

Transportation Improvement Program

FY 2023 - 2026

Final Report

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Transportation Improvement Program

*for State Fiscal Years 2023 - 2026
(July 1, 2022 - June 30, 2026).*

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 constrained¹ and is consistent with the Metropolitan Transportation Plan (MTP) and the Illinois Statewide Transportation Improvement Program (STIP). It should also be noted that while this document is updated on an annual schedule, it is an ongoing work element of the MPO that it is regularly reviewed and updated throughout the fiscal year.

About the Rockford Region

The Metropolitan Planning Organization

Region 1 Planning Council (R1), acting as the Rockford Metropolitan Planning Organization (MPO), is responsible for the planning and coordinating decisions regarding the Rockford Metropolitan Planning Area's (MPA) surface transportation system. It is the responsibility of the MPO to conduct a continuing, cooperative, and comprehensive (3-C) transportation planning process and fulfill the following five core functions:

- Establish a fair and impartial setting for effective regional transportation decision making in the metropolitan area;
- Evaluate transportation alternatives, scaled to the size and complexity of the region;
- Maintain a long-range transportation plan covering a 20-year planning horizon;
- Develop a four-year Transportation Improvement Program (TIP) and prioritize projects; and
- Involve the public.

Due to the size of the Rockford urbanized area, the Rockford MPO has an additional designation, known as a Transportation Management Area (TMA). A TMA is an urbanized area with a population of over 200,000 individuals, as defined by the U.S. Census Bureau. MPOs with this designation have additional

¹ 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.

roles and responsibilities to the core functions identified above, including the development of a congestion management process (CMP) and project selection for the sub-allocation of Surface Transportation Block Grant (STBG) funds, including the Transportation Alternative (TA) Set-Aside program.

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

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

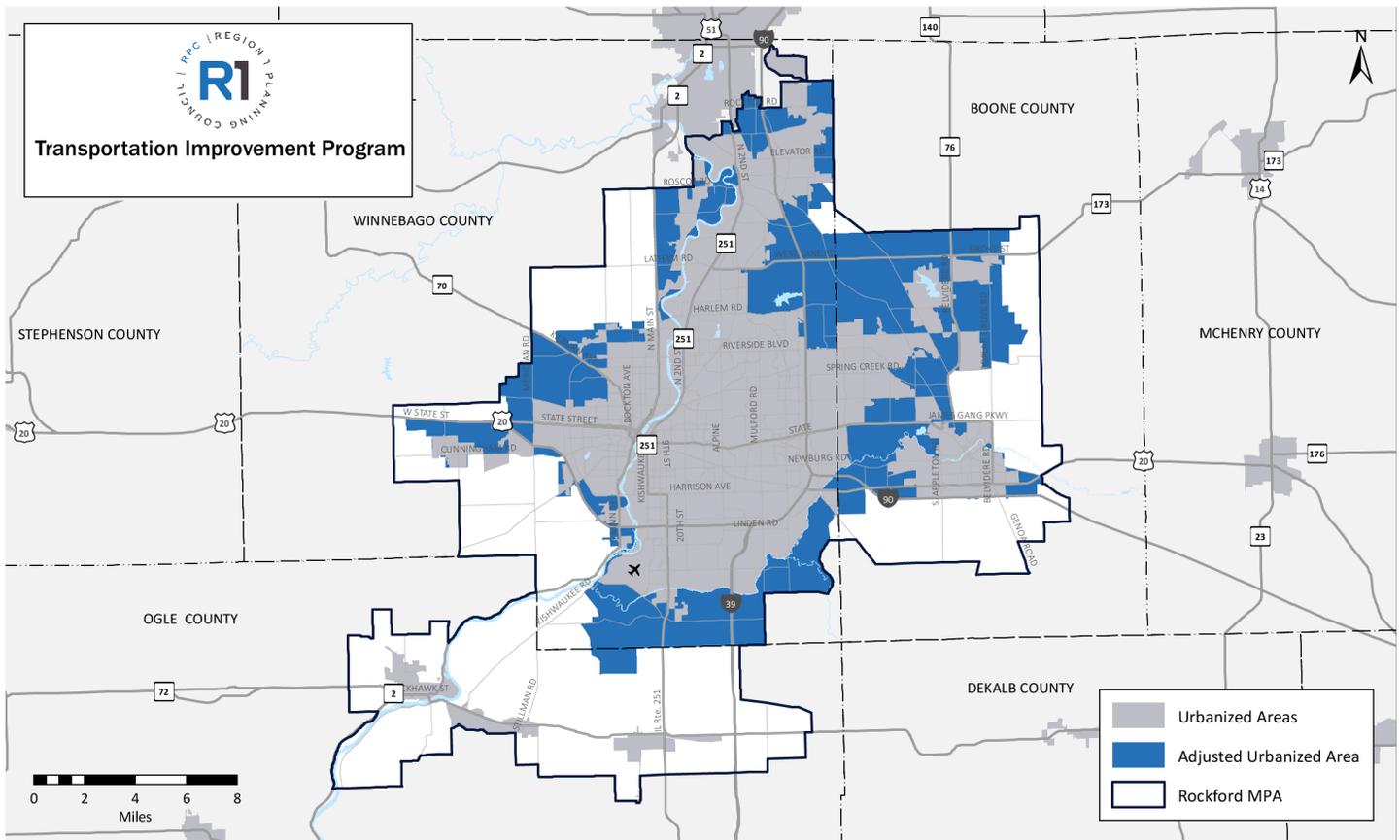
Much of the technical work, of the R1 transportation planning function, accomplished by the MPO, is done by a professional staff under the management of the MPO Director in close coordination with the R1 Executive Director.

The Planning Area

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

The City of Rockford forms the primary urban core of the region and is the fifth-largest city in Illinois, encompassing approximately 64 square miles. In total, the MPA encompasses 15 municipalities, including the Cities of Belvidere, Byron, Loves Park, and Rockford and the Villages of Caledonia, Cherry Valley, Davis Junction, Machesney Park, Monroe Center, New Milford, Poplar Grove, Roscoe, Stillman Valley, Timberlane, and Winnebago. While many of the incorporated jurisdictions within the MPA are a mix of urban and suburban development patterns, some municipalities and unincorporated areas of the MPA are largely agriculturally-based with strong ties to their rural heritage.

Figure 1-1. Metropolitan Planning Area (MPA)



The population of the metropolitan statistical area (MSA) was estimated to be around 338,800 in 2020.² The population in the MSA has declined in population since 2010 by 3.0 percent. The bulk of this population resides in Winnebago County.

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

Metropolitan Statistical Area vs Metropolitan Planning 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.

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

² The Rockford MSA consists of Boone and Winnebago Counties.

Part 2:

General Overview of the Transportation Improvement Program

The metropolitan Transportation Improvement Program (TIP) contains all transportation projects that will receive federal and state funds over the next four fiscal years, as well as any regionally significant projects, regardless of funding source. Regionally significant projects are defined as a transportation project that is on a facility which serves regional transportation needs¹. This includes highway, public transit, bicycle, and pedestrian projects, as well as Intelligent Transportation System (ITS) and freight-related projects.

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

Summary of Federal & State Regulations

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

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

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

- Updated at least once every four years; and
- Approved by the metropolitan planning organization and the Governor of the presiding state.

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

A priority list of proposed Federally supported projects and strategies to be carried out within each 4-year period;

- A financial plan that:
 - demonstrates how the TIP can be implemented;
 - indicates resources from public and private sources that are reasonably expected to be available to carry out the program;
 - identifies innovative financing techniques to finance projects, programs, and strategies; and
 - may include, for illustrative purposes, additional projects that would be included in the approved TIP if reasonable additional resources beyond those identified in the financial plan were available;
- Projects listed by include sufficient descriptive materials to identify the project;
- 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](#).

¹ As defined by the Federal Highway Administration. <https://www.fhwa.dot.gov/Planning/glossary/>.

Development vs Maintenance

The annual life cycle of the TIP has two distinct phases: development and maintenance. The annual TIP development occurs on the annual basis and includes documentation and publication of the initial multi-year program. Conversely, maintenance of the TIP is an ongoing process that refers to any modifications and amendments that may occur to the approved program throughout the fiscal year.

Annual Development Process

The annual development process typically occurs in several phases over a three- to four-month period. MPO staff typically begins work on the TIP in January, approximately six months prior to the start of the fiscal year. The schedule is deliberately extended over several months to provide ample opportunities for public involvement. The annual TIP development process is shown in Figure 2-1.

Figure 2-1. Annual TIP Development Process

Phase	Description
1	Project Solicitation 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	Draft Document Staff prepares preliminary draft of the next fiscal year's TIP.
3	Public Involvement 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	Committee Actions 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	Submission to IDOT MPO staff will submit the adopted TIP to IDOT for review and incorporate the TIP into the STIP by reference.

Maintenance Process

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

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

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

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

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

Administrative Modifications

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

- Minor revision to project name and/or project extent description;
- Changes to the project total cost or project phase break out costs in a decrease of less than or equal to 10 percent;
- Minor changes, deletions or revisions to typographical errors or data entry error;
- Movement of an included project among fiscal years of the TIP, including project phases (i.e. construction, engineering) or movement of the entire project; or
- Advanced Construction (AC) notices for projects currently listed within the TIP. (More information on AC notices can be below.)

Amendments

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

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

Advanced Construction Notices

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

The MPO is notified by the IDOT of any project entering or leaving AC within the metropolitan planning area and must confirm its receipt of the notices. For formal documentation purposes, the MPO drafts a memo detailing the Advanced Construction request to the MPO Policy Committee and posts a table of projects that have entered into or been removed from AC on the R1 Planning website .

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 Public Transportation, Lee-Ogle Transportation System (LOTS), 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 RPC also regularly coordinates with the State Line Area Transportation Study (SLATS), the Beloit MPO, on the development of the TIP.

Public Involvement

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

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 RPC's website and at their offices. Any public comment received during this review period is considered by the MPO and presented to the Technical and Policy Committees as part of the approval process. If significant changes are proposed to the draft TIP during the comment period, the MPO Policy Committee may even extend the comment period to allow for further public review of the proposed changes.

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

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).

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 eight CMP projects within this TIP, totaling \$14,325,800.

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.



Table 3-1. Performance Management Targets

Highway Safety (PM1) Targets

	Fatalities (Rolling Average)	Fatality Rate (Per 100 m VMT)	(SI) (Rolling Average)	SI Rate (Per 100 m VMT)	Non-motorized Fatalities & SI
MPO - Baseline (2020)	28.2	1.025	172.2	6.245	25.2
MPO - 2021 Targets	27.1	1.008	162.4	6.020	23.5
MPO - 2022 Targets	26.9	1.022	155.3	5.889	21.0
MPO - 2023 Targets	25.6	0.996	144.8	5.628	18.0

NOTE: Fatalities, Rate of Fatalities, and Non-Motorized MPO baseline is based on the 2016-2020 rolling average estimates provided by IDOT, with vehicles miles traveled (VMT) rate of change at 0.86%. Serious Injuries and Rate of serious injuries baseline is based on the 2013-2017 rolling averages provided by IDOT.

Pavement & Bridge Condition (PM2) Targets

	Interstate Pavement		Non-Interstate Pavement		NHS Bridges	
	Good Condition	Poor Condition	Good Condition	Poor Condition	Good Condition	Poor Condition
MPO - Baseline	68.6%	1.3%	19.0%	24.0%	25.2%	5.5%
IDOT - Baseline	66.0%	27.0%	28.7%	4.9%	29.4%	11.6%
IDOT - 2020 Targets	65.0%	<5.0%	27.0%	6.0%	28.0%	13.0%
IDOT - 2022 Targets	65.0%	<5.0%	27.0%	6.0%	28.0%	14.0%

System Performance (PM3) Targets

	Interstate Miles	Interstate Miles	Reliability Index
MPO - Baseline	100.0%	92.3%	1.12
IDOT - Baseline	80.8%	87.3%	1.30
IDOT - 2020 Targets	79.9%	85.3%	1.34
IDOT - 2022 Targets	77.0%	83.3%	1.37

Transit Asset Management (TAM) Targets

Facilities	Below 3.0 Rating		Total Facilities			Percent of Facilities Below 3.0 Rating	
	Statewide	Statewide	Statewide	RMTD	Boone County		
Admin/Maintenance	15	87	17%	0%	0%		
Passenger/Parking	4	35	11%	0%	-		
Total	19	122	16%	0%	0%		

Revenue Vehicles	At/Beyond ULB		Total Vehicles			Percent of Vehicles At/Beyond ULB	
	Statewide	Statewide	Statewide	RMTD	Boone County		
Articulated Bus	12	16	75%	-	-		
Automobile	8	8	100%	-	-		
Bus	160	526	30%	43%	-		
Ferryboat	3	3	100%	-	-		
Minibus	52	171	30%	33%	-		
Minivan	163	243	67%	-	-		
Other	8	8	100%	-	-		
Van	447	852	52%	-	0%		
Total	853	1827	47%				

Non-Revenue Vehicles	At/Beyond ULB		Total Vehicles			Percent of Facilities Below 3.0 Rating	
	Statewide	Statewide	Statewide	RMTD	Boone County		
Automobile	52	112	46%	-	-		
Other Rubber Tire Vehicles	34	60	57%	30%	0%		
Total	86	172	50%	38%	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

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

Public Transportation Annual Safety Performance Measure		
	Fixed Route	Paratransit/Dem and Response
Fatalities (Total)	0	0
Fatalities (per 100k VRM)	0	0
Injuries (Total)	8	7
Injuries (per 100k VRM)	0.66	0.61
Safety Events (Total)	0	0
Safety Events (per 100k VRM)	0	0
System Reliability (Failures/VRM)	3,000	20,000

