



# Transportation Improvement Program

FY 2026 - 2029

FINAL

June 20, 2025



# Transportation Improvement Program

**for State Fiscal Years 2026 - 2029  
(July 1, 2026 - June 30, 2029)**

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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# 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.

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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.

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

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

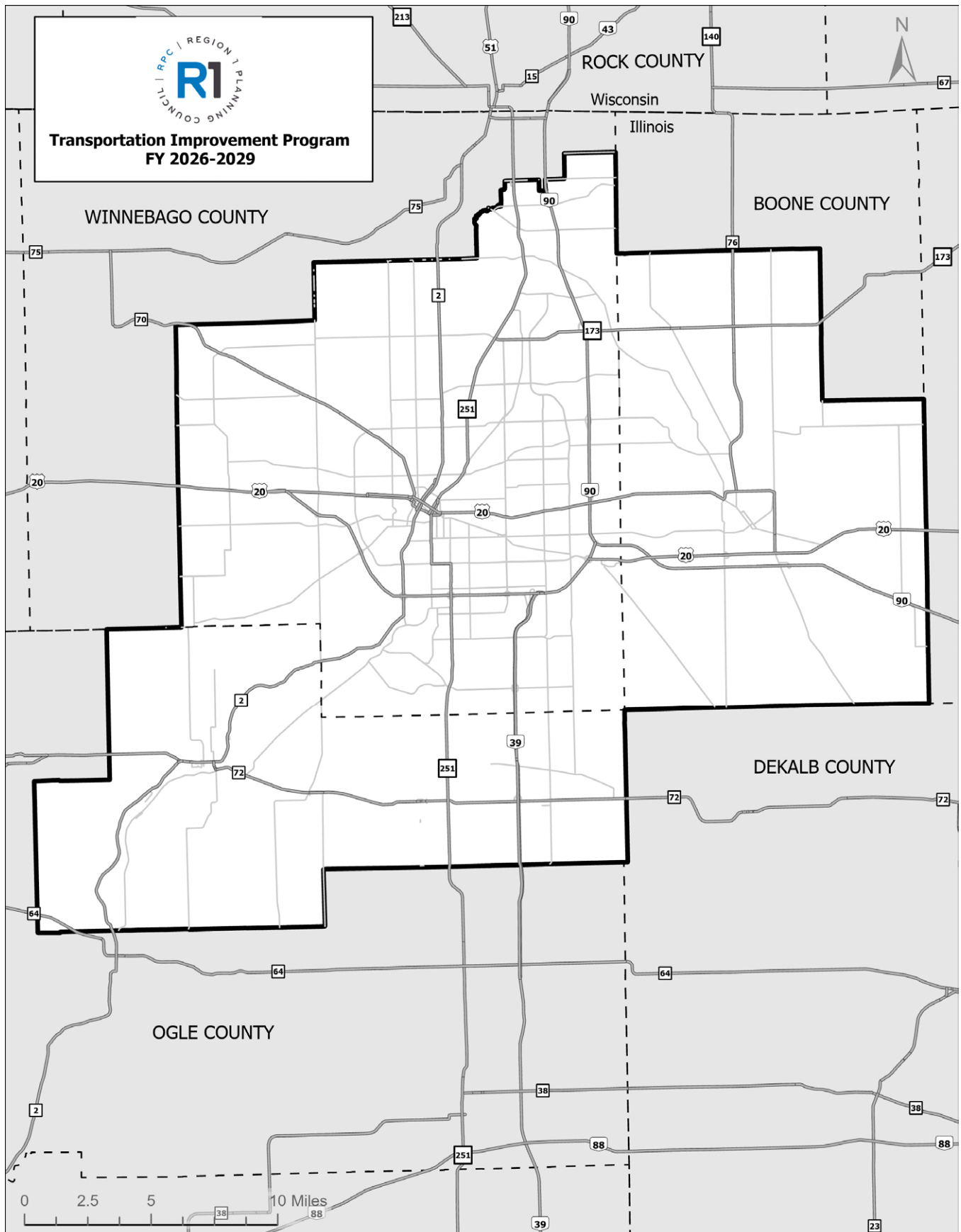
The activities of the MPO are directed by a Policy Committee that consists of the top elected officials from the above entities plus the Deputy Director from IDOT District 2 and the Executive Director of Rockford Mass Transit District. The Policy Committee receives technical recommendations and assistance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

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

## The Planning Area

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

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



Source: Region 1 Planning Council

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.

The population of the Rockford MPA was estimated to be 325,106 in 2022. Of those, 282,817 people live within the census defined urbanized areas<sup>2</sup>, or approximately 87 percent of the population in the region. Winnebago County is home to the largest share of the Rockford MPA's population at 79.5 percent, approximately 258,443 residents. Both Boone (50,255 residents) and Ogle Counties (16,408 residents) share the remaining portions of the region's population, 15.5 percent and 5.0 percent of the population, respectively.

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

## 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*

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



# Part 2.

## General Overview of the TIP

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

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

While not federally-required to be included in the TIP, the MPO has decided to include locally-sponsored regionally significant transportation projects in order to improve local communication, coordination, and transparency. In some cases, small but similar projects are grouped together – i.e., projects listed as “city-wide local street resurfacing” projects or “city-wide intersection improvements.” The MPO adopted a new set of policies and procedures for the development and management of the TIP in March of 2025. Per this policy, new grouped projects no longer be added to the TIP; existing grouped projects will remain in the TIP until they pass through the elements as programmed.

### Summary of Federal & State Regulations

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

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

- Is in cooperation with the State and any affected public transportation provider;
- Contains projects consistent with the current metropolitan transportation plan;
- Reflects the investment priorities established in the current metropolitan transportation plan;
- 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](#).

**Table 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 projects listed within the current TIP or need 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.

## Development vs Maintenance

The annual life cycle of the TIP has two distinct phases: development and maintenance. 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.

## 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:

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

## Amendments

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

- Addition of a new project to the program;
- Increases to funding;
- Redistribution of currently listed funding to a new project phase;
- Change in funding type or funding split and required local matching funds;
- Change in the project scope that results in added capacity;
- Change in programmed year for projects receiving MPO-Attributable Federal Funds; and
- Removal of a project from the program.

## Advanced Construction Notices

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

## Coordination & Consultation

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

## Local & State Partners

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

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

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

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

## Public Involvement

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

implementing the project. A list of TIP implementation agency contacts can be found at [r1planning.org/planning/transportation-improvement-program](http://r1planning.org/planning/transportation-improvement-program).

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

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

# 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 development a performance-based approach to planning in order to address the performance measures, as required in 23 CFR 450.314(h). This agreement defines the rights and obligations of each agency in terms of developing and sharing data related to transportation performance management and transit asset management, performance target setting, reporting of performance targets, and tracking progress towards attaining set performance targets.

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

**Table 3-1.** Performance Management Targets

### Highway Safety (PM1) Targets

Targets	Fatalities (Rolling Average)	Fatality Rate (Per 100 m VMT)	Serious Injuries (SI) (Rolling Average)	SI Rate (Per 100 m VMT)	Non-motorized Fatalities & SI*
MPO- 2024 Targets	35.3	1.14	144.09	4.40	18.73
MPO- 2025 Targets	36.4	1.12	139.49	4.31	18.99

### Pavement & Bridge Condition (PM2) Targets

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%	25.6%	19.5%	25.3%	4.6%
IDOT- Baseline	65.7%	0.4%	29.5%	8.0%	22.8%	12.4%
IDOT- 2024 Targets	65%	1.0%	29.0%	8.9%	18.5%	12.4%
IDOT- 2026 Targets	65%	0.5%	30.0%	8.5%	19.0%	12.0%

### System Performance (PM3) Targets

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

### Pavement & Bridge Condition (PM2) Targets

Facilities	Below 3.0 Rating	Total Facilities	Percent of Facilities Below 3.0 Rating			
	Statewide	Statewide	Statewide	RMTD	Boone County	SMTD
Admin/Maintenance	3	75	4%	0%	-	-
Passenger/Parking	1	30	3%	0%	-	-
Total	4	105	3.5%	0%	-	-



**Table 3-1.** Performance Management Targets Contd.

Revenue Vehicles	At/Beyond ULB	Total Vehicles	Percent of Vehicles At/Beyond ULB			
	Statewide	Statewide	Statewide	RMTD	Boone County	SMTD
Articulated Bus	0	19	0%	-	-	-
Automobile	1	1	100%	-	-	-
Bus	179	515	35%	28.57%	100.00%	100.0%
Cutaway	430	943	56%	36.84%	-	-
Ferryboat	3	3	100%	-	100.00%	-
Minivan	173	217	80%	-	-	-
Van	20	48	42%	-	-	-
Total	806	1746	59%	32.17%	100.0%	100.0%

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

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

### Public Transportation Annual Safety Performance Measure Targets

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

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

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

### Fiscal Years 2026-2029

Expenditures	Annual Element (FY 2026)	Year 2 (FY 2027)	Year 3 (FY 2028)	Year 4 (FY2029)	Total (FY 2026 - 2029)
PM1	\$67,505	\$75,367	\$6,984	\$2,633	\$152,759
PM2	\$144,819	\$145,387	\$39,772	\$110,000	\$439,978
PM3	\$41,489	\$80,112	\$4,000	\$2,633	\$128,234
TAM	\$18,557	\$0	\$0	\$0	\$18,557
PTASP	\$436	\$0	\$0	\$0	\$436
Total	\$272,805	\$301,137	\$50,756	\$115,266	\$739,964

Number of Project	Annual Element (FY 2026)	Year 2 (FY 2027)	Year 3 (FY 2028)	Year 4 (FY2029)	Total (FY 2026 - 2029)
PM1	25	20	6	1	52
PM2	21	15	7	2	45
PM3	6	5	1	1	13
TAM	5	1	1	1	8
PTASP	1	0	0	0	1
Total	58	41	15	5	119

**Table 3-2.** Performance Management Project Summary Cont.

CMP	Annual Element (FY 2026)	Year 2 (FY 2027)	Year 3 (FY 2028)	Year 4 (FY2029)	Total (FY 2026 - 2029)
CMP #	21	13	3	3	40
CMP \$	\$118,166	\$138,400	\$4,900	\$112,633	\$374,099

The following section outlines the federal performance measures and current performance at the state and the MPO level and discusses how the projects programmed in the TIP the will assist in achieving the federal measure targets. It is anticipated that this analysis will evolve over time as methods are developed to better quantify the impacts of projects on the federal performance measures. The performance measures are annually tracked in order to identify the overall effectiveness of each measure.

## Highway Safety - PM1

Highway Safety also known as “PM1”, establishes five performance measures, which include:

1. Number of Fatalities
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries”

Safety is an important consideration for all projects included in the TIP. There are 53 projects in the Rockford MPA that address highway safety throughout the region. These projects will improve safety through intersection improvements such as addition of turn lanes and signalization, addition of bike facilities, improved pedestrian crossings, and/or other safety enhancements.

## Pavement & Bridge Condition – PM 2

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

1. Percentage of pavements on the Interstate System in Good condition;
2. Percentage of pavements on the Interstate System in Poor condition;
3. Percentage of pavements on the NHS (excluding the Interstate System) in Good condition;
4. Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition;

5. Percentage of NHS bridges classified as in Good condition; and
6. Percentage of NHS bridges classified as in Poor condition.

The Rockford MPA contains a total of 217 NHS Interstate Highway lane miles, 391 non-Interstate NHS US/State highway lane miles. Additionally, the region has a total of 164 NHS structures. The 2026-2029 TIP contains 45 projects that will reconstruct (and in some cases expand or extend) resurface, restore or rehabilitate NHS pavement or repair or replace NHS bridges and break decks within the planning area.

## System Performance – PM 3

System performance, also known as “PM3”, is a set of performance measures to assess the performance of the Interstate and non-Interstate NHS as well as assess freight movement on the Interstate System, and to assess traffic congestion throughout the region. There are 13 projects in the Rockford MPA that aim to maximize the efficiency, safety, and utility of the transportation infrastructure. These projects add capacity either through additional lanes or roadway extensions and are intended to increase vehicle movement, reduce average delay and improve safety.

## Congestion Management Process

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

Although the MPA has little congestion, except at certain intersections during peak traffic times and after large cultural or recreational events (nonrecurring congestion), managing these incidences is a goal of the MTP and plays

an important role in the MPO's planning process. The CMP is discussed and outlined as a strategy for the region in the MTP and is considered as projects are programmed in this TIP. In total, there are 41 CMP projects within this TIP, totaling \$476,959,728.

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

## Air Quality Conformity

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

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

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

## Maintenance of the Existing System

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

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

represent projects aimed at maintaining and repairing the current transportation system.

Sixty maintenance-related preservation projects are programmed within this TIP, totaling \$462,765,989.

## Title VI Considerations

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

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

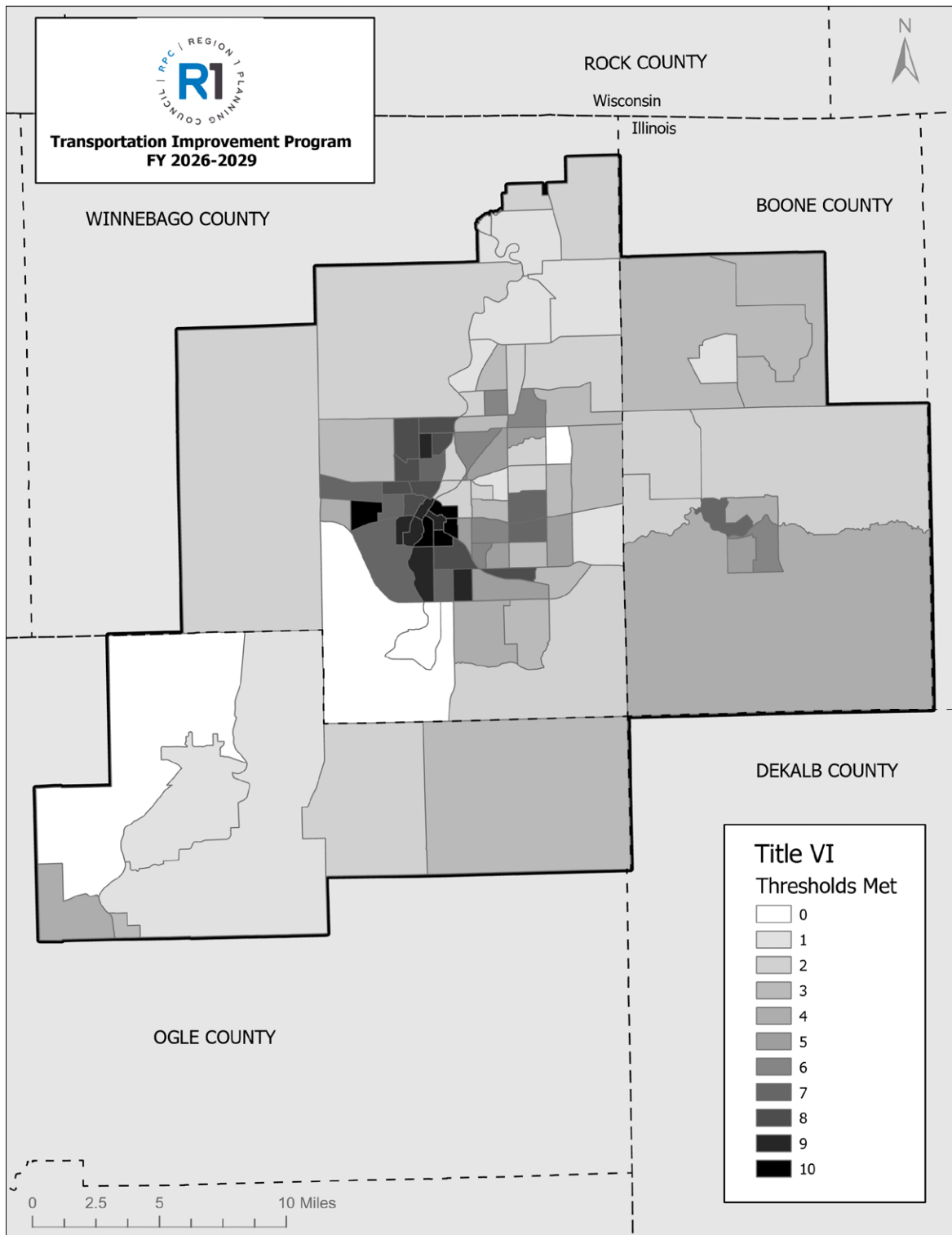
To fulfill and expand upon the federal guidelines, this TIP recognizes the following goals as part of its transportation project selection and priority setting process:

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

Figure 3-1 illustrates the census block groups with higher than the regional average of disadvantaged populations. The U.S. Census' 2019 American Community Survey (ACS) 5-Year Estimates, were used to calculate the thresholds for each TUP. A threshold represents the overall concentration of a population across the entire metropolitan planning area.

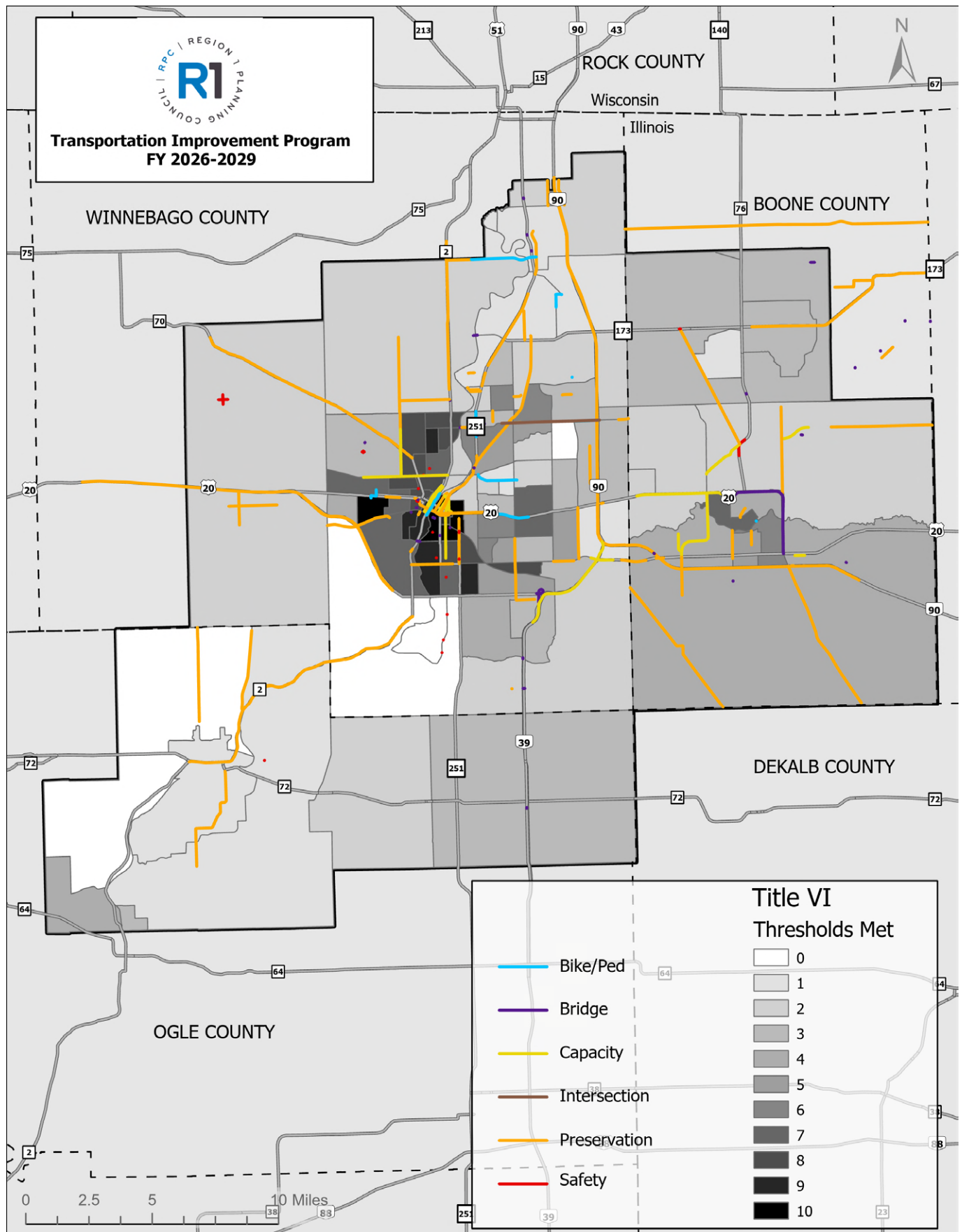
Using the thresholds established, the census block groups were then categorized by how many Title VI thresholds they exceeded. This allows the census block groups to be mapped showing the concentration of the identified populations. Darker areas on the map indicates a greater concentration of disadvantaged populations.

