



**REGION 1 PLANNING COUNCIL  
MPO POLICY COMMITTEE**

**MPO RESOLUTION 2019-15**

**RE: MPO TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS**

**WHEREAS** the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provides for an urban transportation planning process; and

**WHEREAS** the Fixing America's Surface Transportation (FAST) Act currently authorizes funding to improve our nation's transportation system for highways, highway safety, public transit, alternative non-motorized forms of transportation, and freight; and

**WHEREAS** the Fixing America's Surface Transportation (FAST) Act and its predecessors, require a Long-Range Transportation Plan (LRTP) as well as Transportation Improvement Program (TIP); and

**WHEREAS** the Region 1 Planning Council is the Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Area, and the MPO Policy Committee has the specific responsibility to direct and administer the continuing urban transportation planning process; and

**WHEREAS** the Fixing America's Surface Transportation (FAST) Act amended the Surface Transportation Program (STP) contained in 23 U.S.C 133, and changed the program name to the Surface Transportation Block Grant Program (STBG); and

**WHEREAS** the Fixing America's Surface Transportation (FAST) eliminated the Moving Ahead for Progress in the 21st Century (MAP-21) Act Transportation Alternatives Program (TAP) and replaces it with a set-aside of STBG program funding for transportation alternatives; and

**WHEREAS** under agreement with the State of Illinois Department of Transportation (IDOT) a portion of the funding authorized under the Surface Transportation Block Grant (STBG) Transportation Alternatives Set-Aside (TA Set-aside) of the FAST Act is annually allocated for use in the RMAP metropolitan planning area, said funds hereafter referred to as Transportation Alternatives Program (TAP) funds; and

**WHEREAS** FAST Act requires states to allocate TAP funds to urbanized areas with a population greater the 200,000 (Transportation Management Areas/TMA) represented by a Metropolitan Planning Organization; and

**WHEREAS** in coordination with IDOT, it was determined that the available amount of TAP funds to program within the MPO planning area is \$845,802; and

**WHEREAS** in accordance with MPO Policy Committee direction, the MPO conducted a competitive selection process soliciting eligible projects from September 3<sup>rd</sup>, 2019 – October 9<sup>th</sup>, 2019; and

**WHEREAS** the received projects applications were scored in accordance with the adopted technical MPO TAP evaluation criteria and discussed at the October 15<sup>th</sup>, 2019 MPO Alternative Transportation Committee meeting and the October 24<sup>th</sup>, 2019 MPO Technical Committee to develop recommendations for project(s) selection; and

**WHEREAS** the received projects applications summaries are provided in "Attachment A" of this MPO Resolution; and

**WHEREAS** the received projects applications were discussed at the October 24th, 2019 and December 19, 2019 MPO Policy Committee for project(s) selection and programming of MPO TAP funds; and

**NOW, THEREFORE, BE IT RESOLVED THAT:**

The MPO Policy Committee, upon deliberation at their December 19, 2019 meeting, hereby selects from the Transportation Alternatives Program (TAP) projects for programming of MPO TAP funds;

- Full amount for the requested Transportation Alternatives Program funds, \$520,000.00, for the Boone County Conservation District – South Piscasaw Creek Connection project;
- MPO TAP funds remaining from the September 3<sup>rd</sup>, 2019-October 9<sup>th</sup>, 2019 call for projects, in the amount of \$325,802.00, be programmed for the City of Rockford Spring Creek Road to U of I College of Medicine Connection project; and

**BE IT FURTHER RESOLVED:**

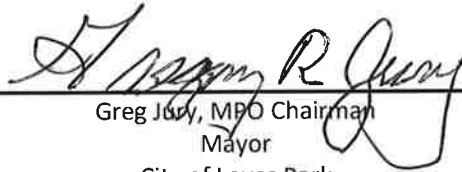
That the MPO Policy Committee additionally programs the FY 2021 MPO TAP apportionment, to be determined in coordination between the Illinois Department of Transportation and the RPC Metropolitan Planning Organization, for the City of Rockford Spring Creek to U of I College of Medicine Connection Project; and

- The City of Rockford accepts the aforementioned MPO TAP funds as their full award for programming of the project. The City of Rockford moderately amend the project scope as detailed in the application submitted to the MPO with MPO Policy Committee approval to maintain a match of 60 percent TAP funds/40 percent local contribution match;
- The MPO TIP is to be amended at a later date to reflected programming of the FY2021 TAP funds, once available, for the City of Rockford Spring Creek to U of I College of Medicine Connection Project.

**BE IT FURTHER RESOLVED:**

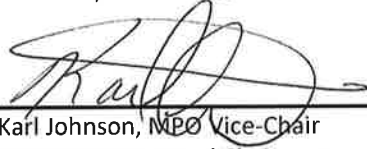
The MPO Policy Committee amend the Fiscal Year 2020-2023 MPO Transportation Improvement Program (TIP) for the purpose of the addition of project(s) selected by the MPO Policy Committee for the programming of MPO TAP funds, "Attachment B".

Dated this 19<sup>th</sup> day of December 2019.



