

ourmap

ROCKFORD METROPOLITAN AGENCY FOR PLANNING

Transportation Improvement Program
Fiscal Years 2015-2018

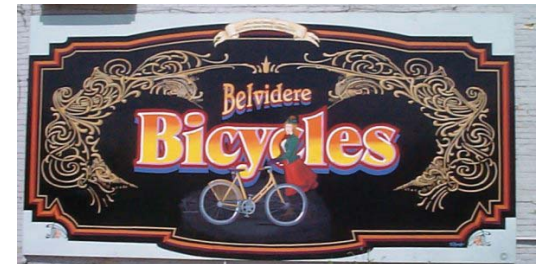


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FOREWORD

The following Document is the RMAP Transportation Improvement Program (TIP). This document contains all improvements that are planned for surface transportation systems within the next four fiscal years (2015-2018) within the Rockford Metropolitan Planning Area. This TIP, in accordance with Federal Regulation, is financially constrained, which means that only projects with identified funding sources or, for projects in the later years, have funding sources that are reasonably expected to be allocated to specific projects. Funding for projects for years other than the current fiscal year (2015) are listed in year of expenditure dollars. That is, the programmed funds for all projects are listed in values appropriate for the projected year of their completion.

For the sake of simplicity, the information in this TIP has been broken up into 7 sections. Sections 1 thru 4 span the highway project years (year 1 being the implementation year and years 2-4 being projects that are likely to occur within the timeframe of this TIP), Section 5 includes previously approved projects, and projects that have already been awarded, initiated or completed, making it the Past Program Element, Section 6 describes the Transit Element, and Section 7 is a more thorough explanation of the development of the TIP itself.

In order to more fully understand the TIP, it is helpful to understand the organization that created it, as well as the organization's history. By Federal law, all urbanized areas over 50,000 persons are required to have an organization that plans and coordinates the decisions regarding the area's surface transportation systems which are called Metropolitan Planning Organizations (MPO). Municipal transportation agencies as well as those agencies involved in all forms of surface transportation, motorized and non-motorized, in the Metropolitan Area (MA) make up the membership of this organization.

The dynamic nature of transportation along with federal transportation regulations necessitate that these entities conduct their work on a continuing, comprehensive, coordinated basis which is commonly known as the 3-C Planning Process. This process along with community participation detailed in the Public Participation Plan (PPP), mobility planning for mobility limited populations through the Human Services Transportation Plan (HSTP), planning for underserved populations through Title VI and Environmental Justice (EJ), and planning for future transportation needs through the Long Range Transportation Plan (LRTP). The sum total of all these separate plans is commonly referred to as the Transportation Planning Process.

This organization was first formed as the Rockford Area Transportation Study (RATS) which was founded in 1964. The sole purpose of this organization was to focus specifically on transportation issues. In 2008, RATS was renamed the Rockford Metropolitan Agency for Planning (RMAP)¹. This was done in response to a federal certification review held in 2007 in which RATS was urged to expand its focus as well per the Safe, Accountable, Flexible, Efficient, Transportation Equity Act – A Legacy for Users otherwise known as SAFETEA-LU as well as become a more independent agency by locating itself outside of municipal headquarters. At this time RATS became RMAP and the staff was expanded to fill the additional roles the agency was to undertake.

RMAP is now more than just a “study.” RMAP is the official MPO comprised of all the major local transportation stakeholders. RMAP continually plans and coordinates decisions regarding the Rockford area's major transportation systems along with all aspects of the built environment that impact the transportation system. RMAP is empowered and governed by a 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; and the State of Illinois acting through the Illinois Department of Transportation (IDOT).

The activities of RMAP 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. The RMAP Policy Committee receives advice and assistance from

a 22-member Technical Committee, which has grown by 5 members in the past two TIP cycles, and is likely to continue to grow as more partners become aware of and desire to participate in the regional planning process. This committee is comprised of planners and/or engineers from the above entities plus the Villages of Cherry Valley, Roscoe, Poplar Grove, and Winnebago; along with representatives from the Rockford Mass Transit District, the Rock River Water Reclamation District and the Chicago / Rockford International Airport, as well as the Rock River Water Reclamation District, the Winnebago County Forest Preserve District, the Boone County Conservation District, the Rockford Park District and the Winnebago County Soil and Water Conservation District.

Much of the technical work accomplished by RMAP is done by a professional staff of 6 persons under the direction of the RMAP Executive Director. The staff and Executive Director until late 2008 were historically provided offices by the City of Rockford Public Works Department, and have since moved to their own office, independent from City Hall. A number of RMAP projects are consultant-based planning efforts in which RMAP staff manages these consultant-lead efforts. These projects often times are funded through State and Federal means in which RMAP has applied for such funding. These projects appear on every Technical and Policy Committee agenda and as such are open to public comment at any time.

The RMAP planning process and planning activities are funded by annual planning grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) with 20% matching funds from the 6 local municipal agencies which comprise its Policy Committee membership.

THIS REPORT WAS PREPARED IN COOPERATION
WITH THE FOLLOWING:
U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration
Illinois Department of Transportation
THE CONTENTS, VIEWS, POLICIES AND CONCLUSIONS EXPRESSED
IN THIS REPORT ARE NOT NECESSARILY
THOSE OF THE ABOVE AGENCIES

TABLE 1: FUNDING SOURCES FOR ROADWAY IMPROVEMENTS		DRAFT RMAP FY 2015-2018 TIP
Acronym	Meaning	Explanation
ACE	Army Corps of Engineers	Funding for flood control and related work authorized by special appropriations from Congress.
BRRP	Bridge Replacement & Rehabilitation Program	Funding authorized through the U.S. DOT and TEA-21 for bridge improvements.
CDBG	Community Development Block Grant	Funding authorized through the U.S. Department of Housing and Urban Development.
EDA	Economic Development Administration	Funding authorized through the U.S. Economic Development Administration.
EDP	Economic Development Program	Funding for improving highway access to new or expanding industrial distribution or tourism developments.
ES-Federal	Federal Economic Stimulus	Funding from the American Recovery and Reinvestment Act of 2009.
FAA	Federal Aviation Administration	Funding authorized in association with major airport improvements.
FRH	Federal Rail-Highway	Funding authorized to improve areas where Highway and Rail cross.
GOB	General Obligation Bonds	Bonds authorized through general purpose units of government for capital improvements.
GRAA	Greater Rockford Airport Authority	Funding authorized from the general fund of the Greater Rockford Airport Authority.
HBP	Highway Bridge Program	Funding authorized to enable states to improve the condition of bridges.
HBRRP	Highway Bridge Replacement & Rehabilitation Program	Funding authorized through the U.S. DOT and TEA-21 for bridge improvements.
HMG	Hazard Mitigation Grant	Grant monies awarded by FEMA to implement hazard mitigation measures after a major disaster declaration.
HPP	High Priority Projects	Funding for specific projects designated in Federal Legislature.
HSIP	Highway Safety Improvement Program	Funding that allows states to target funds to their most critical safety needs.
ICC	Illinois Commerce Commission	Funding authorized for railroad crossing improvements.
IDNR	Illinois Department of Natural Resources	Funding authorized by the IDNR to assist with recreational, educational and environmental improvements and projects.
IM	Interstate Maintenance	A category of the National Highway System program providing funding for resurfacing, restoring, rehabilitating and reconstructing the interstate system.
ISTHA	Illinois State Toll Highway Authority	Funding for improvements to I-90 and other toll highways under the jurisdiction of ISTHA.
ITEP/TAP	Illinois Transportation Enhancement Program/Transportation Alternatives Program	The ITEP is a federally-funded, competitive program that encourages transportation-related enhancement projects in a variety of categories. TAP provides funding for programs and projects defined as transportation alternatives, ITEP being under this category.
ITS	Intelligent Transportation Systems	Funding for improvements under the Intelligent Transportation Systems program.
Local	Local Funding Streams	Funding from an unspecified local funding source, including from the general funds, county and township bridge funds from local jurisdictions.
MFT	Motor Fuel Tax	Taxes on gasoline and fuel oil to be used by the State or local governments for roadway improvements, also the source for State Bridge funds.
MTG	Motorized Trail Grant	Grant monies used to improve recreational trails.
NHPP	National Highway Performance Program	Funding to improve and maintain the condition and performance of and construct new facilities on the National Highway System.
NHS	National Highway System	A special category of Federal funding for improvements on specially designated roadways of national significance.
Private	Private Funding	Funding committed from a private landowner or developer.
PRO	Property Tax	Locally authorized property tax revenues.
RERZ	River's Edge Redevelopment Zone	Funding from the RERZ Program to stimulate the safe, cost-effective reuse of environmentally-challenged properties adjacent to or surrounding rivers.
RFD	Chicago-Rockford International Airport	Funding from RFD to perform airport-related construction, reconstruction and rehabilitation projects.
RST	Retail Sales Tax	Locally authorized Retail Sales Tax revenues.
RTWP	Rockford Township	Funding authorized by Rockford Township.
SA	Special Assessment	Special property taxes, assessed and assigned for a specific improvement.
State	Illinois' State Funding	Funding from the general funds of the State of Illinois, funding from Illinois Jobs Now!, funding from Illinois Jump Start, other State funding sources.
STP	Surface Transportation Program	Funding authorized and administered by the U.S. DOT. For subcategories, see below.
STP-E	STP- Enhancement	STP funds earmarked for projects which enhance the beauty of a roadway project, improve non-motorized transportation opportunities such as bikeway and pedestrian facilities, mitigate for the adverse impacts of more traditional roadway projects or other qualified projects.
STP-HES	STP-Hazard Elimination & Safety funds	Funds allocated specifically for qualified projects that improve safety. HSIP has replace this funding category under SAFETEA-LU (see HSIP above).
STP-R	STP-Rural	STP funds allocated for improvement outside the Census-defined Urbanized Area.
STP-S	STP-State	STP funds allocated to the State of Illinois for use on State marked or unmarked routes or other qualified projects at the State's discretion.
STP-U	Surface Transportation Program-Urban	STP funds allocated for use on qualified projects at the discretion of RATS and the Rockford Urban Area. The assignment of these funds to projects is in accordance with RATS Resolution 92-4 and Addendum A to RATS Resolution 2000-4 which, together, specify the general criteria for considering and evaluating candidate projects and an application format and procedure.
TARP	Truck Access Route Program	Funding to assist local government agencies to upgrade roads for 80,000-pound trucks, improving land use planning and economic development.
TIF	Tax Increment Financing	Funding from Tax Increment Financing Districts.

SECTION I: HIGHWAY TABLES FOR FISCAL YEAR 2015

TABLE 2: YEAR 1 - FY 2015 HIGHWAY PROJECTS **RMAP 2015-2018 TIP DRAFT**

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	FY 2015 COST (\$000)
ILLINOIS DEPARTMENT OF TRANSPORTATION										
IDOT	2015	1-13-13	Highway Safety Improvement Program	District-Wide		Safety	\$387	HSIP		\$348
									State	\$39
IDOT	2015	1-14-7	US 20 Business	@ Bell School Rd.		Safety	\$782		State	\$782
						Intersection Improvement				
						Traffic Signal Modernization				
IDOT	2015	1-12-3	N Main Street/ILL 2 Reconstruction	Riverside Blvd to Auburn St.		Reconstruction	\$28,134	STP-State		\$22,507
		Formerly 1-12-3A							State	\$5,627
IDOT	2015	1-13-12	N Main Street/ILL 2 RR Crossing	Riverside Blvd to Auburn St.		Safety	\$500		State	\$500
		Formerly 1-12-3B		@DME/CP Railroad		RR Crossing Improvement				
IDOT	2015	1-15-2	US 20 Business	0.3 & 0.4 Miles E of Meridian Rd.		Reconstruction	\$800	NHPP		\$640
						Culvert Replacement			State	\$160
IDOT	2015	1-15-3	I-39	Lee Co. Line to 0.4 mi. N of Baxter Road		Resurfacing	\$26,000	NHPP		\$23,400
						Milling			State	\$2,600
Project Note: Portions of this Project are outside the RMAP area to the South.										
WINNEBAGO COUNTY HIGHWAY DEPARTMENT										
WCHD	2015	2-13-4	Bell School Road	Mill to Argus Drive		Reconstruction	\$5,000	STP-U		\$4,000
						Widening ROW, Intersection Improvements			Local	\$1,000
WCHD	2015	2-14-6	Perryville Road Intersection Improvement	@ Spring Creek		Engineering	\$100		Local	\$100
						Add Turn Lanes				
WCHD	2015	2-14-7	Cunningham Road Bridge	Over South Branch Kent Creek		Bridge	\$635	HBP		\$460
									Local	\$175
CITY OF ROCKFORD										
Rockford	2015	3-04-19	Harrison Ave. Reconstruction	20th St. to 9th St.		Reconstruction	\$31,000	STP-U		\$19,665.6
						Curb & Gutter, Bike Path, Lighting, Traffic			State	\$4,418
						Signal Interconnection, Land Ac, Intersection			RST	\$4,916.4
						Reconstruction, Culvert Replacement, Landscaping, Construction Engineering, P.E.			COR Water	\$2,000
Rockford	2015	3-08-26	West State Corridor Phase I	Kent Creek to Sunset		Reconstruction	\$1,650		MFT	\$350
									RST	\$1,300
Rockford	2015	3-08-61	Morgan Street Bridge Punch List/Landscaping	Over Rock River		Bridge	\$250		MFT	\$250
Rockford	2015	3-12-14	South Main Street Reconstruction	Cedar St. to Airport Dr.		Reconstruction	\$18,085		State	\$16,185
									RST	\$1,900
Rockford	2015	3-12-40	Harrison Avenue Bridge Deck Replacement	Over Rock River		Bridge	\$750		MFT	\$750

TABLE 2: YEAR 1 - FY 2015 HIGHWAY PROJECTS **RMAP 2015-2018 TIP DRAFT**

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	FY 2015 COST (\$000)
Rockford	2015	3-12-41	Jefferson Street Bridge Engineering Phase I	Over Rock River		Bridge	\$250		MFT	\$250
Rockford	2015	3-12-83	Mulberry Street Design Engineering	Avon St. to Pierpont		Engineering	\$125		RST	\$125
Rockford	2015	3-12-86	Intergovernmental Joint Projects	City-Wide		Rehabilitation	\$200		RST	\$200
Rockford	2015	3-12-88	Commercial and Industrial Street Program	City-Wide		Resurfacing	\$450		RST	\$450
Rockford	2015	3-12-90	Local Bridge Program	City-Wide		Bridge	\$1,125	HBP	RST	\$700 \$425
Rockford	2015	3-12-91	Concrete Patching	City-Wide		Rehabilitation	\$150		RST	\$150
Rockford	2015	3-12-92	Crack Sealing	City-Wide		Resurfacing	\$100		RST	\$100
Rockford	2015	3-12-93	Inlet Repairs	City-Wide		Rehabilitation	\$150		RST	\$150
Rockford	2015	3-12-94	Pavement Marking	City-Wide		Safety	\$100		RST	\$100
Rockford	2015	3-12-95	Bicycle Lane Pavement Marking/Signage	City-Wide		Safety	\$100		RST	\$100
Rockford	2015	3-12-97	Pedestrian Crossing Improvements	City-Wide		Safety	\$100		RST	\$100
Rockford	2015	3-12-98	Residential Street/Alley Program	City-Wide		Resurfacing	\$5,000		RST	\$5,000
Rockford	2015	3-12-99	Neighborhood Priority-Based Allocation	City-Wide		Rehabilitation	\$200		RST	\$200
Rockford	2015	3-12-100	ADA Ramp Installation Program	City-Wide		Safety	\$150		RST	\$150
Rockford	2015	3-12-101	Sidewalk, Curb and Gutter Program	City-Wide		Rehabilitation	\$150		RST	\$150
Rockford	2015	3-12-102	Arterial Sidewalk Program	City-Wide		New Construction	\$150		RST	\$150
Rockford	2015	3-12-103	Urban Forestry	City-Wide		Enhancement	\$50		RST	\$50
Rockford	2015	3-12-104	CIP Project Development	City-Wide		Planning	\$400		MFT RST	\$150 \$250
Rockford	2015	3-12-105	City Center Improvement	7th Street Lighting, East and West State St. Streetscape		Enhancement	\$250		MFT	\$250
Rockford	2015	3-13-9	Marchesano Drive Resurfacing	West to Clifton		Resurfacing	\$250		RST	\$250
Rockford	2015	3-13-14	Signage Retroreflectivity	City-Wide		Safety	\$150		RST	\$150
Rockford	2015	3-13-44	Airport Infrastructure Project	Falcon Rd. from New Milford School Rd. to Airport Dr. Airport Dr. from 11th St. to Kishwaukee St; Kishwaukee St. Intersection		Reconstruction Rehabilitation Intersection Improvements	\$4,888	EDA	EDP RFD MFT	\$1,350 \$1,038 \$1,500 \$1,000

TABLE 2: YEAR 1 - FY 2015 HIGHWAY PROJECTS **RMAP 2015-2018 TIP DRAFT**

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	FY 2015 COST (\$000)
Rockford	2015	3-14-3	Outdoor City Market	Water Street and East State Street		Rehabilitation New Construction	\$1,200		RERZ	\$1,200
Rockford	2015	3-14-4	Indoor City Market	100 Block of Madison		Rehabilitation New Construction	\$1,300		RERZ	\$1,300
Rockford	2015	3-14-6	Ingersoll Building Renovation	Ingersoll Building		Rehabilitation Design	\$3,800		RERZ	\$3,800
Rockford	2015	3-14-7	Barber-Coleman Memorial Path	1300 Block of Rock Street		Enhancement	\$355		RERZ RST	\$200 \$155
Rockford	2015	3-14-9	East State Streetscape Improvements	East State St.		Design Construction	\$275		RERZ	\$275
Rockford	2015	3-14-10	West State Streetscape Improvements	Rock River to Church		Design Construction	\$725		RERZ	\$725
Rockford	2015	3-14-12	Downtown Parking Garage	@ Intersection of Church St. and Chestnut St.		New Construction	\$300		RST	\$300
Rockford	2015	3-15-1	Auburn Street Reconstruction	Pauline to Kilburn Kilburn to Creek Crossing Irving to Central/Independence		Reconstruction	\$850		RST	\$850
Rockford	2015	3-15-2	Broadway Resurfacing	11th St. to Kishwaukee St.		Resurfacing	\$850		RST	\$850
Rockford	2015	3-15-3	West State Corridor Phase II	Sunset to Day Ave.		Reconstruction	\$2,100		State MFT RST	\$1,500 \$450 \$150
Rockford	2015	3-15-4	Arterial/Collector Maintenance & Winter Repair	City-Wide		Rehabilitation	\$550		RST	\$550
Rockford	2015	3-15-5	Renaissance Corners	Service Road		New Construction	\$250		RST	\$250
Rockford	2015	3-15-6	Signal Replacement Program	City-Wide		Safety	\$300		MFT	\$300
Rockford	2015	3-15-7	Reforestation Program	City-Wide		Enhancement	\$350		RST	\$350
Rockford	2015	3-15-8	Illinois Railway Conversion to Multi-Use Path	At Morgan Street Bridge		Enhancement	\$500		MFT	\$500
Rockford	2015	3-15-43	Rails to Trails Bridge Conversion	Over the Rock River		Enhancement Rehabilitation	\$1,212.7	ITEP/TAP		\$740.0 \$472.7
CITY OF LOVES PARK										
LP	2015	4-15-1	Willow Creek Trail Extension	@ Woodward Rock Cut Campus		Enhancement New Construction	\$320.19	ITEP/TAP		\$240.13 \$80.06
LP	2015	4-12-10	Residential Streets	City-Wide		Resurfacing	\$350		Local	\$350

TABLE 2: YEAR 1 - FY 2015 HIGHWAY PROJECTS **RMAP 2015-2018 TIP DRAFT**

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	FY 2015 COST (\$000)
LP	2015	4-12-11	Pavement Marking	City-Wide		Resurfacing	\$15		Local	\$15
LP	2015	4-12-12	Sidewalk & Curb	City-Wide		Rehabilitation	\$20		Local	\$20
VILLAGE OF MACHESNEY PARK										
BOONE COUNTY HIGHWAY DEPARTMENT										
BCHD	2015	13-15-1	Centerville Road	Over Beaver Creek		Bridge	\$700	HBP		\$560
									Local	\$140
BCHD	2015	13-14-4	Garden Prairie Road	Over Kishwaukee River		Bridge	\$1,820	HBP		\$1,600
									Local	\$220
BCHD	2015	13-11-3	Logan Avenue	US BR RTE 20 to US RTE 20		Resurfacing	\$400		MFT	\$320
									Local	\$80
BCHD	2015	13-09-6	Capron Road	Capron Village Limits to Hunter Road		Resurfacing	\$300		MFT	\$150
									Local	\$150
CITY OF BELVIDERE										
PARK DISTRICT										
Park District	2015	20-15-1	Willow Creek Trail Extension	@ Willow Creek		Enhancement	\$349.39	ITEP/TAP		\$261.99
						New Construction/Pedestrian Bridge			Local	\$87.40
ILLINOIS STATE TOLL HIGHWAY AUTHORITY										
ISTHA	2015	23-14-2	I-90 Corridor Reconstruction Eastbound Entrance	I-39 to IL-47 @ Irene Road	28.9	Reconstruction	\$214,904		ISTHA	\$214,904
			Reconstruction of all cross bridges	Mill Road to Johnson Road						

Project Note: Portions of this Project are outside the RMAP area to the East.











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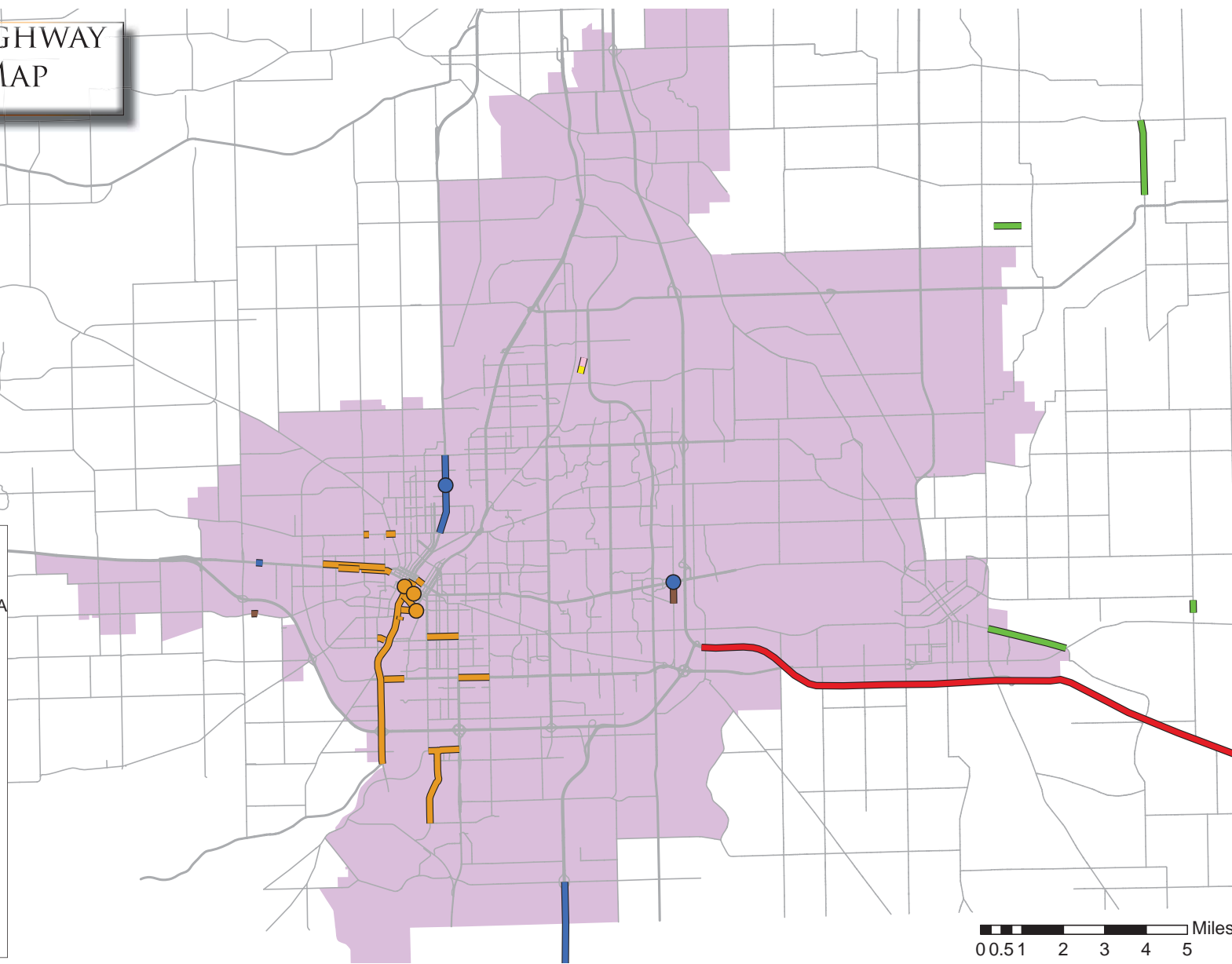
TABLE 3: YEAR 1 (FY 2015) HIGHWAY FUNDED PROJECTS SUMMARY **RMAP 2015 - 2018 TIP DRAFT**

EXPENDITURES BY WORK TYPE (Thousands of Dollars)														
WORK TYPE	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
Bridge Replacement/Improvement	\$0	\$635	\$2,375	\$0	\$0	\$0	\$0	\$2,520	\$0	\$0	\$0	\$0	\$0	\$5,530
Engineering/Planning/Design	\$0	\$100	\$1,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,625
Enhancement	\$0	\$0	\$2,718	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$349	\$0	\$3,387
Intersection Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$0	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700
Reconstruction	\$28,934	\$5,000	\$58,573	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$214,904	\$307,411
Rehabilitation	\$0	\$0	\$7,700	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,720
Resurfacing	\$26,000	\$0	\$6,650	\$365	\$0	\$0	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$33,715
Safety	\$1,669	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,569
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	\$56,603	\$5,735	\$81,141	\$705	\$0	\$0	\$0	\$3,220	\$0	\$0	\$0	\$349	\$214,904	\$362,657
EXPENDITURES BY FUNDING SOURCE (Thousands of Dollars)														
FEDERAL SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
EDA	\$0	\$0	\$1,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350
Hazard Mitigation Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BRP/HBRRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$24,040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,040
HPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$348	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$348
ITEP/TAP	\$0	\$0	\$740	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$262	\$0	\$1,242
Major Bridge/HBP	\$0	\$460	\$700	\$0	\$0	\$0	\$0	\$2,160	\$0	\$0	\$0	\$0	\$0	\$3,320
Motorized Trail Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP- Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-State	\$22,507	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,507
STP-Urban	\$0	\$4,000	\$19,666	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,666
Federal Subtotals	\$46,895	\$4,460	\$22,456	\$240	\$0	\$0	\$0	\$2,160	\$0	\$0	\$0	\$262	\$0	\$76,473
STATE SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
State- IDOT	\$9,708	\$0	\$22,103	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$31,811
State- EDP	\$0	\$0	\$1,038	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,038
State Subtotals	\$9,708	\$0	\$23,141	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,849
LOCAL SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
Local	\$0	\$1,275	\$2,473	\$465	\$0	\$0	\$0	\$590	\$0	\$0	\$0	\$87	\$0	\$4,890
Retail Sales Tax	\$0	\$0	\$19,821	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,821
Motor Fuel Tax	\$0	\$0	\$4,250	\$0	\$0	\$0	\$0	\$470	\$0	\$0	\$0	\$0	\$0	\$4,720
Tax Increment Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDNR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
River's Edge Redevelopment Zone	\$0	\$0	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tollway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$214,904	\$214,904
Local Subtotals	\$0	\$1,275	\$35,544	\$465	\$0	\$0	\$0	\$1,060	\$0	\$0	\$0	\$87	\$214,904	\$253,336
TOTALS	\$56,603	\$5,735	\$81,141	\$705	\$0	\$0	\$0	\$3,220	\$0	\$0	\$0	\$349	\$214,904	\$362,657

FY 2015 HIGHWAY PROJECTS MAP

Legend

-  2010 RMAP Adjusted UA
- Lead Agency**
-  IDOT
-  Rockford
- Lead Agency**
-  BCHD
-  IDOT
-  ISTHA
-  Loves
-  Park District
-  Rockford
-  WCHD



SECTION II: HIGHWAY TABLES FOR FISCAL YEAR 2016

TABLE 4: YEAR 2 - FY 2016 HIGHWAY PROJECTS **RMAP 2015 - 2018 TIP DRAFT**

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	FY 2016 COST (\$000)
ILLINOIS DEPARTMENT OF TRANSPORTATION										
IDOT	2016	1-13-14	Highway Safety Improvement Program	District-Wide		Safety	\$3,687	HSIP		\$3,318
									State	\$369
WINNEBAGO COUNTY HIGHWAY DEPARTMENT										
CITY OF ROCKFORD										
Rockford	2016	3-08-26	West State Street Corridor Phase I	Kent Creek to Sunset		Reconstruction	\$550		State	\$50
									RST	\$500
Rockford	2016	3-12-14	South Main Street Reconstruction	Cedar St. to Beltline		Reconstruction	\$1,900		State	\$1,000
									RST	\$900
Rockford	2016	3-12-40	Harrison Avenue Bridge Deck Replacement	@ Rock River		Bridge	\$750		RST	\$750
Rockford	2016	3-12-41	Jefferson Street Bridge Design	@ Rock River		Bridge	\$200		RST	\$200
Rockford	2016	3-13-10	Whitman Street Interchange	Whitman Bridge to East State Street		Engineering	\$450		RST	\$450
Rockford	2016	3-13-15	Alpine Road Resurfacing	E. State St. to Larson		Resurfacing	\$575		RST	\$575
Rockford	2016	3-13-17	Ogilby Resurfacing and Sidewalks	Forsythia to Montague		Resurfacing	\$750		RST	\$750
Rockford	2016	3-13-19	Intergovernmental Joint Projects	City-Wide		Resurfacing	\$200		RST	\$200
Rockford	2016	3-13-21	Commercial & Industrial Street Program	City-Wide		Resurfacing	\$450		RST	\$450
Rockford	2016	3-13-22	Biennial Bridge Inspection	City-Wide		Bridge	\$150		RST	\$150
Rockford	2016	3-13-23	Local Bridge Program	City-Wide		Bridge	\$275		RST	\$275
Rockford	2016	3-13-24	Concrete Patching	City-Wide		Rehabilitation	\$125		RST	\$125
Rockford	2016	3-13-25	Crack Sealing	City-Wide		Resurfacing	\$125		RST	\$125
Rockford	2016	3-13-26	Inlet Repairs	City-Wide		Rehabilitation	\$150		RST	\$150
Rockford	2016	3-13-27	Pavement Marking	City-Wide		Safety	\$100		RST	\$100
Rockford	2016	3-13-28	Bicycle Lane Pavement Marking/Signage	City-Wide		Safety	\$75		RST	\$75
Rockford	2016	3-13-29	Railroad Improvement Program	City-Wide		Safety	\$25		RST	\$25
Rockford	2016	3-13-30	Pedestrian Crossing Improvements	City-Wide		Safety	\$50		RST	\$50
Rockford	2016	3-13-31	Residential Street/Alley Program	City-Wide		Resurfacing	\$5,000		RST	\$5,000

TABLE 4: YEAR 2 - FY 2016 HIGHWAY PROJECTS **RMAP 2015 - 2018 TIP DRAFT**

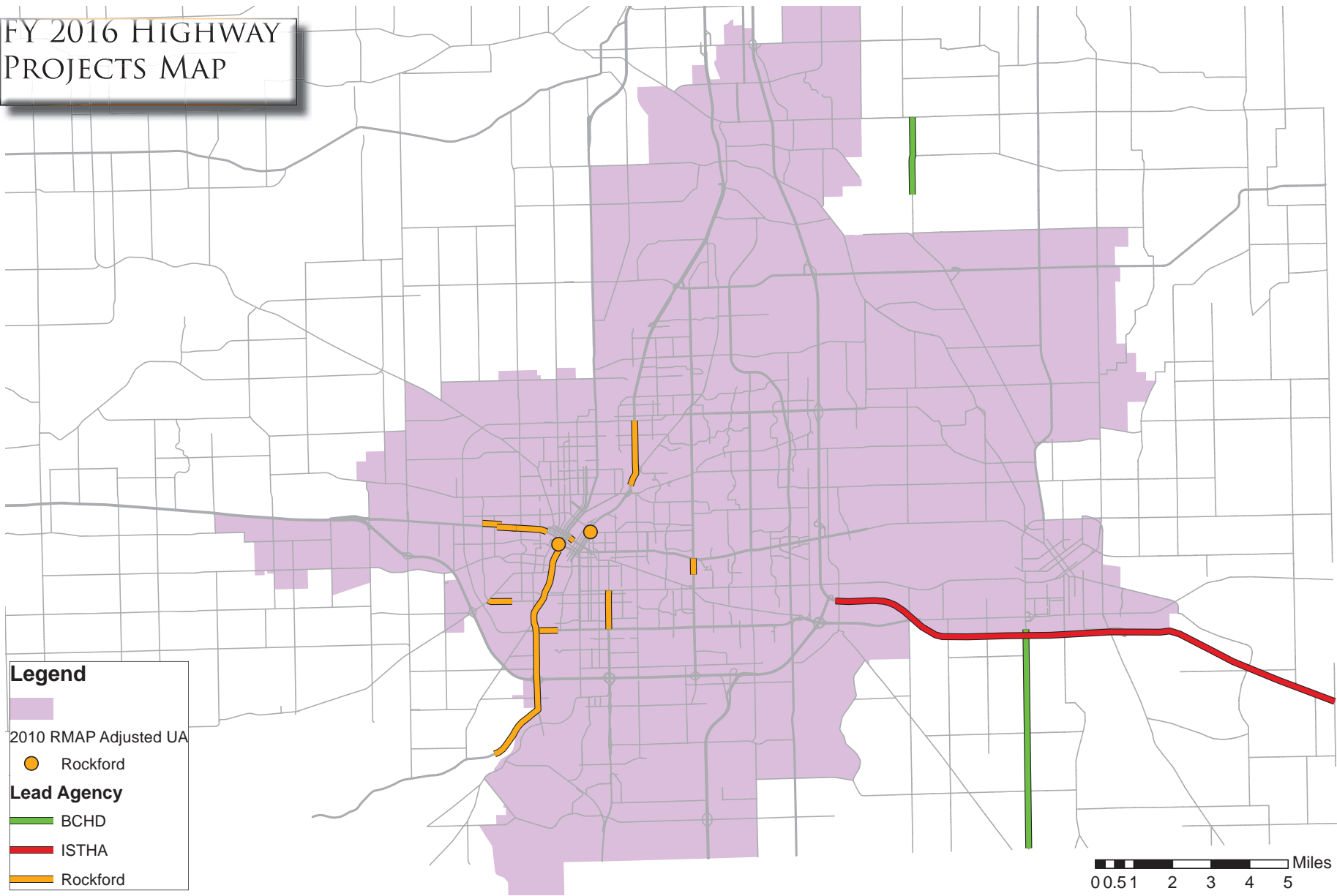
LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	FY 2016 COST (\$000)
Rockford	2016	3-13-32	Neighborhood Priority-Based Allocation	City-Wide		Rehabilitation	\$200		RST	\$200
Rockford	2016	3-13-33	ADA Ramp Installation Program	City-Wide		Safety	\$150		RST	\$150
Rockford	2016	3-13-34	Sidewalk, Curb and Gutter Program	City-Wide		Rehabilitation	\$150		RST	\$150
Rockford	2016	3-13-35	Arterial Sidewalk Program	City-Wide		New Construction	\$150		RST	\$150
Rockford	2016	3-13-36	Urban Forestry	City-Wide		Enhancement	\$50		RST	\$50
Rockford	2016	3-13-38	CIP Project Development	City-Wide		Planning	\$350		MFT RST	\$150 \$200
Rockford	2016	3-13-39	City Center Improvements	Downtown Rockford		Rehabilitation	\$175		RST	\$175
Rockford	2016	3-14-12	Downtown Parking Garage	@ Intersection of Church and Chestnut		New Construction	\$450		RST	\$450
Rockford	2016	3-14-15	Mulberry Street Design	Pierpont to Johnston		Engineering	\$775		RST	\$775
Rockford	2016	3-15-3	West State Street Corridor Phase II	Sunset to Day Ave.		Reconstruction	\$2,050		State MFT RST	\$1,500 \$500 \$50
Rockford	2016	3-15-5	Renaissance Corners	Service Road		New Construction	\$250		RST	\$250
Rockford	2016	3-15-9	11th Street Resurfacing	Broadway to Harrison Ave.		Resurfacing	\$900		RST	\$900
Rockford	2016	3-15-10	N. Main Street See also IDOT Project 1-12-3 for other funding sources	Yonge to Riverside		Reconstruction	\$600		RST	\$600
Rockford	2016	3-15-11	Arterial/Collector Maintenance & Winter Repair	City-Wide		Rehabilitation	\$550		RST	\$550
Rockford	2016	3-15-12	Signal Replacement Program	City-Wide		Safety	\$300		MFT	\$300
Rockford	2016	3-15-13	Reforestation Program	City-Wide		Enhancement	\$350		RST	\$350
CITY OF LOVES PARK										
VILLAGE OF MACHESNEY PARK										
BOONE COUNTY HIGHWAY DEPARTMENT										
BCHD	2016		County Line Road	Over Spring Creek		Bridge	\$450		State Local	\$360 \$90
BCHD	2016	13-09-2	Caledonia Road	Wyman School to Hunter Road		Resurfacing	\$300		MFT Local	\$150 \$150

TABLE 4: YEAR 2 - FY 2016 HIGHWAY PROJECTS						RMAP 2015 - 2018 TIP DRAFT				
LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	FY 2016 COST (\$000)
BCHD	2016	13-12-3	Stone Quarry Road	Chrysler Drive to Dekalb County Line		Resurfacing	\$1,000		MFT Local	\$500 \$500
CITY OF BELVIDERE										
PARK DISTRICT										
ILLINOIS STATE TOLL HIGHWAY AUTHORITY										
ISTHA	2016	23-14-2	I-90 Corridor Reconstruction Eastbound Entrance	I-39 to IL-47 @ Irene Road	28.9	Reconstruction	\$19,158		ISTHA	\$19,158
			Reconstruction of all cross bridges	Mill Road to Johnson Road						
Project Note: Portions of this Project are outside the RMAP area to the East.										
END OF TABLE 4										