**Figure 3-1.** Title VI Areas by Thresholds Met



Source: Region 1 Planning Council

**Figure 3-2.** Title VI Areas with TIP Projects



Source: Region 1 Planning Council



Table 3-3 displays the threshold breakdown of the FY 2026 – 2029 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 146 highway projects are planned for FY 2026 – 2029. One hundred sixteen of these projects have specific termini. Of these 117 projects, 98.3 percent of projects are in areas that have reached at least one of the disadvantaged population thresholds.

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

**Table 3-3.** Financial Summary of Programmed Projects & Disadvantaged Population Threshold FY 2026-2029

Projects	Meets	Does Not Meet	Total
Bicycle & Pedestrian (#)	9	9	18
Bicycle & Pedestrian (%)	50%	50%	100%
Bridge (#)	35	3	38
Bridge (%)	92%	8%	100%
Capacity (#)	9	0	9
Capacity (%)	100%	0%	100%
Intersection (#)	1	0	1
Intersection (%)	100%	0%	100%
Preservation (#)	49	11	60
Preservation (%)	82%	18%	100%
Safety (#)	12	8	20
Safety (%)	60%	40%	100%
Transit (#)	0	0	0
Transit (%)	0%	0%	100%
All Project (#)	115	31	146
All Projects (%)	79%	21%	100%

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

#### Bridge & Capacity 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.	n/a	n/a

#### Preservation 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.	n/a

### 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.	n/a
Provide an alternative to motor vehicles.	n/a	n/a

### Public Transit Projects

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

### Intersection Projects & 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.	n/a	Have a comprehensive design phase before any ITS projects are implemented.
Enhance system preservation & operational efficiency.	n/a	n/a

The full in-depth analysis of Title VI thresholds and TIP projects can be found in the “Considerations for Title VI” document.

## The Financial Plan

Federal requirements stipulate that a financial plan be included in the Transportation Improvement Program (TIP) that demonstrates how the approved TIP can be implemented using public and private sources that are reasonably expected to be made available to carry out the TIP. The financial plan detailed below uses revenue and cost estimates that apply an inflation rate to reflect year-of-expenditure (YOE) dollars.

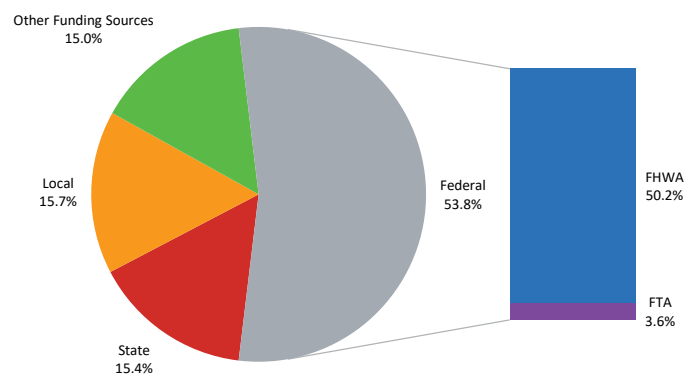
Forecasting future funding levels requires a large number of assumptions to be made, including the federal transportation programs, such as the Surface Transportation Block Grant (STBG), and local revenue sources, such as motor fuel taxes (MFT), will continue at the same levels through FY 2029 as in past trends. It is typical for certain types of funding to fluctuate from one fiscal year to another.

Total funding for this TIP is \$885 million, an increase of \$222 million (34%) when compared to the FY 2025 – 2028 TIP. Figure 3-3 illustrates the estimates of public (federal, state, and local) funding by source for FY 2026 – 2029.

Table 3-5 illustrates the estimate of revenues anticipated to be available for the projects listed within this TIP by source and year. These estimates have been derived from the actual apportionments for the current fiscal year, which serves as the baseline.

As illustrated in Figure 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.** Estimated FY 2026-2029 Available Funds



**Table 3-5.** Total Programmed Funds

**Sources of Funding by Level of Government**  
**Roadway Projects - Fiscal Years 2026-2029**

Funding Sources	Annual Element (FY 2026)	Year 2 (FY 2027)	Year 3 (FY 2028)	Year 4 (FY2029)	Total (FY 2026 - 2029)
NHPP	\$158,396	\$77,049	\$10,692	\$88,007	\$334,144
STBG-S	\$1,281	\$0	\$0	\$0	\$1,281
STBG-U	\$11,139	\$8,699	\$0	\$0	\$19,838
STBG-R	\$740	\$720	\$0	\$0	\$1,460
STBG-B	\$6,900	\$0	\$0	\$0	\$6,900
HSIP	\$5,932	\$4,094	\$5,287	\$2,362	\$17,675
ITEP	\$3,829	\$3,000	\$0	\$0	\$6,829
TAP	\$851	\$0	\$0	\$0	\$851
SRTS	\$0	\$0	\$0	\$0	\$0
ISBP	\$1,772	\$2,718	\$0	\$0	\$4,490
CRP	\$800	\$0	\$0	\$0	\$800
Other	\$12,940	\$37,321	\$0	\$0	\$50,261
Total Federal Expenditures	\$204,579	\$133,602	\$15,979	\$90,369	\$444,529
State	\$58,351	\$32,209	\$6,577	\$22,264	\$119,401
EDP	\$0	\$0	\$0	\$0	\$0
ISBP	\$0	\$0	\$0	\$0	\$0
TARP	\$565	\$0	\$0	\$0	\$565
GCPF	\$2,095	\$1,765	\$0	\$0	\$3,860
Rebuild IL	\$0	\$852	\$0	\$0	\$852
Other State	\$719	\$0	\$2,400	\$0	\$3,119
Total State Expenditures	\$61,731	\$34,826	\$8,977	\$22,264	\$127,798
Local	\$62,235	\$50,082	\$25,525	\$1,100	\$138,942
ISTHA	\$13,456	\$65,500	\$32,000	\$17,000	\$127,956
Private	\$125	\$0	\$750	\$0	\$875
Other	\$4,182	\$0	\$0	\$0	\$4,182
Total Other Expenditures	\$79,998	\$115,582	\$58,275	\$18,100	\$271,955
Total Expenditures	\$346,308	\$284,010	\$83,231	\$130,733	\$844,281

**Transit Projects - Fiscal Years 2026-2029**

Funding Sources	Annual Element (FY 2026)	Year 2 (FY 2027)	Year 3 (FY 2028)	Year 4 (FY2029)	Total (FY 2026 - 2029)
Section 5307	\$1,755	\$2,467	\$5,181	\$5,439	\$14,843
Section 5339	\$15,010	\$0	\$0	\$0	\$15,010
Section 5310	\$132	\$0	\$0	\$0	\$132
Discretionary Grants	\$1,912	\$0	\$0	\$0	\$1,912
Community Project Funding (CPF)	\$0	\$0	\$0	\$0	\$0
TBD	\$0	\$0	\$0	\$0	\$0
Total Federal Expenditures	\$18,810	\$2,467	\$5,181	\$5,439	\$31,898
IDOT	\$602	\$859	\$2,038	\$2,138	\$5,638
TRC/TDC	\$3,028	\$0	\$0	\$0	\$3,028
Other State	\$0	\$0	\$0	\$0	\$0
Total State Expenditures	\$3,631	\$859	\$2,038	\$2,138	\$8,666
Local	\$478	\$0	\$0	\$0	\$478
Private	\$0	\$0	\$0	\$0	\$0
Other	\$0	\$0	\$0	\$0	\$0
Total Other Expenditures	\$478	\$0	\$0	\$0	\$478
Total Expenditures	\$22,919	\$3,327	\$7,219	\$7,577	\$41,042

# Project Prioritization

The Infrastructure Investment and Jobs Act (IIJA) and preceding transportation legislation provides the suballocation of certain federal funds to urbanized areas, in which MPOs are responsible for prioritizing and programming projects eligible to receive said funding.

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

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

In October 2024, the MPO Policy Committee adopted a formal procedure and criteria for the selection of projects to receive STBG, CRP and TAP funding (Policies & Procedures for the Distribution of Federal Transportation Funds). Generally speaking, the MPO attempts to steer these funds toward projects that are regionally significant. The final decisions on which projects are selected are based on the adopted prioritization methodology.

## Surface Transportation Block Grant

As mentioned above, STBG<sup>1</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.

1 The federal funding program has been referred to by several different names over the past few decades. Prior to the 1990s, this funding source was referred to as Federal Aid Urban (FAU) funding. With the passage The Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991, the funding source was referred to as Surface Transportation Program-Urban (STP-U). The FAST Act, passed in 2015, now refers to the program as the Surface Transportation Block Grant (STBG).

STBG funding is annually allocated to the Rockford Urbanized Area through the Illinois Department of Transportation’s (IDOT) distribution formula<sup>2</sup>. The MPO’s share is on average an estimated \$4 million per year. The funding allocated for FY 2026 is \$4,754,287. Table 3-6 details the STBG allocations that have been received, as well as projected by year.

Table 3-6. STBG Allocations

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	\$4,538,699
2026 <sup>1</sup>	\$4,763,791
2027 <sup>1</sup>	\$4,868,594
2028 <sup>1</sup>	\$4,975,703
2029 <sup>1</sup>	\$5,085,169
Total Allocations	\$66,405,920

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

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

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

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

Program Year	Past Project	Agency	Total Project Cost	STBG Funds	% Funded with STBG	Status
	Harrison Avenue Bridge	Rockford	\$3,303,450	\$2,319,352	70%	Complete (1975)
	Five-Points Intersection	Rockford	\$1,137,964	\$738,829	65%	Complete (1976)
	Segments of 20th St & Sandy Hollow	WCHD	\$131,955	\$92,522	70%	Complete (1979)
	Harrison Ave: S Main St to Kishwaukee St	Rockford	\$1,297,861	\$910,801	70%	Complete (1977)
	Harrison Ave: Alpine Rd to Perryville Rd	WCHD	\$2,378,713	\$1,670,094	70%	Complete (1978)
	Resurfacing: Segments of nine streets	Rockford	\$1,417,683	\$995,355	70%	Complete (1978)
	15th Avenue Bridge	Rockford	\$1,341,967	\$1,008,891	75%	Complete (1980)
	Windsor Rd: N 2nd St to Alpine Rd	Loves Park	\$1,148,363	\$863,340	75%	Complete (1982)
	Alpine Rd / US 20 Interchange	IDOT	\$2,255,463	\$1,695,657	75%	Complete (1984)
	High Crest Rd: Spring Creek Rd to Alpine Rd	Rockford	\$1,755,622	\$1,000,000	57%	Complete (1983)
	E Riverside Blvd: Mulford Rd to I-90	Joint*	\$2,979,570	\$2,037,570	68%	Complete (1988)
	Harlem Rd: N 2nd St to Alpine Rd	IDOT	\$3,442,956	\$2,280,000	66%	Complete (1990)
	Harlem Rd: Alpine Rd to Forest Hills Rd	IDOT	\$5,207,865	\$3,465,653	67%	Complete (1993)
	Harrison Ave: West State St to Montague Rd	WCHD	\$14,207,125	\$9,477,763	67%	Complete (2002)
	Harrison Ave: Mulford Rd to Ohio Parkway	Rockford	\$14,150,631	\$11,646,554	82%	Complete (2008)
	Harrison Avenue: 20th Street to 9th Street	Rockford	\$24,439,830	\$13,840,000	57%	Complete (2018)
	Bell School Road @ East State Street / US Bus 20	WCHD	\$5,766,050	\$4,612,840	80%	Complete (2016)
2021	Newburg Road	Belvidere	\$418,200	\$111,793	27%	Completed (2024)
	Total		\$86,363,068	\$58,655,221	-	

**Active & Committed Projects**

Program Year	Project	Agency	Total Project Cost	STBG Funds	% Funded with STBG	Status
2022	Riverside Boulevard- Project #: 2-21-1	WCHD	\$12,553,500	\$8,778,500	70%	Programmed (2026)
2021 & 2022	9th Street 2-Way Conversion (Whitman St Interchange)- Project #3-20-21	Rockford	\$14,243,000	\$4,020,000	28%	Programmed (2027)
2024	S. Perryville Road Rehabilitation- Project #2-24-4	WCHD	\$7,257,107	\$4,457,107	61%	Programmed (2027)
2025	Central Avenue- Project #02-25-12	WCHD	\$1,840,000	\$1,360,000	74%	Programmed (2026)
	Total		\$35,893,607	\$18,615,607	-	

## 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.

TAP funding is annually allocated to the region with an average estimate of \$600,000 per year. The funding allocated for FY 2025 was \$622,691.



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

**Transportation Alternatives Program**  
**Historic & Committed Project**  
**Past Projects**

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

**Active & Committed Projects**

Program Year	Project	Agency	TAP Funds	Total Project Cost	% Funded with TAP	Status
2018	East State Street Sidewalks-Project #03-18-8	Rockford	\$268,400	\$374,400	72%	In Design
2023	Kishwaukee Overlook- Project #14-24-2	Belvidere	\$216,871	\$273,989	79%	Construction
2025	Riverside Boulevard Shared Use-Path- Project #14-24-3	WCHD	\$830,000	\$1,026,000	81%	Programmed (FY26)
	Total		\$485,271	\$648,389		

## Carbon Reduction Program

The CRP program was first authorized under IIJA. The program was established to provide funds for projects design to reduce transportation emissions from on-road

highway sources. The CRP program is a formula program, with funding distributed to states before being suballocated further to MPOs. In FY 2025 the MPO received its first CRP TMA allocation of \$632,627.

**Table 3-9.** Historic & Programmed CRP Projects

**Carbon Reduction Program**  
**Historic & Committed Project**  
**Past Projects**

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

**Active & Committed Projects**

Program Year	Project	Agency	CRP Funds	Total Project Cost	% Funded with CRP	Status
2025	Riverside Boulevard (Signal Coordination)	WCHD	\$800,000	\$1,080,000	74%	Programmed FY26
			\$800,000	\$1,080,000		

## Section 5310

Section 5310 funding, titled the “Enhanced Mobility of Seniors and Individuals with Disabilities Program”, provides formula funding to states and designated recipients of Urbanized Areas with populations of 200,000 or more to improve the mobility of seniors and individuals with disabilities. RMTD and IDOT are the co-designated recipients for Section 5310 funding allocated to the Rockford Urbanized Area. While not directly allocated to the MPO, in coordination with RMTD, the MPO has created a process to help determine the best use of the Section 5310 funds received.

The regional allocation process begins with a call for projects. As part of the process to program Section 5310 funding, the MPO will review each applicant’s submittal, received during the call for projects, to determine that the projects meet federal requirements. While the MPO does not formally score any of the applications for vehicles, the MPO’s Transportation Alternative Selection Committee (TASC) screens applications for HSTP compliance. Applicants are not guaranteed to receive funding, but it is common for multiple requests to be granted.

**Table 3-10.** Programmed Section 5310 Projects

FTA Section 5310 Currently Programmed Projects					
Programmed Projects	Agency	Total Project Cost	Section 5310 Funds	% Funded with Section 5310	Status
Demand Response Vehicle (3)- Project # 7-24-7	Rockford Mass Transit District	\$360,000	\$288,000	80%	Completed
Demand Response Vehicle (4)- Project # 26-24-1	Boone County Transit	\$480,000	\$384,000	80%	Completed
Demand Response Vehicle (1)- Project # 07-25-15	Rockford Mass Transit District	\$132,000	\$105,600	80%	Completed
Demand Response Vehicle (1)- Project # 26-25-01	Boone County Transit	\$132,000	\$105,600	80%	Programmed (2026)
Total		\$1,104,000	\$883,200		

## Section 5307

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

Table 3-11 details the Program of Projects for Section 5307 funds developed by RMTD for the upcoming fiscal year.

<sup>3</sup> <https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>

**Table 3-11.** Section 5307 Program of Projects

**FTA Section 5307  
Program of Projects**

Year	Project	Agency <sup>1</sup>	Federal	Match <sup>2</sup>	Total Project Cost (000s)
2026	Operating Including Security	RMTD	5307	IDOT	\$436
2026	Preventative Maintenance	RMTD	5307	IDOT	\$1,534
2026	ADA	RMTD	5307	IDOT	\$388
2027	Preventive Maintenance	RMTD	5307	IDOT	\$2,292
2027	Operating Including Security	RMTD	5307	IDOT	\$647
2027	ADA	RMTD	5307	IDOT	\$388
2028	Preventive Maintenance	RMTD	5307	IDOT	\$4,854
2028	ADA	RMTD	5307	IDOT	\$388
2028	Operating Including Security	RMTD	5307	IDOT	\$1,978
2029	Preventive Maintenance	RMTD	5307	IDOT	\$5,096
2029	ADA	RMTD	5307	IDOT	\$407
2029	Operating Including Security	RMTD	5307	IDOT	\$2,075
Total					\$20,481

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

2 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).

# Part 4. Project Listings

The following tables list all proposed surface transportation and transit projects programmed over the next four fiscal years. The tables include the following information for each project: TIP number; location; extent/termini (if applicable); project type; phase of work; funding sources and associated amounts; and the total project cost. The projects are broken into three sections: IDOT projects, local surface transportation projects, and transit projects. These three sections are further broken down by lifecycle phase. For local projects, the projects are grouped by lead agency.

## How to Read the TIP Tables

### Project Life Cycle

The projects listed in the Transportation Improvement Program (TIP) are organized by their phase in the lifecycle of projects listed in the TIP. There are four categories within of a TIP project's lifecycle: the annual element; out years; previously approved; and awarded, initiated, or completed (AIC). The phases are based on the fiscal year in which implementation is anticipated to begin.

- **Annual Element:** The projects programmed to be implemented and are awaiting letting within the current year of the TIP (e.g. FY 2026).
- **Out Years:** The three remaining years of the TIP (e.g. FY 2027-2029).
- **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.

