kishwaukee River)	3R	CON	-	-	-	-	ISTHA	\$2,900	\$2,900
24-24-2	Rockton Road Bridge Repairs	I-90, Milepost 2.7	Bridge	CON	-	-	-	-	ISTHA	\$500	\$500
									Local	TBD	
24-24-3	Union Pacific Railroad Bridge Repairs	I-90, Milepost 19.5	Bridge	CON	-	-	-	-	ISTHA	\$1,250	\$1,250
<b>Total</b>						<b>\$0</b>		<b>\$12,500</b>		<b>\$9,900</b>	<b>\$22,400</b>
<b>47 - Village of Roscoe (VR)</b>											
No Projects Listed											\$0
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>
<b>50 - Village of Winnebago (VW)</b>											
50-23-2	Meadows Subdivision Re-Surfacing	Various	3R	CON	-	-	-	-	Local	\$250	\$250
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$250</b>	<b>\$250</b>
<b>FY 2024 Totals</b>						<b>\$136,765</b>		<b>\$44,958</b>		<b>\$40,861</b>	<b>\$222,835</b>

Figure 4-2: FY 2024 Highway Projects



Source: Region 1 Planning Council



**Table 4-4: FY 2025 Highway Projects**

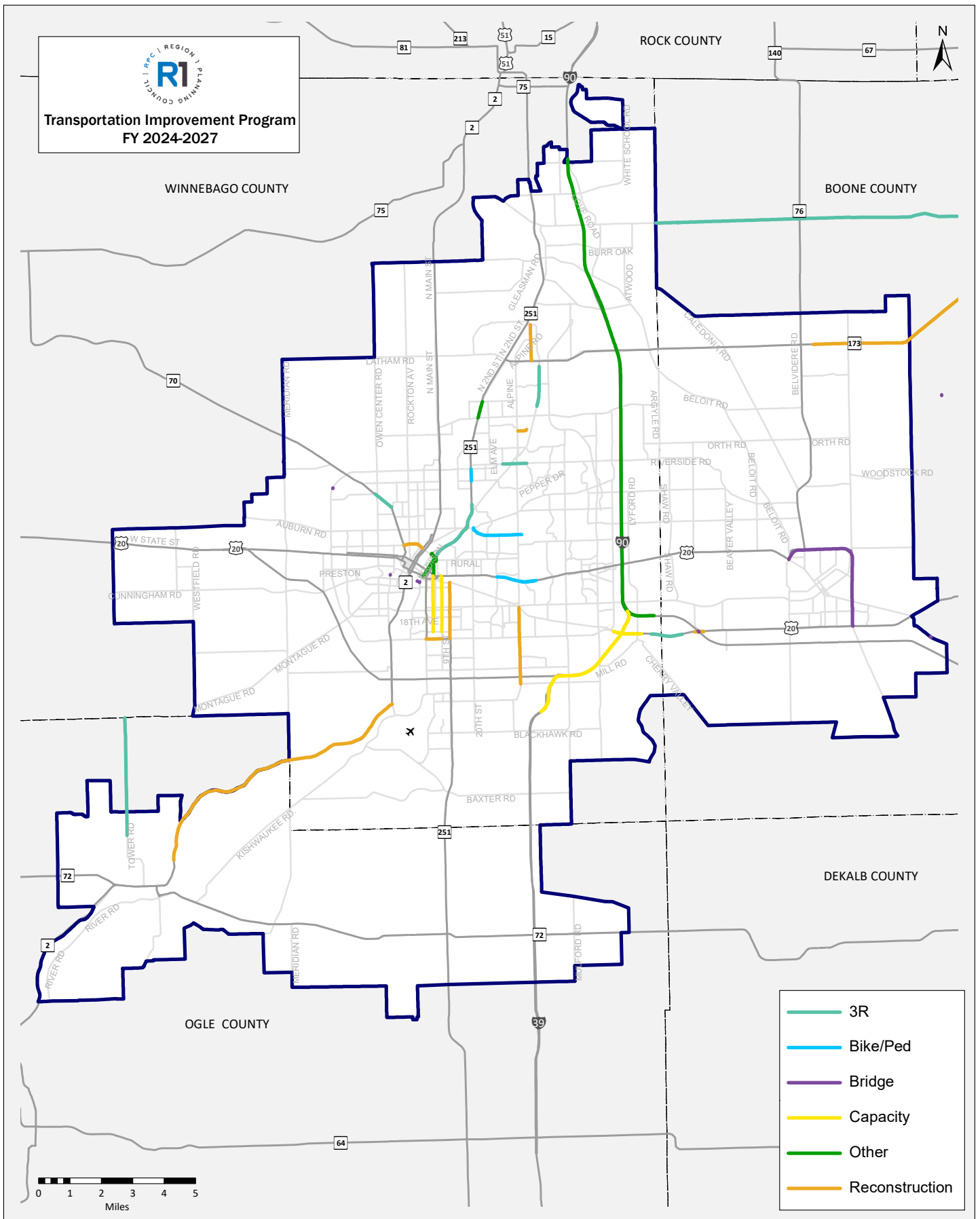
Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
<b>01 - Illinois Department of Transportation (IDOT)</b>											
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Road to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee river; Harrison Ave: Bell School road to I-39	Capacity	CON	NHPP	\$15,600	State	\$3,900	-	-	\$19,500
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Road to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee river; Harrison Ave: Bell School road to I-39	Capacity	CON	NHPP	\$70,560	State	\$13,340	-	-	\$83,900
1-18-11	IL-173	0.4 mile of IL 76 to McHenry County Line	Reconstruction	ROW	NHPP	\$240	State	\$60	-	-	\$300
1-20-1	IL 2	IL 72 to Beltline Road	Reconstruction	ROW	NHPP	\$1,000	State	\$250	-	-	\$1,250
1-20-2	Springfield Avenue	Over North Fork of Kent Creek, 0.5 miles south of IL 70	Bridge	CON	NHPP	\$1,460	State	\$365	-	-	\$1,825
1-20-9	US BUS20 (Belvidere Bypass)	State Street to Us 20 in Belvidere	Bridge	ROW	NHPP	\$4,000	State	\$1,000	-	-	\$5,000
1-21-8	I-90/US 20	0.4 mile west of Wheeler Road to 0.1 mile east of Ipsen Road	Reconstruction	CON	NHPP	\$10,880	State	\$3,056	Other	\$1,344	\$15,280
1-21-12	ILL 251	Kishwaukee Street to east of 9th Street in Rockford	Reconstruction	PE	NHPP	\$440	State	\$110	-	-	\$550
1-22-7	ILL 251	Snow Avenue in Loves Park to Whitman Street in Rockford	3R	CON	NHPP	\$2,720	State	\$680	-	-	\$3,400
1-22-9	US 20	0.3 mile east of Kishwaukee River to 0.4 mile west of Wheeler Road	3R	CON	NHPP	\$960	State	\$240	-	-	\$1,200
1-22-10	IL 70	0.1 mile west of Safford Road to Glenwood Avenue in Rockford	3R	CON	STBG-S	\$1,200	State	\$300	-	-	\$1,500
1-22-11	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$184	State	\$20	-	-	\$204
1-23-12	US BUS 20 (E State St)	Fairview Ave to Rockford college Dr in Rockford	Bike/Ped	CON	STBG-S	\$320	State	\$80	-	-	\$400
<b>Total</b>						<b>\$109,564</b>	<b>\$23,401</b>	<b>\$1,344</b>			<b>\$134,309</b>
<b>02 - Winnebago County Roadway Projects Department (WCHD)</b>											
2-21-1	Riverside Boulevard	Material Avenue to Renn Hart Hills Road/Sage Road	3R	CON	STBG-U	\$8,778.5	-	-	Local	\$3,775	\$13,221.801
					Other	\$668.3					
<b>Total</b>						<b>\$9,447</b>	<b>\$0</b>		<b>\$3,775</b>		<b>\$13,222</b>
<b>03 - City of Rockford (RKFD)</b>											
3-18-8	East State Street Sidewalk Gaps	Alpine Road to Newton Drive	Bike/Ped	CON	TAP	\$268	-	-	Local	\$56	\$324
3-20-2	1st Street and 2nd Street Bridges	Over Union Pacific Railroad	Bridge	CON	-	-	Other	\$2,400	Private	\$750	\$3,150
3-20-23	11th Street Corridor Revitalization	US-Bypass-20 to Charles Street	Reconstruction	CON	-	-	-	-	Local	\$6,500	\$6,500
3-20-21	9th Street 2-Way conversion (Whitman St Interchange)	Whitman Street to East State Street	Other	CON	STBG-U	\$4,020.302	Rebuild IL	\$8,000	Local	\$2,000	\$14,243
					Other	\$222.767					
3-22-2	Whitman Street Reconstruction	Kilburn Avenue to Church Street	Reconstruction	CON	-	-	-	-	Local	\$8,250	\$8,250
3-22-4	Neighborhood Program - 2025	City wide	3R	CON	-	-	-	-	Local	\$6,500	\$6,500
3-22-7	Commercial & Industrial Street Program - 2025	City wide	3R	CON	-	-	-	-	Local	\$250	\$250
3-22-8	Local Bridge Program - 2025	City wide	Bridge	CON	-	-	-	-	Local	\$100	\$100
3-22-9	ADA Transition Plan Improvements - 2025	City wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150
3-22-10	Bicycle Program - 2025	City wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300
3-22-11	Sidewalk Program - 2025	City wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550
3-22-12	Traffic Signal and Lighting Program - 2025	City wide	Safety	CON	-	-	-	-	Local	\$150	\$150
3-23-4	Downtown Streetscape Program - 2025	Downtown Wide	Bike/Ped	CON	-	-	-	-	Local	\$500	\$500
3-23-5	6th & 9th Street Two-Way Conversion	23rd Avenue to State Street	Capacity	CON	-	-	-	-	Local	\$4,000	\$4,000
3-23-13	Traffic signal and Lighting Program - 2026	City wide	Safety	CON	-	-	-	-	Local	\$150	\$150
3-23-15	Highcrest Multi-Use Path	Jacobi Place to Spring Creek Road	Bike/Ped	CON	ITEP	\$3,000	-	-	Local	\$217.5	\$3,217.5
3-23-15	Highcrest Multi-Use Path	Jacobi Place to Spring Creek Road	Bike/Ped	CON EN	-	-	-	-	Local	\$330	\$330
3-23-20	Traffic Safety Program - 2025	City wide	Safety	CON	-	-	-	-	Local	\$100	\$100
3-23-21	Corbin Street Bridge	Over Kent Creek	Bridge	PE	-	-	-	-	Local	\$100	\$100
3-23-25	Alpine Road	Linden Road to Charles Street	Reconstruction	PE	-	-	State	\$500	-	-	\$500
3-24-10	Traffic Safety Program - 2024	City wide	Safety	CON	-	-	-	-	Local	\$100	\$100
3-24-11	Traffic Safety Program - 2027	City wide	Safety	CON	-	-	-	-	Local	\$100	\$100
<b>Total</b>						<b>\$7,511</b>	<b>\$10,900</b>		<b>\$31,154</b>		<b>\$49,565</b>
<b>04 - City of Loves Park (LP)</b>											
4-20-7	North Second Street Pedestrian Improvements	River Lane to East Riverside Boulevard	Bike/Ped	DES	ITEP	\$2,000	-	-	Local	\$1,000	\$3,000
4-23-3	Evans Ave	Alpine Rd east to Buffalo Grove	Reconstruction	DES	-	-	-	-	Local	\$1,325	\$1,325
4-24-3	Forest Hills Resurfacing	Zenith Pkwy to Krasse Dr	3R	DES	-	-	-	-	Local	\$1,200	\$1,200
<b>Total</b>						<b>\$2,000</b>	<b>\$0</b>		<b>\$3,525</b>		<b>\$5,525</b>

Continued on next page...