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Greg Jury, MPO Chairman  
Mayor  
City of Loves Park



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Karl Johnson, MPO Vice-Chair  
Boone County Board Chairman  
Boone County

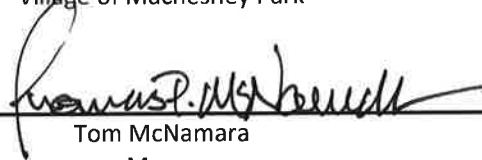


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Mike Chamberlain  
Mayor  
City of Belvidere

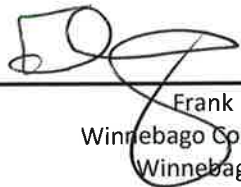
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Steve Johnson  
Mayor  
Village of Machesney Park



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Tom McNamara  
Mayor  
City of Rockford



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Frank Haney  
Winnebago County Chairman  
Winnebago County



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Pastor Herbert Johnson, Board Chair  
Rockford Mass Transit District



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Masood Ahmad  
Deputy Director  
Illinois Department of Transportation, Region 2

**Attachment A:**

Memos providing summary of TAP projects, technical review evaluation scores, and ATC discussion regarding projects submitted during the September 3<sup>rd</sup>, 2019 – October 9<sup>th</sup>, 2019 call for projects:

Date: October 18, 2019 *(Revised October 22, 2019)*

To: Members of the MPO Technical and Policy Committees

From: Sydney Turner, Metro Program Manager

Re: FY 2020 Transportation Alternatives Program – Project Submittals and Technical Evaluation

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#### Program Purpose

The Region 1 Planning Council, in its capacity as the Metropolitan Planning Organization (MPO) for the Rockford metropolitan area is responsible for programming various federal and state transportation funding programs. The MPO has recently conducted a competitive Call for Projects to program the Transportation Alternatives (TA) set-aside sub-allocated to our region under the Surface Transportation Block Grant program.

The Transportation Alternatives Program (TAP) was authorized under the Fixing America's Surface Transportation (FAST) Act and provides funding for programs and projects that expand transportation choices with a focus on non-traditional transportation projects. This single funding source serves to enhance the transportation system and provide funding for surface transportation projects including bicycle and pedestrian facilities; safe routes to school programs and projects; scenic viewing areas and overlooks; and transportation-related community improvement projects that may include historic preservation, wildlife mortality mitigation, water and environmental quality improvements.

The funding available for FY 2020 Call for Project is \$845,802.

#### Call for Projects

The competitive call for projects opened on September 3, 2019 and closed on October 9, 2019. The MPO received applications for a total of 5 projects. Two applications were submitted from Winnebago County, one application from the City of Rockford, one application from the City of Belvidere, and one application from Boone County.

#### Attachments

1. City of Rockford - Spring Creek Road to U of I College of Medicine Connection
2. Winnebago County - Bell School Road Sidewalk
3. Winnebago County - Perryville Road Path
4. City of Belvidere - Bellwood & Belvidere High School Detention Ponds
5. Boone County Conservation District- South Piscasaw Creek Connection
6. Project Evaluation – Final Scores
7. Project Evaluation – Criteria Scores



Attachment #1

City of Rockford - Spring Creek Road to U of I College of Medicine Connection

The City of Rockford has submitted a project for the construction of a pedestrian connection between the U of I College of Medicine and the Rock River Recreational Path. The project includes the extension of the existing shared use path on the south side of Spring Creek Road to Highcrest Road, as well as the construction of a sidewalk along the east side of Parkview Avenue from Spring Creek Road to the College of Medicine. It would include a signalized crossing for pedestrians across Spring Creek Road at Parkview Avenue and Highcrest Road.

The proposed project has a total project cost of \$1,353,410 with the City requesting \$845,802 of TAP funds. Cost breakouts are provided below:

	TAP	LOCAL CONTRIBUTION	TOTAL
Phase I Engineering	\$0	\$96,680	<b>\$96,680</b>
Right-of-Way & Utilities	\$0	\$25,000	<b>\$25,000</b>
Construction & Construction Engineering	\$845,802	\$385,928	<b>\$1,231,730</b>
<b>Total</b>	<b>\$845,802</b>	<b>\$507,608</b>	<b>\$1,353,410</b>

Analysis Highlights

*Regional Significance & Document Consistency:* The project addresses sidewalk gaps along Parkview Avenue, Spring Creek Road, and Highcrest Road, which were identified in the Bicycle and Pedestrian Plan for the Rockford Metropolitan Area.

*Project Readiness:* The City will be contributing more than the minimum 20-percent local match. Project design has not yet begun on the project, with the anticipated project start is Summer 2021. Right-of-way acquisition would be needed for the project to move forward.