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

Table 3-2. Performance Management Project Summary

Performance Management Project Summary
Fiscal Years 2023 - 2026

Expenditures	Annual Element (FY 2023)	Year 2 (FY 2024)	Year 3 (FY 2025)	Year 4 (FY 2026)	Total (FY 2023 - 2026)
PM1	\$7,161	\$7,432	\$6,032	\$3,850	\$24,475
PM2	\$70,882	\$49,724	\$30,530	\$10,150	\$161,286
PM3	\$0	\$23,500	\$0	\$0	\$23,500
TAM	\$5	\$0	\$0	\$0	\$5
PTASP	\$0	\$0	\$0	\$0	\$0
Total	\$78,047	\$80,656	\$36,562	\$14,000	\$209,265

Number of Projects	Annual Element (FY 2023)	Year 2 (FY 2024)	Year 3 (FY 2025)	Year 4 (FY 2026)	Total (FY 2023 - 2026)
PM1	8	4	4	3	19
PM2	21	19	10	7	57
PM3	0	1	0	0	1
TAM	2	0	0	0	2
PTASP	0	0	0	0	0
Total	31	24	14	10	79

PM1 Projects:	1-20-23, 1-21-9, 2-21-2, 2-21-3, 3-18-8, 3-18-9, 3-20-27, 3-20-29, 1-22-11, 3-22-10, 3-22-11, 4-23-4, 3-23-11, 3-23-12, 4-23-5
PM 2 Projects:	1-16-6, 1-20-8,3-20-1, 3-20-2, 3-20-9, 3-21-12, 4-20-1, 4-20-6, 4-21-1, 4-23-1, 5-21-10, 5-21-11, 5-22-1, 5-23-1, 13-21-4,13-21-5, 13-21-6, 13-22-4, 14-21-1, 14-21-3, 24-21-2, 1-20-2, 1-20-9, 1-20-20, 1-21-11, 1-22-7, 3-17-6, 3-20-24, 3-21-1, 3-21-3, 3-21-4, 4-20-2, 4-23-2, 2-23-3, 5-22-4, 5-22-5, 13-22-6, 13-22-7, 14-17-2, 24-21-2, 1-20-9, 1-21-8, 1-22-9, 1-22-10, 3-22-4, 3-22-7, 3-22-8, 13-22-8, 13-22-9, 13-22-10, 3-23-7, 3-23-8, 3-23-9, 4-19-8, 4-19-13, 4-19-17, 4-23-7
PM 3 Projects:	24-21-3
TAM Projects:	7-21-11, 7-21-16
PTASP Projects:	

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.

Maintenance-related projects account for 68 percent of all project programmed with in this TIP, totaling \$259,698,500.

Title VI & Environmental Justice Considerations

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

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

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

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

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

Projects planned for the FY 2023-2026 with specific locations identified have a planned total amount of the \$267,525,000. Of these projects, 83.5 percent of the funds are used in areas that have reached at least one of the TUD thresholds.

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

The Financial Plan

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

Forecasting future funding levels requires a large number of assumptions to be made, including the federal transportation programs, such as the Surface Transportation Block Grant (STBG), and local revenue sources, such as motor fuel taxes (MFT), will continue at the same levels through FY 2026 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 approximately \$327 million, an decrease of \$53 million (-14 percent) when compared to the FY 2022 – 2025 TIP. Figure 3-1 illustrates the estimates of public (federal, state, and local) funding by source for FY 2023 – 2026. Table 3-3 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 3-1 and Table 3-3, a combination of federal, state, and local funds will be utilized for both highway and transit projects identified within the TIP.

Project Prioritization

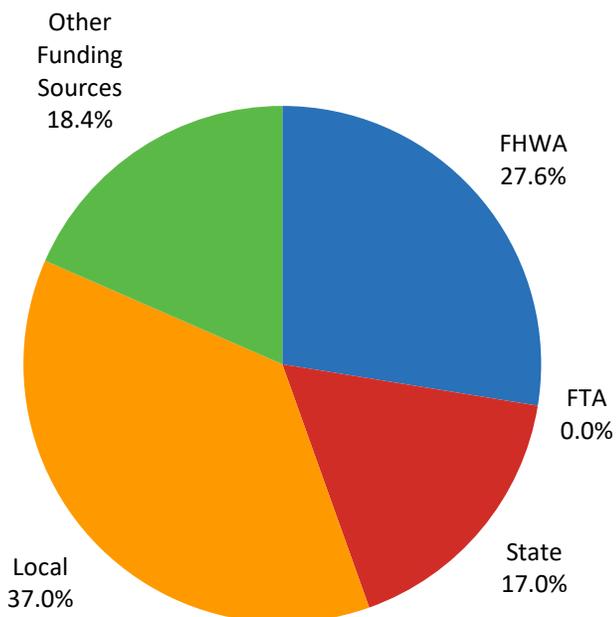
The Infrastructure Investment and Jobs Act (IIJA) and preceding transportation legislation provides the sub-allocation of certain federal funds to urbanized areas, in which MPOs are responsible for prioritizing and programming projects eligible to receive said funding.

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

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

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

Figure 3-1. Total Programmed Funds, FY 2023 - 2026



Surface Transportation Block Grant

As mentioned above, STBG 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.

STBG funding is annually allocated to the Rockford Urbanized Area through the Illinois Department of Transportation’s (IDOT) distribution formula . The MPO’s share is on average an estimated \$4.1 million per year. The funding allocated for FY 2023 is \$4,252,155. Table 3-4 details the STBG allocations that have been received, as well as projected by year.

Transportation Alternatives Program

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

TAP funding is annually allocated to the region with an average estimate of \$320,000 per year.

Table 3-4. STBG Allocation

Surface Transportation Block Grant - Urbanized Allocations & Projected

Fiscal Year	Allocation
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	\$4,252,155
2023 ^[1]	\$4,252,155
2024 ^[1]	\$4,252,155
2025 ^[1]	\$4,252,155

[1] Subject to change.

Table 3-3. Estimated FY2023-2026 Available Funds

Sources of Funding by Level of Government

Roadway Projects, in thousands

Fiscal Years 2023 - 2026

Funding Sources	Annual Element (FY 2023)	Year 2 (FY 2024)	Year 3 (FY 2025)	Year 4 (FY 2026)	Total (FY 2023 - 2026)
NHPP	\$32,626	\$12,249	\$18,192	\$0	\$63,067
STP-S	\$0	\$0	\$1,200	\$0	\$1,200
STP-U	\$180	\$0	\$0	\$0	\$180
STP-R	\$0	\$0	\$500	\$0	\$500
STP-B	\$900	\$0	\$0	\$1,940	\$2,840
STBG	\$1,843	\$0	\$3,800	\$0	\$5,643
HSIP	\$4,330	\$3,764	\$3,764	\$0	\$11,858
ITEP	\$661	\$2,000	\$0	\$0	\$2,661
TAP	\$533	\$0	\$0	\$0	\$533
SRTS	\$0	\$0	\$0	\$0	\$0
IMBP	\$1,000	\$0	\$0	\$0	\$1,000
Other	\$650	\$0	\$0	\$0	\$650
Total Federal Expenditures	\$42,723	\$18,013	\$27,456	\$1,940	\$90,132
State	\$18,910	\$14,369	\$5,056	\$0	\$38,335
EDP	\$1,289	\$0	\$0	\$0	\$1,289
TARP	\$190	\$0	\$0	\$0	\$190
GCPF	\$0	\$0	\$0	\$0	\$0
Rebuild IL	\$5,309	\$0	\$8,000	\$0	\$13,309
Other State	\$2,400	\$0	\$0	\$0	\$2,400
Total State Expenditures	\$28,098	\$14,369	\$13,056	\$0	\$55,523
Local	\$32,181	\$26,375	\$32,675	\$29,800	\$121,031
ISTHA	\$6,881	\$29,110	\$23,500	\$0	\$59,491
Private	\$798	\$0	\$0	\$0	\$798
Other	\$0	\$0	\$0	\$0	\$0
Total Other Expenditures	\$39,859	\$55,485	\$56,175	\$29,800	\$181,319
Total Expenditures	\$110,680	\$87,867	\$96,687	\$31,740	\$326,974

Sources of Funding by Level of Government

Transit Projects, in thousands

Fiscal Years 2023 - 2026

Funding Sources	Annual Element (FY 2023)	Year 2 (FY 2024)	Year 3 (FY 2025)	Year 4 (FY 2026)	Total (FY 2023 - 2026)
Section 5307	\$4.2	\$0.3	\$0.0	\$0.0	\$4.5
Section 5339	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Section 5310	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
ARPA	\$9.5	\$0.0	\$0.0	\$0.0	\$9.5
Discretionary Grants	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Undetermined Federal	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Federal Expenditures	\$13.7	\$0.3	\$0.0	\$0.0	\$14.0
IDOT	\$1.1	\$0.1	\$0.0	\$0.0	\$1.2
Other State	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total State Expenditures	\$1.1	\$0.1	\$0.0	\$0.0	\$1.2
Local	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Private	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expenditures	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenditures	\$14.8	\$0.4	\$0.0	\$0.0	\$15.2

Figure 3-5. Historic & Programmed STBG Projects

Surface Transportation Block Grant - Urbanized

Historic & Committed Projects

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

Active & Committed Projects	Agency	Total Project Cost	Obligated STBG Funds	% Funded with STBG	Status
Riverside Boulevard Project #: 2-21-1	WCHD	\$19,800,000	\$5,529,209	28%	Programmed (2021)
Appleton Road Project #14-21-3	Belvidere	\$6,022,500	\$2,642,843	44%	Programmed (2021)
9th Street 2-Way Conversion Project #3-20-21	Rockford	\$12,000,000	\$2,399,324	20%	Programmed (2022)
Total		\$25,822,500	\$8,172,052	-	

Figure 3-6. Historic & Programmed TAP Projects

Transportation Alternatives Program

Historic & Committed Projects

Past Project	Agency	Total Project Cost	Obligated TAP Funds	% Funded with TAP	Status
Alpine Road Path	MP	\$776,000	\$620,000	80%	Completed (2017)
Jefferson St Bridge; Underpass Approaches	RPD	\$250,000	\$200,000	80%	Completed (2020)
Total		\$1,026,000	\$820,000		
Active & Committed Projects	Agency	Total Project Cost	Obligated TAP Funds	% Funded with TAP	Status
East State Street Sidewalks Project #: 03-18-8	Rockford	\$324,000	\$268,000	83%	In Design
West State Street/Pierpont Ave Sidewalk Gaps Project #: 03-18-9	Rockford	\$324,000	\$265,000	82%	In Design
Lawrenceville Road & Piskasaw Creek Connection Project #: 18-20-1	BCCD	\$714,000	\$520,000	73%	Under Construction
Springcreek Road to U of I College of Medicine Connection Project #: 3-20-15	Rockford	\$740,016	\$441,510	60%	Under Construction
Total		\$2,102,016	\$1,494,510		

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 Alternative Transportation Committee (ATC) screens applications for HSTP compliance. This funding is by no means certain, but there is a reasonable chance that a significant portion of the requests could be granted.

Section 5307

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

Table 3-8 details the Program of Projects for Section 5307 funds developed by RMTD for the upcoming fiscal year.

Figure 3-7. Programmed Section 5310 Projects

FTA Section 5310					
Currently Programmed Projects					
Programmed Projects	Agency	Total Project Cost	Section 5310 Funds	% Funded with Section 5310	Status
Replacement Paratransit Vehicles w/Equipment Project # 7-21-19	Rockford Mass Transit District	\$516,338	\$516,338	100%	Programmed
Replacement Medium Duty Paratransit Vehicle (1)	Barbara Olson Center of Hope	\$63,000	\$63,000	100%	Programmed
Total		\$579,338	\$579,338		

Figure 3-8. Programmed Section 5307 Projects

FTA Section 5307					
Program of Projects					
Priority	Project	Agency	Federal	State or Local	Total Project Cost
1	Preventive Maintenance	RMTD	\$3,496,533	\$874,133	\$4,370,666
2	ADA	RMTD	\$260,000	\$65,000	\$325,000
3	Security Project	RMTD	\$34,000	\$34,000	\$68,000
Total			\$3,790,533	\$973,133	\$4,763,666

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

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

Part 4: Project Listing

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

How to Read the TIP Tables

Project Life Cycle

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

- **Annual Element:** The projects programmed to be implemented and are awaiting letting within the current year of the TIP (e.g. FY 2023).
- **Out Years:** The three remaining years of the TIP (e.g. FY 2024-2026).
- **Awarded, Initiated, or Completed/Programmed or Completed:**
 - For highway projects, this phase indicates that construction has been awarded letting or that construction has begun or been completed.
 - For transit projects, this phase in the life cycle indicates projects that (1) have verified funding sources and have been placed into a grant or (2) procurement is completed, received, and/or

paid for.

- **Previously Approved:** This category contains projects that have been adopted by the MPO Policy Committee in a previous TIP, which have been accepted and approved by the FHWA and the FTA, but have not yet been to letting or awarded.