**Table 4-4: FY 2025 Highway Projects *Continued***

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
<b>05 - Village of Machesney Park (MP)</b>											
5-22-4	Village-Wide Resurfacing	Various	3R	STUDY	-	-	-	-	Local	\$1,000	\$1,000
5-23-1	IL 251 Median Improvements	Roosevelt to Harlem	Other	STUDY	-	-	Rebuild IL	\$1,350	Local	\$570	\$1,920
5-23-3	Burden Road Improvements	IL 173 to Forest Hills Road	Reconstruction	STUDY	-	-	-	-	Local	\$3,550	\$3,550
<b>Total</b>						<b>\$0</b>		<b>\$1,350</b>		<b>\$5,120</b>	<b>\$6,470</b>
<b>13 - Boone County Roadway Projects Department (BCHD)</b>											
13-21-6	Shattuck Road Bridge (004-3048)	Shattuck Road over Mosquito Creek	Bridge	CON	-	-	Other	160	Local	900	\$1,060
13-22-5	Bridge Bundle (Countryline Road)	Piscasaw Creek	Bridge	CON	-	-	-	-	Local	\$1,000	\$1,000
13-22-6	Bridge Bundle (Capron Road)	Piscasaw Creek	Bridge	CON	STBG-B	\$2,000	-	-	Local	\$400	\$2,400
13-22-8	Bridge Bundle (Mill Road)	Piscasaw Creek	Bridge	CON	STBG-B	\$2,000	-	-	Local	\$400	\$2,400
13-22-9	Bridge Bundle (Denny Road)	Piscasaw Creek	Bridge	CON	STBG-B	\$2,000	-	-	Local	\$400	\$2,400
13-22-10	Hunter Road	Winnebago County to McHenry County	3R	CON	-	-	-	-	Local	\$900	\$900
<b>Total</b>						<b>\$6,000</b>		<b>\$160</b>		<b>\$4,000</b>	<b>\$10,160</b>
<b>14 - City of Belvidere (BEL)</b>											
No Projects Listed											
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>
<b>21 - Ogle County Roadway Projects Department (OCHD)</b>											
21-22-1	Tower Road (Section 20-00332-00-RS)	Tower Road from Montague Road to Water Road	3R	CON	STBG-R	\$640	-	-	Local	\$160	\$800
<b>Total</b>						<b>\$640</b>		<b>\$0</b>		<b>\$160</b>	<b>\$800</b>
<b>24 - Illinois State Toll Roadway Projects Authority (IL Tollway)</b>											
24-19-5	Clean and Televisive Drainage System	I-90, MP 2.6 to MP 18.3	Other	CON	-	-	-	-	ISTHA	\$1,500	\$1,500
24-21-2	Bypass US 20 Bridge Reconstruction	I-90, MP 19.8	Bridge	CON	-	-	State	\$12,500	ISTHA	\$5,250	\$17,750
<b>Total</b>						<b>\$0</b>		<b>\$12,500</b>		<b>\$6,750</b>	<b>\$19,250</b>
<b>47 - Village of Roscoe (VR)</b>											
No Project Listed											
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>
<b>50 - Village of Winnebago (VW)</b>											
50-23-3	Greenlee Suburb Resurfacing	Various	3R	CON	-	-	-	-	Local	\$250	\$250
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$250</b>	<b>\$250</b>
<b>FY 2025 Totals</b>						<b>\$132,162</b>		<b>\$48,311</b>		<b>\$56,078</b>	<b>\$239,550</b>

Figure 4-3: FY 2025 Highway Projects



Source: Region 1 Planning Council

**Table 4-5: FY 2026 Highway Projects**

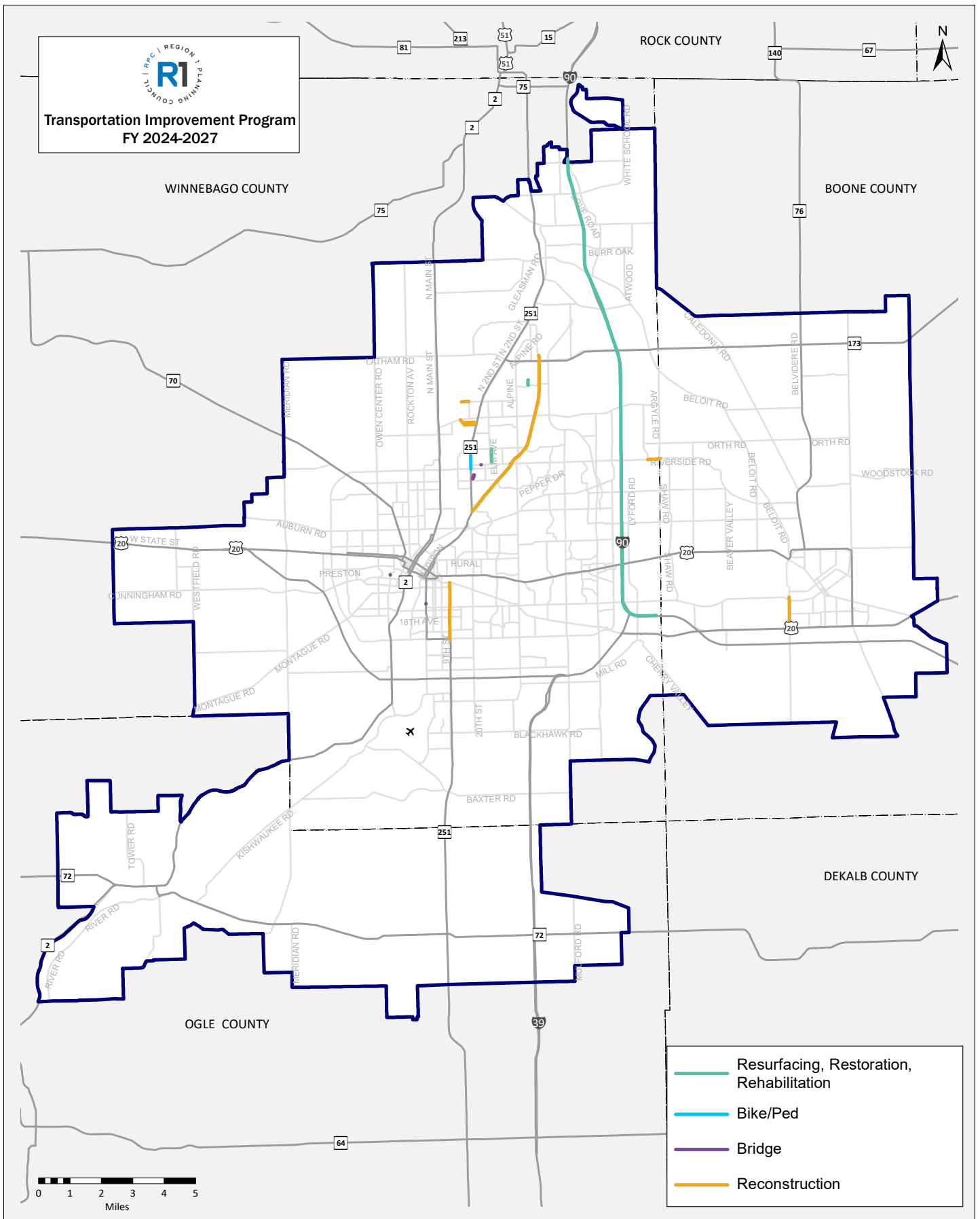
Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
<b>01 - Illinois Department of Transportation (IDOT)</b>											
1-18-11	IL-173	0.4 mile of IL 76 to McHenry County Line	Reconstruction	ROW	NHPP	\$1,880	State	\$470	-	-	\$2,350
1-20-17	US 20	0.2 mi W. Pecatonica Rd to 0.2 mi W. Falconer Rd	3R	CON	NHPP	\$14,020	State	\$3,505	-	-	\$17,525
1-21-12	ILL 251	Kishwaukee Street to east of 9th Street in Rockford	Reconstruction	ROW	NHPP	\$400	State	\$100	-	-	\$500
1-23-5	Downtown Rockford Complete Streets Revitalization	Chestnut/Walnut from West State St to East State St	Other	CON	Other	\$11,000.103	-	-	Other	4181.675	\$15,181.778
1-23-6	IL 76	0.1 mi N of Woodstock Rd to 0.2 mi S of Spring Creek Rd	Other	CON	HSIP	\$3,497	State	\$632	-	-	\$5,100
					NHPP	\$971					
1-23-7	IL 72	Black Walnut Creek 2.6 mi E IL 2 in Byron	Bridge	CON	Other	\$280	State	\$70	-	-	\$350
1-23-8	IL 72	Kilbuck Creek 1.5 mi E IL 251	Bridge	CON	Other	\$380	State	\$95	-	-	\$475
1-23-9	I-39	At UP RR & IL 72	Bridge	CON	NHPP	\$2,250	State	\$250	-	-	\$2,500
1-23-10	IL 2 & IL 72	Market ST to Lincoln St & IL 2 to Diamond St in Byron	Bike/Ped	CON	STBG-S	\$360	State	\$90	-	-	\$450
1-23-11	IL 251	Dry creek, N & S Kinnikinnick Creek	Bridge	CON	NHPP	\$9,280	State	\$2,320	-	-	\$11,600
1-23-17	US 20	US 20 at Alpine Rd	Other	CON	NHPP	\$225	State	\$25	-	-	\$250
<b>Total</b>						<b>\$44,543</b>		<b>\$7,557</b>		<b>\$4,182</b>	<b>\$56,282</b>
<b>02 - Winnebago County Roadway Projects Department (WCHD)</b>											
2-23-2	Roscoe Road Bridge over Rock River	Over Rock River	Bridge	PE	STBG-B	\$1,940	-	-	Local	\$485	\$2,425
<b>Total</b>						<b>\$1,940</b>		<b>\$0</b>		<b>\$485</b>	<b>\$2,425</b>
<b>03 - City of Rockford (RKFD)</b>											
3-20-23	11th Street Corridor Revitalization	US-Bypass-20 to Charles Street	Reconstruction	CON	-	-	-	-	Local	\$6,000	\$6,000
3-22-1	Madison Street Corridor Improvements	East State Street to Y Boulevard	Reconstruction	CON	-	-	-	-	Local	\$2,500.0	\$2,500.0
3-22-6	Newburg Road	Alpine Road to Mulford Road	3R	PE	-	-	-	-	Local	\$1,500	\$1,500
3-23-7	Neighborhood Program - 2026	City wide	3R	CON	-	-	-	-	Local	\$6,500	\$6,500
3-23-8	Commercial & Industrial Street Program - 2026	City wide	3R	CON	-	-	-	-	Local	\$300	\$300
3-23-9	Local Bridge Program - 2026	City wide	Bridge	CON	-	-	-	-	Local	\$350	\$350
3-23-10	ADA Transition Plan Improvements - 2026	City wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150
3-23-11	Bicycle Program - 2026	City wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300
3-23-12	Sidewalk Program - 2026	City wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550
3-23-14	Downtown Streetscape Program - 2026	Downtown wide	Bike/Ped	CON	-	-	-	-	Local	\$500	\$500
3-23-19	Auburn Street Bridge	Over Kent Creek	Bridge	DES	-	-	-	-	Local	\$250	\$250
3-23-22	Traffic Safety Program - 2026	City wide	Safety	CON	-	-	-	-	Local	\$100	\$100
3-24-2	Arterial & Collector Street Program - 2026	City wide	3R	DES	-	-	-	-	Local	\$450	\$450
3-24-7	ADA Transition Plan Improvements - 2027	City wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150
3-24-8	Bicycle Program - 2027	City wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300
3-24-9	Sidewalk Program - 2027	City wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$20,450</b>	<b>\$20,450</b>
<b>04 - City of Loves Park (LP)</b>											
No Projects Listed											\$0
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>
<b>05 - Village of Machesney Park (MP)</b>											
5-22-5	Village Wide Resurfacing	Various	3R	STUDY	-	-	-	-	Local	\$1,000	\$1,000
5-24-1	Village-Wide Resurfacing	Various	3R	STUDY	-	-	-	-	Local	\$1,000	\$1,000
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$2,000</b>	<b>\$2,000</b>
<b>13 - Boone County Roadway Projects Department (BCHD)</b>											
13-21-5	Woodstock Road Bridge (004-3001)	Woodstock Road over Piskasaw Creek	Bridge	CON	IMBP	\$1,772	-	-	Local	\$443	\$2,215
<b>Total</b>						<b>\$1,772</b>		<b>\$0</b>		<b>\$443</b>	<b>\$2,215</b>
<b>14 - City of Belvidere (BEL)</b>											
14-21-1	Fifth Avenue	7th Street to Locust Avenue	3R	CON	-	-	-	-	Local	\$4,600	\$4,600
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$4,600</b>	<b>\$4,600</b>
<b>21 - Ogle County Roadway Projects Department (OCHD)</b>											
21-24-1	German Church Rd (Section 20-00333-00-RS)	IL Route 72 / River Rd to Deer Path Rd	3R	CON	STBG-R	\$740	-	-	Local	\$185	\$925
<b>Total</b>						<b>\$740</b>		<b>\$0</b>		<b>\$185</b>	<b>\$925</b>
<b>24 - Illinois State Toll Roadway Projects Authority (IL Tollway)</b>											
No Projects Listed											\$0
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>
<b>47 - Village of Roscoe (VR)</b>											
No Projects Listed											\$0
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>
<b>50 - Village of Winnebago (VW)</b>											
50-23-4	McNair Rd/Westfield Rd Overlay	Heeren Drive to Flaconer RD./McNair Rd. to Hawkins Drive	3R	CON	-	-	-	-	Local	\$500	\$500
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$500</b>	<b>\$500</b>
<b>FY 2026 Totals</b>						<b>\$48,995</b>		<b>\$7,557</b>		<b>\$32,845</b>	<b>\$89,397</b>