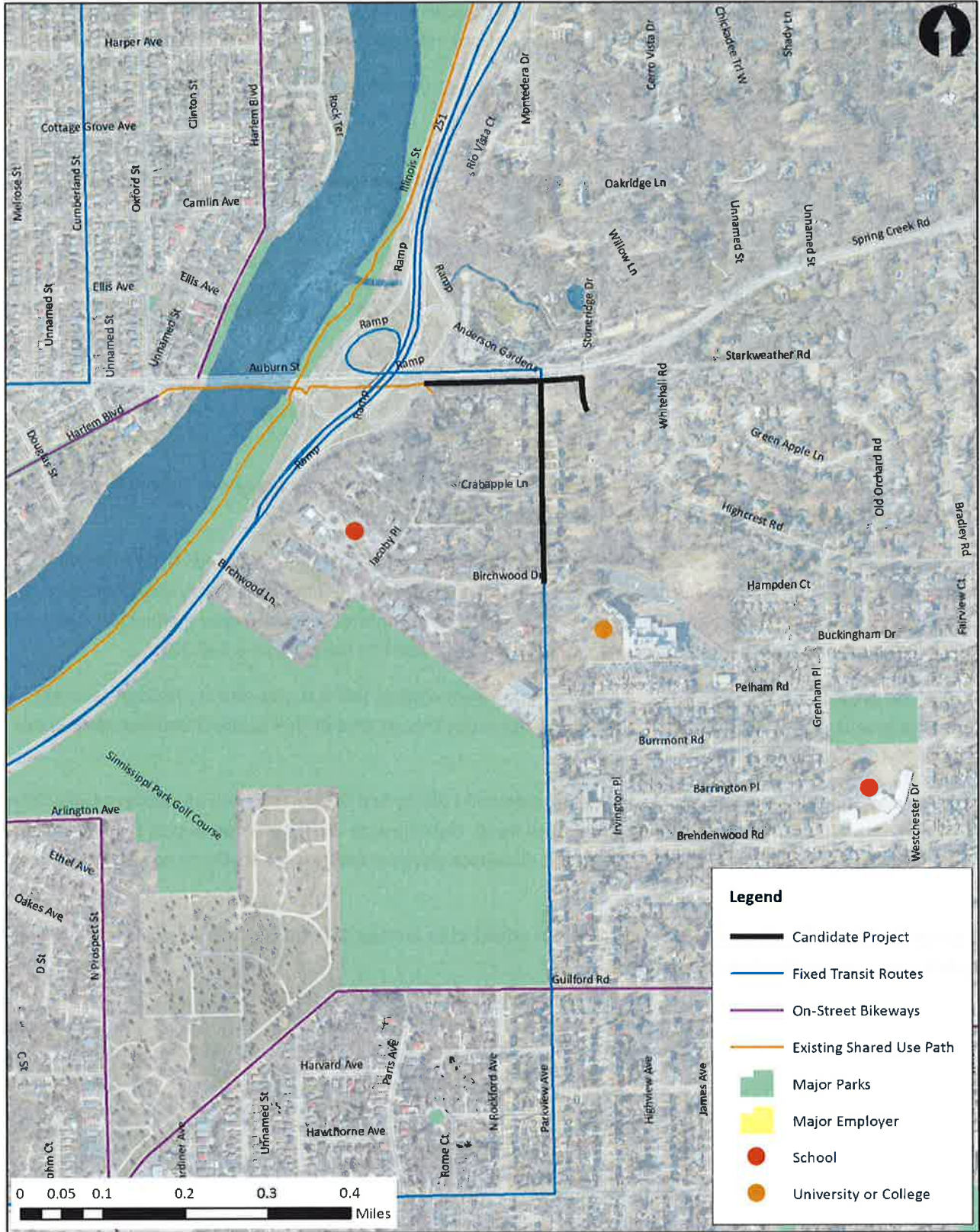
*Demand:* While the project is not located near a commercial center, this is a high-density residential area and located near a major tourist destination in the region – Anderson Japanese Gardens. The project is within a ¼-mile of the U of I College of Medicine and Keith Country Day School; within a mile of Walker School, Bloom Elementary School, and Eisenhower Middle School; and within a 1/2-mile of several large regional parks. Additionally, the proposed project extents host several bus stops for RMTD fixed routes.

*Connectivity:* The proposed shared use path would connect into the Rock River Recreational Path. Additionally, the project would eliminate physical barriers for pedestrian to access Anderson Japanese Gardens and the U of I College of Medicine.



*Additional Considerations:* The project is located within or adjacent to census defined block groups with concentrations of Title VI and Environmental Justice populations.

# Spring Creek Road to U of I Connection



**Legend**

- Candidate Project
- Fixed Transit Routes
- On-Street Bikeways
- Existing Shared Use Path
- Major Parks
- Major Employer
- School
- University or College



Winnebago County - Bell School Road Sidewalk

Winnebago County has submitted an application to address sidewalk gaps along Bell School Road in an effort to create a safe route between Rockford Christian School and the shared use path along Rote Road. The proposed project would construct a sidewalk along the east side of Bell School Road between Western Gailes Drive and Rote Road.

The proposed project has a total project cost of \$143,000 with the County requesting \$114,400 of TAP funds. Cost breakouts are provided below:

	TAP	LOCAL CONTRIBUTION	TOTAL
Phase I Engineering	In-House	In-House	-
Right-of-Way & Utilities	\$0	\$0	\$0
Construction & Construction Engineering	\$114,400	\$28,600	\$143,000
<b>Total</b>	<b>\$114,400</b>	<b>\$28,600</b>	<b>\$143,000</b>

Analysis Highlights

*Regional Significance & Document Consistency:* The project addresses a sidewalk gap along Bell School Road which was identified in the Bicycle and Pedestrian Plan for the Rockford Metropolitan Area.

*Project Readiness:* The County has identified plans to match the total project cost by using funds from either the County’s Federal Aid Matching Fund or the Motor Fuel Tax Fund, if awarded funding. Preliminary alignment and design had been completed, however Phase I and II activities still need to be completed. Right-of-way acquisition is not needed for the project to move forward. The anticipated construction and/or start to the project is Fall 2020.

*Demand:* While the project is not located near a major employment center, this is a mid-density residential area. The project is within a ¼-mile of Rockford Christian School. Additionally, this section of Bell School Road has several bus stops for one of RMTD fixed routes.