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

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

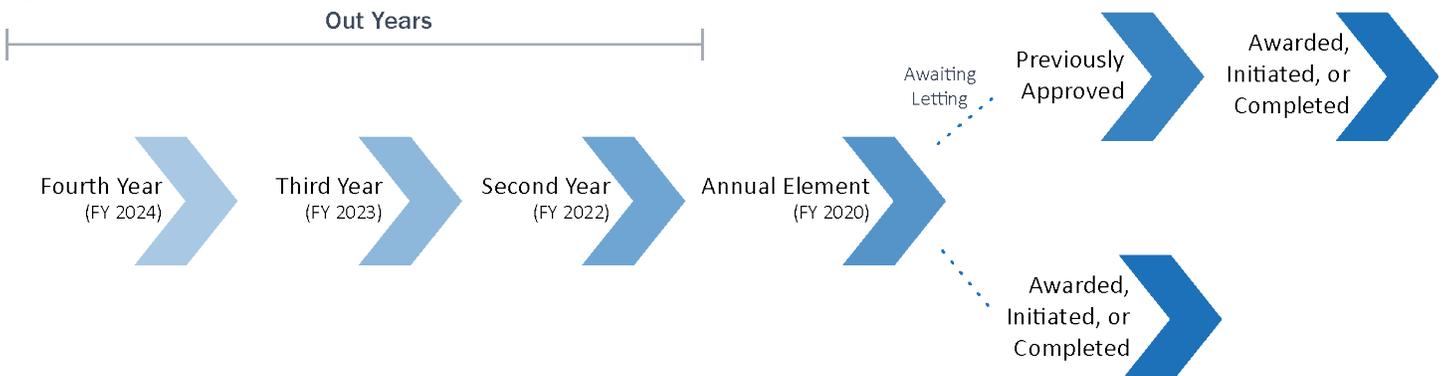
The typical life cycles for projects programmed in the TIP are shown in Figure 4-1.

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-##

Figure 4-1. TIP Project Cycle



Project Type

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

Table 4-1. Project Type

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

Phase of Work

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

Table 4-2. Phases of Work

Project Phases	
Phase	Description
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
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
PURCHASE	Procuring equipment, software, or vehicles (FTA)
REBUILD	Rebuilding vehicles (FTA)
ADMIN	Project administrative costs (FTA)
CAPITAL	Eligible capital projects (FTA)
STUDY	Development of transportation-related plan or study

Highway Projects

Table 4-3. FY 2023 Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Wor	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
01 - Illinois Department of Transportation (IDOT)											
1-16-6	I-39/US-20	Under Perryville Road southeast of Rockford	Bridge	CON	NHPP	\$3,915	State	\$435	-	-	\$4,350
1-17-17	FAI 39 (I-39)	At US 20 Interchange	Other	CON	NHPP	\$104	State	\$26	-	-	\$130
1-18-11	IL 173	0.4 mile of IL 76 to McHenry County Line	Reconstruction	ROW	NHPP	\$160	State	\$40	-	-	\$200
1-18-11	IL 173	0.4 mile of IL 76 to McHenry County Line	Reconstruction	PE	NHPP	\$400	State	\$100	-	-	\$500
1-20-1	IL 2	IL 72 to Beltline Rd	Reconstruction	ROW	NHPP	\$1,311	State	\$328	-	-	\$1,639
1-20-3*	US BUS 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in	Capacity	PE	NHPP	\$3,360	State	\$840	-	-	\$4,200
1-20-18	ILL 2	0.4 mile north of Latham Road to 0.8 mile north of Roscoe Road	Reconstruction	CON	NHPP	\$16,000	State	\$4,000	-	-	\$20,000
1-20-19	ILL 2	0.4 mile north of Latham Road to 0.8 mile north of Roscoe Road	Other	CON	NHPP	\$200	State	\$50	-	-	\$250
1-20-23	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$3,251	State	\$362	-	-	\$3,613
1-21-7	ILL 2	0.4 mile north of Latham Road to 0.8 mile north of Roscoe Road	Reconstruction	PE	NHPP	\$1,600	State	\$400	-	-	\$2,000
1-21-9	ILL 251	New Milford School Road to Toms Road in New Milford	Other	CON	STP-U	\$180	State	\$45	-	-	\$225
1-22-6	US 20	Rock River 0.7 mile of west Alpine Road in Rockford	3R	PE	NHPP	\$5,680	State	\$1,420	-	-	\$7,100
1-23-1	US 20	Over Coon Creek 2 mi E of Belvidere	Bridge	CON	NHPP	\$520	State	\$130	-	-	\$650
Total						\$36,681		\$8,176		\$0	\$44,857
02 - Winnebago County Roadway Projects Department (WCHD)											
2-21-2	Belvidere Road	IL 173 to Main Street	Safety	CON	HSIP	\$1,079	-	-	Local	\$119,858	\$1,198,858
2-21-3*	Perryville Road Bike Path	Anjali Way to Willowbrook Lane	Bike/Ped	CON	ITEP	\$660.6	-	-	Local	\$165.2	\$825.8
2-23-1	Charles Street Resurfacing	Alpine to Mulford Road	3R	CON	-	-	Rebuild IL	\$700	-	-	\$700
2-23-3	Prairie Hill Road Resurfacing	IL Rte 2 to Rte 251	3R	CON	-	-	-	-	Local	\$1,000	\$1,000
2-23-4	Latham road Resurfacing	Meridan to Owen Center	3R	CON	-	-	Rebuild IL	\$1,000	-	-	\$1,000
Total						\$1,740		\$1,700		\$1,285	\$4,725
03 - City of Rockford (RKFD)											
3-18-8	East State Street Sidewalk Gaps	Alpine Road to Newton Drive	Bike/Ped	CON	TAP	\$268	-	-	Local	\$56	\$324
3-18-9	West State Street/Pierpont Ave	Concord Commons to Pierpont Avenue to School Street	Bike/Ped	CON	TAP	\$265	-	-	Local	\$59	\$324
3-20-1	15th Avenue over Rock River Bridge	15th Avenue over Rock River	Bridge	DES	-	-	-	-	Local	\$1,200	\$1,200
3-20-2	1st Street and 2nd Street Bridge	Over Union Pacific Railroad	Bridge	CON	-	-	Other	\$2,400	Private	\$750	\$3,150
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	CON	STP-B	\$900	-	-	Local	\$225	\$1,125
3-20-13	ADA Transition Plan Improvements	Various	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150
3-20-14	City Wide Bicycle Program	Various	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300
3-20-26	Neighborhood Program	City Wide	3R	CON	-	-	-	-	Local	\$6,000	\$6,000
3-20-27	Sidewalk Program	City Wide	3R	CON	-	-	-	-	Local	\$550	\$550
3-20-28	Traffic Signal & Arterial Lighting	City Wide	Safety	CON	-	-	-	-	Local	\$250	\$250
3-20-29	Local Bridge Program	City Wide	Bridge	CON	-	-	-	-	Local	\$100.0	\$100
3-21-11	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Reconstruction	DES	-	-	-	-	Local	\$600.0	\$600
3-21-12	Commercial and Industrial Street Resurfacing	City Wide	3R	CON	-	-	-	-	Local	\$250.0	\$250
3-23-2	Downtown Streetscape Program	Downtown Wide	Bike/Ped	CON	-	-	-	-	Local	\$500	\$500
Total						\$1,433		\$2,400		\$10,990	\$14,823
04 - City of Loves Park (LP)											
4-20-1	River Lane	Walker Avenue to North 2nd Street	3R	CON	-	-	Rebuild IL	\$1,200	-	-	\$1,200
4-20-6	Paulson Road	Harlem road to Orth road	3R	DES	-	-	-	-	Local	\$500	\$500
4-21-1	River Lane	Walker Avenue to Forest Hills Road	3R	CON	-	-	Rebuild IL	\$1,059	Local	\$800	\$1,859
4-23-1	Road Resurfacing	Various Locations	3R	DES	-	-	-	-	Local	\$1,200	\$1,200
Total						\$0		\$2,259		\$2,500	\$4,759
05 - Village of Machesney Park (MP)											
5-21-10	North Park Road	Waterview to Victory	Reconstruction	Study	-	-	-	-	Local	\$570	\$570
5-21-11	Village Wide Resurfacing	Various	3R	Study	-	-	-	-	Local	\$1,250	\$1,250
5-21-12	Forest Hills road Offsite Drainage Improvements	-	Other	Study	-	-	-	-	Local	\$1,650	\$1,650
5-22-1	Shoreland Road & Shore Drive	IL 251 to North end of Shore Drive	Reconstruction	Study	-	-	-	-	Local	\$1,300	\$1,300
5-23-1	IL 251 Median Improvements	Roosevelt to Harlem	Other	CON	-	-	Rebuild IL	\$1,350.0	Local	\$355	\$1,705
Total						\$0		\$1,350		\$5,125	\$6,475

Continued on next page...

Table 4-3. FY 2023 Highway Projects, Continued

Project #	Project Location	Termini	Project Type	Phase of Work	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
13 - Boone County Roadway Projects Department (BCHD)											
13-21-4	Genoa Road	I-90 to Dekalb County	3R	CON	-	-	-	-	Local	\$1,000	\$1,000
13-21-5	Woodstock Road Bridge (004-3001)	Woodstock Road over Piskasaw Creek	Bridge	CON	IMBP	\$1,000	-	-	Local	\$200	\$1,200
13-21-6	Shattuck Road Bridge (004-3048)	Shattuck Road over Mosquito Creek	Bridge	CON	-	-	-	-	Local	\$900	\$900
13-22-4	Woodstock Road	Poplar Grove Road to Russellville Road	3R	CON	-	-	-	-	Local	\$1,000	\$1,000
13-22-5	Bridge Bundle (Countryline Road)	Piskasaw Creek	3R	CON	-	-	-	-	Local	\$1,000	\$1,000
Total						\$1,000		\$0		\$4,100	\$5,100
14 - City of Belvidere (BEL)											
14-21-1	Fifth Avenue	7th Street to Locust Avenue	3R	CON	-	-	-	-	Local	\$4,600	\$4,600
14-21-3	Appleton Road	US 20 Eastbound Ramps to Kishwaukee River Bridge	Reconstruction	CON	STBG	\$1,843.068	TARP	\$125.9	Local	\$3,830.765	\$6,022.5
					Other	\$222.767					
14-23-1	Irene Road Relocation Project	US Route 20 and Union Pacific Railroad	3R	CON	-	-	EDP	\$1,288.5	-	-	\$1,353
							TARP	\$64.5			
Total						\$2,066		\$1,479		\$8,431	\$11,976
21 - Ogle County Roadway Projects Department (DCHD)											
21-22-2	Kishwaukee Road	Kishwaukee road (FAS 1069) DOT Crossing # 372350T	Safety	CON	Other	\$427.5	-	-	Private	\$47.5	\$475
Total						\$428		\$0		\$48	\$475
24 - Illinois State Toll Highway Authority (IL Tollway)											
24-19-5	Clean and Televised Drainage System	I-90, MP 2.6 to MP 18.3	Other	CON	-	-	-	-	ISTHA	\$1,271	\$1,271
24-21-2	Bypass US 20 bridge Reconstruction	I-90, MP 19.8	Bridge	CON	-	-	State	\$10,890	ISTHA	\$5,610	\$16,500
Total						\$0		\$10,890		\$6,881	\$17,771
50 - Village of Winnebago (VW)											
50-23-1	Elida St Reconstruct	US Rte 20 (West State) to Cunningham Rd	Reconstruction	CON	-	-	-	-	Local	\$500	\$500
Total						\$0		\$0		\$500	\$500
Total FY 2023 Expenditures						\$43,347		\$28,254		\$39,859	\$111,460