**Table 4-6: FY 2027 Highway Projects**

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
<b>01 - Illinois Department of Transportation (IDOT)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>02 - Winnebago County Roadway Projects Department (WCHD)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>03 - City of Rockford (RKFD)</b>											
3-20-23	11th Street Corridor Revitalization	US-Bypass-20 to Charles Street	Reconstruction	CON	-	-	-	-	Local	\$1,000	\$1,000
3-23-21	Corbin Street Bridge	Over Kent Creek	Bridge	DES	-	-	-	-	Local	\$100	\$100
3-23-23	Traffic Signal Upgrade Program - 2027	City wide	Safety	CON	-	-	-	-	Local	\$150	\$150
3-24-1	Neighborhood Program - 2027	City wide	3R	CON	-	-	-	-	Local	\$6,500	\$6,500
3-24-3	Arterial & Collector Street Program - 2027	City wide	3R	CON	-	-	-	-	Local	\$6,700	\$6,700
3-24-4	Commercial & Industrial Street Program - 2027	City wide	3R	CON	-	-	-	-	Local	\$250	\$250
3-24-5	Local Bridge Program - 2027	City wide	Bridge	CON	-	-	-	-	Local	\$2,700	\$2,700
3-24-6	11th Street Bridge	Over Keith Creek	Bridge	PE	-	-	-	-	Local	\$100	\$100
<b>Total</b>						\$0		\$0		\$17,500	\$17,500
<b>04 - City of Loves Park (LP)</b>											
4-19-8	Clifford Avenue	Bridge Over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$950	\$950
4-19-13	Loves Park Drive	Bridge Over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$950	\$950
4-19-17	Grand Avenue	Bridge over drainage Channel	Bridge	PE	-	-	-	-	Local	\$950	\$950
4-23-4	Argyle & Riverside	Paladin Rd east to just past Argyle Rd	Reconstruction	PE	-	-	-	-	Local	\$1,500	\$1,500
4-23-5	N. 2nd Street Pedestrian Improvements Phase 2	Riverside Blvd to Windsor Rd	Bike/Ped	DES	-	-	-	-	Local	\$3,000	\$3,000
4-23-7	Merrill Avenue Bridge	Bridge Over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$950	\$950
4-24-4	Brown Pkwy Reconstruction	Windsor Rd south to the Drainage Ditch	3R	DES	-	-	-	-	Local	\$1,600	\$1,600
4-24-5	Shadybrook Tr	Shadybrook Trail to Minns Drive	3R	DES	-	-	-	-	Local	\$1,000	\$1,000
<b>Total</b>						\$0		\$0		\$10,900	\$10,900
<b>05 - Village of Machesney Park (MP)</b>											
5-21-10	North Park Road	Waterview to Vistory	Reconstruction	STUDY	-	-	-	-	Local	\$798	\$798
5-22-1	Shoreland Road & Shore Drive	IL 251 to North end of Share Drive	Reconstruction	STUDY	-	-	-	-	Local	\$1,800	\$1,800
5-22-6	Forest Hills Road Improvements	IL 251 and Hutchins Road	Reconstruction	STUDY	-	-	-	-	Local	\$9,520	\$9,520
5-23-2	Huron Road Improvements	Shore Drive to Spruce	Reconstruction	STUDY	-	-	-	-	Local	\$1,100	\$1,100
<b>Total</b>						\$0		\$0		\$13,218	\$13,218
<b>13 - Boone County Roadway Projects Department (BCHD)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>14 - City of Belvidere (BEL)</b>											
14-21-3	Appleton Road	US 20 Eastbound Ramps to Kishwaukee River Bridge	Reconstruction	CON	Other	\$22,800	TARP	\$125.9	Local	\$3,074	\$26,000
<b>Total</b>						\$22,800		\$126		\$3,074	\$26,000
<b>21 - Ogle County Roadway Projects Department (OCHD)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>24 - Illinois State Toll Roadway Projects Authority (IL Tollway)</b>											
24-21-3	Pavement Resurfacing and Structural Rehabilitation	I-90, MP 2.6 to MP 18.3	3R	CON	-	-	-	-	ISTHA	\$25,000	\$25,000
<b>Total</b>						\$0		\$0		\$25,000	\$25,000
<b>47 - Village of Roscoe (VR)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>50 - Village of Winnebago (VW)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>FY 2027 Totals</b>						\$22,800		\$126		\$69,692	\$92,618