TABLE 5: YEAR 2 (FY 2016) HIGHWAY FUNDED PROJECTS SUMMARY **RMAP 2015 - 2018 TIP DRAFT**

EXPENDITURES BY WORK TYPE (Thousands of Dollars)														
WORK TYPE	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
Bridge Replacement/Improvement	\$0	\$0	\$1,375	\$0	\$0	\$0	\$0	\$450	\$0	\$0	\$0	\$0	\$0	\$1,825
Engineering/Planning/Design	\$0	\$0	\$1,575	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,575
Enhancement	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
Intersection Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$0	\$0	\$850	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$850
Reconstruction	\$0	\$0	\$5,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,158	\$24,258
Rehabilitation	\$0	\$0	\$1,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350
Resurfacing	\$0	\$0	\$8,000	\$0	\$0	\$0	\$0	\$1,300	\$0	\$0	\$0	\$0	\$0	\$9,300
Safety	\$3,687	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,387
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	\$3,687	\$0	\$19,350	\$0	\$0	\$0	\$0	\$1,750	\$0	\$0	\$0	\$0	\$19,158	\$43,945
EXPENDITURES BY FUNDING SOURCE (Thousands of Dollars)														
FEDERAL SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
EDA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hazard Mitigation Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BRP/HBRRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$3,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,318
ITEP/TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Bridge/HBP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Motorized Trail Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP- Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Subtotals	\$3,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,318
STATE SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
State- IDOT	\$369	\$0	\$2,550	\$0	\$0	\$0	\$0	\$360	\$0	\$0	\$0	\$0	\$0	\$3,279
State- EDP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Subtotals	\$369	\$0	\$2,550	\$0	\$0	\$0	\$0	\$360	\$0	\$0	\$0	\$0	\$0	\$3,279
LOCAL SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$740	\$0	\$0	\$0	\$0	\$0	\$740
Retail Sales Tax	\$0	\$0	\$15,850	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,850
Motor Fuel Tax	\$0	\$0	\$950	\$0	\$0	\$0	\$0	\$650	\$0	\$0	\$0	\$0	\$0	\$1,600
Tax Increment Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDNR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
River's Edge Redevelopment Zone	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tollway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,158	\$19,158
Local Subtotals	\$0	\$0	\$16,800	\$0	\$0	\$0	\$0	\$1,390	\$0	\$0	\$0	\$0	\$19,158	\$37,348
TOTALS	\$3,687	\$0	\$19,350	\$0	\$0	\$0	\$0	\$1,750	\$0	\$0	\$0	\$0	\$19,158	\$43,945

FY 2016 HIGHWAY PROJECTS MAP



SECTION III: HIGHWAY TABLES FOR FISCAL YEAR 2017

TABLE 6: YEAR 3 - FY 2017 HIGHWAY PROJECTS **RMAP 2015 - 2018 TIP DRAFT**

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	FY 2017 COST (\$000)
ILLINOIS DEPARTMENT OF TRANSPORTATION										
IDOT	2017	1-14-11	Highway Safety Improvement Program	District-Wide		Safety	\$3,687	HSIP		\$3,318
									State	\$369
IDOT	2017	1-09-7	ILL 2/S Main St.	Beltline Rd. S of Rockford to N of River Rd		Reconstruction	\$3,700	STP-R		\$2,960
						Culvert Remove/Repair/Replace			State	\$740
Project Note: Portions of this Project are outside the RMAP area to the Southwest.										
WINNEBAGO COUNTY HIGHWAY DEPARTMENT										
CITY OF ROCKFORD										
Rockford	2017	3-13-18	Prospect Street Resurfacing	Rural to Ethel Ave.		Resurfacing	\$700		RST	\$700
Rockford	2017	3-13-10	Whitman Street Interchange	Whitman Bridge to East State Street		Reconstruction	\$1,500		MFT	\$1,050
									RST	\$450
Rockford	2017	3-14-12	Downtown Parking Garage	@ Intersection of Church and Chestnut		New Construction	\$500		RST	\$500
Rockford	2017	3-14-14	Eastmoreland Resurfacing	Alpine Rd. to Florida Dr.		Resurfacing	\$800		RST	\$800
Rockford	2017	3-14-15	Mulberry Resurfacing	Day to Central		Resurfacing	\$800		RST	\$800
Rockford	2017	3-14-16	Intergovernmental Joint Projects	City-Wide		Resurfacing	\$350		RST	\$350
Rockford	2017	3-14-18	Commercial & Industrial Street Program	City-Wide		Resurfacing	\$400		RST	\$400
Rockford	2017	3-14-19	Jefferson Street Bridge Replacement	@ Rock River		Engineering	\$650		RST	\$650
Rockford	2017	3-14-20	Local Bridge Program	City-Wide		Bridge	\$1,125	HBP		\$700
									RST	\$425
Rockford	2017	3-14-21	Concrete Patching	City-Wide		Rehabilitation	\$125		RST	\$125
Rockford	2017	3-14-22	Crack Sealing	City-Wide		Resurfacing	\$150		RST	\$150
Rockford	2017	3-14-23	Inlet Repairs	City-Wide		Rehabilitation	\$150		RST	\$150
Rockford	2017	3-14-24	Pavement Marking	City-Wide		Safety	\$100		RST	\$100
Rockford	2017	3-14-25	Bicycle Lane Pavement Marking/Signage	City-Wide		Safety	\$50		RST	\$50
Rockford	2017	3-14-26	Signal Replacement Program	City-Wide		Safety	\$350		RST	\$350
Rockford	2017	3-14-27	Residential Street/Alley Program	City-Wide		Resurfacing	\$5,500		RST	\$5,500
Rockford	2017	3-14-28	Neighborhood Priority-Based Allocation	City-Wide		Rehabilitation	\$450		RST	\$450

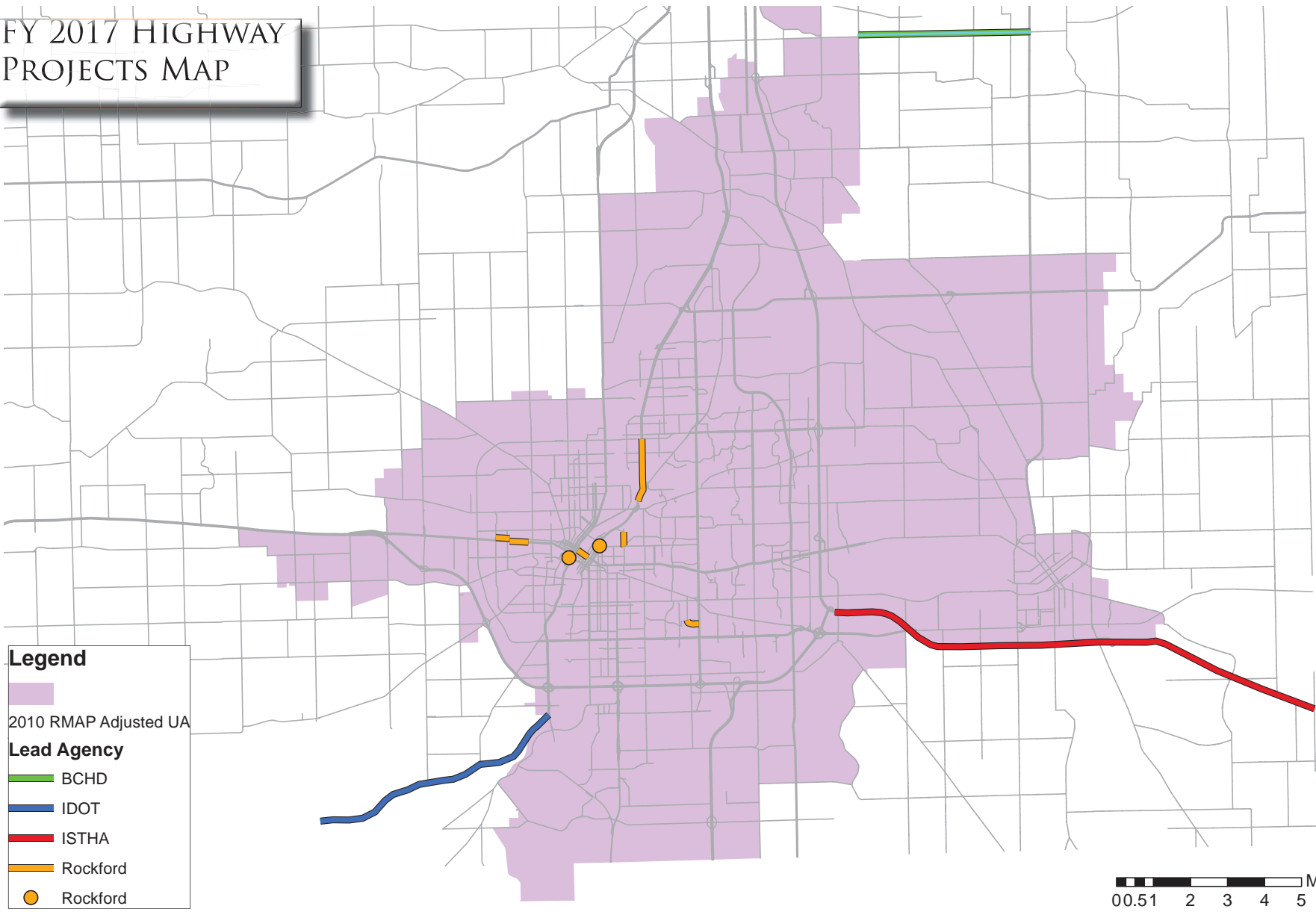
TABLE 6: YEAR 3 - FY 2017 HIGHWAY PROJECTS **RMAP 2015 - 2018 TIP DRAFT**

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	FY 2017 COST (\$000)
Rockford	2017	3-14-29	ADA Ramp Installation Program	City-Wide		Safety	\$100		RST	\$100
Rockford	2017	3-14-30	Sidewalk, Curb and Gutter Program	City-Wide		Rehabilitation	\$200		RST	\$200
Rockford	2017	3-14-31	Arterial Sidewalk Program	City-Wide		New Construction	\$150		RST	\$150
Rockford	2017	3-14-32	Urban Forestry	City-Wide		Enhancement	\$50		RST	\$50
Rockford	2017	3-14-34	CIP Project Development	City-Wide		Planning	\$400		MFT RST	\$150 \$250
Rockford	2017	3-14-35	City Center Improvements	Downtown Rockford		Rehabilitation	\$200		RST	\$200
Rockford	2017	3-15-10	North Main Street Corridor Reconstruction	Yonge to Riverside		Reconstruction	\$2,200		MFT RST	\$1,500 \$700
			See also IDOT Project 1-12-3 for other funding sources							
Rockford	2017	3-15-3	West State Street Corridor Phase II	Sunset to Day Ave.		Reconstruction	\$8,000		State MFT	\$7,000 \$1,000
Rockford	2017	3-15-14	Arterial/Collector Maintenance & Winter Repair	City-Wide		Rehabilitation	\$600		RST	\$600
Rockford	2017	3-15-15	Pedestrian Crossing Improvements	City-Wide		Safety	\$75		RST	\$75
Rockford	2017	3-15-16	Reforestation Program	City-Wide		Enhancement	\$350		RST	\$350
CITY OF LOVES PARK										
VILLAGE OF MACHESNEY PARK										
BOONE COUNTY HIGHWAY DEPARTMENT										
BCHD	2017	13-14-1	Manchester Road Resurfacing	Winnebago County Line to ILL Route 76	4.5	Resurfacing	\$900		MFT Local	\$450 \$450
CITY OF BELVIDERE										
PARK DISTRICT										
ILLINOIS STATE TOLL HIGHWAY AUTHORITY										
ISTHA	2017	23-14-2	I-90 Corridor Reconstruction Eastbound Entrance	I-39 to IL-47 @ Irene Road	28.9	Reconstruction	\$24,967		ISTHA	\$24,967
			Reconstruction of all cross bridges	Mill Road to Johnson Road						
Project Note: Portions of this Project are outside the RMAP area to the East.										
END OF TABLE 6										

TABLE 7: YEAR 3 (FY 2017) HIGHWAY FUNDED PROJECTS SUMMARY **RMAP 2015 - 2018 TIP DRAFT**

EXPENDITURES BY WORK TYPE (Thousands of Dollars)														
WORK TYPE	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
Bridge Replacement/Improvement	\$0	\$0	\$1,125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,125
Engineering/Planning/Design	\$0	\$0	\$1,050	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050
Enhancement	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
Intersection Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$0	\$0	\$650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$650
Reconstruction	\$3,700	\$0	\$11,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,967	\$40,367
Rehabilitation	\$0	\$0	\$1,725	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,725
Resurfacing	\$0	\$0	\$8,700	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$0	\$0	\$9,600
Safety	\$3,687	\$0	\$675	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,362
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	\$7,387	\$0	\$26,025	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$0	\$24,967	\$59,279
EXPENDITURES BY FUNDING SOURCE (Thousands of Dollars)														
FEDERAL SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
EDA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hazard Mitigation Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BRP/HBRRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$3,318	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,318
ITEP/TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Bridge/HBP	\$0	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700
Motorized Trail Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP- Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$2,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,960
STP-State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Subtotals	\$6,278	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,978
STATE SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
State- IDOT	\$1,109	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,109
State- EDP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Subtotals	\$1,109	\$0	\$7,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,109
LOCAL SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450	\$0	\$0	\$0	\$0	\$0	\$450
Retail Sales Tax	\$0	\$0	\$14,625	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,625
Motor Fuel Tax	\$0	\$0	\$3,700	\$0	\$0	\$0	\$0	\$450	\$0	\$0	\$0	\$0	\$0	\$4,150
Tax Increment Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDNR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
River's Edge Redevelopment Zone	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tollway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,967	\$24,967
Local Subtotals	\$0	\$0	\$18,325	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$0	\$24,967	\$44,192
TOTALS	\$7,387	\$0	\$26,025	\$0	\$0	\$0	\$0	\$900	\$0	\$0	\$0	\$0	\$24,967	\$59,279

FY 2017 HIGHWAY PROJECTS MAP



Legend

- 2010 RMAP Adjusted UA
- Lead Agency**
- BCHD
- IDOT
- ISTHA
- Rockford
- Rockford

SECTION IV: HIGHWAY TABLES FOR FISCAL YEAR 2018

TABLE 8: YEAR 4 - FY 2018 HIGHWAY PROJECTS **RMAP 2015 - 2018 TIP DRAFT**

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	FY 2018 COST (\$000)
ILLINOIS DEPARTMENT OF TRANSPORTATION										
IDOT	2018	1-15-4	Highway Safety Improvement Program	District-Wide		Safety	\$1,687	HSIP		\$1,518
									State	\$169
WINNEBAGO COUNTY HIGHWAY DEPARTMENT										
CITY OF ROCKFORD										
Rockford	2018	3-13-10	Whitman Street Interchange	Whitman Bridge to East State Street		Reconstruction	\$8,150		State	\$5,450
									MFT	\$2,500
									RST	\$200
Rockford	2018	3-14-15	Mulberry Street Resurfacing	Day Ave. to Central Ave.		Resurfacing	\$750		RST	\$750
Rockford	2018	3-15-3	West State Street Corridor Reconstruction Phase II	Sunset to Day Ave.		Reconstruction	\$1,000		MFT	\$1,000
Rockford	2018	3-15-10	North Main Street Corridor Reconstruction	Yonge to Riverside		Reconstruction	\$520		RST	\$520
Rockford	2018	3-15-11	Sandy Hollow Road Rehabilitation	RR Tracks to Kishwaukee St.		Rehabilitation	\$800		RST	\$800
Rockford	2018	3-15-12	Spring Creek Road Resurfacing	US 251 to Alpine Rd.		Resurfacing	\$1,300		RST	\$1,300
Rockford	2018	3-15-17	35th Street Resurfacing	Samuelson Rd. to Courtland Terr.		Resurfacing	\$950		RTWP RST	\$250 \$700
Rockford	2018	3-15-18	Kishwaukee Street Resurfacing	Sandy Hollow to Airport Dr.		Resurfacing	\$700		RST	\$700
Rockford	2018	3-15-19	Arterial/Collector Maintenance & Winter Repair	City-Wide		Rehabilitation	\$400		RST	\$400
Rockford	2018	3-15-20	Intergovernmental Joint Projects	City-Wide		Resurfacing	\$450		RST	\$450
Rockford	2018	3-15-21	Commercial & Industrial Street Program	City-Wide		Resurfacing	\$300		RST	\$300
Rockford	2018	3-15-22	Biennial Bridge Inspection	City-Wide		Bridge	\$150		RST	\$150
Rockford	2018	3-14-19	Jefferson Street Bridge Replacement	@ Rock River		Engineering	\$500		MFT	\$500
This project was listed in Resolution 2014-5 as 3-15-23.										
Rockford	2018	3-15-24	Local Bridge Program	City-Wide		Bridge	\$1,350	HBP		\$700
									RST	\$650
Rockford	2018	3-15-25	Concrete Patching	City-Wide		Rehabilitation	\$150		RST	\$150
Rockford	2018	3-15-26	Crack Sealing	City-Wide		Resurfacing	\$125		RST	\$125
Rockford	2018	3-15-27	Inlet Repairs	City-Wide		Rehabilitation	\$150		RST	\$150

TABLE 8: YEAR 4 - FY 2018 HIGHWAY PROJECTS **RMAP 2015 - 2018 TIP DRAFT**

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	FY 2018 COST (\$000)
Rockford	2018	3-15-28	Pavement Marking	City-Wide		Safety	\$125		RST	\$125
Rockford	2018	3-15-29	Bicycle Lane Pavement Marking/Signage	City-Wide		Safety	\$100		RST	\$100
Rockford	2018	3-15-30	Pedestrian Crossing Improvements	City-Wide		Safety	\$100		RST	\$100
Rockford	2018	3-15-31	Signal Replacement Program	City-Wide		Safety	\$250		RST	\$250
Rockford	2018	3-15-32	Residential Street/Alley Program	City-Wide		Resurfacing	\$5,000		RST	\$5,000
Rockford	2018	3-15-33	Reforestation Program	City-Wide		Enhancement	\$350		RST	\$350
Rockford	2018	3-15-34	Neighborhood Priority-Based Allocation	City-Wide		Rehabilitation	\$200		RST	\$200
Rockford	2018	3-15-35	ADA Ramp Installation Program	City-Wide		Safety	\$175		RST	\$175
Rockford	2018	3-15-36	Sidewalk, Curb and Gutter Program	City-Wide		Rehabilitation	\$200		RST	\$200
Rockford	2018	3-15-37	Arterial Sidewalk Program	City-Wide		New Construction	\$150		RST	\$150
Rockford	2018	3-15-38	Urban Forestry	City-Wide		Enhancement	\$50		RST	\$50
Rockford	2018	3-15-39	CIP Project Development	City-Wide		Planning	\$350		MFT	\$100
									RST	\$250
Rockford	2018	3-15-40	City Center Improvements	Downtown Rockford		Rehabilitation	\$130		RST	\$130
Rockford	2018	3-14-12	Downtown Parking Garage	@ Intersection of Church and Chestnut		New Construction	\$450		RST	\$450
This project was listed in Resolution 2014-5 as 3-14-41.										
Rockford	2018	3-15-42	Morgan Street Resurfacing	Winnebago to Central Ave.		Resurfacing	\$650		RST	\$650
CITY OF LOVES PARK										
VILLAGE OF MACHESNEY PARK										
BOONE COUNTY HIGHWAY DEPARTMENT										
CITY OF BELVIDERE										
PARK DISTRICT										
ILLINOIS STATE TOLL HIGHWAY AUTHORITY										
END OF TABLE 8										

TABLE 9: YEAR 4 (FY 2018) HIGHWAY FUNDED PROJECTS SUMMARY **RMAP 2015 - 2018 TIP DRAFT**

EXPENDITURES BY WORK TYPE (Thousands of Dollars)														
WORK TYPE	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
Bridge Replacement/Improvement	\$0	\$0	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500
Engineering/Planning/Design	\$0	\$0	\$850	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$850
Enhancement	\$0	\$0	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
Intersection Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$0	\$0	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600
Reconstruction	\$0	\$0	\$9,670	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,670
Rehabilitation	\$0	\$0	\$2,030	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,030
Resurfacing	\$0	\$0	\$10,225	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,225
Safety	\$1,687	\$0	\$750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,437
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	\$1,687	\$0	\$26,025	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,712
EXPENDITURES BY FUNDING SOURCE (Thousands of Dollars)														
FEDERAL SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
EDA	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Hazard Mitigation Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
BRP/HBRRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$1,518	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,518
ITEP/TAP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Major Bridge/HBP	\$0	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$700
Motorized Trail Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP- Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-State	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Urban	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Subtotals	\$1,518	\$0	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,218
STATE SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
State- IDOT	\$169	\$0	\$5,450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,619
State- EDP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Subtotals	\$169	\$0	\$5,450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,619
LOCAL SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RST	\$0	\$0	\$15,525	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,525
MFT	\$0	\$0	\$4,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,100
TIF	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDNR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
RERZ	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tollway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Subtotals	\$0	\$0	\$19,875	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,875
TOTALS	\$1,687	\$0	\$26,025	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,712

FY 2018 HIGHWAY PROJECTS MAP

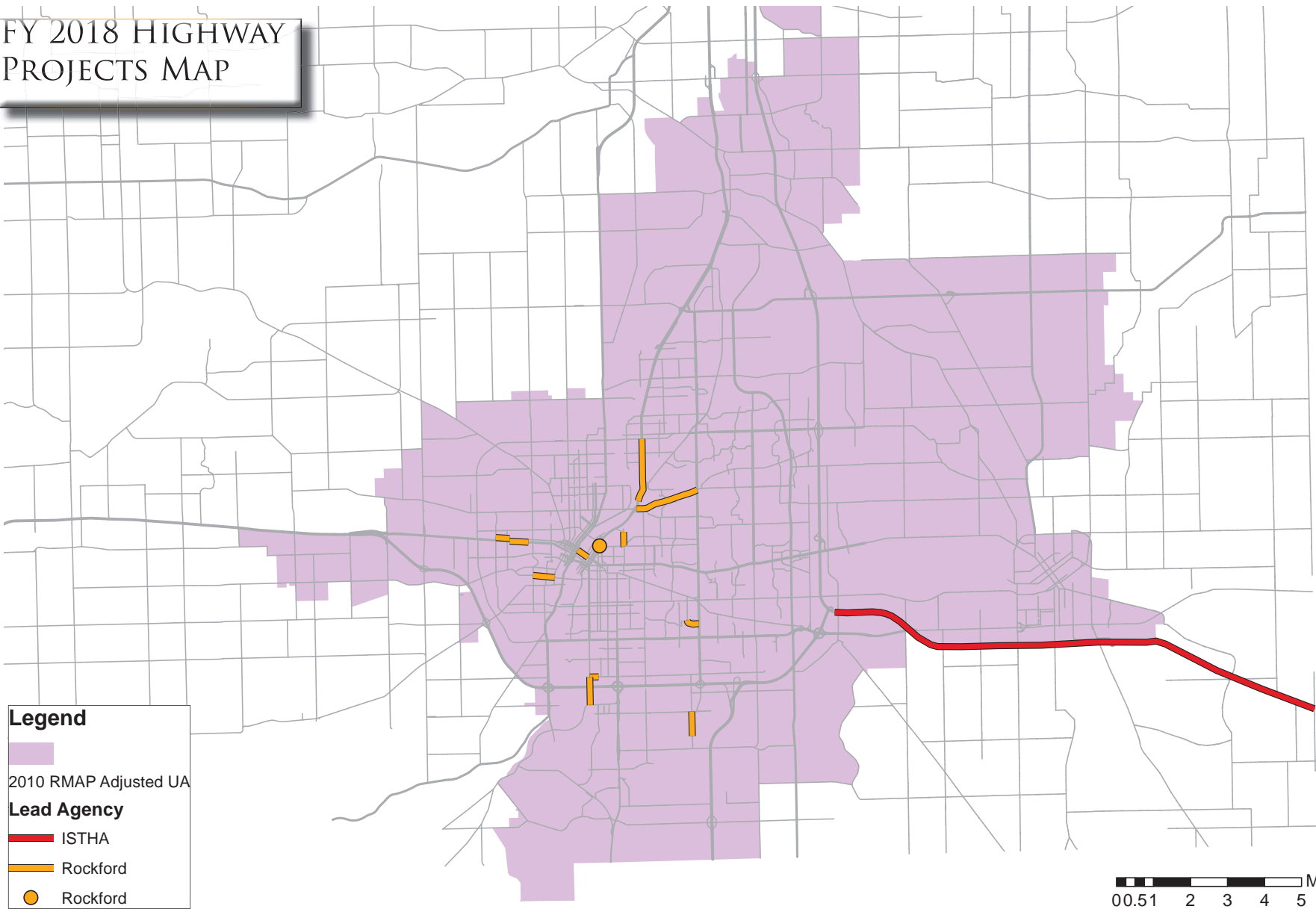


TABLE 10: 2015-2018 HIGHWAY FUNDED PROJECTS SUMMARY **RMAP 2015-2018 TIP DRAFT**

EXPENDITURES BY WORK TYPE (Thousands of Dollars)														
WORK TYPE	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
Bridge Replacement/Improvement	\$0	\$635	\$6,375	\$0	\$0	\$0	\$0	\$2,970	\$0	\$0	\$0	\$0	\$0	\$9,980
Engineering	\$0	\$100	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,100
Enhancement	\$0	\$0	\$3,918	\$320	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$349	\$0	\$4,587
Intersection Improvement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New Construction	\$0	\$0	\$2,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,800
Reconstruction	\$32,634	\$5,000	\$85,043	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$259,029	\$381,706
Rehabilitation	\$0	\$0	\$12,805	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,825
Resurfacing	\$26,000	\$0	\$33,575	\$365	\$0	\$0	\$0	\$2,900	\$0	\$0	\$0	\$0	\$0	\$62,840
Safety	\$10,730	\$0	\$3,025	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,755
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTALS	\$69,364	\$5,735	\$152,541	\$705	\$0	\$0	\$0	\$5,870	\$0	\$0	\$0	\$349	\$259,029	\$493,593
EXPENDITURES BY FUNDING SOURCE (Thousands of Dollars)														
FEDERAL SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
EDA	\$0	\$0	\$1,350	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350
Hazard Mitigation Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HBRRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHPP	\$24,040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,040
HPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
HSIP	\$8,502	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,502
ITEP	\$0	\$0	\$740	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$262	\$0	\$1,242
Major Bridge/HBP	\$0	\$460	\$2,100	\$0	\$0	\$0	\$0	\$2,160	\$0	\$0	\$0	\$0	\$0	\$4,720
Motorized Trail Grant	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NHS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP- Enhancement	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STP-Rural	\$2,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,960
STP-State	\$22,507	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,507
STP-Urban	\$0	\$4,000	\$19,666	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,666
Federal Subtotals	\$58,009	\$4,460	\$23,856	\$240	\$0	\$0	\$0	\$2,160	\$0	\$0	\$0	\$262	\$0	\$88,987
STATE SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
State- IDOT	\$11,355	\$0	\$37,103	\$0	\$0	\$0	\$0	\$360	\$0	\$0	\$0	\$0	\$0	\$48,818
State- EDP	\$0	\$0	\$1,038	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,038
State Subtotals	\$11,355	\$0	\$38,141	\$0	\$0	\$0	\$0	\$360	\$0	\$0	\$0	\$0	\$0	\$49,856
LOCAL SOURCES	IDOT	WCHD	Rockford	LP	MP	RFD	CV	BCHD	Belvidere	Roscoe	Winnebago	Park Dist.	ISTHA	TOTALS
Local	\$0	\$1,275	\$2,473	\$465	\$0	\$0	\$0	\$1,780	\$0	\$0	\$0	\$87	\$0	\$6,080
Retail Sales Tax	\$0	\$0	\$65,821	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,821
Motor Fuel Tax	\$0	\$0	\$13,000	\$0	\$0	\$0	\$0	\$1,570	\$0	\$0	\$0	\$0	\$0	\$14,570
Tax Increment Financing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$1,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750
ICC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
IDNR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
River's Edge Redevelopment Zone	\$0	\$0	\$7,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500
TARP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Tollway	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$259,029	\$259,029
Local Subtotals	\$0	\$1,275	\$90,544	\$465	\$0	\$0	\$0	\$3,350	\$0	\$0	\$0	\$87	\$259,029	\$354,751
TOTALS	\$69,364	\$5,735	\$152,541	\$705	\$0	\$0	\$0	\$5,870	\$0	\$0	\$0	\$349	\$259,029	\$493,593

**SECTION V:
PREVIOUSLY APPROVED PROJECTS
AND
AWARDED, INITIATED, & COMPLETED
PROJECTS**

Explanation of Previously Approved and Awarded, Initiated, & Completed Projects Tables

Within this TIP there exists a linkage between certain elements and listed projects. An important linkage exists between Previously Approved Projects (**Table 11**), and Year 1 Highway Funded Projects Summary (**Table 3**). The linkage occurs because the way in which the projects are programmed by the implementing agencies, scheduled for construction (or some other program activity) and then awarded for contract (letting). When a construction project becomes ready and financially feasible to start, it will go out for letting. This is a public bidding period in which private entities will submit their price estimates for advertised work to be done by a specific letting date. If an acceptable bid is not received or if there are other complications preventing the award of the project, that project will be laid over until such time when those particular issues are resolved. These projects are listed in **Table 11**. Projects listed in this table have been adopted by the RMAP Policy Committee in previous TIP's which have been accepted and approved by the FHWA and the FTA.

Projects listed in **Table 2** are being listed in the MPO's TIP for the first year (or Annual Year). From a planning perspective, these projects will be first on the priority list. If projects that are listed in **Table 2** are not implemented in FY2013 when this TIP is approved by FHWA and FTA, then those projects will be moved to **Table 11** in the next fiscal year's Transportation Improvement Program. In essence, **Table 11** represents projects that have already been approved in a Transportation Improvement Program, but have not been to letting; or projects for which the letting was unawarded; or for projects on which the letting was successfully awarded, but no work on the project itself has begun. When an award is made after a letting, projects from **Table 11** are moved to **Table 12**, the Annual List of Completed Projects. Projects that have initiated or completed construction are also listed in **Table 12**.

Multiple projects within **Tables 11** and **12** are marked with the status of Advanced Construction. Advanced Construction status for these projects is due to one of the following conditions: at this time, the Illinois Department of Transportation considers specific apportionment or state contract ceiling insufficient to meet project specifications; or the project has been inactive for at least 12 months, and cannot be kept current in accordance with 23 CFR 630.106. In accordance with requests from the Illinois Department of Transportation, and to bring the RMAP TIP into compliance with federal statute, projects that RMAP has been notified require the status of Advanced Construction have been labelled as such. In the event that projects are either designated with Advanced Construction status or such status is removed from projects already with it, RMAP shall undergo the Administrative Modification process. RMAP, in concurrence with IDOT, has made the determination that the change of Advanced Construction status, whether it is added to or removed from a project, does not constitute a significant change and is therefore in accordance with the Administrative Modification process.

TABLE 11: PREVIOUSLY APPROVED PROJECTS **RMAP 2015-2018 TIP DRAFT**

These projects have been previously approved in an RMAP TIP but have not been awarded, initiated or completed. These projects remain authorized for construction, land acquisition and/or engineering.

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)
IDOT	2013	1-13-5	Safety Improvements	Wisconsin State Line to U.S. Route 20		Safety Improvements	\$3,679	HSIP		\$3,311
NOTE: This project is currently in Advanced Construction Status, in accordance with 23 CFR 630.106.										
									State	\$368
IDOT	2011	1-08-15	US 20 BUS / W State St	Sunset Ave to W of Kent Creek in Rockford		RR Crossing Improvement	\$625	NHS		\$500
									State	\$125
IDOT	2011	1-10-14	ILL 2 / N Main St	Elmwood Rd to Latham Rd N of Rockford		Additional Lanes	\$30,001	STP-State		\$16,890
						Intersection Improvement		STP-State		\$5,214
						Bridge (New)		STP-State		\$1,896
						Bridge Deck Overlay			State	\$4,223
						Handrail Replacement			State	\$1,304
IDOT	2011	1-11-13	ILL 173 / ILL 251 / West Lane Rd	At ILL 251 in Machesney Park		Intersection Reconstruction (CMS)	\$15,000	NHS		\$12,000
									State	\$3,000
WCHD	2014	2-01-1-E	SE Connection Bike Path	Argus - Cherry Valley		Construction	\$1,250	ITEP		\$1,000
									Local	\$250
WCHD	2001	2-01-1E	Perryville Path - SE Connection	Perryville Rd & Argus Dr to Cherry Valley Path & Vandiver	3.75	Bikeway, Pedestrian Overpass, Lighting, Utility Adjustment, Land Acquisition, Preliminary Engineering, & Construction Engineering	\$2,178	STP-Enhancement		\$1,742
									Local	\$436
WCHD	2001	2-00-E-1	Pecatonica Prairie Path	Meridian Rd to County Line to Freeport		Bikeway, Pedestrian Overpass, Lighting, Landscaping, Utility Adjustment & Land Acquisition	\$4,679	STP-Enhancement		\$4,063
									Local	\$616
WCHD	2010	2-06-6	Perryville Rd	@ UP Railroad Bridge		Reconstruction	\$2,350	HBP		\$250
									ICC	\$690
									Local	\$250
WCHD	2010	2-06-6	Perryville Rd	@ UP Railroad Bridge		Construction Engineering	\$250			
									ICC	\$150
									Local	\$100
WCHD	2010	2-10-6	Perryville Rd	Over S BR of Kishwaukee		Bridge Rehabilitation	\$500	HBP		\$400
									Local	\$100
WCHD	2011	2-11-2	Guard Rail Upgrade Program	County-Wide		Safety	\$200	HSIP		\$180
									Local	\$20

TABLE 11: PREVIOUSLY APPROVED PROJECTS **RMAP 2015-2018 TIP DRAFT**

These projects have been previously approved in an RMAP TIP but have not been awarded, initiated or completed. These projects remain authorized for construction, land acquisition and/or engineering.

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)
Rockford	2014	3-12-107	Sandy Hollow Road Diet	Alpine to 20th Street		Road Diet	\$1,455	HSIP	RST	\$1,255
										\$200
Rockford	2014	3-13-40	Rockton Avenue Intersection	@ Halsted Road		Intersection Improvement	\$395	HSIP	RST	\$270
										\$125
Rockford	2011	3-04-19	Harrison Ave	20th St to 11th St		Reconstruction	\$3,300	STP-U		\$2,500
						Land Acquisition			RST	\$800
						Engineering				
						Utility Relocation				
						Lighting				
Rockford	2011	3-10-5	Rockton Ave	@ Custer		Intersection Safety Improvement	\$365	HSIP	RST	\$290
										\$75
Rockford	2011	3-11-4	15th Ave Intersection	@ 9th St in Rockford		Signal Modernization	\$206	HSIP		\$130
						Geometric Improvement (CMS)			RST	\$75
Rockford	2011	3-11-5	E State St	@ Fairview Ave in Rockford		Pedestrian Countdown Signals (ITS)	\$20	HSIP	RST	\$10
										\$10
Rockford	2013	3-13-2	Broadway Streetscape Design	Kishwaukee to 9th Street		Planning/Design	\$100		RST	\$100
Rockford	2013	3-13-40	Rockton Avenue Intersection	@ Halsted Road		Intersection Improvement	\$385	HSIP	RST	\$270
										\$115
Rockford	2013	3-12-41	Jefferson Street Bridge	Over Rock River		Engineering	\$125		RST	\$125
Rockford	2012	3-12-106	Rockton Avenue	@ Halsted		Signal Modernization	\$385	HSIP	Local	\$270
										\$115
Rockford	2012	3-12-109	Falcon Road	New Milford School Road to Airport Drive		Reconstruction	\$5,000	EDP		\$2,000
Rockford	2012	3-12-112	Froberg/Nashold Infrastructure			Build off-road walking/bicycling paths		STP-SRTS		\$29
Rockford	2012	3-12-113	Froberg/Nashold Infrastructure			Create Traffic Controls (Traffic Lights/Signs)		STP-SRTS		\$51
LP	2011	4-10-4	Windsor Elementary Sidewalks	Surrounding Windsor School		Sidewalks, crosswalks, and signage	\$125	SRTS		\$125
MP	2010	5-10-3	Ralston Elementary	Surrounding Ralston Elementary		Sidewalks, crosswalks, and signage	\$125	SRTS		\$125

TABLE 11: PREVIOUSLY APPROVED PROJECTS **RMAP 2015-2018 TIP DRAFT**

These projects have been previously approved in an RMAP TIP but have not been awarded, initiated or completed. These projects remain authorized for construction, land acquisition and/or engineering.