Table 4-4. FY 2024 Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Wor	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
01 - Illinois Department of Transportation (IDOT)											
1-20-1	IL 2	IL 72 to Beltline Rd	Reconstruction	ROW	NHPP	\$689	State	\$172	-	-	\$861
1-20-2	Springfield Avenue	Over North Fork of Kent Creek, 0.5 miles South of IL 70	Bridge	CON	NHPP	\$1,460	State	\$365	-	-	\$1,825
1-20-3*	US Bus 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	ROW	NHPP	\$3,200	State	\$800	-	-	\$4,000
1-20-9	US Bus 20 (Belvidere Bypass)	State Street to US 20 in Belvidere	Bridge	CON	NHPP	\$2,880	State	\$720	-	-	\$3,600
1-20-20	ILL 251	Dry Creek 0.3 mile north of McCurry Road, North Kinnikinnick Creek 0.1 mile south of Hononegah road a & south Kinnikinnick Creek 0.8 mile south of Hononegah Road	Bridge	CON	NHPP	\$960	State	\$240	-	-	\$1,200
1-21-10	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$3,764	State	\$418	-	-	\$4,182
1-21-11	ILL 251	0.4 mile east of Lyford Road to 0.1 mile west of Winnebago County Line	3R	CON	NHPP	\$340	State	\$84	-	-	\$424
1-22-7	ILL 251	Snow Avenue in Loves Park to Whitman Street in Rockford	3R	CON	NHPP	\$2,720	State	\$680	-	-	\$3,400
Total						\$16,013	\$3,479	\$0	\$0	\$0	\$19,492
03 - City of Rockford (RKFD)											
3-17-6	Activate Church & Main	Cedar Street to John Street	Capacity	CON	-	-	-	-	Local	\$3,000	\$3,000
3-20-24	Charles Street Reconstruction	28th Street to Parkside Drive	Reconstruction	CON	-	-	-	-	Local	\$3,500	\$3,500
3-21-1	Neighborhood Program	City Wide	3R	CON	-	-	-	-	Local	\$6,000	\$6,000
3-21-3	Commercial & Industrial Street Program	City Wide	3R	CON	-	-	-	-	Local	\$250	\$250
3-21-4	Local Bridge Program	City Wide	Bridge	CON	-	-	-	-	Local	\$100	\$100
3-21-5	ADA Transition Plan Improvements	City Wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150
3-21-6*	Bicycle Program	City Wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300
3-21-7*	Sidewalk Program	City Wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550
3-21-8	Traffic Signal and Lighting Program	City Wide	Safety	CON	-	-	-	-	Local	\$250	\$250
3-23-3	Downtown Streetscape Program	Downtown Wide	Other	CON	-	-	-	-	Local	\$500	\$500
Total						\$0	\$0	\$0	\$14,600	\$14,600	\$14,600
04 - City of Loves Park (LP)											
4-20-2	Orth Road	Paladin Parkway to Argyle Road	Reconstruction	DES	-	-	-	-	Local	\$2,000	\$2,000
4-20-7*	N 2nd Street Pedestrian Improvements	River Lane to East Riverside Boulevard	Bike/Ped	DES	ITEP	\$2,000	-	-	Local	\$400	\$2,400
4-23-2	Maple Ave	Alpine Rd east to buffalo Grove	Reconstruction	DES	-	-	-	-	Local	\$750	\$750
4-23-3	Evans Ave	Alpine Rd east to Buffalo Grove	Reconstruction	DES	-	-	-	-	Local	\$500	\$500
Total						\$2,000	\$0	\$0	\$3,650	\$3,650	\$3,650
05 - Village of Machesney Park (MP)											
5-22-4	Village Wide Resurfacing	Various	3R	STUDY	-	-	-	-	Local	\$1,250	\$1,250
5-22-5	Village Wide Resurfacing	Various	3R	STUDY	-	-	-	-	Local	\$1,250	\$1,250
5-23-4	Gateway Pond Remediation	-	Other	CON	-	-	-	-	Local	\$1,200	\$1,200
Total						\$0	\$0	\$0	\$3,700	\$3,700	\$3,700
13 - Boone County Roadway Projects Department (BCHD)											
13-22-6	Bridge Bundle (Capron Road)	Piscasaw Creek	3R	CON	-	-	-	-	Local	\$1,000	\$1,000
13-22-7	Angling Road	Woodstock Road to Capron Road	3R	CON	-	-	-	-	Local	\$600	\$600
Total						\$0	\$0	\$0	\$1,600	\$1,600	\$1,600
14 - City of Belvidere (BEL)											
14-17-2	West Harrison Street	State Street to Jackson Street	3R	CON	-	-	-	-	Local	\$2,575	\$2,575
Total						\$0	\$0	\$0	\$2,575	\$2,575	\$2,575
24 - Illinois State Toll Highway Authority (IL Tollway)											
24-21-2	Bypass US 20 Bridge Reconstruction	I-90, MP 19.8	Bridge	CON	-	-	State	\$10,890.0	ISTHA	\$5,610	\$16,500
24-21-3	Pavement Resurfacing and Structural Rehabilitation	I-90, MP 2.6 to MP 18.3	3R	CON	-	-	-	-	ISTHA	\$23,500	\$23,500
Total						\$0	\$10,890	\$0	\$29,110	\$29,110	\$40,000
50 - Village of Winnebago (VW)											
50-23-2	Meadows Subdivision Resurfacing	Various	3R	CON	-	-	-	-	Local	\$250	\$250
Total						\$0	\$0	\$0	\$250	\$250	\$250
Total FY 2024 Expenditures						\$18,013	\$14,369	\$55,485	\$87,867	\$87,867	\$87,867

Table 4-5. FY 2025 Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Wor	Source	Amount	Source	Amount	Source	Amount	Total	
01 - Illinois Department of Transportation (IDOT)												
1-20-1	IL 2	IL 72 to Beltline Rd	Reconstruction	ROW	NHPP	\$400	State	\$100	-	-	\$500	
1-20-9	US Bus 20 (Belvidere Bypass)	State Street to US 20 in Belvidere	Bridge	CON	NHPP	\$4,000	State	\$1,000	-	-	\$5,000	
1-21-8	I-90/US 20	0.4 mile west of Wheeler Road to 0.1 mile east of Ipsen Road	Reconstruction	CON	NHPP	\$12,392	State	\$2,888	-	-	\$15,280	
1-21-12	ILL 251	Kishwaukee Street to east of 9th Street in Rockford	Reconstruction	PE	NHPP	\$440	State	\$110	-	-	\$550	
1-22-9	US 20	0.3 mile east of Kishwaukee River to 0.4 mile west of Wheeler Road	3R	CON	NHPP	\$960	State	\$240	-	-	\$1,200	
1-22-10	IL 70	0.1 mile west of Safford Road to Glenwood Avenue in Rockford	3R	CON	STP-S	\$1,200	State	\$300	-	-	\$1,500	
1-22-11	Highway Safety Improvement Program Projects	Districtwide	Safety	CON	HSIP	\$3,764	State	\$418	-	-	\$4,182	
Total						\$23,156		\$5,056		\$0	\$28,212	
03 - City of Rockford (RKFD)												
3-20-21	9th Street 2-Way Conversion (Whitman St Interchange)	Whitman Street to East State Street	Other	CON	-	-	Rebuild IL	\$8,000	Local	\$4,000	\$12,000	
3-20-23	11th Street Corridor Revitalization	US-Bypass-20 to Charles Street	Reconstruction	CON	-	-	-	-	Local	\$6,500	\$6,500	
3-22-2	Whitman Street Reconstruction	Kilburn Avenue to Church street	Reconstruction	CON	-	-	-	-	Local	\$4,250	\$4,250	
3-22-4	Neighborhood Program	City Wide	3R	CON	-	-	-	-	Local	\$6,000	\$6,000	
3-22-7	Commercial & Industrial Street Program	City Wide	3R	CON	-	-	-	-	Local	\$250	\$250	
3-22-8	Local Bridge Program	City Wide	Bridge	CON	-	-	-	-	Local	\$100	\$100	
3-22-9	ADA Transition Plan Improvements	City Wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150	
3-22-10*	Bicycle Program	City Wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300	
3-22-11*	Sidewalk Program	City Wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550	
3-22-12	Traffic Signal and Lighting Program	City Wide	Safety	CON	-	-	-	-	Local	\$250	\$250	
3-23-4	Downtown Streetscape Program	Downtown Wide	Bike/Ped	CON	-	-	-	-	Local	\$500	\$500	
3-23-5	6th & 9th Street Two-Way conversion	23rd Avenue to State Street	Capacity	CON	-	-	-	-	Local	\$4,000	\$4,000	
3-23-13	Traffic Signal and Lighting Program	City Wide	Safety	CON	-	-	-	-	Local	\$250	\$250	
Total						\$0		\$8,000		\$27,100	\$35,100	
04 - City of Loves Park (LP)												
4-23-4	Argyle & Riverside	Paladin Rd east to just past Argyle Rd	Reconstruction	PE	-	-	-	-	Local	\$1,000	\$1,000	
Total						\$0		\$0		\$1,000	\$1,000	
05 - Village of Machesney Park (MP)												
5-22-6	Forest Hills Road Improvements	-	Other	CON	STBG	\$3,800	-	-	Local	\$3,000	\$6,800	
Total						\$3,800		\$0		\$3,000	\$6,800	
13 - Boone County Roadway Projects Department (BCHD)												
13-22-8	Bridge Bundle (Mill Road)	Piscasaw Creek	Bridge	CON	-	-	-	-	Local	\$1,000	\$1,000	
13-22-9	Bridge Bundle (Denny Road)	Piscasaw Creek	Bridge	CON	-	-	-	-	Local	\$100	\$100	
13-22-10	Hunter Road	Winnebago County to McHenry County	3R	CON	-	-	-	-	Local	\$100	\$100	
Total						\$0		\$0		\$1,200	\$1,200	
21 - Ogle County Roadway Projects Department (OCHD)												
21-22-1	Tower Road (Section 20-00332-00-RS)	Tower Road from Montague Road to Water Road	3R	CON	STP-R	\$500	-	-	Local	\$125	\$625	
Total						\$500		\$0		\$125	\$625	
24 - Illinois State Toll Highway Authority (IL Tollway)												
24-21-3	Pavement Resurfacing and Structural Rehabilitation	I-90, MP 2.6 to MP 18.3	3R	CON	-	-	-	-	ISTHA	\$23,500	\$23,500	
Total						\$0		\$0		\$23,500	\$23,500	
50 - Village of Winnebago (VW)												
50-23-3	Greenlee Suburb Resurfacing	Various	3R	CON	-	-	-	-	Local	\$250	\$250	
Total						\$0		\$0		\$250	\$250	
Total FY 2025 Expenditures						\$27,456		\$13,056		\$56,175	\$96,687	

Table 4-6. FY 2026 Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Wor	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
02 - Winnebago County Roadway Projects Department (WCHD)											
2-23-2	Roscoe Road Bridge	Over Rock River	Bridge	PE	STP-B	\$1,940	-	-	Local	\$485	\$2,425
Total						\$1,940	\$0	\$485	\$2,425		
03 - City of Rockford (RKFD)											
3-22-6	Newburg Road	Alpine road to Mulford Road	3R	PE	-	-	-	-	Local	\$1,500	\$1,500
3-23-7	Neighborhood Program	City Wide	3R	CON	-	-	-	-	Local	\$6,000	\$6,000
3-23-8	Commercial & Industrial Street Program	City Wide	3R	CON	-	-	-	-	Local	\$250	\$250
3-23-9	Local Bridge Program	City Wide	Bridge	CON	-	-	-	-	Local	\$100	\$100
3-23-10	ADA Transition Plan Improvements	City Wide	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150
3-23-11	Bicycle Program	City Wide	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300
3-23-12	Sidewalk Program	City Wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550
3-23-14	Downtown Streetscape Program	Downtown Wide	Bike/Ped	CON	-	-	-	-	Local	\$500	\$500
3-20-23	11th Street Corridor Revitalization	US-Bypass-20 to Charles Street	Reconstruction	CON	-	-	-	-	Local	\$6,000	\$6,000
3-22-1	Madison Street corridor Improvements	East State Street to Y Boulevard	Reconstruction	CON	-	-	-	-	Local	\$3,000	\$3,000
Total						\$0	\$0	\$18,350	\$18,350		
04 - City of Loves Park (LP)											
4-19-8	Clifford Avenue	Bridge over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$950	\$950
4-19-13	Loves Park Drive	Bridge over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$950	\$950
4-19-17	Grand Avenue	Bridge over Drainage Channel	Bridge	PE	-	-	-	-	Local	\$950	\$950
4-23-5	N 2nd Street Pedestrian Improvements Phase 2	Riverside Blvd to Windsor Rd	Bike/Ped	DES	-	-	-	-	Local	\$3,000	\$3,000
4-23-7	Merrill Ave Bridge	Bridge over Drainage Cannal	Bridge	PE	-	-	-	-	Local	\$950	\$950
Total						\$0	\$0	\$6,800	\$6,800		
05 - Village of Machesney Park (MP)											
5-23-3	Burden Road Improvements	IL 173 to Forest Hills Road	Reconstruction	CON	-	-	-	-	Local	\$2,850	\$2,850
5-23-2	Huron Road Improvements	Shore Drive to Spruce	Reconstruction	CON	-	-	-	-	Local	\$815	\$815
Total						\$0	\$0	\$3,665	\$3,665		
50 - Village of Winnebago (VW)											
50-23-4	McNair Rd/Westfield Rd Overlay	Heeren Drive to Falconer Rd/McNair Rd to Hawkins Drive	3R	CON	-	-	-	-	Local	\$500	\$500
Total						\$0	\$0	\$500	\$500		
Total FY 2026 Expenditures						\$1,940	\$0	\$29,800	\$31,740		