Figure 4-5: FY 2027 Highway Projects



Source: Region 1 Planning Council



**Table 4-7: Previously Approved Highway Projects**

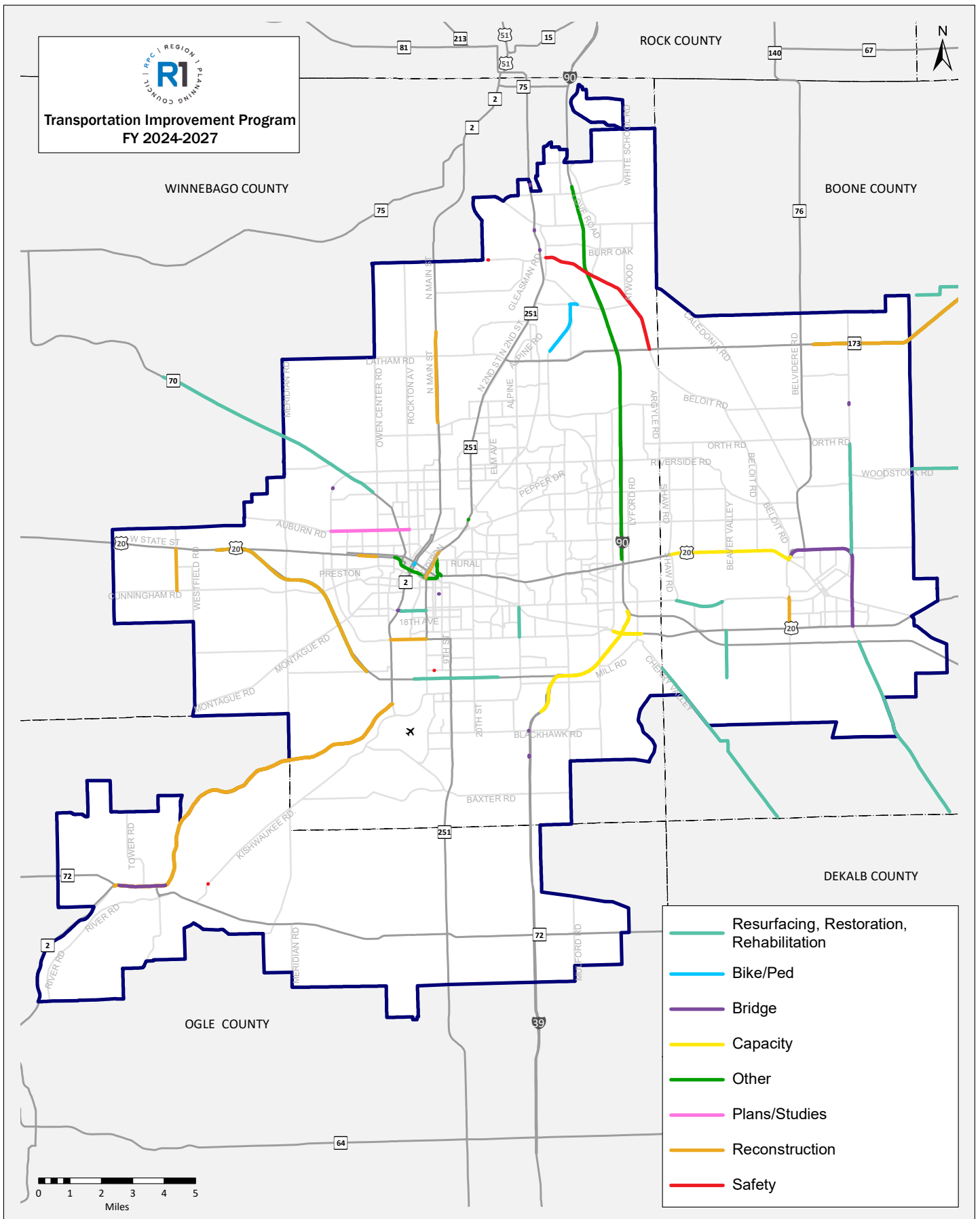
Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
<b>01 - Illinois Department of Transportation (IDOT)</b>											
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Road to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee river; Harrison Ave: Bell School road to I-39	Capacity	PE	NHPP	\$1,705	State	\$425	-	-	\$2,130
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Road to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee river; Harrison Ave: Bell School road to I-39	Capacity	PE	NHPP	\$944	State	\$236	-	-	\$1,180
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Road to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee river; Harrison Ave: Bell School road to I-39	Capacity	PE	NHPP	\$7,588	State	\$1,863	-	-	\$9,451
1-18-3	IL-173	0.4 Mi E of IL-76 to McHenry Co Line; P.E. Phase 1	3R	PE	NHPP	\$680	State	\$170	-	-	\$850
1-18-3	IL-173	0.4 Mi E of IL-76 to McHenry Co Line; P.E. Phase 1	3R	PE	NHPP	\$480	State	\$120	-	-	\$600
1-18-11	IL-173	0.4 mile of IL 76 to McHenry County Line	Reconstruction	PE	NHPP	\$800	State	\$200	-	-	\$1,000
1-18-11	IL-173	0.4 mile of IL 76 to McHenry County Line	Reconstruction	ROW	NHPP	\$40	State	\$10	-	-	\$50
1-18-11	IL-173	0.4 mile of IL 76 to McHenry County Line	Reconstruction	PE	NHPP	\$400	State	\$100	-	-	\$500
1-20-1	IL 2	IL 72 to Beltline Road	Reconstruction	PE	NHPP	\$160	State	\$404	-	-	\$564
1-20-1	IL 2	IL 72 to Beltline Road	Reconstruction	PE	NHPP	\$4,000	State	\$1,000	-	-	\$5,000
1-20-1	IL 2	IL 72 to Beltline Road	Reconstruction	ROW	NHPP	\$80	State	\$20	-	-	\$100
1-20-1	IL 2	IL 72 to Beltline Road	Reconstruction	ROW	NHPP	\$680	State	\$170	-	-	\$850
1-20-1	IL 2	IL 72 to Beltline Road	Reconstruction	PE	NHPP	\$2,800	State	\$700	-	-	\$3,500
1-20-2	Springfield Avenue	Over North Fork of Kent Creek, 0.5 miles south of IL 70	Bridge	CON	NHPP	\$120	State	\$30	-	-	\$150
1-20-2	Springfield Avenue	Over North Fork of Kent Creek, 0.5 miles south of IL 70	Bridge	CON	NHPP	\$120	State	\$30	-	-	\$150
1-20-3	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	PE	NHPP	\$3,360	State	\$840	-	-	\$4,200
1-20-6	ILL 2	0.4 mi N of Latham Rd to 0.3 mi N of Roscoe Rd	Reconstruction	CON	NHPP	\$2,200	State	\$550	-	-	\$2,750
1-20-9	US BUS20 (Belvidere Bypass)	State Street to Us 20 in Belvidere	Bridge	PE	NHPP	\$2,880	State	\$720	-	-	\$3,600
1-20-12	ILL 251	Dry Creek 0.3 mi N of McCurry Rd, N Kinnickinnick Creek 0.1 mi S of Hononegah Rd & S Kinnickinnick Creek 0.8 mi S of Hononegah Rd	Bridge	CON	NHPP	\$960	State	\$240	-	-	\$1,200
1-20-11	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$1,252	State	\$139	-	-	\$1,391
1-21-1	US 20 Rockford Bypass	0.2 mi W of Falconer Rd to Simpson Rd SW of Rockford	Reconstruction	PE	NHPP	\$1,080	State	\$270	-	-	\$1,350
1-21-2	US 20 Business/West State Street	Day Ave to Independence Ave	Reconstruction	PE	NHPP	\$640	State	\$160	-	-	\$800
1-21-3	ILL 251	Kishwaukee Street to east of 9th Street in Rockford	Reconstruction	PE	NHPP	\$440	State	\$110	-	-	\$550
1-21-10	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$3,011	State	\$335	-	-	\$3,346
1-22-6	US 20	Rock River 0.7 mile of west Alpine Road in Rockford	3R	PE	NHPP	\$6,552	State	\$1,638	-	-	\$8,190
1-23-5	Downtown Rockford Complete Streets Revitalization	Chestnut/Walnut from West State St to East State St	Other	PE	RAISE	\$1,157,468	-	-	Other	440.010	\$1,597
1-23-20	Alpine Road	Charles Street to Harrison Avenue	3R	CON	NHPP	\$1,200	State	\$300	-	-	\$1,500
<b>Total</b>						<b>\$45,329</b>	<b>\$10,780</b>	<b>\$440</b>			<b>\$56,549</b>
<b>02 - Winnebago County Roadway Projects Department (WCHD)</b>											
2-20-1	Railroad Grade Crossing Improvements	Roscoe Rd at DOT Crossing # 387267L	Safety	CON	HSIP	\$225	-	-	Private	\$25	\$250
2-21-2	Belvidere Road	IL 173 to Main Street	Safety	CON	HSIP	\$1,198.6	-	-	Local	\$925	\$2,318.625
					Other	\$195.045					
2-21-3	Perryville Road Bike Path	Anjali Way to Willowbrook Lane	Bike/Ped	CON	ITEP	\$660.6	-	-	Local	\$165.2	\$825.80
2-23-6	Assesst Data collection & AMS	County Wide	Plans/Studies	STUDY	SPR	\$535.1	State	\$133.8	-	-	\$669
2-23-7	Perryville Road Bike Path Extension	Willowbrook Lane to McDonald Road	Bike/Ped	CON	ITEP	\$553.5	-	-	-	-	\$554
<b>Total</b>						<b>\$3,368</b>	<b>\$134</b>	<b>\$1,115</b>			<b>\$4,617</b>
<b>03 - City of Rockford (RKFD)</b>											
3-20-1	15th Avenue over Rock River Bridge	15th Avenue over Rock River	Bridge	PE	-	-	-	-	Local	\$1,200	\$1,200
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	PE	STBG-B	\$100	-	-	Local	\$25	\$125.0
3-20-21	9th Street 2-Way conversion (Whitman St Interchange)	Whitman Street to East State Street	Other	PE	-	-	Rebuild IL	\$2,000	-	-	\$2,000
3-21-11	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Reconstruction	PE	-	-	-	-	Local	\$600.0	\$600
3-22-3	Downtown Sidewalk Improvements	Main Street from Mulberry Street to Jefferson Street	Bike/Ped	CON	-	-	State	\$120	Local	\$80.0	\$200
3-22-14	Sandy Hollow Road and Illinois Railway At-Grade Crossing Improvements	Railroad Mile Post 20.29	Safety	CON	RHCP	\$442.678	-	-	Local	\$49.186	\$491.864
3-22-16	15th Avenue Improvements	Nelson Boulevard to Kishwaukee Street	3R	DES	-	-	-	-	Local	\$1,000	\$1,000
<b>Total</b>						<b>\$543</b>	<b>\$2,120</b>	<b>\$2,954</b>			<b>\$5,617</b>

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**Table 4-7: Previously Approved Highway Projects *Continued***

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
<b>04 - City of Loves Park (LP)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>05 - Village of Machesney Park (MP)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>13 - Boone County Roadway Projects Department (BCHD)</b>											
13-18-1	Woodstock Road	Russelleville Rd to McHenry Co.	3R	CON	-	-	-	-	Local	\$750	\$750
13-21-1	Cherry Valley Road	Village of Cherry Valley to Dekalb Co.	3R	CON	-	-	-	-	Local	\$250	\$250
13-21-4	Genoa Road	I90 to Dekalb County	3R	CON	-	-	-	-	Local	\$1,000	\$1,000
13-21-7	Centerville Road	IL 173 to Stymes Road	3R	CON	-	-	TARP	\$202	Local	\$992.652	\$1,195
13-21-8	Irene Road	US 20 Quarry	3R	CON	-	-	TARP	\$249	Other	\$249	\$498
13-21-9	Poplar Grove Road	City of Belvidere to Village of Poplar Grove	3R	CON	-	-	TARP	\$630	Local	\$736.042	\$1,366
13-23-1	Poplar Grove Bridge Materials	Poplar Grove Road over Beaver Creek	Bridge	CON	IMBP	\$596	-	-	Local	\$419	\$1,015
<b>Total</b>						\$596		\$1,081		\$4,397	\$6,074
<b>14 - City of Belvidere (BEL)</b>											
14-21-3	Appleton Road	US 20 Eastbound Ramps to Kishwaukee River Bridge	Reconstruction	PE	Other	\$2,080	-	-	Local	\$520	\$2,600
14-23-2	Newburg Road	Shaw Road to Irene Road	3R	CON	STBG	\$111.793	-	-	Local	\$83.64	\$418.20
					Other	\$222.767					
<b>Total</b>						\$2,415		\$0		\$604	\$3,018
<b>21 - Ogle County Roadway Projects Department (OCHD)</b>											
21-22-2	Kishwaukee Road	Kishwaukee Road (FAS 1069) DOT Crossing # 372350T	Safety	CON	Other	\$427	-	-	Private	\$47.50	\$474.50
<b>Total</b>						\$427		\$0		\$48	\$475
<b>24 - Illinois State Toll Roadway Projects Authority (IL Tollway)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>47 - Village of Roscoe (VR)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>50 - Village of Winnebago (VW)</b>											
50-23-1	Elida St Reconstruct	Us Rte 20(West Sate) to Cunningham Rd	Reconstruction	CON	-	-	-	-	Local	\$500	\$500
<b>Total</b>						\$0		\$0		\$500	\$500
<b>Totals</b>						\$52,678		\$14,115		\$10,057	\$76,850