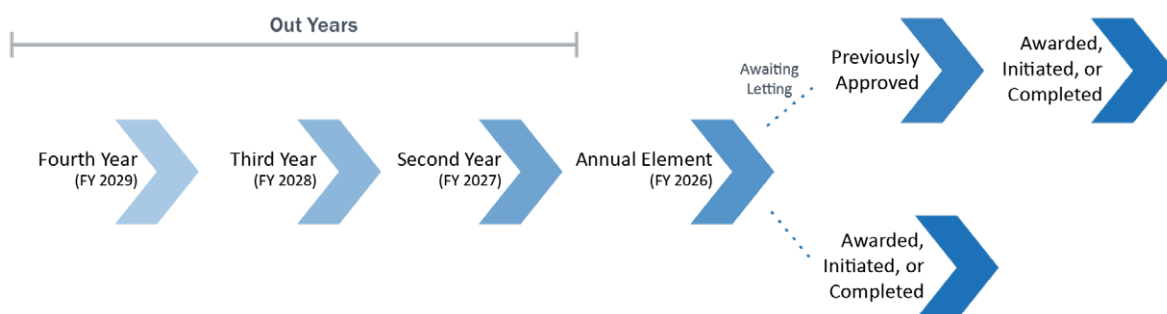
- For transit projects, this phase in the life cycle indicates projects that (1) have verified funding sources and have been placed into a grant or (2) procurement is completed, received, and/or paid for.
- **Previously Approved:** This category contains projects that have been adopted by the MPO Policy 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 lifecycle of a TIP highway project because at the time of award a project passes out of the planning phase and into implementation.

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

Figure 4-1. Project Life Cycle



Source: Region 1 Planning Council

## 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.

## Phase of Work

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

**Table 4-1.** Project Types

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

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

Allowed Entry	Definition
PE	Preliminary Engineering
DES	Design
ENVIR	Environment/NEPA
ROW	Right-of-Way: Development of ROW plans, real property acquisition, temporary and permanent easements, and utility relocation
CON	Construction: Work completed by the agency or contractor(s) to construct the project, possibly including utility relocation
CE	Construction Engineering
OPS	Operating the transportation system such as incurring costs related to the day-to-day operations or maintenance of the Transit vehicle systems, traffic signal systems, or ITS

# Highway Projects

Table 4-3. FY 2026 Highway Projects

01 - Illinois Department of Transportation (IDOT)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-17-7*	I-39, US 20 & Harrison Avenue	I-39, 0.8 miles North of Blackhawk Road, US 20; I-39; Harrison Ave; Bell School Road	Capacity	CON	NHPP	\$20,400	State	\$5,100	-	-	\$25,500	X			X
1-17-7*	I-39, US 20 & Harrison Avenue	I-39, 0.8 miles North of Blackhawk Road, US 20; I-39; Harrison Ave; Bell School Road	Capacity	CON	NHPP	\$89,488	State	\$13,372	-	-	\$102,860	X			X
1-18-11	IL-173	0.4 mile E of IL-76 to McHenry County Line	Preservation	ROW	NHPP	\$1,880	State	\$470	-	-	\$2,350			X	
1-20-6	IL-2	0.4 mile N of Latham Rd to 0.3 mi N of Roscoe Rd	Preservation	ROW	NHPP	\$200	State	\$50	-	-	\$250			X	
1-20-17	US 20	0.2 mi W. Pecatonica Rd to 0.2 mi W. Falconer Rd	Preservation	PE	NHPP	\$1,600	State	\$400	-	-	\$2,000			X	
1-20-18*	IL-2	0.4 mile North of Latham Road to 0.8 mile north of Roscoe Road	Preservation	CON	NHPP	\$13,523	State	\$3,382	-	-	\$16,905	X		X	
1-20-18*	IL-2	0.4 mile North of Latham Road to 0.8 mile north of Roscoe Road	Preservation	CON	NHPP	\$5,796	State	\$1,449	-	-	\$7,245	X		X	
1-21-7	IL-2	0.4 mile North of Latham Road to 0.8 mile north of Roscoe Road	Preservation	CON	-	-	State	\$6,038	-	-	\$6,038			X	
1-21-8	I-90/US 20	0.4 mile west of Wheeler Road to 0.1 mile east of Ipsen Road	Preservation	CON	NHPP	\$20,278	State	\$4,722	-	-	\$25,000			X	
1-21-12	IL-251	Kishwaukee Street to east of 9th Street in Rockford	Preservation	ROW	NHPP	\$400	State	\$100	-	-	\$500			X	
1-22-7	IL-251	Snow Avenue in Loves Park to Whitman Street in Rockford	Preservation	CON	NHPP	\$4,831	State	\$1,207	-	-	\$6,038			X	
1-22-9	US 20	0.3 mile east of Kishwaukee River to 0.4 mile west of Wheeler Road	Preservation	CON	-	-	State	\$2,250	-	-	\$2,250			X	
1-22-15	IL-251	Windsor Rd in Loves Park to Forest Hills Road in Machesney Park	Preservation	CON	-	-	State	\$5,500	-	-	\$5,500			X	
1-23-5*	Downtown Complete Streets Revitalization	Chestnut/Walnut from West State St to East State St	Preservation	CON	Other	\$11,000	-	-	Other	\$4,181.68	\$15,182	X	X	X	
1-23-10*	IL-2 & IL-72	Market Street; IL-2 to Lincoln St; Diamond St in Byron	Bicycle & Pedestrian	CON	STBG-S	\$1,281	State	\$320	-	-	\$1,601	X	X	X	
1-23-12*	US BUS 20 (E State St)	Fairview Ave to Rockford college Dr in Rockford	Bicycle & Pedestrian	CON	-	-	State	\$1,250	-	-	\$1,250	X	X		X
1-24-1	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$2,076	State	\$231	-	-	\$2,307		X		
01-26-01	Springfield Avenue	At Safford Road	Safety	CON	HSIP	\$89	State	\$10	-	-	\$99		X		
Total						\$172,842		\$45,851		\$4,182	\$222,875				

30 - Illinois Department of Natural Resources (IDNR)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Projects Listed															
Total						\$0		\$0		\$0	\$0				

24 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
24-21-2*	Bypass US 20 Bridge Reconstruction	I-90, MP 19.8	Bridge	CON	-	-	State	\$12,500	ISTHA	\$5,250	\$17,750	X		X	
24-21-3	Pavement Resurfacing and Structural Rehabilitation	I-90, MP 2.6 to MP 18.3	Preservation	DES	-	-	-	-	ISTHA	\$6,906	\$6,906			X	
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90, Milepost 19.5	Bridge	DES	-	-	-	-	ISTHA	\$1,300	\$1,300				
Total						\$0		\$12,500		\$13,456	\$25,956				



13 - Boone County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-21-5	Woodstock Road Bridge (004-3001)	Woodstock Road over Picasaw Creek	Bridge	CON	ISBP	\$1,772	-	-	Local	\$443	\$2,215				
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)	Picasaw Creek	Bridge	CON	-	-	-	-	Local	\$1,000	\$1,000				
13-22-6	Bridge Bundle (Capron Road)	Picasaw Creek	Bridge	CON	STBG-B	\$2,000	-	-	Local	\$400	\$2,400				
13-22-8	Bridge Bundle (Mill Road)	Picasaw Creek	Bridge	CON	STBG-B	\$2,000	-	-	Local	\$400	\$2,400				
13-22-9	Bridge Bundle (Denny Road)	Picasaw Creek	Bridge	CON	STBG-B	\$2,000	-	-	Local	\$400	\$2,400				
13-25-3	Structure Replacement at Graham Rd and Stone Quarry Rd	Graham Rd to Stone Quarry Rd	Bridge	DES	-	-	-	-	Local	\$50	\$50				
13-25-3	Structure Replacement at Graham Rd and Stone Quarry Rd	Graham Rd to Stone Quarry Rd	Bridge	CON	-	-	-	-	Local	\$900	\$900				
13-25-4	N. Boone School Bridge over Beaver Creek	Bridge Over Beaver Creek on N. Boone School Road	Bridge	DES	-	-	Other	\$54	Local	\$14	\$68				
Total						\$7,772		\$214		\$4,507	\$12,493				

21 - Ogle County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
21-24-1	German Church Rd (Section 20-00333-00-RS)	IL-72/River Road to Deer Path Road	Preservation	CON	STBG-R	\$740	-	-	Local	\$185	\$925				
Total						\$740		\$0		\$185	\$925				

02 - Winnebago County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-21-1*	Riverside Boulevard	Material Avenue to Renn Hart Hills Road/Sage Road	Preservation	CON	STBG-U	\$8,779	-	-	Local	\$3,775	\$12,554	X	X	X	X
2-23-2	Roscoe Road Bridge over Road Bridge over Rock River	Over Rock River	Bridge	CON	Other	\$1,940	-	-	Local	\$1,560	\$3,500				
2-23-5	Owen Center Road	From West Riverside Boulevard to Latham Road	Preservation	CON	HSIP	\$2,657	TARP	\$356	Local	\$2,986	\$6,000		X		
2-23-7*	Perryville Road Bike Path Extension	Willowbrook Lane to McDonald Road	Bicycle & Pedestrian	CON	ITEP	\$554	-	-	Local	\$138	\$692	X	X		
2-24-3	Roscoe Road	Old River Road to Rock River Bridge	Preservation	CON	HSIP	\$1,110	-	-	Local	\$1,600	\$2,710				
2-25-2	Elmwood Road Resurfacing	Owen Center Road to IL-2	Preservation	CON	-	-	TARP	\$209	Local	\$1,391	\$1,600				
02-25-12*	Central Avenue	Riverside Boulevard to Auburn Street	Capacity	CON	STBG-U	\$1,360	-	-	Local	\$480	\$1,840	X		X	
02-25-13*	Riverside Boulevard Shared-Use Path	Perryville Road to Bell School Road	Bike/Ped	CON	TAP	\$634	-	-	Local	\$196	\$830	X		X	X
02-25-14*	Riverside Boulevard	Material Ave to I-90	Intersection	CON	CRP	\$800	-	-	Local	\$280	\$1,080	X		X	X
Total						\$17,833		\$565		\$12,406	\$30,805				

#### 14 - City of Belvidere

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
14-21-1	Fifth Avenue	7th Street to Locust Avenue	Preservation	CON	-	-	-	-	Local	\$4,600	\$4,600				
14-24-2	Kishwaukee Overlook	North Street to the Kishwaukee River	Other	CON	TAP	\$217	-	-	Local	\$57	\$274				
14-26-01*	Gateway Center Drive	Farmington Way to 2000 LF East	Capacity	CON	-	-	Other	\$480	Local	\$120	\$600	X	X		
Total						\$217		\$480		\$4,777	\$5,474				

#### 04 - City of Loves Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
4-23-5*	N 2nd Pedestrian Improvements Phase 2	Riverside Boulevard to Windsor Road	Bicycle & Pedestrian	DES	ITEP	\$3,000	-	-	Local	\$2,000	\$5,000	X	X		
Total						\$3,000		\$0		\$2,000	\$5,000				

#### 03 - City of Rockford

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-18-8*	East State Street Sidewalk Gaps	Alpine Road to Newtown Drive	Bicycle & Pedestrian	DES	-	-	-	-	Local	\$50	\$50	X	X		
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	CON	STBG-B	\$900	-	-	Local	\$860	\$2,760				
					STBG-U	\$1,000									
3-20-23	11th Street Corridor Revitalization	US 20 Bypass to Charles Street	Preservation	CON	-	-	-	-	Local	\$9,000	\$9,000		X	X	
3-22-1	Madison Street Corridor Improvements	East State Street to Y Boulevard	Preservation	CON	-	-	-	-	Local	\$2,500	\$2,500		X		
3-23-7	Neighborhood Program- 2026	City-wide	Preservation	CON	-	-	-	-	Local	\$8,000	\$8,000				
3-23-8	Commercial & Industrial Street Program- 2026	City-wide	Preservation	CON	-	-	-	-	Local	\$450	\$450				
3-23-9	Local Bridge Program- 2026	City-wide	Bridge	CON	-	-	-	-	Local	\$100	\$100				
3-23-10	ADA Transition Plan Improvements - 2026	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$150	\$150				
3-23-11*	Bicycle Program - 2026	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$300	\$300	X	X		
3-23-12*	Sidewalk Program - 2026	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$600	\$600	X	X		
3-23-13*	Traffic Signal and Lighting Program - 2026	City-wide	Safety	CON	-	-	-	-	Local	\$500	\$500	X			
3-23-14	Downtown Streetscape Program- 2026	Downtown-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$500	\$500		X		
3-23-16*	Rockford Riverfront Path	Rails to Trails Bridge to Whitman Street	Bicycle & Pedestrian	DES	ITEP	\$275	-	-	-	-	\$275	X	X		X
3-23-19	Auburn Street Bridge	Over Kent Creek	Bridge	CON	-	-	-	-	Local	\$4,000	\$4,000			X	
3-23-22	Traffic Safety Program- 2026	City-wide	Safety	CON	-	-	-	-	Local	\$100	\$100		X		
3-24-2	Arterial & Collector Street Program- 2026	City-wide	Preservation	CON	-	-	-	-	Local	\$2,000	\$2,000				
3-25-9	Blackhawk Road & IR RR	Blackhawk Road 0.1 mile E of Falcon Road	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X		
3-25-10	Samuelson Road & IR RR	Samuelson Road 0.05 mile E of Falcon Road	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X		

Continued on next page...

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-25-11	Brooke Road & IR RR	Brooke Road 0.1 mile E of Saner Avenue	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X		
3-25-12	People Avenue & IR RR	Peoples Avenue 0.1 W of Starr Avenue	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X		
3-25-13	Seminary Street & IR RR	Seminary Street 0.1 mile N of Sayre Street	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X		
03-25-21	Elm Street	Elm Street at CPOK RR	Safety	CON	-	-	GCPF	\$220	Private	\$25	\$270		X		
							Other	\$25							
03-26-01*	Auburn Street	Springfield Avenue to Main Street	Capacity	CON	-	-	-	-	Local	\$6,500	\$6,500	X	X		
Total						\$2,175		\$2,120		\$35,735	\$40,030				

05 - Village of Machesney Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
5-22-5	Village-Wide Resurfacing	Various	Preservation	PE	-	-	-	-	Local	\$1,000	\$1,000				
5-24-1	Village-Wide Resurfacing	Various	Preservation	PE	-	-	-	-	Local	\$1,000	\$1,000				
Total						\$0		\$0		\$2,000	\$2,000				

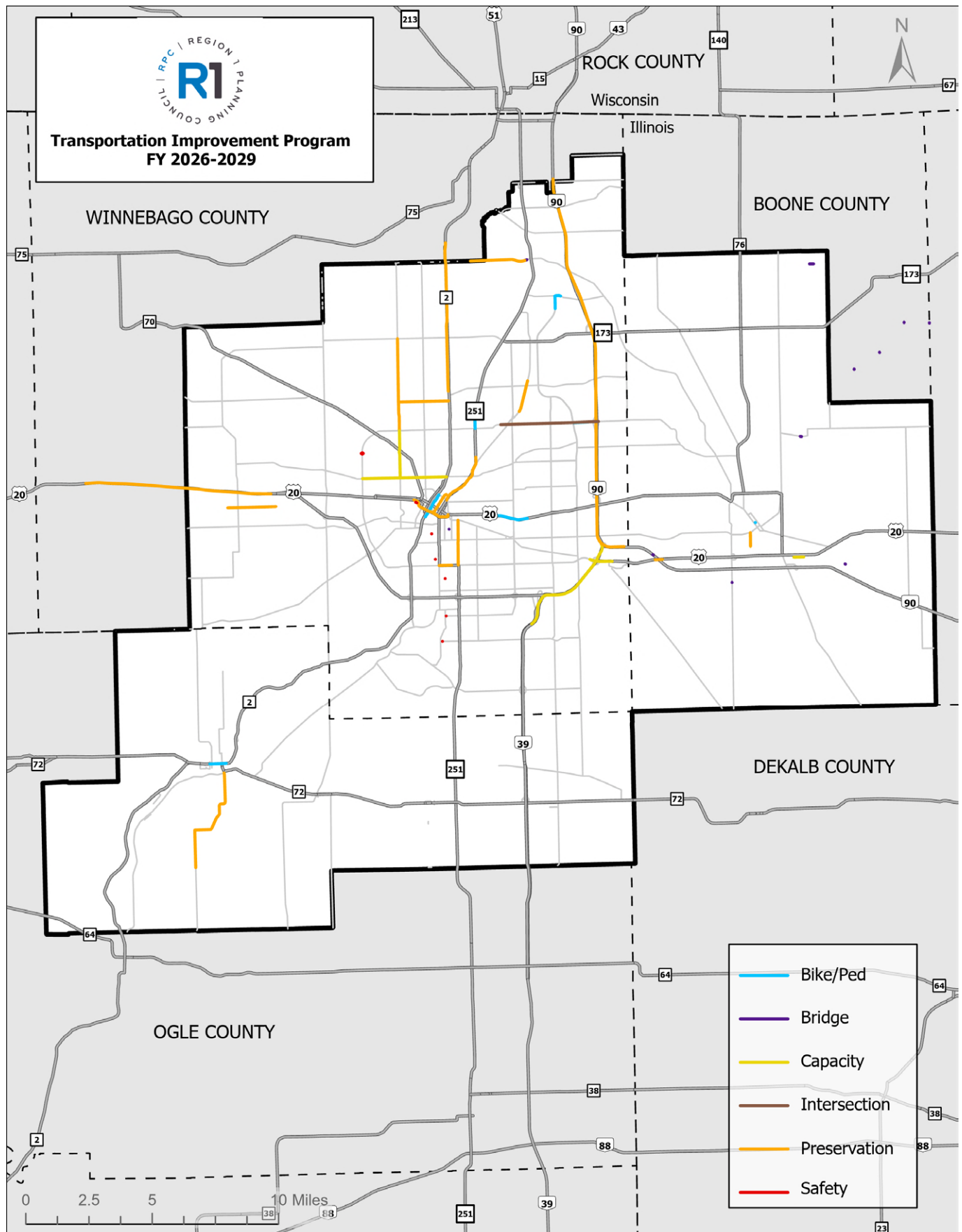
47 - Village of Roscoe

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Projects Listed															
Total						\$0		\$0		\$0	\$0				

50 - Village of Winnebago

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
50-23-3	Greenlee Subdivision Resurfacing	Gregory Way; Indian Pkwy to Jessica Tr	Preservation	CON	-	-	-	-	Local	\$250	\$250		X		
50-23-4	McNair Road/ Westfield Road Overlay	Heeren Dr; McNair Road to Falconer Road; Hawkins Dr	Preservation	CON	-	-	-	-	Local	\$500	\$500				
Total						\$0		\$0		\$750	\$750				

Figure 4-2. FY 2026 Highway Projects



Source: Region 1 Planning Council

Table 4-4. FY 2027 Highway Projects

01 - Illinois Department of Transportation (IDOT)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-18-11	IL-173	0.4 mile E of IL-76 to McHenry County Line	Preservation	CON	NHPP	\$16,128	State	\$4,221	-	-	\$20,349			X	
1-20-3*	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	CON	NHPP	\$38,641	State	\$9,659	-	-	\$48,300	X			X
1-20-3*	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	CON	NHPP	\$4,032	State	\$1,008	-	-	\$5,040	X			X
1-21-12	IL-251	Kishwaukee Street to east of 9th Street in Rockford	Preservation	ROW	NHPP	\$400	State	\$100	-	-	\$500			X	
1-23-6*	IL-76	0.1 mi N of Woodstock Rd to 0.2 mi S of Spring Creek Rd	Safety	CON	HSIP	\$3,497	State	\$632	-	-	\$5,100	X	X		X
					NHPP	\$971									
1-23-11	IL-251	Dry creek, N & S Kinnikinnick Creek	Bridge	CON	NHPP	\$10,080	State	\$2,520	-	-	\$12,600			X	
1-23-11	IL-251	Dry creek, N & S Kinnikinnick Creek	Bridge	CON	NHPP	\$1,148	State	\$287	-	-	\$1,435			X	
1-24-3	I-39	Northbound ramp to US 20 Westbound	Bridge	CON	NHPP	\$945	State	\$105	-	-	\$1,050			X	
1-25-4	US BUS 20	3rd St to Fairview Blvd in Rockford	Preservation	CON	NHPP	\$4,410	State	\$1,103	-	-	\$5,513			X	
1-25-5	IL-2	Over Creek S of Elmwood Rd in Rockford	Bridge	CON	NHPP	\$294	State	\$74	-	-	\$368			X	
Total						\$80,546		\$19,709		\$0	\$100,225				