Figure 4-5. FY 2026 Highway Projects

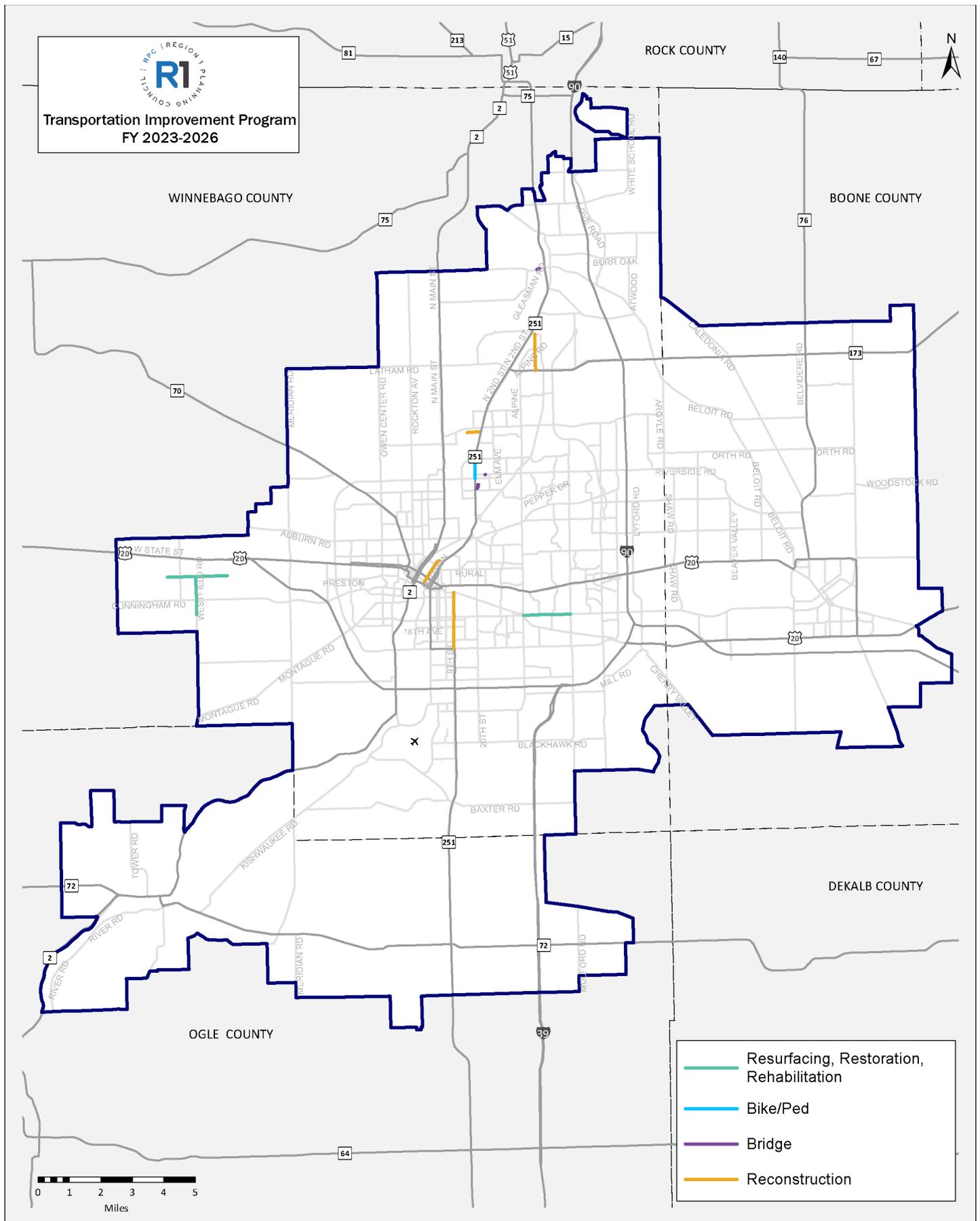


Table 4-7. Previously Approved (PA) Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Wor	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
01 - Illinois Department of Transportation (IDOT)											
1-17-7*	I-39, US 20 & Harrison Ave	I-39; 0.8 miles north of Blackhawk Road to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee river; Harrison Ave: Bell School road to I-39	Capacity	PE	NHPP	\$1,705	State	\$425	-	-	\$2,130
1-17-7*	I-39, US 20 & Harrison Ave	I-39; 0.8 miles north of Blackhawk Road to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee river; Harrison Ave: Bell School road to I-39	Capacity	PE	NHPP	\$944	State	\$236	-	-	\$1,180
1-17-7*	I-39, US 20 & Harrison Ave	I-39; 0.8 miles north of Blackhawk Road to I-90; US 20: I-39 to 0.3 miles east of Kishwaukee river; Harrison Ave: Bell School road to I-39	Capacity	PE	NHPP	\$7,588	State	\$1,863	-	-	\$9,451
1-18-3	IL 173	0.4 Mi E of IL-76 to McHenry Co Line; P.E. Phase 1	3R	PE	NHPP	\$680	State	\$170	-	-	\$850
1-18-3	IL 173	0.4 Mi E of IL-76 to McHenry Co Line; P.E. Phase 1	3R	PE	NHPP	\$480	State	\$120	-	-	\$600
1-18-11	IL 173	0.4 mile of IL 76 to McHenry County Line	Reconstruction	PE	NHPP	\$800	State	\$200	-	-	\$1,000
1-20-1	IL 2	IL 72 to Beltline Road	Reconstruction	PE	NHPP	\$160	State	\$40	-	-	\$200
1-20-1	IL 2	IL 72 to Beltline Road	Reconstruction	PE	NHPP	\$4,000	State	\$1,000	-	-	\$5,000
1-20-1	IL 2	IL 72 to Beltline Road	Reconstruction	ROW	NHPP	\$80	State	\$20	-	-	\$100
1-20-1	IL 2	IL 72 to Beltline Road	Reconstruction	PE	NHPP	\$2,800	State	\$700	-	-	\$3,500
1-20-2	Springfield Avenue	Over North Fork of Kent Creek, 0.5 miles South of IL 70	Bridge	CON	NHPP	\$120	State	\$30	-	-	\$150
1-20-3*	US Bus 20	Shaw Road east of Winnebago County Line to 0.1 mile northeast of State Street in Belvidere	Capacity	PE	NHPP	\$3,360	State	\$840	-	-	\$4,200
1-20-6	IL 2	0.4 mi N of Latham Rd to 0.3 mi N of Roscoe Rd	Reconstruction	CON	NHPP	\$2,200	State	\$550	-	-	\$2,750
1-20-9	US BUS 20 (Belvidere Bypass)	State Street to US 20 in Belvidere	Bridge	CON	NHPP	\$2,880	State	\$720	-	-	\$3,600
1-20-12	IL 251	Dry Creek 0.3 mi N of McCurry Rd, N Kinnikinnick Creek 0.1 mi S of Hononegah Rd & S Kinnikinnick Creek 0.8 mi S of Hononegah Rd	Bridge	CON	NHPP	\$960	State	\$240	-	-	\$1,200
1-20-13	IL 251	0.3 miles north of Auburn Street/Spring Creek Road	Other	CON	NHPP	\$600	State	\$150	-	-	\$750
1-21-1	US 20 Rockford Bypass	0.2 mi W of Falconer Rd to Simpson Rd SW of Rockford	Reconstruction	CON	NHPP	\$1,080	State	\$270	-	-	\$1,350
1-21-2	US 20 Business/West State Street	Day Ave to Independence Ave	Reconstruction	PE	NHPP	\$640	State	\$160	-	-	\$800
1-21-3	ILL 251	Kishwaukee Street to east of 9th Street in Rockford	Reconstruction	PE	NHPP	\$440	State	\$110	-	-	\$550
1-22-13	IL 2	Illinois Railway 0.1 mile south of Cedar Street	Safety	CON	RHCP	\$500	-	-	-	-	\$500
Total						\$32,017	\$7,844	\$0			\$39,861
02 - Winnebago County Roadway Projects Department (WCHD)											
2-20-1	Railroad Grade Crossing Improvement	Roscoe Rd at DOT Crossing #387267L	Safety	CON	HSIP	\$225	-	-	Private	\$25	\$250
2-21-1	Riverside Boulevard	Material Avenue to Renn Hart Hills Road/Sage Road	3R	CON	STBG	\$4,860.905	-	-	Local	\$1,215.226	\$6,744.432
					Other	\$668.301					
Total						\$5,754	\$0		\$1,240		\$6,994
03 - City of Rockford (RKFD)											
3-20-9	8th Avenue Bridge	Over Keith Creek	Bridge	PE	STBG-B	\$100	-	-	Local	\$25	\$125
3-20-1	15th Avenue over Rock River Bridge	15th Avenue over Rock River	Bridge	PE	-	-	-	-	Local	\$1,200	\$1,200.0
3-21-11	Harrison Avenue Reconstruction	IL-2 (Main Street) to IL-251 (Kishwaukee Street)	Reconstruction	PE	-	-	-	-	Local	\$600	\$600
3-20-21	9th Street 2-way conversion (Whitman St Interchange)	Whitman Street to East State Street	Other	PE	-	-	Rebuild IL	\$2,000	-	-	\$2,000
3-19-15	Local Bridge Program	City Wide	Bridge	CON	-	-	-	-	Local	\$100	\$100
3-21-10	Auburn Street Corridor Study	Springfield Avenue to North Main Street	Plans/Studies	STUDY	-	-	Other	\$120	Local	\$30	\$150
3-22-3*	Downtown Sidewalk Improvements	Main Street from Mulberry Street to Jefferson Street	Bike/Ped	CON	-	-	State	\$120	Local	\$80	\$200
3-22-14	Sandy Hollow road and Illinois roadway At-Grade Crossing Improvements	Railroad Mile Post 20.29	Safety	CON	RHCP	\$442.678	-	-	Local	\$49.186	\$491.864
3-22-16	15th Avenue Improvements	Nelson Boulevard to Kishwaukee Street	3R	DES	-	-	-	-	Local	\$1,000	\$1,000
Total						\$543	\$2,240		\$2,084		\$4,867

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Table 4-7. Previously Approved (PA) Highway Projects, *Continued*

Project #	Project Location	Termini	Project Type	Phase of Wor	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
05 - Village of Machesney Park (MP)											
5-21-4*	IL 251 Sidewalk Improvement	Shoreland to Peach Tree	Bike/Ped	DES	-	-	-	-	Local	\$590	\$590
5-21-6	Alpine Road	Rose Lane to Juniper Lane	3R	CON	-	-	-	-	Local	\$3,300	\$3,300
5-21-7	Indigo Lane	Roosevelt to Copper	Reconstruction	DES	-	-	-	-	Local	\$660	\$660
5-21-8	Village-Wide Resurfacing	Various	3R	CON	-	-	-	-	Local	\$1,250	\$1,250
5-21-9	Harlem Road	IL 251 to Schnucks Entrance	3R	DES	-	-	-	-	Local	\$3,100	\$3,100
Total						\$0		\$0		\$8,900	\$8,900
13 - Boone County Roadway Projects Department (BCHD)											
13-18-1	Woodstock road	Russelleville Rd to McHenry Co.	3R	CON	-	-	-	-	Local	\$750	\$750
13-21-1	Cherry Valley Road	Village of Cherry Valley to Dekalb Co.	3R	CON	-	-	-	-	Local	\$250	\$250
13-21-10	Denny Road Bridge	2000 ft North of Orth Road	Reconstruction	CON	-	-	-	-	Local	\$750	\$750
13-22-11	Kirkland Road	Cherry Valley Rd to Dekalb Co.	3R	CON	-	-	-	-	Local	\$250	\$250
13-22-12	Russellville road	Capron Rd to Lawrenceville Road	3R	CON	-	-	-	-	Local	\$500	\$500
13-22-13	Crawford Road	Shattuck Rd to McHenry Co.	3R	CON	STBG-B	\$323	-	-	Local	\$81	\$500
					Other	\$96					
Total						\$419		\$0		\$2,581	\$3,000
18 - Boone County Conservation District											
18-20-1*	Lawrenceville Road & Piskasaw Creek Connection	City of Belvidere/Lawrenceville Rd to Marengo Rd/Piskasaw Creek	Bike/Ped	CON	TAP	\$520	-	-	Local	\$194	\$714
Total						\$520		\$0		\$194	\$714
24 - Illinois State Toll Highway Authority (IL Tollway)											
24-23-1	Communication Tower Improvements	I-90, MP 3.5 to MP 15.6	Other	CON	-	-	-	-	IHSTA	\$5,000	\$5,000
Total						\$0		\$0		\$5,000	\$5,000
Previously Approved Expenditures						\$38,733		\$10,084		\$19,805	\$68,622