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)
BCHD	2014	13-13-5	Orth Road	Over Beaver Creek		Bridge	\$836	HBP		\$654
									Local	\$182

END OF TABLE 11

PREVIOUSLY APPROVED PROJECTS MAP

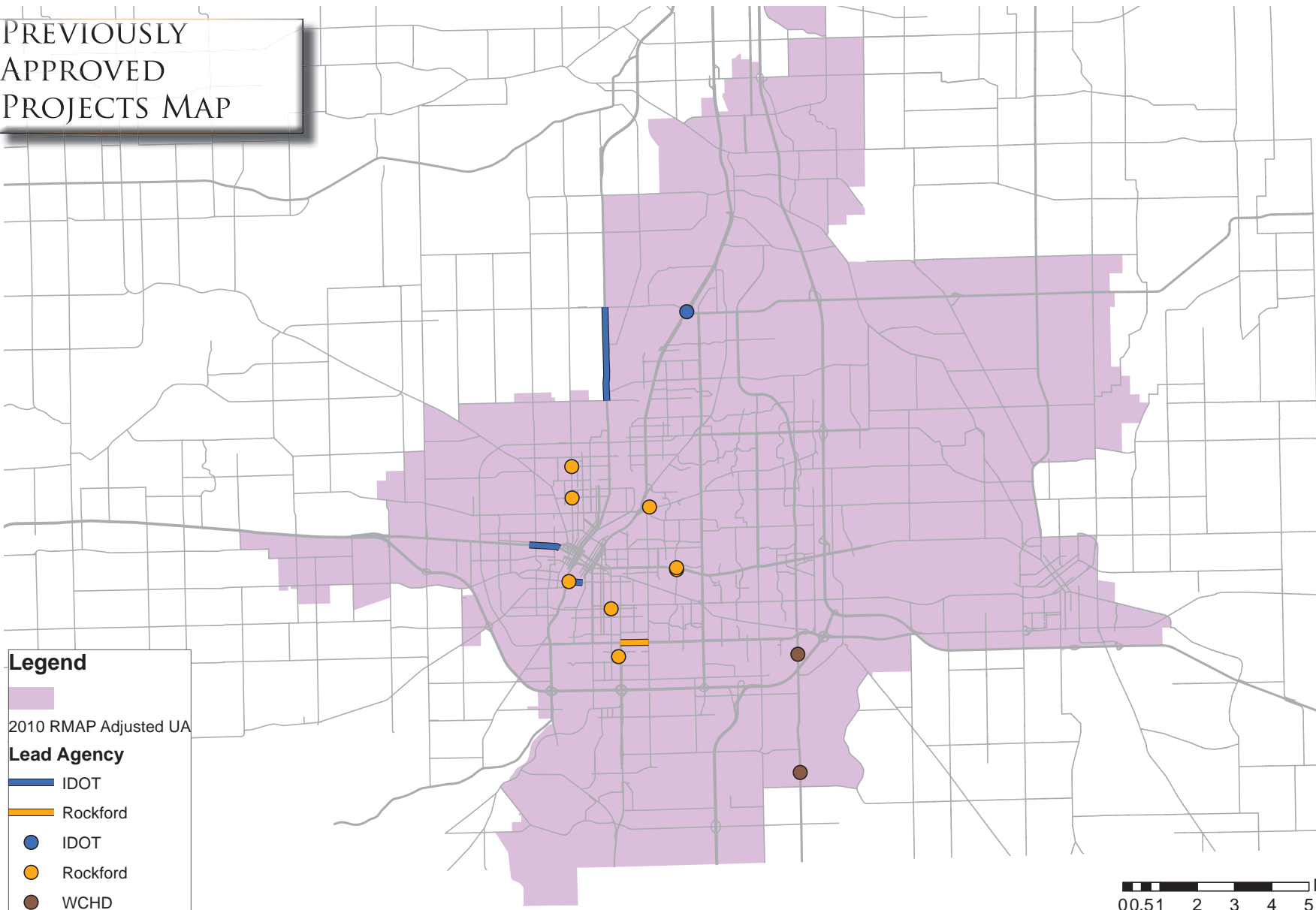


TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

Projects in this table have been awarded, have been initiated and are in progress, or are completed.										
LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)
IDOT	2015	1-15-1	IL 76	Wisconsin State Line to US BUS 20 N of Belvidere		Resurfacing	\$4,100	NHPP		\$3,280
NOTE: This project is currently in Advanced Construction Status, in accordance with 23 CFR 630.106.										
									State	\$820
IDOT	2014	1-12-6	US 20 Bypass Bridge	West and East Channel of Rock River East of ILL 2		Reconstruction	\$27,000	NHPP		\$21,600
						Bridge Replacement			State	\$5,400
IDOT	2014	1-13-11	Safety Improvements	District-Wide		Safety Improvements	\$1,780	HSIP		\$1,601
									State	\$179
IDOT	2014	1-14-1	I-39 Engineering	US 20 to I-90		P.E. (Phase I)	\$150		State	\$150
IDOT	2014	1-14-2	Perryville RR Bridge	UP RR 0.5 Miles South of Harrison Ave in Rockford		Bridge Replacement	\$1,545	STP-State		\$482
									Local	\$136
									ICC	\$927
IDOT	2014	1-14-3	Perryville RR Bridge Engineering	UP RR 0.5 Miles South of Harrison Ave in Rockford		Construction Engineering	\$171	STP-State		\$62
									Local	\$16
									ICC	\$93
IDOT	2014	1-14-4	US 20 Business Land Acquisition	Day Ave to Independence Ave in Rockford		Land Acquisition	\$3,400		State	\$3,400
IDOT	2014	1-14-5	US 20 Business Engineering	Day Ave to Independence Ave in Rockford		P.E. (Phase II)	\$500		State	\$500
IDOT	2014	1-14-6	ILL 2 Intersection Reconstruction	@ Roscoe Road		Intersection Reconstruction	\$5,600	STP-State		\$2,717
						Horizontal Realignment		HSIP		\$1,984
NOTE: This project is currently in Advanced Construction Status, in accordance with 23 CFR 630.106.										
									State	\$899
IDOT	2014	1-14-12	IL 251 Resurfacing (Harrison Ave)	Kishwaukee St to E of 9th St		Resurfacing	\$430	STP-State		\$344
NOTE: This project is currently in Advanced Construction Status, in accordance with 23 CFR 630.106.										
									State	\$86
IDOT	2014	1-14-13	IL 251 Resurfacing (11th St)	S of Alton Ave to .2 Mi S of Sandy Hollow Road		Resurfacing	\$870	STP-State		\$696
									State	\$174
IDOT	2014	1-14-14	US Business 20 (W State St)	Springfield Ave to Day Ave		Resurfacing	\$750	NHPP		\$600
NOTE: This project is currently in Advanced Construction Status, in accordance with 23 CFR 630.106.										
									State	\$150
IDOT	2013	1-10-17	ILL 173/West Lane Road	ILL 251 to 0.6 miles E of Mitchell Rd in Loves Park	2.67	Additional Lanes/Resurfacing	\$22,000	NHS		\$17,600
						Turning Lanes/Signal Upgrade			State	\$4,400
IDOT	2013	1-13-1	I-39 Microsurfacing	Lee County Line to 0.4 miles south of Baxter Road		Microsurfacing	\$1,200		State	\$1,200

TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

Projects in this table have been awarded, have been initiated and are in progress, or are completed.

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)
IDOT	2013	1-12-3	ILL 2 Reconstruction	Riverside Boulevard to Auburn Street in Rockford	1.97	P.E. (Phase I)	\$253		State	\$253
IDOT	2013	1-13-2	Construction Engineering	Winnebago County		Engineering	\$800		State	\$800
IDOT	2013	1-13-3	Construction Engineering	Winnebago County		Engineering	\$1,000		State	\$1,000
IDOT	2013	1-13-4	Bridge Piers and Sign Foundation Shielding	District-Wide		Safety Improvements	\$2,200	HSIP	State	\$1,980 \$220
IDOT	2013	1-13-5	Safety Improvements	District-Wide		Safety Improvements	\$3,679	HSIP		\$3,311
IDOT	2013	1-13-15	Various Resurfacing	Area-Wide		Resurfacing	\$9,000	STP-State	State	\$7,200 \$1,800
IDOT	2013	1-13-16	US Business 20	Bonus Avenue to Lawrenceville Road in Belvidere		Add Lanes Median Barrier	\$4,120	HSIP		\$3,708 \$412
IDOT	2011	1-09-8	Morgan St	Rock River & over BN RR in Rockford		Bridge Replacement	\$24,358	Major Bridge	Local	\$19,486 \$4,872
IDOT	2012	1-08-26 Phase II	US 20 BUS / West State St	Sunset Ave to W of Kent Creek in Rockford		Reconstruction Traffic Signal Modernization Intersection Improvement Landscaping Curb and Gutter (ITS)	\$11,750	HPP NHS	State State State Local Local	\$5,688 \$3,292 \$1,106 \$781 \$316 \$316 \$209 \$42
IDOT	2012	1-10-15	ILL 2 / S Main St	N of Beltline Rd to 0.4 mi N of Harrison Ave Sw of Rockford		Reconstruction Bi-Directional Turn Lane Curb and Gutter Storm Sewer (New)	\$13,500	HPP STP-State	State State	\$6,600 \$4,200 \$1,650 \$1,050
IDOT	2012	1-12-1	ILL 70	Glenwood Ave to Jefferson St in Rockford		Resurfacing (Smart)	\$875		State	\$875
IDOT	2012	1-10-16A	ILL 2 / ILL 2 B / S Main St	S of Pond St to Cedar St SW of Rockford		Reconstruction Bi-Direct Left Turn Lane Curb and Gutter Storm Sewer (New)	\$15,500	STP-State	State	\$12,400 \$3,100

TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

Projects in this table have been awarded, have been initiated and are in progress, or are completed.

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)
IDOT	2012	1-10-16B	ILL 2 / ILL 2 B / S Main St	S of Pond St to Cedar St SW of Rockford		RR Crossing Improvement	\$600		State	\$560
						RR Flagger			State	\$40
						RR Insurance				
IDOT	2012	1-10-17 Phase I	ILL 173 / West Lane Rd	ILL 251 to 0.6 mi E of Mitchell Rd in Loves Park		P.E. (Phase II)	\$150		State	\$150
IDOT	2012	1-11-5	I 90 / I 39 / US 51	Wisconsin State Line to Rockfon Rd		Additional Lanes	\$48,200	NHS		\$39,780
						Bridge Replacement		NHS		\$3,600
						Reconstruction			State	\$4,420
									State	\$400
IDOT	2012	1-12-4	Safety Improvements	District-Wide		Safety	\$1,839	HSIP		\$1,655
									State	\$184
IDOT	2012	1-12-9	Harrison Avenue	@ Illinois Railway Tracks		Safety (install gates)	\$250	FRH		\$250
WCHD	2014	2-00-E-1	Pecatonica Prairie Path Trail Head	Pecatonica Prairie Path		Trail Head	\$90		IDNR	\$72
									Local	\$18
WCHD	2014	2-06-6	Perryville Road Bridge	Over UP Railroad Phase 2		Bridge Repair	\$75		Local	\$75
WCHD	2014	2-13-1	County Wide Hazard Mitigation Plan	County-Wide		Safety	\$98	HMG		\$73
									Local	\$25
WCHD	2014	2-13-2	Alworth Road	DeLong Co. to Cunningham Rd		Resurfacing	\$715		TARP	\$135
									EDP	\$335
									Local	\$245
WCHD	FY 2014	2-12-5	Rockton Road	@Dry Run Creek, .55 miles East of IL 251		Replacement of Box Culvert	\$690	HBP		\$552
									Local	\$138
NOTE: This project is currently in Advanced Construction Status, in accordance with 23 CFR 630.106.										
WCHD	2014	2-13-3	Rockton Road	IL Rte 251 to Willowbrook Rd		Widening and Resurfacing	\$415		Private	\$300
									Local	\$115
WCHD	2014	2-11-4	Sign Upgrade Project	County-Wide		Safety	\$350	HSIP		\$315
						ITS			Local	\$35
WCHD	2014	2-01-1-E	Perryville Path- SE Connection	Perryville Rd & Argus Dr to Cherry Valley Path & Vandiver		Land Acquisition	\$800	STP-E		\$490
						Design Engineering			County	\$310

TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

Projects in this table have been awarded, have been initiated and are in progress, or are completed.

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)
WCHD	2014	2-12-5	Rockton Road	At Dry Run Creek, 0.55 miles East of IL-251		Replacement of Box Culvert	\$750	HBP		\$600
									Local	\$150
WCHD	2012	2-12-1	Guard Rail Upgrade	County-Wide		Safety	\$245	HSIP		\$220
									County	\$25
WCHD	2012	2-11-6	Perryville/Broadcast/Nimtz	@ Intersection traffic signals		Safety (CMS)	\$1,025		SA	\$1,025
WCHD	2012	2-01-1E	Perryville Path - SE Connection	Perryville Rd & Argus Dr to Cherry Valley Path & Vandiver		Land Acquisition Design Engineering	\$800	STP-E		\$490
									County	\$310
WCHD	2012	2-10-5	Pecatonica Prairie Path	Meridian Road to Stephenson County Line		New Path	\$3,300	STP-E		\$2,900
									Local	\$400
WCHD	2012	2-10-2	Condon Road	Kishwaukee Road to Beltline Road		Resurfacing	\$1,015		County	\$932
									Private	\$82
WCHD	2012	2-12-3	Ralston Road	@ N 2nd Street Frontage Road as part of IDOT IL 173 Project		Traffic Signals	\$250		IDOT	\$200
									County	\$25
									MP	\$25
WCHD	2012	2-12-4	Rockton Road	@ I-39/90 Interchange		Ramp Widening Traffic Signals	\$370		IDOT	\$295
									ISTHA	\$25
									County	\$50
Rockford	2014	3-12-14	South Main Corridor	Cedar St. to Beltline Rd.		Reconstruction	\$16,985		State	\$16,185
									RST	\$800
Rockford	2014	3-12-53	20th Street Resurfacing	Harrison Ave to Sandy Hollow		Resurfacing	\$900		RST	\$900
Rockford	2014	3-12-60	Biennial Bridge Inspection	City-Wide		Engineering	\$175		RST	\$175
Rockford	2014	3-12-61	Concrete Patching	City-Wide		Rehabilitation	\$175		RST	\$175
Rockford	2014	3-12-62	Crack Sealing	City-Wide		Resurfacing	\$100		RST	\$100
Rockford	2014	3-12-63	Inlet Repairs	City-Wide		Rehabilitation	\$125		RST	\$125
Rockford	2014	3-12-64	Bicycle Lane Pavement Marking/Signage	City-Wide		Safety	\$75		RST	\$75

TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

Projects in this table have been awarded, have been initiated and are in progress, or are completed.

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$'000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$'000)	
Rockford	2014	3-12-65	Railroad Improvement Program	City-Wide		Rehabilitation	\$110		RST	\$110	
Rockford	2014	3-12-66	Pedestrian Crossing Improvements	City-Wide		Intersection Improvements	\$50		RST	\$50	
Rockford	2014	3-12-67	Residential Street/Alley Program	City-Wide		Resurfacing	\$4,850		RST	\$4,850	
Rockford	2014	3-12-68	Neighborhood Priority-Based Allocation	City-Wide		Rehabilitation	\$250		RST	\$250	
Rockford	2014	3-12-69	ADA Handicap Ramp Installation Program	City-Wide		Intersection Improvements	\$100		RST	\$100	
Rockford	2014	3-12-70	Sidewalk, Curb and Gutter Program	City-Wide		Rehabilitation	\$200		RST	\$200	
Rockford	2014	3-12-71	Arterial Sidewalk Program	City-Wide		Sidewalk Installation and Repair	\$200		RST	\$200	
Rockford	2014	3-12-72	Urban Forestry	City-Wide		Landscaping	\$50		RST	\$50	
Rockford	2014	3-12-74	CIP Project Development	City-Wide		Planning Engineering	\$400		MFT RST	\$150 \$250	
Rockford	2014	3-12-75	City Center Improvements	Downtown Rockford		Infrastructure Improvements	\$275		RST	\$275	
Rockford	2014	3-12-107	Sandy Hollow Road Diet	Alpine to 20th Street		Road Diet	\$1,455	HSIP		\$1,255	
									RST	\$200	
Rockford	2014	3-12-108	Blackhawk Park Rehab Seminary St. Rehab	Seminary to Kishwaukee Blackhawk Park to Harrison		Rehabilitation	\$1,650		EDP RST	\$800 \$850	
Rockford	2014	3-13-10	Whitman Interchange	North Whitman Bridge to East State Street		Design Engineering	\$275		RST	\$275	
Rockford	2014	3-13-11	Signage Retroreflectivity	City-Wide		Safety	\$100		MFT	\$100	
Rockford	2014	3-13-12	North Main Corridor	Yonge to Riverside		Streetscape/Landscape	\$50		RST	\$50	
Rockford	2014	3-13-40	Rockton Avenue Intersection	@ Halsted Road		Intersection Improvement	\$395	HSIP		\$270	
									RST	\$125	
Rockford	2014	3-13-43	Landstrom Road Resurfacing	Bradley Rd. to Forest Hills		Resurfacing	\$750		RST	\$750	
Rockford	2014	3-14-1	Pavement Marking	City-Wide		Safety	\$100		RST	\$100	
	Project was mistakenly listed as 3-12-64 in a previous TIP.										

TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

Projects in this table have been awarded, have been initiated and are in progress, or are completed.

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)
Rockford	2014	3-14-2	Reforestation Program	City-Wide		Reforestation	\$350		RST	\$350
Rockford	2014	3-14-5	Whitewater Park	South of S. Water Street on Rock River		Design Support	\$200		RERZ	\$200
Rockford	2014	3-14-8	Davis Park Improvements/TAPCO Demo	Davis Park		Rehabilitation/Demolition	\$1,000		RERZ	\$1,000
Rockford	2014	3-14-37	Riverwalk Development	@ Rock River		Design Engineering	\$250		MFT	\$250
Project was mistakenly listed as 3-13-12 in a previous TIP.										
Rockford	2014	3-14-38	Local Bridge Program	City-Wide		Bridge Rehabilitation	\$1,075	HBP		\$700
NOTE: This project is currently in Advanced Construction Status, in accordance with 23 CFR 630.106.										
Project was mistakenly listed as 3-12-61 in a previous TIP.										
Rockford	2011	3-11-2	Stone Ridge Bridge	@ Spring Creek		Bridge Replacement	\$330	HBP		\$265
			(Just N of Springcreek & Highcrest)						RST	\$65
Rockford	2013	3-13-1	9th Street One-Way Conversion	Whitman Interchange to Charles Street		Planning/Engineering	\$250		RST	\$250
Rockford	2013	3-12-33	Broadway Resurfacing	20th Street to 11th Street		Resurfacing	\$825		RST	\$825
Rockford	2013	3-09-17	Downtown One-Way Pair Conversion	South Main/Cedar to John Street		Planning/Engineering	\$350		RST	\$350
Rockford	2013	3-13-3	East State Street Signal Modernization	3rd Street to Wyman		Signal Modernization	\$150		RST	\$150
Rockford	2013	3-12-80	Highcrest Road Resurfacing	Chelsea Avenue to Alpine Road		Resurfacing	\$675		RST	\$375
									RTWP	\$300
Rockford	2013	3-12-9	North Main/ ILL 2	@ Auburn Road		Intersection Improvement	\$7,000		State	\$6,500
			See Also IDOT Project 1-11-4			Roundabout			RST	\$500
Rockford	2013	3-12-36	Spring Brook Road Resurfacing	Imperial Oaks to Spring Creek Road		Resurfacing	\$450		RST	\$250
									RTWP	\$200
Rockford	2013	3-12-108	Sandy Hollow Road Diet	Alpine to 20th Street		Road Diet	\$1,615	HSIP		\$1,260
						Construction			RST	\$140
						Engineering			RST	\$215
Rockford	2013	3-13-41	Spring Creek Interchange	West of I-90 in Rockford		Planning	\$130		RST	\$130
Rockford	2013	3-12-38	Collector Street Development Program	City-Wide		New Construction	\$100		RST	\$100

TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

Projects in this table have been awarded, have been initiated and are in progress, or are completed.

LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)
Rockford	2013	3-12-39	Commercial & Industrial Street Program	City-Wide		Resurfacing	\$100		RST	\$100
Rockford	2013	3-12-40	Harrison Avenue Bridge	Over Rock River		Engineering	\$175		RST	\$175
Rockford	2013	3-12-42	Local Bridge Program	City-Wide		Bridge Rehabilitation	\$420	HBP		\$180
									RST	\$240
Rockford	2013	3-12-43	Concrete Patching	City-Wide		Rehabilitation	\$100		RST	\$100
Rockford	2013	3-12-44	Crack Sealing	City-Wide		Resurfacing	\$125		RST	\$125
Rockford	2013	3-13-4	Inlet Repairs	City-Wide		Rehabilitation	\$110		RST	\$110
Rockford	2013	3-13-5	Pavement Marking	City-Wide		Safety	\$60		RST	\$60
Rockford	2013	3-12-45	Bicycle Lane Pavement Marking & Signage	City-Wide		Safety	\$60		RST	\$60
Rockford	2013	3-12-47	Pedestrian Crossing Improvements	City-Wide		Intersection Improvements	\$60		RST	\$60
Rockford	2013	3-13-6	Signage Retroreflectivity	City-Wide		Safety	\$100		MFT	\$100
Rockford	2013	3-12-48	Residential Street/Alley Program	City-Wide		Resurfacing	\$5,000		RST	\$5,000
Rockford	2013	3-12-49	Neighborhood Priority-Based Allocation	City-Wide		Rehabilitation	\$350		RST	\$350
Rockford	2013	3-12-50	ADA Handicap Ramp Installation Program	City-Wide		Rehabilitation	\$100		RST	\$100
Rockford	2013	3-12-51	Sidewalk, Curb & Gutter Program	City-Wide		Rehabilitation	\$170		RST	\$170
Rockford	2013	3-13-7	Urban Forestry	City-Wide		Landscaping	\$50		RST	\$50
Rockford	2013	3-07-E-1	Riverwalk Development Museum Campus	Whitman Street to Park Street		Construction	\$1,850	ITEP		\$1,400
									MFT	\$450
Rockford	2013	3-13-8	Riverwalk Development Beattie to W. State	Beattie Park to State Street Bridge		Design/Planning	\$25		RST	\$25
Rockford	2013	3-12-52	CIP Project Development	City-Wide		Planning Engineering	\$500		MFT RST	\$150 \$350

TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

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Rockford	2012	3-12-1	Avon St	School St to Mulberry St		Resurfacing	\$100		RST	\$100
Rockford	2012	3-12-2	Custer St	Huffman Blvd to Bruner St		Resurfacing	\$200		MFT RST	\$100 \$100
Rockford	2012	3-09-17 Phase II	Downtown One Way Pair Conversion Phase II	S Main St to Elm St		Engineering	\$110		RST	\$110
Rockford	2012	3-12-3	Fulton Ave	Harlem Blvd to Huffman Blvd		Resurfacing	\$100		RST	\$100
Rockford	2012	3-12-4	Garrett Lane	Mulford Rd to Trainer Rd		Resurfacing	\$300		MFT RST	\$125 \$175
Rockford	2012	3-04-19 Phase II	Harrison Ave	20th St to 11th St		Phase (II) Engineering	\$1,875	STP-U	RST	\$1,500 \$375
Rockford	2012	3-12-5	Kilburn Ave	Jefferson St to Glenwood Ave		Resurfacing	\$905		State RST	\$830 \$75
Rockford	2012	3-12-6	Kishwaukee St	Brooke to Sandy Hollow Rd		Reconstruction	\$900		RST	\$900
Rockford	2012	3-12-7	Lyford Rd	Various		Resurfacing	\$125		RST	\$125
Rockford	2012	3-08-53	Main St / IL 2	@ Auburn St		Intersection Improvement	\$2,125		State	\$2,000
			See Also IDOT Project 1-11-4			Roundabout			RST	\$125
Rockford	2012	3-12-9	N Main / IL 2	Auburn St to W Riverside		Phase (I) Engineering	\$1,000		State	\$1,000
			See Also IDOT Project 1-12-3A			Land Acquisition				
Rockford	2012	3-12-8	Newburg Rd	Alpine Rd to Perryville Rd		Resurfacing	\$350		RST	\$350
Rockford	2012	3-12-10	Prospect St	E State St to Rural St		Resurfacing	\$700		RST	\$700
Rockford	2012	3-12-11	Rote Rd	Various		Rehabilitation	\$125		MFT	\$125
Rockford	2012	3-12-12	Rural St	London Ave to Parkwood Ave		Resurfacing	\$100		MFT	\$100
Rockford	2012	3-12-13	Shaw Woods Drive	Ponderosa to Concrete		Resurfacing	\$100		RST	\$100

TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

Projects in this table have been awarded, have been initiated and are in progress, or are completed.										
LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)
Rockford	2012	3-12-14	S Main St / IL 2	Cedar St to Beltline Rd		Phase (II) Engineering	\$3,200		State	\$3,100
See Also IDOT Project 1-10-15 and 1-10-16A										
Rockford	2012	3-12-15	Springbrook Rd	Bell School Rd to Summerfield Rd		Reconstruction	\$700		RST	\$700
Rockford	2012	3-08-26	W State St / US BUS 20	Kent Creek to Independence Ave		Reconstruction	\$11,075		State	\$9,500
See Also IDOT Project 1-08-26										
									MFT	\$300
									RST	\$1,275
Rockford	2011	3-11-1	Downtown Tree Replacement Program	City-Wide		Enhancement	\$29	STP-E		\$24
(This project uses money reprogrammed from project 3-10-8)										
									Local	\$5
Rockford	2012	3-12-110	Reed Avenue	@ Buckbee Creek, 0.1 miles west of 11th Street (IL 251)		Bridge Replacement	\$300	HBP		\$240
									RST	\$60
Rockford	2012	3-12-111	Pierce Avenue	@ Northwest Drainage Way, 0.01 miles east of Rockton Ave		Bridge Replacement	\$350	HBP		\$240
									RST	\$70
Rockford	2012	3-11-3	Fairview Blvd	@ North Branch of Keith Creek		Phase (III) C.E. Bridge Deck Replacement	\$890	HBP		\$710
									RST	\$180
Rockford	2012	3-11-6	Morgan St	@ Railroad Crossing, West of Rock River		Railroad Crossing Improvements	\$267	FRA		\$250
									MFT	\$17
Rockford	2012	3-10-5	Rockton Ave	@ Custer Ave		Intersection Safety Improvements	\$365	HSIP		\$290
									RST	\$75
Rockford	2012	3-12-29	E State St Streetscape	Rock River to 1st St		Sidewalk, lighting, landscaping	\$500	RERZ		\$500
Rockford	2012	3-12-30	W Side Streetscape	200 N Main St to 200 S Main St		Sidewalk, lighting, landscaping	\$500	RERZ		\$500
Rockford	2012	3-12-32	City Center Infrastructure	Downtown Rockford		Streetscape Improvements	\$225		RST	\$225
Rockford	2011	3-08-61	Morgan St Bridge	3rd St to S Main St		Bridge Reconstruction/Pavement	\$14,650	Major Bridge		\$10,650
See Also IDOT Project 1-09-8										
									MFT	\$3,300
									RST	\$700
LP	2014	4-12-7	Residential Streets	City-Wide		Resurfacing	\$350		Local	\$350
LP	2014	4-12-8	Pavement Marking	City-Wide		Resurfacing	\$15		Local	\$15

TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

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LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)
LP	2014	4-12-9	Sidewalk & Curb	City-Wide		Rehabilitation	\$20		Local	\$20
LP	2013	4-12-4	Residential Streets	City-Wide		Resurfacing	\$350		Local	\$350
LP	2013	4-12-5	Pavement Marking	City-Wide		Resurfacing	\$15		Local	\$15
LP	2013	4-12-6	Sidewalk & Curb	City-Wide		Rehabilitation	\$20		Local	\$20
LP	2012	4-09-4	East Riverside Boulevard	@ Wantz Park and Creek		Bridge Replacement	\$950		Local	\$950
LP	2012	4-09-5	East Riverside Boulevard	@ Garden Plain and Creek		Bridge Replacement	\$550		Local	\$550
LP	2012	4-09-5	Garden Plain Avenue, North of E. Riverside Blvd.	@ Garden Plain Avenue and Creek, East side of Wantz Park		Bridge Replacement	\$705	HBP	Local	\$564 \$141
MP	2014	5-14-1	Anna Avenue Reconstruction 1st Street Reconstruction 3rd/4th Street Reconstruction	504 Anna Avenue to 720 Anna Avenue Windsor to Marie Immediately South of Marie		Reconstruction	\$375		Local	\$375
MP	2014	5-14-2	Wesley Road Reconstruction Catalina, Phoenix and Maple Reconstruction	Harlem Road to Maple Avenue 300' Dead End Streets West of Wesley		Reconstruction	\$680		Local	\$680
MP	2014	5-14-3	McKnight Meadows Drainage Improvements	Infiltration Trench along Brianna Way		Construction of New Trench	\$160		Local	\$160
MP	2014	5-14-4	IL-251 Service Drive Improvements	Wood Avenue to Village's Southern Boundary Evans to Kingsley		Reconstruction	\$200		Local	\$200
MP	2014	5-14-5	Lyford/Greenlee Improvements	North of IL-173 to IL-173 @ Lyford Road		Construction Intersection Improvement	\$2,250		EDP TARP TIF	\$1,275 \$75 \$900
MP	2014	5-14-6	Queen Oaks Reconstruction	Ralston Road to Dead End		Reconstruction	\$750		Local	\$750
MP	2014	5-14-7	Village Resurfacing Program	Village-Wide	4	Resurfacing	\$430		Local	\$430
MP	2012	5-10-4	Roosevelt Road (Phase II)	Indigo Ln to Alpine		Reconstruction, Curb & Gutter, Storm and Sanitary Sewer	\$2,000		Local	\$2,000
MP	2012	5-10-5	Ravere Street			Reconstruction, Curb & Gutter, Storm and Sanitary Sewer	\$900		Local	\$900

TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

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LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)	
MP	2012	5-10-7	Wilson Avenue Leland Avenue	Victory and Erma Ave Greenview and Wilson		Reconstruction, Curb & Gutter, Storm and Sanitary Sewer	\$565		Local	\$565	
BCHD	2014	13-12-2	Russellville Road	Grange Hall, Denny, Angling, & Capron	7.4	Resurfacing	\$1,500		MFT Local	\$800 \$700	
BCHD	2014	13-13-5	Orth Road	Over Beaver Creek		Construction Construction Engineering	\$820	HBP	Local Timberlane	\$656 \$82 \$82	
BCHD	2013	13-09-5	Beaverton Road	Hunter Road to Manchester Road		Resurfacing	\$450		MFT Local	\$250 \$200	
BCHD	2013	13-12-1	Hunter Road	McHenry County Line to Illinois Rte 76		Resurfacing	\$1,350		MFT County Match	\$700 \$650	
BCHD	2013	13-13-1	Spring Creek Road	Beaver Creek to Winnebago County Line		Resurfacing	\$220		MFT Local	\$110 \$110	
BCHD	2013	13-13-2	Marengo Road	Poplar Grove to Bridge		Resurfacing	\$205		MFT Local	\$65 \$140	
BCHD	2013	13-13-3	Beloit Road	Dawson Lake to Olson Road		Resurfacing	\$210		MFT Local	\$50 \$160	
BCHD	2013	13-13-4	Quail Trap Road Seal Coat	Caledonia to Ramsay Road		Resurfacing	\$55		Local	\$55	
Belvidere	2012	14-12-1	N State St	Fairgrounds Rd to Appleton		Resurfacing	\$365		MFT Local	\$265 \$100	
Belvidere	2012	14-12-2	W 5th St	7th Ave to End		Resurfacing	\$200		MFT	\$200	
Belvidere	2012	14-12-3	Berylan St	Jackson to Garden		Resurfacing	\$200		MFT	\$200	
Belvidere	2012	14-12-4	E 2nd St	East to Belvidere Rd		Resurfacing	\$200		MFT	\$200	
Belvidere	2012	14-12-5	Warren Ave	Logan to 2nd St		Resurfacing	\$200		MFT	\$200	
Belvidere	2012	14-12-6	E Menomomie St	Main to Webster		Resurfacing	\$200		MFT	\$200	

TABLE 12: AWARDED, INITIATED, AND COMPLETED PROJECTS **RMAP 2014 - 2017 TIP ADOPTED JULY 25, 2013**

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LEAD AGENCY	FISCAL YEAR	PROJECT #	PROJECT	PROJECT EXTENT	LENGTH (miles)	IMPROVEMENT	TOTAL COST (\$000)	FEDERAL REVENUE SOURCE (if any)	OTHER REVENUE SOURCE	COST (\$000)	
Belvidere	2012	14-12-7	E Marshall St	State to Webster		Resurfacing	\$200		MFT	\$200	
Belvidere	2012	14-12-8	Whitney Blvd	8th St to End		Resurfacing	\$200		MFT	\$200	
Park District	2014	20-14-1	Churchill Park Bridge Repairs	Over Keith Creek		Rehabilitation	\$3		Local	\$3	
Park District	2014	20-14-2	Dahlquist Park/Twin Sisters Bridges	Over Keith Creek		Rehabilitation	\$25		Local	\$25	
Park District	2014	20-14-3	Annual Bridge Inspections	District-Wide		Bridge Inspection	\$26		Local	\$26	
Park District	2014	20-14-4	Martin Park Bridge	Recreational Path Bridge		Bridge Replacement	\$150		Local	\$150	
Park District	2014	20-14-5	Sportscore Two Parking Lot Replacement	@ Sportscore		Parking Lot	\$152		State	\$152	
Park District	2014	20-14-6	Accessible Paths	District-Wide		Paths	\$19		Local	\$19	
Park District	2014	20-14-7	Parking Needs	District-Wide		Parking	\$19		Local	\$19	
Park District	2013	90-11-1	New Tractor with Groomer	Purchase Tractor		Equipment Purchase	\$215	MTG		\$172	\$43
ISTHA	2014	23-14-1	Business 20 Interchange Improvements	Mile Post 2 to Mile Post 17.3	15.1	Bridge and Ramp Improvements	\$4,010		ISTHA	\$4,010	
ISTHA	2014	23-14-2	I-90 Corridor Reconstruction Eastbound Entrance	I-39 to IL-47 @ Irene Road	28.9	Reconstruction	\$178,208		ISTHA	#####	
			Reconstruction of all cross bridges	Mill Road to Johnson Road							
Project Note: Portions of this Project are outside the RMAP area to the East.											
END OF TABLE 12											

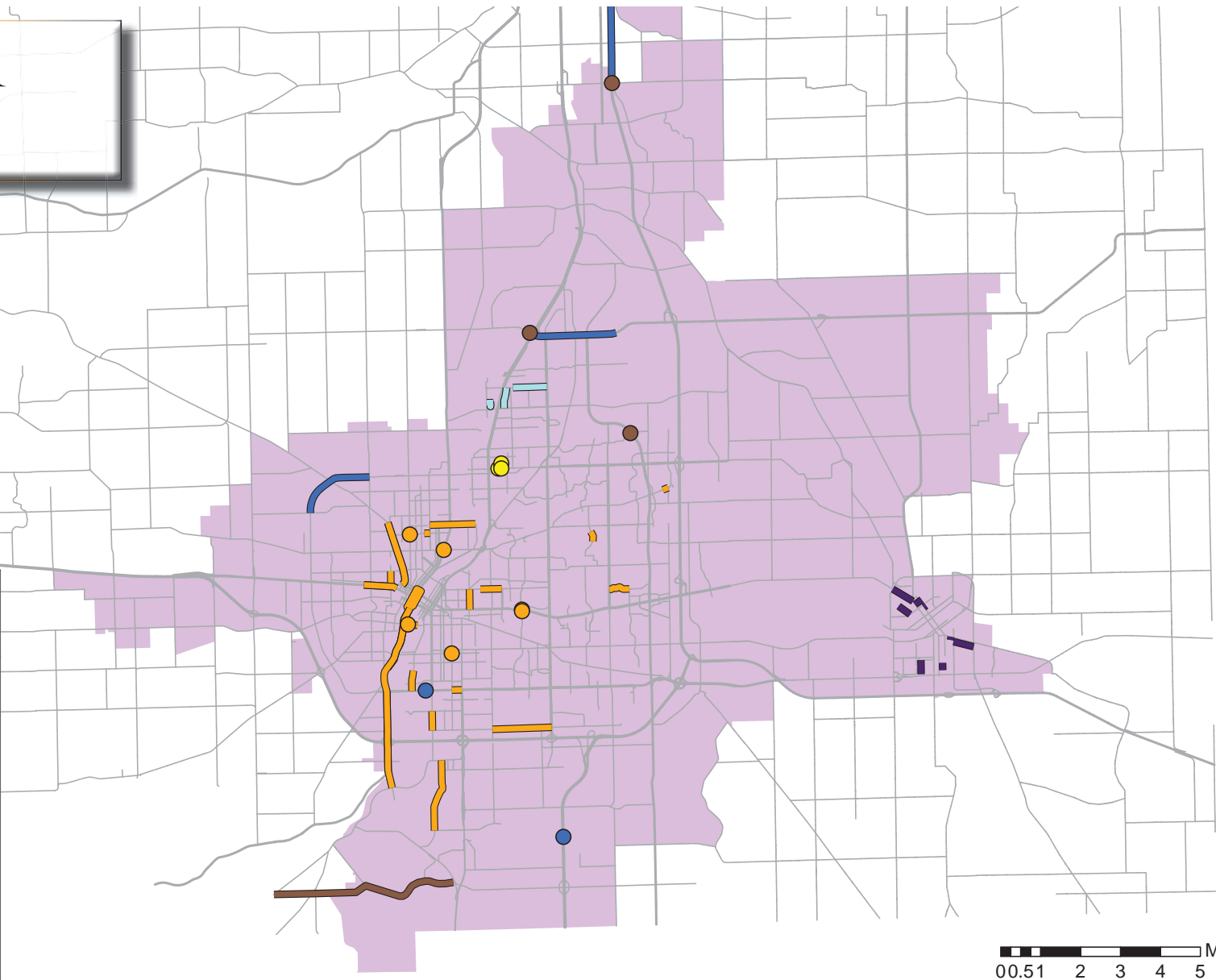
AWARDED,
INITIATED &
COMPLETED
PROJECTS

Legend

2010 RMAP Adjusted UA

Lead Agency

- Belvidere
- IDOT
- Machesney Park
- Rockford
- WCHD
- IDOT
- Loves Park
- Rockford
- WCHD



STP-URBAN PROJECTS:

As **TABLE 1** illustrates, the funding sources for roadway improvements are quite numerous. However, STP-Urban funds (STP-U) deserve special mention because it is one of the few that the RMAP Policy Committee has almost exclusive authority over its use. Also, this source is allocated annually to the Rockford area in sizable amounts approximately \$2.2 million in 2010. Prior to the passage of the ISTEA in the early 1990s, this funding source was referred as Federal Air Urban (FAU) funding. The history of past STP-U/FAU funded projects are detailed in **TABLES 13, 14, and 15**.

STP-URBAN PROJECT SELECTION CRITERIA:

Decisions on the use of these funds are governed by RATS Policy Committee Resolution 94-2 (12/15/93), "Factors To Be Used During the Review of Requests for RATS-STP Urban Funds" and Addendum A to RATS Resolution 2000-4 "STP-U Project Application Information" (2/24/2000) available at the RMAP offices. Generally speaking, RMAP attempts to steer these funds toward projects that are "regionally significant" and projects that are of benefit to "more than one jurisdiction in the Metro area." Entities requesting the use of these funds are required to submit very detailed proposals that describe the costs and benefits of the proposed projects. The final decisions on which projects are selected are based on both objective and subjective criteria. RMAP also attempts to assure that all jurisdictions in the area eventually receive some benefit from the use of these funds².

OTHER CONSTRAINTS ON THE USE OF STP FUNDS:

MAP-21 continues with the two principal types of STP funds for highway improvements that were funded under SAFETEA-LU, ISTEA, and TEA-21; (1) STP-Urban funds and (2) STP-Rural funds. With respect to roadway projects, both types are confined to use on roadways that are designated as eligible for Federal funding assistance on the official Federal Aid, Highway Functional Classification map. Those maps are on file in the RMAP and IDOT offices and are available for public inspection. Generally speaking, to be so classified, the roadway must be of collector or arterial level or higher and carry significant amounts of traffic. Currently, there are over 300 miles of such highways and streets in the RMAP Metropolitan Planning Area. In October 2005, IDOT and RMAP completed their review of the highway functional classification for roads within the adjusted RMAP Urban Area, based upon the 2000 Census.

STP-Urban funds can only be used on or within the boundaries of an official designated Metropolitan Planning Area (MPA). **MAP 5** shows the MPAs for both RMAP and the Stateline Area Transportation Study (SLATS). STP-Urban funds can be used within these areas. The Policy Committee of RMAP determines what projects to assign these funds to in the RMAP Metropolitan Planning Area, the SLATS Policy Committee makes the same determination for the SLATS MPA.