30 - Illinois Department of Natural Resources (IDNR)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Projects Listed															
Total						\$0		\$0		\$0	\$0				

24 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
24-21-2*	Bypass US 20 Bridge Reconstruction	I-90, MP 19.8	Bridge	CON	-	-	State	\$12,500	ISTHA	\$5,250	\$17,750	X		X	
24-21-3	Pavement Resurfacing and Structural Rehabilitation	I-90, MP 2.6 to MP 18.3	Preservation	CON	-	-	-	-	ISTHA	\$11,050	\$11,050			X	
24-21-3	Pavement Resurfacing and Structural Rehabilitation	I-90, MP 2.6 to MP 18.4	Preservation	CON	-	-	-	-	ISTHA	\$47,900	\$47,900			X	
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90, Milepost 19.5	Bridge	DES	-	-	-	-	ISTHA	\$1,300	\$1,300				
Total						\$0		\$12,500		\$65,500	\$78,000				

13 - Boone County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-22-7	Angling Road	Woodstock Road to Capron Road	Preservation	CON	-	-	-	-	Local	\$600	\$600				
Total						\$0		\$0		\$600	\$600				

21 - Ogle County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
21-25-1	Kennedy Hill Resurfacing (Section 24-00351-00-RS)	Winnebago County Line to IL-2	Preservation	CON	STBG-R	\$720	-	-	Local	\$180	\$900				
Total						\$720		\$0		\$180	\$900				

02 - Winnebago County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-24-2*	S. Perryville Road Rehabilitation	Harrison Avenue to E. State Street (US Bus 20)	Preservation	CON	STBG-U	\$4,457	-	-	Local	\$2,800	\$7,257	X	X	X	X
2-25-7	Roscoe Road Resurfacing	IL-2 to Old River Road	Preservation	CON	-	-	-	-	Local	\$900	\$900				
2-25-11*	Winnebago Road/ Telegraph Road Intersection Improvements	1,000 feet on each og the 4 legs of the intersection	Safety	CON	HSIP	\$597	-	-	Local	\$66	\$664	X	X		
02-26-01	Harrison Ave	Mulford Rd to 1/4 mile West of Perryville Rd	Preservation	CON	-	-	-	-	Local	\$1,200	\$1,200			X	
Total						\$5,054		\$0		\$4,966	\$10,021				

14 - City of Belvidere

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
14-21-3*	Appleton Road	US 20 Eastbound Ramps to Kishwaukee River Bridge	Preservation	CON	Other	\$30,000	-	-	Local	\$3,074	\$33,074	X	X		
Total						\$30,000		\$0		\$3,074	\$33,074				

04 - City of Loves Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
4-19-8	Clifford Avenue	Bridge Over Drainage Channel	Bridge	DES	-	-	-	-	Local	\$1,200	\$1,200		X		
4-19-13	Loves Park Drive	Bridge Over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$1,200	\$1,200		X		
4-19-17	Grand Avenue	Bridge Over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$1,200	\$1,200		X		
4-23-4*	Argyle & Riverside	Paldin Rd east to just past Argyle Rd	Preservation	ROW	-	-	-	-	Local	\$2,000	\$2,000	X	X		
4-23-7	Merrill Avenue Bridge	Bridge Over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$1,200	\$1,200				
4-24-4	Brown parkway Reconstruction	Windsor Road south to the Drainage Ditch	Preservation	DES	-	-	-	-	Local	\$1,800	\$1,800		X		
4-25-1	Riverside Reconstruction	Riverside Bridge to N 2nd St	Preservation	PE	-	-	-	-	Local	\$3,000	\$3,000			X	
4-25-2	Lanterne Dr	Oakcrest Ln to Candelabra	Preservation	PE	-	-	-	-	Local	\$750	\$750				
Total						\$0		\$0		\$12,350	\$12,350				

03 - City of Rockford

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-20-1	15th Avenue Bridge	15th Avenue over Rock River	Bridge	CON	ISBP	\$2,718	-	-	Local	\$680	\$3,398				
3-20-21*	9th Street 2-Way Conversion (Whitman St Interchange)	Whitman Street to East State Street	Capacity	CON	STBG-U	\$4,242	Rebuild IL	\$852	Local	\$2,000	\$14,415	X	X	X	X
					Other	\$7,321									
3-20-23	11th Street Corridor Revitalization	US 20 Bypass to Charles Street	Preservation	CON	-	-	-	-	Local	\$1,000	\$1,000		X	X	

Continued on next page...

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-23-15*	Highcrest Multi-Use Path	Jacobi Place Path to Spring Creek Road	Bicycle & Pedestrian	CON	ITEP	\$3,000	-	-	Local	\$750	\$3,750	X	X		
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	X			
3-24-1	Neighborhood Program - 2027	City-wide	Preservation	CON	-	-	-	-	Local	\$8,500	\$8,500				
3-24-4	Commercial & Industrial- 2027	City-wide	Preservation	CON	-	-	-	-	Local	\$1,450	\$1,450				
3-24-5	Local Bridge Program- 2027	City-wide	Bridge	CON	-	-	-	-	Local	\$550	\$550				
3-24-6	11th Street Bridge	Over Kent Creek	Bridge	CON	-	-	-	-	Local	\$3,000	\$3,000				
3-24-7	ADA Transition Plan Improvements - 2027	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$150	\$150		X		
3-24-8*	Bicycle Program - 2027	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$300	\$300	X	X		
3-24-9*	Sidewalk Program - 2027	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$600	\$600	X	X		
3-24-11	Traffic Safety Program- 2027	City-wide	Safety	CON	-	-	-	-	Local	\$100	\$100		X		
3-25-14	North Horsman Street & CP RR	North Horsman Street 0.05 mile N of Auburn Street	Safety	CON	-	-	GCPF	\$197	Local	\$25	\$222		X		
3-25-15	Auburn Street & CP RR	Auburn Street 0.05 mile W of N Horsman Street	Safety	CON	-	-	GCPF	\$374	Local	\$7	\$381		X		
3-25-18	11th Street & UP RR	11th Street 0.02 mile S of Woodruff Avenue	Safety	CON	-	-	GCPF	\$911	Local	\$30	\$941		X		
3-25-19	11th Street & CN RR	11th Street 0.1 mile S of Woodruff Avenue	Safety	CON	-	-	GCPF	\$283	-	-	\$283		X		
Total						\$17,281		\$2,617		\$19,392	\$39,290				

05 - Village of Machesney Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
5-22-6	Forest Hills Road Improvements	IL-251 to Hutchins Road	Preservation	DES	-	-	-	-	Local	\$9,520	\$9,520				
Total						\$0		\$0		\$9,520	\$9,520				

47 - Village of Roscoe

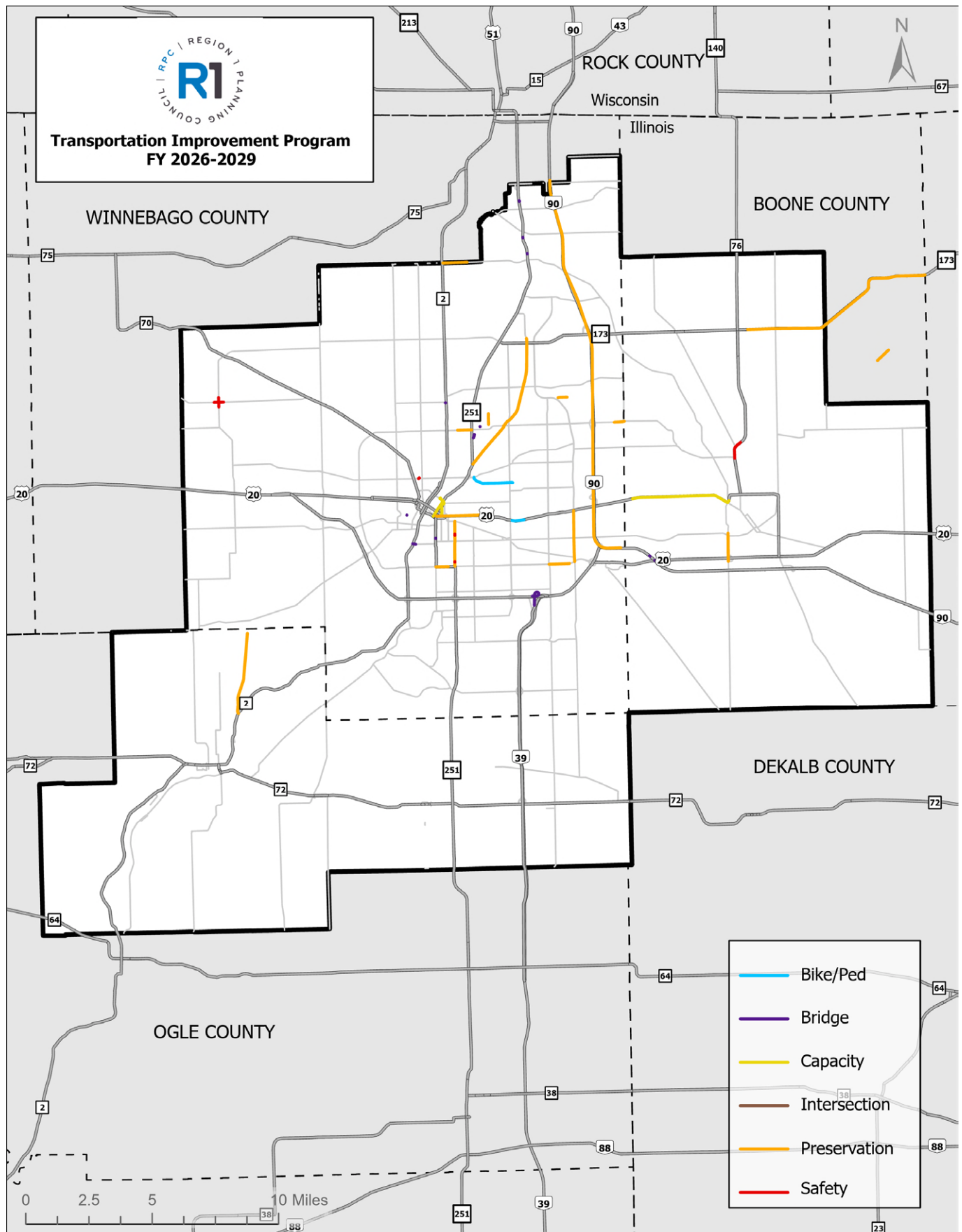
Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Projects Listed															
Total						\$0		\$0		\$0	\$0				

50 - Village of Winnebago

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Projects Listed															
Total						\$0		\$0		\$0	\$0				



**Figure 4-3. FY 2027 Highway Projects**



Source: Region 1 Planning Council

Table 4-5. FY 2028 Highway Projects

01 - Illinois Department of Transportation (IDOT)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-20-17	US 20	0.2 mi W. Pecatonica Rd to 0.2 mi W. Falconer Rd	Preservation	CON	NHPP	\$1,474	State	\$4,094	-	-	\$9,249			X	
					HSIP	\$3,681									
1-20-17	US 20	0.2 mi W. Pecatonica Rd to 0.2 mi W. Falconer Rd	Preservation	CE	NHPP	\$1,920	State	\$480	-	-	\$2,400			X	
1-21-12	IL-251	Kishwaukee Street to east of 9th Street in Rockford	Preservation	CON	NHPP	\$4,851	State	\$1,213	-	-	\$6,064			X	
1-25-6	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$1,606	State	\$178	-	-	\$1,784		X		
1-25-8	US BUS 20	Kent Creek 0.1 mi W of Kilburn Ave in Rockford	Bridge	CON	NHPP	\$1,697	State	\$424	-	-	\$2,121			X	
1-25-9	US 20 (Rockford Bypass)	At Montague Rd 1.5 mi E of Meridian Rd in Rockford	Bridge	CON	NHPP	\$750	State	\$188	-	-	\$938			X	
Total						\$15,979		\$6,577		\$0	\$22,556				

30 - Illinois Department of Natural Resources (IDNR)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Projects Listed															
Total						\$0		\$0		\$0	\$0				

24 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
24-21-3	Pavement Resurfacing and Structural Rehabilitation	I-90, MP 2.6 to MP 18.3	Preservation	CON	-	-	-	-	ISTHA	\$15,000	\$15,000			X	
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90; Milepost 19.5	Bridge	CON	-	-	-	-	ISTHA	\$2,210	\$2,210				
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90; Milepost 19.5	Bridge	CON	-	-	-	-	ISTHA	\$14,790	\$14,790				
Total						\$0		\$0		\$32,000	\$32,000				

13 - Boone County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

21 - Ogle County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

## 02 - Winnebago County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

## 14- City of Belvidere

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
14-17-2	West Harrison Street	State Street to Jackson Street	Preservation	CON	-	-	-	-	Local	\$2,575	\$2,575				
Total						\$0		\$0		\$2,575	\$2,575				

## 04 - City of Loves Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

## 03 - City of Rockford

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-20-2	1st Street and 2nd Street Bridges	Over Union Pacific Railroad	Bridge	CON	-	-	Other	\$2,400	Private	\$750	\$3,150				
3-23-5*	6th & 9th Street Two-Way Conversion	23rd Avenue to State Street	Capacity	CON	-	-	-	-	Local	\$4,000	\$4,000	X	X	X	X
3-25-1	Neighborhood Program- 2028	City-wide	Preservation	CON	-	-	-	-	Local	\$9,000	\$9,000				
3-25-2	Arterial & Collector Street Program- 2028	City-wide	Preservation	DES	-	-	-	-	Local	\$2,000	\$2,000				
3-25-3	Local Bridge Program- 2028	City-wide	Bridge	CON	-	-	-	-	Local	\$3,700	\$3,700				
3-25-4	ADA Transition Plan Improvements - 2028	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$150	\$150				
3-25-5*	Bicycle Program - 2028	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$300	\$300	X	X		
3-25-6*	Sidewalk Program - 2028	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$600	\$600	X	X		
3-25-7	Traffic Safety Program- 2028	City-wide	Safety	CON	-	-	-	-	Local	\$100	\$100		X		
3-25-17	Winnebago Street Over Kent Creek, CN RR and CP RR Birdge Rehabilitation	Over Kent Creek, CN RR, and CP RR	Preservation	DES	-	-	-	-	Local	\$200	\$200		X		
Total						\$0		\$2,400		\$20,800	\$23,200				

## 05 - Village of Machesney Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
5-22-1	Shoreland Road & Shore Drive	IL-251 to North End of Shore Drive	Preservation	PE	-	-	-	-	Local	\$1,800	\$1,800				
5-23-2	Huron Road Improvements	Shore Drive to Spruce	Preservation	PE	-	-	-	-	Local	\$1,100	\$1,100				
Total						\$0		\$0		\$2,900	\$2,900				

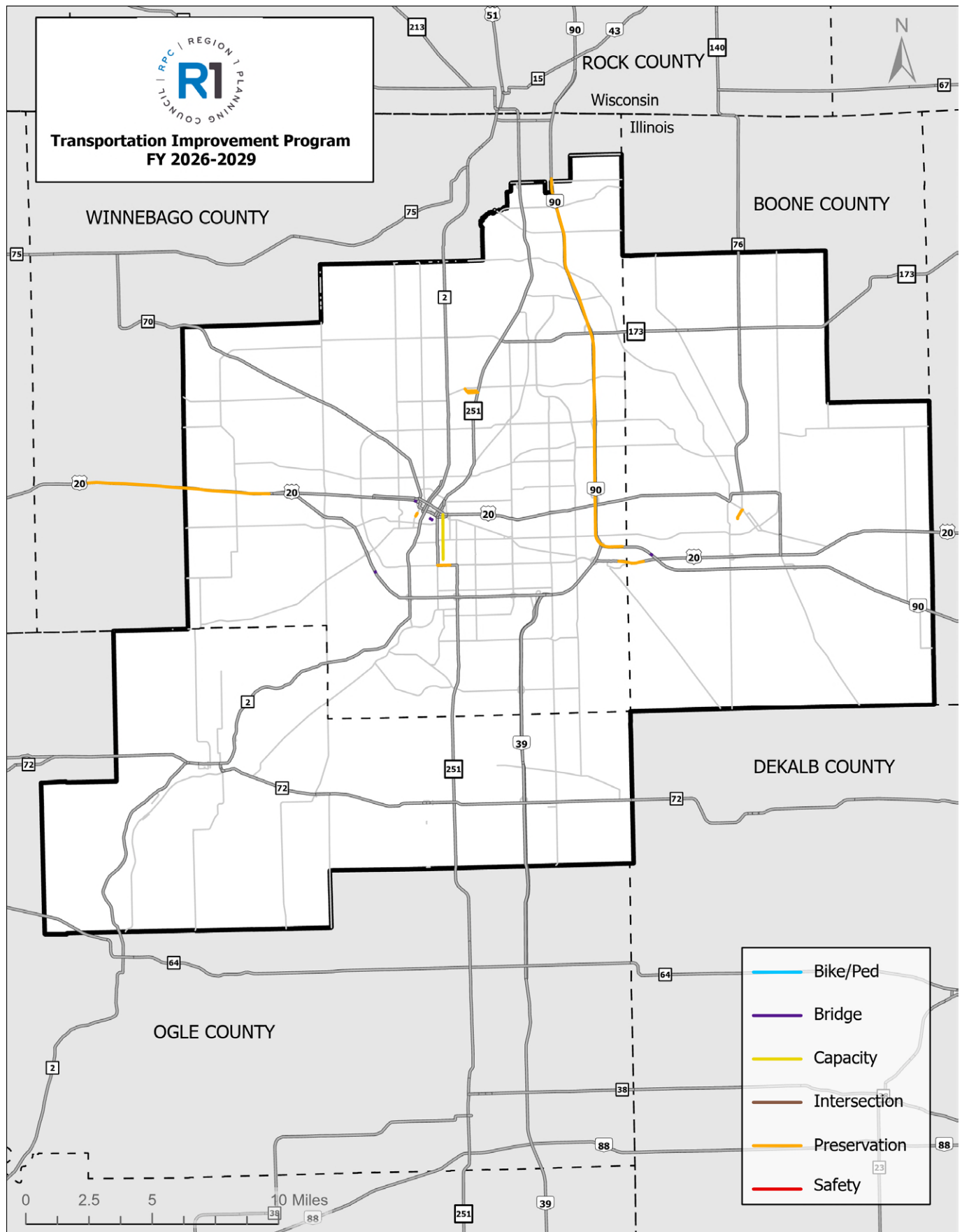
47 - Village of Roscoe

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

50 - Village of Winnebago

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

Figure 4-4. FY 2028 Highway Projects



Source: Region 1 Planning Council

Table 4-6. FY 2029 Highway Projects

01 - Illinois Department of Transportation (IDOT)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-20-1*	IL-2	IL-72 to Beltline Road	Preservation	CON	NHPP	\$80,000	State	\$20,000	-	-	\$100,000	X		X	
1-20-1*	IL-2	IL-72 to Beltline Road	Preservation	CON	NHPP	\$8,000	State	\$2,000	-	-	\$10,000	X		X	
1-25-7*	IL-173	At Caledonia Rd	Safety	CON	HSIP	\$2,362	State	\$264	-	-	\$2,633	X	X		X
					NHPP	\$7									
Total						\$90,369		\$22,264		\$0	\$112,633				