*Connectivity:* The new sidewalk will connect into existing sidewalks along Bell School (starting at Western Giles Drive) and to the existing shared use path on Rote Road. Via Rote Road, the sidewalk would provide access from Rockford Christian School to the Perryville Path. The project would eliminate physical barriers for students access the school from the north.

*Additional Considerations:* The project is located within or adjacent to census defined block groups with concentrations of Title VI and Environmental Justice populations.

# Bell School Road Sidewalk



Winnebago County - Perryville Road Path

Winnebago County has also submitted an application for the construction of a shared use path extending the existing Perryville Road Path from Willowbrook Lane in Machesney Park to McDonald Road in Roscoe. The project would include the construction of a 10-foot wide shared use path along the east side of Perryville Road.

The proposed project has a total project cost of \$246,000 with the County requesting \$196,800 of TAP funds. Cost breakouts are provided below:

	TAP	LOCAL CONTRIBUTION	TOTAL
Phase I Engineering	In-House	In-House	-
Right-of-Way & Utilities	\$0	\$0	\$0
Construction & Construction Engineering	\$196,800	\$49,200	\$246,000
<b>Total</b>	<b>\$196,800</b>	<b>\$49,200</b>	<b>\$246,000</b>

Analysis Highlights

*Regional Significance & Document Consistency:* The project supports the completion of the proposed Perryville Path which has been identified in both the Bicycle and Pedestrian Plan for the Rockford Metropolitan Area and the Greenways: A Green Infrastructure Plan for Boone and Winnebago County. Additionally, the proposed project spans multiple jurisdictions.

*Project Readiness:* The County has identified plans to match the total project cost by using funds from either the County’s Federal Aid Matching Fund or the Motor Fuel Tax Fund, if awarded funding. Preliminary alignment and design had been completed, however Phase I and II activities still need to be completed. Right-of-way acquisition is not needed for the project to move forward. The anticipated construction and/or start to the project is Fall 2020.

*Demand:* The project is not located near one of the region’s employment centers, however is near a medium density residential areas. The proposed path is within a ½-mile of a park.

*Connectivity:* The proposed section of shared use path would connect into the existing Perryville Road Path to the south and the Willow Creek Path in Machesney Park. However, construction of the shared-use path between Hart Road and Willowbrook Lane has not yet begun. The Perryville Road Path, between Hart Road and Willowbrook, was awarded funds from the Illinois Transportation Enhancement Program in 2016.

*Additional Considerations:* The project is located within or adjacent to census defined block groups with concentrations of Title VI and Environmental Justice populations.

# Perryville Road Path



City of Belvidere - Bellwood & Belvidere High School Detention Ponds

The City of Belvidere has submitted an application for the expansion of an existing detention pond and construction of an additional detention pond to collect and mitigate storm water runoff from US Route 20. The pond to be expanded is directly south of Belvidere High School, immediately north of US Route 20, and immediately east of East Ave. The second pond will be constructed immediately north of US Route 20, south of Bellwood Drive and a couple hundred feet west of East Ave.

The proposed project has a total project cost of \$699,500 with the City requesting \$512,800 of TAP funds. Cost breakouts are provided below:

	TAP	LOCAL CONTRIBUTION	TOTAL
Phase I Engineering	\$0	\$7,500	<b>\$7,500</b>
Right-of-Way & Utilities	\$0	\$0	<b>\$0</b>
Construction & Construction Engineering	\$512,800	\$179,200	<b>\$692,000</b>
<b>Total</b>	<b>\$512,800</b>	<b>\$186,700</b>	<b>\$699,500</b>

Analysis Highlights

*Regional Significance & Document Consistency:* The project is consistent with the MPO’s Transportation for Tomorrow (2040): A Long Range Plan for the Rockford Region and Vital Signs: A Regional Plan for Sustainability, as it addresses storm water mitigation.