STP-Rural funds can be used outside the MPA. STP-Rural funds can also be used on limited areas within the MPA, specifically those areas that are outside the RMAP or SLATS defined Adjusted Urbanized Areas. An Adjusted Urbanized Area consists of the U.S. Census defined Urbanized Area plus adjacent areas that have been forecasted by RATS or SLATS as likely to become urbanized in the very near future (usually less than 5 years). **MAP 5** illustrates these

constraints. These STP-Rural funds are primarily administered by the County Highway Departments of Boone and Winnebago for each of these funds that come to their respective county.

CURRENTLY APPROVED STP-URBAN PROJECTS:

This TIP recognizes and re-authorizes the use of STP-Urban funds for three projects in the Rockford MPA.

1. Rockford Harrison Avenue Reconstruction Project: First authorized in FY 2000 by the RMAP Policy Committee, this project stretches from IL-2 to Mulford Road. At this time, the City of Rockford has agreed to ask for RMAP funding commitment for only the first two parts of this project: the stretch between 20th Street and Mulford Road and the stretch between 11th Street and 20th Street. This TIP endorses the use of STP-funding for land acquisition, engineering, and construction aspects of both of these projects. The City of Rockford begun construction of the first section of this project (Mulford Road to Ohio Parkway) in the fall of 2006, and completed as scheduled in November 2008. The second phase is proceeding into the P.E. 1 stage and determining land acquisition needs based upon preliminary cross-section analysis.
2. Bell School Road Reconstruction Project: First authorized in FY 2013 by the RMAP Policy Committee, this project stretches from Lucky Lane to Argus Drive. This TIP endorses the use of STP-funding for reconstruction, widening, right-of-way improvements and intersection improvements.
3. The RMAP Policy Committee has allocated approximately \$900,000 of federal STP-U money to the planning and design of a Downtown Rockford Train Station. This money was re-allocated to RMAP after the United States Congress reallocated money that was mandated to be rescinded at the sunset of the current transportation bill, SAFETEA-LU. The Downtown Train Station project will be necessary to support the purposed AMTRAK: Chicago to Dubuque service planned to commence within the next 5 years.

TYPES OF ROADWAYS PROGRAMMED:

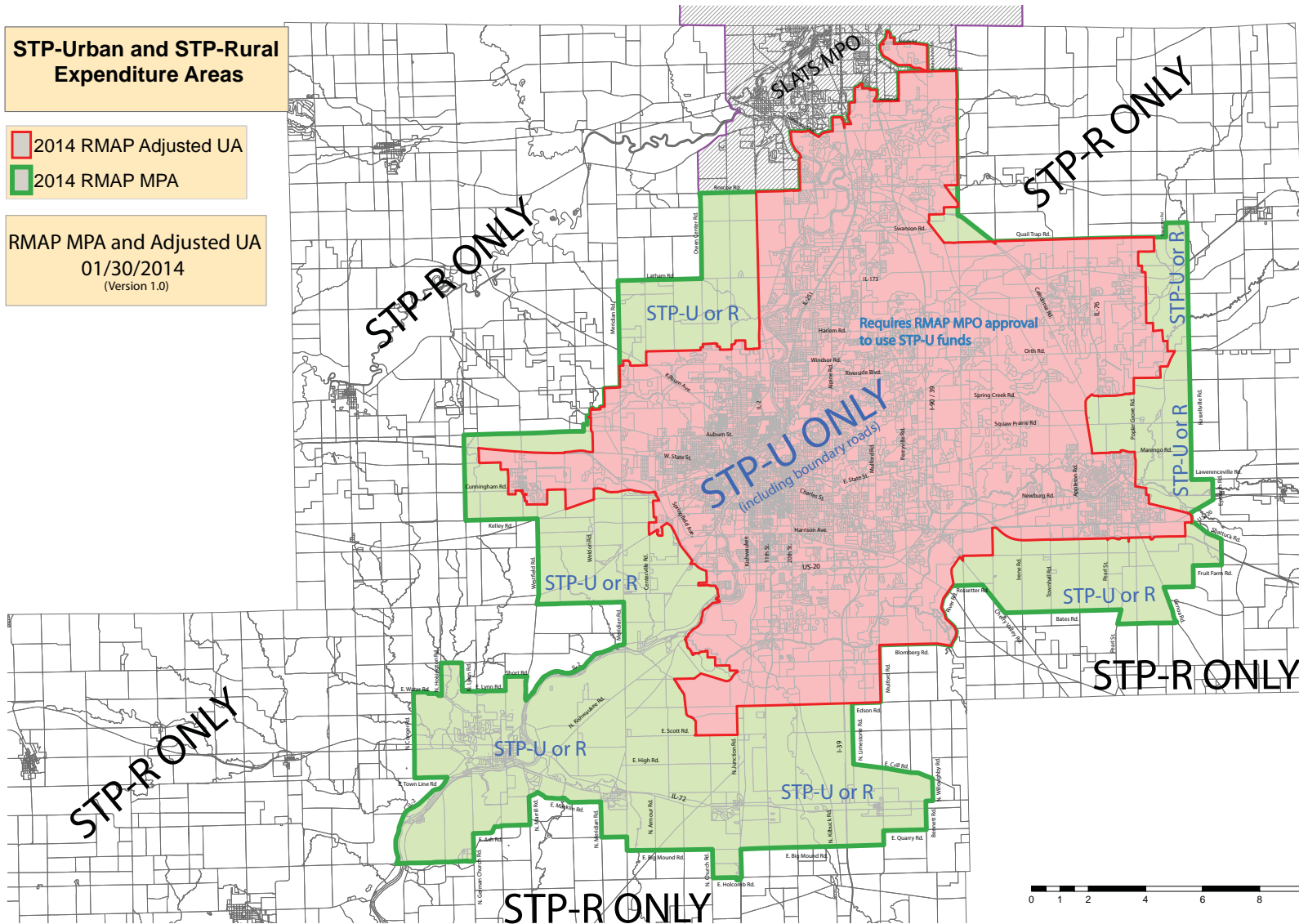
In accordance with State and federal guidelines, roadways are classified in a progressive hierarchy according to their function. This hierarchy is commonly referred to as the "functionally classified system or network." Listed in their order of importance for higher speed, longer distance through movements, this system has the following five roadway classes: Principal Arterials, Other Principal Arterials, Minor Arterials, Collectors, and Local or Neighborhood Streets. The emphasis in this TIP is on the first four classes. Projects in the TIP are listed to show the total Impact of transportation spending on the entire regional transportation system, including the impacts of maintenance dollars spent on neighborhood streets to keep these facilities in a state of good repair.

² With the passage of the ISTEA, TEA-21, SAFETEA-LU and MAP-21 the Federal government now allows greater flexibility with the use of STP funds and FTA "5307" (transit) funds. Whereas previously these two sources could only be used for highway or for public transit purposes, respectively – now, at the discretion of the Policy Committee, both sources can be used for highway, public transit and/or enhancement purposes. The Policy Committee's STP Project selection criteria allows for STP-Urban funds to be used for public transit purposes but no such transit projects have yet been proposed or are proposed in this TIP. Likewise, no highway or enhancement projects are proposed to be funded with FTA "5307" funds.

STP-Urban and STP-Rural Expenditure Areas

2014 RMAP Adjusted UA
2014 RMAP MPA

RMAP MPA and Adjusted UA
01/30/2014
(Version 1.0)



RMAP FY 2015 to FY 2018 TIP		TABLE 13	DRAFT
FEDERAL AID URBAN (FAU) & SURFACE TRANSPORTATION PROGRAM-URBAN (STP-U)			
ALLOCATIONS RECEIVED AND PROJECTED FOR THE ROCKFORD URBAN AREA			
FISCAL YEAR	PROJECTED YEAR	FAU/STP ALLOCATION RECEIVED OR PROJECTED	
1972		\$166,483	
1973		\$166,483	
1974		\$1,036,243	
1975		\$1,060,005	
1976		\$1,046,871	
1977		\$1,054,965	
1978		\$1,054,965	
Transitional Quarter		\$135,226	
1979		\$1,057,663	
1980		\$1,057,663	
1981		\$1,057,663	
1982		\$935,613	
1983		\$935,117	
1984		\$944,660	
1985		\$944,685	
1986		\$904,064	
1987		\$876,685	
1988		\$876,685	
1989		\$876,685	
1990		\$864,630	
1991		\$871,765	
1992		\$835,434	
1993		\$1,012,709	
1994		\$1,006,247	
1995		\$1,053,369	
1996		\$977,904	
1997		\$1,163,864	
1998		\$1,072,020	
1999		\$1,326,999	
2000		\$1,428,131	
2001		\$1,490,091	
2002		\$1,611,179	
2003		\$1,651,612	
2004		\$1,616,760	
adjustment		\$2,309,058	
2005		\$2,551,894	
2006 / 2007		\$1,788,721	
2008		\$2,176,220	
2009		\$2,238,028	
2010		\$2,240,411	
2011		\$2,010,663	
2012		\$2,916,175	
2013		\$2,432,353	
2014		\$2,917,864	
2015		\$2,483,239	
Current Allocation Received Through January 2013 - Sum Total		\$60,235,764	
	Expenditures	\$42,004,442	
	Current Balance	\$18,231,322	
	January 2015 (FY 2016)	\$2,400,000	
	January 2016 (FY 2017)	\$2,500,000	
	January 2017 (FY 2018)	\$2,600,000	

RMAP FY 2015 to FY 2018 TIP		TABLE 14				DRAFT
HISTORY OF FEDERAL AID URBAN (FAU) & SURFACE TRANSPORTATION PROGRAM-URBAN (STP-U) PROJECTS IN THE ROCKFORD URBAN ARE.						
	AGENCY	DESCRIPTION	TOTAL COST	FAU / STP-U COST	% FAU / STP-U	STATUS
1	Rockford	Harrison Avenue Bridge	\$3,303,450	\$2,319,352	70%	Completed in 1975
2	Rockford	Five-Points Intersection	\$1,137,964	\$738,829	65%	Completed in 1976
3	WCHD	Resurfacing: Segments of 20th St & Sandy Hollow	\$131,955	\$92,522	70%	Completed in 1979
4	Rockford	Harrison Ave: Alpine Rd to Kishwaukee St	\$1,297,861	\$910,801	70%	Completed in 1977
5	WCHD	Harrison Ave: Alpine Rd to Perryville Rd	\$2,378,713	\$1,670,094	70%	Completed in 1978
6	Rockford	Resurfacing: Segments of nine streets	\$1,417,683	\$995,355	70%	Completed in 1978
7	Rockford	15th Avenue Bridge	\$1,341,967	\$1,008,891	75%	Completed in 1980
8	Loves Park	Windsor Rd: N 2nd St to Alpine Rd	\$1,148,363	\$863,340	75%	Completed in 1982
9	IDOT	Alpine Rd / US 20 Interchange	\$2,255,463	\$1,695,657	75%	Completed in 1984
10	Rockford	High Crest Rd: Spring Creek Rd to Alpine Rd	\$1,755,622	\$1,000,000	57%	Completed in 1983
11	LP, Rockford, WCHD	E Riverside Blvd: Mulford Rd to I-90	\$2,979,570	\$2,037,570	68%	Completed in 1988
12	IDOT	Harlem Rd: N 2nd St to Alpine Rd	\$3,442,956	\$2,280,000	66%	Completed in 1990
13	IDOT	Harlem Rd: Alpine Rd to Forest Hills Rd	\$5,207,865	\$3,465,653	67%	Completed in 1993
14	BELVIDERE	East Ave, N State St & Rockford Rd	\$2,124,405	\$1,365,158	64%	Completed
15	BELVIDERE	State St	\$546,129	\$436,903	80%	Completed
16	WCHD	Harrison Ave: West State St to Montague Rd	\$14,207,125	\$9,477,763	67%	Completed in 2002
17	ROCKFORD	Harrison Ave: Mulford Rd to Ohio Parkway	\$14,150,631	\$11,646,554	82%	Completed
18	ROCKFORD	Harrison Ave: 11th St to 20th St.				ROW & Engineering are Underway
19	WCHD	Bell School Road @ East State Street/ US Business 20				Engineering is Underway
TOTAL COSTS			\$58,827,722	\$42,004,442	71%	

RMAP FY 2015 to FY 2018 TIP		TABLE 15			DRAFT
SURFACE TRANSPORTATION PROGRAM - URBAN (STP-U) CURRENT COMMITTED PROJECTS IN THE ROCKFORD METROPOLITAN AREA					
ACTIVITY	\$ TOTAL PROJECT COST	\$ STP-U COST	\$ STP-U Projected Allocation	STP-U Balance (After Project)	
CURRENT BALANCE:				\$18,231,322	
January 2015 (FY 2016)			\$2,400,000	\$20,631,322	
PRIORITY ORDER #1: Harrison Ave. - 20th St to 9th St	\$31,000,000	\$19,665,600		\$965,722	
AGENCY: City of Rockford					
PROJECT NUMBER: 3-04-19					
AUTHORIZED: RATS Policy Committee approval on February 24, 2000					
SCOPE: Reconstruction / Rehabilitation of Harrison Ave: 20th Street to 9th Street, with IDOT funding participation					
January 2016 (FY 2017)			\$2,500,000	\$3,465,722	
January 2017 (FY 2018)			\$2,600,000	\$6,065,722	
PRIORITY ORDER #2: Bell School Road: Mill Road to Argus Drive	\$5,000,000	\$4,000,000		\$2,065,722	
AGENCY: Winnebago County Highway Department					
PROJECT NUMBER: 2-13-4					
AUTHORIZED: RMAP Policy Committee approval on February 28, 2013					
SCOPE: Reconstruction/Widening/ROW of the Bell School Road & East State Street Intersection (Mill Road to Argus Drive)					
<p>Under the guidelines of the Intermodal Surface Transportation Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21) the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and Moving Ahead for Progress in the 21st Century (MAP-21), the Transportation Improvement Program must demonstrate that RMAP has sufficient STP-URBAN funds programmed for the projects identified. Based on the projected funding allocations to the Rockford Urban Area, sufficient STP-URBAN amounts will be available to fund the reconstruction of Harrison Avenue (20th Street to 11th Street) now under engineering by the City of Rockford and the Bell School Road / East State Street intersection reconstruction by the Winnebago County Highway Department. RMAP will continue to accumulate STP-URBAN funds as needed and as projected above through FY 2017 for the implementations of these two projects.</p>					

SECTION VI: PUBLIC TRANSIT

FUNDING FOR PUBLIC TRANSIT:

This TIP establishes and documents the short-term liquidity of the Rockford Mass Transit District (RMTD) and the Boone County Council on Aging (BCCA) for FY 2015. Commitments in State and local funding, coupled with reasonable federal projections, assure that RMTD and BCCA will have balanced operating budgets in FY 2015. Regardless of the cautions noted above, the long-term solvency of the transit systems also appears sound. In summary, the continued short and long-term operation and capitalization of RMTD and BCCA appears feasible as long as Congress, the State of Illinois and local governments continue subsidies within reasonable ranges.

FUNDING RMTD PUBLIC TRANSIT:

RMTD is managed by a three-person board appointed by the City of Rockford and empowered through a special charter under the laws of the State of Illinois. RMTD is funded through a combination of federal, State and local subsidies or contractual payments. RMTD also has internally generated revenues derived from fares charged to transit patrons, advertising on their buses, and occasional special services.

In most of the past decade, the mix of funding for the annual operating needs of RMTD has been roughly 40-65% from State sources, 20-25% from local sources, 15-20% from fares and internally generated revenues, and 20-25% from federal sources. In recent years, federal "operating subsidies" have been reduced and replaced with increases in State and local funds. Projects listed in the transit portion of the RMAP TIP take into account year of expenditure dollars.

FEDERAL "5307" SUBSIDIES TO RMTD:

The mainstay of federal support for RMTD is the FTA "5307" Program. This program allocates subsidies to eligible public transit agencies throughout the country based on a formula that divides congressional apportionments according to population, population density, and revenue vehicle miles of transit service. The revenue vehicle miles of service of RMTD, fixed-route and paratransit service, are used in computing the federal subsidy provided to the Rockford area. In recent years, the "5307" program has provided roughly \$1.5-2 million in subsidies to the Rockford area annually.

Funding from "5307" is limited to uses for capital equipment (buses, equipment, structures, etc.), "preventive maintenance" expenses, and some limited operating expenses related to the Federally required assistance RMTD must provide to persons with disabilities. Preventive maintenance includes any expense that is necessary to maintain and extend the useful life of the rolling stock. Other "operating" expenses (administrative expenses, drivers' salaries, fuel, etc.) are not eligible for "5307" funds. Past and forecasted "5307" allocations are shown in TABLES 15 and 163.

Among many restrictions placed on the use of "5307" funds, FTA specifies that the funds must be matched with State or local funds. At present, the minimum required local match for capital purposes is 20%. The State of Illinois usually provides this match.

With the passage of TEA-21, SAFETEA-LU and continuing with MAP-21 the federal government now also specifies that at least one percent of "5307" funds be used for a special category of transit related expenses called "enhancements". Enhancements generally include items that help transit blend or integrate itself into the community and make transit more attractive and complimentary to the community. Items such as bus stop shelters and bus route information signing are examples. Artistic or aesthetic treatments of transit facilities and historic preservation of significant transit-related facilities are also eligible.

The SAFETEA-LU Job Access and Reverse Commute (JARC) program (formerly section 5316) was repealed by MAP-21; however, job access and reverse commute projects are eligible under the current Section 5307 program (beginning with FY13). A job access and reverse commute project is defined as, "a transportation project to finance planning, capital and operating costs that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations."

JARC type projects must be for the "development and maintenance" of transportation services designed to transport welfare recipients and eligible low-income individuals to and from jobs and employment-related activities. FTA defines "development of transportation services" to mean new projects that were not in service on October 1, 2012. New JARC projects may include the expansion or extension of an existing service, so long as the new service was designed to support the target population consistent with the definition above.

For FY13, any projects or project elements that were eligible under the section 5316 Job Access and Reverse Commute program, authorized by SAFETEA-LU, will remain eligible, so long as they can be classified as development or maintenance, as described above and comply with the MAP-21 definition of a job access and reverse commute project.

The split for JARC type projects is 80% federal, 20% local for capital projects; or 50% federal, 50% local for operational projects.

³ In the past, RMAP sub-allocated the "5307" funds between RMTD and Loves Park Transit System (LPTS). With the elimination of LPTS at the start of FY 2001, all of these funds became available to RMTD, the only remaining "designated recipient" eligible to directly receive "5307" grants. Starting in FY 2004, however, part of these funds became potentially available to the Boone County/Belvidere parts of the Rockford Urbanized Area as presently served by the BCCA. Boone County and Belvidere have elected not to apply for these funds in FY 2011.

⁴ The FTA "5310" and "5311" Programs were previously referred to as the Section 16 or 16(b)2 Program and the Section 18 Program, respectively. Federal legislation changed the program names in the early 1990's but the programs themselves are essentially unchanged. "5310" and "5311" refer to sections under Title 49 of the United States Code (USC). The programs are a joint effort between the Federal and State governments; administered primarily by the State, the programs are funded under an 80/20 - Federal/State cost share arrangement.

It should also be noted that under MAP-21, a special rule allows recipients in urbanized areas with populations of 200,000 or above and that operate 100 or fewer buses in fixed route service during peak hours, to receive a grant for operating assistance under 5307, subject to a maximum amount per system as explained below:

- a) Public transportation systems that operate a minimum of 76 buses and a maximum of 100 buses in fixed route service during peak service hours may receive operating assistance in an amount not to exceed 50 percent of the share of the apportionment that is attributable to such systems within the urbanized area, as measured by vehicle revenue hours.
- b) Public transportation systems that operate 75 or fewer buses in fixed route service during peak service hours may receive operating assistance in an amount not to exceed 75 percent of the share of the apportionment that is attributable to such systems within the urbanized area, as measured by vehicle revenue hours.

RMTD would be categorized in Group “b”. Of the 5307 funding that RMTD receives, up to 75% of the apportioned amount may be used for operating assistance.

FEDERAL “5309”/“5339” SUBSIDIES TO RMTD:

Under SAFETEA-LU, Congress annually appropriated FTA “5309” funds to help in meeting unique transit capital equipment or facilities needs. Congress and FTA awarded the “5309” funds on a discretionary basis. During SAFETEA-LU, no apportionment formula was used, as opposed to the “5307” source. “5309” funds had to be competitively applied for and were awarded only for well documented needs that could not be met from other sources. For several years, these awards were limited to major capital projects such as rail expansions or the construction of transit facilities and were difficult to obtain. However, during the last decade, RMTD, in conjunction with efforts initiated by IDOT, was successful in obtaining sizable allocations of these funds for replacement buses. As previously noted, an award of “5309” funds was made to RMTD for the purpose of studying the feasibility of an east-side transfer center.

Under the most current transportation bill, MAP-21, a new formula grant program is established under Section 5339, replacing the previous Section 5309 discretionary Bus and Bus Facilities program. This capital program provides funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. The funding split is 80% federal and 20% local match for capital projects.

Based on the language in MAP-21, FTA will only award grants under Section 5339 to the Designated Recipients in the large urbanized areas (section 5307 Designated Recipients) and States for the apportionments to areas under 200,000 and for the National Distribution amounts. Designated Recipients and States will be required to apply on behalf of eligible subrecipients.

FEDERAL “5310” SUBSIDIES TO RMTD:

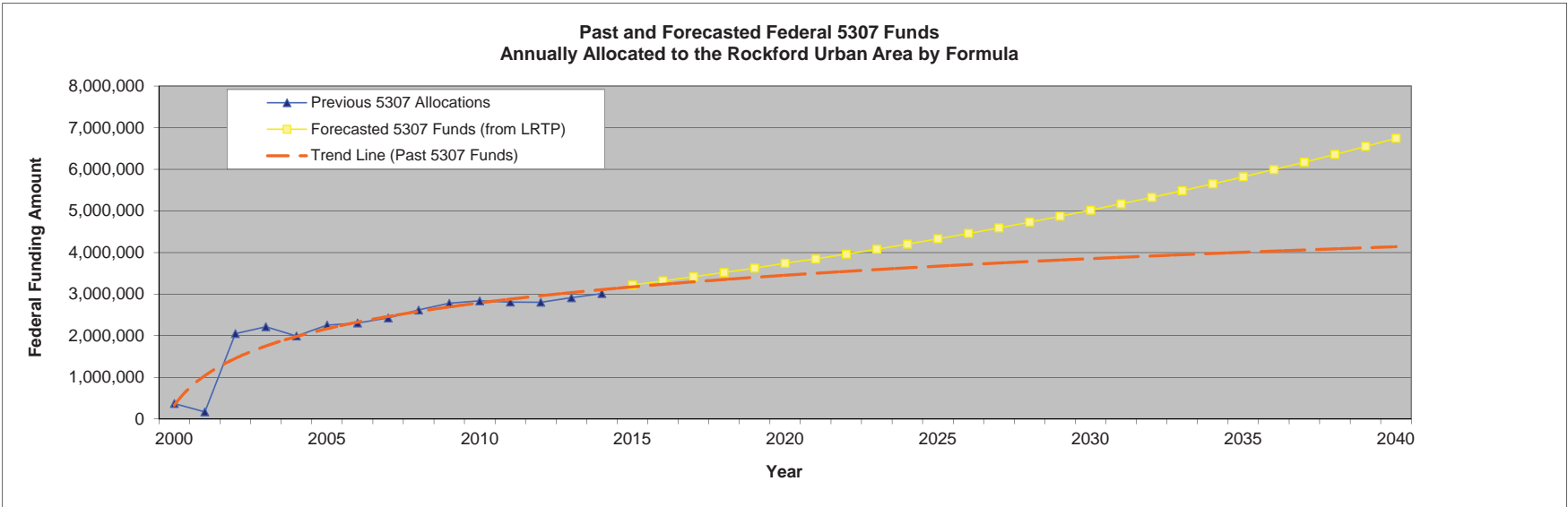
Under the previous transportation legislation, SAFETEA-LU, the FTA “5310” funding⁴ source occasionally contributed to the overall transit services provided by RMTD. FTA “5310” funds are available to public or private not-for-profit agencies serving those persons who, for reasons of age or disability, cannot be adequately served by regular transit. Although not as assured as “5307” funding, over the years, the RMAP area has received numerous awards of “5310” funding and IDOT generally attempts to allocate “5310” funds to replace vehicles that were originally purchased through the “5310” program. Therefore, “5310” projects are listed in this TIP. As part of the process to award “5310” funding, MPO’s will review each applicant’s submittal to determine that the projects applied for are derived from a “locally coordinated human services transportation plan” as stipulated by SAFETEA-LU. While the MPO did not formally score any of the applications for vehicles under the SAFETEA-LU funding, the MPO screened applications for HSTP compliance and transmitted the applications to the Illinois Department of Transportation (IDOT). This funding was by no means certain, but there was a reasonable chance that a significant portion of the requests would be granted.

With the passage of MAP-21, the section 5310 funds are now referred to as The Enhanced Mobility of Seniors and Individuals with Disabilities Program and provides formula funding to States and Designated Recipient of large UZAs (UZAs with populations of 200,000 or more) to improve mobility of seniors and individuals with disabilities.

MAP-21 expands the eligibility of the funds to be used for operating, in addition to capital, for transportation services that address the needs of seniors and individuals with disabilities. Not less than 55 percent of the funds available for this program must be used for projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate (or unavailable), typically carried out by non-profit agencies. The 55 percent is a floor. Recipients may use more or all of their section 5310 funds for these types of projects. Remaining funds may be used for: public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complimentary paratransit; or alternatives to public transportation that assist seniors and individuals with disabilities. The expanded eligibility provisions are a result of the consolidation of the section 5317 New Freedom Program, which was repealed by MAP-21, with the section 5310 program. The acquisition of public transportation services remains an eligible capital expense under this section. New Freedom type projects must be derived from a Human Services Transportation Plan.

The split is 80% federal, 20% local for capital projects; or 50% federal, 50% local for operational projects.

TABLE 16- PAST & FORECASTED FEDERAL 5307 FUNDS ANNUALLY ALLOCATED TO THE ROCKFORD URBAN AREA BY FORMULA



Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Amount	370,965	170,900	0	0	1,993,924	2,257,000	2,306,935	2,428,345	2,619,457	2,781,837	2,839,282	2,809,856	2,804,625	2,915,220	3,014,787

This graph represents previously apportioned 5307 funding amounts as well as forecasts future amounts at a 3% annual increase. While the blue line represented in this graph depicts previous 5307 allocations, the actual amount received in future years may fall between the forecasted amounts line (yellow line), which is based off of the LRTP, and the dashed trend line (red line), which is based off of a series of past 5307 allocations.



TABLE 17 - 5307 FUNDED PROJECTS

Year	RATS #	RANK	AGENCY	Description	Us	Unit \$	Tot \$	Local \$	IDOT \$	Fed \$	2,216,202	Justification & Project Status			
FY 2003	03-1	1	RM/MD	FIXED-ROUTE BUSES (35-foot/replacements)	4	328,000	1,312,000	-	262,400	1,049,600		Maintain safe, reliable, efficient fixed route bus service.	Completed. Unit cost increased to \$28,000 - 3/27/03 Amendment		
	03-2	2		EAST-SIDE TRANSFER CENTER		3,000,000	-	-	-	-	-		Improve the operational efficiency and service to transit patrons.	Deferred to FY06 to allow additional time for feasibility and site location work.	
	03-4	3		WALL SIGNAGE & INSTALLATION	0	20,000	-	-	-	-	-		ENHANCEMENT: Improve communication, marketing and service to transit patrons.	Deferred due to lack of State/local matching funds.	
	03-5	4		BUS (STOP) SHELTERS & INSTALLATION	0	5,000	-	-	-	-	-		ENHANCEMENT: Improve service and safety for transit patrons.	Deferred (5 shelters) due to lack of State/local matching funds.	
	03-6	5		PREVENTIVE MAINTENANCE	1	1,151,743	1,151,743	230,349	-	-	921,394		Extend the useful life of rolling stock.	Completed	
	01-4	6		REPAIR OPERATOR DRIVE	0	120,000	-	-	-	-	-		Maintain facility.	Deferred due to lack of State/local matching funds.	
	03-3	7		ADMINISTRATIVE ROOF TIE IN	0	30,000	-	-	-	-	-		Cover additional previously unforeseen cost of administrative office expansion.	Deferred due to lack of State/local matching funds.	
	02-2	8		COMPUTERS FOR TRAINING ROOM	0	2,000	-	-	-	-	-		Improve employee training and overall operation efficiency and safety.	Deferred due to lack of State/local matching funds.	
	03-7	9		ACCESSORIES FOR TRAINING ROOM	0	6,000	-	-	-	-	-		Improve employee training and overall operation efficiency and safety.	Deferred due to lack of State/local matching funds.	
	03-9	10		ENGINE (new/replacement for 1x-route bus)	0	25,000	-	-	-	-	-		Extend the useful life of rolling stock.	Deferred due to lack of State/local matching funds.	
	03-10	11		COMPUTER SYSTEMS (replacements)	14	2,006	28,086	-	-	5,617	22,469		Replace obsolete equipment, maintain administrative and operational efficiency.	Completed. Number of units increase by two - 3/27/03 Amendment.	
	03-11	12		FIXED-ROUTE BUSES (35-foot/replacements)	12	328,000	3,936,000	-	-	787,200	3,148,800		Maintain safe, reliable, efficient fixed route bus service.	Completed. PROJECT ADDED as per 3/27/03 Amendment.	
	03-12	13		Public Access Enhancement Improvement	1	45,000	45,000	-	-	-	9,000	36,000		ENHANCEMENT: Improve access for persons with disabilities.	Underway. PROJECT ADDED as per 3/27/03 Amendment.
	03-13	14		Air Quality System	1	7,500	7,500	-	-	-	3,000	4,500		Improve safety of bus operation to both patrons and drivers.	Completed. PROJECT ADDED as per 3/27/03 Amendment.
Year	RATS #	RANK	AGENCY	Description	Us	Unit \$	Tot \$	Local \$	IDOT \$	Fed \$	2,163,283	Justification & Project Status			
FY 2004	04-1	1	RM/MD	PREVENTIVE MAINTENANCE COSTS	1	1,445,901	1,445,901	289,180	-	1,156,721		Extend the useful life of rolling stock.	Programmed		
	03-4*	2		WALL SIGNAGE & INSTALLATION	20,000	-	-	-	-	-	-		ENHANCEMENT: Improve communication, marketing, service to riders.	Deferred	
	03-5*	3		BUS (STOP) SHELTERS & INSTALLATION	5,000	-	-	-	-	-	-		ENHANCEMENT: Improve service and safety for transit patrons.	Deferred	
	01-4*	4		REPAIR OPERATOR DRIVE	120,000	-	-	-	-	-	-		Maintain facility.	Deferred	
	03-3*	5		ADMINISTRATIVE ROOF TIE IN	30,000	-	-	-	-	-	-		Cover additional previously unforeseen cost of office expansion.	Deleted	
	02-2*	6		COMPUTERS FOR TRAINING ROOM	2,000	-	-	-	-	-	-		Improve employee training and overall operation efficiency & safety.	Deferred	
	03-7*	7		ACCESSORIES FOR TRAINING ROOM	6,000	-	-	-	-	-	-		Improve employee training and overall operation efficiency & safety.	Deferred	
	04-22	22												Pending	
Year	RATS #	RANK	AGENCY	Description	Us	Unit \$	Tot \$	Local \$	IDOT \$	Fed \$	2,257,000	Justification & Project Status			
2005	05-1	1	RM/MD	PREVENTIVE MAINTENANCE COSTS	1	1,205,271	1,205,271	241,054	-	964,217		Extend the useful life of rolling stock.	Completed		
	05-2	2		COMPLEMENTARY ADA COSTS	1	250,000	250,000	50,000	-	200,000		Eligible charge for service to persons with disabilities.	Completed		
	05-3	3		COMPUTER SYS & ACCESSORIES FOR TRAINING ROOM	1	24,000	24,000	-	4,800	19,200		SECURITY: Improve employee training & overall operational efficiency, security & safety.	Programmed		
	05-4	4		WALL SIGNAGE & INSTALLATION	1	20,000	20,000	-	4,000	16,000		ENHANCEMENT: Improve communication, marketing, service to riders.	Completed		
	05-5	5		BUS (STOP) SHELTERS & INSTALLATION	1	5,000	5,000	-	See TRC note	5,000		ENHANCEMENT: Improve service and safety for transit patrons.	Completed		
	05-13	13		SECURITY CAMERAS & CABLES	6	1,333	8,000	-	1,600	6,400		SECURITY: Improve safety and security of the facility	Programmed		
	05-14	14		REPLACE SEATING IN TRANSFER CENTER	1	7,500	7,500	-	See TRC note	7,500		ENHANCEMENT: Replace worn-out furnishings, improve aesthetics.	Completed (IL-90-X564)		
	05-15	15		UPGRADES TO INGRAINED HOISTS	1	25,000	25,000	-	5,000	20,000		Improve maintenance efficiency and safety.	Proposed		
	05-16	16		UPGRADE SMOKE DETECTORS & FIRE ALARM PANEL	1	8,000	8,000	-	See TRC note	8,000		Improve facility safety.	Completed (IL-90-X564)		
	05-18	18		BILL CHANGER	1	6,000	6,000	-	1,200	4,800		Replace worn-out equipment.	Completed		
Year	RATS #	RANK	AGENCY	Description	Us	Unit \$	Tot \$	Local \$	IDOT \$	Fed \$	2,330,186	Justification & Project Status			
2006	06-1	1	RM/MD	PARATRANSIT MD VEHICLES	4	60,395	241,580	48,316	-	193,264		Maintain safe, reliable, efficient fixed route bus service.	Completed		
	06-2	2		REPLACE/UPGRADE CAMERA SYSTEM FOR DRIVE	1	15,000	15,000	-	3,000	12,000		SECURITY: Improve safety and security of the facility.	Proposed		
	06-3	3		PREVENTIVE MAINTENANCE COSTS	1	1,375,566	1,375,566	275,113	-	1,100,453		Extend the useful life of rolling stock.	Proposed		
	06-4	4		COMPLEMENTARY ADA COSTS	1	250,000	250,000	50,000	-	200,000		Eligible charge for service to persons with disabilities.	Proposed		
	06-5	5		ENHANCE SECURITY CAMERA SYSTEM	1	10,000	10,000	-	2,000	8,000		SECURITY: Improve safety and security of the facility.	Programmed		
	06-6	6		REPLACE CONCRETE IN BIRTHING AREA	1	50,000	50,000	-	10,000	40,000		Improve safety of the facility.	Completed		
	06-7	7		VIDEO INFORMATION SYSTEM FOR TC	1	17,850	17,850	-	See TRC note	17,850		ENHANCEMENT: Improve functionality of the facility.	Programmed (IL-90-X564)		
	06-9	9		DEBRILLATORS	8	1,250	10,000	-	2,000	8,000		To improve safety.	Programmed		
	06-10	10		RISK MANAGEMENT SOFTWARE	1	7,500	7,500	-	1,500	6,000		Maintain safe, reliable, efficient fixed route bus service.	Programmed		
	06-11	11		ERGO SEAT CUSHIONS	60	200	12,000	-	2,400	9,600		For driver comfort.	Proposed		
	06-12	12		SAFETY EQUIPMENT (VIDEO TEST)	1	5,000	5,000	-	1,000	4,000		To improve safety.	Proposed		
	06-13	13		DIGITAL PHONERADIO RECORDING SYSTEM	1	18,000	18,000	-	3,600	14,400		SECURITY: Improve safety and security of the facility.	Completed		
	06-14	14		BIKE RACKS FOR BUSES	40	1,000	40,000	-	8,000	32,000		ENHANCEMENT: Improve functionality of the service.	Completed		
	Year	RATS #		RANK	AGENCY	Description	Us	Unit \$	Tot \$	Local \$	IDOT \$	Fed \$	2,428,345	Justification & Project Status	
2007	07-1	1	RM/MD	PREVENTATIVE MAINTENANCE COST	1	1,393,078	1,393,078	280,616	-	1,112,462		Extend the useful life of rolling stock.	Programmed (IL-90-X564)		
	07-2	2		COMPLEMENTARY ADA COST	1	250,000	250,000	50,000	-	200,000		Eligible charge for service to persons with disabilities.	Programmed (IL-90-X564)		
	07-3	3		EAST SIDE TRANSFER CENTER	1	1,250,000	1,250,000	250,000	-	1,000,000		To improve transit effectiveness in the MSA.	Proposed		
	07-4	4		DRIVER SIMULATOR	1	400,000	400,000	-	-	320,000		SAFETY: To improve driver performance.	Proposed (STATE-DCIP)		
	07-5	5		STEAM CLEANER	1	11,000	11,000	-	2,200	8,800		To improve the transit facility.	Proposed		
	07-7	7		FREON RECLAIM/DIRECTCYCLE	2	8,500	17,000	-	3,400	13,600		For vehicle maintenance.	Programmed (IL-86-X001)		
	07-10	10		CUMMINS OVERHAUL TOOLS	1	5,900	5,900	1,180	-	4,720		For vehicle maintenance.	Programmed (STATE-DCIP)		
	07-11	11													
	07-12	12		MISC. MAINTENANCE EQUIPMENT	1	9,400	9,400	1,880	-	7,520		For maintenance.	Programmed (STATE-DCIP)		
	07-15	15		TRANSFER CENTER ENHANCE ENTRANCE	1	18,000	18,000	See TRC Note	-	18,000		ENHANCEMENT: Improve safety of the facility.	Completed (IL-90-X564)		
	07-16	16		PHOTO ID	1	7,000	7,000	1,400	-	5,600		SECURITY: To improve the transit facility.	Proposed		
	07-17	17													
	07-18	18		LIGHTING UPGRADE	1	12,000	12,000	See TRC Note	-	12,000		SECURITY: To improve the transit facility.	Completed (IL-90-X564)		
	07-19	19		ADDITIONAL MONEY ROOM CAMERAS	1	2,000	2,000	See TRC Note	-	2,000		SECURITY: To improve the transit facility.	Completed (IL-90-X564)		
	07-20	20		UPGRADE DRIVE ACCESSIBILITY			75,000	15,000	-	60,000		To improve the transit facility.	Programmed (STATE-DCIP)		
	07-21	21		RADIOS			6,000	1,200	-	4,800		SECURITY: To improve the transit facility.	Proposed		
	07-22	22		AIR BLADDER JACKS	2	3,750	7,500	1,500	-	6,000		For vehicle maintenance.	Proposed		
	07-23	23		BUS (STOP) SHELTERS & INSTALLATION	2	5,000	10,000	See TRC Note	-	10,000		ENHANCEMENT: Improve service and safety for transit patrons	Completed (IL-90-X564)		
	Year	RATS #		RANK	AGENCY	Description	Us	Unit \$	Tot \$	Local \$	IDOT \$	Fed \$	2,619,457	Justification & Project Status	
	08	08-1		1	ITD	PREVENTATIVE MAINTENANCE COST	1	1,431,139	1,431,139	286,228	-	1,144,911		Extend the useful life of rolling stock.	Completed (IL-90-X594)
		08-2		2		COMPLEMENTARY ADA COST	1	250,000	250,000	50,000	-	200,000		Eligible charge for service to persons with disabilities.	Completed (IL-90-X594)
		08-3		3		PA SYSTEM FOR THE T.C.	1	10,000	10,000	2,000	-	8,000		To improve communications at the facility.	Programmed (STATE-DCIP)
		08-4		4		REPLACE RUBBER ROOF	1	200,000	200,000	40,000	-	160,000		To improve the transit facility.	Programmed (IL-90-X620)