30 - Illinois Department of Natural Resources (IDNR)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

24 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90; Milepost 19.5	Bridge	CON	-	-	-	-	ISTHA	\$2,210	\$2,210				
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90; Milepost 19.5	Bridge	CON	-	-	-	-	ISTHA	\$14,790	\$14,790				
Total						\$0		\$0		\$17,000	\$17,000				

13 - Boone County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-22-10	Hunter Road	Winnebago County to McHenry County	Preservation	CON	-	-	-	-	Local	\$900	\$900				
Total						\$0		\$0		\$900	\$900				

21 - Ogle County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

02 - Winnebago County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

14 - City of Belvidere

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

04 - City of Loves Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

03 - City of Rockford

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
03-26-02	Cedar Street	Over Kent Creek	Bridge	PE	-	-	-	-	Local	\$200	\$200				
Total						\$0		\$0		\$200	\$200				

05 - Village of Machesney Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

47 - Village of Roscoe

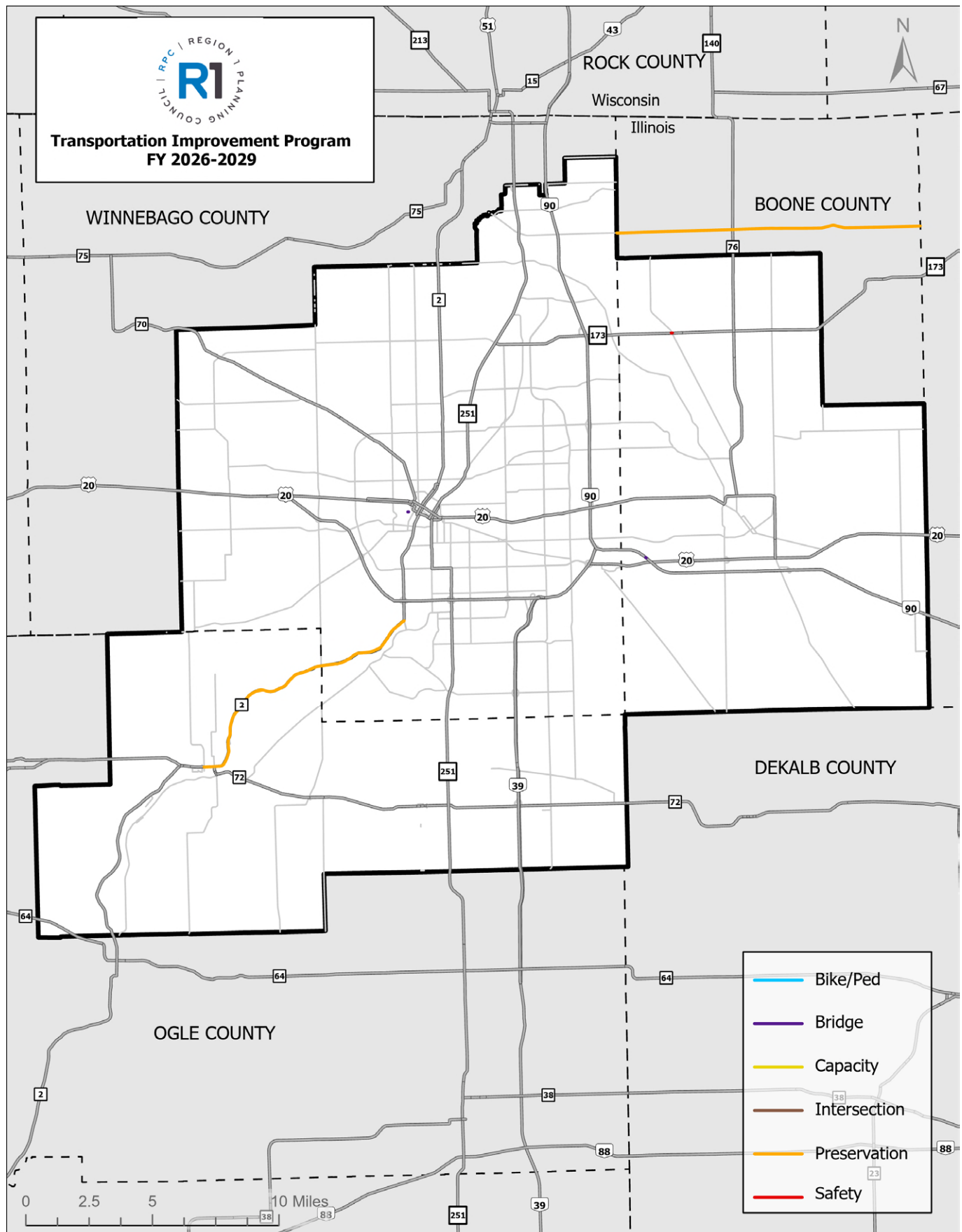
Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

50 - Village of Winnebago

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				



**Figure 4-5. FY 2029 Highway Projects**



Source: Region 1 Planning Council

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

**01 - Illinois Department of Transportation (IDOT)**

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-18-11	IL-173	0.4 mile E of IL-76 to McHenry County Line	Preservation	PE	NHPP	\$800	State	\$200	-	-	\$1,000			X	
1-18-11	IL-173	0.4 mile E of IL-76 to McHenry County Line	Preservation	ROW	NHPP	\$40	State	\$10	-	-	\$50			X	
1-18-11	IL-173	0.4 mile E of IL-76 to McHenry County Line	Preservation	PE	NHPP	\$1,174	State	\$293	-	-	\$1,467			X	
1-18-11	IL-173	0.4 mile E of IL-76 to McHenry County Line	Preservation	PE	NHPP	\$400	State	\$100	-	-	\$500			X	
1-18-11	IL-173	0.4 mile E of IL-76 to McHenry County Line	Preservation	ROW	NHPP	\$280	State	\$70	-	-	\$350			X	
1-20-1*	IL-2	IL-72 to Beltline Road	Preservation	ROW	NHPP	\$3,240	State	\$810	-	-	\$4,050	X		X	
1-20-1*	IL-2	IL-72 to Beltline Road	Preservation	ROW	NHPP	\$1,793	State	\$448	-	-	\$2,241	X		X	
1-20-1*	IL-2	IL-72 to Beltline Road	Preservation	PE	NHPP	\$2,984	State	\$746	-	-	\$3,730	X		X	
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	X			X
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	X			X
1-20-6	IL-2	0.4 mi N of Latham Rd to 0.3 mi N of Roscoe Rd	Preservation	ROW	NHPP	\$968	State	\$242	-	-	\$1,210			X	
1-20-9	US BUS 20 (Belvidere Bypass)	State Street to US 20 in Belvidere	Bridge	PE	NHPP	\$2,880	State	\$720	-	-	\$3,600			X	
1-20-9	US BUS 20 (Belvidere Bypass)	State Street to US 20 in Belvidere	Bridge	ROW	NHPP	\$3,948	State	\$987	-	-	\$4,935			X	
1-20-9	US BUS 20 (Belvidere Bypass)	State Street to US 20 in Belvidere	Bridge	PE	NHPP	\$546	State	\$136	-	-	\$682			X	
1-20-12	IL-251	Dry Creek 0.3 mi No of McCurry Rd, N Kinnikinnick Creek 0.1 mi S of Hononegah Rd, & S Kinnikinnick Creek 0.8 mi S of Hononegah Rd	Bridge	PE	NHPP	\$251	State	\$63	-	-	\$314			X	
1-20-20	IL-251	Dry Creek 0.3 mile north of McCurry Road, north Kinnikinnick Creek 0.1 mile south of Hononegah road & south Kinnikinnick Creek 0.8 mile south of Hononegah Road	Bridge	PE	NHPP	\$960	State	\$240	-	-	\$1,200			X	
1-21-12	IL-251	Kishwaukee Street to east of 9th Street in Rockford	Preservation	PE	NHPP	\$440	State	\$110			\$550			X	
1-22-10	IL-70	0.1 mile west of Safford Road to Glenwood Avenue in Rockford	Preservation	CON	STBG-S	\$1,400	State	\$350	-	-	\$1,750			X	
1-23-5*	Downtown Rockford Complete Streets Revitalization	Chestnut/Walnut from West State St to East State St	Preservation	PE	Other	\$1,157	-	-	Other	\$440	\$1,597	X	X	X	
1-23-9	I-39	At UP RR & IL-72	Bridge	CON	NHPP	\$2,250	State	\$250	-	-	\$2,500			X	
1-24-2	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$1,847	State	\$205	-	-	\$2,052		X		
1-25-1	IL-70	Pecatonica River to 0.1 mi to 0.1 W of Safford Rd in Rockford	Preservation	CON	STBG-S	\$220	State	\$55	-	-	\$275			X	
1-25-2	US 20/US BUS 20	Falconer Rd; US 20 to Simpson Rd; Weldon Rd	Preservation	CON	NHPP	\$420	State	\$105	-	-	\$525			X	
1-25-3*	US BUS 20	At Logan Ave in Belvidere	Intersection	CON	NHPP	\$200	State	\$50	-	-	\$250	X			X
1-25-10	US 20 Resurfacing	0.2 mi W of Pecatonica Rd to 0.2 mi W of Falconer Rd	Preservation	CON	NHPP	\$6,000	State	\$1,500	-	-	\$7,500			X	
Total						\$40,758		\$9,330		\$440	\$50,528				

30 - Illinois Department of Natural Resources (IDNR)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

24 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

13 - Boone County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-21-7	Centerville Road	IL-173 to Stymes Road	Preservation	CON	-	-	TARP	\$202	Local	\$993	\$1,195				
13-21-8	Irene Road	US 20 to Quarry	Preservation	CON	-	-	TARP	\$249	Other	\$249	\$498				
13-21-9	Poplar Grove Road	City of Belvidere to Village of Poplar Grove	Preservation	CON	-	-	TARP	\$630	Local	\$736	\$1,366				
13-24-1*	Townhall Road Extension	Townhall Road/State St (on South) to IL 76/Caledonia Rd (on North)	Capacity	PE	Other	\$644	Other	\$161	-	-	\$805	X			
Total						\$644		\$1,242		\$1,978	\$3,864				

21 - Ogle County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
21-22-1	Tower Road (Section 20-00332-00-RS)	Montague Road to Water Road	Preservation	CON	STBG-R	\$640	-	-	Local	\$160	\$800				
21-22-2	Kishwaukee Road	Kishwaukee Road (FAS 1069) DOT Crossing #372350T	Safety	CON	Other	\$428	-	-	Private	\$48	\$475				
Total						\$1,068		\$0		\$208	\$1,275				

02 - Winnebago County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-20-1	Railroad Grade Crossing Improvements	Roscoe Rd at DOT Crossing #387267L	Safety	CON	Other	\$330	-	-	Private	\$37	\$366		X		
Total						\$330		\$0		\$37	\$366				

14 - City of Belvidere

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
14-21-3*	Appleton Road	US 20 Eastbound Ramps to Kishwaukee River Bridge	Preservation	PE	Other	\$1,666	-	-	Local	\$520	\$2,186	X	X		
Total						\$1,666		\$0		\$520	\$2,186				

04 - City of Loves Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
4-20-7*	North Second Street Pedestrian Improvements	River Lane to East Riverside Boulevard	Bicycle & Pedestrian	DES	ITEP	\$2,000	-	-	Local	\$1,000	\$3,000	X	X		
Total						\$2,000		\$0		\$1,000	\$3,000				

03 - City of Rockford

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-20-1	15th Avenue Bridge	15th Avenue over Rock River	Bridge	PE	-	-	-	-	Local	\$680	\$680				
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	PE	STBG-B	\$100	-	-	Local	\$25	\$125	X	X	X	X
3-20-21*	9th Street 2-Way Conversion (Whitman St Interchange)	Whitman Street to East State Street	Capacity	PE	-	-	Rebuild IL	\$2,000	-	-	\$2,000	X	X	X	X
3-21-11*	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Preservation	PE	-	-	-	-	Local	\$600	\$600			X	
3-23-19	Auburn Street Bridge	Over Kent Creek	Bridge	DES	-	-	-	-	Local	\$450	\$450			X	
3-23-25	Alpine Road	Linden Road to Charles Street	Preservation	PE	-	-	State	\$4,500	-	-	\$4,500				
Total						\$100		\$6,500		\$1,755	\$8,355				

05 - Village of Machesney Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
5-21-12	Forest Hills Road Offsite Drainage Improvements	Steele Drive to Forest Hills Road	Safety	CON	-	-	-	-	Local	\$1,980	\$1,980				
5-23-1	IL-251 Median Improvements	Roosevelt to Harlem	Preservation	DES	-	-	Rebuild IL	\$1,350	Local	\$610	\$1,960				
Total						\$0		\$1,350		\$2,590	\$3,940				

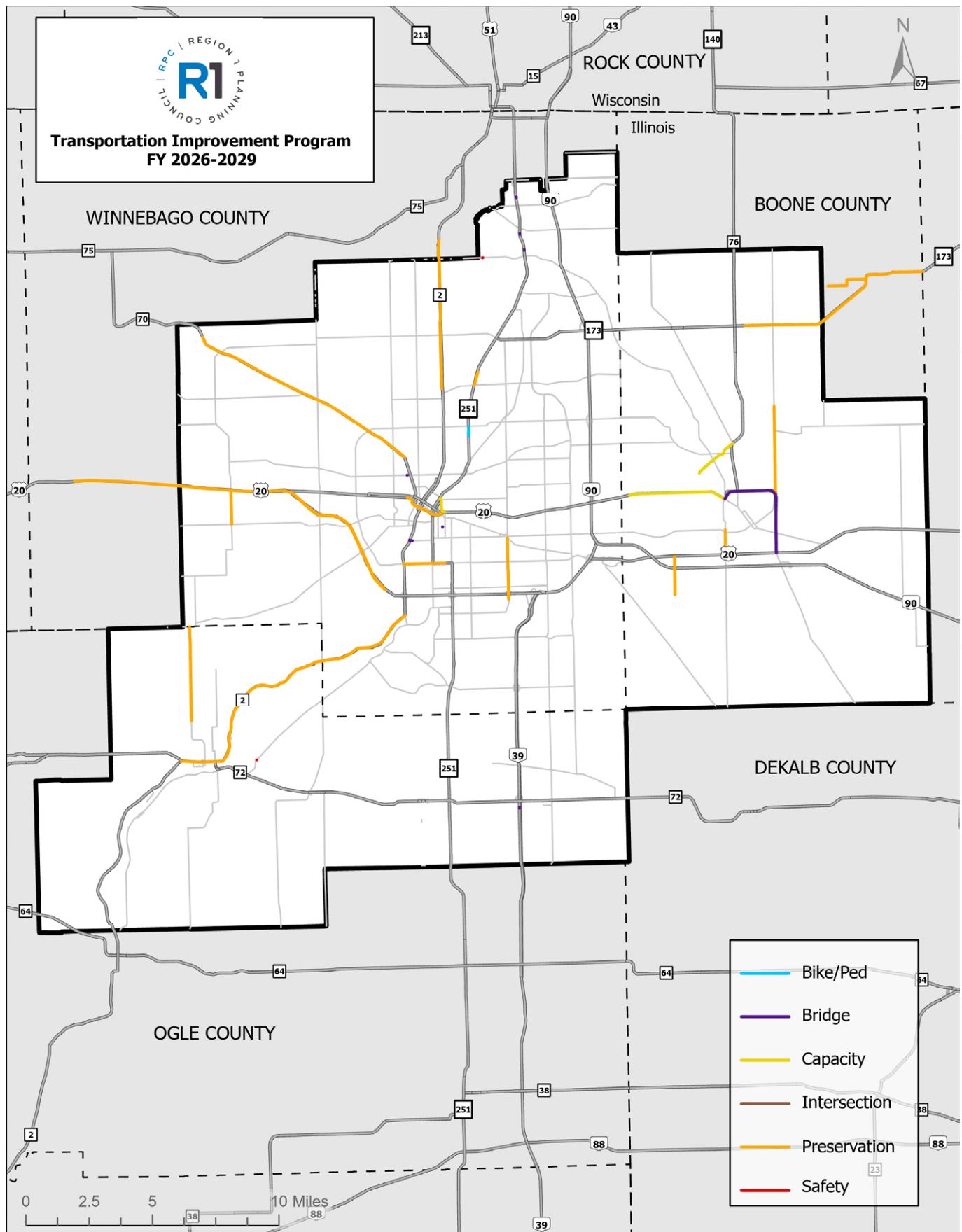
47 - Village of Roscoe

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

50 - Village of Winnebago

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
50-23-1	Elida Street Reconstruction	Bluff Street to Cunningham Road	Preservation	CON	-	-	-	-	Local	\$500	\$500		X		
Total						\$0		\$0		\$500	\$500				

**Figure 4-6.** Previously Approved Highway Projects



Source: Region 1 Planning Council

**Table 4-8.** Programmed or Completed Highway Projects**01 - Illinois Department of Transportation (IDOT)**

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-17-7*	I-39, US 20 & Harrison Avenue	I-39, 0.8 miles North of Blackhawk Road, US 20; I-39; Harrison Ave; Bell School Road	Capacity	PE	NHPP	\$1,204	State	\$301	-	-	\$1,505	X			X
1-17-7*	I-39, US 20 & Harrison Avenue	I-39, 0.8 miles North of Blackhawk Road, US 20; I-39; Harrison Ave; Bell School Road	Capacity	PE	NHPP	\$1,705	State	\$425	-	-	\$2,130	X			X
1-17-7*	I-39, US 20 & Harrison Avenue	I-39, 0.8 miles North of Blackhawk Road, US 20; I-39; Harrison Ave; Bell School Road	Capacity	PE	NHPP	\$944	State	\$236	-	-	\$1,180	X			X
1-17-7*	I-39, US 20 & Harrison Avenue	I-39, 0.8 miles North of Blackhawk Road, US 20; I-39; Harrison Ave; Bell School Road	Capacity	PE	NHPP	\$7,588	State	\$1,863	-	-	\$9,451	X			X
1-17-7*	I-39, US 20 & Harrison Avenue	I-39, 0.8 miles North of Blackhawk Road, US 20; I-39; Harrison Ave; Bell School Road	Capacity	CON	NHPP	\$28,001	State	\$6,999	-	-	\$35,000	X			X
1-17-7*	I-39, US 20 & Harrison Avenue	0.3 mi E of Mulford Rd to 0.2 mi N of Harrison Ave	Capacity	CON	-	-	State	\$12,000	-	-	\$12,000	X			X
1-17-7*	I-39, US 20 & Harrison Avenue	0.3 mi E of Mulford Rd to 0.2 mi N of Harrison Ave	Capacity	CON	-	-	State	\$12,000	-	-	\$5,000	X			X
1-18-3	IL-173	0.4 Mi E of IL-76 to McHenry County Line	Preservation	PE	NHPP	\$680	State	\$170	-	-	\$850			X	
1-18-3	IL-173	0.4 Mi E of IL-76 to McHenry County Line	Preservation	PE	NHPP	\$480	State	\$120	-	-	\$600			X	
1-20-2	Springfield Avenue	Over North Fork of Kent Creek to 0.5 miles south of IL-70	Bridge	PE	NHPP	\$82	State	\$21	-	-	\$103			X	
1-20-2	Springfield Avenue	Over North Fork of Kent Creek to 0.5 miles south of IL-70	Bridge	PE	NHPP	\$87	State	\$22	-	-	\$109			X	
1-20-2	Springfield Avenue	Over North Fork of Kent Creek to 0.5 miles south of IL-70	Bridge	PE	NHPP	\$300	State	\$75	-	-	\$375			X	
1-20-2	Springfield Avenue	Over North Fork of Kent Creek to 0.5 miles south of IL-70	Bridge	PE	NHPP	\$104	State	\$26	-	-	\$130			X	
1-20-2	Springfield Avenue	Over North Fork of Kent Creek to 0.5 miles south of IL-70	Bridge	CON	NHPP	\$3,249	State	\$812	-	-	\$4,061			X	
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	X			X
1-20-6	IL-2	0.4 mi N of Latham Rd to 0.3 mi N of Roscoe Rd	Preservation	ROW	NHPP	\$2,200	State	\$550	-	-	\$2,750			X	
1-20-9	US BUS 20 (Belvidere Bypass)	State Street to US 20 in Belvidere	Bridge	PE	NHPP	\$2,880	State	\$720	-	-	\$3,600			X	
1-20-12	IL-251	Dry Creek 0.3 mi No of McCurry Rd, N Kinnikinnick Creek 0.1 mi S of Hononeghah Rd, & S Kinnikinnick Creek 0.8 mi S of Hononeghah Rd	Bridge	PE	NHPP	\$960	State	\$240	-	-	\$1,200			X	
1-20-13	IL-251	0.3 miles north of Auburn Street/Spring Creek Road	Bridge	CON	NHPP	\$600	State	\$150	-	-	\$750			X	
1-20-21	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$1,252	State	\$139	-	-	\$1,391		X		
1-21-1	US 20 Rockford Bypass	0.2 mi W of Falconer Rd to Simpson Rd SW of Rockford	Preservation	PE	NHPP	\$1,080	State	\$270	-	-	\$1,350			X	
1-21-2	US BUS 20/West State Street	Day Ave to Independence Ave	Preservation	PE	NHPP	\$640	State	\$160	-	-	\$800			X	
1-21-3	IL-251	Kishwaukee Street to east of 9th Street in Rockford	Preservation	PE	NHPP	\$440	State	\$110	-	-	\$550			X	
1-21-3	IL-251	Kishwaukee Street to east of 9th Street in Rockford	Preservation	PE	NHPP	\$110	State	\$28	-	-	\$138			X	
1-21-10	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$3,011	State	\$335	-	-	\$3,346		X		

Continued on next page...