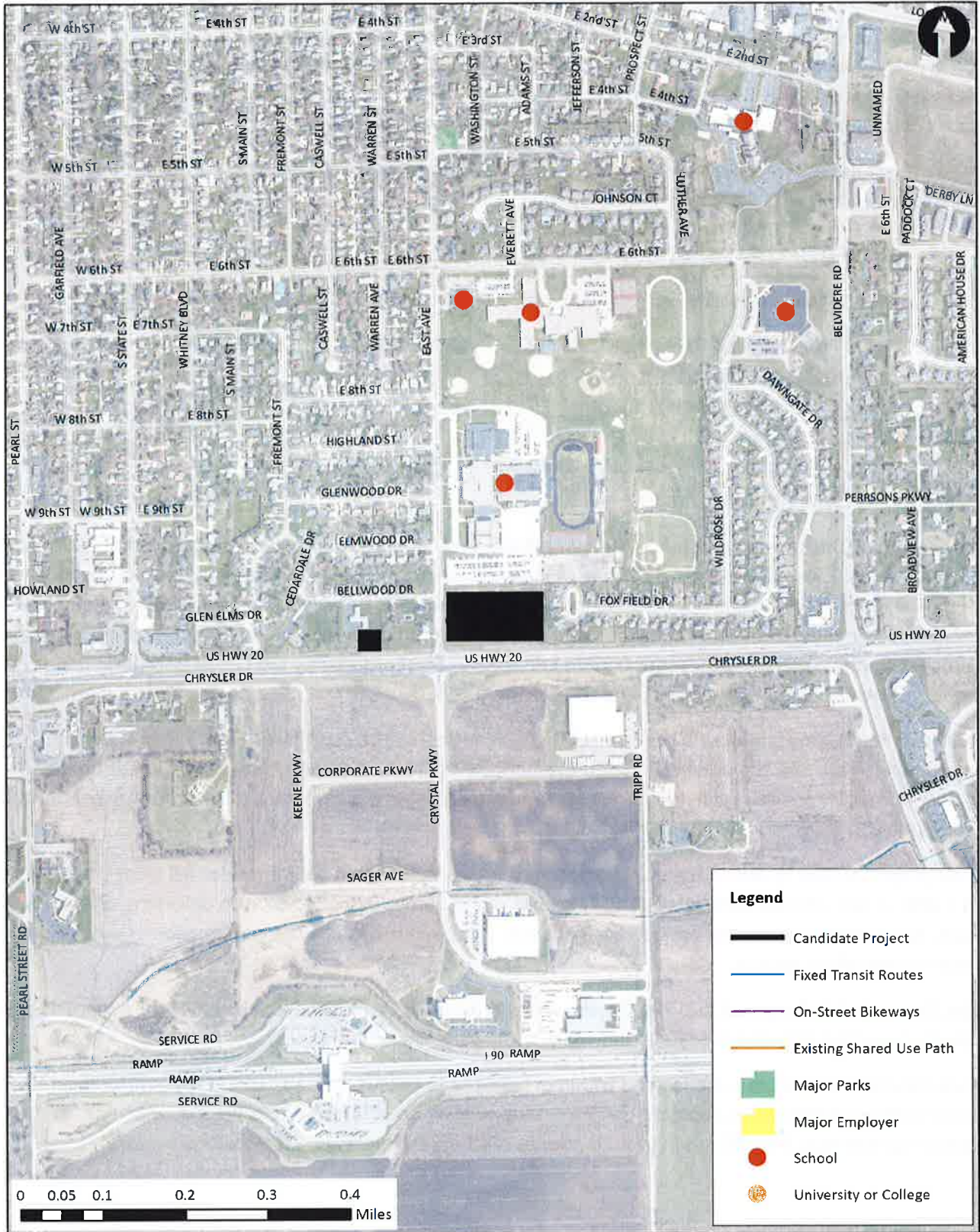
*Project Readiness:* The City will be contributing more than the minimum 20-percent local match. Engineering design has been completed, with construction to occur within the 2020 construction season. Right-of-way acquisition is not needed.

*Demand:* The project is not located near one of the region’s employment centers, however is near a major commercial corridor and residential areas. The proposed improvements are located on and adjacent school property. While not directly an active transportation infrastructure project, these improvements would allow the streets and sidewalks within the neighborhood to remain open and accessible to the residents including the students heading toward Belvidere High School, Belvidere South Middle School, and Meehan Elementary School by alleviating flooding currently being experience in the vicinity.

*Connectivity:* This project will alleviate the flooding of East Avenue, Bellwood Drive, Cedardale Drive, Elmwood Drive, Glenwood Drive, Highland Street, E. 8th Street, and Fremont Street and their adjacent sidewalks making both the roadways and sidewalks.

*Additional Considerations:* The project is located within or adjacent to census defined block groups with concentrations of Title VI and Environmental Justice populations. Additionally, this project has a large environmental benefit as the detention ponds will assist in filtering out contaminants in the US Route 20 storm water runoff so that these contaminants are no longer being deposited throughout the neighborhood surfaces.

# Bellwood & Belvidere High School Detention Ponds



Boone County Conservation District - South Piskasaw Creek Connection

Boone County has submitted an application for the construction of a shared use path along Lawrenceville Road and the Piskasaw Creek. The proposed project would connect existing sidewalks in the City of Belvidere to an off-street facility that will meander between the IL Bypass 20 and the Piskasaw Creek. Additionally, to accommodate pedestrian crossings a 4-way stop is being proposed at Lawrenceville Road and Poplar Grove Road.

The proposed project has a total project cost of \$715,000 with the County requesting \$520,000 of TAP funds. Cost breakouts are provided below:

	TAP	LOCAL CONTRIBUTION	TOTAL
Phase I Engineering	\$0	\$45,800	<b>\$45,800</b>
Right-of-Way & Utilities	\$0	\$18,595.04	<b>\$18,595.04</b>
Construction & Construction Engineering	\$520,000	\$130,000	<b>\$650,000</b>
<b>Total</b>	<b>\$520,000</b>	<b>\$194,395.04</b>	<b>\$714,395.04</b>

Analysis Highlights

*Regional Significance & Document Consistency:* The project would be the first phase of the proposed shared use path connection between the City of Belvidere and Village of Poplar Grove to the Long Prairie Path, which has been identified in both the Bicycle and Pedestrian Plan for the Rockford Metropolitan Area and the Greenways: A Green Infrastructure Plan for Boone and Winnebago County. This project has also been identified in the County’s most recent Comprehensive Plan. The proposed project spans multiple jurisdictions and is being co-sponsored by the City of Belvidere, Boone County, Belvidere Township, Bonus Township, and the Belvidere Park District.