| Year
 | RMAP #

 | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 20
 | 08-9

 | 9 | RM | SECURITY VEHICLE | 1 | 26,000 | 26,000 | See TRC Note | 26,000 | SECURITY - The Fed's amount of \$26,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column. | Completed (IL-90-X594) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|
 | 08-10

 | 10 | | EAST SIDE TRANSFER CENTER (Phase 1) | 1 | | 1,000,000 | See TRC Note | 1,000,000 | Satellite transfer center needed to compliment proposed changes in route structure designed to accommodate changes in the spatial distribution of the general population, transit dependent persons and transit dependent activities. The Fed's amount of \$1.00 | Completed (IL-90-X594) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|
 | 08-11

 | 11 | | PARATRANSIT VEHICLES | 8 | 65,000 | 520,000 | 104,000 | 416,000 | | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|
 | 08-12

 | 12 | | PNEUMATIC TUBE SYSTEM | 1 | 50,000 | 50,000 | 10,000 | 40,000 | | Programmed (STATE-DCIP) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="10">2009</td> <td>09-1</td> <td>1</td> <td rowspan="10">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,459,761</td> <td>1,459,761</td> <td>291,952</td> <td>1,167,809</td> <td>Extend the useful life of rolling stock.</td> <td>Underway (IL-90-X620)</td> </tr> <tr> <td>09-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>250,000</td> <td>250,000</td> <td>50,000</td> <td>200,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Completed (IL-90-X620)</td> </tr> <tr> <td>09-3</td> <td>3</td> <td>CANOPY LIGHTS</td> <td>1</td> <td>9,000</td> <td>9,000</td> <td>See TRC Note</td> <td>9,000</td> <td>SECURITY - The Fed's amount of \$9,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>09-4</td> <td>4</td> <td>LIGHTING UPGRADE IN TRANSFER CENTER</td> <td>1</td> <td>11,000</td> <td>11,000</td> <td>See TRC Note</td> <td>11,000</td> <td>SECURITY - The Fed's amount of \$11,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>09-5</td> <td>5</td> <td>LIGHTING UPGRADE ON EXTERIOR OF ADMIN. BUILDING</td> <td>1</td> <td>15,000</td> <td>15,000</td> <td>See TRC Note</td> <td>15,000</td> <td>ENHANCEMENT - The Fed's amount of \$15,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>09-6</td> <td>6</td> <td>OFFICE EQUIPMENT</td> <td></td> <td></td> <td>25,000</td> <td>See TRC Note</td> <td>25,000</td> <td>ENHANCEMENT - The Fed's amount of \$25,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>09-7</td> <td>7</td> <td>TRASH RECEPTACLES</td> <td>20</td> <td></td> <td>20,000</td> <td>See TRC Note</td> <td>20,000</td> <td>ENHANCEMENT - The Fed's amount of \$20,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>09-8</td> <td>8</td> <td>TWO WAY RADIOS</td> <td>6</td> <td></td> <td>5,000</td> <td>See TRC Note</td> <td>5,000</td> <td>SECURITY - The Fed's amount of \$5,000 includes both the Federal and State/local total for this item. 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<td>12</td> <td>BUS SURVEILLANCE SYSTEM (SECURITY)</td> <td></td> <td></td> <td>100,000</td> <td>See TRC Note</td> <td>100,000</td> <td>To improve safety.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-13</td> <td>13</td> <td>FAREBOX PROBE SYSTEM</td> <td></td> <td></td> <td>17,000</td> <td>See TRC Note</td> <td>17,000</td> <td>To increase operation efficiency</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-14</td> <td>14</td> <td>UPGRADE BUS WASHER</td> <td>1</td> <td>265,000</td> <td>265,000</td> <td>See TRC Note</td> <td>265,000</td> <td>For vehicle maintenance.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>11-15</td> <td>15</td> <td>BUS STOP SIGNS & POSTS</td> <td>15000</td> <td></td> <td>390,000</td> <td>See TRC Note</td> <td>390,000</td> <td>To improve operation efficiency</td> <td>Proposed</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit 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SYSTEM</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>To improve safety</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-5</td> <td>5</td> <td>PARKING LOT SECURITY PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>To improve safety and security. Project to include lighting and cameras.</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td>13-6</td> <td>6</td> <td>SHELTER PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>Transit Enhancement</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> </td></tr></tbody></table></td></tr></tbody></table></td></tr></tbody></table></td></tr></tbody></table></td></tr></tbody></table> |

 | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | 2009 | 09-1 | 1 | RMTD | PREVENTATIVE MAINTENANCE COST | 1 | 1,459,761 | 1,459,761 | 291,952 | 1,167,809 | Extend the useful life of rolling stock. | Underway (IL-90-X620) | 09-2 | 2 | COMPLEMENTARY ADA COST | 1 | 250,000 | 250,000 | 50,000 | 200,000 | Eligible charge for service to persons with disabilities | Completed (IL-90-X620) | 09-3 | 3 | CANOPY LIGHTS | 1 | 9,000 | 9,000 | See TRC Note | 9,000 | SECURITY - The Fed's amount of \$9,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | 09-4 | 4 | LIGHTING UPGRADE IN TRANSFER CENTER | 1 | 11,000 | 11,000 | See TRC Note | 11,000 | SECURITY - The Fed's amount of \$11,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | 09-5 | 5 | LIGHTING UPGRADE ON EXTERIOR OF ADMIN. BUILDING | 1 | 15,000 | 15,000 | See TRC Note | 15,000 | ENHANCEMENT - The Fed's amount of \$15,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | 09-6 | 6 | OFFICE EQUIPMENT | | | 25,000 | See TRC Note | 25,000 | ENHANCEMENT - The Fed's amount of \$25,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | 09-7 | 7 | TRASH RECEPTACLES | 20 | | 20,000 | See TRC Note | 20,000 | ENHANCEMENT - The Fed's amount of \$20,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | 09-8 | 8 | TWO WAY RADIOS | 6 | | 5,000 | See TRC Note | 5,000 | SECURITY - The Fed's amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | 09-9 | 9 | CAMERA UPGRADE | 1 | 5,000 | 5,000 | See TRC Note | 5,000 | SECURITY - The Fed's amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="29">2010</td> <td>10-1</td> <td>1</td> <td rowspan="29">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr>
<td>10-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>250,000</td> <td>250,000</td> <td>50,000</td> <td>200,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-3</td> <td>3</td> <td>BUSES</td> <td>12</td> <td>380,241</td> <td>4,562,892</td> <td>See TRC Note</td> <td>4,562,892</td> <td>Maintain safe, reliable, efficient fixed route bus service.</td> <td>Underway (IL-90-X594 / IL-90-X620)</td> </tr> <tr> <td>10-4</td> <td>4</td> <td>UPGRADE SECURITY CAMERA SYSTEM</td> <td>1</td> <td>15,000</td> <td>15,000</td> <td>See TRC Note</td> <td>15,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-5</td> <td>5</td> <td>SHELTER/BUS STOP SIGN REPLACEMENTS</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>ENHANCEMENT: Improve service and safety for transit patrons.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-6</td> <td>6</td> <td>COMPUTER SOFTWARE</td> <td>1</td> <td>300,000</td> <td>300,000</td> <td>See TRC Note</td> <td>300,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-7</td> <td>7</td> <td>COMPUTERS, SERVERS, PRINTERS</td> <td></td> <td></td> <td>43,000</td> <td>See TRC Note</td> <td>43,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-8</td> <td>8</td> <td>ADA TRAINING EQUIPMENT (W/C Training Platform, Large wheel chair, and motorized 3 wheel scooter)</td> <td>1</td> <td>5,000</td> <td>5,000</td> <td>See TRC Note</td> <td>5,000</td> <td>ENHANCEMENT: The Fed's amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column.</td> <td>Programmed (STATE-DCIP)</td> </tr> <tr> <td>10-9</td> <td>9</td> <td>BIKE RACKS, INSTALLATION AND ACCESSORIES</td> <td>2</td> <td>2,500</td> <td>5,000</td> <td>See TRC Note</td> <td>5,000</td> <td>ENHANCEMENT: Improve functionality of the service.</td> <td>Programmed (STATE-DCIP)</td> </tr> <tr> <td>10-10</td> <td>10</td> <td>BODY SHOP TOOLS</td> <td></td> <td></td> <td>34,000</td> <td>See TRC Note</td> <td>34,000</td> <td>For vehicle maintenance.</td> <td>Proposed</td> </tr> <tr> <td>10-12</td> <td>12</td> <td>LARGE FLOOR SCRUBBER</td> <td>1</td> <td>62,000</td> <td>62,000</td> <td>See TRC Note</td> <td>62,000</td> <td>For facility maintenance.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-13</td> <td>13</td> <td>OVERHAUL TOOLS</td> <td></td> <td></td> <td>6,000</td> <td>See TRC Note</td> <td>6,000</td> <td>For vehicle maintenance.</td> <td>Programmed (STATE-DCIP)</td> </tr> <tr> <td>10-14</td> <td>14</td> <td>PORTABLE HOIST (1 SET)</td> <td>1</td> <td>35,000</td> <td>35,000</td> <td>See TRC Note</td> <td>35,000</td> <td>For vehicle maintenance.</td> <td>Programmed (IL-86-X001)</td> </tr> <tr> <td>10-16</td> <td>16</td> <td>PRESSURE WASHER</td> <td>1</td> <td>10,000</td> <td>10,000</td> <td>See TRC Note</td> <td>10,000</td> <td>For facility maintenance.</td> <td>Programmed (STATE-DCIP)</td> </tr> <tr> <td>10-18</td> <td>18</td> <td>STEAM CLEANER</td> <td>1</td> <td>11,000</td> <td>11,000</td> <td>See TRC Note</td> <td>11,000</td> <td>For facility maintenance.</td> <td>Proposed</td> </tr> <tr> <td>10-19</td> <td>19</td> <td>TIRE CHANGER</td> <td>1</td> <td>11,000</td> <td>11,000</td> <td>See TRC Note</td> <td>11,000</td> <td>For vehicle maintenance.</td> <td>Proposed</td> </tr> <tr> <td>10-20</td> <td>20</td> <td>TRACTOR AND ATTACHMENTS</td> <td>1</td> <td>15,000</td> <td>15,000</td> <td>See TRC Note</td> <td>15,000</td> <td></td> <td>Proposed</td> </tr> <tr> <td>10-21</td> <td>21</td> <td>REPLACE DISPATCH CONTROL CENTER</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>To improve the transit facility.</td> <td>Proposed</td> </tr> <tr> <td>10-22</td> <td>22</td> <td>UPGRADE M.A.U</td> <td>1</td> <td>150,000</td> <td>150,000</td> <td>See TRC Note</td> <td>150,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-24</td> <td>24</td> <td>UPGRADE INGROUND HOIST</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>For vehicle maintenance.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-27</td> <td>27</td> <td>ADMIN EQUIPMENT/FURNITURE</td> <td>1</td> <td>5,000</td> <td>5,000</td> <td>1,000</td> <td>4,000</td> <td>To improve the transit facility.</td> <td>Programmed (STATE-DCIP)</td> </tr> <tr> <td>10-28</td> <td>28</td> <td>FREON RECLAIMED/RECYCLE</td> <td>1</td> <td>8,500</td> <td>8,500</td> <td>See TRC Note</td> <td>8,500</td> <td>For vehicle maintenance.</td> <td>Proposed</td> </tr> <tr> <td>10-29</td> <td>29</td> <td>ACCOUNTING SOFTWARE/HARDWARE</td> <td></td> <td></td> <td>155,000</td> <td>155,000</td> <td>31,000</td> <td>124,000</td> <td>To increase operation efficiency</td> <td>Proposed</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="15">2011</td> <td>11-1</td> <td>1</td> <td rowspan="15">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,808,860</td> <td>1,808,860</td> <td>617,695</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>250,000</td> <td>250,000</td> <td>50,000</td> <td>200,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-3</td> <td>3</td> <td>BELVIDERE TRANSFER CENTER</td> <td>1</td> <td>5,000,000</td> <td>5,000,000</td> <td>See TRC Note</td> <td>5,000,000</td> <td>To accommodate expanding service in the urbanized area</td> <td>Proposed</td> </tr> <tr> <td>11-4</td> <td>4</td> <td>RUNCUTTING SOFTWARE</td> <td>1</td> <td>85,000</td> <td>85,000</td> <td>See TRC Note</td> <td>85,000</td> <td>To increase operation efficiency</td> <td>Proposed</td> </tr> <tr> <td>11-5</td> <td>5</td> <td>STAFF VEHICLE</td> <td>1</td> <td>25,000</td> <td>25,000</td> <td>See TRC Note</td> <td>25,000</td> <td>Replacement vehicle</td> <td>Proposed</td> </tr> <tr> <td>11-6</td> <td>6</td> <td>BUS VACUUM CLEANER</td> <td>1</td> <td>180,000</td> <td>180,000</td> <td>See TRC Note</td> <td>180,000</td> <td>For vehicle maintenance.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>11-7</td> <td>7</td> <td>AVL GPS FOR FIXED ROUTE</td> <td>1</td> <td>400,000</td> <td>400,000</td> <td>See TRC Note</td> <td>400,000</td> <td>SECURITY - The Fed's amount of \$400,000 includes both the Federal and State/local total for this item. 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Project to include lighting and cameras.</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td>13-6</td> <td>6</td> <td>SHELTER PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>Transit Enhancement</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> </td></tr></tbody></table></td></tr></tbody></table></td></tr></tbody></table></td></tr></tbody></table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | 2010 | 10-1 | 1 | RMTD | PREVENTATIVE MAINTENANCE COST | 1 | 1,488,956 | 1,488,956 | 297,791 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | 10-2 | 2 | COMPLEMENTARY ADA COST | 1 | 250,000 | 250,000 | 50,000 | 200,000 | Eligible charge for service to persons with disabilities | Programmed (IL-90-X620) | 10-3 | 3 | BUSES | 12 | 380,241 | 4,562,892 | See TRC Note | 4,562,892 | Maintain safe, reliable, efficient fixed route bus service. | Underway (IL-90-X594 / IL-90-X620) | 10-4 | 4 | UPGRADE SECURITY CAMERA SYSTEM | 1 | 15,000 | 15,000 | See TRC Note | 15,000 | To improve the transit facility. | Programmed (IL-90-X620)
 | 10-5 | 5 | SHELTER/BUS STOP SIGN REPLACEMENTS | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | ENHANCEMENT: Improve service and safety for transit patrons. | Programmed (IL-90-X620) | 10-6 | 6 | COMPUTER SOFTWARE | 1 | 300,000 | 300,000 | See TRC Note | 300,000 | To improve the transit facility. | Programmed (IL-90-X620) | 10-7 | 7 | COMPUTERS, SERVERS, PRINTERS | | | 43,000 | See TRC Note | 43,000 | To improve the transit facility. | Programmed (IL-90-X620) | 10-8 | 8 | ADA TRAINING EQUIPMENT (W/C Training Platform, Large wheel chair, and motorized 3 wheel scooter) | 1 | 5,000 | 5,000 | See TRC Note | 5,000 | ENHANCEMENT: The Fed's amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column. | Programmed (STATE-DCIP) | 10-9 | 9 | BIKE RACKS, INSTALLATION AND ACCESSORIES | 2 | 2,500 | 5,000 | See TRC Note | 5,000 | ENHANCEMENT: Improve functionality of the service. | Programmed (STATE-DCIP) | 10-10 | 10 | BODY SHOP TOOLS | | | 34,000 | See TRC Note | 34,000 | For vehicle maintenance. | Proposed | 10-12 | 12 | LARGE FLOOR SCRUBBER | 1 | 62,000 | 62,000 | See TRC Note | 62,000 | For facility maintenance. | Programmed (IL-90-X620) | 10-13 | 13 | OVERHAUL TOOLS | | | 6,000 | See TRC Note | 6,000 | For vehicle maintenance. | Programmed (STATE-DCIP) | 10-14
 | 14 | PORTABLE HOIST (1 SET) | 1 | 35,000 | 35,000 | See TRC Note | 35,000 | For vehicle maintenance. | Programmed (IL-86-X001) | 10-16 | 16 | PRESSURE WASHER | 1 | 10,000 | 10,000 | See TRC Note | 10,000 | For facility maintenance. | Programmed (STATE-DCIP) | 10-18 | 18 | STEAM CLEANER | 1 | 11,000 | 11,000 | See TRC Note | 11,000 | For facility maintenance. | Proposed | 10-19 | 19 | TIRE CHANGER | 1 | 11,000 | 11,000 | See TRC Note | 11,000 | For vehicle maintenance. | Proposed | 10-20 | 20 | TRACTOR AND ATTACHMENTS | 1 | 15,000 | 15,000 | See TRC Note | 15,000 | | Proposed | 10-21 | 21 | REPLACE DISPATCH CONTROL CENTER | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | To improve the transit facility. | Proposed | 10-22 | 22 | UPGRADE M.A.U | 1
 | 150,000 | 150,000 | See TRC Note | 150,000 | To improve the transit facility. | Programmed (IL-90-X620) | 10-24 | 24 | UPGRADE INGROUND HOIST | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | For vehicle maintenance. | Programmed (IL-90-X620) | 10-27 | 27 | ADMIN EQUIPMENT/FURNITURE | 1 | 5,000 | 5,000 | 1,000 | 4,000 | To improve the transit facility. | Programmed (STATE-DCIP) | 10-28 | 28 | FREON RECLAIMED/RECYCLE | 1 | 8,500 | 8,500 | See TRC Note | 8,500 | For vehicle maintenance. | Proposed | 10-29 | 29 | ACCOUNTING SOFTWARE/HARDWARE | | | 155,000 | 155,000 | 31,000 | 124,000 | To increase operation efficiency | Proposed | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="15">2011</td> <td>11-1</td> <td>1</td> <td rowspan="15">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,808,860</td> <td>1,808,860</td> <td>617,695</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>250,000</td> <td>250,000</td> <td>50,000</td> <td>200,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-3</td> <td>3</td> <td>BELVIDERE TRANSFER CENTER</td> <td>1</td> <td>5,000,000</td> <td>5,000,000</td> <td>See TRC Note</td> <td>5,000,000</td> <td>To accommodate expanding service in the urbanized area</td> <td>Proposed</td> </tr> <tr> <td>11-4</td> <td>4</td> <td>RUNCUTTING SOFTWARE</td> <td>1</td> <td>85,000</td> <td>85,000</td> <td>See TRC Note</td> <td>85,000</td> <td>To increase operation efficiency</td> <td>Proposed</td> </tr> <tr> <td>11-5</td> <td>5</td> <td>STAFF VEHICLE</td> <td>1</td> <td>25,000</td> <td>25,000</td> <td>See TRC Note</td> <td>25,000</td> <td>Replacement vehicle</td> <td>Proposed</td> </tr> <tr> <td>11-6</td> <td>6</td> <td>BUS VACUUM CLEANER</td> <td>1</td> <td>180,000</td> <td>180,000</td> <td>See TRC Note</td> <td>180,000</td> <td>For vehicle maintenance.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>11-7</td> <td>7</td> <td>AVL GPS FOR FIXED ROUTE</td> <td>1</td> <td>400,000</td> <td>400,000</td> <td>See TRC Note</td> <td>400,000</td> <td>SECURITY - The Fed's amount of \$400,000 includes both the Federal and State/local total for this item. 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 | STAFF VEHICLE | 1 | 25,000 | 25,000 | See TRC Note | 25,000 | Replacement vehicle | Proposed | 11-6 | 6 | BUS VACUUM CLEANER | 1 | 180,000 | 180,000 | See TRC Note | 180,000 | For vehicle maintenance. | Programmed STATE-DCIP | 11-7 | 7 | AVL GPS FOR FIXED ROUTE | 1 | 400,000 | 400,000 | See TRC Note | 400,000 | SECURITY - The Fed's amount of \$400,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | 11-8 | 8 | FURNITURE/OFFICE EQUIPMENT | | | 40,000 | See TRC Note | 40,000 | To increase operation efficiency | Programmed (IL-90-X620) | 11-9 | 9 | MAINTENANCE VEHICLE | 1 | 90,000 | 90,000 | See TRC Note | 90,000 | For vehicle maintenance | Programmed (IL-90-X620) | 11-10 | 10 | PARKING LOT REPLACEMENT (ENHANCEMENT) | 1 | 100,000 | 100,000 | See TRC Note | 100,000 | To improve the transit facility. | Programmed (IL-90-X620) | 11-11 | 11 | REPEATER (SECURITY) | | | 12,000 | See TRC Note | 12,000 | For vehicle maintenance. | Programmed (IL-90-X620) | 11-12 | 12 | BUS SURVEILLANCE SYSTEM (SECURITY) | | | 100,000 | See TRC Note | 100,000 | To improve safety. | Programmed (IL-90-X620) | 11-13 | 13 | FAREBOX PROBE SYSTEM | | | 17,000 | See TRC Note | 17,000 | To increase operation efficiency | Programmed (IL-90-X620) | 11-14 | 14 | UPGRADE BUS WASHER | 1 | 265,000 | 265,000 | See TRC Note | 265,000 | For vehicle maintenance. | Programmed STATE-DCIP | 11-15 | 15 | BUS STOP SIGNS & POSTS | 15000 | | 390,000 | See TRC Note | 390,000 | To improve operation efficiency | Proposed | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="13">2012</td> <td>12-1</td> <td>1</td> <td rowspan="13">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>350,000</td> <td>350,000</td> <td>70,000</td> <td>280,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-3</td> <td>3</td> 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</td></tr></tbody></table></td></tr></tbody></table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | 2012 | 12-1 | 1 | RMTD | PREVENTATIVE MAINTENANCE COST | 1 | 1,488,956 | 1,488,956 | 297,791 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | 12-2 | 2 | COMPLEMENTARY ADA COST | 1 | 350,000 | 350,000 | 70,000 | 280,000 | Eligible charge for service to persons with disabilities | Programmed (IL-90-X620) | 12-3 | 3 | BUSES (8) | 8 | 403,397 | 3,227,176 | See TRC Note | 3,227,176 | Maintain safe, reliable, efficient fixed route bus service. | Programmed (IL-90-X620) | 12-4 | 4 | PARATRANSIT BLDG OFFICE UPGRADE | 1 | 1,000,000 | 1,000,000 | See TRC Note | 1,000,000 | To increase operation efficiency | Programmed STATE-DCIP | 12-5 | 5 | GARAGE DOOR REPLACEMENT | 1 | 27,000 | 27,000 | See TRC Note | 27,000 | To improve the transit facility. | Programmed STATE-DCIP | 12-6 | 6 | WALKWAYS/DRIVEWAY PROJECTS-TRANSFER CENTER | | | 150,000 | See TRC Note | 150,000 | To improve the transit facility. | Programmed (IL-90-X620) | 12-7 | 7 | BUS STOP SIGNS | | | 390,000 | See TRC Note | 390,000 | To improve operation efficiency | Programmed (IL-90-X620) | 12-8 | 8 | INGROUND HOIST UPDATE | | | 600,000 | See TRC Note | 600,000 | For vehicle maintenance. | Programmed STATE-DCIP | 12-9 | 9 | UPDATE RADIOS | | | 35,000 | See TRC Note | 35,000 | To increase operation efficiency | Programmed (IL-90-X620) | 12-10 | 10 | VIDEO SOFTWARE SYSTEM | | | 200,000 | See TRC Note | 20,000 | To increase operation efficiency | Programmed STATE-DCIP | 12-11 | 11 | ELECTRONIC LOCK SYSTEM | | | 60,000 | See TRC Note | 60,000 | To improve safety | Programmed (IL-90-X620) | 12-12 | 12 | STAFF REPLACEMENT VEHICLE | | | 38,000 | See TRC Note | 38,000 | Replacement vehicle | Programmed (IL-90-X620) | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="6">2013</td> <td>13-1</td> <td>1</td> <td rowspan="6">RMTD</td> <td>PREVENTATIVE MAINTENANCE COSTS</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>13-2</td> <td>2</td> <td>COMPLEMENTARY ADA COSTS</td> <td>1</td> <td>325,000</td> <td>325,000</td> <td>65,000</td> <td>260,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Proposed</td> </tr> <tr> <td>13-3</td> <td>3</td> <td>DOWNTOWN TC EXPANSION AND ENHANCEMENT</td> <td>1</td> <td>1,800,000</td> <td>1,800,000</td> <td>See TRC Note</td> <td>1,800,000</td> <td>To increase operation efficiency</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-4</td> <td>4</td> <td>ELECTRONIC KEY BOX SYSTEM</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>To improve safety</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-5</td> <td>5</td> <td>PARKING LOT SECURITY PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>To improve safety and security. Project to include lighting and cameras.</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td>13-6</td> <td>6</td> <td>SHELTER PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>Transit Enhancement</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> </td></tr></tbody></table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | 2013 | 13-1 | 1 | RMTD | PREVENTATIVE MAINTENANCE COSTS | 1 | 1,488,956 |
1,488,956 | 297,791 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | 13-2 | 2 | COMPLEMENTARY ADA COSTS | 1 | 325,000 | 325,000 | 65,000 | 260,000 | Eligible charge for service to persons with disabilities | Proposed | 13-3 | 3 | DOWNTOWN TC EXPANSION AND ENHANCEMENT | 1 | 1,800,000 | 1,800,000 | See TRC Note | 1,800,000 | To increase operation efficiency | Programmed STATE-DCIP | 13-4 | 4 | ELECTRONIC KEY BOX SYSTEM | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | To improve safety | Programmed STATE-DCIP | 13-5 | 5 | PARKING LOT SECURITY PROJECT | 1 | 30,000 | 30,000 | See TRC Note | 30,000 | To improve safety and security. Project to include lighting and cameras. | Programmed (IL-90-X722) | 13-6 | 6 | SHELTER PROJECT | 1 | 30,000 | 30,000 | See TRC Note | 30,000 | Transit Enhancement | Programmed (IL-90-X722) | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | PARATRANSIT VEHICLES | 4 | 49,251 | 212,210 | See TRC Note | 212,210 | Maintain safe, reliable, efficient public transit bus service. | | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | | | | | | \$3,002,677 | Justification & Project Status |
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| 2009
 | 09-1

 | 1 | RMTD | PREVENTATIVE MAINTENANCE COST | 1 | 1,459,761 | 1,459,761 | 291,952 | 1,167,809 | Extend the useful life of rolling stock. | Underway (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 09-2

 | 2 | | COMPLEMENTARY ADA COST | 1 | 250,000 | 250,000 | 50,000 | 200,000 | Eligible charge for service to persons with disabilities | Completed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 09-3

 | 3 | | CANOPY LIGHTS | 1 | 9,000 | 9,000 | See TRC Note | 9,000 | SECURITY - The Fed's amount of \$9,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 09-4

 | 4 | | LIGHTING UPGRADE IN TRANSFER CENTER | 1 | 11,000 | 11,000 | See TRC Note | 11,000 | SECURITY - The Fed's amount of \$11,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 09-5

 | 5 | | LIGHTING UPGRADE ON EXTERIOR OF ADMIN. BUILDING | 1 | 15,000 | 15,000 | See TRC Note | 15,000 | ENHANCEMENT - The Fed's amount of \$15,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 09-6

 | 6 | | OFFICE EQUIPMENT | | | 25,000 | See TRC Note | 25,000 | ENHANCEMENT - The Fed's amount of \$25,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 09-7

 | 7 | | TRASH RECEPTACLES | 20 | | 20,000 | See TRC Note | 20,000 | ENHANCEMENT - The Fed's amount of \$20,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 09-8

 | 8 | | TWO WAY RADIOS | 6 | | 5,000 | See TRC Note | 5,000 | SECURITY - The Fed's amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 09-9

 | 9 | | CAMERA UPGRADE | 1 | 5,000 | 5,000 | See TRC Note | 5,000 | SECURITY - The Fed's amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="29">2010</td> <td>10-1</td> <td>1</td> <td rowspan="29">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>250,000</td> <td>250,000</td> <td>50,000</td> <td>200,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-3</td> <td>3</td> <td>BUSES</td> <td>12</td> <td>380,241</td> <td>4,562,892</td> <td>See TRC Note</td> <td>4,562,892</td> <td>Maintain safe, reliable, efficient fixed route bus service.</td> <td>Underway (IL-90-X594 / IL-90-X620)</td> </tr> <tr> <td>10-4</td> <td>4</td> <td>UPGRADE SECURITY CAMERA SYSTEM</td> <td>1</td> <td>15,000</td> <td>15,000</td> <td>See TRC Note</td> <td>15,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-5</td> <td>5</td> <td>SHELTER/BUS STOP SIGN REPLACEMENTS</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>ENHANCEMENT: Improve service and safety for transit patrons.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-6</td>
<td>6</td> <td>COMPUTER SOFTWARE</td> <td>1</td> <td>300,000</td> <td>300,000</td> <td>See TRC Note</td> <td>300,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-7</td> <td>7</td> <td>COMPUTERS, SERVERS, PRINTERS</td> <td></td> <td></td> <td>43,000</td> <td>See TRC Note</td> <td>43,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-8</td> <td>8</td> <td>ADA TRAINING EQUIPMENT (W/C Training Platform, Large wheel chair, and motorized 3 wheel scooter)</td> <td>1</td> <td>5,000</td> <td>5,000</td> <td>See TRC Note</td> <td>5,000</td> <td>ENHANCEMENT: The Fed's amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column.</td> <td>Programmed (STATE-DCIP)</td> </tr> <tr> <td>10-9</td> <td>9</td> <td>BIKE RACKS, INSTALLATION AND ACCESSORIES</td> <td>2</td> <td>2,500</td> <td>5,000</td> <td>See TRC Note</td> <td>5,000</td> <td>ENHANCEMENT: Improve functionality of the service.</td> <td>Programmed (STATE-DCIP)</td> </tr> <tr> <td>10-10</td> <td>10</td> <td>BODY SHOP TOOLS</td> <td></td> <td></td> <td>34,000</td> <td>See TRC Note</td> <td>34,000</td> <td>For vehicle maintenance.</td> <td>Proposed</td> </tr> <tr> <td>10-12</td> <td>12</td> <td>LARGE FLOOR SCRUBBER</td> <td>1</td> <td>62,000</td> <td>62,000</td> <td>See TRC Note</td> <td>62,000</td> <td>For facility maintenance.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-13</td> <td>13</td> <td>OVERHAUL TOOLS</td> <td></td> <td></td> <td>6,000</td> <td>See TRC Note</td> <td>6,000</td> <td>For vehicle maintenance.</td> <td>Programmed (STATE-DCIP)</td> </tr> <tr> <td>10-14</td> <td>14</td> <td>PORTABLE HOIST (1 SET)</td> <td>1</td> <td>35,000</td> <td>35,000</td> <td>See TRC Note</td> <td>35,000</td> <td>For vehicle maintenance.</td> <td>Programmed (IL-86-X001)</td> </tr> <tr> <td>10-16</td> <td>16</td> <td>PRESSURE WASHER</td> <td>1</td> <td>10,000</td> <td>10,000</td> <td>See TRC Note</td> <td>10,000</td> <td>For facility maintenance.</td> <td>Programmed (STATE-DCIP)</td> </tr> <tr> <td>10-18</td> <td>18</td> <td>STEAM CLEANER</td> <td>1</td> <td>11,000</td> <td>11,000</td> <td>See TRC Note</td> <td>11,000</td> <td>For facility maintenance.</td> <td>Proposed</td> </tr> <tr> <td>10-19</td> <td>19</td> <td>TIRE CHANGER</td> <td>1</td> <td>11,000</td> <td>11,000</td> <td>See TRC Note</td> <td>11,000</td> <td>For vehicle maintenance.</td> <td>Proposed</td> </tr> <tr> <td>10-20</td> <td>20</td> <td>TRACTOR AND ATTACHMENTS</td> <td>1</td> <td>15,000</td> <td>15,000</td> <td>See TRC Note</td> <td>15,000</td> <td></td> <td>Proposed</td> </tr> <tr> <td>10-21</td> <td>21</td> <td>REPLACE DISPATCH CONTROL CENTER</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>To improve the transit facility.</td> <td>Proposed</td> </tr> <tr> <td>10-22</td> <td>22</td> <td>UPGRADE M.A.U</td> <td>1</td> <td>150,000</td> <td>150,000</td> <td>See TRC Note</td> <td>150,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-24</td> <td>24</td> <td>UPGRADE INGROUND HOIST</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>For vehicle maintenance.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>10-27</td> <td>27</td> <td>ADMIN EQUIPMENT/FURNITURE</td> <td>1</td> <td>5,000</td> <td>5,000</td> <td>1,000</td> <td>4,000</td> <td>To improve the transit facility.</td> <td>Programmed (STATE-DCIP)</td> </tr> <tr> <td>10-28</td> <td>28</td> <td>FREON RECLAIMED/RECYCLE</td> <td>1</td> <td>8,500</td> <td>8,500</td> <td>See TRC Note</td> <td>8,500</td> <td>For vehicle maintenance.</td> <td>Proposed</td> </tr> <tr> <td>10-29</td> <td>29</td> <td>ACCOUNTING SOFTWARE/HARDWARE</td> <td></td> <td></td> <td>155,000</td> <td>155,000</td> <td>31,000</td> <td>124,000</td> <td>To increase operation efficiency</td> <td>Proposed</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="15">2011</td> <td>11-1</td> <td>1</td> <td rowspan="15">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,808,860</td> <td>1,808,860</td> <td>617,695</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>250,000</td> <td>250,000</td> <td>50,000</td> <td>200,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-3</td> <td>3</td> <td>BELVIDERE TRANSFER CENTER</td> <td>1</td> <td>5,000,000</td> <td>5,000,000</td> <td>See TRC Note</td> <td>5,000,000</td> <td>To accommodate expanding service in the urbanized area</td> <td>Proposed</td> </tr> <tr> <td>11-4</td> <td>4</td> <td>RUNCUTTING SOFTWARE</td> <td>1</td> <td>85,000</td> <td>85,000</td> <td>See TRC Note</td> <td>85,000</td> <td>To increase operation efficiency</td> <td>Proposed</td> </tr> <tr> <td>11-5</td> <td>5</td> <td>STAFF VEHICLE</td> <td>1</td> <td>25,000</td> <td>25,000</td> <td>See TRC Note</td> <td>25,000</td> <td>Replacement vehicle</td> <td>Proposed</td> </tr> <tr> <td>11-6</td> <td>6</td> <td>BUS VACUUM CLEANER</td> <td>1</td> <td>180,000</td> <td>180,000</td> <td>See TRC Note</td> <td>180,000</td> <td>For vehicle maintenance.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>11-7</td> <td>7</td> <td>AVL GPS FOR FIXED ROUTE</td> <td>1</td> <td>400,000</td> <td>400,000</td> <td>See TRC Note</td> <td>400,000</td> <td>SECURITY - The Fed's amount of \$400,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-8</td> <td>8</td> <td>FURNITURE/OFFICE EQUIPMENT</td> <td></td> <td></td> <td>40,000</td> <td>See TRC Note</td> <td>40,000</td> <td>To increase operation efficiency</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-9</td> <td>9</td> <td>MAINTENANCE VEHICLE</td> <td>1</td> <td>90,000</td> <td>90,000</td> <td>See TRC Note</td> <td>90,000</td> <td>For vehicle maintenance</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-10</td> <td>10</td> <td>PARKING LOT REPLACEMENT (ENHANCEMENT)</td> <td>1</td> <td>100,000</td> <td>100,000</td> <td>See TRC Note</td> <td>100,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-11</td> <td>11</td> <td>REPEATER (SECURITY)</td> <td></td> <td></td> <td>12,000</td> <td>See TRC Note</td> <td>12,000</td> <td>For vehicle maintenance.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-12</td> <td>12</td> <td>BUS SURVEILLANCE SYSTEM (SECURITY)</td> <td></td> <td></td> <td>100,000</td> <td>See TRC Note</td> <td>100,000</td> <td>To improve safety.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-13</td> <td>13</td> <td>FAREBOX PROBE SYSTEM</td> <td></td> <td></td> <td>17,000</td> <td>See TRC Note</td> <td>17,000</td> <td>To increase operation efficiency</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-14</td> <td>14</td> <td>UPGRADE BUS WASHER</td> <td>1</td> <td>265,000</td> <td>265,000</td> <td>See TRC Note</td> <td>265,000</td> <td>For vehicle maintenance.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>11-15</td> <td>15</td> <td>BUS STOP SIGNS & POSTS</td> <td>15000</td> <td></td> <td>390,000</td> <td>See TRC Note</td> <td>390,000</td> <td>To improve operation efficiency</td> <td>Proposed</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="13">2012</td> <td>12-1</td> <td>1</td> <td rowspan="13">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>350,000</td> <td>350,000</td> <td>70,000</td> <td>280,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-3</td> <td>3</td> <td>BUSES (8)</td> <td>8</td> <td>403,397</td> <td>3,227,176</td> <td>See TRC Note</td> <td>3,227,176</td> <td>Maintain safe, reliable, efficient fixed route bus service.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-4</td> <td>4</td> <td>PARATRANSIT BLDG OFFICE UPGRADE</td> <td>1</td> <td>1,000,000</td> <td>1,000,000</td> <td>See TRC Note</td> <td>1,000,000</td> <td>To increase operation efficiency</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>12-5</td> <td>5</td> <td>GARAGE DOOR REPLACEMENT</td> <td>1</td> <td>27,000</td> <td>27,000</td> <td>See TRC Note</td> <td>27,000</td> <td>To improve the transit facility.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>12-6</td> <td>6</td> <td>WALKWAYS/DRIVEWAY PROJECTS-TRANSFER CENTER</td> <td></td> <td></td> <td>150,000</td> <td>See TRC Note</td> <td>150,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-7</td> <td>7</td> <td>BUS STOP SIGNS</td> <td></td> <td></td> <td>390,000</td> <td>See TRC Note</td> <td>390,000</td> <td>To improve operation efficiency</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-8</td> <td>8</td> <td>INGROUND HOIST UPDATE</td> <td></td> <td></td> <td>600,000</td> <td>See TRC Note</td> <td>600,000</td> <td>For vehicle maintenance.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>12-9</td> <td>9</td> <td>UPDATE
RADIOS</td> <td></td> <td></td> <td>35,000</td> <td>See TRC Note</td> <td>35,000</td> <td>To increase operation efficiency</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-10</td> <td>10</td> <td>VIDEO SOFTWARE SYSTEM</td> <td></td> <td></td> <td>200,000</td> <td>See TRC Note</td> <td>20,000</td> <td>To increase operation efficiency</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>12-11</td> <td>11</td> <td>ELECTRONIC LOCK SYSTEM</td> <td></td> <td></td> <td>60,000</td> <td>See TRC Note</td> <td>60,000</td> <td>To improve safety</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-12</td> <td>12</td> <td>STAFF REPLACEMENT VEHICLE</td> <td></td> <td></td> <td>38,000</td> <td>See TRC Note</td> <td>38,000</td> <td>Replacement vehicle</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="6">2013</td> <td>13-1</td> <td>1</td> <td rowspan="6">RMTD</td> <td>PREVENTATIVE MAINTENANCE COSTS</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>13-2</td> <td>2</td> <td>COMPLEMENTARY ADA COSTS</td> <td>1</td> <td>325,000</td> <td>325,000</td> <td>65,000</td> <td>260,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Proposed</td> </tr> <tr> <td>13-3</td> <td>3</td> <td>DOWNTOWN TC EXPANSION AND ENHANCEMENT</td> <td>1</td> <td>1,800,000</td> <td>1,800,000</td> <td>See TRC Note</td> <td>1,800,000</td> <td>To increase operation efficiency</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-4</td> <td>4</td> <td>ELECTRONIC KEY BOX SYSTEM</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>To improve safety</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-5</td> <td>5</td> <td>PARKING LOT SECURITY PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>To improve safety and security. Project to include lighting and cameras.</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td>13-6</td> <td>6</td> <td>SHELTER PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>Transit Enhancement</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> </td></tr></tbody></table></td></tr></tbody></table></td></tr></tbody></table></td></tr></tbody></table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | 2010 | 10-1 | 1 | RMTD | PREVENTATIVE MAINTENANCE COST | 1 | 1,488,956 | 1,488,956 | 297,791 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | 10-2 | 2 | COMPLEMENTARY ADA COST | 1 | 250,000 | 250,000 | 50,000 | 200,000 | Eligible charge for service to persons with disabilities | Programmed (IL-90-X620) | 10-3 | 3 | BUSES | 12 | 380,241 | 4,562,892 | See TRC Note | 4,562,892 | Maintain safe, reliable, efficient fixed route bus service. | Underway (IL-90-X594 / IL-90-X620) | 10-4 | 4 | UPGRADE SECURITY CAMERA SYSTEM | 1 | 15,000 | 15,000 | See TRC Note | 15,000 | To improve the transit facility. | Programmed (IL-90-X620) | 10-5 | 5 | SHELTER/BUS STOP SIGN REPLACEMENTS | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | ENHANCEMENT: Improve service and safety for transit patrons. | Programmed (IL-90-X620) | 10-6 | 6 | COMPUTER SOFTWARE | 1 | 300,000 | 300,000 | See TRC Note | 300,000 | To improve the transit facility. | Programmed (IL-90-X620) | 10-7 | 7 | COMPUTERS, SERVERS, PRINTERS | | | 43,000 | See TRC Note | 43,000 | To improve the transit facility. | Programmed (IL-90-X620) | 10-8 | 8 | ADA TRAINING EQUIPMENT (W/C Training Platform, Large wheel chair, and motorized 3 wheel scooter) | 1 | 5,000 | 5,000 | See TRC Note | 5,000 | ENHANCEMENT: The Fed's amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column. | Programmed (STATE-DCIP) | 10-9 | 9 | BIKE RACKS, INSTALLATION AND ACCESSORIES | 2 | 2,500 | 5,000 | See TRC Note | 5,000 | ENHANCEMENT: Improve functionality of the service. | Programmed (STATE-DCIP)