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
1-22-11	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$797	State	\$88	-	-	\$885		X		
1-23-5*	Downtown Rockford Complete Streets Revitalization	Chestnut/Walnut from West State St to East State St	Preservation	DES	Other	\$2,315	-	-	Other	880.021	\$3,195	X	X	X	
1-23-13	I-39	At Baxter Rd 1 mi N Ogle Co Line	Bridge	CON	-	-	State	\$1,450	-	-	\$1,450			X	
1-23-14	IL-2	0.2 mi S of Clifton Ave to Pond St in Rockford	Preservation	CON	NHPP	\$516	State	\$129	-	-	\$645			X	
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				
1-24-4	Bridge Preservation (Deck Sealing)	Districtwide	Bridge	CON	Other	\$166	State	\$41	-	-	\$207			X	
1-24-7	IL-76 Bridge Painting	Beaver Creek 2.5 mi S of IL-173	Bridge	CON	STBG-S	\$140	State	\$35	-	-	\$175				
1-25-11	IL-70 Crack Sealing	Pecatonica River to 0.1 mi W of Safford Rd in Rockford	Preservation	CON	-	-	State	\$275	-	-	\$275			X	
1-25-12	US 20 Crack Sealing	0.2 mi W of Falconer Rd to Simpson Rd	Preservation	CON	-	-	State	\$525	-	-	\$525			X	
Total						\$78,579		\$19,088		\$880	\$186,182				

**30 - Illinois Department of Natural Resources (IDNR)**

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
30-25-1	Rock Cut State Park	Stairway Off Lone Rock	Bicycle & Pedestrian	CON	Other	\$160	-	-	Other	\$40	\$200				
Total						\$160		\$0		\$40	\$200				

**24 - Illinois State Toll Highway Authority (IL Tollway)**

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
24-21-3	Pavement Resurfacing and Structural Rehabilitation	I-90, MP 2.6 to MP 18.3	Preservation	DES	-	-	-	-	ISTHA	\$4,144	\$4,144			X	
24-24-1	Asphalt Pavement Repairs and Bridge Repairs	I-90, MP 2.6 (Rockton Road) to MP 18.9 (Kishwaukee River)	Preservation	CON	-	-	-	-	ISTHA	\$4,000	\$4,000				
24-24-3	Union Pacific Railroad Bridge Reconstruction	I-90, Milepost 19.5	Bridge	DES	-	-	-	-	ISTHA	\$1,400	\$1,400				
24-25-1	Plaza Improvements	I-90, MP 12.3 (E. Riverside Boulevard)	Preservation	CON	-	-	-	-	ISTHA	\$3,600	\$3,600			X	
24-25-2	Ramp Pavement Repairs	I-90, MP 25.0 (Genoa Road)	Preservation	CON	-	-	-	-	ISTHA	\$700	\$700			X	
24-25-3	Pavement and Bridge Repairs	I-90, MP 18.9 (Kishwaukee River) to MP 27.9 (Spring Center Road)	Preservation	CON	-	-	-	-	ISTHA	\$750	\$750			X	
Total						\$0		\$0		\$14,594	\$14,594				



13 - Boone County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-18-1	Woodstock Road	Russelleville Rd to McHenry Co.	Preservation	CON	-	-	-	-	Local	\$750	\$750				
13-21-1	Cherry Valley Road	Village of Cherry Valley to DeKalb Co.	Preservation	CON	-	-	-	-	Local	\$250	\$250				
13-21-4	Genoa Road	I-90 to Dekalb County	Preservation	CON	-	-	-	-	Local	\$1,000	\$1,000				
13-21-5	Woodstock Road Bridge (004-3001)	Woodstock Road over Picasaw Creek	Bridge	PE	-	-	-	-	Local	\$40	\$40				
13-21-5	Woodstock Road Bridge (004-3001)	Woodstock Road over Picasaw Creek	Bridge	PE	-	-	-	-	Local	\$40	\$40				
13-25-1	Hunter Rd Resurfacing & Widening	Winnebago Co to IL-76	Preservation	CON	-	-	Other	\$800	Local	\$100	\$900				
13-25-2	Caledonia Rd Resurfacing & Widening	IL-173 to IL-76	Preservation	CON	-	-	Other	\$900	Local	\$100	\$1,000				
13-25-3	Structure Replacement at Graham Rd and Stone Quarry Rd	Graham Rd to Stone Quarry Rd	Bridge	PE	-	-	-	-	Local	\$50	\$50				
Total						\$0		\$1,700		\$2,330	\$4,030				

21 - Ogle County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

02 - Winnebago County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-23-6	Asset Data Collection & AMS	Countywide	Preservation	PE	Other	\$535	State	\$134	-	-	\$669				
2-24-5*	Riverside Boulevard	Material Avenue to Renn Hart hills Road/Sage Road	Preservation	CON	Other	\$668	-	-	-	-	\$668	X	X	X	X
2-25-1	Linden Road Widneing & Resurfacing	Alpine Road easterly 3/4 mile	Preservation	CON	-	-	-	-	Local	\$400	\$400			X	
Total						\$1,203		\$134		\$400	\$1,737				

14 - City of Belvidere

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
14-26-01*	Gateway Center Drive	Farmington Way to 2000 LF East	Capacity	DES	-	-	Other	\$72	Local	\$18	\$90	X	X		
Total						\$0		\$0		\$0	\$0				

04 - City of Loves Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
4-23-3	Evans Ave	Alpine Rd east to Buffalo Grove	Preservation	CON	-	-	-	-	Local	\$1,400	\$1,400				
4-24-3	Forest Hills Resurfacing	Zenith Pkwy to Krasse Dr	Preservation	DES	-	-	-	-	Local	\$1,200	\$1,200				
4-25-3	2024 Resurfacing	Various Locations	Preservation	CON	-	-	-	-	Local	\$850	\$850				
Total						\$0		\$0		\$3,450	\$3,450				

### 03 - City of Rockford

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-18-7	Burton Street	At CP Railroad Crossing	Safety	CON	HSIP	\$270	-	-	Private	\$300	\$570		X		
3-18-9*	West State Street/ Pierpont Avenue	Concord Commons to Pierpont Avenue to School Street	Bicycle & Pedestrian	CON	TAP	\$265	-	-	Local	\$59	\$324	X	X		
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	DES	-	-	-	-	Local	\$100	\$100				
3-20-23	11th Street Corridor Revitalization	US 20 Bypass to Charles Street	Preservation	CON	-	-	-	-	Local	\$9,000	\$9,000		X	X	
3-21-1	Neighborhood Program - 2024	City-wide	Preservation	CON	-	-	-	-	Local	\$6,500	\$6,500				
3-21-3	Commercial & Industrial Street Program - 2024	City-wide	Preservation	CON	-	-	State	\$400	Local	\$67	\$467				
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	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$150	\$150		X		
3-21-6*	Bicycle Program - 2024	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$300	\$300	X	X		
3-21-7*	Sidewalk Program - 2024	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$550	\$550	X	X		
3-21-8	Traffic Signal and Lighting Program - 2024	City-wide	Safety	CON	-	-	-	-	Local	\$150	\$150		X		
3-21-11*	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Preservation	DES	-	-	-	-	Local	\$600	\$600	X	X	X	X
3-22-1	Madison Street Corridor Improvements	East State Street to Y Boulevard	Preservation	CON	-	-	Other	\$2,000	Local	\$500	\$2,500		X		
3-22-4	Neighborhood Program - 2025	City-wide	Preservation	CON	-	-	-	-	Local	\$11,000	\$11,000				
3-22-7	Commercial & Industrial Street Program - 2025	City-wide	Preservation	CON	-	-	-	-	Local	\$550	\$550				
3-22-8	Local Bridge Program - 2025	City-wide	Bridge	CON	-	-	-	-	Local	\$100	\$100				
3-22-9	ADA Transition Plan Improvements - 2025	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$150	\$150		X		
3-22-10*	Bicycle Program - 2025	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$350	\$350	X	X		
3-22-11*	Sidewalk Program - 2025	City-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$600	\$600	X	X		
3-22-12	Traffic Signal and Lighting Program - 2025	City-wide	Safety	CON	-	-	-	-	Local	\$150	\$150		X		
3-23-3	Downtown Streetscape Program - 2024	Downtown-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$500	\$500		X		
3-23-4	Downtown Streetscape Program - 2025	Downtown-wide	Bicycle & Pedestrian	CON	-	-	-	-	Local	\$500	\$500		X		
3-23-15*	Highcrest Multi-Use Path	Jacobi Place Path to Spring Creek Road	Bicycle & Pedestrian	DES	-	-	-	-	Local	\$220	\$220	X	X		
3-23-15*	Highcrest Multi-Use Path	Jacobi Place Path to Spring Creek Road	Bicycle & Pedestrian	ROW	-	-	-	-	Local	\$33	\$33	X	X		
3-23-20	Traffic Safety Program - 2025	City-wide	Safety	CON	-	-	-	-	Local	\$100	\$100		X		
3-23-21	Corbin Street Bridge	Over Kent Creek	Bridge	PE	-	-	-	-	Local	\$100	\$100				
3-24-6	11th Street Bridge	Over Keith Creek	Bridge	PE	-	-	-	-	Local	\$400	\$400			X	
3-24-10	Traffic Safety Program - 2024	City-wide	Safety	CON	-	-	-	-	Local	\$100	\$100		X		
3-24-13*	East State Street Widening	I-39/90 to Lyford Road	Preservation	CON	-	-	EDP	\$2,000	Local	\$500	\$2,500	X		X	X

Continued on next page...

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-25-8	New Milford School Road & IR RR	New Milford School Road 0.05 mile E of Falcon Rd	Safety	CON	-	-	GCPF	\$375	Private	\$20	\$395		X		
3-25-16	School Street & CP RR	School Street 0.05 mi W of Tanner Street	Safety	CON	-	-	GCPF	\$192	Local	\$272	\$464		X		
3-25-17	Winnebago Street Over Kent Creek, CN RR and CP RR Birdge Rehabilitation	Over Kent Creek, CN RR, and CP RR	Preservation	PE	-	-	-	-	Local	\$115	\$115		X		
Total						\$535		\$4,967		\$35,186	\$40,688				

#### 05 - Village of Machesney Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
5-21-10	North Park Road	Waterview to Victory	Preservation	DES	-	-	-	-	Local	\$798	\$798				
5-23-3	Burden Road Improvements	IL-173 to Forest Hills Road	Preservation	DES	-	-	-	-	Local	\$3,550	\$3,550				
5-23-4	Gateway Pond Remediation	Gateway Pond	Safety	CON	-	-	-	-	Local	\$1,600	\$1,600				
Total						\$0		\$0		\$5,948	\$5,948				

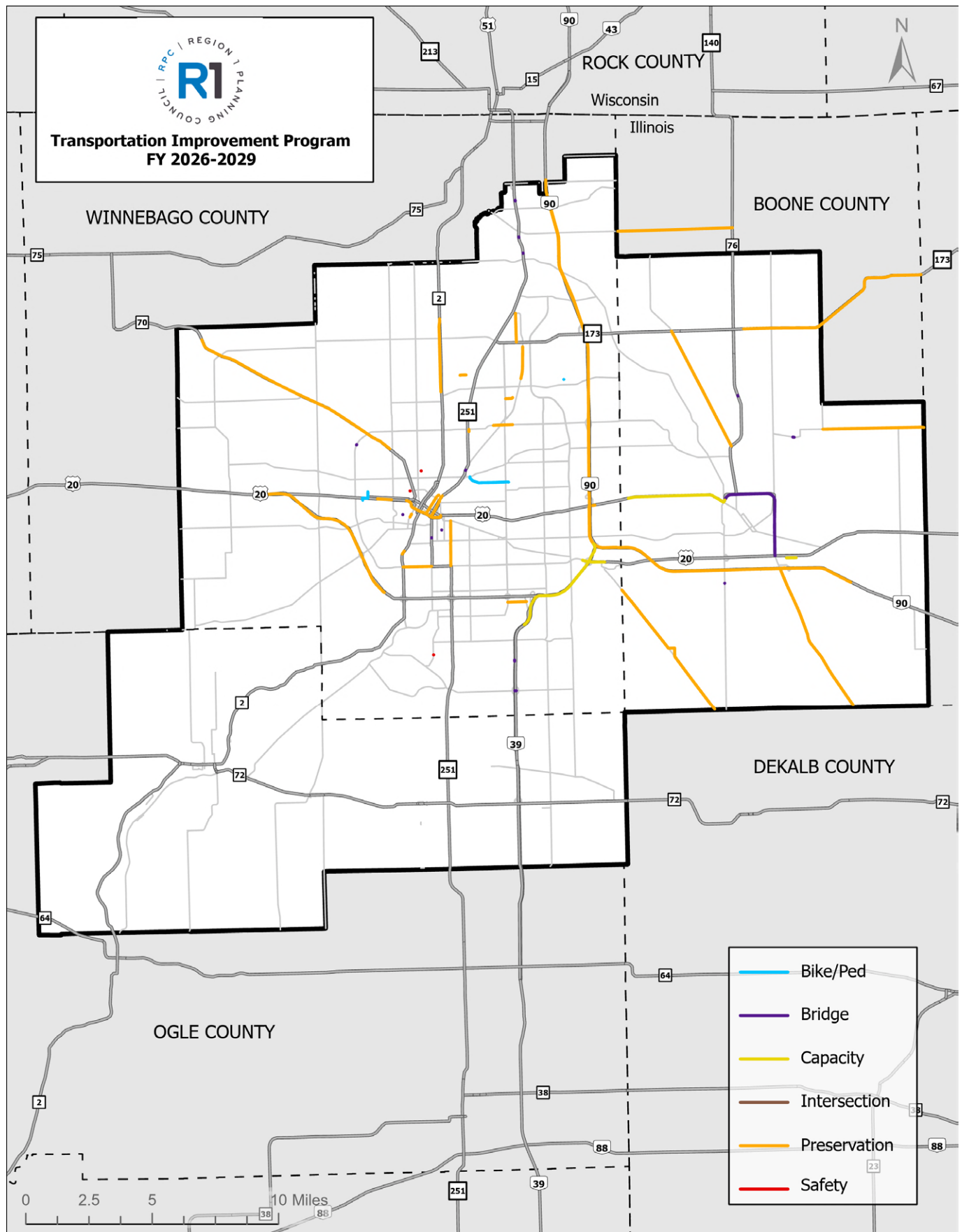
#### 47 - Village of Roscoe

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

#### 50 - Village of Winnebago

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

**Figure 4-7.** Programmed or Completed Highway Project



Source: Region 1 Planning Council

Table 4-9. Illustrative Highway Projects

01 - Illinois Department of Transportation (IDOT)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

30 - Illinois Department of Natural Resources (IDNR)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

22 - Illinois State Toll Highway Authority (IL Tollway)

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

13 - Boone County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
13-21-11	Woodstock Road Extension	Grange Hall Rd to Poplar Grove Rd	Capacity	CON	-	-	-	-	TBD	\$7,000	\$7,000				
Total						\$0		\$0		\$7,000	\$7,000				

21 - Ogle County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				

02 - Winnebago County

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
2-25-3*	Latham Road Bridge	Across the Rock River	Bridge	CON	-	-	-	-	TBD	\$12,000	\$12,000	X	X		
2-25-6*	Baxter Road/Harrisville Road	Intersection	Preservation	PE	-	-	-	-	TBD	\$150	\$150	X			
2-25-6*	Baxter Road/Harrisville Road	Intersection	Preservation	ROW	-	-	-	-	TBD	\$350	\$350	X			
2-25-6*	Baxter Road/Harrisville Road	Intersection	Preservation	CON	-	-	-	-	TBD	\$1,500	\$1,500	X			
2-25-8	Cunningham Road Resurfacing	Meridian Road to Morgan Street	Preservation	CON	-	-	-	-	TBD	\$1,200	\$1,200		X		
2-25-9*	Bell School Road Reconstruction	Guilford Road to Olde Creek Road	Preservation	CON	-	-	-	-	TBD	\$6,000	\$6,000	X	X		
Total						\$0		\$0		\$21,200	\$21,200				

14 - City of Belvidere

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
14-21-7	IL-76 Extension	US BUS 20 to US 20	Capacity	CON	-	-	-	-	TBD	\$27	\$27				
14-26-02	Irene Road	Newburg Road	Capacity	CON	-	-	-	-	TBD	\$5,521	\$5,521				
Total						\$0		\$0		\$5,548	\$5,548				

04 - City of Loves Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
4-23-6	Riverside Bridge over the Rock River	Bridge over the Rock River	Bridge	PE	-	-	-	-	TBD	\$40,000	\$40,000			X	
Total						\$0		\$0		\$40,000	\$40,000				