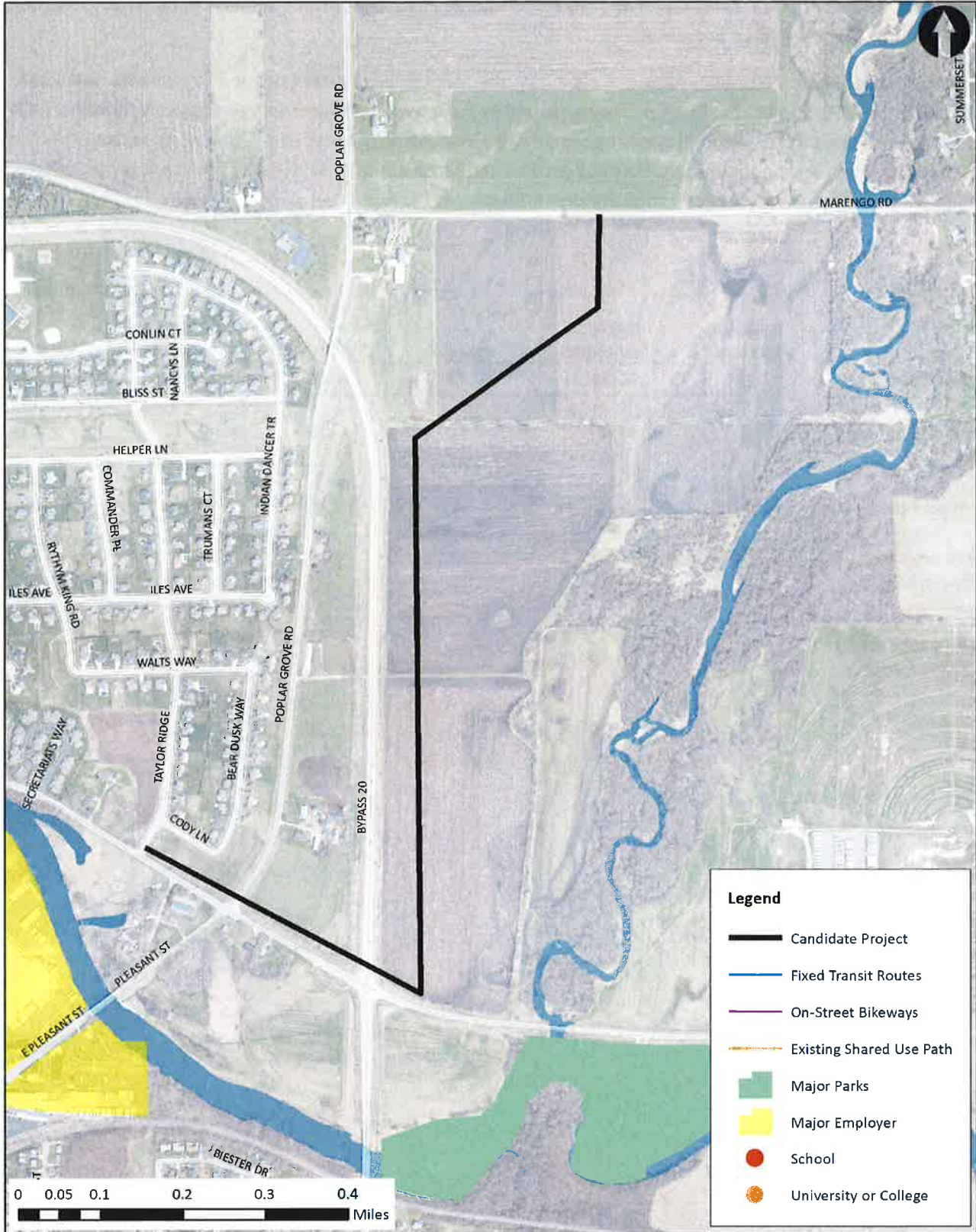
*Project Readiness:* The County, along with the co-sponsoring agencies, will be contributing more than the minimum 20-percent local match. Phase I for the intersection improvements at Poplar Grove and Lawrenceville Roads has been completed and Phase II is currently underway. The environmental process is underway and all right-of-way acquisition has been completed.

*Demand:* This project is close to one of the major employers in the region and is near a residential area. The project is also within a mile of two schools, Lincoln Elementary School and St. James Catholic School in Belvidere, and within a ½-mile of a park. Additionally, the project will add aesthetic and scenic value through the construction of viewing area near the northeast termini of the project.

*Connectivity:* The project will connect into existing sidewalks in Belvidere. This is the first phase of the proposed active transportation connection between the City of Belvidere to the Long Prairie Path.

*Additional Considerations:* The project is located within or adjacent to census defined block groups with concentrations of Title VI and Environmental Justice populations. The natural vegetation, as a part of the project, will mitigate and provide pollution prevention from Illinois Bypass 20 prior to reaching the Piskasaw Creek natural area.

# South Piscasaw Creek Connection





Project Evaluation – Final Scores

The MPO has reviewed the project applications for completeness and has verified that the projects are located within the MPO Adjusted Urbanized Area. MPO staff has confirmed that all eligibility criteria detailed in the *Transportation Alternatives Program Guidance* have been met.

After reviewing applications for completeness and eligibility, the MPO collected data needed to evaluate and score applications using the MPO Project Evaluation Criteria (found in *Transportation Alternatives Program Guidance*). Five evaluation criteria are used to score the projects based on MPO evaluation process to select and prioritize projects to receive TAP funding. The total possible score that any project can receive is 100 points. The applicant projects have been evaluated against the criteria and project scores are provided below.