Figure 4-6: Previously Approved Highway Projects



Source: Region 1 Planning Council

**Table 4-8: Programmed or Completed Highway Projects**

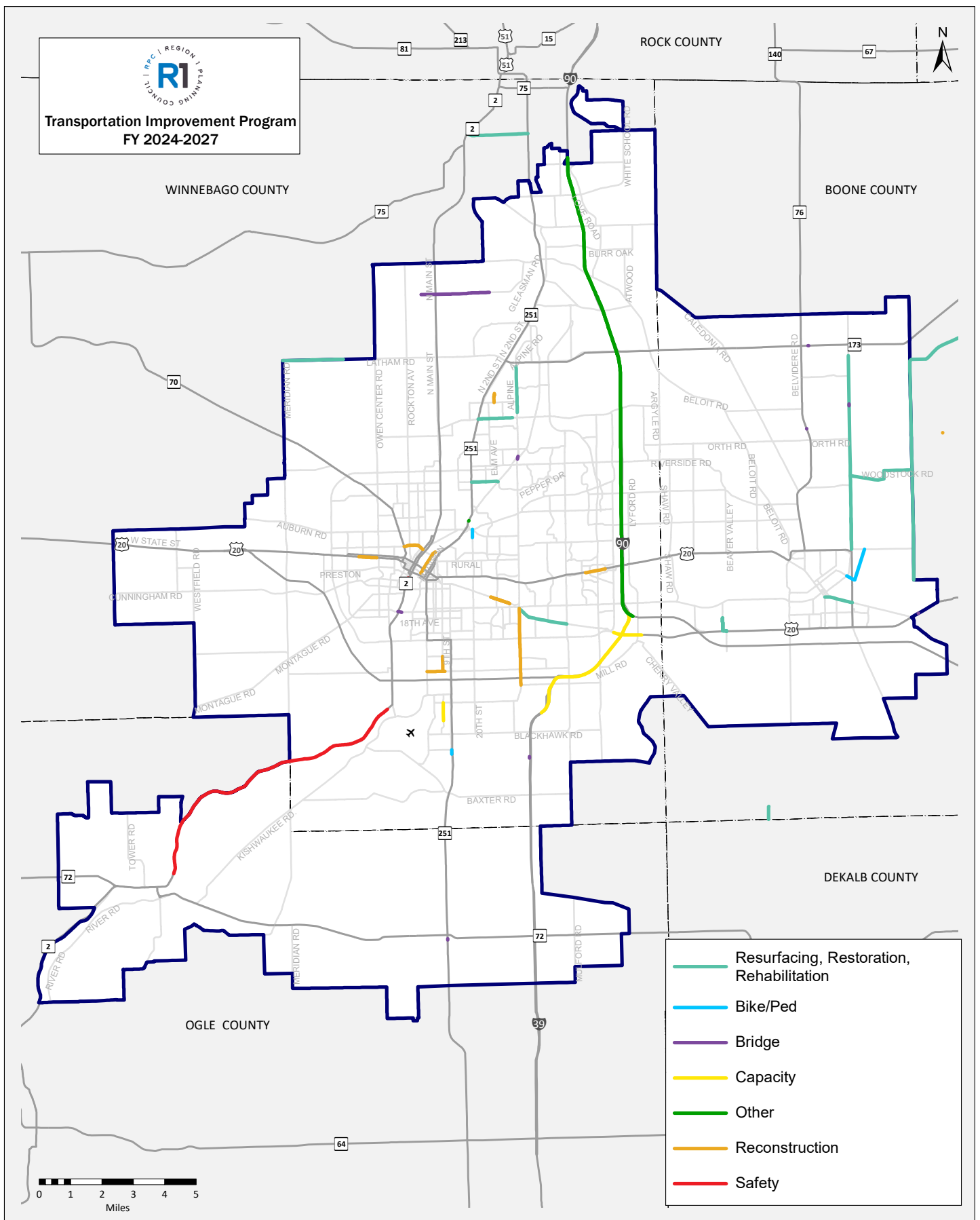
Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
<b>01 - Illinois Department of Transportation (IDOT)</b>											
1-16-6	I-39/US-20	Under Perryville Road southeast of Rockford	Bridge	CON	Other	\$4,000	State	\$1,000	-	-	\$5,000
1-17-7	I-39, US 20 & Harrison Avenue	I-39; 0.8 miles north of Blackhawk Road to I-90; US 20; I-39 to 0.3 miles east of Kishwaukee river; Harrison Ave: Bell School road to I-39	Capacity	CON	NHPP	\$104	State	\$26	-	-	\$130
1-21-9	ILL 251	New Milford School Road to Toms Road in New Milford	Bike/Ped	CON	STP-U	\$180	State	\$45	-	-	\$225
1-22-13	IL 2	Illinois Railway 0.1 mile south of Cedar Street	Safety	CON	Other	\$800	-	-	-	-	\$800
1-23-1	US 20	Over Coon Creek 2 mi E of Belvidere	Bridge	CON	NHPP	\$520	State	\$130	-	-	\$650
1-23-2	IL 76	Bridge over Beaver Creek 2.5 mi S of IL 173	Bridge	CON	NHPP	\$680	State	\$170	-	-	\$850
1-23-3	Bridge Cleaning	Districtwide	Bridge	OPS	Other	\$88	State	\$22	-	-	\$110
1-23-4	I-39	Bridge over the Kishwaukee River 0.8 mi S of Blackhawk Rd	Bridge	OPS	NHPP	\$14	State	\$2	-	-	\$16
1-23-18	Various Routes	Districtwide	Bridge	CON	Other	\$49	State	\$12	-	-	\$61
1-23-19	Various Routes	Districtwide	Bridge	CON	Other	\$94	State	\$24	-	-	\$118
<b>Total</b>						<b>\$6,529</b>	<b>\$1,431</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$7,960</b>
<b>02 - Winnebago County Roadway Projects Department (WCHD)</b>											
2-23-1	Charles Street Resurfacing	Alpine to Mulford Road	3R	CON	-	-	Rebuild IL	\$700	-	-	\$700
2-23-3	Prairie Hill Road Resurfacing	IL Rte 2 to Rte 251	3R	CON	-	-	-	-	Local	\$1,000.0	\$1,000
2-23-4	Latham Road Resurfacing	Meridan to Owen Center	3R	CON	-	-	Rebuild IL	\$1,000	-	-	\$1,000
<b>Total</b>						<b>\$0</b>	<b>\$1,700</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$0</b>	<b>\$2,700</b>
<b>03 - City of Rockford (RKFD)</b>											
3-19-15	Local Bridge Program - 2022	City Wide	Bridge	CON	-	-	-	-	Local	\$100	\$100
3-20-1	15th Avenue Bridge	Over Rock River	Bridge	DES	-	-	-	-	Local	\$1,200	\$1,200
3-20-13	ADA Transition Plan Improvements - 2023	Various	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150
3-20-14	City-Wide Bicycle Program - 2023	Various	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300
3-20-15	Springcreek Road to U of I College of Medicine Connection	Sidewalk along the east side of Parkview Avenue from spring Creek Road to the College of Medicine. Signalized pedestrian crossings across Spring Creek Road at Parkview Avenue and Highcrest Road.	Bike/Ped	CON	TAP	\$441.51	-	-	Local	\$298.506	\$740
3-20-24	Charles Street Reconstruction	28th Street to Parkside Drive	Reconstruction	DES	-	-	-	-	Local	\$100	\$100
3-20-24	Charles Street Reconstruction	28th Street to Parkside Drive	Reconstruction	CON	-	-	-	-	Local	\$5,500	\$5,500
3-20-26	Neighborhood Program - 2023	City Wide	3R	CON	-	-	-	-	Local	\$6,500	\$6,500
3-20-27	Sidewalk Program - 2023	City Wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550
3-20-28	Traffic Signal & Arterial Lighting - 2023	City Wide	Safety	CON	-	-	-	-	Local	\$150	\$150
3-20-29	Local Bridge Program - 2023	City Wide	Bridge	CON	-	-	-	-	Local	\$200	\$200
3-21-10	Auburn Street Corridor Study	Springfield Avenue to North Main Street	Plans/Study	Study	-	-	Other	\$120	Local	\$30	\$150
3-21-12	Commercial and Industrial Street Resurfacing - 2023	City Wide	3R	CON	-	-	-	-	Local	\$450	\$450
3-22-1	Madison Street Corridor Improvements	East State Street to Y Boulevard	Reconstruction	DES	-	-	-	-	Local	\$200	\$200
3-22-2	Whitman Street Reconstruction	Kilburn Avenue to Church Street	Reconstruction	DES	-	-	-	-	Local	\$200	\$200
3-22-15	9th Street Reconstruction	Sandy Hollow Road to Brooke Road	Reconstruction	DES	-	-	Other	\$1,000	Local	\$500	\$1,500
3-23-2	Downtown Streetscape Program - 2023	Downtown-Wide	Bike/Ped	CON	-	-	-	-	Local	\$500	\$500
3-23-25	Alpine Road	Linden Road to Charles Street	Reconstruction	DES	-	-	State	\$4,500	-	-	\$4,500
<b>Total</b>						<b>\$442</b>	<b>\$5,620</b>	<b>\$16,929</b>	<b>\$16,929</b>	<b>\$0</b>	<b>\$22,990</b>
<b>04 - City of Loves Park (LP)</b>											
4-20-1	River Lane	Walker Avenue to North 2nd Street	3R	CON	-	-	Rebuild IL	\$1,200	-	-	\$1,200
4-21-1	River Lane	Walker Avenue to Forest Hills Road	3R	CON	-	-	Rebuild IL	\$1,059.0	Local	\$1,859	\$2,918
4-23-1	Road Resurfacing	Various Location	3R	DES	-	-	-	-	Local	\$1,200	\$1,200
<b>Total</b>						<b>\$0</b>	<b>\$2,259</b>	<b>\$3,059</b>	<b>\$3,059</b>	<b>\$0</b>	<b>\$5,318</b>
<b>05 - Village of Machesney Park (MP)</b>											
5-21-6	Alpine road	Rose Lane to Juniper Lane	3R	CON	-	-	-	-	Local	\$3,300	\$3,300
5-21-7	Indigo Lane	Roosevelt to Copper	Reconstruction	DES	-	-	-	-	Local	\$660	\$660
5-21-8	Village-Wide Resurfacing	Various	3R	CON	-	-	-	-	Local	\$1,250	\$1,250
5-21-9	Harlem Road	IL 251 to Schnucks Entrance	3R	DES	-	-	-	-	Local	\$3,100	\$3,100
<b>Total</b>						<b>\$0</b>	<b>\$0</b>	<b>\$8,310</b>	<b>\$8,310</b>	<b>\$0</b>	<b>\$8,310</b>
<b>13 - Boone County Roadway Projects Department (BCHD)</b>											
13-21-2	Poplar Grove Bridge	Poplar Grove Road over Beaver Creek	Bridge	PE	IMBP	\$341	-	-	Local	\$85	\$426
13-21-10	Denny Road Bridge	2000 FT North of Orth Rd	Reconstruction	CON	-	-	-	-	Local	\$750	\$750
13-22-4	Woodstock Road	Poplar Grove Road to Russellville Road	3R	CON	-	-	-	-	Local	\$1,000	\$1,000
13-22-11	Kirkland Road	Cherry Valley Road to Dekalb Co.	3R	CON	-	-	-	-	Local	\$250	\$250
13-22-12	Russellville Road	Capron Road to Lawrenceville Road	3R	CON	-	-	-	-	Local	\$500	\$500
13-22-13	Crawford Road	Shattuck Road to McHenry Co.	3R	CON	Other	\$96	-	-	Local	\$81	\$500
					STBG-B	\$323	-	-			
<b>Total</b>						<b>\$760</b>	<b>\$0</b>	<b>\$2,666</b>	<b>\$2,666</b>	<b>\$0</b>	<b>\$3,426</b>

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**Table 4-8: Programmed or Completed Highway Projects *Continued***

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	
					Source	Amount	Source	Amount	Source	Amount		
<b>14 - City of Belvidere (BEL)</b>												
14-23-1	Irene Road Relocation Project	US Route 20 and Union Pacific Railroad	3R	CON	-	-	TARP	\$76.90	-	-	\$76.9	
14-23-1	Irene Road Relocation Project	US Route 20 and Union Pacific Railroad	3R	CON	-	-	EDP	\$196.83	-	-	\$196.83	
14-23-1	Irene Road Relocation Project	US Route 20 and Union Pacific Railroad	3R	CON	-	-	EDP	\$905.34	Local	\$905.34	\$1,810.68	
14-23-1	Irene Road Relocation Project	US Route 20 and Union Pacific Railroad	3R	PE	-	-	EDP	\$50.56	Local	\$50.56	\$101	
14-23-1	Irene Road Relocation Project	US Route 20 and Union Pacific Railroad	3R	CON EN	-	-	EDP	\$52.60	Local	\$52.60	\$105	
<b>Total</b>						<b>\$0</b>		<b>\$1,282</b>		<b>\$1,009</b>	<b>\$2,291</b>	
<b>18 - Boone County Conservation District</b>												
18-20-1*	Lawrenceville Road & Piskasaw Creek Connection	City of Belvidere/Lawrenceville Rd to Marengo Rd/Piskasaw Creek	Bike/Ped	CON	TAP	\$520	-	-	Local	\$194	\$714	
<b>Total</b>						<b>\$520</b>		<b>\$0</b>		<b>\$194</b>	<b>\$714</b>	
<b>21 - Ogle County Roadway Projects Department (OCHD)</b>												
No Projects Listed												
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>	
<b>24 - Illinois State Toll Roadway Projects Authority (IL Tollway)</b>												
No Projects Listed												
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>	
<b>47 - Village of Roscoe (VR)</b>												
No Projects Listed												
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>	
<b>50 - Village of Winnebago (VW)</b>												
No Projects Listed												
<b>Total</b>						<b>\$0</b>		<b>\$0</b>		<b>\$0</b>	<b>\$0</b>	
<b>Totals</b>						<b>\$8,251</b>		<b>\$12,292</b>		<b>\$33,166</b>	<b>\$53,709</b>	