03 - City of Rockford

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
3-17-6*	Activate Church & Main	Cedar Street to John Street	Capacity	CON	-	-	TBD	\$6,500	Local	\$2,500	\$9,000	X			X
3-20-1	15th Avenue Bridge	15th Avenue over Rock River	Bridge	CON	TBD	\$15,000	-	-	Local	\$3,600	\$18,600				
3-20-21*	9th Street 2-Way Conversion (Whitman St Interchange)	Whitman Street to East State Street	Capacity	PE	-	-	-	-	TBD	\$13,000	\$13,000	X	X	X	X
3-21-11*	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Preservation	CON	TBD	\$8,000	-	-	Local	\$2,000	\$10,000	X	X	X	X
3-21-11*	Harrison Avenue Reconstruction	Rock River to Kishwaukee St (IL-251)	Preservation	CON	-	-	-	-	TBD	\$10,000	\$10,000	X	X	X	X
3-23-16*	Rockford Riverfront Path	Rails to Trails Bridge to Whitman Street	Bicycle & Pedestrian	CON	-	-	-	-	TBD	\$4,500	\$4,500	X	X		X
3-23-21	Corbin Street Bridge	Over Kent Creek	Bridge	CON	TBD	\$2,000	-	-	Local	\$400	\$2,400				
3-23-25	Alpine Road	Linden Road to Charles Street	Preservation	DES	-	-	State	\$5,000	-	-	\$5,000		X		
3-23-25	Alpine Road	Linden Road to Charles Street	Preservation	CON	-	-	State	\$45,000	-	-	\$45,000		X		
3-25-17	Winnebago Street Over Kent Creek, CN RR and CP RR Bridge Rehabilitation	Over Kent Creek, CN RR, and CP RR	Preservation	CON	TBD	\$5,600	-	-	TBD	\$1,400	\$7,000		X		
03-26-02	Cedar Street	Over Kent Creek	Bridge	DES	-	-	-	-	Local	\$200	\$200				
03-26-02	Cedar Street	Over Kent Creek	Bridge	CON	STBG-B	\$2,080	-	-	Local	\$320	\$2,400				
Total						\$32,680		\$56,500		\$37,920	\$127,100				

05 - Village of Machesney Park

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
5-22-3	IL-251 West Service Drive	IL-173 to Forest Hills Road	Preservation	PE	-	-	-	-	TBD	\$1,250	\$1,250				
Total						\$0		\$0		\$1,250	\$1,250				

03 - City of Loves Park

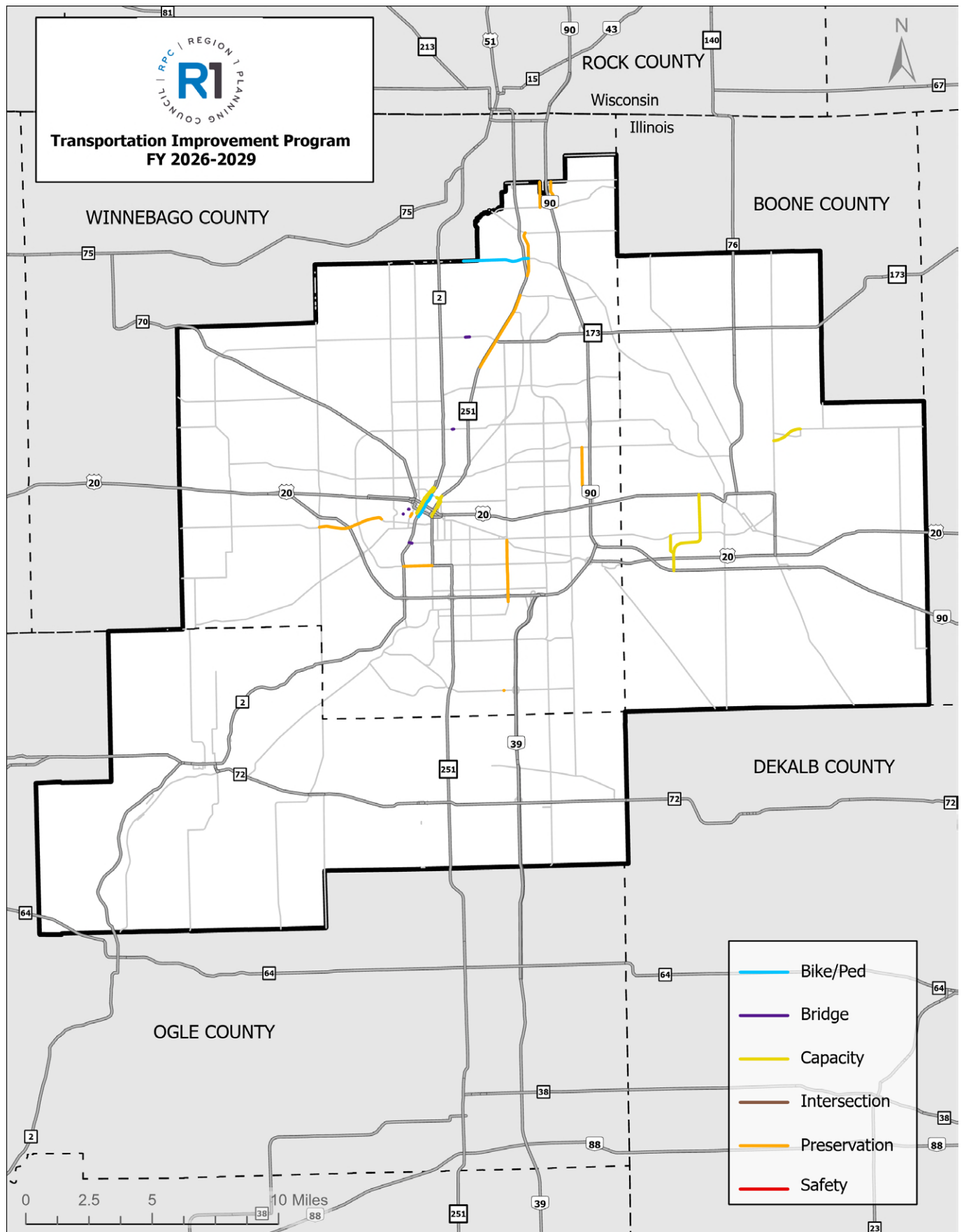
Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
47-23-1	Main Street Reconstruction Project	McDonald Road to Elevator Road	Preservation	DES	-	-	-	-	TBD	\$22,049	\$22,049		X		
47-23-2*	Willowbrook Road Reconstruction	Village limits (0.5mi north of Rockton Rd) to McCurry Road	Preservation	DES	-	-	-	-	TBD	\$16,872	\$16,872	X	X		
47-23-3	Love Road Reconstruction	Rockton Road to McCurry Road	Preservation	DES	-	-	-	-	TBD	\$14,865	\$14,865				
47-26-01	Roscoe Rd Multi-Use Path	Old River Road to Main Street	Bicycle & Pedestrian	PE	-	-	-	-	TBD	\$1,215,912	\$1,215,912		X		
47-26-01	Roscoe Rd Multi-Use Path	Old River Road to Main Street	Bicycle & Pedestrian	CON	-	-	-	-	TBD	\$7,599,447	\$7,599,447		X		
Total						\$0		\$0		\$8,869,145	\$8,869,145				

50 - Village of Winnebago

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Shae (000s)		Total	Performance Measures			
					Source	Amount	Source	Amount	Source	Amount		CMP	PM1	PM2	PM3
No Project Listed															
Total						\$0		\$0		\$0	\$0				



### Figure 4-8. Illustrative Highway Projects



Source: Region 1 Planning Council

# Transit Projects

**Table 4-10. FY 2026 Transit Projects****26 - Boone County Transit**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
26-25-01	Demand Response Vehicle	1	\$132	5310	\$132	TRC/TDC <sup>1</sup>		\$132	\$26,400 in TDCs planned to be requested.		X	
					\$132		\$0	\$123				

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

**07 - Rockford Mass Transit District**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
7-21-10*	New Discretionary Grant Application	-	-	DISC	\$1,912	Local	\$478	\$2,390		X	X	
7-24-2	520 Mulberry Renovation Construction	-	-	5339 (b)	\$2,500	TRC/TDC <sup>1</sup>		\$2,500	\$500,000 in TDCs planned to be requested.		X	
7-24-3	520 Mulberry Renovation Furniture/ Equipment	-	-	5339 (b)	\$250	TRC/TDC <sup>3</sup>		\$250	\$50,000 in TDCs planned to be requested.			
7-24-4	520 Mulberry Renovation A&E	-	-	5339 (b)	\$260	TRC/TDC <sup>3</sup>		\$260	\$52,000 in TDCs planned to be requested.			
7-24-9	Operating Including Security	-	-	5307	\$218	IDOT	\$218	\$436				X
7-24-17	Preventative Maintenance	-	-	5307	\$1,227	IDOT	\$307	\$1,534			X	
7-25-5	Battery Electric Bus	8	\$1,500	5339 (c)	\$12,000	TRC/TDC <sup>4</sup>		\$12,000	\$2,400,000 in TDCs planned to be requested.		X	
7-25-6	ADA	-	-	5307	\$310	IDOT	\$78	\$388				
					\$18,678		\$1,080	\$19,758				

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

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

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

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

**Stateline Mass Transit District**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Project Listed												
					\$0		\$0	\$0				

**Table 4-11. FY 2027 Transit Projects****26 - Boone County Transit**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Projecct Listed												
					\$0		\$0	\$0				

**07 - Rockford Mass Transit District**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
7-24-10	Preventative Maintenance	-	-	5307	\$1,834	IDOT	\$458	\$2,292			X	
7-24-11	Operating Including Security	-	-	5307	\$323	IDOT	\$323	\$647				X
7-25-7	ADA	-	-	5307	\$310	IDOT	\$78	\$388				
					\$2,467		\$859	\$3,327				

**Stateline Mass Transit District**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Project Listed												
					\$0		\$0	\$0				

**Table 4-12. FY 2028 Transit Projects****26 - Boone County Transit**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Project Listed												
					\$0		\$0	\$0				

**07 - Rockford Mass Transit District**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
7-25-8	Preventative Maintenance	-	-	5307	\$3,882	IDOT	\$972	\$4,854			X	
7-25-9	ADA	-	-	5307	\$310	IDOT	\$78	\$388				
7-25-10	Operating Including Security	-	-	5307	\$989	IDOT	\$989	\$1,978				X
					\$5,181		\$2,083	\$7,219				

**Stateline Mass Transit District**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Project Listed												
					\$0		\$0	\$0				

**Table 4-13.** FY 2029 Transit Projects**26 - Boone County Transit**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Project Listed												
					\$0		\$0	\$0				

**07 - Rockford Mass Transit District**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
07-26-01	Preventative Maintenance	-	-	5307	\$4,077	IDOT	\$1,019	\$5,096			X	
07-26-02	ADA	-	-	5307	\$326	IDOT	\$81	\$407				
07-26-03	Operating Including Security	-	-	5307	\$1,037	IDOT	\$1,037	\$2,075				X
					\$5,439		\$2,138	\$7,577				

**Stateline Mass Transit District**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Project Listed												
					\$0		\$0	\$0				

**Table 4-14.** Programmed or Completed Transit Projects**26 - Boone County Transit**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
26-24-1	Demand Response Vehicle	4	\$120	5310	\$480	TRC/TDC <sup>1</sup>		\$480	\$96,000 in TDCs planned to be requested.		X	
					\$480		\$0	\$480				

<sup>1</sup> Note: A portion of IDOT's Transportation Development Credits will be used to leverage Federal Funds at 100%.

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## 07 - Rockford Mass Transit District

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
7-24-1	Low/No Application (Replacement Buses)	4	\$1,024	5339 (c)	\$4,095	TRC/TDC <sup>1</sup>		\$4,095				
7-24-7	Demand Response Vehicle	3	\$120	5339 (b)	\$360	TRC/TDC <sup>2</sup>		\$360			X	
7-24-8	Preventative Maintenance	-	-	5307	\$1,160	IDOT	\$290	\$1,450				
7-24-12	ADA	-	-	5307	\$310	IDOT	\$78	\$388				
7-24-13	Operating Including Security	-	-	5307	\$209	IDOT	\$209	\$418				X
7-24-14	Support Vehicle	1	\$90	5307	\$90	TRC/TDC <sup>3</sup>		\$90	\$18,000 in TDCs planned to be requested.			
7-24-15	Misc. Equipment	1	\$160	5307	\$160	TRC/TDC <sup>4</sup>		\$160	\$32,000 in TDCs planned to be requested.			
7-24-16	Communication Equipment	-	-	5307	\$700	TRC/TDC <sup>5</sup>		\$700	\$140,000 in TDCs planned to be requested.			
7-24-18	Shop Equipment	-	-	5307	\$140	TRC/TDC <sup>6</sup>		\$140	\$28,000 in TDCs planned to be requested.			
7-25-2	BEB/Charging Infrastructure	-	-	CPF	\$2,318	TRC/TDC <sup>7</sup>		\$2,318	\$463,667 in TDCs planned to be requested.		X	
7-25-3	Maintenance Shop Equipment	-	-	5307	\$1,064	TRC/TDC <sup>8</sup>		\$1,064	\$212,800 in TDCs planned to be requested.			
7-25-4	Misc. Equipment	-	-	5307	\$375	TRC/TDC <sup>9</sup>		\$375	\$75,000 in TDCs planned to be requested.			
7-25-11*	BEB/Charging Infrastructure	-	-	5339	\$300	TRC/TDC <sup>10</sup>		\$300	\$60,000 in TDCs planned to be requested.	X		
7-25-12	Misc. Equipment (Paratransit Vehicle Security Cameras)	10	\$8	5339	\$82	TRC/TDC <sup>11</sup>		\$82	\$16,372 in TDCs planned to be requested.			X
7-25-13	Support Vehicle	1	\$150	5339	\$150	TRC/TDC <sup>12</sup>		\$150	\$30,000 in TDCs planned to be requested.			
7-25-14	Misc. Equipment (Fareboxes)	7	\$26	5339	\$179	TRC/TDC <sup>13</sup>		\$179	\$35,784 in TDCs planned to be requested.			
07-25-15	Demand Response Vehicle	1	\$132	5310	\$132	TRC/TDC <sup>14</sup>		\$132	\$26,400 in TDCs planned to be requested.		X	
					\$11,824		\$576	\$12,400				

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

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

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

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

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

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

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

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

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

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

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

## Stateline Mass Transit District

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Project Listed												
					\$0		\$0	\$0				

**Table 4-15.** Illustrative Transit Projects

**26 - Boone County Transit**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Project Listed												
					\$0		\$0	\$0				

**07 - Rockford Mass Transit District**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
7-21-2	Bus Shelters with Real Time Signage	-	-	5307	\$1,500	-	-	\$1,500			X	
7-21-9	New Discretionary Grant Application [Solar Array Project and Interior Additio/Rehab (Facility #3- 625 Mulberry)]	-	-	TBD	\$400	TRC/TDC <sup>1</sup>		\$400	\$80,000 in TDCs planned to be requested.			
7-21-14	New Discretionary Grant Application (Multi-Modal Station for Rail-BRT Expansion Needs)	-	-	5339 (b)	\$9,000	TRC/TDC <sup>2</sup>		\$9,000	\$1,800,000 in TDCs planned to be requested.			X
7-22-3	ITS Needs (Mobile Ticketing/Revenue collection)	-	-	TBD	\$1,250	-	-	\$1,250				
7-22-9	Repave Parking Lot	-	-	TBD	\$35	TRC/TDC <sup>3</sup>		\$35	\$7,000 in TDCs planned to be requested.		X	
7-22-10	Storage Facility- ESTC 725 N Lyford	-	-	TBD	\$450	TRC/TDC <sup>4</sup>		\$450	\$90,000 in TDCs planned to be requested.		X	
07-26-04	Fareboxes	8	\$29	TBD	\$232	TRC/TDC <sup>5</sup>		\$232	\$46,400 in TDCs planned to be requested.			
07-26-05	Collision Avoidance	41	\$10	TBD	\$410	TRC/TDC <sup>6</sup>		\$410	\$82,000 in TDCs planned to be requested.			X
07-26-06	Bus Shelters	10	\$17	TBD	\$170	-	-	\$170				
					\$13,447		\$0	\$13,447				

- 1 Note: A portion of IDOT's Transportation Development Credits will be used to leverage Federal Funds at 100%.  
2 Note: A portion of IDOT's Transportation Development Credits will be used to leverage Federal Funds at 100%.  
3 Note: A portion of IDOT's Transportation Development Credits will be used to leverage Federal Funds at 100%.  
4 Note: A portion of IDOT's Transportation Development Credits will be used to leverage Federal Funds at 100%.  
5 Note: A portion of IDOT's Transportation Development Credits will be used to leverage Federal Funds at 100%.  
6 Note: A portion of IDOT's Transportation Development Credits will be used to leverage Federal Funds at 100%.

**Stateline Mass Transit District**

Project #	Description	Unit Cost (000s)		Federal Share (000s)		Other Shae (000s)		Total	TDC Notes	Performance Measures		
		Source	Amount	Source	Amount	Source	Amount			CMP	TAM	PTASP
No Project Listed												
					\$0		\$0	\$0				

**Table 4-16.** Section 5307 Program Allocations

Fiscal Year	Allocation	Fiscal Year	Allocation	Fiscal Year	Allocation
2011	\$2,809,856	2018	\$3,161,185	2025	\$4,430,324
2012	\$2,804,625	2019	\$3,164,636	2026 <sup>1</sup>	\$4,563,233
2013	\$2,915,220	2020	\$3,290,386	2027 <sup>2</sup>	\$4,700,130
2014	\$3,014,787	2021	\$3,389,098	2028 <sup>3</sup>	\$4,841,134
2015	\$3,015,566	2022	\$3,490,771	2029 <sup>4</sup>	\$4,986,368
2016	\$3,065,203	2023	\$4,336,996		
2017	\$3,089,741	2024	\$4,301,285		

- 1 Subject to change.  
2 Subject to change.  
3 Subject to change.  
4 Subject to change.

**Table 4-17.** RMTD Operating Assistance, Actual and Projected

**Actual & Projected**  
**Rockford Mass Transit District**

Fiscal Year	Operating & Maintenance	Operating Revenue	State Subsidies	Local <sup>1</sup> Subsidies	Federal Subsidies
FY 16	\$16,225,280	\$1,810,121	\$10,066,821	\$2,649,476	\$1,624,981
FY 17	\$15,354,015	\$1,626,332	\$9,674,374	\$2,717,187	\$1,587,153
FY 18	\$17,748,860	\$1,738,362	\$10,523,655	\$2,887,821	\$1,727,303
FY 19	\$16,372,579	\$1,810,209	\$10,399,858	\$2,890,149	\$1,718,672
FY 20	\$17,812,151 <sup>2</sup>	\$1,370,847	\$10,721,924	\$3,167,168	\$2,294,580
FY 21	\$17,693,031	\$711,242	\$11,948,737	\$3,202,781	\$3,588,877
FY 22	\$19,985,867	\$1,162,326	\$12,249,185	\$3,693,038	\$3,169,241
FY 23	\$20,981,245	\$1,249,411	\$13,041,714	\$4,044,022	\$3,338,624
FY 24	\$24,522,621	\$1,411,739	\$14,789,050	\$4,229,340	\$4,039,798
FY 25 <sup>3</sup>	\$26,699,862	\$1,552,930	\$16,146,977	\$4,403,053	\$4,554,738
FY 26 <sup>4</sup>	\$27,500,858	\$1,599,518	\$16,631,386	\$4,535,145	\$4,691,380
FY 27 <sup>5</sup>	\$28,325,884	\$1,647,503	\$17,130,328	\$4,671,199	\$4,832,122
FY 28 <sup>6</sup>	\$29,175,660	\$1,696,929	\$17,644,238	\$4,811,335	\$4,977,085
FY 29 <sup>7</sup>	\$30,050,930	\$1,747,836	\$18,173,565	\$4,955,675	\$5,126,398
FY 30 <sup>8</sup>	\$30,952,458	\$1,800,271	\$18,718,772	\$5,104,345	\$5,280,190

1 Local funds are provided by Rockford, Loves Park, Machesney Park, Belvidere, Boone County, and SMTD.

2 FY20 Operating & Maintenance expense does not include a one time reduction of \$7,948,274 applied in 2020 as an adjustment to the District's OPEB liability. The audited financial statements states \$9,863,877 after the adjustment.