**PROJECT SCORES**

PROJECT NAME	REGIONAL SIGNIFICANCE	PROJECT READINESS	DEMAND	CONNECTIVITY	ADDITIONAL CONSID.	FINAL SCORE
CATEGORY MAX. SCORE	20	20	20	25	15	100
Bell School Road Sidewalk	8	6	12	20	11	57
Perryville Road Path	12	6	6	20	11	55
Spring Creek Road to U of I College of Medicine Connection	8	6	16	21	11	62
Bellwood & Belvidere High School Detention Ponds	8	16	11	10	11	56
South Piscasaw Creek Connection	20	20	13	10	12	73

## Project Evaluation – Criteria Scores

The MPO evaluated and scored applications using the following selection criteria and relative weighting (maximum of 100 points):

### Regional Significance & Planning Consistency

A project can match more than one criteria and can earn a maximum score of 20 points.

	Bell School Road Sidewalk	Perryville Road Path	Spring Creek Connection	Belvidere Detention Ponds	South Piscasaw Creek
Project is identified within the MPO Long Range Transportation Plan, Bicycle & Pedestrian Plan, and/or Regional Greenways Plan.	4	4	4	4	4
Project is consistent with local comprehensive plans or capital improvement program (CIP).	-	-	-	-	4
Project supports the Regional Plan for Sustainable Development's livability principles.	4	4	4	4	4
Project is sponsored by two or more partner agencies.	-	-	-	-	4
Project spans multiple jurisdictions.	-	4	-	-	4
<b>Regional Significance: Sub-Total</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>20</b>

### Project Readiness

Points are awarded to a project in each of the categories below. A project can earn a maximum score of 20 points in all four categories below.

#### LOCAL MATCH

Project has verified local matching funds, above the 20% of total project cost minimum, to be applied to the TAP funds.

Project has verified local matching funds meeting the minimum 20% of total project cost to be applied to the TAP funds.

#### ENGINEERING

Preliminary Engineering (Phase I) is underway or complete.

Phase II Engineering is underway or complete.

#### ENVIRONMENTAL PROCESS

Environmental process is complete or not applicable.

#### RIGHT-OF-WAY APPLICATION

Right-of-Way is complete or not required for applicant's proposed project.

Right-of-Way acquisition (if needed) will be funded with local funds

Right-of-Way acquisition will need to use TAP funds

**Project Readiness: Sub-Total**

Project has verified local matching funds, above the 20% of total project cost minimum, to be applied to the TAP funds.	-	-	2	2	-
Project has verified local matching funds meeting the minimum 20% of total project cost to be applied to the TAP funds.	2	2	2	2	2
Preliminary Engineering (Phase I) is underway or complete.	-	-	-	4	4
Phase II Engineering is underway or complete.	-	-	-	-	4
Environmental process is complete or not applicable.	-	-	-	4	4
Right-of-Way is complete or not required for applicant's proposed project.	4	4	-	4	4
Right-of-Way acquisition (if needed) will be funded with local funds	-	-	2	-	-
Right-of-Way acquisition will need to use TAP funds	-	-	-	-	-
<b>Project Readiness: Sub-Total</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>16</b>	<b>18</b>

### Demand

A project can match more than one criteria and can earn a maximum score of 20 points.

Project within area of significant employment centers/commercial centers.

Project is within a mile of a school.

Is the project within 1/4 mile of a school?

Is the project within 1/2 mile of a park?

Is the project within 1/2 mile of a transit stop?

Project provides aesthetics and scenic value or supports placemaking.

Project mitigates or eliminates physical barriers and supports active transportation.

Project within area of significant employment centers/commercial centers.	-	-	-	-	2
Project is within a mile of a school.	3	-	3	3	3
Is the project within 1/4 mile of a school?	4	-	4	4	-
Is the project within 1/2 mile of a park?	-	2	2	-	2
Is the project within 1/2 mile of a transit stop?	3	-	3	-	-
Project provides aesthetics and scenic value or supports placemaking.	-	-	-	-	2
Project mitigates or eliminates physical barriers and supports active transportation.	2	2	2	2	2

Is there a shown path (goat path), pre-existing facility, high volume of cyclists or pedestrians along a roadway, or documented community request?	-	2	2	2	2
Demand: Sub-Total	12	6	16	11	13

### Connectivity

*A project can match more than one criteria and can earn a maximum score of 25 points.*

	Bell School Road Sidewalk	Perryville Road Path	Spring Creek Connection	Belvidere Detention Ponds	South Pisasaw Creek
Project connects existing on-street bicycle facility, shared use paths, and/or sidewalks.	10	10	10	10	10
Project addresses identified gaps / missing links within the regional active transportation network.	6	6	6	-	-
Improves access to public transit and facilities adjacent to a current fixed route.	4	-	4	-	-
Project is proposed to be developed and implemented with another project.	-	-	-	-	-
Project is an extension of a completed project.	-	1	1	-	-
Project completes a previously ITEP and/or TAP funded project.	-	2	-	-	-
Project connects to a previously awarded ITEP / TAP funded project.	-	1	-	-	-
Connectivity: Sub-Total	20	20	21	10	10

### Additional Considerations

*A project can match more than one criteria and can earn a maximum score of 15 points.*