Figure 4-7: Programmed or Completed Highway Projects



Source: Region 1 Planning Council

**Table 4-9: Illustrative Projects**

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
<b>01 - Illinois Department of Transportation (IDOT)</b>											
No Projects Listed											\$0
<b>Total</b>						\$0		\$0		\$0	\$0
<b>02 - Winnebago County Roadway Projects Department (WCHD)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>03 - City of Rockford (RKFD)</b>											
3-20-1	15th Avenue Bridge	Over Rock River	Bridge	CON		TBD		TBD		TBD	\$18,600
3-20-21	9th Street 2-Way conversion (Whitman St Interchange)	Whitman Street to East State Street	Other	PE		TBD		TBD		TBD	\$13,000
3-21-14	Harrison Avenue	Rock River to Kishwaukee St (IL 251)	Reconstruction	CON		TBD		TBD		TBD	\$10,000
3-21-15	9th Street 2-Way Conversion	Whitman Street to Charles Street	Reconstruction	CON		TBD		TBD		TBD	\$4,050
3-23-24	Elm Street Bridge Removal	Over Kent Creek	Bridge	CON		TBD		TBD		TBD	\$100
<b>Total</b>						\$0		\$0		\$0	\$45,750
<b>04 - City of Loves Park (LP)</b>											
4-23-6	Riverside Bridge over the Rock River	Bridge over the Rock River	Bridge	PE		TBD		TBD		TBD	\$40,000
<b>Total</b>						\$0		\$0		\$0	\$40,000
<b>05 - Village of Machesney Park (MP)</b>											
5-22-2	IL 251 East Service Drive	0.15 M North of Gateway Drive to Marlin Drive	3R	STUDY		TBD		TBD		TBD	\$630
5-22-3	IL 251 West Service Drive	Copper to Swanson	3R	STUDY		TBD	\$2,025	TBD	Local	\$200	\$2,225
<b>Total</b>						\$2,025		\$0		\$200	\$2,855
<b>13 - Boone County Roadway Projects Department (BCHD)</b>											
13-21-12	Irene Road	Newburg Road to I-90	Capacity	CON		TBD		TBD		TBD	\$5,521
13-21-11	Woodstock Road Extension	Grange Hall Rd to Poplar Grove Rd	Capacity	CON		TBD		TBD		TBD	\$7,000
<b>Total</b>						\$0		\$0		\$0	\$12,521
<b>14 - City of Belvidere (BEL)</b>											
14-21-2	IL 76 Extension	US Bus 20 to US 20	Capacity	CON							\$27
<b>Total</b>						\$0		\$0		\$0	\$27
<b>21 - Ogle County Roadway Projects Department (OCHD)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>24 - Illinois State Toll Roadway Projects Authority (IL Tollway)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>47 - Village of Roscoe (VR)</b>											
47-23-1	Main Street Reconstruction Project	McDonald road and Elevator road	Reconstruction	DES		TBD		TBD		TBD	\$7,900
47-23-2	Willowbrook Road Reconstruction	Rockton Road and McCurry road	Reconstruction	DES		TBD		TBD		TBD	\$7,550
47-23-3	Love Road Reconstruction	Rockton Road and McCurry Road	Reconstruction	DES		TBD		TBD		TBD	\$6,700
<b>Total</b>						\$0		\$0		\$0	\$22,150
<b>50 - Village of Winnebago (VW)</b>											
No Projects Listed											
<b>Total</b>						\$0		\$0		\$0	\$0
<b>Totals</b>						\$0		\$0		\$0	\$123,303



# Transit Projects

**Table 4-10: FY 2024 Transit Projects**

Project #	Description	Justification	Unit Cost		Federal Share (000s)		Other Share (000s)		Total
			Units	Cost/Unit	Source	Amount	Source	Amount	
<b>07 - Rockford Mass Transit District</b>									
7-21-17	Complementary ADA Costs	Eligible charge for service to persons with disabilities	-	-	5307	\$260	IDOT	\$65	\$325
7-21-18	Security Project	Security Service	-	-	5307	\$35	IDOT	\$35	\$70
			\$0		\$295		\$100		\$395

**Table 4-11: FY 2025 Transit Projects**

Project #	Description	Justification	Unit Cost		Federal Share (000s)		Other Share (000s)		Total
			Units	Cost/Unit	Source	Amount	Source	Amount	
<b>07 - Rockford Mass Transit District</b>									
No Projects Listed									
			\$0		\$0		\$0		\$0

**Table 4-12: FY 2026 Transit Projects**

Project #	Description	Justification	Unit Cost		Federal Share (000s)		Other Share (000s)		Total
			Units	Cost/Unit	Source	Amount	Source	Amount	
<b>07 - Rockford Mass Transit District</b>									
No Projects Listed									
			\$0		\$0		\$0		\$0

**Table 4-13: FY 2027 Transit Projects**

Project #	Description	Justification	Unit Cost		Federal Share (000s)		Other Share (000s)		Total
			Units	Cost/Unit	Source	Amount	Source	Amount	
<b>07 - Rockford Mass Transit District</b>									
No Projects Listed									
			\$0		\$0		\$0		\$0

**Table 4-14: Previously Approved Transit Projects**

Project #	Description	Justification	Unit Cost		Federal Share (000s)		Other Share (000s)		Total (000s)
			Units	Cost/Unit	Source	Amount	Source	Amount	
<b>07 - Rockford Mass Transit District</b>									
19-4	Fixed Route Buses	Maintain safe, reliable, efficient public transit bus service	-	-	5307	\$1,500	TRC/TDC[2]		\$1,500
19-5	New Discretionary Grant Application	Replacement Electric Buses with Technical Support	-	-	5339 (c)	\$3,054.475	IDOT	\$539.025	\$3,594
19-6	New Discretionary Grant Application	Charging Stations for Electric Buses with associated facility upgrades	-	-	5339 (c)	\$838.582	IDOT	\$147.985	\$986.567
19-12	New Discretionary Grant Application	Charging Stations for Electric Buses with associated design and build facilities upgrades	-	-	5339 (b)	\$329.372	TRC/TDC *		\$329.372
19-13	New Discretionary Grant Application	Replacement Paratransit Buses	-	-	5339 (b)	\$382.5	Local	\$67.50	\$450
20-4	Fixed Route Buses	Maintain safe, reliable, efficient fixed route bus service	-	-	5307	\$11,200	TRC/TDC [1]		\$11,200
7-19-3	New Discretionary Grant Application	Replacement of Hybrid Buses	-	-	5339 (b)	\$3,004	TRC/TDC [1]		\$3,004
7-19-4	New Discretionary Grant Application	Replacement of Electric Buses	-	-	5339 (b)	\$3,765	TRC/TDC [1]		\$3,765
7-19-6	Preventative Maintenance Costs	Extend the useful life of rolling stock	-	-	5307	\$1,824.048	IDOT	\$456.012	\$2,280
7-19-7	Complementary ADA Costs	Eligible charge for service with disabilities	-	-	5307	\$260	IDOT	\$65	\$325
7-19-8	Security Project	Security Service	-	-	5307	\$35	IDOT	\$35	\$70
7-20-1	Preventative Maintenance Costs	Extend the useful life of rolling stock	-	-	5307	\$1,878.770	IDOT	\$469.69	\$2,348
7-20-2	Complementary ADA Costs	Eligible charge for service with disabilities	-	-	5307	\$260	IDOT	\$65	\$325
7-20-3	Security Project	Security Service	-	-	5307	\$35	IDOT	\$35	\$70
7-20-4	New Discretionary Grant Application	Replacement Hybrid Buses	-	-	5339 (b)	\$638.35	IDOT	\$112.65	\$751
7-20-5	New Discretionary Grant Application	Resident Inspectors, Parts and Training	-	-	5339 (b)	\$38.25	Local	\$6.75	\$45
7-20-8	Fixed Route Buses	Maintain safe, reliable, efficient fixed route bus service	-	-	5307	\$5,600	TRC/TDC [1]		\$5,600
7-20-10	Capital Program Application	Replacement Paratransit Buses	-	-	-	-	IDOT	\$450	\$450
7-21-1	Administration Facility Boiler Replacement	Facility Upgrade (Facility #1 - 520 Mulberry)	-	-	5307	\$50	-	-	\$50
7-21-2	Bus Shelters with Real Time Signage	Facility equipment Needs	-	-	5307	\$1,500	-	-	\$1,500
7-21-4	Capital Program application	Rehabilitation/Facility Expansion (Facility #1 - Mulberry)	-	-	-	-	IDOT	\$30,050	\$30,050
7-21-9	New Discretionary Grant Application	Solar Array project and interior addition/Rehab (Facility #3 - 625 Mulberry)	-	-	5339 (b)	\$726.000	TRC/TDC [1]		\$726
7-21-9	New Discretionary Grant Application	Solar Array project and interior addition/Rehab (Facility #3 - 625 Mulberry)	-	-	TBD	\$400.000	TRC/TDC [1]		\$400
7-21-10	New Discretionary Grant Application	Electric Buses and Charging Station	-	-	RAISE	\$2,191.595	Local	\$547.899	\$2,739.494
7-21-11	Preventative Maintenance Costs	Extend the useful life of rolling stock	-	-	5307	\$1,935.133	IDOT	\$483.783	\$2,418.916
7-21-12	Complementary ADA Costs	Eligible charge for service to persons with disabilities	-	-	5307	\$260	IDOT	\$65	\$325
7-21-13	Security Project	Security Services	-	-	5307	\$35	IDOT	\$35	\$70
7-21-14	New Discretionary Grant Application	Multi-Modal Station for Rail-BRT Expansion Needs	-	-	5339 (b)	\$9,000	TRC/TDC [1]		\$9,000
7-21-15	New Discretionary Grant Application	Multi-Modal Station for Rail-BRT Expansion Needs	-	-	5339 (b)	\$9,000	TRC/TDC [1]		\$9,000
7-21-16	Preventative Maintenance Costs	Extend the useful life of rolling stock	-	-	5307	\$1,993.186	IDOT	\$498.297	\$2,491.483
7-21-19	Replacement Paratransit Vehicles with Equipment	Maintain safe, reliable, efficient Demand Response Service	-	-	5339	\$726.000	TRC/TDC [1]		\$726
7-21-20	Replacement Paratransit Vehicles with Equipment	Maintain safe, reliable, efficient Demand Response Service	-	-	5339	\$220	TRC/TDC [1]		\$220
7-21-21	Bus Stop Infrastructure/Amenities	Facility equipment Needs	-	-	5339	\$192.81	TRC/TDC [1]		\$192.806
7-21-22	ARPA Operating Costs	Transit Operations	-	-	5307	\$9,455.408	-	-	\$9,455.408
7-21-23	ITS Needs	Risk Management Software	-	-	5339	\$250.00	-	-	\$250
7-21-24	Bus Stop Infrastructure/Amenities	Facility Equipment Needs	-	-	5339	\$192.806	TRC/TDC [1]		\$193
7-21-25	New Discretionary Grant Application	Bus Shelters with Real Time Signage	-	-	RAISE	\$249.60	Local	\$62.40	\$312
7-22-1	Alternative Fuel Fixed Route Buses/Charging Stations	Maintain safe, reliable, efficient fixed route bus service	-	-	-	-	IDOT	\$12,000	\$12,000

Continued on next page...