Table 4-8. Awarded, Initiated, or Completed (AIC) Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Wor	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
01 - Illinois Department of Transportation (IDOT)											
1-16-7	US 20 Business/West State Street	Day Ave to Independence	Reconstruction	CON	NHPP	\$5,430	State	\$1,560	Local	200	\$8,800
					HPP	\$1,610					
1-17-2	IL 251	Railroad 0.1 mile south of IL 72	Bridge	CON	STBG	\$1,600	State	\$400	-	-	\$2,000
1-17-4	il 2	0.1 Mile North of Luther Drive in Byron to 0.1 Mile South of Beltline Road in Rockford	Safety	CON	HSIP	\$824	State	\$92	-	-	\$916
1-18-10	IL 173	0.2 miles east of IL 76	Bridge	CON	NHPP	\$660	State	\$165	-	-	\$825
1-20-8	US BUS 20 (E State St)	Mid American Drive to Buckley Drive	Reconstruction	CON	NHPP	\$2,597	State	\$839	Local	462	\$6,200
					HSIP	\$2,302					
1-20-10	IL 70	Pecatonica River to 0.1 mi W of Safford Rd in Rockford	3R	CON	STP-U	\$1,644	State	\$1,340	-	-	\$6,700
					STP-R	\$3,716					
1-20-13	IL 251	0.3 miles north of Auburn Street/Spring Creek Road	Other	CON	NHPP	\$600	State	\$150	-	-	\$750
1-20-15	US 20 Rockford Bypass	0.2 mi W of Falconer Rd to Simpson Rd SW of Rockford	3R	CON	NHPP	\$12,800	State	\$3,200	-	-	\$16,000
1-22-1	Various	District wide (IL 72, over Rock River in Byron)	Bridge	CON	STP	\$120	State	\$30	-	-	\$150
1-22-2	Various	Districtwide	Bridge	CON	STP	\$63	State	\$16	-	-	\$79
1-22-3	I-39	Kishwaukee River 0.8 mile south Blackhawk Road	Bridge	CON	STP	\$8	State	\$2	-	-	\$10
1-22-4	I-39	Kishwaukee River 0.8 mile south Blackhawk Road	Bridge	CON	NHPP	\$1,800	State	\$200	-	-	\$2,000
1-22-5	Various	Winnebago County	Bridge	CON	STP	\$156	State	\$38	-	-	\$194
1-22-8	I-39	Blackhawk Road	Bridge	CON	NHPP	\$900	State	\$100	-	-	\$1,000
1-22-12	Various	Districtwide	Safety	CON	HSIP	\$1,028	State	\$114	-	-	\$1,142
1-22-14	IL 2 & 72	Mill Creek at the west edge of Byron & Rock River at east edge of Byron	Bridge	CON	STP	\$593	State	\$148	-	-	\$741
Total						\$38,451	\$8,394	\$662			\$47,507
02 - Winnebago County Roadway Projects Department (WCHD)											
2-18-1	Alpine Road Bridge	Over forest Hills road	Bridge	CON	IMBP	\$2,376	STP-B	1366.8	Local	\$935.7	\$4,678.5
2-18-5	Gleasant Road	0.5 miles east of Rockton Ave to 0.11 miles east of Riverview Road	Bridge	CON	STP-B	\$741.762	-	-	Local	\$185.440	\$927.202
Total						\$3,118	\$1,367	\$1,121			\$5,606
03 - City of Rockford (RKFD)											
3-15-3	West State Street	Sunset Ave to Day Ave	Reconstruction	CON	-	-	-	-	Local	\$1,000	\$1,000
3-19-2	Traffic Signal & Arterial Lighting	City Wide	Safety	CON	-	-	-	-	Local	\$400	\$400
3-19-3	Sidewalk Program	City Wide	3R	CON	-	-	-	-	Local	\$350	\$350
3-19-4	Neighborhood Program	City Wide	3R	CON	-	-	-	-	Local	\$5,500	\$5,500
3-19-5	Arterial & Collector Program	-	3R	CON	-	-	-	-	Local	\$2,000	\$2,000
3-20-7	ADA Transition Plan Improvement	Various	Bike/Ped	CON	-	-	-	-	Local	\$100	\$100
3-20-8	City Wide Bicycle Program	Various	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300
3-17-3	Logistics Parkway	Milford Avenue to Samuelson Road	Capacity	DES	-	-	-	-	Local	\$2,400	\$2,400
3-19-10	Traffic Signal & Arterial Lighting	City Wide	Signal/ITS	CON	-	-	-	-	Local	\$250	\$250
3-19-11	Sidewalk Program	City Wide	Bike/Ped	CON	-	-	-	-	Local	\$550	\$550
3-19-12	Neighborhood Program	City Wide	3R	CON	-	-	-	-	Local	\$6,000	\$6,000
3-19-14	Commercial and Industrial Program	City Wide	3R	CON	-	-	-	-	Local	\$450	\$450
3-20-10	ADA Transition Plan Improvement	Various	Bike/Ped	CON	-	-	-	-	Local	\$150	\$150
3-20-11	City Wide Bicycle Program	Various	Bike/Ped	CON	-	-	-	-	Local	\$300	\$300
3-20-15	Springcreek Road to U of I College of Medicine Connection	Sidewalk along the east side of Parkview Avenue from Spring Creek Road to the College of Medicine. Signalized pedestrian crossings across Spring Creek Road at Parkview Avenue and Highcrest Road.	Bike/Ped	CON	TAP	\$441.510	-	-	Local	\$298.506	\$740
3-20-22	Sandy Hollow road Reconstruction	Kishwaukee Street to 9th street	Reconstruction	CON	-	-	-	-	Local	\$2,500	\$2,500
3-22-15	9th Street Reconstruction	Sandy Hollow road to Brooke Road	Reconstruction	DES	-	-	Other State	\$1,000	Local	\$500	\$1,500
3-20-23	11th Street Corridor Revitalization	US-Bypass-20 to Charles Street	Reconstruction	DES	-	-	-	-	Local	\$600	\$600
3-20-24	Charles Street Reconstruction	28th Street to Parkside Drive	Reconstruction	DES	-	-	-	-	Local	\$100	\$100
3-22-1	Madison Street Corridor Improvements	East State Street to Y Boulevard	Reconstruction	DES	-	-	-	-	Local	\$200	\$200
3-22-2	Whitman Street Reconstruction	Kilburn Avenue to Church Street	Reconstruction	DES	-	-	-	-	Local	\$200	\$200
3-20-24	Charles Street Reconstruction	28th Street to Parkside Drive	Reconstruction	CON	-	-	-	-	Local	\$3,500	\$3,500
Total						\$442	\$1,000	\$27,649			\$29,090

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Table 4-8. Awarded, Initiated, or Completed (AIC) Highway Projects, Continued

Project #	Project Location	Termini	Project Type	Phase of Wor	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total	
					Source	Amount	Source	Amount	Source	Amount		
04 - City of Loves Park (LP)												
4-19-1	City Wide	Residential Streets	3R	CON	-	-	-	-	Local	\$495	\$495	
4-19-2	City Wide	Pavement Marking	3R	CON	-	-	-	-	Local	\$220	\$220	
4-19-3	City Wide	Sidewalk and Curb	3R	CON	-	-	-	-	Local	\$330	\$330	
4-19-10	City Wide	Residential Streets	3R	CON	-	-	-	-	Local	\$495	\$495	
4-19-11	City Wide	Pavement Marking	3R	CON	-	-	-	-	Local	\$220	\$220	
4-19-12	City Wide	Sidewalk and Curb	3R	CON	-	-	-	-	Local	\$330	\$330	
4-19-14	City Wide	Residential Streets	3R	CON	-	-	-	-	Local	\$495	\$495	
4-19-15	City Wide	Pavement Marking	3R	CON	-	-	-	-	Local	\$220	\$220	
4-19-16	City Wide	Sidewalk and Curb	3R	CON	-	-	-	-	Local	\$330	\$330	
4-20-3	City Wide	Residential Streets	3R	CON	-	-	-	-	Local	\$495	\$495	
4-20-4	City Wide	Pavement Marking	3R	CON	-	-	-	-	Local	\$220	\$220	
4-20-5	City Wide	Sidewalk and Curb	3R	CON	-	-	-	-	Local	\$330	\$330	
4-20-8	City Wide	Pavement Marking	3R	CON	-	-	-	-	Local	\$220	\$220	
4-20-9	City Wide	Sidewalk and Curb	3R	CON	-	-	-	-	Local	\$330	\$330	
4-20-10	City Wide	Residential Streets	3R	CON	-	-	-	-	Local	\$495	\$495	
4-20-11	City Wide	Residential Streets	3R	CON	-	-	-	-	Local	\$495	\$495	
4-20-12	City Wide	Pavement Marking	3R	CON	-	-	-	-	Local	\$220	\$220	
4-20-13	City Wide	Residential Streets	3R	CON	-	-	-	-	Local	\$330	\$330	
Total						\$0		\$0		\$6,270	\$6,270	
13 - Boone County Roadway Projects Department (BCHD)												
13-21-2	Poplar Grove Bridge	Poplar Grove Road over Beaver Creek	Bridge	CON	IMBP	\$2,613	-	-	Local	\$653	\$3,266	
13-21-3	Poplar Grove Road	Marengo Road to Village of Poplar Grove	3R	CON	-	-	TARP	\$630	Local	\$630	\$1,260	
13-21-7	Centerville Road	IL 173 to Stymes Road	3R	CON	-	-	TARP	\$202	Local	\$992.652	\$1,194.652	
13-21-8	Irene road	US 20 to Quarry	3R	CON	-	-	TARP	\$249	Other	\$249	\$498	
13-21-9	Poplar Grove Road	City of Belvidere to Village of Poplar Grove	3R	CON	-	-	TARP	\$630	Local	\$736.042	\$1,366.042	
13-22-1	Belvidere to Poplar Grove Path	Marengo Road to Village of Poplar Grove	3R	CON	ITEP	\$1,986	-	-	Local	\$496	\$2,482	
Total						\$4,599		\$1,711		\$3,757	\$10,067	
14 - City of Belvidere (BEL)												
14-18-2	Logan Avenue	State Street to Genoa Road	3R	CON	-	-	Rebuild IL	\$2,700	Local	\$1,014	\$3,714	
Total						\$0		\$2,700		\$1,014	\$3,714	
24 - Illinois State Toll Highway Authority (IL Tollway)												
24-21-1	Lighting Upgrades and LED Retrofit	I-90, MP 2.5 to MP 17.84	Other	CON	-	-	-	-	ISTHA	\$500	\$500	
24-23-2	Pavement Preservation	I-90, MP 18.5 to MP 54.6	3R	CON	-	-	-	-	ISTHA	\$3,000	\$3,000	
Total						\$0		\$0		\$3,500	\$3,500	
Awarded, Initiated, or Completed Expenditures						\$46,609		\$15,172		\$43,972	\$105,753	

Table 4-9. Illustrative Highway Projects

Project #	Project Location	Termini	Project Type	Phase of Wor	Federal Share (000s)		State Share (000s)		Other Share (000s)		Total
					Source	Amount	Source	Amount	Source	Amount	
01 - Illinois Department of Transportation (IDOT)											
1-22-15	IL 251	Windsor Rd in Loves Park to Forest Hills Rd in Machesney park	3R	CON	NHPP		State		-		\$7,500
Total						\$6,000		\$1,500		\$0	\$7,500
03 - City of Rockford (RKFD)											
3-21-14	Harrison Avenue	Rock River to Kishwaukee St (IL-251)	Reconstruction	CON	TBD		TBD		TBD		\$10,000
3-21-15	9th Street 2-Way Conversion	Whitman St to Charles St	Reconstruction	CON	TBD		TBD		TBD		\$4,050
3-20-1	15th Avenue over Rock River Bridge	15th Avenue over Rock River	Bridge	PE	TBD		TBD		TBD		\$12,000
3-23-15	Highcrest Multi-Use Path	IL-251 (2nd Street) to Augustana Drive	Bike/Ped	DES	TBD		TBD		TBD		\$2,000
3-23-16	Rockford Riverfront Path	Rails to Trails Bridge to Whitman Street Bridge	Bike/Ped	DES	TBD		TBD		TBD		\$4,000
Total						\$0		\$0		\$0	\$32,050
04 - City of Loves Park (LP)											
4-23-6	Riverside Bridge	Bridge over Rock River	Bridge	PE	TBD		TBD		TBD		\$40,000
Total						\$0		\$0		\$0	\$40,000
05 - Village of Machesney Park (MP)											
5-22-2	IL 251 East Service Drive	IL 173 to Forest Hills Road	3R	Study	-		-		TBD		\$600
5-22-3	IL 251 East Service Drive	Copper to Swanson	3R	Study	TBD		-		Local		\$2,225
Total						\$2,025		\$0		\$200	\$2,825
13 - Boone County Roadway Projects Department (BCHD)											
13-21-12	Irene Road	Newburg Road to I-90	Capacity	CON	TBD		TBD		TBD		\$5,521
13-21-11	Woodstock Road Extension	Grange Hall Rd to Poplar Grove Rd	Capacity	CON	TBD		TBD		TBD		\$7,000
Total						\$0		\$0		\$0	\$12,521
14 - City of Belvidere (BEL)											
14-21-2	IL-76 Extension	US Bus 20 to US 20	Capacity	CON	TBD		TBD		TBD		\$27,000
Total						\$0		\$0		\$0	\$27,000
47 - Village of Roscoe (VR)											
47-23-1	Main Street Reconstruction Project	McDonald Road and Elevator Road	Reconstruction	DES	TBD		TBD		TBD		\$7,900
47-23-2	Willowbrook Road Reconstruction	Rockton Road and McCurry Road	Reconstruction	DES	TBD		TBD		TBD		\$7,550
47-23-3	Loves Road Reconstruction	Rockton Road and McCurry Road	Reconstruction	DES	TBD		TBD		TBD		\$6,700
Total						\$0		\$0		\$0	\$22,150

Transit Projects

Table 4-10. FY 2023 Transit Projects

Project #	Description	Justification	Unit Cost		Federal Share		Other Share		Total
			Units	Cost/Unit	Source	Amount	Source	Amount	
07 - Rockford Mass Transit District									
7-21-11	Preventative Maintenance Costs	Extend the useful life of rolling stock	-	-	5307	\$1,935.133	IDOT	\$483.783	\$2,418.916
7-21-12	Complementary ADA Costs	Eligible charge for service to persons with disabilities	-	-	5307	\$260	IDOT	\$65	\$325
7-21-13	Security Project	Security Services	-	-	5307	\$35	IDOT	\$35	\$70
7-21-16	Preventative Maintenance Costs	Extend the useful life of rolling stock	-	-	5307	\$1,993.186	IDOT	\$498.297	\$2,491
7-23-1	ARPA Operating Funds	Funds Apportioned to Region from ARPA	-	-	ARPA	\$9,455	-	-	\$9,455
			\$0		\$13,679		\$1,082		\$14,761

Table 4-11. FY 2024 Transit Projects

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

Table 4-12. FY 2025 Transit Projects

Project #	Description	Justification	Unit Cost		Federal Share		Other Share		Total
			Units	Cost/Unit	Source	Amount	Source	Amount	
07 - Rockford Mass Transit District									
No project listed.									

Table 4-13. FY 2026 Transit Projects

Project #	Description	Justification	Unit Cost		Federal Share		Other Share		Total
			Units	Cost/Unit	Source	Amount	Source	Amount	
07 - Rockford Mass Transit District									
No project listed.									