 | 10-10 | 10 | BODY SHOP TOOLS | | | 34,000 | See TRC Note | 34,000 | For vehicle maintenance. | Proposed | 10-12 | 12 | LARGE FLOOR SCRUBBER | 1 | 62,000 | 62,000 | See TRC Note | 62,000 | For facility maintenance. | Programmed (IL-90-X620) | 10-13 | | 13 | OVERHAUL TOOLS | | | | 6,000 | See TRC Note | 6,000 | For vehicle maintenance. | Programmed (STATE-DCIP) | 10-14 | 14 | PORTABLE HOIST (1 SET) | 1 | 35,000 | 35,000 | See TRC Note | 35,000 | For vehicle maintenance. | Programmed (IL-86-X001) | 10-16 | 16 | PRESSURE WASHER | 1 | 10,000 | 10,000 | See TRC Note | 10,000 | For facility maintenance. | Programmed (STATE-DCIP) | 10-18 | 18 | STEAM CLEANER | 1 | 11,000 | 11,000 | See TRC Note | 11,000 | For facility maintenance. | Proposed | 10-19
 | 19 | TIRE CHANGER | 1 | 11,000 | 11,000 | See TRC Note | 11,000 | For vehicle maintenance. | Proposed | 10-20 | 20 | TRACTOR AND ATTACHMENTS | 1 | 15,000 | 15,000 | See TRC Note | 15,000 | | Proposed | 10-21 | 21 | REPLACE DISPATCH CONTROL CENTER | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | To improve the transit facility. | Proposed | 10-22 | 22 | UPGRADE M.A.U | 1 | 150,000 | 150,000 | See TRC Note | 150,000 | To improve the transit facility. | Programmed (IL-90-X620) | 10-24 | 24 | UPGRADE INGROUND HOIST | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | For vehicle maintenance. | Programmed (IL-90-X620) | 10-27 | 27 | ADMIN EQUIPMENT/FURNITURE | 1 | 5,000 | 5,000 | 1,000 | 4,000 | To improve the transit facility. | Programmed (STATE-DCIP) | 10-28 | 28 | FREON RECLAIMED/RECYCLE | 1 | 8,500 | 8,500 | See TRC Note | 8,500 | For vehicle maintenance. | Proposed | 10-29 | 29 | ACCOUNTING SOFTWARE/HARDWARE | | | 155,000 | 155,000 | 31,000 | 124,000 | To increase operation efficiency | Proposed | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="15">2011</td> <td>11-1</td> <td>1</td> <td rowspan="15">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,808,860</td> <td>1,808,860</td> <td>617,695</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>250,000</td> <td>250,000</td> <td>50,000</td> <td>200,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-3</td> <td>3</td> <td>BELVIDERE TRANSFER CENTER</td> <td>1</td> <td>5,000,000</td> <td>5,000,000</td> <td>See TRC Note</td> <td>5,000,000</td> <td>To accommodate expanding service in the urbanized area</td> <td>Proposed</td> </tr> <tr> <td>11-4</td> <td>4</td> <td>RUNCUTTING SOFTWARE</td> <td>1</td> <td>85,000</td> <td>85,000</td> <td>See TRC Note</td> <td>85,000</td> <td>To increase operation efficiency</td> <td>Proposed</td> </tr> <tr> <td>11-5</td> <td>5</td> <td>STAFF VEHICLE</td> <td>1</td> <td>25,000</td> <td>25,000</td> <td>See TRC Note</td> <td>25,000</td> <td>Replacement vehicle</td> <td>Proposed</td> </tr> <tr> <td>11-6</td> <td>6</td> <td>BUS VACUUM CLEANER</td> <td>1</td> <td>180,000</td> <td>180,000</td> <td>See TRC Note</td> <td>180,000</td> <td>For vehicle maintenance.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>11-7</td> <td>7</td> <td>AVL GPS FOR FIXED ROUTE</td> <td>1</td> <td>400,000</td> <td>400,000</td> <td>See TRC Note</td> <td>400,000</td>
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 | 11-5 | 5 | STAFF VEHICLE | 1 | 25,000 | 25,000 | See TRC Note | 25,000 | Replacement vehicle | Proposed | 11-6 | 6 | BUS VACUUM CLEANER | 1 | 180,000 | 180,000 | See TRC Note | 180,000 | For vehicle maintenance. | Programmed STATE-DCIP | 11-7 | 7 | AVL GPS FOR FIXED ROUTE | 1 | 400,000 | 400,000 | See TRC Note | 400,000 | SECURITY - The Fed's amount of \$400,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | 11-8 | 8 | FURNITURE/OFFICE EQUIPMENT | | | 40,000 | See TRC Note | 40,000 | To increase operation efficiency | Programmed (IL-90-X620) | 11-9 | 9 | MAINTENANCE VEHICLE | 1 | 90,000 | 90,000 | See TRC Note | 90,000
 | For vehicle maintenance | Programmed (IL-90-X620) | 11-10 | 10 | PARKING LOT REPLACEMENT (ENHANCEMENT) | 1 | 100,000 | 100,000 | See TRC Note | 100,000 | To improve the transit facility. | Programmed (IL-90-X620) | 11-11 | 11 | REPEATER (SECURITY) | | | 12,000 | See TRC Note | 12,000 | For vehicle maintenance. | | Programmed (IL-90-X620) | 11-12 | | 12 | BUS SURVEILLANCE SYSTEM (SECURITY) | | | 100,000 | See TRC Note | 100,000 | To improve safety. | Programmed (IL-90-X620) | 11-13 | 13 | FAREBOX PROBE SYSTEM | | | 17,000 | See TRC Note | 17,000 | To increase operation efficiency | Programmed (IL-90-X620) | 11-14 | 14 | UPGRADE BUS WASHER | 1 | 265,000 | 265,000 | See TRC Note | 265,000 | For vehicle maintenance. | Programmed STATE-DCIP | 11-15 | 15 | BUS STOP SIGNS & POSTS | 15000 | | 390,000 | See TRC Note | 390,000 | To improve operation efficiency | Proposed | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> 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 | See TRC Note | 35,000 | To increase operation efficiency | Programmed (IL-90-X620) | 12-10 | 10 | VIDEO SOFTWARE SYSTEM | | | 200,000 | See TRC Note | 20,000 | To increase operation efficiency | Programmed STATE-DCIP | 12-11 | 11 | ELECTRONIC LOCK SYSTEM | | | 60,000 | See TRC Note | | 60,000 | To improve safety | | Programmed (IL-90-X620) | 12-12 | 12 | STAFF REPLACEMENT VEHICLE | | | 38,000 | See TRC Note | 38,000 | Replacement vehicle | Programmed (IL-90-X620) | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="6">2013</td> <td>13-1</td> <td>1</td> <td rowspan="6">RMTD</td> <td>PREVENTATIVE MAINTENANCE COSTS</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>13-2</td> <td>2</td> <td>COMPLEMENTARY ADA COSTS</td> <td>1</td> <td>325,000</td> <td>325,000</td> <td>65,000</td> <td>260,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Proposed</td> </tr> <tr> <td>13-3</td> <td>3</td> <td>DOWNTOWN TC EXPANSION AND ENHANCEMENT</td> <td>1</td> <td>1,800,000</td> <td>1,800,000</td> <td>See TRC Note</td> <td>1,800,000</td> <td>To increase operation efficiency</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-4</td> <td>4</td> <td>ELECTRONIC KEY BOX SYSTEM</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>To improve safety</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-5</td> <td>5</td> <td>PARKING LOT SECURITY PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>To improve safety and security. 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Project to include lighting and cameras. | Programmed (IL-90-X722) | 13-6 | 6 | SHELTER PROJECT | 1 | 30,000 | 30,000 | See TRC Note | 30,000 | Transit Enhancement | Programmed (IL-90-X722) | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | PARATRANSIT VEHICLES | 4 | 49,251 | 212,210 | See TRC Note | 212,210 | Maintain safe, reliable, efficient public transit bus service. | | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ |
Justification & Project Status | | | | | | | | | | \$3,002,677 | Justification & Project Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2010
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 | 1 | RMTD | PREVENTATIVE MAINTENANCE COST | 1 | 1,488,956 | 1,488,956 | 297,791 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 2 | | COMPLEMENTARY ADA COST | 1 | 250,000 | 250,000 | 50,000 | 200,000 | Eligible charge for service to persons with disabilities | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-3

 | 3 | | BUSES | 12 | 380,241 | 4,562,892 | See TRC Note | 4,562,892 | Maintain safe, reliable, efficient fixed route bus service. | Underway (IL-90-X594 / IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-4

 | 4 | | UPGRADE SECURITY CAMERA SYSTEM | 1 | 15,000 | 15,000 | See TRC Note | 15,000 | To improve the transit facility. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-5

 | 5 | | SHELTER/BUS STOP SIGN REPLACEMENTS | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | ENHANCEMENT: Improve service and safety for transit patrons. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-6

 | 6 | | COMPUTER SOFTWARE | 1 | 300,000 | 300,000 | See TRC Note | 300,000 | To improve the transit facility. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-7

 | 7 | | COMPUTERS, SERVERS, PRINTERS | | | 43,000 | See TRC Note | 43,000 | To improve the transit facility. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|
 | 10-8

 | 8 | | ADA TRAINING EQUIPMENT (W/C Training Platform, Large wheel chair, and motorized 3 wheel scooter) | 1 | 5,000 | 5,000 | See TRC Note | 5,000 | ENHANCEMENT: The Fed's amount of \$5,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column. | Programmed (STATE-DCIP) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-9

 | 9 | | BIKE RACKS, INSTALLATION AND ACCESSORIES | 2 | 2,500 | 5,000 | See TRC Note | 5,000 | ENHANCEMENT: Improve functionality of the service. | Programmed (STATE-DCIP) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-10

 | 10 | | BODY SHOP TOOLS | | | 34,000 | See TRC Note | 34,000 | For vehicle maintenance. | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-12

 | 12 | | LARGE FLOOR SCRUBBER | 1 | 62,000 | 62,000 | See TRC Note | 62,000 | For facility maintenance. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-13

 | 13 | | OVERHAUL TOOLS | | | 6,000 | See TRC Note | 6,000 | For vehicle maintenance. | Programmed (STATE-DCIP) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-14

 | 14 | | PORTABLE HOIST (1 SET) | 1 | 35,000 | 35,000 | See TRC Note | 35,000 | For vehicle maintenance. | Programmed (IL-86-X001) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-16

 | 16 | | PRESSURE WASHER | 1 | 10,000 | 10,000 | See TRC Note | 10,000 | For facility maintenance. | Programmed (STATE-DCIP) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-18

 | 18 | | STEAM CLEANER | 1 | 11,000 | 11,000 | See TRC Note | 11,000 | For facility maintenance. | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-19

 | 19 | | TIRE CHANGER | 1 | 11,000 | 11,000 | See TRC Note | 11,000 | For vehicle maintenance. | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 20 | | TRACTOR AND ATTACHMENTS | 1 | 15,000 | 15,000 | See TRC Note | 15,000 | | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-21

 | 21 | | REPLACE DISPATCH CONTROL CENTER | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | To improve the transit facility. | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-22

 | 22 | | UPGRADE M.A.U | 1 | 150,000 | 150,000 | See TRC Note | 150,000 | To improve the transit facility. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-24

 | 24 | | UPGRADE INGROUND HOIST | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | For vehicle maintenance. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-27

 | 27 | | ADMIN EQUIPMENT/FURNITURE | 1 | 5,000 | 5,000 | 1,000 | 4,000 | To improve the transit facility. | Programmed (STATE-DCIP) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-28

 | 28 | | FREON RECLAIMED/RECYCLE | 1 | 8,500 | 8,500 | See TRC Note | 8,500 | For vehicle maintenance. | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 10-29

 | 29 | | ACCOUNTING SOFTWARE/HARDWARE | | | 155,000 | 155,000 | 31,000 | 124,000 | To increase operation efficiency | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="15">2011</td> <td>11-1</td> <td>1</td> <td rowspan="15">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,808,860</td> <td>1,808,860</td> <td>617,695</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>250,000</td> <td>250,000</td> <td>50,000</td> <td>200,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-3</td> <td>3</td> <td>BELVIDERE TRANSFER CENTER</td> <td>1</td> <td>5,000,000</td> <td>5,000,000</td> <td>See TRC Note</td> <td>5,000,000</td> <td>To accommodate expanding service in the urbanized area</td> <td>Proposed</td> </tr> <tr> <td>11-4</td> <td>4</td> <td>RUNCUTTING SOFTWARE</td> <td>1</td> <td>85,000</td> <td>85,000</td> <td>See TRC Note</td> <td>85,000</td> <td>To increase operation efficiency</td> <td>Proposed</td> </tr> <tr> <td>11-5</td> <td>5</td> <td>STAFF VEHICLE</td> <td>1</td> <td>25,000</td> <td>25,000</td> <td>See TRC Note</td> <td>25,000</td> <td>Replacement vehicle</td> <td>Proposed</td> </tr> <tr> <td>11-6</td> <td>6</td> <td>BUS VACUUM CLEANER</td> <td>1</td> <td>180,000</td> <td>180,000</td> <td>See TRC Note</td>
<td>180,000</td> <td>For vehicle maintenance.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>11-7</td> <td>7</td> <td>AVL GPS FOR FIXED ROUTE</td> <td>1</td> <td>400,000</td> <td>400,000</td> <td>See TRC Note</td> <td>400,000</td> <td>SECURITY - The Fed's amount of \$400,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-8</td> <td>8</td> <td>FURNITURE/OFFICE EQUIPMENT</td> <td></td> <td></td> <td>40,000</td> <td>See TRC Note</td> <td>40,000</td> <td>To increase operation efficiency</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-9</td> <td>9</td> <td>MAINTENANCE VEHICLE</td> <td>1</td> <td>90,000</td> <td>90,000</td> <td>See TRC Note</td> <td>90,000</td> <td>For vehicle maintenance</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-10</td> <td>10</td> <td>PARKING LOT REPLACEMENT (ENHANCEMENT)</td> <td>1</td> <td>100,000</td> <td>100,000</td> <td>See TRC Note</td> <td>100,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-11</td> <td>11</td> <td>REPEATER (SECURITY)</td> <td></td> <td></td> <td>12,000</td> <td>See TRC Note</td> <td>12,000</td> <td>For vehicle maintenance.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-12</td> <td>12</td> <td>BUS SURVEILLANCE SYSTEM (SECURITY)</td> <td></td> <td></td> <td>100,000</td> <td>See TRC Note</td> <td>100,000</td> <td>To improve safety.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-13</td> <td>13</td> <td>FAREBOX PROBE SYSTEM</td> <td></td> <td></td> <td>17,000</td> <td>See TRC Note</td> <td>17,000</td> <td>To increase operation efficiency</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>11-14</td> <td>14</td> <td>UPGRADE BUS WASHER</td> <td>1</td> <td>265,000</td> <td>265,000</td> <td>See TRC Note</td> <td>265,000</td> <td>For vehicle maintenance.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>11-15</td> <td>15</td> <td>BUS STOP SIGNS & POSTS</td> <td>15000</td> <td></td> <td>390,000</td> <td>See TRC Note</td> <td>390,000</td> <td>To improve operation efficiency</td> <td>Proposed</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="13">2012</td> <td>12-1</td> <td>1</td> <td rowspan="13">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>350,000</td> <td>350,000</td> <td>70,000</td> <td>280,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-3</td> <td>3</td> <td>BUSES (8)</td> <td>8</td> <td>403,397</td> <td>3,227,176</td> <td>See TRC Note</td> <td>3,227,176</td> <td>Maintain safe, reliable, efficient fixed route bus service.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-4</td> <td>4</td> <td>PARATRANSIT BLDG OFFICE UPGRADE</td> <td>1</td> <td>1,000,000</td> <td>1,000,000</td> <td>See TRC Note</td> <td>1,000,000</td> <td>To increase operation efficiency</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>12-5</td> <td>5</td> <td>GARAGE DOOR REPLACEMENT</td> <td>1</td> <td>27,000</td> <td>27,000</td> <td>See TRC Note</td> <td>27,000</td> <td>To improve the transit facility.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>12-6</td> <td>6</td> <td>WALKWAYS/DRIVEWAY PROJECTS-TRANSFER CENTER</td> <td></td> <td></td> <td>150,000</td> <td>See TRC Note</td> <td>150,000</td> <td>To improve the transit facility.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-7</td> <td>7</td> <td>BUS STOP SIGNS</td> <td></td> <td></td> <td>390,000</td> <td>See TRC Note</td> <td>390,000</td> <td>To improve operation efficiency</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-8</td> <td>8</td> <td>INGROUND HOIST UPDATE</td> <td></td> <td></td> <td>600,000</td> <td>See TRC Note</td> <td>600,000</td> <td>For vehicle maintenance.</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>12-9</td> <td>9</td> <td>UPDATE RADIOS</td> <td></td> <td></td> <td>35,000</td> <td>See TRC Note</td> <td>35,000</td> <td>To increase operation efficiency</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-10</td> <td>10</td> <td>VIDEO SOFTWARE SYSTEM</td> <td></td> <td></td> <td>200,000</td> <td>See TRC Note</td> <td>20,000</td> <td>To increase operation efficiency</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>12-11</td> <td>11</td> <td>ELECTRONIC LOCK SYSTEM</td> <td></td> <td></td> <td>60,000</td> <td>See TRC Note</td> <td>60,000</td> <td>To improve safety</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-12</td> <td>12</td> <td>STAFF REPLACEMENT VEHICLE</td> <td></td> <td></td> <td>38,000</td> <td>See TRC Note</td> <td>38,000</td> <td>Replacement vehicle</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> 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 | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | 2011 | 11-1 | | 1 | RMTD | PREVENTATIVE MAINTENANCE COST | 1 | 1,808,860 | 1,808,860 | 617,695 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | 11-2 | 2 | COMPLEMENTARY ADA COST | 1 | 250,000 | 250,000 | 50,000 | 200,000 | Eligible charge for service to persons with disabilities | Programmed (IL-90-X620) | 11-3 | 3 | BELVIDERE TRANSFER CENTER | 1 | 5,000,000 | 5,000,000 | See TRC Note | 5,000,000 | To accommodate expanding service in the urbanized area | Proposed | 11-4 | 4 | RUNCUTTING SOFTWARE | 1 | 85,000 | 85,000 | See TRC Note | 85,000 | To increase operation efficiency | Proposed | 11-5 | 5 | STAFF VEHICLE | 1 | 25,000 | 25,000 | See TRC Note | 25,000 | Replacement vehicle | Proposed | 11-6 | 6 | BUS VACUUM CLEANER | 1 | 180,000 | 180,000 | See TRC Note | 180,000 | For vehicle maintenance. | Programmed STATE-DCIP | 11-7 | 7 | AVL GPS FOR FIXED ROUTE | 1 | 400,000 | 400,000 | See TRC Note | 400,000 | SECURITY - The Fed's amount of \$400,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | 11-8 | 8 | FURNITURE/OFFICE EQUIPMENT | | | 40,000 | See TRC Note | 40,000 | To increase operation efficiency | Programmed (IL-90-X620) | 11-9 | 9 | MAINTENANCE VEHICLE | 1 | 90,000 | 90,000 | See TRC Note | 90,000

 | For vehicle maintenance | Programmed (IL-90-X620) | 11-10 | 10 | PARKING LOT REPLACEMENT (ENHANCEMENT) | 1 | 100,000 | 100,000 | See TRC Note | 100,000 | To improve the transit facility. | Programmed (IL-90-X620) | 11-11 | 11 | REPEATER (SECURITY) | | | 12,000 | See TRC Note | 12,000 | For vehicle maintenance. | Programmed (IL-90-X620) | 11-12 | 12 | BUS SURVEILLANCE SYSTEM (SECURITY) | | | 100,000 | See TRC Note | 100,000 | To improve safety. | Programmed (IL-90-X620) | 11-13 | 13 | FAREBOX PROBE SYSTEM | | | 17,000 | See TRC Note | 17,000 | To increase operation efficiency | Programmed (IL-90-X620) | 11-14 | 14 | UPGRADE BUS WASHER | 1 | 265,000 | 265,000 | See TRC Note | 265,000 | For vehicle maintenance. | Programmed STATE-DCIP | 11-15 | 15 | BUS STOP SIGNS & POSTS | 15000 | | 390,000 | See TRC Note | 390,000 | To improve operation efficiency | Proposed | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="13">2012</td> <td>12-1</td> <td>1</td> <td rowspan="13">RMTD</td> <td>PREVENTATIVE MAINTENANCE COST</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>12-2</td> <td>2</td> <td>COMPLEMENTARY ADA COST</td> <td>1</td> <td>350,000</td> <td>350,000</td> <td>70,000</td>
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 | To improve the transit facility. | Programmed (IL-90-X620) | 12-7 | 7 | BUS STOP SIGNS | | | 390,000 | See TRC Note | 390,000 | To improve operation efficiency | Programmed (IL-90-X620) | 12-8 | 8 | INGROUND HOIST UPDATE | | | 600,000 | See TRC Note | 600,000 | For vehicle maintenance. | Programmed STATE-DCIP | 12-9 | 9 | UPDATE RADIOS | | | 35,000 | See TRC Note | 35,000 | To increase operation efficiency | Programmed (IL-90-X620) | 12-10 | 10 | VIDEO SOFTWARE SYSTEM | | | 200,000 | See TRC Note | 20,000 | To increase operation efficiency | Programmed STATE-DCIP | 12-11 | 11 | ELECTRONIC LOCK SYSTEM | | | 60,000 | See TRC Note | 60,000 | To improve safety | Programmed (IL-90-X620) | 12-12 | 12 | STAFF REPLACEMENT VEHICLE | | | 38,000 | See TRC Note | 38,000 | Replacement vehicle | Programmed (IL-90-X620) | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="6">2013</td> <td>13-1</td> <td>1</td> <td rowspan="6">RMTD</td> <td>PREVENTATIVE MAINTENANCE
COSTS</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>13-2</td> <td>2</td> <td>COMPLEMENTARY ADA COSTS</td> <td>1</td> <td>325,000</td> <td>325,000</td> <td>65,000</td> <td>260,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Proposed</td> </tr> <tr> <td>13-3</td> <td>3</td> <td>DOWNTOWN TC EXPANSION AND ENHANCEMENT</td> <td>1</td> <td>1,800,000</td> <td>1,800,000</td> <td>See TRC Note</td> <td>1,800,000</td> <td>To increase operation efficiency</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-4</td> <td>4</td> <td>ELECTRONIC KEY BOX SYSTEM</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>To improve safety</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-5</td> <td>5</td> <td>PARKING LOT SECURITY PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>To improve safety and security. Project to include lighting and cameras.</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td>13-6</td> <td>6</td> <td>SHELTER PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>Transit Enhancement</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> </td></tr></tbody></table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | 2013 | 13-1 | 1 | RMTD | PREVENTATIVE MAINTENANCE COSTS | 1 | 1,488,956 | 1,488,956 | 297,791 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | 13-2 | 2 | COMPLEMENTARY ADA COSTS | 1 | 325,000 | 325,000 | 65,000 | 260,000 | Eligible charge for service to persons with disabilities | Proposed | 13-3 | 3 | DOWNTOWN TC EXPANSION AND ENHANCEMENT | 1 | 1,800,000
 | 1,800,000 | See TRC Note | 1,800,000 | To increase operation efficiency | Programmed STATE-DCIP | 13-4 | 4 | ELECTRONIC KEY BOX SYSTEM | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | To improve safety | Programmed STATE-DCIP | 13-5 | 5 | PARKING LOT SECURITY PROJECT | 1 | 30,000 | 30,000 | See TRC Note | 30,000 | To improve safety and security. Project to include lighting and cameras. | Programmed (IL-90-X722) | 13-6 | 6 | SHELTER PROJECT | 1 | 30,000 | 30,000 | See TRC Note | 30,000 | Transit Enhancement | Programmed (IL-90-X722) | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | PARATRANSIT VEHICLES | 4 | 49,251 | 212,210
 | See TRC Note | 212,210 | Maintain safe, reliable, efficient public transit bus service. | | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | | | | | | \$3,002,677 | Justification & Project Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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 | RMAP # | | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 11-1 | | 1 | RMTD | PREVENTATIVE MAINTENANCE COST | 1 | 1,808,860 | 1,808,860 | 617,695 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 11-2 | | 2 | | COMPLEMENTARY ADA COST | 1 | 250,000 | 250,000 | 50,000 | 200,000 | Eligible charge for service to persons with disabilities | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 11-3 | | 3 | | BELVIDERE TRANSFER CENTER | 1 | 5,000,000 | 5,000,000 | See TRC Note | 5,000,000 | To accommodate expanding service in the urbanized area | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 11-4 | | 4 | | RUNCUTTING SOFTWARE | 1 | 85,000 | 85,000 | See TRC Note | 85,000 | To increase operation efficiency | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11-5
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 | 5 | STAFF VEHICLE | 1 | | 25,000 | 25,000 | See TRC Note | 25,000 | Replacement vehicle | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11-6
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 | 6 | BUS VACUUM CLEANER | 1 | | 180,000 | 180,000 | See TRC Note | 180,000 | For vehicle maintenance. | Programmed STATE-DCIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11-7
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 | 7 | AVL GPS FOR FIXED ROUTE | 1 | | 400,000 | 400,000 | See TRC Note | 400,000 | SECURITY - The Fed's amount of \$400,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed's column | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11-8
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 | 8 | FURNITURE/OFFICE EQUIPMENT | | | | 40,000 | See TRC Note | 40,000 | To increase operation efficiency | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11-9
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 | 9 | MAINTENANCE VEHICLE | 1 | | 90,000 | 90,000 | See TRC Note | 90,000 | For vehicle maintenance | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11-10
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 | 10 | PARKING LOT REPLACEMENT (ENHANCEMENT) | 1 | | 100,000 | 100,000 | See TRC Note | 100,000 | To improve the transit facility. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11-11
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 | 11 | REPEATER (SECURITY) | | | | 12,000 | See TRC Note | 12,000 | For vehicle maintenance. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11-12
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 | 12 | BUS SURVEILLANCE SYSTEM (SECURITY) | | | | 100,000 | See TRC Note | 100,000 | To improve safety. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11-13
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 | 13 | FAREBOX PROBE SYSTEM | | | | 17,000 | See TRC Note | 17,000 | To increase operation efficiency | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11-14
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 | 14 | UPGRADE BUS WASHER | 1 | | 265,000 | 265,000 | See TRC Note | 265,000 | For vehicle maintenance. | Programmed STATE-DCIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| 11-15
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 | 15 | BUS STOP SIGNS & POSTS | 15000 | | | 390,000 | See TRC Note | 390,000 | To improve operation efficiency | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | 2012 | 12-1 | 1 | RMTD | PREVENTATIVE MAINTENANCE COST | 1 | 1,488,956 | 1,488,956 | 297,791 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | 12-2 | 2 | COMPLEMENTARY ADA COST | 1 | 350,000 | 350,000 | 70,000 | 280,000 | Eligible charge for service to persons with disabilities | Programmed (IL-90-X620) | 12-3 | 3 | BUSES (8) | 8 | 403,397 | 3,227,176 | See TRC Note | 3,227,176 | Maintain safe, reliable, efficient fixed route bus service. | Programmed (IL-90-X620) | 12-4 | 4 | PARATRANSIT BLDG OFFICE UPGRADE | 1 | 1,000,000 | 1,000,000 | See TRC Note | 1,000,000 | To increase operation efficiency | Programmed STATE-DCIP | 12-5 | 5 | GARAGE DOOR REPLACEMENT | 1 | 27,000 | 27,000 | See TRC Note | 27,000 | To improve the transit facility. | Programmed STATE-DCIP | 12-6 | 6 | WALKWAYS/DRIVEWAY PROJECTS-TRANSFER CENTER | | | 150,000 | See TRC Note | 150,000 | To improve the transit facility. | Programmed (IL-90-X620) | 12-7 | 7 | BUS STOP SIGNS | | | 390,000 | See TRC Note | 390,000 | To improve operation efficiency | Programmed (IL-90-X620) | 12-8 | 8 | INGROUND HOIST UPDATE | | | 600,000 | See TRC Note | 600,000 | For vehicle maintenance. | Programmed STATE-DCIP | 12-9 | 9 | UPDATE RADIOS | | | 35,000 | See TRC Note | 35,000 | To increase operation efficiency | Programmed (IL-90-X620) | 12-10

 | 10 | VIDEO SOFTWARE SYSTEM | | | 200,000 | See TRC Note | 20,000 | To increase operation efficiency | Programmed STATE-DCIP | 12-11 | 11 | ELECTRONIC LOCK SYSTEM | | | 60,000 | See TRC Note | 60,000 | To improve safety | Programmed (IL-90-X620) | 12-12 | 12 | STAFF REPLACEMENT VEHICLE | | | 38,000 | See TRC Note | 38,000 | Replacement vehicle | Programmed (IL-90-X620) | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="6">2013</td> <td>13-1</td> <td>1</td> <td rowspan="6">RMTD</td> <td>PREVENTATIVE MAINTENANCE COSTS</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>13-2</td> <td>2</td> <td>COMPLEMENTARY ADA COSTS</td> <td>1</td> <td>325,000</td> <td>325,000</td> <td>65,000</td> <td>260,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Proposed</td> </tr> <tr> <td>13-3</td> <td>3</td> <td>DOWNTOWN TC EXPANSION AND ENHANCEMENT</td> <td>1</td> <td>1,800,000</td> <td>1,800,000</td> <td>See TRC Note</td> <td>1,800,000</td> <td>To increase operation efficiency</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-4</td> <td>4</td> <td>ELECTRONIC KEY BOX SYSTEM</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>To improve safety</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-5</td> <td>5</td> <td>PARKING LOT SECURITY PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>To improve safety and security. Project to include lighting and cameras.</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td>13-6</td> <td>6</td> <td>SHELTER PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>Transit Enhancement</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> </td></tr></tbody></table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | 2013 | 13-1 | 1 | RMTD | PREVENTATIVE MAINTENANCE COSTS | 1 | 1,488,956 | 1,488,956 | 297,791 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620)
 | 13-2 | 2 | COMPLEMENTARY ADA COSTS | 1 | 325,000 | 325,000 | 65,000 | 260,000 | Eligible charge for service to persons with disabilities | Proposed | 13-3 | 3 | DOWNTOWN TC EXPANSION AND ENHANCEMENT | 1 | 1,800,000 | 1,800,000 | See TRC Note | 1,800,000 | To increase operation efficiency | Programmed STATE-DCIP | 13-4 | 4 | ELECTRONIC KEY BOX SYSTEM | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | To improve safety | Programmed STATE-DCIP | 13-5 | 5 | PARKING LOT SECURITY PROJECT | 1 | 30,000 | 30,000 | See TRC Note | 30,000 | To improve safety and security. Project to include lighting and cameras. | Programmed (IL-90-X722) | 13-6 | 6 | SHELTER PROJECT | 1 | 30,000 | 30,000 | See TRC Note | 30,000 | Transit Enhancement | Programmed (IL-90-X722) | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | PARATRANSIT VEHICLES | 4 | 49,251 | 212,210 | See TRC Note
 | 212,210 | Maintain safe, reliable, efficient public transit bus service. | | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | | | | | | \$3,002,677 | Justification & Project Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2012
 | 12-1

 | 1 | RMTD | PREVENTATIVE MAINTENANCE COST | 1 | 1,488,956 | 1,488,956 | 297,791 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|
 | 12-2

 | 2 | | COMPLEMENTARY ADA COST | 1 | 350,000 | 350,000 | 70,000 | 280,000 | Eligible charge for service to persons with disabilities | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|
 | 12-3

 | 3 | | BUSES (8) | 8 | 403,397 | 3,227,176 | See TRC Note | 3,227,176 | Maintain safe, reliable, efficient fixed route bus service. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|
 | 12-4

 | 4 | | PARATRANSIT BLDG OFFICE UPGRADE | 1 | 1,000,000 | 1,000,000 | See TRC Note | 1,000,000 | To increase operation efficiency | Programmed STATE-DCIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 12-5

 | 5 | | GARAGE DOOR REPLACEMENT | 1 | 27,000 | 27,000 | See TRC Note | 27,000 | To improve the transit facility. | Programmed STATE-DCIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 12-6

 | 6 | | WALKWAYS/DRIVEWAY PROJECTS-TRANSFER CENTER | | | 150,000 | See TRC Note | 150,000 | To improve the transit facility. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 12-7

 | 7 | | BUS STOP SIGNS | | | 390,000 | See TRC Note | 390,000 | To improve operation efficiency | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 12-8

 | 8 | | INGROUND HOIST UPDATE | | | 600,000 | See TRC Note | 600,000 | For vehicle maintenance. | Programmed STATE-DCIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 12-9

 | 9 | | UPDATE RADIOS | | | 35,000 | See TRC Note | 35,000 | To increase operation efficiency | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 12-10

 | 10 | | VIDEO SOFTWARE SYSTEM | | | 200,000 | See TRC Note | 20,000 | To increase operation efficiency | Programmed STATE-DCIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 12-11

 | 11 | | ELECTRONIC LOCK SYSTEM | | | 60,000 | See TRC Note | 60,000 | To improve safety | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 12-12

 | 12 | | STAFF REPLACEMENT VEHICLE | | | 38,000 | See TRC Note | 38,000 | Replacement vehicle | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td rowspan="6">2013</td> <td>13-1</td> <td>1</td> <td rowspan="6">RMTD</td> <td>PREVENTATIVE MAINTENANCE COSTS</td> <td>1</td> <td>1,488,956</td> <td>1,488,956</td> <td>297,791</td> <td>1,191,165</td> <td>Extend the useful life of rolling stock.</td> <td>Programmed (IL-90-X620)</td> </tr> <tr> <td>13-2</td> <td>2</td> <td>COMPLEMENTARY ADA COSTS</td> <td>1</td> <td>325,000</td> <td>325,000</td> <td>65,000</td> <td>260,000</td> <td>Eligible charge for service to persons with disabilities</td> <td>Proposed</td> </tr> <tr> <td>13-3</td> <td>3</td> <td>DOWNTOWN TC EXPANSION AND ENHANCEMENT</td> <td>1</td> <td>1,800,000</td> <td>1,800,000</td> <td>See TRC Note</td> <td>1,800,000</td> <td>To increase operation efficiency</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-4</td> <td>4</td> <td>ELECTRONIC KEY BOX SYSTEM</td> <td>1</td> <td>50,000</td> <td>50,000</td> <td>See TRC Note</td> <td>50,000</td> <td>To improve safety</td> <td>Programmed STATE-DCIP</td> </tr> <tr> <td>13-5</td> <td>5</td> <td>PARKING LOT SECURITY PROJECT</td> <td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>To improve safety and security. Project to include lighting and cameras.</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td>13-6</td> <td>6</td> <td>SHELTER PROJECT</td>
<td>1</td> <td>30,000</td> <td>30,000</td> <td>See TRC Note</td> <td>30,000</td> <td>Transit Enhancement</td> <td>Programmed (IL-90-X722)</td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> </td></tr></tbody></table>
 | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | 2013 | 13-1 | 1 | RMTD | PREVENTATIVE MAINTENANCE COSTS | 1 | 1,488,956 | 1,488,956 | 297,791 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | 13-2 | 2 | COMPLEMENTARY ADA COSTS | 1 | 325,000 | 325,000 | 65,000 | 260,000 | Eligible charge for service to persons with disabilities | Proposed | 13-3 | 3 | DOWNTOWN TC EXPANSION AND ENHANCEMENT | 1 | 1,800,000 | 1,800,000 | See TRC Note | 1,800,000 | To increase operation efficiency | Programmed STATE-DCIP | 13-4 | 4 | ELECTRONIC KEY BOX SYSTEM | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | To improve safety | Programmed STATE-DCIP | 13-5 | 5 | PARKING LOT SECURITY PROJECT | 1 | 30,000 | 30,000 | See TRC Note | 30,000 | To improve safety and security. Project to include lighting and cameras. | Programmed (IL-90-X722) | 13-6 | 6 | SHELTER PROJECT | 1 | 30,000 | 30,000 | See TRC Note | 30,000 | Transit Enhancement | Programmed (IL-90-X722) | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | PARATRANSIT VEHICLES | 4 | 49,251 | 212,210