**Table 4-14: Previously Approved Transit Projects *Continued***

Project #	Description	Justification	Unit Cost		Federal Share (000s)		Other Share (000s)		Total (000s)
			Units	Cost/Unit	Source	Amount	Source	Amount	
7-22-2	ITS Needs	D/R Software Enhancements	-	-	TBD	\$1,000	-	-	\$1,000
7-22-3	ITS Needs	Mobile Ticketing/Revenue Collection	-	-	TBD	\$1,250	-	-	\$1,250
7-22-4	ITS Needs	Risk Management Software	-	-	TBD	\$250	-	-	\$250
7-22-5	Building Video Security	-	-	-	TBD	\$250	TRC/TDC [1]		\$250
7-22-6	Maintenance Equipment	-	-	-	TBD	\$71	TRC/TDC [1]		\$71
7-22-7	Generator (Facility #1 - 520 Mulberry)	-	-	-	TBD	\$800	TRC/TDC [1]		\$800
7-22-8	Boiler	-	-	-	TBD	\$50	TRC/TDC [1]		\$50
7-22-9	Repave Parking Lot	-	-	-	TBD	\$35	TRC/TDC [1]		\$35
7-22-10	Storage Facility - ESTC 725 N Lyford	-	-	-	TBD	\$450	TRC/TDC [1]		\$450
7-22-11	Detached Employee Parking Lot	-	-	-	TBD	\$75	TRC/TDC [1]		\$75
7-22-12	Alternative Fuel Fixed Route Buses/Charging Stations	Maintain safe, reliable, efficient fixed route bus service	-	-	TBD	\$8,800	TRC/TDC [1]		\$8,800
7-22-13	New Discretionary Grant Application	Battery Electric Charging Station	-	-	5339 (b)	\$500	TRC/TDC [1]		\$500
7-22-14	New Discretionary Grant Application	Replacement Buses (Battery Electric)	-	-	5339 (b)	\$4,800	TRC/TDC [1]		\$4,800
7-22-15	New Discretionary Grant Application	Replacement Buses (Hybrid Buses)	-	-	5339 (b)	\$5,100	TRC/TDC [1]		\$5,100
7-22-16	Demand Response Vehicles	Funding apportioned to region from FAST Act	5	\$74,613	FY 19 5339	\$373.07	TRC/TDC [1]		\$373.067
7-22-17	CRRSAA Operating Funds	Funding apportioned to Region from CRRSAA	-	-	CRRSAA	\$3,124.26	TRC/TDC [1]		\$3,124.256
7-22-18	CVP Grant	Purchase of 6 Medium Duty Vehicles	6	\$75	-	-	CVP	\$450	\$450
7-23-3	Computer Software	-	-	-	5339	\$200	TRC/TDC [1]		\$200
7-23-4	Low/No Application	Replacement Buses (Hybrid Buses)	7	\$584.95	5339 (c)	\$4,094.652	TRC/TDC [1]		\$4,094.652
7-23-5	Demand Response Hardware/Software	Demand Response/Paratransit Scheduling and Dispatch software with reliable AVL capabilities as well as update hardware in their offices and on vehicles	1	\$396.607	5310	\$294.354	TRC/TDC [1]		\$396.607
					CRRSAA	\$51.126			
					ARP	\$51.127			
<b>Total</b>						<b>\$104,244</b>		<b>\$46,642</b>	<b>\$150,886</b>

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

**Table 4-15: Programmed or Completed Transit Projects**

Project #	Description	Justification	Project Type	Unit Cost		Federal Share (000s)		Other Share (000s)		Total
				Units	Cost/Unit	Source	Amount	Source	Amount	
<b>07 - Rockford Mass Transit District</b>										
No Project Listed										
				\$0		\$0		\$0		\$0
<b>Boone County Public Transit (BCPT)</b>										
No Project Listed										
<b>Total</b>				\$0		\$0		\$0		\$0
<b>Stateline Mass Transit District (SMTD)</b>										
No Project Listed										
<b>Total</b>				\$0		\$0		\$0		\$0

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

# Appendices & Attachments

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## Appendix A:

# Glossary of Terms

## Acronyms & Abbreviations

### # \_\_\_\_\_

**3-C:** Continuing, Comprehensive, and Cooperative

### A \_\_\_\_\_

**AC:** Advance Construction

**ATC:** Alternative Transportation Committee

**ACS:** American Community Survey

**AIC:** Awarded, Initiated, Or Completed

### B \_\_\_\_\_

**BCCD:** Boone County Conservation District

**BCCA:** Boone County Council on Aging

**BCPT:** Boone County Public Transportation

### C \_\_\_\_\_

**CMP:** Congestion Management Process

**CMAQ:** Congestion Mitigation and Air Quality Improvement Program

**CVP:** Consolidated Procurement Program

### D \_\_\_\_\_

**DOT:** Department of Transportation

### E \_\_\_\_\_

**EDD:** Economic Development District

**EJ:** Environmental Justice

**EPA:** U.S. Environmental Protection Agency

### F \_\_\_\_\_

**FHWA:** Federal Highway Administration

**FTA:** Federal Transit Administration

**FAST Act:** Fixing America's Surface Transportation

### G \_\_\_\_\_

**GIS:** Geographic Information System

### H \_\_\_\_\_

**HSTP:** Coordinated Public Transit – Human Services Transportation Plan

### I \_\_\_\_\_

**IDOT:** Illinois Department of Transportation

**ISTHA:** Illinois State Toll Highway Authority

**ITS:** Intelligent Transportation System

### L \_\_\_\_\_

**LBA:** Land Bank Authority

**LOTS:** Lee-Ogle Transportation System

### M \_\_\_\_\_

**MPA:** Metropolitan Planning Area

**MPO:** Metropolitan Planning Organization

**MTP:** Metropolitan Transportation Plan

**MFT:** Motor Fuel Taxes

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

### N \_\_\_\_\_

**NAAQS:** National Ambient Air Quality Standards

### P \_\_\_\_\_

**PM1:** Highway Safety Performance Measures

**PM2:** Pavement and Bridge Performance Measures

**PM3:** System Performance Measures and CMAQ

**PA:** Previously Approved

**PPP:** Public Participation Plan

**PTASP:** Public Transportation Agency Safety Plan

### R \_\_\_\_\_

**R1:** Region 1 Planning Council

**RMTD:** Rockford Mass Transit District

**RPD:** Rockford Park District

## S

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**SLATS:** State Line Area Transportation Study

**SPF:** State Planning Fund

**SMTD:** Stateline Mass Transit District

**STIP:** Statewide Transportation Improvement Program

**STBG:** Surface Transportation Block Grant

## T

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**TUP:** Traditionally Underserved Populations

**TAM:** Transit Asset Management

**TA:** Transportation Alternatives

**TAP:** Transportation Alternatives Program

**TIP:** Transportation Improvement Program

**TMA:** Transportation Management Area

## U

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**UZA:** Urbanized Area

## Y

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**YOE:** Year-Of-Expenditure

## Glossary of Terms

### #

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

Source: Federal Highway Administration

### A

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**Advanced Construction (AC):** A technique that allows the state to initiate a project using non-federal funds while preserving eligibility to convert to federal-aid funds in the future.

Source: BATIC Institute

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

Source: U.S. Environmental Protection Agency

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

Source: MPO Alternative Transportation Committee Bylaws

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

Source: Federal Highway Administration

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

Source: Federal Highway Administration

## C

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

Source: U.S. Environmental Protection Agency

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

Source: Federal Highway Administration

**Complimentary Paratransit Service:** Transportation service required by the Americans with Disabilities Act (ADA) for individuals with disabilities who are unable to use fixed route transportation systems. This service must be comparable to the level of service provided to individuals without disabilities who use the fixed route. Service must be provided in a corridor  $\frac{1}{4}$  of a mile on either side of the bus routes.

Source: Federal Transit Administration

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

Source: Transportation Research Board

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

Source: Federal Highway Administration

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

Source: U.S. Department of Transportation

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

Source: Federal Transit Administration



## D

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

Source: Federal Transit Administration

## F

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

Source: Federal Highway Administration

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

Source: Federal Highway Administration

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

Source: Federal Transit Administration

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

Source: Federal Highway Administration

## I

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

Source: Federal Highway Administration

## J

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

Source: Illinois Department of Transportation

## M

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

Source: Federal Highway Administration

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

highway and transit legislation.

Source: Federal Highway Administration

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

Source: Federal Highway Administration

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

Source: U.S. Census Bureau

## N

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**National Ambient Air Quality Standards:** Regulations establishing national standards for six principal pollutants (including Carbon Monoxide (CO); Lead (Pb); Nitrogen Dioxide (NO<sub>2</sub>); Ozone (O<sub>3</sub>); Particle Pollution (PM); and Sulfur Dioxide (SO<sub>2</sub>)).

Source: U.S. Environmental Protection Agency

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

Source: Federal Highway Administration

## Appendix B:

# Title VI & Environmental Justice

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

Figure B-1 illustrates the Census block groups with higher than a regional average traditionally underserved populations (TUPs). The U.S. Census' 2019 American Community Survey (ACS) 5-Year Estimates, were used to calculate the thresholds for each TUP. A threshold represents the overall concentration of a population across the entire metropolitan planning area. Using the thresholds established, the census block groups were then categorized by how many Title VI and EJ thresholds they exceeded. This allows the census block groups to be mapped showing the concentration of the identified populations. Darker areas on the map indicates a greater concentration of TUPs.

Table B-1 displays the threshold breakdown of the FY 2024 – 2027 TIP projects by improvement type. This data shows that a majority of the programmed TIP projects are located in at least one of the block groups that has reached at least one of the thresholds. A total of 113 projects are planned for FY 2024 – 2027. Of these projects, 93 percent of projects are in areas that have reached at least one of the TUD thresholds.

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

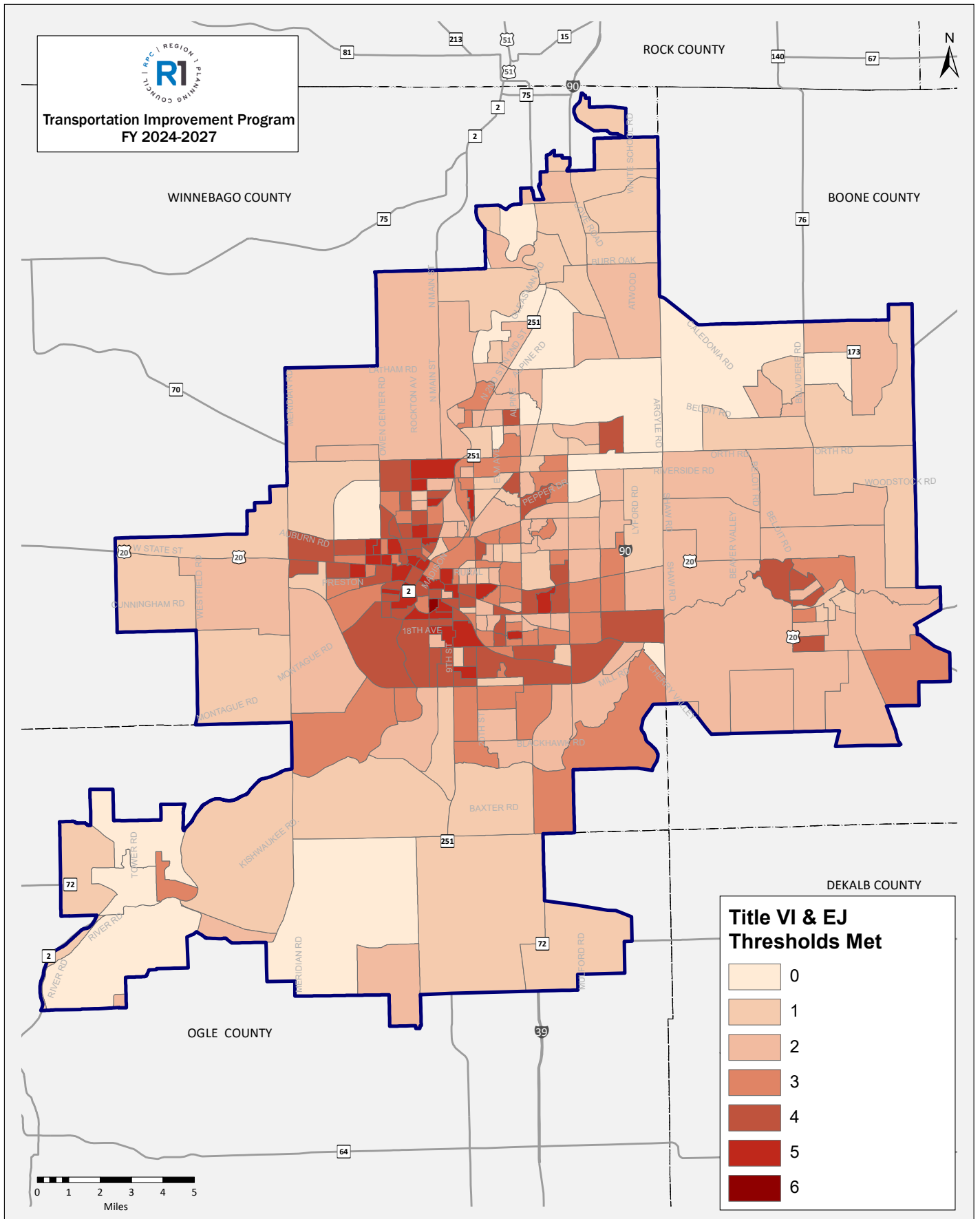
The full in-depth analysis of EJ thresholds and TIP projects can be found in the [“Considerations for Title VI & Environmental Justice”](#) document.