Table 4-14. Previously Approved Transit Projects

Project #	Description	Justification	Unit Cost		Federal Share		Other Share		Total
			Units	Cost/Unit	Source	Amount	Source	Amount	
07 - Rockford Mass Transit District									
19-4	Fixed Route Buses	Maintain safe, reliable, efficient public transit bus service	-	-	5307	\$1,500	TRC/TDC[2]		\$1,500
19-5	New Discretionary Grant Application	Replacement Electric Buses with Technical Support	-	-	5339 (c)	\$3,054.475	IDOT	\$539.025	\$3,593.50
19-6	New Discretionary Grant Application	Charging Stations for Electric Buses with associated facility upgrades	-	-	5339 (c)	\$838.582	IDOT	\$147.985	\$986.567
19-12	New Discretionary Grant Application	Charging Stations for Electric Buses with associated design and build facilities upgrades	-	-	533 (b)	\$329	TRC/TDC *		\$329.372
19-13	New Discretionary Grant Application	Replacement Paratransit Buses	-	-	5339 (b)	\$382.5	Local	\$67.50	\$450
20-4	Fixed Route Buses	Maintain safe, reliable, efficient fixed route bus service	-	-	5307	\$11,200	TRC/TDC [1]		\$11,200
7-19-3	New Discretionary Grant Application	Replacement of Hybrid Buses	-	-	5339 (b)	\$3,004	TRC/TDC [1]		\$3,004
7-19-4	New Discretionary Grant Application	Replacement of Electric Buses	-	-	5339 (b)	\$3,765	See TRC/TDC Note		\$3,765
7-19-6	Preventative Maintenance Costs	Extend the useful life of rolling stock	-	-	5307	\$1,824.048	IDOT	\$456.012	\$2,280.06
7-19-7	Complementary ADA Costs	Eligible charge for service with disabilities	-	-	5307	\$260	IDOT	\$65	\$325
7-19-8	Security Project	Security Service	-	-	53047	\$35	IDOT	\$35	\$70
7-20-4	New Discretionary Grant Application	Replacement Hybrid Buses	-	-	5339 (b)	\$638.35	IDOT	\$112.65	\$751
7-20-5	New Discretionary Grant Application	Resident Inspectors, Parts and Training	-	-	5339 (b)	\$38.25	Local	\$6.75	\$45
7-20-8	Fixed Route Buses	Maintain safe, reliable, efficient fixed route bus service	-	-	5307	\$5,600	TRC/TDC [1]		\$5,600
7-20-10	Capital Program Application	Replacement Paratransit Buses	-	-	-	-	IDOT	\$450	\$450
7-21-1	Administration Facility Boiler Replacement	Facility Upgrade (Facility #1 - 520 Mulberry)	-	-	5307	\$50	-	-	\$50
7-21-2	Bus Shelters with Real Time Signage	Facility equipment Needs	-	-	5307	\$1,500	-	-	\$1,500
7-21-14	New Discretionary Grant Application	Multi-Modal Station for Rail-BRT Expansion Needs	-	-	5339 (b)	\$9,000	TRC/TDC [1]		\$9,000
7-21-15	New Discretionary Grant Application	Multi-Modal Station for Rail-BRT Expansion Needs	-	-	5339 (b)	\$9,000	TRC/TDC [1]		\$9,000
7-21-19	Replacement Paratransit Vehicles with Equipment	Maintain safe, reliable, efficient Demand Response Service	-	-	5339 (b)	\$726.000	TRC/TDC [1]		\$726.000
7-21-20	Replacement Paratransit Vehicles with Equipment	Maintain safe, reliable, efficient Demand Response Service	-	-	5339	\$220	TRC/TDC [1]		\$220
7-21-22	ARPA Operating Costs	Transit Operations	-	-	5307	\$9,455.408	-	-	\$9,455
7-21-24	Bus Stop Infrastructure/Amenities	Facility Equipment Needs	-	-	5339	\$192.806	TRC/TDC [1]		\$193
7-20-4	Capital Program application	Rehabilitation/Facility Expansion (Facility #1 - Mulberry)	-	-	-	-	IDOT	\$30,050	\$30,050.000
7-21-9	New Discretionary Grant Application	Solar Array project and interior addition/Rehab (Facility #3 - 625 Mulberry)	-	-	5339 (b)	\$726.000	TRC/TDC [1]		\$726.000
7-21-9	New Discretionary Grant Application	Solar Array project and interior addition/Rehab (Facility #3 - 625 Mulberry)	-	-	TBD	\$400.000	TRC/TDC [1]		\$400.000
7-20-1	Preventative Maintenance Costs	Extend the useful life of rolling stock	-	-	5307	\$1,878.770	IDOT	\$469.69	\$2,348.462
7-20-2	Complementary ADA Costs	Eligible charge for service with disabilities	-	-	5307	\$260	IDOT	\$65	\$325.000
7-20-3	Security Project	Security Service	-	-	5307	\$35	IDOT	\$35	\$70.000
7-21-10	New Discretionary Grant Application	Electric Buses and Charging Station	-	-	RAISE	\$2,191.595	Local	\$547.899	\$2,739.494
7-21-21	Bus Stop Infrastructure/Amenities	Facility equipment Needs	-	-	5339	\$192.81	TRC/TDC [1]		\$192.806
7-21-23	ITS Needs	Risk Management Software	-	-	5339	\$250.00	-	-	\$250.000

Continued on next page...

Table 4-14. Previously Approved Transit Project, *Continued*

Project #	Description	Justification	Unit Cost		Federal Share		Other Share		Total
			Units	Cost/Unit	Source	Amount	Source	Amount	
07 - Rockford Mass Transit District									
7-21-25	New Discretionary Grant Application	Bus Shelters with Real Time Signage	-	-	RAISE	\$249.60	Local	\$62.40	\$312
7-22-1	Alternative Fuel Fixed Route Buses/Charging Stations	Maintain safe, reliable, efficient fixed route bus service	-	-	-	-	IDOT	\$12,000.00	\$12,000
7-22-2	ITS Needs	D/R Software Enhancements	-	-	TBD	\$1,000.00	-	-	\$1,000
7-22-3	ITS Needs	Mobile Ticketing/Revenue Collection	-	-	TBD	\$1,250.00	-	-	\$1,250
7-22-4	ITS Needs	Risk Management Software	-	-	TBD	\$250.00	-	-	\$250
7-22-5	Building Video Security	-	-	-	TBD	\$250.00	TRC/TDC [1]		\$250
7-22-6	Maintenance Equipment	-	-	-	TBD	\$71.00	TRC/TDC [1]		\$71
7-22-7	Generator (Facility #1 - 520 Mulberry)	-	-	-	TBD	\$800.00	TRC/TDC [1]		\$800
7-22-8	Boiler	-	-	-	TBD	\$50,000.00	TRC/TDC [1]		\$50,000.000
7-22-9	Repave Parking Lot	-	-	-	TBD	\$35.00	TRC/TDC [1]		\$35.000
7-22-10	Storage Facility - ESTC 725 N Lyford	-	-	-	TBD	\$450.00	TRC/TDC [1]		\$450.000
7-22-11	Detached Employee Parking Lot	-	-	-	TBD	\$75.00	TRC/TDC [1]		\$75.000
7-22-13	New Discretionary Grant Application	Battery Electric Charging Station	-	-	5339 (b)	\$500.00	TRC/TDC [1]		\$500.000
7-22-14	New Discretionary Grant Application	Replacement Buses (Battery Electric)	-	-	5339 (b)	\$4,800.00	TRC/TDC [1]		\$4,800.000
7-22-15	New Discretionary Grant Application	Replacement Buses (Hybrid Buses)	-	-	5339 (b)	\$5,100.00	TRC/TDC [1]		\$5,100.000
7-22-16	Demand Response Vehicles	Funding apportioned to region from FAST Act	5	\$74,613	FY 19 5339	\$373.07	-	-	\$373.067
7-22-17	CRRSAA Operating Funds	Funding apportioned to Region from CRRSAA	-	-	CRRSAA	\$3,124.26	-	-	\$3,124.256
7-22-18	CVP Grant	Purchase of 6 Medium Duty Vehicles	6	\$75	-	-	CVP	\$450.00	\$450.000
Total						\$110,718	\$45,560		\$182,436

Appendices & Attachments

- Appendix A: Glossary of Terms
- Appendix B: Title VI & Environmental Justice Considerations
- Appendix C: Funding Sources
- Appendix D: Resolution of Adoption

Appendix A:

Glossary of Terms

Acronyms & Abbreviations

_____
3-C Continuing, Comprehensive, and Cooperative

A _____
AC Advance Construction
ATC Alternative Transportation Committee
ACS American Community Survey
AIC Awarded, Initiated, Or Completed

B _____
BCCD Boone County Conservation District
BCCA Boone County Council on Aging
BCPT Boone County Public Transportation

C _____
CMP Congestion Management Process
CMAQ Congestion Mitigation and Air Quality Improvement Program
CVP Consolidated Procurement Program

D _____
DOT Department of Transportation

E _____
EDD Economic Development District
EJ Environmental Justice
EPA U.S. Environmental Protection Agency

F _____
FHWA Federal Highway Administration
FTA Federal Transit Administration
FAST Act Fixing America's Surface Transportation

G _____
GIS Geographic Information System

H _____
HSTP Coordinated Public Transit – Human Services Transportation Plan

I _____
IDOT Illinois Department of Transportation
ISTHA Illinois State Toll Highway Authority
ITS Intelligent Transportation System

L _____
LBA Land Bank Authority
LOTS Lee-Ogle Transportation System

M _____
MPA Metropolitan Planning Area
MPO Metropolitan Planning Organization
MTP Metropolitan Transportation Plan
MFT Motor Fuel Taxes
MAP-21 Moving Ahead for Progress in the 21st Century

N _____
NAAQS National Ambient Air Quality Standards

P _____
PM1 Highway Safety Performance Measures
PM2 Pavement and Bridge Performance Measures
PM3 System Performance Measures and CMAQ
PA Previously Approved
PPP Public Participation Plan
PTASP Public Transportation Agency Safety Plan

R _____
RPC Region 1 Planning Council
RMTD Rockford Mass Transit District
RPD Rockford Park District

S _____
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 _____
TUP Traditionally Underserved Populations
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

3-C Process

Continuing, comprehensive, and cooperative transportation planning process.

Source: Federal Highway Administration

A _____

Advanced Construction (AC)

A technique that allows the state to initiate a project using non-federal funds while preserving eligibility to convert to federal-aid funds in the future.

Source: BATIC Institute

Air Quality Index (AQI):

An indicator of overall air quality, by taking into account all of the criteria air pollutants measured within a geographic area.

Source: U.S. Environmental Protection Agency

Alternative Transportation

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

Source: MPO Alternative Transportation Committee Bylaws

Arterial

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

Source: Federal Highway Administration

Attainment Area

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

Source: Federal Highway Administration

C _____

Clean Air Act

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

Source: U.S. Environmental Protection Agency

Collector

A street that provides direct access to neighborhoods and arterials.

Source: Federal Highway Administration

Complimentary Paratransit Service

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

Source: Federal Transit Administration

Congestion

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

Source: Transportation Research Board

Congestion Management Process (CMP)

A systematic approach applied in a metropolitan region to identify congestion and its causes, propose mitigation strategies, and evaluate the effectiveness of implemented strategies.

Source: Federal Highway Administration

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.

Source: U.S. Department of Transportation

Coordinated Human Services Transportation Plan (HSTP)

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

Source: Federal Transit Administration

D _____

Demand Response Public Transportation

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

Source: Federal Transit Administration

F _____

Financial Analysis

Estimating costs, establishing a revenue baseline, comparing revenues with costs and evaluating new revenue sources.

Source: Federal Highway Administration

Fiscal Constraint

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

Source: Federal Highway Administration

Fixed Route Public Transportation

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

Source: Federal Transit Administration

Functional Classification (FC)

Classification of roadways based on the type of service the road provides to the motoring public.

Source: Federal Highway Administration

I

Intelligent Transportation Systems (ITS)

The application of advanced technologies to improve the efficiency and safety of transportation systems.

Source: Federal Highway Administration

J

Jurisdiction

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

Source: Illinois Department of Transportation

M

Metropolitan Planning Area (MPA)

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

Source: Federal Highway Administration

Metropolitan Planning Organization (MPO)

A regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state to carry out the metropolitan transportation requirements of federal highway and transit legislation.

Source: Federal Highway Administration

Metropolitan Transportation Plan (MTP)

The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

Source: Federal Highway Administration

Metropolitan Statistical Area (MSA)

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

Source: U.S. Census Bureau

N

National Ambient Air Quality Standards

Regulations establishing national standards for six principal pollutants (including Carbon Monoxide (CO); Lead (Pb); Nitrogen Dioxide (NO₂); Ozone (O₃); Particle Pollution (PM); and Sulfur Dioxide (SO₂)).

Source: U.S. Environmental Protection Agency

National Highway System (NHS)

The system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b).

Source: Federal Highway Administration

Nonattainment Area

Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.

Source: Federal Highway Administration

P

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 Administration

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. Used as feedback in the decision-making process.

Source: Federal Highway Administration

Public Participation

The active and meaningful involvement of the public in the development of transportation plans and programs.

Source: Federal Highway Administration

R

Regionally Significant Project

A project that is on a facility which serves regional transportation needs.

Source: Federal Highway Administration

Right-of-Way (ROW)

The land (usually a strip) acquired for or devoted to highway transportation purposes.

Source: Federal Highway Administration

S

State of Good Repair

The condition in which a capital asset is able to operate at a full level of performance.

Source: Federal Transit Administration

T

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 Federal Highway Administration and the FTA.

Source: Federal Highway Administration

U

Urbanized Areas (UA)

An area consisting of a densely developed territory that contains a minimum residential population of at least 50,000 people.

Source: U.S. Census Bureau

Appendix B:

Title VI & Environmental Justice

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

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

Table B-1 displays the financial breakdown of the FY 2023-2026 TIP projects by improvement type and population category. This data shows that 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. Projects planned for the FY 2023-2026 with specific locations identified have a planned total amount of the \$267,525,000. Of these projects, 83.5 percent of the funds are used in areas that have reached at least one of the TUD thresholds.