 | See TRC Note | 212,210 | Maintain safe, reliable, efficient public transit bus service. | | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | | | | | | \$3,002,677 | Justification & Project Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| 2013
 | 13-1

 | 1 | RMTD | PREVENTATIVE MAINTENANCE COSTS | 1 | 1,488,956 | 1,488,956 | 297,791 | 1,191,165 | Extend the useful life of rolling stock. | Programmed (IL-90-X620) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 13-2

 | 2 | | COMPLEMENTARY ADA COSTS | 1 | 325,000 | 325,000 | 65,000 | 260,000 | Eligible charge for service to persons with disabilities | Proposed | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 13-3

 | 3 | | DOWNTOWN TC EXPANSION AND ENHANCEMENT | 1 | 1,800,000 | 1,800,000 | See TRC Note | 1,800,000 | To increase operation efficiency | Programmed STATE-DCIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 13-4

 | 4 | | ELECTRONIC KEY BOX SYSTEM | 1 | 50,000 | 50,000 | See TRC Note | 50,000 | To improve safety | Programmed STATE-DCIP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 13-5

 | 5 | | PARKING LOT SECURITY PROJECT | 1 | 30,000 | 30,000 | See TRC Note | 30,000 | To improve safety and security. Project to include lighting and cameras. | Programmed (IL-90-X722) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | 13-6

 | 6 | | SHELTER PROJECT | 1 | 30,000 | 30,000 | See TRC Note | 30,000 | Transit Enhancement | Programmed (IL-90-X722) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td>PARATRANSIT VEHICLES</td> <td>4</td> <td>49,251</td> <td>212,210</td> <td>See TRC Note</td> <td>212,210</td> <td>Maintain safe, reliable, efficient public transit bus service.</td> <td></td> </tr> <tr> <td colspan="11"> <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> </td> </tr> </tbody> </table>
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 | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | PARATRANSIT VEHICLES | 4 | 49,251 | 212,210 | See TRC Note | 212,210 | Maintain safe, reliable, efficient public transit bus service. | | <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table> | | | | | | | | | | | Year | RMAP # | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | | | | | | \$3,002,677 | Justification & Project Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 | | | PARATRANSIT VEHICLES | 4 | 49,251 | 212,210 | See TRC Note | 212,210 | Maintain safe, reliable, efficient public transit bus service. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| <table border="1"> <thead> <tr> <th>Year</th> <th>RMAP #</th> <th>RANK</th> <th>AGENCY</th> <th>Description</th> <th>US</th> <th>Unit \$</th> <th>Tot \$</th> <th>Local/State</th> <th>Fed \$</th> <th>Justification & Project Status</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>\$3,002,677</td> <td>Justification & Project Status</td> </tr> </tbody> </table>
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 | RANK | AGENCY | Description | US | Unit \$ | Tot \$ | Local/State | Fed \$ | Justification & Project Status | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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Year	RMAP #	RANK	AGENCY	Description	US	Unit \$	Tot \$	Local/State	Fed \$	\$3,092,757	Justification & Project Status	
2014	14-1	1	RMTD	PREVENTIVE MAINTENANCE COSTS	1	1,488,956	1,488,956	297,791		1,191,165	Extend the useful life of rolling stock.	Proposed
	14-2	2		COMPLEMENTARY ADA COSTS	1	325,000	325,000	65,000		260,000	Eligible charge for service to persons with disabilities	Proposed
	14-3	3		EAST SIDE TRANSFER CENTER ROUTE	1	287,884	287,884	143,942		143,942	Eligible JARC project. Service to enhance mobility to various job location within the existing system and region	Programmed (IL-90-X722)
	14-4	4		PREVENTIVE MAINTENANCE COSTS	1	379,748	379,748	75,950		303,798	Extend the useful life of rolling stock.	Proposed
	14-5	5		OPERATIONS/STAFF VEHICLE (repl O971 - Explorer)	1	30,000	30,000	See TRC Note		30,000	Extend the useful life of rolling stock.	Proposed
	14-6	6		OPERATIONS/STAFF VEHICLE (repl O011 - Taurus)	1	30,000	30,000	See TRC Note		30,000	Replacement vehicle	Proposed
	14-7	7		SECURITY PROJECT (Security)	1	31,000	31,000	See TRC Note		31,000	To improve safety	Proposed
	14-8	8		LANDSCAPING PROJECT (TE)	1	31,000	31,000	See TRC Note		31,000	To improve the transit facility.	Proposed
	14-9	9		PARATRANSIT MD VEHICLES	7	75,676	529,732	See TRC Note		529,732	Maintain safe, reliable, efficient public transit bus service.	Proposed
	14-10	10		PARATRANSIT SMD VEHICLES	2	110,688	221,376	See TRC Note		221,376	Maintain safe, reliable, efficient public transit bus service.	Proposed
Year	RMAP #	RANK	AGENCY	Description	US	Unit \$	Tot \$	Local/State	Fed \$	\$3,092,757	Justification & Project Status	
2015	15-1	1	RMTD	PREVENTIVE MAINTENANCE COSTS	1	1,315,326	1,315,326	263,065		1,052,261	Extend the useful life of rolling stock.	Proposed
	15-2	2		COMPLEMENTARY ADA COSTS	1	325,000	325,000	65,000		260,000	Eligible charge for service to persons with disabilities	Proposed
	15-3	3		EAST SIDE TRANSFER CENTER ROUTE (JARC)	1	318,244	318,244	159,122		159,122	To improve public transit options and system connectivity	Proposed
	15-4	4		SECURITY PROJECT (Security)	1	31,000	31,000	See TRC Note		31,000	To improve safety	Proposed
	15-5	5		SHELTER PROJECT (TE)	1	31,000	31,000	See TRC Note		31,000	Transit Enhancement	Proposed
	15-6	6		SERVICE TRUCK (repl S001)	1	50,000	50,000	See TRC Note		50,000	Replacement vehicle	Proposed
Year	RMAP #	RANK	AGENCY	Description	US	Unit \$	Tot \$	Local/State	Fed \$	\$3,185,540	Justification & Project Status	
2016	16-1	1	RMTD	PREVENTIVE MAINTENANCE COSTS	1	1,328,480	1,328,480	265,696		1,062,784	Extend the useful life of rolling stock.	Proposed
	16-2	2		COMPLEMENTARY ADA COSTS	1	325,000	325,000	65,000		260,000	Eligible charge for service to persons with disabilities	Proposed
	16-3	3		EAST SIDE TRANSFER CENTER ROUTE (JARC)	1	327,792	327,792	163,896		163,896	To improve public transit options and system connectivity	Proposed
	16-4	4		SECURITY PROJECT (Security)	1	31,000	31,000	See TRC Note		31,000	To improve safety	Proposed
	16-5	5		SHELTER PROJECT (TE)	1	31,000	31,000	See TRC Note		31,000	Transit Enhancement	Proposed
	16-6	6		PARATRANSIT MD VEHICLES	7	75,676	529,732	See TRC Note		529,732	Maintain safe, reliable, efficient public transit bus service.	Proposed
	16-7	7		PARATRANSIT SMD VEHICLES	5	117,429	587,145	See TRC Note		587,145	Maintain safe, reliable, efficient public transit bus service.	Proposed
	Year	RMAP #		RANK	AGENCY	Description	US	Unit \$	Tot \$	Local/State	Fed \$	\$3,281,106
2017	17-1	1	RMTD	PREVENTIVE MAINTENANCE COSTS	1	1,328,480	1,328,480	265,696		1,062,784	Extend the useful life of rolling stock.	Proposed
	17-2	2		COMPLEMENTARY ADA COSTS	1	325,000	325,000	65,000		260,000	Eligible charge for service to persons with disabilities	Proposed
	17-3	3		SECURITY VEHICLE (repl O091 Ford Escape)	1	31,000	31,000	See TRC Note		31,000	To improve safety	Proposed
	17-4	4		SHELTER PROJECT (TE)	1	31,000	31,000	See TRC Note		31,000	Transit Enhancement	Proposed

TRC Note: A portion of IDOT's Toll Revenue Credits will be used as leverage to use the Federal Funds at 100%.

TABLE 18 "PROGRAM OF PROJECTS"
For the Use of 49 U.S.C./5307 FTA - Funds

Urban Area		Rockford, Illinois		Apportionment for 2014	
Designated Recipient & Grantee		Rockford Mass Transit District (RMTD)		Carryover funds	
Program Number				Transfer funds	
				TOTAL AVAILABLE	
PRIORITY	PROJECT DESCRIPTION	LOCAL or STATE \$	FTA FUNDING \$	TOTAL \$	
1	PREVENTIVE MAINTENANCE COSTS	263,065	1,052,261	1,315,326	
2	COMPLEMENTARY ADA COSTS	65,000	260,000	325,000	
3	EAST SIDE TRANSFER CENTER ROUTE (JARC)	159,122	159,122	318,244	
4	SECURITY PROJECT (Security)	See TRC Note	31,000	31,000	
5	SHELTER PROJECT (TE)	See TRC Note	31,000	31,000	
6	SERVICE TRUCK (repl S001)	See TRC Note	50,000	50,000	
TOTALS		\$487,187	\$1,583,383	\$2,070,570	

TRC Note: A portion of IDOT's Toll Revenue Credits will be used as leverage to use the Federal Funds at 100%.

TABLE 19- FTA 5310 & 5311 FUNDS

ASSISTANCE FOR SPECIAL NEEDS -- CAPITAL AND OPERATING													
YEAR	PROJ. #	RANK	AGENCY	Description	Units	Unit \$	TOTAL \$	IDOT \$	Local & other \$	Federal \$ and funding sources	Project Justification	Status	
FY 03	03BC	H	BCCA	RURAL SERVICE OPERATING ASSISTANCE			302,113		206,411	95,705 5311	Continue service to community.	Completed	
	03BCa	H		PT Bus (Med Duty)	1	65,000	65,000	13,000		52,000 5310/11	Replace worn out vehicles, maintain service.	Awarded	
	03BO	H	Barbara Olson Center of Hope	PT Bus (Super Med Duty)	1	98,000	98,000	19,600		78,400 5310	Service/demand expansion- 2 vehicles applied for in 2003, 1 awarded; 2nd vehicle reauthorized for FY 2004.	1 of 2 Awarded	
	03L	H	Lifescape	PT Bus (Med Duty)	1	65,000	65,000	13,000		52,000 5310	Accommodate expanding service needs.	Awarded	
	03R	H	RMTD	PT Bus (Super Med Duty)	2	98,000	196,000	39,200		156,800 5310	Per 3/27/03 TIP Amendment, project reduced from 3 to 2 vehs; replacements to maintain safe, reliable service. Not completed; reauthorized for FY 2004.	Awarded	
	03R1	H	RMTD	PT Bus (Med Duty)	7	65,000	455,000	91,000		364,000 5310	Per 3/27/03 TIP Amendment, veh request added; replacements to maintain safe, reliable service. Not completed; reauthorized for FY 2004.		
	03R2	H		PT Bus (Med Duty)	1	65,000	65,000	13,000		52,000 5310	Per 3/27/03 TIP Amendment, veh request added; veh to be loaner as part of regional maintenance service. Not completed; reauthorized for FY 2004.	Award pending	
ALL UNCOMPLETED PROJECTS ABOVE ARE REAUTHORIZED FOR FY 2004 PLUS THE FOLLOWING PROJECTS													
FY 04	04BC	H	BCCA	RURAL SERVICE OPERATING ASSISTANCE			327,077		228,121	99,857 5311	Continue service to rural & urban parts of Boone County.	Awarded	
	03BCa	H		PT Bus (Med Duty)	1	65,000	65,000	13,000		52,000 5310/11	Replace worn out vehicle, maintain safe, reliable service.	Awarded	
	04L	H	Lifescape	PT Bus (Med Duty)	1	65,000	65,000	13,000		52,000 5310	Replace worn out vehicle, maintain safe, reliable service.	Award pending	
	03BO	H	Barbara Olson Center of Hope	PT Bus (Super Med Duty)	1	98,000	98,000	19,600		78,400 5310	Service / demand expansion -- 1 vehicle awarded in 2003; 2nd vehicle reauthorized for FY 2004.		
	04R1	H	RMTD	PT Bus (Super Duty)	2	98,000	196,000	39,200		156,800 5310	Replace worn out vehicles, maintain safe, reliable service. Upgrade vehicles to larger size to accommodate changing needs.		
	04R2	H		PT Bus (Med Duty)	4	65,000	260,000	52,000		208,000 5310	Replace worn out vehicles, maintain safe, reliable service.		
	FY 05	05BC	H	BCCA	RURAL SERVICE OPERATING COSTS			165,000		88,000	77,000 5311	Continue service to rural parts of Boone County.	
02BCb		H	Computer replacement		1	2,000	2,000	400		1,600 5310/11	Replace worn out, obsolete equipment.		
05BCc		H		PT Bus (Med Duty)	2	65,000	130,000	26,000		104,000 5310/11	Continue service to urban parts of Boone County.	Proposed	
05BO		H	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	65,000	65,000	13,000		52,000 5310	Accommodate expanding service needs.		
05L		H	Lifescape	PT Bus (Med Duty)	1	65,000	65,000	13,000		52,000 5310	Accommodate expanding service needs.	Proposed	
ALL UNCOMPLETED PROJECTS ABOVE ARE REAUTHORIZED FOR FY 2006 PLUS THE FOLLOWING PROJECTS													
FY 06	06BC	H	BCCA	RURAL SERVICE OPERATING COSTS			170,000		91,000	79,000 5311	Continue service to rural parts of Boone County.		
	06BCb	H		PT Bus (Med Duty)	2	67,000	134,000	26,800		107,200 5310/11	Continue service to urban parts of Boone County.	Awarded/ Received	
	02BCb	H		Computer system/software	1	20,000	20,000	4,000		16,000 5310/11	Improve service efficiency. Deferred from FY 2002.		
	06L	H	Lifescape	PT Bus (Med Duty)	1	67,000	67,000	13,400		53,600 5310	Replace worn out vehicle, maintain safe, reliable service.	Awarded / Received	
	06BO	H	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	67,000	67,000	13,400		53,600 5310	Accommodate expanding service needs.	Proposed	
	06R	H	RMTD	PT Bus (Med Duty)	1	67,000	67,000	13,400		53,600 5310	Replace worn out vehicle, maintain safe, reliable service.	Awarded	
	06Rb	H	RMTD	PT Bus	3	81,747	245,241	see TRC note		81,747 5310	Paratransit buses to provide safe, reliable service. IDOT's Toll Revenue Credits (TRC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$250,000 includes both the Federal and State/local total for this item.	Awarded	
FY 07	07R	H	RMTD	PT Bus (Med Duty)	5	69,000	345,000	69,000		276,000 5310	Replace worn out vehicle, maintain safe, reliable service.	2 vehicles Awarded	
	07BC	H	BCCA	RURAL SERVICE OPERATING COSTS			175,000		93,630	81,370 5311	Continue service to rural parts of Boone County.	Proposed	
	07BCb	H		PT Bus (Med Duty)	2	69,000	138,000	27,600		110,400 5310/11	Continue service to urban parts of Boone County.		
	07L	H	Lifescape	PT Bus (Med Duty)	1	69,000	69,000	13,800		55,200 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed	
	07BO	H	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	69,000	69,000	13,800		55,200 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed	
FY 08	08R1	H	RMTD	PT Bus (Med Duty)	4	69,000	276,000	55,200		220,800 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed	
		H	BCCA	RURAL SERVICE OPERATING COSTS			180,000			5311	Continue service to rural parts of Boone County.	Proposed	
	08BCa	H		PT Bus (Med Duty)	2	69,000	138,000	27,600		110,400 5310	Replace worn out vehicle, maintain safe, reliable service.	Awarded	
FY 09	09R	H	RMTD	PT Bus (Med Duty)	1	69,000	69,000	13,800		55,200 5310	Replace worn out vehicle, maintain safe, reliable service. CAP-04-879/IL-16-X003	Awarded	
	09Ra	H		PT Bus (Super Duty)	1	157,000	157,000	31,400		125,600 5310	Replace worn out vehicle, maintain safe, reliable service. CAP-04-879/IL-16-X003	Awarded	
	09BC	H	BCCA	RURAL SERVICE OPERATING COSTS			185,400		96,430	83,800	Continue service to rural parts of Boone County.	Proposed	
	09BCa	H		PT Bus (Med Duty)	2	69,000	138,000	27,600		110,400 5311	Replace worn out vehicle, maintain safe, reliable service.	Awarded	
	09L	H		Lifescape	PT Bus (Med Duty)	1	69,000	69,000	13,800		55,200 5310	Replace worn out vehicle, maintain safe, reliable service.	Awarded
	09BW	H		Booker Washington Center	PT Bus (Med Duty)	1	69,000	69,000	13,800		55,200 5310	Replace worn out vehicle, maintain safe, reliable service.	Awarded
FY 10	10R	H	RMTD	PT Bus (Med Duty)	6	59,000	354,000	70,800		283,200 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2009 Application. CAP-04-879/IL-16-X003	1 vehicle Awarded	
	10Ra	H		PT Bus (Super Med Duty)	2	94,000	188,000	37,600		150,400 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2009 Application. CAP-04-879/IL-16-X003	2 vehicles Awarded	
	10BC	H	BCCA	RURAL SERVICE OPERATING COSTS			199,300		111,530	87,770 5311	Continue service to rural parts of Boone County.	Proposed	

YEAR	PROJ. #	RANK	AGENCY	Description	Units	Unit \$	TOTAL \$	IDOT \$	Local & other \$	Federal \$ and funding sources	Project Justification	Status
FY 10	10BCa	H	BCCA	PT Bus (Med Duty)	1	73,000	73,000	14,600		58,400 5310 /5311	Continue service to urban parts of Boone County.	Awarded (\$311)
	10L	H	Lifescape	PT Bus (Med Duty)	1	59,000	59,000	11,800		47,200 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2009 Application	Awarded
	10BO	H	Barbara Olson Center of Hope	PT Bus (Super Med Duty)	2	94,000	188,000	37,600		150,400 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2009 Application	1 vehicle Awarded
FY 11	11R	H	RMTD	PT Bus (Med Duty)	4	59,000	236,000	47,200		188,800 5310	Replace worn out vehicle, maintain safe, reliable service. CAP-04-879/IL-16-X004	2 vehicles Awarded
	11Ra	H					0	0		0 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	11BC	H	BCCA	RURAL SERVICE OPERATING COSTS			205,279		114,876	90,403 5311	Continue service to rural parts of Boone County.	Proposed
	11BCa	H		PT Bus (Med Duty)	1	73,200	73,200	14,640		58,560 5310/11	Continue service to urban parts of Boone County.	Proposed
	11L	H	Lifescape	PT Bus (Med Duty)	1	73,200	73,200	14,640		58,560 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	11BO	H	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	59,000	59,000	11,800		47,200 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2011 Application	Awarded
FY 12	12R	H	RMTD	PT Bus (Med Duty)	5	63,000	315,000	63,000		252,000 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2012 Application. IL-16-X005	2 vehicles Awarded
	12Ra	H		PT Bus (Super Med Duty)			0	0		0 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	12BC	H	BCCA	RURAL SERVICE OPERATING COSTS			211,437		118,322	93,115 5311	Continue service to rural parts of Boone County.	Proposed
	12BCa	H		PT Bus (Med Duty)	1	75,200	75,200	15,040		60,160 5310/11	Continue service to urban parts of Boone County.	Proposed
	12L	H	Lifescape	PT Bus (Med Duty)	1	63,000	63,000	12,600		50,400 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2012 Application	Awarded
	12BO	H	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	75,200	75,200	15,040		60,160 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
FY 13	13RRTC	H	Rock River Training Corporation	PT Bus (Light Duty)	1	57,000	57,000	11,400		45,600 5310	Vehicle to improve transportation options for job seekers/workers. IDOT Calendar Year 2012 Application	Awarded
		H		PT Bus (Med Duty)	1	63,000	63,000	12,600		50,400 5310	Vehicle to improve transportation options for job seekers/workers. IDOT Calendar Year 2012 Application	Proposed
FY 13	13R	H	RMTD	PT Bus (Med Duty)	4	63,000	252,000	50,400		201,600 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	13BC	H	BCCA	RURAL SERVICE OPERATING COSTS			217,786		121,872	95,909 5311	Continue service to rural parts of Boone County.	Proposed
	13BCa	H		PT Bus (Med Duty)	1	63,000	63,000	12,600		50,400 5310/11	Continue service to urban parts of Boone County. IDOT Calendar Year 2013 Application	Proposed
	13L	H	Lifescape	PT Bus (Med Duty)	1	63,000	63,000	12,600		50,400 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2013 Application	Awarded
	13BO	H	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	63,000	63,000	12,600		50,400 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2013 Application	Awarded
	13RRTC	H	Rock River Training Corporation	PT Bus (Light Duty)	1	57,000	57,000	11,400		45,600 5310	Vehicle to improve transportation options for job seekers/workers.	Proposed
		H		PT Bus (Med Duty)	1	63,000	63,000	12,600		50,400 5310	Vehicle to improve transportation options for job seekers/workers.	Proposed
	13WW	H	Wesley Willows	PT Bus (Med Duty)	1	63,000	63,000	12,600		50,400 5310	Vehicle to improve transportation options for seniors. IDOT Calendar Year 2013 Application	Awarded
	H		PT Bus (Super Med Duty)	1	100,000	100,000	20,000		80,000 5310	Vehicle to improve transportation options for seniors. IDOT Calendar Year 2013 Application	Proposed	
				Rockford Region Apportionment Amount			268,419			5310	To be determined. Funding apportioned to Region from MAP-21 authorization.	
FY 14	14R	H	RMTD	PT Bus (Med Duty)	12	63,000	756,000	151,200		604,800 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2014 Application	Proposed
	14Ra	H		PT Bus (Super Med Duty)	2	100,000	200,000	40,000		160,000 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2014 Application	Proposed
	14BC	H	BCCA	RURAL SERVICE OPERATING COSTS			224,314		125,528	98,786 5311	Continue service to rural parts of Boone County.	Proposed
	14BCa	H		PT Bus (Med Duty)	1	75,676	75,676	15,135		60,541 5310/11	Continue service to urban parts of Boone County.	Proposed
	14L	H	Lifescape	PT Bus (Med Duty)	1	75,676	75,676	15,135		60,541 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	14BO	H	Barbara Olson Center of Hope	PT Bus (Super Med Duty)	1	100,000	100,000	20,000		80,000 5310	Replace worn out vehicle, maintain safe, reliable service. IDOT Calendar Year 2014 Application	Proposed
	14WW	H	Wesley Willows	PT Mini-Van	1	41,000	41,000	8,200		32,800 5310	Vehicle to improve transportation options for seniors. IDOT Calendar Year 2014 Application	Proposed
				Rockford Region Apportionment Amount			263,462			5310	To be determined. Funding apportioned to Region from MAP-21 authorization.	
FY 15	15R	H	RMTD	PT Bus (Med Duty)	1	64,890	64,890	12,978		51,912 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	15Ra	H		PT Bus (Super Med Duty)						5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	15BC	H	BCCA	RURAL SERVICE OPERATING COSTS			231,043		129,294	101,749 5311	Continue service to rural parts of Boone County.	Proposed
	15BCa	H		PT Bus (Med Duty)	1	64,890	64,890	12,978		51,912 5310/11	Continue service to urban parts of Boone County.	Proposed
	15L	H	Lifescape	PT Bus (Med Duty)	1	64,890	64,890	12,978		51,912 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	15BO	H	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	64,890	64,890	12,978		51,912 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	15WW	H	Wesley Willows	PT Bus (Med Duty)	1	64,890	64,890	12,978		51,912 5310	Vehicle to improve transportation options for seniors.	Proposed
	H		PT Bus (Super Med Duty)	1	103,000	103,000	20,600		82,400 5310	Vehicle to improve transportation options for seniors.	Proposed	
FY 16	16R	H	RMTD	PT Bus (Med Duty)	7	66,837	467,857	93,571		374,286 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	16Ra	H		PT Bus (Super Med Duty)	5	106,090	530,450	106,090		424,360 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	16BC	H	BCCA	RURAL SERVICE OPERATING COSTS			237,975		133,173	104,802 5311	Continue service to rural parts of Boone County.	Proposed
	16BCa	H		PT Bus (Med Duty)	1	66,837	66,837	13,367		53,469 5310/11	Continue service to urban parts of Boone County.	Proposed
	16L	H	Lifescape	PT Bus (Med Duty)	1	66,837	66,837	13,367		53,469 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	16BO	H	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	66,837	66,837	13,367		53,469 5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed

YEAR	PROJ. #	RANK	AGENCY	Description	Units	Unit \$	TOTAL \$	IDOT \$	Local & other \$	Federal \$ and funding sources	Project Justification	Status	
	16WW	H	Wesley Willows	PT Bus (Med Duty)	1	66,837	66,837	13,367		53,469	5310	Vehicle to improve transportation options for seniors.	Proposed
		H		PT Bus (Super Med Duty)	1	106,090	106,090	21,218		84,872	5310	Vehicle to improve transportation options for seniors.	
FY 17	17R	H	RMTD	PT Bus (Med Duty)	7	68,842	481,893	96,379		385,514	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	17Ra	H		PT Bus (Super Med Duty)	5	109,273	546,364	109,273		437,091	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	17BC	H	BCCA	RURAL SERVICE OPERATING COSTS			245,114		137,168	107,946	5311	Continue service to rural parts of Boone County.	Proposed
	17BCa	H		PT Bus (Med Duty)	1	68,842	68,842	13,768		55,073	5310/11	Continue service to urban parts of Boone County.	
	17L	H	Lifescape	PT Bus (Med Duty)	1	68,842	68,842	13,768		55,073	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	17BO	H	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	68,842	68,842	13,768		55,073	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	17WW	H	Wesley Willows	PT Bus (Med Duty)	1	68,842	68,842	13,768		55,073	5310	Vehicle to improve transportation options for seniors.	Proposed
H		PT Bus (Super Med Duty)		1	109,273	109,273	21,855		87,418	5310	Vehicle to improve transportation options for seniors.		
FY 18	18R	H	RMTD	PT Bus (Med Duty)	7	70,907	496,349	99,270		397,080	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	18Ra	H		PT Bus (Super Med Duty)	5	112,551	562,754	112,551		450,204	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	18BC	H	BCCA	RURAL SERVICE OPERATING COSTS			252,487		141,283	111,184	5311	Continue service to rural parts of Boone County.	Proposed
	18BCa	H		PT Bus (Med Duty)	1	70,907	70,907	14,181		56,726	5310/11	Continue service to urban parts of Boone County.	
	18L	H	Lifescape	PT Bus (Med Duty)	1	70,907	70,907	14,181		56,726	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	18BO	H	Barbara Olson Center of Hope	PT Bus (Med Duty)	1	70,907	70,907	14,181		56,726	5310	Replace worn out vehicle, maintain safe, reliable service.	Proposed
	18WW	H	Wesley Willows	PT Bus (Med Duty)	1	70,907	70,907	14,181		56,726	5310	Vehicle to improve transportation options for seniors.	Proposed
H		PT Bus (Super Med Duty)		1	112,551	112,551	22,510		90,041	5310	Vehicle to improve transportation options for seniors.		

STATE FUNDING FOR RMTD:

The Illinois Department of Transportation (IDOT) provides considerable funding for local transit. In past years, IDOT has funded 40-50% of most transit operating expenses through its Downstate Operating Assistance Program (DOAP). Recently, responding to cuts in Federal "5307" operating assistance, IDOT has increased the level of DOAP funding to 65%. IDOT also provides most of the local match (20-25%) required for Federally assisted capital projects, including the local match for bus replacements.

IDOT also provides matching funds for many of the small equipment needs of public transit agencies throughout Illinois. However, in recent years, a statewide budgetary crisis has limited the amount of General Revenue Funds (GRF) available for these needs. Hence, several projects that RMTD has requested funding for, projects for which Federal "5307" funding is available, have had to be deferred for lack of local match. For the purpose of keeping the community and public officials aware of these unmet transit needs, many of these deferred projects have been placed in TIP "out" years or placed in TABLE 22 as "illustrative projects." Fortunately, these projects are not immediately critical to the operation of RMTD; meaning transit service can continue without them. However, the failure to implement these projects tends to put a strain on RMTD. The lack of updated equipment may increase operating costs, decrease the attractiveness of public transit, or both.

LOCAL FUNDING FOR RMTD:

RMTD also receives local subsidies or contractual payments, primarily for operating expenses, but sometimes for limited capital needs. The Cities of Rockford, Loves Park, and the Village of Machesney Park provide these monies, to varying degrees, and have done so over the last decade. Local funding levels have no set formula or share proportion but have been appropriated based on need and in the interest of maintaining existing or reasonable service levels.

The local contributions also play an important role in balancing the monthly or quarterly cash flow needs of RMTD. Delays in State or Federal appropriations, grant approvals, or fund transfers frequently create temporary cash flow situations for RMTD. In addition to providing RMTD with a sizable overall subsidy, the City of Rockford provides this subsidy in varying monthly payments that are larger in the early parts of the fiscal year, at times when State and Federal payments are low or non-existent, and also allows RMTD to accumulate unused portions in a special "deferred revenue" account that can be drawn upon during those times when the State and Federal sources are non-existent or insufficient to balance short term funding needs. This arrangement enables RMTD to avoid the expense of maintaining a line of credit with a private lender.

Unfortunately, as with State funding, budgetary situations are also putting a damper on local transit funding increases. Thus far, RMTD has not had to implement a reduction of transit services but should these constraints continue for a protracted period, there could be adverse repercussions.

CAPITAL PROJECTS:

TABLES 16 through 20 list the capital projects for RMTD and BCCA and give a complete funding allocation plan for the federal, State and local subsidies proposed for funding the listed projects. The status of previously approved projects is also shown.

TABLES 16 through 20 divide the projects according to the federal funding source. TABLES 16 and 17 pertain to "5307-funded" projects. TABLE 16 lists the "5307 funded" projects chronologically from FY 2003 through FY 2018. TABLE 17, the Program of Projects, lists the proposed "5307" projects in the format prescribed by the FTA for FY 2015 only.

TABLE 18 lists "5310-funded" and "5311-funded" projects. The projects are listed in order of priority for implementation. TABLE 18 also lists the requested capital improvement projects of other area social service agencies in need of paratransit vehicles. Further discussion of this is provided below. TABLE 20 lists Special FTA and IDOT funded projects. Most of these are funded with FTA "5309/5339" funds. FTA "5314 funded" projects are also listed here.

Projects that will enhance Americans with Disabilities Act (ADA) compliance are noted. The priorities for funding assignment were proposed by RMTD and publicly reviewed by the RMAP Technical Committee in the open forum of their meetings.

As previously noted, the FTA "5307" Capital funding forecasts are based on the Congressional proposals available at this time. In the event apportionments are smaller than the forecasted levels or that State or local matching funds are not sufficiently available, five alternatives will be employed in the following order:

1. Additional FTA "5309/5339" funds, if available, will be sought.
2. Attempts will be made to extend the life of existing equipment.
3. Additional State or local funds will be requested in amounts necessary to maintain services.
4. RMAP will consider the use of STP-Urban funds (normally reserved for highway needs) for transit needs.
5. Services will be reduced by amounts in order to balance expenditures with resources.

For the most part, the projects listed in this TIP consist only of projects necessary to continue and maintain current service levels in a cost effective and efficient manner. Most of these projects involve the replacement of worn out or damaged equipment or the acquisition of new equipment that will improve the maintenance efficiency of the existing bus fleets and transit facilities. The projects do not facilitate service expansions.

In summary, TABLES 16 through 20 show a combination of federal, State and local funding sufficient to support the capital needs of RMTD and other agencies for maintaining existing service levels during the next 1-3 years.

TABLE 20- OPERATING ASSISTANCE to PUBLIC TRANSIT PROVIDERS PROVIDING FIXED-ROUTE & PARATRANSIT SERVICES – PAST & FORECASTED

AGENCY	YEAR	EST. TOTAL OPERATING COSTS \$	ESTIMATED REVENUES		REQUESTED SUBSIDIES						JUSTIFICATION / EVALUATION / NOTES	
					STATE (IDOT)		LOCAL		FEDERAL "5307" \$	FEDERAL "Access to Jobs" \$		
					\$	%	\$	Source				
ROCKFORD MASS TRANSIT DISTRICT (RMTD)	FY00	5,622,790	1,050,650		2,976,104	53.0%	1,222,036		374,000		[1] Throughout FY2005-2007, RMTD will attempt to maintain their current geographic coverage, service hours and headways while improving availability to persons with disabilities in accordance with the RMTD Paratransit Plan and other ADA requirements.	
	FY01	6,101,400	1,075,750		3,350,820	55.0%	1,111,230		563,600			
	FY02	6,284,000	1,108,000		3,456,200	55.0%	1,133,656		586,144		[2] Service will be provided to the Village of Machesney Park and the City of Loves Park at a negotiated amount included in the Local column.	
	FY03	7,947,133	1,188,500		4,365,423	55.0%	1,538,558		689,887	164,765		
	FY04	8,330,134	1,104,400		4,576,074	55.0%	1,531,208		1,356,721	85,255		
	FY05	8,689,056	1,052,771		4,773,480	55.0%	1,656,438		1,164,217	42,150		
	FY06	9,117,765	1,023,000		5,005,030		1,777,572		1,300,453			
	FY07	9,391,298	1,053,690		5,155,181		1,830,899		1,339,467			
	FY 08		10,571,006			5,808,554	64%	1,925,460	Rockford	1,559,670		[3] Local funds are provided by Rockford, Loves Park, Machesney Park, Belvidere, and Boone County. [4] Paratransit service costs are included. [5] Forecasts are simple straight line increases of 3% per year. [6] Starting in FY 1999, operating subsidies were eliminated by FTA.
				75,000	Advertising			566,585	Loves Park			
				58,866	Investment			170,198	Machesney Park			
				20,000	Other			82,218	Boone/Belv			
				1,218,320	TOTAL			2,744,461	TOTAL			
	FY 09		12,123,778			7,724,640	64%	1,468,042	Rockford	911,168		[7] From FY 2000 onward, Federal amts refer to "Preventative Maintenance and/or Complimentary ADA Costs" and are included with the Capital Projects (Table 6).
				1,132,805	Advertising			266,650	Loves Park			
				75,000	Investment			170,250	Machesney Park			
				60,000	Other			81,611	Boone/Belv			
				20,000	Other			213,562	SMTD			
	1,287,805	TOTAL	2,200,115	TOTAL								
FY10	12,960,570	1,393,142		8,269,666	64%	2,895,148		402,614		All municipal values and estimated revenues are approximate.		
FY11	13,349,387	1,434,936		8,517,756	64%	2,982,002		414,692				
FY12	13,749,869	1,477,984		8,773,289	64%	3,071,463		427,133		[8] In FY 2003, RMTD initiated experimental Sunday service with "Access to Jobs" funds. These funds will be applied for but are uncertain.		
FY 13	14,437,362	1,551,884		9,211,953		3,225,036		448,490		[9] RMTD costs of operation include demand-response service to the urbanized part of Boone County sub contracted to BCCA in FY 2005 and means of delivery to be determined in FY 2006 and FY 2007.		
FY 14	15,159,230	1,629,478		9,672,551		3,386,287		470,914				
FY 15	15,917,192	1,710,952		10,156,178		3,555,602		494,460				
FY 16	16,713,051	1,796,499		10,663,987		3,733,382		519,183				
FY 17	17,548,704	1,886,324		11,197,187		3,920,051		545,142				
FY 18	18,426,139	1,980,640		11,757,046		4,116,054		572,399				
LOVES PARK TRANSIT SYSTEM (LPTS)											[10] The Loves Park Transit System was officially dissolved on July 1, 2000. Thereafter, services in Loves Park and Machesney Park have been provided by RMTD by contractual agreement; see Note 2 above.	
BOONE COUNTY COUNCIL ON AGING (BCCA)	FY05	130,000			26,000	55.0%			52,000		[11] Boone County rural transit operating assistance is shown in Table 9. The rural service will continue be funded with local and FTA 5310 and 5311 funds. See that Table. Starting in FY2010, the "urban" portion of the Boone County will be serviced by BCCA through a contractual agreement with RMTD. Funding for that service is included in the total RMTD budget as listed in this table (Table 5).	
	FY06	134,000			26,800	55.0%			52,000			
	FY07	138,000			29,425	55.0%			53,500			
	FY08	142,400			30,300				55,100			
	FY09	146,600	28,840		31,200				56,700			
	*	*	*	*	*	*	*	*	*	*		
	*	*	*	*	*	*	*	*	*	*		
*	*	*	*	*	*	*	*	*	*			

PUBLIC TRANSIT IN BOONE COUNTY:

Established as a not-for-profit corporation in 1973, the Boone County Council on Aging (BCCA) operates a fleet of eight mini-buses and one car for the purpose of providing demand-response, door-to-door service to anyone residing in Boone County. All vehicles except the car are wheelchair lift-equipped. Trips frequently extend outside of Boone County for the purpose of providing Boone County residents access to medical services in adjacent counties.

Funding for public transit services provided by BCCA is derived from a variety of state, federal and local sources. BCCA buses have been funded through the Federal Transit Authority (FTA) "5310" and "5311" Programs and "5311" also provides operating assistance. "5310" funding is a special category of federal funding for transportation needs that cannot be met by regular transit in urban areas. "5311" funding is a special category of funding designated to assist in meeting rural transportation needs. Participation in the "5311" program requires a local sponsor. Boone County is the local sponsor for the "5311" program. There is no sponsor for "5311" in Winnebago County. Boone County, the City of Belvidere, Belvidere Township, United Way of Boone County, the Illinois Department of Transportation and the Illinois Department of Public Aid provide local funding assistance to BCCA.

BCCA provides transportation service between the hours of 8:00 AM to 4:30 PM, Monday through Friday. Requests must be made 24 hours in advance. The service is open to the general public but priority is given to older persons and persons with disabilities. Fares are nominal: \$2.00 per one-way trip for adults under 60 years of age residing within Boone County; \$1.00 for children under 12 years, and no fare for persons 60 years and older, but donations are accepted. Services to adjoining counties are provided for medical reasons and require one-week advance notice. BCCA also provides medical car escort service into adjoining counties, via volunteers driving agency-owned vehicles. One week advance notice is again required and donations are requested.