Project is located within or adjacent to Census geography that represents concentrations of minority and/or low-income populations (Title VI and Environmental Justice considerations).	5	5	5	5	5
Project addresses a documented safety concern or site specific crash problem.	5	5	5	5	5
Project is part of a Context Sensitive Solutions (CSS) engagement process with the public involvement.	-	-	-	-	-
Project can demonstrate GHG emission reduction or other air quality benefits.	1	1	1	1	1
Project preserves or restores environmentally sensitive lands or cultural areas.	-	-	-	-	1
Project includes elements that use renewable energy or green technologies.	-	-	-	-	-
Project removes a threat to an historic resource or facility.	-	-	-	-	-
Additional Considerations: Sub-Total	11	11	11	11	12
<b>TOTAL</b>	<b>57</b>	<b>55</b>	<b>62</b>	<b>56</b>	<b>73</b>

Date: October 18, 2019 *(Revised October 22, 2019)*

To: Members of the MPO Technical and Policy Committees

From: Jon Paul Diipla, AICP, Director of Regional Planning

Re: FY 2020 Transportation Alternatives Program – Project Submittals; MPO Alternative Transportation Committee

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#### Program Purpose

The Region 1 Planning Council, in its capacity as the Metropolitan Planning Organization (MPO) for the Rockford metropolitan area is responsible for programming various federal and state transportation funding programs. The MPO has recently conducted a competitive Call for Projects to program the Transportation Alternatives (TA) set-aside sub-allocated to our region under the Surface Transportation Block Grant program.

The Transportation Alternatives Program (TAP) was authorized under the Fixing America's Surface Transportation (FAST) Act and provides funding for programs and projects that expand transportation choices with a focus on non-traditional transportation projects. This single funding source serves to enhance the transportation system and provide funding for surface transportation projects including bicycle and pedestrian facilities; safe routes to school programs and projects; scenic viewing areas and overlooks; and transportation-related community improvement projects that may include historic preservation, wildlife mortality mitigation, water and environmental quality improvements.

The funding available for FY 2020 Call for Project is \$845,802.

#### Call for Projects

The competitive call for projects opened on September 3, 2019 and closed on October 9, 2019. The MPO received applications for a total of 5 projects. Two applications were submitted from Winnebago County, one application from the City of Rockford, one application from the City of Belvidere, and one application from Boone County.

#### Projects Submitted

8. City of Rockford - Spring Creek Road to U of I College of Medicine Connection
9. Winnebago County - Bell School Road Sidewalk
10. Winnebago County - Perryville Road Path
11. City of Belvidere - Bellwood & Belvidere High School Detention Ponds
12. Boone County Conservation District- South Piscasaw Creek Connection

The candidate projects were evaluated utilizing the MPO Policy Committee adopted evaluation criteria via MPO Resolution 2017-8. The referenced project summary and technical evaluation scoring information memo has also been provided in the MPO Technical Committee and MPO Policy Committee meeting packets.

The above projects were also discussed at the October 15<sup>th</sup>, 2019 MPO Alternative Transportation Committee (ATC) meeting. A presentation was given by staff providing details of the projects submitted for funding consideration and a discussion followed providing additional information regarding each projects' scoring through the technical review process.

Members of the MPO ATC provided feedback regarding the importance of the “Demand” criteria category in considering project recommendation. It was also noted that criteria related to population density (number of persons served by / within proximity to project) and increased access to health care and human services related facilities should be further integrated into future revisions of the technical evaluation scoring criteria.

It was noted by staff that as there were more projects submitted than funding available for this call for projects, the feedback provided from the MPO ATC and the MPO Technical Committee would be provided to the MPO Policy Committee for their deliberation and consideration in programming the funds. Ultimately, the MPO Policy Committee would select a project or projects for available funds.

In the following discussion, the MPO ATC decided to have voting members, in attendance, individually rank projects and collectively develop a ranked list to move forward. Only voting members’ rank were included and allowed to move the rank list forward. The ranking of the projects that the ATC provided is as follows which differs from the technical evaluation scores provided by MPO staff (provided in accompanying memo):

1. Spring Creek Road to U of I College of Medicine Connection
2. South Piscasaw Creek Connection
3. Bell School Road Sidewalk
4. Perryville Road Path
5. Bellwood & Belvidere High School Detention Ponds

Projects submitted for MPO TAP funding consideration will be further discussed at the October 24<sup>th</sup>, 2019 MPO Technical Committee and MPO Policy Committee meetings.

## Attachment B:

MPO FY 2020 – FY 2023 Transportation Improvement Program (TIP) amendment:

Boone County Conservation District - FY 2020								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
18-20-1	Lawrenceville Road & Pscasaw Creek Connection	City of Belvidere/Lawrenceville Rd to Marengo Rd/Pscasaw Creek: Connection of sidewalks in City of Belvidere to an off-street facility between IL Bypass 20 and the Pscasaw Creek. 4-way stop is being proposed at Lawrenceville Road and Poplar Grove Road to accommodate pedestrian crossing.	Enhancement	TAP	\$520	Local	\$194.395	<b>\$714.395</b>

City of Rockford - FY 2021								
TIP #	Project Location	Extent	Improvement	Federal Sources (000s)		Other Sources (000s)		Total Cost (000s)
				Source	Amount	Source	Amount	
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 Rd.	Enhancement	TAP	\$325.802	Local	\$217.201	<b>\$543.003</b>