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

Financial Summary of Programmed Projects & TUD Thresholds FY 2024 - 2027

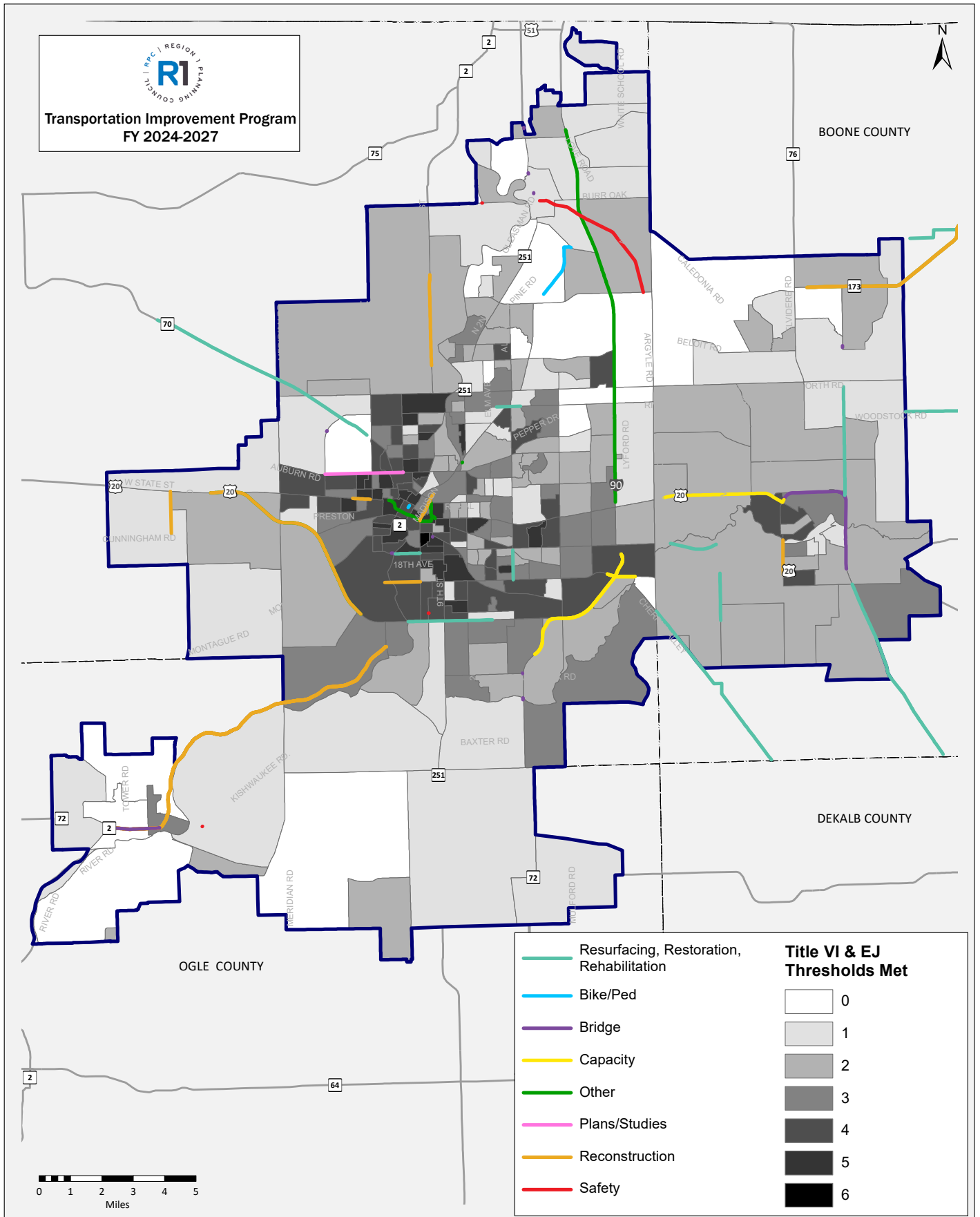
	Thresholds Met		
	Meets	Does Not Meet	Total
3R (#)	21	3	24
3R (%)	88%	13%	100%
Bicycle/Pedestrian (#)	10	0	10
Bicycle/Pedestrian (%)	100%	0%	100%
Bridge (#)	30	4	34
Bridge (%)	88.2%	12%	100%
Capacity (#)	9	0	9
Capacity (%)	100%	0%	100%
Plans/Studies (#)	0	0	0
Plans/Studies (%)	0%	0%	0%
Reconstruction (#)	27	1	28
Reconstruction (%)	96%	4%	100%
Safety (#)	1	0	1
Safety (%)	100%	0%	100%
Signal/ITS (#)	0	0	0
Signal/ITS (%)	0%	0%	0%
Other (#)	8	0	8
Other (%)	100%	0%	100%
All Projects (#)	106	8	114
All Projects (%)	93%	7%	100%
<b>Total</b>	<b>106</b>	<b>8</b>	<b>114</b>

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



Source: Region 1 Planning Council

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



Source: Region 1 Planning Council

**Table B-2: Benefits & Burdens Analysis**

Benefits & Burdens Analysis

Bridges, Capacity, & Engineering Projects

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

Resurfacing, Rehabilitation, & Reconstruction (3R) Projects

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

Bicycle & Pedestrian Projects

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

Public Transit Projects

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

ITS Improvements & Congestion Management Strategies

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

Source: Region 1 Planning Council

## Appendix C:

# Funding Sources

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

## Federal

### 319 Grant Program

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

### Capital Investment Grants (CIG)

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

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

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

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

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

### High Risk Rural Roads Program (HRRR)

*See Highway Safety Improvement Program.*

### Highway Safety Improvement Program (HSIP)

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

### Job Access and Reverse Commute (JARC)

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

### National Highway Freight Program (NHFP)

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

## National Highway Performance Program (NHPP)

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

## Rural and Small Urban Areas (Section 5311)

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

## State of Good Repair Grants (Section 5337)

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

## Surface Transportation Program (STP)

*See Surface Transportation Block Grant.*

## Surface Transportation Block Grant (STBG)

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

## Transportation Alternatives (TA) Set-Aside

The Transportation Alternatives (TA) set-aside of the STBG program provides funding for projects and activities that promote alternative transportation methods, such as pedestrian and bicycle facilities. The statewide TA program, administered by IDOT has been divided into two separate grant programs: Illinois Transportation Enhancement Program (ITEP) and Safe Routes to

School Program (SRTS). The ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. The SRTS program funds programs, both infrastructure-related and non-infrastructure-related projects, that are intended to encourage increase physical activity levels of children in primary and middle schools by making bicycling and walking to school a safer and more appealing transportation alternative. The local TA program, administered by the Rockford MPO, is known as the Transportation Alternatives Program (TAP). Both the ITEP and TAP programs have a competitive selection process and requires a 20 percent local match. IDOT's SRTS program is a competitive selection process and does not require a local match.

## Urbanized Area Formula Grant (Section 5307)

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

## State

### Illinois Commerce Commission (ICC) Funds

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

### Illinois Department of Natural Resources (IDNR)

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

### Illinois Department of Transportation (IDOT)

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

### Illinois Major Bridge Program (IMBP)

The Illinois Major Bridge Program (IMBP), now known as the Illinois Special Bridge Program, provides funding for construction and construction engineering of local public agency bridges which are estimated to cost more than one million dollars to rehabilitate or



replace. Eligible structures must be greater than 20 feet in length and a sufficiency rating less than 80 for rehabilitation and 50 for replacement. This program requires a 20 percent local match.

## **Illinois Transportation Enhancement Program**

*See Transportation Alternatives (TA) Set-Aside.*

## **Recreational Trails Program (RTP)**

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

## **Safe Routes to School**

*See Transportation Alternatives (TA) Set-Aside.*

## **Statewide Planning and Research (SPR)**

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

## **Truck Access Route Program (TARP)**

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

## **Local**

### **Illinois State Toll Highway Authority (ISTHA)**

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

## **Local**

Local funding derived from a source other than those listed.

### **Motor Fuel Tax (MFT)**

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

## **Private**

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

## **Retail Sales Tax (RST)**

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

## **Special Assessment (SA) Funds**

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

## **Tax Increment Financing (TIF) District**

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

# Resolution of Adoption



COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

## Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.336(b), the planning process in the Rockford Metropolitan Planning Area was certified by USDOT – FHWA – FTA on June 08, 2020 subject to the resolution of two corrective actions related to the administration of the Surface Transportation Block Grant program.

In accordance with 23 CFR 450.336, the Illinois Department of Transportation and Region 1 Planning Council Metropolitan Planning Organization for the Rockford metropolitan planning area hereby certify the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114–357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
Winnebago County Chairman  
Chair – MPO Policy Committee  
Authorized Representative of the Region 1  
Planning Council MPO  
June 30, 2023

\_\_\_\_\_  
Bureau Chief, Urban Program & Planning  
Illinois Department of Transportation or  
Other Authorized Representative of the  
Illinois Department of Transportation  
Date: \_\_\_\_\_

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**REGION 1 PLANNING COUNCIL  
MPO POLICY COMMITTEE**

**MPO Resolution 2023-09**

- RE:** Adoption of the FY 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** Region 1 Planning Council is the Metropolitan Planning Organization (MPO) for the Rockford Urban and Metropolitan Area, and the MPO Policy Committee has the specific responsibility to direct and administer the continuing urban transportation planning process; and
- WHEREAS** the Transportation Improvement Program (TIP) for the Rockford Metropolitan Area has been developed in accordance with the Infrastructure Investment & Jobs Act (IIJA); and
- WHEREAS** the development of the Transportation Improvement Program (TIP) is a continuing, comprehensive and cooperative transportation planning process carried out by the MPO under the direction of the Policy Committee and the Technical Committee of the MPO of the Rockford Metropolitan Area in cooperation with the Illinois Department of Transportation (IDOT); and
- WHEREAS** the planning process is being carried on in conformance with all applicable Federal and State requirement, as listed in the Annual Metropolitan Transportation Planning Process Certification; and
- WHEREAS** citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties have been given opportunities to comment on this TIP during its development cycle; and
- WHEREAS** the public comment and review period for draft FY 2024-2027 TIP was from May 23, 2023 through June 22, 2023 and the draft FY 2024-2027 TIP was made available for review via the MPO website (posted May 23, 2023) as well as through contacting the MPO offices.
- WHEREAS** the MPO Technical Committee has recommended approval of the FY 2024-2027 TIP;
- NOW, THEREFORE, BE IT RESOLVED THAT**  
the MPO Policy Committee adopts the June 30, 2023 version of the FY 2024-2027 Transportation Improvement Program, along with the changes, if any, as to be documented in the minutes of this June 30, 2023 meeting; and
- BE IT FURTHER RESOLVED**  
that the MPO staff is instructed to distribute the FY 2024-2027 Transportation Improvement Program in accordance with the MPO Public Participation Process.

We hereby certify the foregoing has been approved by a majority of the MPO Policy Committee Members on this 30<sup>th</sup> day of June 2023.

  
Chairman Joseph V. Chiarelli  
MPO Chair

  
Mayor Clint Morris  
MPO Vice-Chair

## Appendix F:

# Endnotes

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



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