3 Reflects budgeted totals

4 Reflects budgeted totals

5 Reflects projected totals at 3% AGR

6 Reflects projected totals at 3% AGR

7 Reflects projected totals at 3% AGR

8 Reflects projected totals at 3% AGR

Note: Paratransit service costs and purchased transportation services for urbanized Boone County are included.

Continued on next page...



**Actual & Projected**  
**Boone County Public Transportation**

Fiscal Year	Operating & Maintenance	Operating Revenue	State Subsidies	Local <sup>1</sup> Subsidies	Federal Subsidies
FY 16	\$278,243	\$27,332	\$146,400	\$41,437	\$90,406
FY 17	\$292,843	\$27,855	\$161,000	\$41,437	\$90,406
FY 18	\$308,943	\$27,935	\$177,100	\$41,437	\$90,406
FY 19	\$326,643	\$27,935	\$194,800	\$41,437	\$90,406
FY 20 <sup>2</sup>	\$326,643	\$27,935	\$194,800	\$41,437	\$90,406
FY 21 <sup>3</sup>	\$346,123	\$27,935	\$214,280	\$41,437	\$90,406
FY 22 <sup>4</sup>	\$367,551	\$27,935	\$235,708	\$41,437	\$90,406
FY 23 <sup>5</sup>	\$391,122	\$27,935	\$259,279	\$41,437	\$90,406
FY 24 <sup>6</sup>	\$391,122	\$27,935	\$259,279	\$41,437	\$90,406
FY 25 <sup>7</sup>	\$417,050	\$27,935	\$285,207	\$41,437	\$90,406

- 1 Projected total based on standard 10% AGR for DOAP funds.
- 2 Projected total based on standard 10% AGR for DOAP funds.
- 3 Projected total based on standard 10% AGR for DOAP funds.
- 4 Projected total based on standard 10% AGR for DOAP funds.
- 5 Projected total based on standard 10% AGR for DOAP funds.
- 6 Projected total based on standard 10% AGR for DOAP funds.
- 7 Projected total based on standard 10% AGR for DOAP funds.

Note: Boone County Public Transportation rural operating assistance available is shown. The rural service will continue be funded with local, DOAP, and FTA 5311 funds.

# Appendices & Attachments

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# Appendix A: Acronyms and Glossary

## 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

**CRP:** Carbon Reduction Program

**CVP:** Consolidated Procurement Program

### 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

**Section 5310:** Enhanced Mobility of Seniors and Individuals with Disabilities Program

**SLATS:** State Line Area Transportation Study

**SPF:** State Planning Fund

**SMTD:** Stateline Mass Transit District

**STIP:** Statewide Transportation Improvement Program

**STBG:** Surface Transportation Block Grant

## T

**TAM:** Transit Asset Management

**TA:** Transportation Alternatives

**TAP:** Transportation Alternatives Program

**TIP:** Transportation Improvement Program

**TMA:** Transportation Management Area

## U

**UZA:** Urbanized Area

## Y

**YOE:** Year-Of-Expenditure

# Glossary of Terms

## A

**Annual Average Daily Traffic (AADT):** The total volume of traffic on a highway segment for one year, divided by the number of days in the year.

Source: Federal Highway Association

**Active Transportation:** The transport of people or goods, through non-motorized means, based around human physical activity.

Source: Wikipedia

**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

**Attainment Area:** An area considered to have air quality that meets or exceeds the U.S. Environmental Protection

Agency (EPA) health standards used in the Clean Air Act. Nonattainment areas are areas considered not to have met these standards for designated pollutants. An area may be an attainment area for one pollutant and a nonattainment area for others.

Source: Federal Highway Association

## C

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

Source: Federal Highway Association

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

Source: Regional 1 Planning Council

## E

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

Source: Federal Highway Association

## F

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

Source: Federal Highway Association

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

Source: Region 1 Planning Council

## I

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

Source: Federal Highway Association

## L

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

Source: Federal Highway Association

## M

**Management & Operations (M&O) Strategies:** Programs, projects, or services designed to get the safest and most efficient use out of existing and planned infrastructure.

Source: U.S. Department of Transportation

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

Source: Federal Highway Administration

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

Source: Federal Highway Administration

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

Source: Federal Highway Administration

## N

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

Source: Federal Highway Association

## P

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

Source: Federal Highway Association

**Performance Measures:** Indicators of how well the transportation system is performing with regard to such

things as average speed, reliability of travel, and accident rates.

Source: Federal Highway Association

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

Source: Federal Highway Association

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

Source: Region 1 Planning Council

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

Source: Federal Highway Association

## R

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

Source: Region 1 Planning Council

**Revenue:** Remuneration received by carriers for transportation activities.

Source: Federal Highway Association

## S

**Statewide Transportation Improvement Program (STIP):** A multiyear, statewide, intermodal program of transportation projects that is consistent with the statewide transportation plan and planning processes and metropolitan plans, TIP and processes.

Source: Illinois Department of Transportation

## T

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

Source: Region 1 Planning Council

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

Source: Federal Highway Association

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

Source: Federal Highway Administration

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

Source: Federal Highway Association

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

Source: Region 1 Planning Council

**Travel Time Reliability:** A measure of the quality and variability of travel time.

Source: Federal Highway Administration

## U

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

Source: U.S. Census Bureau

# Appendix B: Title VI Considerations

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

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

Table B-1 displays the threshold breakdown of the FY 2026 – 2029 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 146 highway projects are planned for FY 2026 – 2029. One hundred seventeen of these projects have specific termini. Of these 117 projects, 98.3 percent of projects are in areas that have reached at least one of the disadvantaged population thresholds.

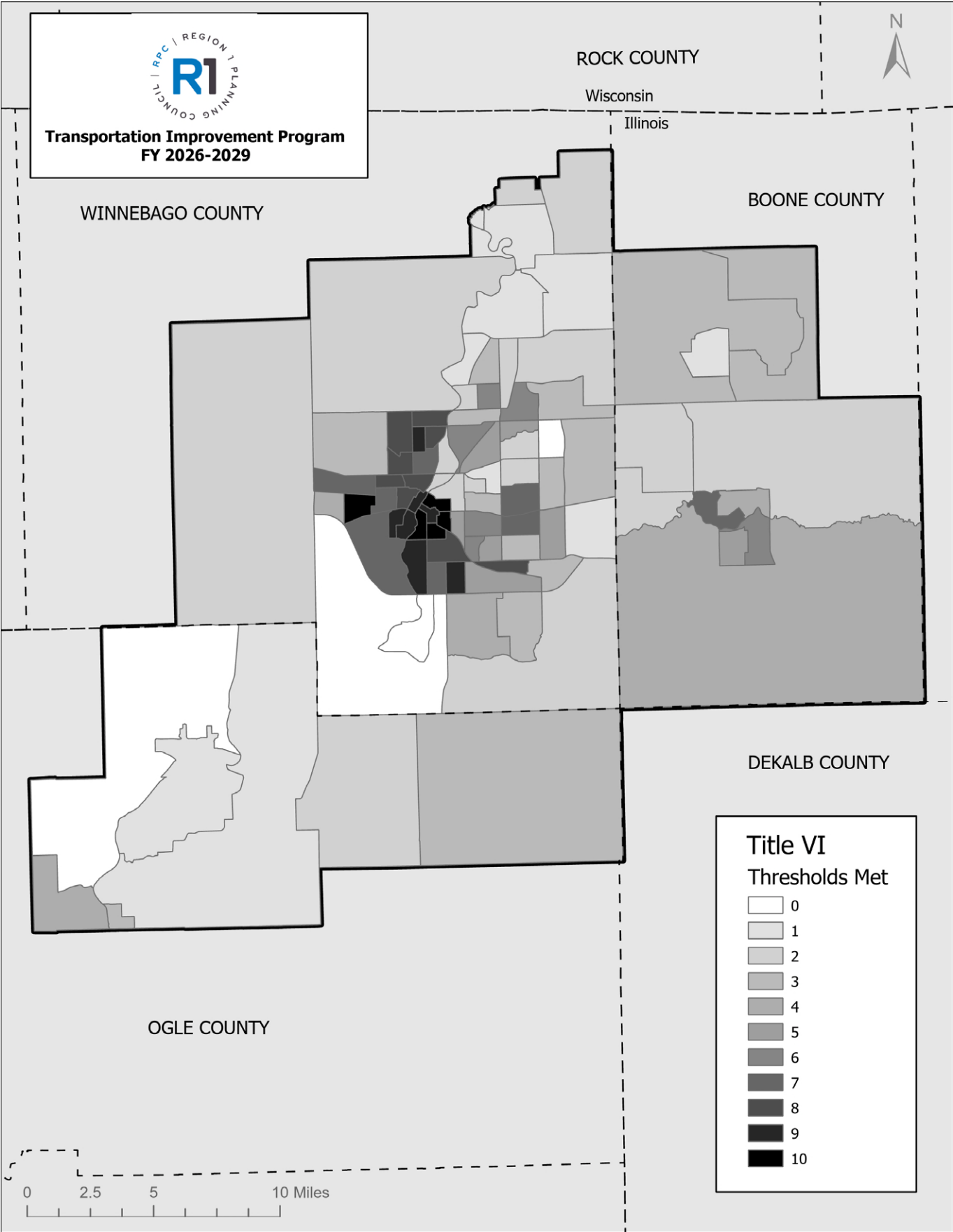
The benefit and burden analysis provides feedback on the proportionate impacts of the projects in the TIP by providing a high level examination of the impacts various types of may have on disadvantaged populations. Table B-2 gives possible benefits, burdens, and mitigation strategies based on proposed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

The full in-depth analysis of Title VI thresholds and TIP projects can be found in the “Considerations for Title VI” document.

**Table B-1.** Financial Summary of Programmed Projects & Disadvantaged Population Threshold FY 2026-2029

Projects	Meets	Does Not Meet	Total
Bicycle & Pedestrian (#)	9	9	18
Bicycle & Pedestrian (%)	50%	50%	100%
Bridge (#)	35	3	38
Bridge (%)	92%	8%	100%
Capacity (#)	9	0	9
Capacity (%)	100%	0%	100%
Intersection (#)	1	0	1
Intersection (%)	100%	0%	100%
Preservation (#)	49	11	60
Preservation (%)	82%	18%	100%
Safety (#)	12	8	20
Safety (%)	60%	40%	100%
Transit (#)	0	0	0
Transit (%)	0%	0%	100%
All Project (#)	114	31	145
All Projects (%)	79%	21%	100%

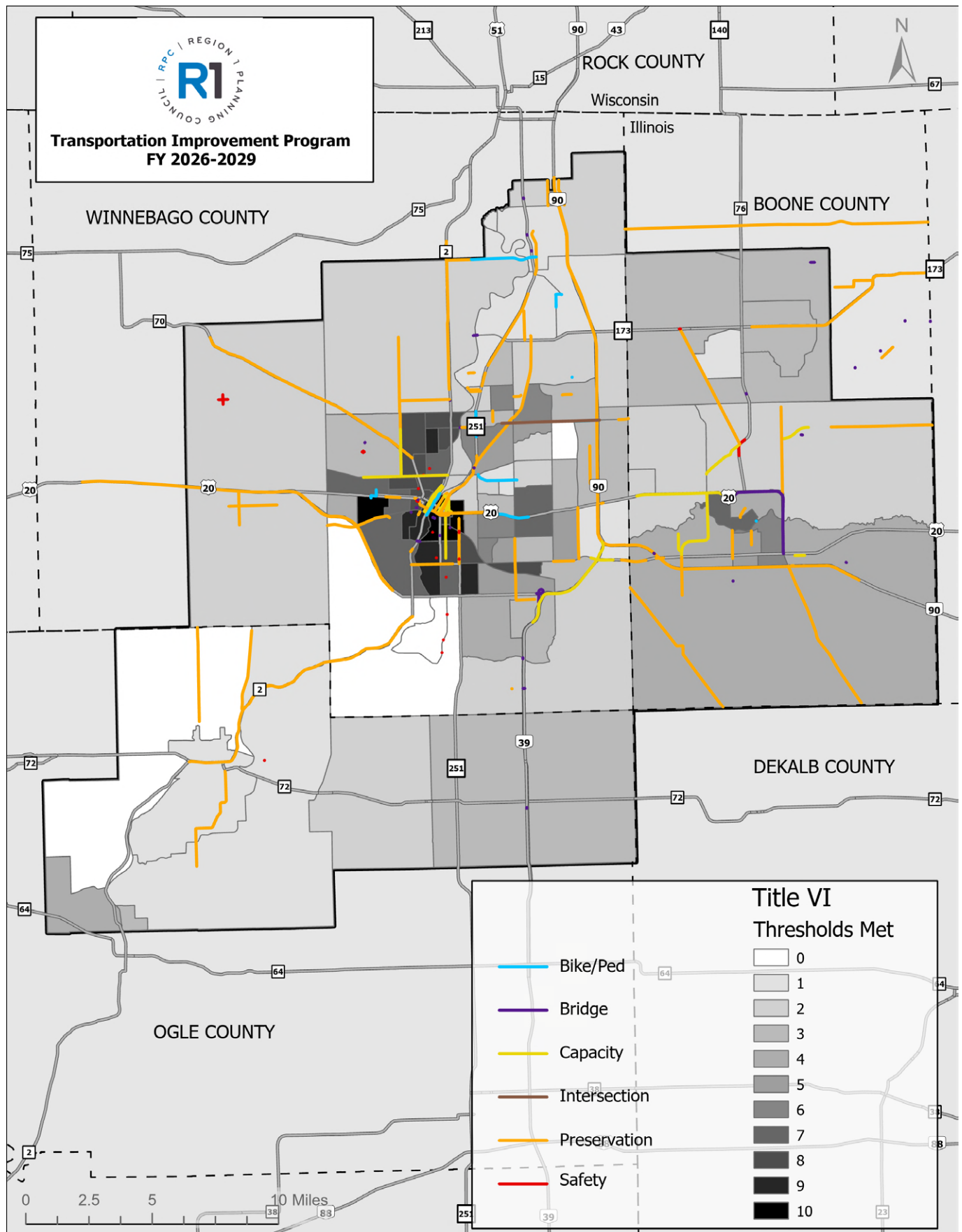
Figure B-1. Title VI Areas by Thresholds Met



Source: Region 1 Planning Council



**Figure B-2.** Title VI Areas with TIP Projects



Source: Region 1 Planning Council

**Table B-2.** Benefits & Burdens Analysis**Bridge & Capacity 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.	n/a	n/a

**Preservation 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.	n/a

**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.	n/a
Provide an alternative to motor vehicles.	n/a	n/a

**Public Transit Projects**

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

**Intersection Projects & 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.	n/a	Have a comprehensive design phase before any ITS projects are implemented.
Enhance system preservation & operational efficiency.	n/a	n/a

# 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.

### Carbon Reduction Program (CRP)

The CRP program was first authorized under IIJA. The program was established to provide funds for projects design to reduce transportation emissions from on-road highway sources. The CRP program is a formula program, with funding distributed to states before being sub allocated further to MPOs. MPOs are then able to allocate funding to local public agencies through a project prioritization process.

### 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.<sup>1</sup> 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.<sup>2</sup> The local TA program, administered by the Rockford MPO, is known as the

1 <https://www2.illinois.gov/sites/GATA/Grants/SitePages/CSFA.aspx>

2 Illinois Department of Transportation. 2025. "Illinois Safe Routes to School Program." Illinois Department of Transportation. 2025. <https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-programs/safe-routes-to-school.html>.

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.

### 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 19 cents per gallon of gasoline/gasohol and 21 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.



# Appendix D: Public Comment & Revisions

The draft version of the FY 2026-2029 TIP was distributed to the MPO Policy Committee and MPO Technical Committee and made available on the RPC website on May 8, 2025. Public comment period from the FY 2026-2029 TIP was from May 8, 2025 until June 7, 2025.

Comments should be directed to:

Nathan Larsen

Planner

Region 1 Planning Council

127 North Wyman Street, Suite 100

Rockford, IL 61101

Telephone: 815-319-4196

E-mail: [nlarsen@r1planning.org](mailto:nlarsen@r1planning.org)

Listed below are changes made to the May 7, 2025 draft version of the FY2026-2029 TIP:

- On May 13th, a phase of project 1-17-7 with a total cost of \$102,860,000 was moved from the Awarded, Initiated, Completed (AIC) element for the FY26 element at the request of IDOT. The funding split was confirmed to remain the same by IDOT on June 10th.
- On May 13th, a phase of project 1-17-7 listed in the AIC element received an updating funding split at the request of IDOT. The \$12,00,000 project phase is now indicated to be funded solely by state sources.
- On May 13th, a phase of project 1-17-7 listed in the AIC element received an updating funding split at the request of IDOT. The \$5,00,000 project phase is now indicated to be funded solely by state sources.

# Appendix E: Resolution of Adoption



AN ENGINE FOR COLLABORATION IN NORTHERN ILLINOIS

## REGION 1 PLANNING COUNCIL MPO POLICY COMMITTEE

MPO Resolution 2025-15

- RE:** Adoption of the FY 2026-2029 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 2026-2029 TIP was from May 5, 2025 through June 6, 2025 and the draft FY 2026-2029 TIP was made available for review via the MPO website (posted May 5, 2025) as well as through contacting the MPO offices; and
- WHEREAS** the MPO Technical Committee has recommended approval of the FY 2026-2029 TIP;

### NOW, THEREFORE, BE IT RESOLVED THAT

the MPO Policy Committee adopts the June 20, 2025 version of the FY 2026-2029 Transportation Improvement Program; and




**BE IT FURTHER RESOLVED**

that the MPO staff is instructed to distribute the FY 2026-2029 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 20<sup>th</sup> day of June 2025.

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

  
\_\_\_\_\_  
Chairman Karl Johnson  
MPO Vice-Chair

Number of members authorized to vote 7

Ayes 7

Nays 0

Abstain —





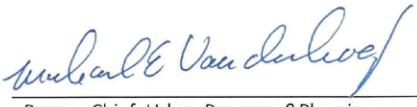
## Metropolitan Transportation Planning Process Certification

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 7, 2024.

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.

  
Winnobago County Chairman  
Vice Chair – MPO Policy Committee  
Authorized Representative of the Region 1  
Planning Council MPO  
June 20, 2025

  
Bureau Chief, Urban Program & Planning  
Illinois Department of Transportation or  
Other Authorized Representative of the  
Illinois Department of Transportation  
Date: 6-20-25



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