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

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

Table B-1. Financial Summary of Programmed Projects & TUD Thresholds

Financial Summary of Programmed Projects & TUD Thresholds

FY 2023 - 2026

	Thresholds Met							Total
	0	1	2	3	4	5	6	
3R (\$)	\$5,524	\$13,183	\$15,372	\$8,600	\$9,359	\$1,500	\$0	\$53,538
3R (%)	10%	25%	29%	16%	17%	3%	0%	100%
Bicycle/Pedestrian (\$)	\$661	\$661	\$925	\$965	\$2,968	\$265	\$0	\$6,444
Bicycle/Pedestrian (%)	10%	10%	14%	15%	46%	4%	0%	100%
Bridge (\$)	\$3,140	\$15,775	\$24,880	\$4,100	\$9,500	\$2,400	\$0	\$59,795
Bridge (%)	5%	26%	42%	7%	16%	4%	0%	100%
Capacity (\$)	\$0	\$0	\$8,200	\$0	\$12,200	\$0	\$0	\$20,400
Capacity (%)	0%	0%	40%	0%	60%	0%	0%	100%
Plans/Studies (\$)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Plans/Studies (%)	0%	0%	0%	0%	0%	0%	0%	0%
Reconstruction (\$)	\$26,564	\$25,836	\$39,472	\$4,014	\$2,742	\$2,192	\$0	\$100,820
Reconstruction (%)	26%	26%	39%	4%	3%	2%	0%	100%
Safety (\$)	\$0	\$428	\$0	\$0	\$0	\$0	\$0	\$428
Safety (%)	0%	100%	0%	0%	0%	0%	0%	100%
Signal/ITS (\$)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Signal/ITS (%)	0%	0%	0%	0%	0%	0%	0%	0%
Other (\$)	\$8,250	\$1,600	\$250	\$8,000	\$0	\$8,000	\$0	\$26,100
Other (%)	128%	25%	4%	124%	0%	124%	0%	405%
Total	\$44,139	\$57,483	\$89,099	\$25,679	\$36,769	\$14,357	\$0	\$267,525

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

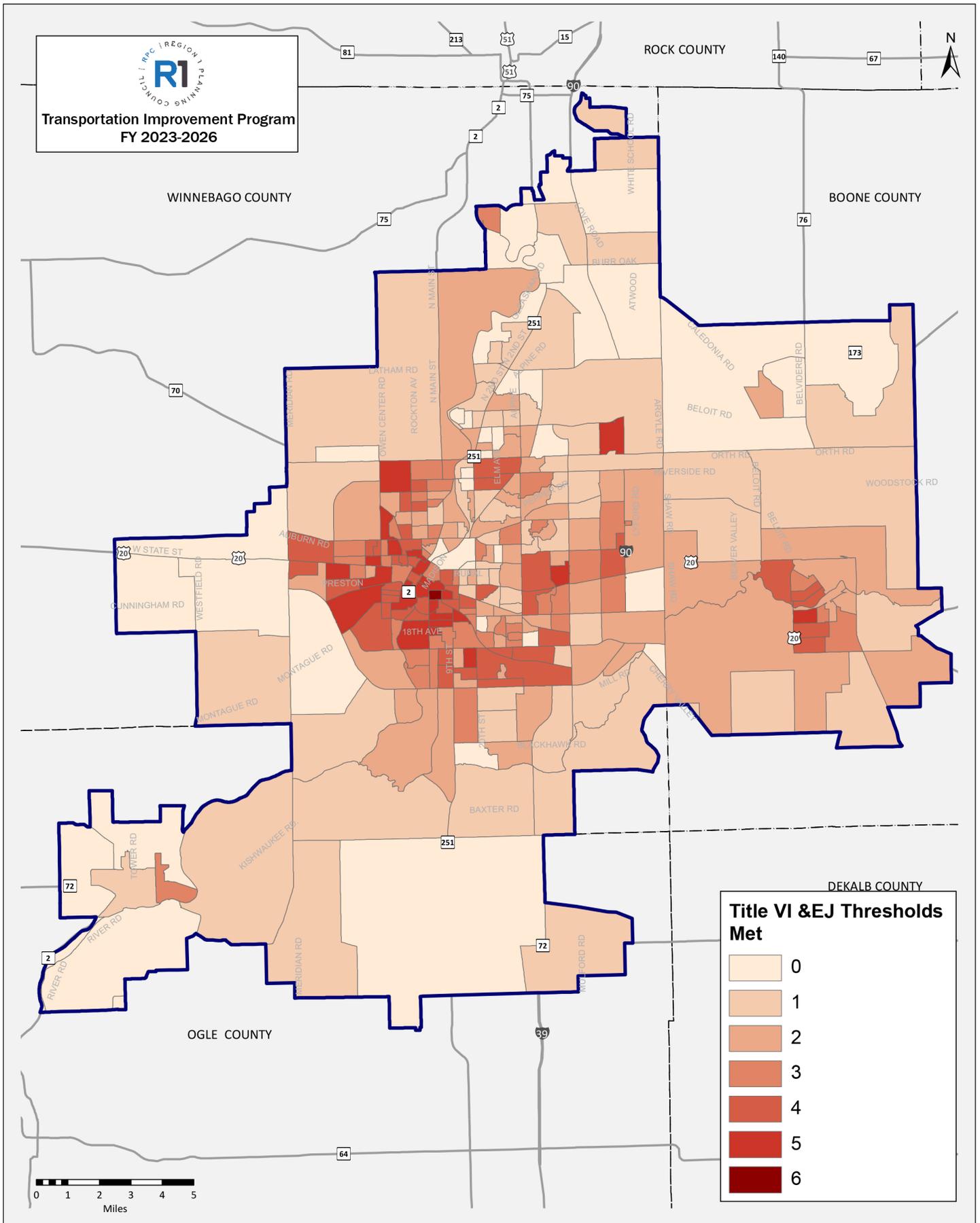


Figure B-2. Title VI & EJ Areas with TIP Projects

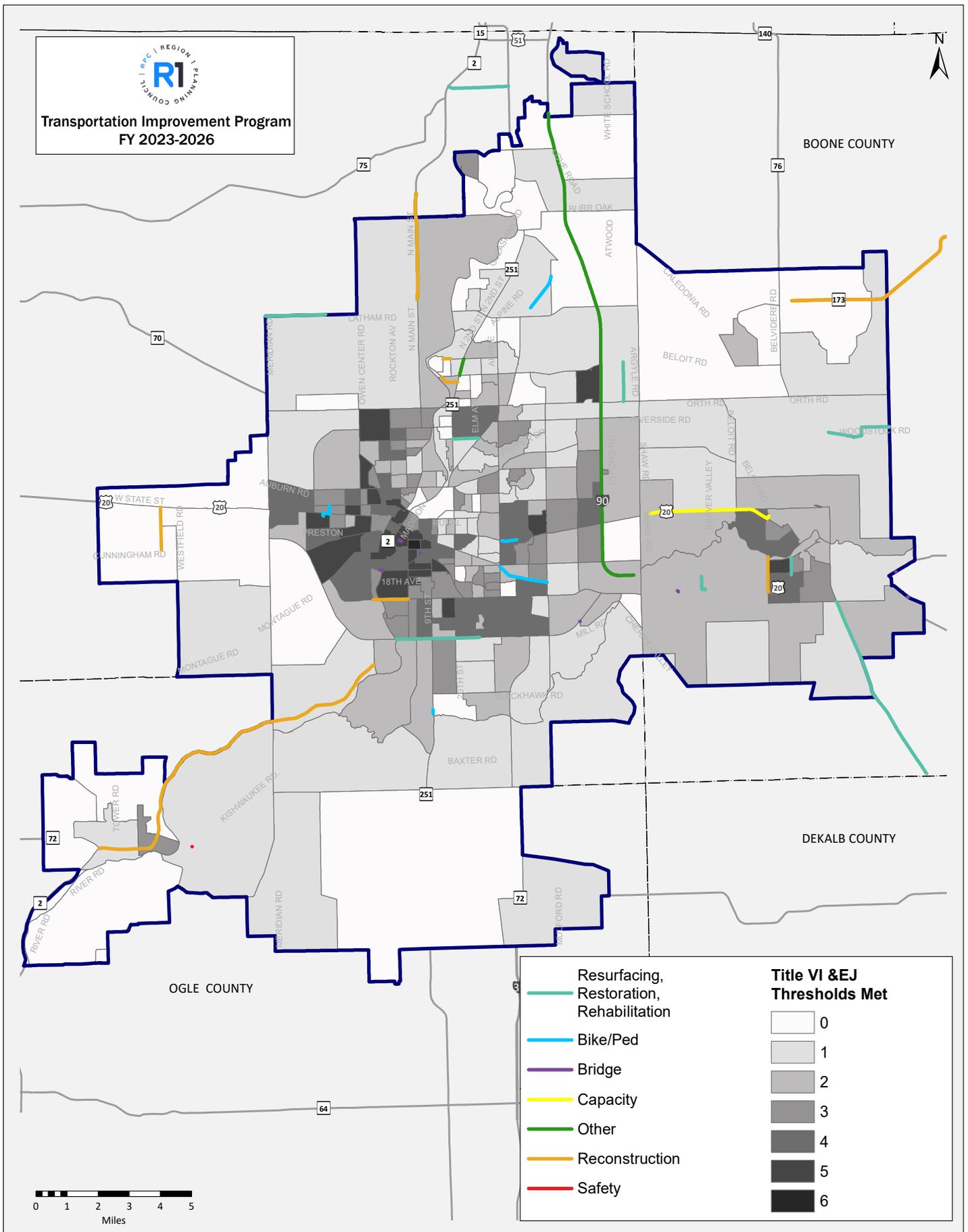


Table B-2. Benefits & Burdens Analysis

Benefits & Burdens Analysis

Bridges, Capacity, & Engineering Projects

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

Resurfacing, Rehabilitation, & Reconstruction (3R) Projects

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

Bicycle & Pedestrian Projects

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

Public Transit Projects

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

ITS Improvements & Congestion Management Strategies

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

Appendix C:

Funding Sources

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

Federal

319 Grant Program

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

Capital Investment Grants (CIG)

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

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

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

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

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

High Risk Rural Roads Program (HRRR)

See Highway Safety Improvement Program.

Highway Safety Improvement Program (HSIP)

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

Job Access and Reverse Commute (JARC)

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

National Highway Freight Program (NHFP)

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

National Highway Performance Program (NHPP)

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

Rural and Small Urban Areas (Section 5311)

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

State of Good Repair Grants (Section 5337)

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

Surface Transportation Program (STP)

See Surface Transportation Block Grant.

Surface Transportation Block Grant (STBG)

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

Transportation Alternatives (TA) Set-Aside

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

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

Urbanized Area Formula Grant (Section 5307)

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

State

Illinois Commerce Commission (ICC) Funds

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

Illinois Department of Natural Resources (IDNR)

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

Illinois Department of Transportation (IDOT)

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

Illinois Major Bridge Program (IMBP)

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

Illinois Transportation Enhancement Program

See Transportation Alternatives (TA) Set-Aside.

Recreational Trails Program (RTP)

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

Safe Routes to School

See Transportation Alternatives (TA) Set-Aside.

Statewide Planning and Research (SPR)

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

Truck Access Route Program (TARP)

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

Local

Illinois State Toll Highway Authority (ISTHA)

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

Local

Local funding derived from a source other than those listed.

Motor Fuel Tax (MFT)

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

Private

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

Retail Sales Tax (RST)

Retail sales taxes allows local and state governments to collect funds for a consumer of certain goods or services at the point

of purchase. RST rates vary depending upon the jurisdiction in which the purchase was made.

Special Assessment (SA) Funds

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

Tax Increment Financing (TIF) District

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

Appendix D: Resolution of Adoption



COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

MPO POLICY COMMITTEE MPO RESOLUTION 2022-09

RE: ADOPTION OF THE FY 2023-2026 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 2023-2026 TIP was from May 20, 2022 through June 20, 2022 and the draft FY 2023-2026 TIP was made available for review via the MPO website (posted May 20, 2022) as well as through contacting the MPO offices.

WHEREAS the MPO Technical Committee has recommended approval of the FY 2023-2026 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT

the MPO Policy Committee adopts the June 20, 2022 version of the FY 2023-2026 Transportation Improvement Program, along with the changes, if any, as to be documented in the minutes of this June 24, 2022 meeting; and

BE IT FURTHER RESOLVED

that the MPO staff is instructed to distribute the FY 2023-2026 Transportation Improvement Program in accordance with the MPO Public Participation Process.

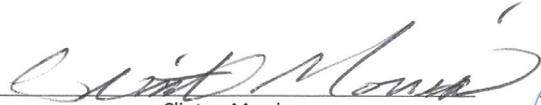
Dated this 23 day of June 2022.



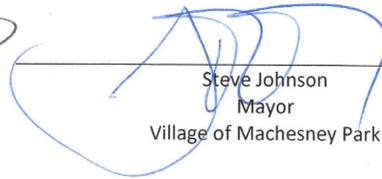
Karl Johnson, MPO Chair
Boone County Board Chairman
Boone County



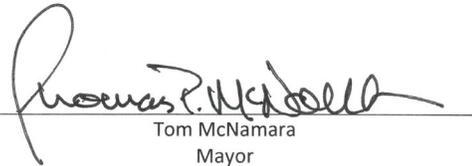
Joseph V. Chiarelli, MPO Vice-Chair
Winnebago County Chairman
Winnebago County



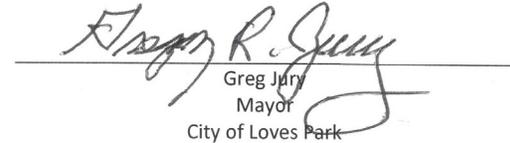
Clinton Morris
Mayor
City of Belvidere



Steve Johnson
Mayor
Village of Machesney Park



Tom McNamara
Mayor
City of Rockford



Greg Jury
Mayor
City of Loves Park



Pastor Herbert Johnson
Board Chair
Rockford Mass Transit District



Masood Ahmad
Deputy Director
Illinois Department of Transportation, Region 2





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