In October of 2011, the Rockford Mass Transit District (RMTD) began fixed route service into Boone County. The current fixed route service is funded partially by Job Access and Reverse Commute funds (see table 22) and completes 10 trips daily from the RMTD East Side Transfer Center traveling through the State Street Corridor in Belvidere and back. Both RMTD and BCCA coordinate with one another to effectively and efficiently provide public transportation options within the City of Belvidere/Boone County.

BCCA FINANCIAL ASSISTANCE:

Past and recent Federal and IDOT funding assistance to BCCA is noted in TABLE 18 of this TIP. Funding the needs of BCCA is complicated by the fact that a large part of the BCCA service area is now classified as "urbanized" in accordance with data from the Year 2000 and Year 2010 Census. Only the remaining "rural" parts of Boone County remain eligible for FTA "5311" assistance. In the early months of 2004, consideration was given to qualifying the BCCA for FTA "5307" funds. These funds can be used to support the service BCCA provides in the "urbanized" parts of Boone County. However, to qualify, BCCA would have to become a "designated recipient" as per official action by RMAP and IDOT. Consideration was also given to qualifying the BCCA services in the urbanized parts for the State of Illinois Downstate

Operating Assistance Program (DOAP funds). To qualify for DOAP funds, BCCA (or Boone County) will either have to become a designated local transit agency (action needed by the Illinois General Assembly) or become part of, and contract for services with, an already qualified local transit agency (i.e., the Rockford Mass Transit District). Accordingly, Boone County, RMTD, City of Belvidere and RMAP, entered into a temporary one-year agreement. This temporary agreement, which expired on July 1, 2005, essentially provided the framework to allow BCCA to continue to provide local transit service into the newly created "urbanized" sections of Boone County and the City of Belvidere for RTMD and RMAP. To ensure that the specific financial and service operations would be provided to the newly created "urbanized" areas in Boone County and the City of Belvidere, a separate "Intergovernmental Agreement" to provide local transit service was agreed upon by RMTD and Boone County / BCCA. Copies of these agreements are on file with RMTD and RMAP. These two agreements provided for the following:

1. The urbanized parts of Boone County will be annexed into the RMTD service boundaries.
2. RMTD will incorporate the Boone County service needs (urbanized area parts) into the RMTD service program / budget. This will qualify those service costs for assistance from Downstate Operating Assistance Program (DOAP) funds.
3. RMTD will subcontract with BCCA to actually provide the service. This will eliminate the need for RMTD to acquire additional equipment and staff; will allow the continued use of BCCA equipment; and avoid the complication of laying off BCCA drivers and staff, and thereby, keep the options open for Boone County to continue to study and review its local transit system options.

Since this one-year temporary agreement expired on July 1, 2005, RMAP, the State of Illinois, the Federal Transit Administration, RMTD, BCCA, Boone County and the City of Belvidere worked on a more interim arrangement to continue to provide for local transit service into the "urbanized" parts of Boone County and the City of Belvidere. On May 26, 2005, Boone County, the City of Belvidere, RMTD and RMAP developed and entered into an agreement to essentially continue the main principles agreed upon in the temporary agreement. That interim agreement, which expired on June 30, 2009, allowed BCCA to continue to provide a one-agency public transit service throughout both the rural area and urban sections of Boone County and the City of Belvidere, while at the same time provide RMTD to meet the federal requirements to providing local public transit service in the RMAP Urban Planning area.

Prior to the expiration of the June 30th, 2009 interim agreement, RMTD and Boone County worked together to come to a more permanent arrangement to provide public transportation in the urbanized area of Boone County. As a result, an intergovernmental agreement was developed (dated May 27, 2009). Part of the overall process involved to provide service included RMTD advertising a bid to provide service to the urbanized portion of Boone County. Upon the review of submittals, BCCA was awarded the bid to provide service and an operations agreement was drafted between RMTD and Boone County. Through the current agreement,

BCCA has provided service since July 1, 2009, with the option of their service being extended beyond the original stipulated time frame (July 1, 2009 – June 30, 2012) as listed in the operations agreement. The agreement between RMTD and BCCA has been extended for another 2 years (June 30, 2014)*. As part of the Intergovernmental agreement, the following apply (this list is not comprehensive, for further details please refer to the full Intergovernmental Agreement):

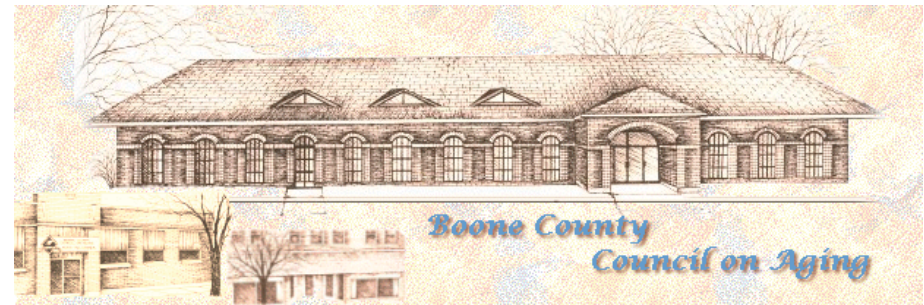
1. The County (County of Boone) desires to procure Demand Response mass transportation services from RMTD on the terms and conditions stated herein (referring to the Intergovernmental Agreement)
2. RMTD desires to provide Demand Response services directly or through subcontracts with other service providers to County on the terms and conditions stated herein (referring to the Intergovernmental Agreement)
3. During the terms of this Agreement, RMTD directly or through a third party agreement shall provide general public demand response services to eligible individuals on those dates designated by the County
4. The term of this agreement shall be from July 1, 2009 through June 30, 2012* (this has been extended until June 30, 2014/ currently being revisited as of the time of development of the FY2015-2018 TIP)
5. The County (County of Boone) agrees to finish the necessary rolling stock capital to provide all required service under this agreement

Around the time of this process, RMTD, RMAP, Boone County and BCCA entered into a Cooperative Agreement for Transportation Planning (dated May 28, 2009) which outlined the planning responsibilities of each respective organization. The objectives of the Memorandum of Understanding for Cooperative Transportation Planning are to:

1. Formalize the current cooperative efforts between RMAP, RMTD, and BCCA for the production and execution of the Unified (Planning) Work Program (UWP), the Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the ongoing transportation planning process in general
2. Comply with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Clean Air Act Amendment of 1990 (CAAA), all legally enacted successors of these regulations and all other applicable laws and regulations.

The tables in this TIP, therefore, reflect funding arrangements where the operating costs of services in Boone County will be funded by a combination of funding sources including: FTA “5311” for the rural areas, Illinois DOAP for the urban areas, and local funds provided by Boone County and other local contributors for both urban and rural areas in the County.

With regard to assistance for capital equipment, BCCA makes applications for several pieces of new or replacement equipment via the IDOT administered Downstate Non-Metro Area Capital Assistance Program. This Program is funded with a combination of FTA “5310” funds, FTA “5311” funds, and State funds. (Note: Boone County, Illinois, is the actual grantee for all grants and takes ownership of all equipment – BCCA is the service provider on behalf of Boone County.)



TRANSIT FUNDING SOURCES FOR PLANNING

ARRA	American Recovery and Reinvestment Act of 2009 – Funds provided through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), sub-allocated to RMAP by the Illinois Dept. of Transportation (IDOT); used primarily for construction and capital acquisition, but may be used for other related transportation work.
FTA 5303 (formerly Sec.8)	Funds provided through the Federal Transit Administration (FTA); annually sub-allocated to RMAP and other MPOs throughout the State by IDOT; aimed primarily at planning needs related to public transit and paratransit. In most years, these funds are reserved for use by the RMAP Lead Agency. The transit agencies typically use 5307 or other sources for their planning activities. (20% local match required)
FTA 5307 (formerly Sec.9)	Funds annually allocated by the FTA to fixed-route public transit providers (Rockford Mass Transit District (RMTD). Used primarily capital needs, i.e., bus replacements and other equipment but also for transit research and planning activities. (20% local match required)
FTA 5309 (formerly Sec. 3)	Discretionary Federal funds allocated for special needs (usually capital) but sometimes awarded for planning work as with the RMTD East Side Transfer Center feasibility study and the Alternative Analysis. (20% local match required)
FTA 5310 Consolidated Vehicle Procurement Program	Funds for the Section 5310 program are available for capital expenses to support the provision of transportation services to meet the special needs of elderly persons and persons with disabilities.
FTA 5311 Rural and Small Urban Areas	Program provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 populations. Funds may be used for capital, operating and administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services.
FTA 5314	Special planning and Research Funds – funding earmarked by Congress for special studies. Administered by the FTA. (local match varies from 0-20%)
FTA 5316 Job Access and Reverse Commute (JARC)	Funds from the JARC program are available for capital, planning and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects. Programs must be derived from a locally developed, coordinated public transit-human services transportation plan.

FTA 5317 New Freedom	New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. "New" service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. Programs must be derived from a locally developed, coordinated public transit-human services transportation plan.
FTA 5339	Bus and Bus facilities Discretionary Funds, used to perform Alternatives Analysis (AA). Under SAFETEA-LU, this new category was established so that AA can be done for projects prior to Final Design and Construction.
SPR	Special Planning & Research funds; allocated to the States via SAFETEA-LU for use on unique planning, research and feasibility studies. The funds are sometimes passed on to local governments for the same purposes. (20% local match required.)
Illinois Tomorrow (IL TM)	A subgroup of SPR funds (above) earmarked by Illinois for special corridor studies, needs assessments and research studies. (Partially matched (10%) with State funds with the remaining match (10%) provided locally.)
State Planning 1201 funds	Funds directly from the State of Illinois (IDOT or other State agencies) for planning purposes. (Local match varies)
Local Funds	Funds provided by local RMAP participants; typically the required 20% local match for the above funds.

PUBLIC TRANSIT IN WINNEBAGO COUNTY:

The Rockford Mass Transit District (RMTD) has provided federally subsidized, coordinated, fixed-route transit services in the Winnebago County part of the Rockford Metropolitan Area and has recently expanded fixed route service into Boone County. Geographically, RMTD provides service throughout the incorporated areas of Rockford, Loves Park, Machesney Park, Cherry Valley (CherryVale Mall) and Belvidere. RMTD provides fixed-route and demand-response services in this area.

In its main service area, RMTD operates buses on 17 routes on normal weekdays and slightly less during the evening hours and on Saturdays. Buses operate on half hour to hour headways with services beginning between 5:00 and 6:00 AM and extending to nearly 7:00 PM on weekdays. Saturday service runs from approximately 5:45am-6:00pm. RMTD also operates evening bus service throughout the Rockford portion of the Urban Area on weekdays. Evening service continues to be evaluated in the Loves Park / Machesney Park for possible service. The evening schedule runs between 6:15 p.m. and 11:15 p.m. and is an abbreviated version of the routes and schedules offered during daytime hours. Most routes operated during the day are also operated in the evening, but with hour instead of half-hour headways and with routings that are shorter and less complicated. Sunday service is provided in Rockford along five fixed routes operating on 60-minute intervals between the hours of 9:15 AM and 5:15 PM. To note, RMTD also provides bus service to Cherry Vale Mall, Machesney Park Burden Loop and the City of Belvidere. These services initiatives were provided as a result of JARC program funding.

RMTD currently maintains a fleet of 41 full sized buses. At peak hours, averages of 27 buses are in service. RMTD also operates a "trolley bus" for special functions. All RMTD buses are accessible to persons with disabilities. All future bus purchases will continue to be wheelchair lift-equipped or fully accessible. To further fulfill requirements of the ADA, RMTD provides demand-response, curb-to-curb paratransit service for qualified individuals who are unable to board or access the fixed route buses. RMTD operates a fleet of 33 lift-equipped paratransit vehicles throughout the Urban Area.

SPECIAL RMTD IMPROVEMENTS OR EFFORTS:

RMTD is engaged in or planning a number of activities aimed at improving transit service throughout the Rockford Metropolitan Area. These include:

1. During FY 2003, RMTD employed a consultant for the purpose of comprehensively evaluating its existing route and schedule structure. Significant changes were proposed to the route structure and these changes were refined and implemented in March 2004. RMTD made some minor route adjustments in March 2005 after evaluating their initial route changes made in March 2004. In FY2012-2013, RMTD executed a comprehensive transit analysis which examined the current RMTD route/schedule structure as well as determine connectivity with the new RMTD East Side Transfer Center. Award of the consultant assisted project occurred in May 2011 and all activity regarding this study was completed in FY 2014. Route adjustments took effect as of December 9th, 2013 and RMTD continues to monitor route performance. RMTD will continue to monitor their routes for possible changes in response to public comments and needs.

2. In FY 2004, RMTD initiated a study of the feasibility that also established a secondary bus/route transfer center somewhere on Rockford's east side. In FY 2008, RMTD was able to secure and purchase a site on Lyford Road near East State Street. Although the majority of RMTD's patrons and/or transit dependent persons continue to reside in west and central Rockford, significant numbers of retail and commercial facilities are located on Rockford's east side. The shift of employment and commerce to the far east side of the urban area has been occurring for the last two decades. Presently, this shift appears to have reached the threshold level where restructuring at least some of the routes and schedules around an east-side transfer point should be better for the majority of transit dependent persons. As part of this effort, RMTD has determined the need and feasibility of expanding fixed route transit services eastward to Belvidere and the possibility of providing more convenient links and transfer opportunities with the privately operated intercity bus companies that make stops on Rockford's east side. This work was funded via a FTA "5309" grant awarded to RMTD for this purpose as part of the FY 2002 Federal apportionments. It should be noted that ARRA funding was used for the creation of this center and that RMTD began the architectural design/potential construction phase in FY 2010. Construction initiated in FY 2011 and the RMTD East Side Transfer Center began operations on May 22nd, 2012.

3. Via "Federal Access to Jobs" awards, RMTD implemented limited Sunday service. This service will be continued as long as funding can be maintained.

4. RMTD expanded its administrative offices in downtown Rockford. Since RMTD incorporated paratransit service as an in-house activity, their administrative offices have been cramped for space. The project is being funded with FTA "5307" funds. The work was completed in May 2005.

5. RMTD has constructed a new building to house their paratransit fleet and other equipment. The new structure is located near the existing downtown facility and has been funded with FTA "5307" funds. RMTD submitted an official site plan for this facility to the City of Rockford. In June 2007, the permit was approved. Construction of the new paratransit center was completed in March of 2008.

6. Roughly five years ago, RMTD was designated by IDOT as the regional maintenance center for publicly funded paratransit vehicles operating throughout the north central Illinois area. This activity will continue in FY 2015.



5310:

Over the years, a number of unique public transportation needs have been identified that cannot be accommodated by the area's primary public transit providers. Most frequently, these needs exist in conjunction with special social or health service providers. In fact, many such needs exist throughout the community but most are confronted and provided through private funding sources, public sources not tracked in the TIP, or some combination thereof. One funding source chronicled in the TIP that is available for such needs, particularly that of private not-for-profit agencies, is the FTA "5310" program. Use of the funds prior to MAP-21 legislation, as discussed in Section 1.1, was administered by IDOT. Usually, IDOT also supplied the required local match of 20%. Unfortunately, in most years, competition for these funds is high and the demand seems always to exceed the supply. Therefore, long and time established, proven users of the funds (i.e., those agencies seeking funds for replacement equipment) are usually given preference over new users. Occasionally, conditions are favorable for new users (abundant funds, low demand and obvious significant new needs). With regards to implementation of these dollars under the MAP-21 legislation, previous applicants to this funding source will be acknowledged for potential consideration of funding. Area agencies considered eligible in the past for "5310" assistance include the following:

1. Lifescape Community Services, Inc.: Lifescape is a private not-for-profit agency that has provided adult daycare services in the Rockford area for over 27 years. Lifescape serves nearly 200 elderly and/or disabled adults and is experiencing a steady increase in demand for its services. Recently, Lifescape has extended services into the Belvidere area. Over 34% of Lifescape's clientele is composed of racial or ethnic minorities (as compared to the total area population which is only 18% minority in composition). At present, Lifescape uses seven (7) 14-passenger mini-buses and one van to provide transportation to approximately 50 of its clients throughout the month with an average of 120 miles driven daily. Seven out of eight of these vehicles were funded through the FTA/IDOT "5310" program via grants issue and are currently in service.

Lifescape has met with RMTD and RMAP staff repeatedly since the Year 2000 for the purpose of discussing its transportation needs. From these meetings the following facts were established: (1) Lifescape's services were extremely valuable to the community; (2) Lifescape's transportation needs were urgent – the existing vehicles are definitely in need of replacement and the increasing demand is equally pressing; (3) RMTD is not capable of efficiently and economically providing the transportation needs of Lifescape; and, (4) other transportation providers in the area (public or private) are not capable of effectively meeting the needs of Lifescape.

Because Lifescape's needs have continued to grow, the agency was authorized to apply in FY2003 for an expansion vehicle. This vehicle will be used primarily in conjunction with the Belvidere area service. For FY2004, Lifescape was approved to apply for another vehicle as a replacement for one of its aging, previously awarded vehicles. In response to Lifescape's growing service needs, the agency was approved to apply for an additional expansion vehicle in FY2005. In FY2006-2009 & 2012 Lifescape was approved to apply for replacement vehicles – all under the FTA/IDOT "5310" program. Lifescape applied for and was awarded one

expansion vehicle in FY2010 (IDOT CY 2009 CVP application) through the 5310 program. Recently, Lifescape has applied for one replacement vehicle in FY2013 (IDOT CY 2013 CVP application) through 5310.

2. Barbara Olson Center of Hope: The Barbara Olson Center of Hope is a private not-for-profit agency that has been providing job training and other special services, including employment, to adults and teens with developmental disabilities for over 50 years in the Rockford area. The Center currently serves over 255 clients that come from 10 different cities in the Winnebago/Boone County area. The Center provides transportation services for its clients and programs with twelve vehicles (3 of which were funded through the FTA/IDOT "5310" program), receives considerable public transit assistance from RMTD, and contracts with private firms to provide transportation assistance. In spite of these efforts, the Center is being forced to turn needy clientele away due to a lack of adequate transportation services.

RMTD and Center of Hope staff met and determined that the most cost-effective way to better provide for the existing and increasing transportation needs of the Center is for the Center itself to acquire additional vehicles. Subsequently, the Center brought the situation to the attention of the RMAP Technical and Policy Committee with the request that RMAP endorse the Center's intent to apply for vehicles through the "5310" program.

In accordance with the above, the FY2002-3 TIPs endorsed the Center of Hope's application for two super medium-duty paratransit vehicles. Subsequently, IDOT had sufficient funds to award one vehicle. The FY 2004 TIP endorsed the Center of Hope's application for the second vehicle but an award has not yet been made. The FY2005 TIP endorses the application for an additional vehicle for the Center of Hope. Further, anticipating service expansion and vehicle replacement needs, this TIP also programs additional vehicle endorsements in FY2006, FY2007 and FY 2010-11 and FY 2013. Barbara Olson Center of Hope applied for one replacement vehicle from IDOT CY 2013 CVP application and one replacement from the IDOT CY 2014 CVP application (FY2014) through the 5310 program.

3. Booker Washington Community Center: The Booker Washington Community Center is a not-for-profit agency that provides social services at its facility located at the west fringe of the old central business district for citizens throughout western Rockford and the Rockford area in general. In 1994-5, a "5310-funded" vehicle was awarded to the Center. That vehicle remained in use until it became inoperable in 2007. At that time, RMTD provided Booker Washington Center a replacement vehicle. Booker Washington placed a requested with IDOT in FY2008 for a replacement vehicle.

4. Rock River Training Corporation: The Rock River Training Corporation is a 501-C3 non-profit agency that helps people reach their employment goals through resources provided under the Workforce Investment Act (WIA). This includes job search assistance, resume writing, and payment for school and books to name a few services. Rock River Training Corporation is the local administrator for programs offered through and funded by the Workforce Investment Act. Rock River Training Corporation is one of three agencies that



make up the One Stop Operator consortium. The consortium also includes Rock Valley College and the Illinois Department of Employment Security. In FY 2012, RRTC approached the RMAP Mobility Subcommittee regarding the use of JARC funds to initiate a ride-share program. RRTC also applied for and was awarded two vehicles through the 5310 CVP application process (IDOT CY 2012 CVP application) to enhance the effectiveness of the ride-share program which would provide better access for individuals who needed an alternate means of reaching workplace activities.

5. Wesley Willows: Wesley Willows is a retirement community on the Northwest edge of Rockford and is currently home to over 600 residents age 55 and above. At Wesley Willows, supports related to transportation services include full time transportation service to medical appointments and transportation that supports activities of daily life such as grocery shopping, etc. Wesley Willows transportation for medical services is available by reservation Monday-Friday from 7:30AM to 3:00PM. Additional on-campus transportation is available Monday-Friday from 8:30AM-6:00PM with hours being flexible to meet the needs of residents and provide personalized care. In FY 2013, Wesley Willows approached the RMAP Mobility Subcommittee regarding applying for 5310 funds through the Statewide application program. Wesley Willows applied for two vehicles through the 5310 CVP application process (IDOT CY 2013 CVP application) to enhance the mobility of seniors that participate in their programs and received one vehicle from IDOT. Most recently, Wesley Willows applied for one replacement vehicle through the IDOT CY 2014 CVP application cycle.

6. South Beloit/Rockton/Roscoe Area Transit Feasibility (Stateline Mass Transit District [SMTD]): In FY2004, a study of the feasibility of establishing public transit services to the Rockton/Roscoe area was conducted; funding was provided under an Illinois Tomorrow Grant. The study found a limited but complicated situation for transit in the northeastern Winnebago County area. With the exception of the City of South Beloit, the area's low density and highly automobile oriented populations are not likely to be strongly supportive of public transit services. Therefore, if public transit service is to be attempted, the study recommended limited service demonstrations to test the market response before making a full scale financial commitment. This could be done via a short-term contract with a private provider or with RMTD. Other alternatives such as vanpools should also be explored.

In FY 2007, four demand/ response paratransit vehicles were awarded to RMTD for this service. In FY 2008, the Stateline Mass Transit District contracted with the Rockford Mass Transit District to provide demand/response service to South Beloit, Rockton, Rockton Township and Roscoe. The service provided utilizes the aforementioned four paratransit vehicles. SMTD service began in February 2008 and is ongoing. More information can be found on the SMTD website <http://www.smtd.biz/>

7. Rockford-Belvidere Commuter Rail Feasibility Study: In the Federal FY2003 budget, Rockford and Belvidere were allocated \$198,700 from the National Planning and Research Program for the purpose of conducting a "Rockford-Belvidere Transit Feasibility

Study". Currently there is no commuter rail service between the Rockford-Belvidere region and the Chicago region. In the next 20 years, the region expects to see substantial population and economic growth that will, in turn, create substantial increases in travel demand between the Rockford-Belvidere region and the Chicago region. These increases will strain the existing roadway transportation network. Consequently, either the roadway network will have to be expanded or alternative transportation modes must be provided. Recently, Metra, the commuter rail system serving northeast Illinois, committed to studying the feasibility of extending commuter rail from its current terminus at Big Timber to the end of the Metra service area at the McHenry / Boone County Line. In 2002, the Northern Illinois Commuter Rail Initiative (NICRI) was formed to explore the feasibility of extending commuter rail service to/from Chicago. The Cities of Rockford and Belvidere (in conjunction with and on behalf of Boone and Winnebago Counties and the Rockford Mass Transit District) contracted with the consulting firm TranSystems Corporation for the purpose of assessing the feasibility of service from McHenry County to Rockford. This study was completed in November 2004. As stated in the RMAP Year 2035 Long-Range Transportation Plan, "the NICRI study concluded that the project compared favorably with other federal New Start initiatives that are being considered by the FTA, but in order to move it forward it would need a funding plan with a strong local commitment and a favorable response from Metra and the Union Pacific railroad."



ALTERNATIVE ANALYSIS:

To ensure that this effort continues, the Rockford Urban Area received new federal funds in SAFETEA-LU to fund the "Alternative Analysis" require of the FTA New Starts Planning and Project Development Process.

In 2004 the Northern Illinois Commuter Transportation Initiative – NICTI (formally NICRI) completed the systems planning step of the TEA-21 New Starts Planning and Project Development Process, a feasibility study. The results of this feasibility study were that a commuter rail extension to the Rockford-Belvidere area was feasible.

In 2005 the federal government adopted SAFETEA-LU. Within SAFETEA-LU was an earmark for approximately \$2.4 million in federal funding to move this transportation vision forward through the next three steps in the project development process, (1) an alternatives analysis, (2) selection of a locally preferred alternative, and (3) a draft and final environmental impact statement. Additionally, approximately \$600,000 in state funding from the IDOT Division of Public and Intermodal Transportation was secured for the matching portion.

A contract between the City of Rockford (the grant administrator) and consultant team of seven firms, led by TranSystems and Parsons Brinckerhoff Inc. to complete the study was signed in July of 2006. Several major events and milestones have been met. First, two separate public open houses have been held to explain the "AA" process, to seek input and comments from the public and to answer questions from the Executive Committee (EC) members and from members of the project team. These public events were held in Rockford and Belvidere during the time periods of November 15 & 16, 2006, and February 27 & 28, 2007. During the November and February public events, the EC and the consultant team identified thirteen options for the first level screening. After researching, analyzing, reviewing and discussing each of the thirteen different options, the EC decide to further study four of these options for the second level screening phase. The result of this phase of the "AA" process is selecting a Locally Preferred Alternative (LPA). In 2008, the NICTI Executive Committee voted unanimously to select the UP Belvidere Subdivision route as the Locally Preferred Alternative (LPA). The RATS (RMAP) Policy Committee, at their May 29th, 2008 meeting, also selected the LPA and then forwarded this selection to the FTA. The selected line was also viewed as the line with the best potential for partnerships with others that have the potential to create a strong service that meets many needs. More information can be found on the RMAP website at <http://www.rmapil.org> or on the NICTI website at <http://www.nicti.net>.

TABLE 21- SPECIAL FTA & IDOT-FUNDED PROJECTS

YEAR	PROJ. #	AGENCY	Description	UNITS	TOTAL \$	**ARRA**	IDOT \$	Local \$	FTA \$ 5309/ 5339	Justification	STATUS	
FY02	02-08	RMTD	East-Side Transfer Center: Feasibility, reconstruction, site acquisition, site prep., possible construction (part or all) and similar activities	1	670,000		See TRC note		670,000	Satellite transfer center needed to compliment proposed changes in route structure designed to accommodate changes in the spatial distribution of the general population, transit dependent persons and transit dependent activities.		
FY03-04	03-15	RMTD	Fixed-route buses, fleet expansion buses	3 1	1,005,000 350,000		201,000 See TRC note		804,000 350,000	Expand fleet to accommodate recent service expansions, changes & variable bus size needs. These are Fleet Expansion buses. On May 25, 2006, the FY2006 TIP was amended to allow a portion of IDOT's TOLL REVENUE CREDITS TO BE USED AS LEVERAGE TO USE FEDERAL FUNDS AT 100%. The Fed \$ amount of \$350,000 includes both the Federal and State/local totals		
FY05	05-08	RMTD	Replacement fixed-route buses (1)	\$335,000 / Bus	335,000		See TRC note		335,000	Replace worn out vehicles, maintain safe, reliable service. NOTE: On May 26, 2005, the FY2005 TIP was amended to allow a portion of IDOT's TOLL REVENUE CREDITS TO BE USED AS LEVERAGE TO USE THE FEDERAL FUNDS AT 100%. The Fed\$ amount of \$335,000 includes both the Federal and State/local totals		
FY04-05	04-2	RMTD	Replacement fixed-route buses (15)	\$275,000 / Bus	4,125,000		825,000		3,300,000	Maintain safe, efficient service throughout the community.		
FY05	05-1	RMTD	Paratransit (5)	\$60,358 / Vehicle	301,790		See TRC note		301,790	Replacement Paratransit Vehicles		
FY06	06-1	RMTD	PT BUSES (Med-Duty) [4]	\$75,921 / Vehicle	303,681		60,736		242,945	To increase bus service to NE Winnebago County. Buses used to provide Staline Mass Transit District (SMTD) Service		
FY06	06-4	RMTD	Fixed Route Vehicle (1)	\$281,705 / Vehicle	281,705		See TRC note		281,705	For Expansion Vehicles		
FY06	06-5	RMTD	MD Paratransit (1)	\$75,000 / Vehicle	75,000		See TRC note		75,000	For Replacement Vehicle		
FY06	All uncompleted projects above are reauthorized for FY 2006											
FY 07	07-3	RMTD	PT BUSES	6	390,000		See TRC note		390,000	Paratransit buses to provide safe, reliable service. IDOT's Toll Revenue Credits (TRC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$250,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column.		
FY 08	08-2	RMTD	FIXED ROUTE BUS	1	350,000		See TRC note		350,000	Bus to provide safe, reliable service. IDOT's Toll Revenue Credits (TRC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$350,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$		
FY 09	02-08	RMTD	East-Side Transfer Center: Construction	1	6,000,000	3,693,756			2,306,244	Satellite transfer center needed to compliment proposed changes in route structure designed to accommodate changes in the spatial distribution of the general population, transit dependent persons and transit dependent activities.	ARRA Funding (IL-04-0011)	
FY 09	09-11	RMTD	FIXED ROUTE BUS	4	1,500,000		See TRC note		1,500,000	Bus to provide safe, reliable service. IDOT's Toll Revenue Credits (TRC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$1,500,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$	2 buses have been programmed in Grant IL-04-0011	
FY 09	09-12	RMTD	COMPUTER EQUIPMENT & SOFTWARE		300,000		See TRC note		300,000	To replace worn out equipment. IDOT's Toll Revenue Credits (TRC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$300,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column		
FY 10	10-28	RMTD	FREON RECLAIMER/RECYCLE	1	10,000	10,000				For vehicle maintenance.	ARRA Funding (rural side) IL-86-X001 / CAP-10-930	
	10-30		BATTERY POWERED BUSES	2	2,000,000	2,000,000				For Expansion Vehicles and to maintain safe, efficient service throughout the community	ARRA Funding (TIGER Grant)	
	10-31		CHARGING STATIONS AND EQUIPMENT FOR BATTERY POWERED BUSES		70,000	70,000					For vehicle maintenance.	ARRA Funding (TIGER Grant)
	10-32		PORTABLE HOIST	1	40,000	40,000					For vehicle maintenance.	ARRA Funding (rural side) IL-86-X001 / CAP-10-930
	10-33		DIAGNOSTIC SOFTWARE AND INTERFACES		20,000	20,000					For vehicle maintenance.	ARRA Funding (rural side) IL-86-X001 / CAP-10-930
FY 11	11-16	RMTD	ROOF FOR 520 MULBERRY		200,000		200,000			For facility maintenance	DCEO Grant	
	11-17		EAST SIDE TRANSFER CENTER EQUIPMENT		80,000		80,000			For facility operation	ARRA- Requested through the State. IL-86-X001	
	11-18		EAST SIDE TRANSFER CENTER- ACCESS PATH, GARAGE EQUIPMENT		550,000					For facility operation	REQUESTED THROUGH THE STATE. IL-86-X001	
	11-19		PARATRANSIT MEDIUM DUTY VEHICLES	2	130,000		See TRC note			To replace worn out equipment. IDOT's Toll Revenue Credits (TRC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$130,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column	STATE OF GOOD REPAIR. REQUESTED THROUGH THE STATE	
	11-20		BRT VEHICLES	3	1,650,000		See TRC note		1,650,000	For expansion vehicles to start Bus Rapid Transit Service		
FY 13		RMTD	MAP-21 Apportionment Amount		307,753				307,753	MAP-21 Funds to be used for capital program purchases to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities		
FY13	13-7	RMTD	Facility Improvements		3,775,000		3,775,000			Rehab downtown transfer center at 501 West State Street., Additional ADA features to 520 Mulberry Street facility. Additional paratransit offices at 625 Mulberry Street facility. Adding a 2nd floor to the maintenance office and break area. Funding from the FY13 DPIT Downstate combined Illinois Job Now and Downstate Transit Improvement Fund Capital Program	Awarded - STATE DCIP	

TABLE 21- SPECIAL FTA & IDOT-FUNDED PROJECTS

YEAR	PROJ. #	AGENCY	Description	UNITS	TOTAL \$	**ARRA**	IDOT \$	Local \$	FTA \$ 5309/5339	Justification	STATUS
FY13	13-8	RMTD	ITS Improvements		720,000		720,000			AVL/GPS for fixed route vehicles. Video software system computers audio/visual system for transfer center. Funding from the FY13 DPIT Downstate combined Illinois Job Now and Downstate Transit Improvement Fund Capital Program	Awarded - STATE DCIP
FY13	13-9	RMTD	Equipment Improvements		1,605,000		1,605,000			Upgrade in-ground hoist, upgrade bus washer, driver simulator, bus vacuum cleaner, garage door replacement, electronic key box system, ADA training equipment, maintenance equipment, office furniture	Awarded - STATE DCIP
FY 14		RMTD	MAP-21 Apportionment Amount		322,770				322,770	MAP-21 Funds to be used for capital program purchases to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities	
YEAR	PROJ. #	AGENCY	Description	TOTAL \$	IDOT \$	Local \$	FTA \$ 5309/5339	Justification			
FY06	06-2	RMTD	Alternatives Analysis for NICRI	120,175	24,035		96,140	To start an alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / IDOT #199		
FY06	06-3	RMTD	Alternatives Analysis for NICRI	1,250,000	250,000		1,000,000	To start an alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / IDOT #199		
FY 07	07-1	RMTD	Alternatives Analysis for NICTI	125,400	25,080		100,320	To continue the alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / IDOT #199		
FY 07	07-2	RMTD	Alternatives Analysis for NICTI	1,250,000	250,000		1,000,000	To continue the alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / CAP-12-994		
FY 08	08-1	RMTD	Alternatives Analysis for NICTI	135,850	27,170		108,680	To continue the alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / CAP-12-994		
FY 09	09-1	RMTD	Alternatives Analysis for NICTI	141,075	28,215		112,860	To continue the alternatives analysis to study commuter transportation alternatives in the region.	IL-04-0014 / CAP-12-994		

* In the 2007 TIP, "Special FTA & IDOT-Funded Projects" was Table 8, though it has since been renumbered as Table 6.

ARRA - American Recovery and Reinvestment Act of 2009

YEAR	PROJ. #	AGENCY	Description	TOTAL \$	IDOT \$	Local \$	FTA \$ Intercity	Justification	
FY10	02-08	RMTD	Intercity Portion of E. Side Transfer Center Project	650,000	130,000		520,000	Intercity vehicles to utilize portion of future E. Side Transfer Center - ticket selling area, passenger waiting, bus berths, etc.	IL-86-X001 / CAP-10-930

YEAR	PROJ. #	AGENCY	Description	TOTAL \$	IDOT \$ (100%)	IDOT \$ (20%)	Local \$	FTA \$ 5309	Justification	
FY12	12-13	City of Rockford / RMTD	Rockford Region Multimodal Transportation Center	3,000,000	565,000	487,000		1,948,000	Promote multi-modal connectivity between transit systems in the vicinity of employment centers in the Rockford region and with employment centers in the Chicago metropolitan area	IL-04-0014 / CAP-12-994
FY12	12-14	RMTD	Compressed Natural Gas (CNG) BRT Vehicles	1,800,000		See TRC Note		1,800,000	For expansion vehicles to start Bus Rapid Transit Service	

YEAR	PROJ. #	AGENCY	Description	TOTAL \$	STATE \$- IL Jobs Now! & JumpStart	Justification	
FY 15/16	15-1	RMTD	Amtrak Service between Chicago/Rockford	233,000,000	233,000,000	To establish passenger rail service in the form of Amtrak between Chicago and the Rockford region, including Elgin and Belvidere stops on the route.	

TRC Note: A portion of IDOT's Toll Revenue Credits will be used as leverage to use the Federal Funds at 100%.

TABLE 22- OPERATING and CAPTIAL ASSISTANCE to PUBLIC TRANSIT PROVIDERS PROVIDING FIXED-ROUTE & PARATRANSIT SERVICES – PAST & FORECASTED: 5316 JOB ACCESS AND REVERSE COMMUTE (JARC)

AGENCY	YEAR	PROJECT	REQUESTED SUBSIDIES			TOTAL COST \$	JUSTIFICATION / EVALUATION / NOTES
			STATE (IDOT) \$	LOCAL \$	FEDERAL "Access to Jobs" \$		
RMTD	FY 07	JARC - Service to CherryVale Mall and Vicinity	\$111,425		\$111,425	\$222,850	FY '06 5316 JARC Funds used for operation. IL-37-X048
	FY08	JARC - Service to CherryVale Mall and Vicinity	\$144,473		\$144,473	\$288,946	FY '07 5316 JARC Funds used for operation. IL-37-X058
	FY 08	JARC - Service to Machesney Park (Burden Loop)	\$84,007		\$84,007	\$168,014	FY '08 5316 JARC Funds used for operation / <u>implementation</u> of project. IL-37-X058
	FY 09	See Belvidere Fixed Route Service listed below for FY'11			\$149,349		FY '09 Apportionment Amount
	FY 10	See Belvidere Fixed Route Service listed below for FY'12			\$92,936		FY '10 Apportionment Amount
	FY 10	Bus Shelters	*See TRC Note		\$22,000	\$22,000	Remaining FY'08 funds will be used to implement this project. IL-37-X058
	FY 11	Belvidere Fixed Route Service	\$199,208		\$199,208	\$398,416	FY'09 and <u>partial</u> FY'10 funds will be used to implement this project. IL-37-X058
	FY 12	Belvidere Fixed Route Service	\$232,276		\$232,276	\$464,552	<u>Partial</u> FY'10 and <u>Partial</u> FY'11 funds will be used to implement this project. IL-37-X058
RRTC	FY 12	Commuter Connection	\$2,900		\$2,900	\$5,800	Patial FY'11 funds used to implement this project. IL-37-X058
R MTD	FY13	Belvidere Fixed Route Service	\$143,942		\$143,942	\$287,884	FY'12 funds will be used to continue to implement this project. IL-37-X058
Total					\$940,571	\$1,858,462	

TRC Note: A portion of IDOT's Toll Revenue Credits will be used as leverage to use the Federal Funds at 100%.

*50 % Federal / 50 % State/Local match for operational

*80 % Federal / 20 % State/Local match for capital

* For the FY 12 RRTC Project, local match is provided through Workforce Investment Act funds

TABLE 23- OPERATING and CAPITAL ASSISTANCE to PUBLIC TRANSIT PROVIDERS PROVIDING FIXED-ROUTE & PARATRANSIT SERVICES- PAST & FORECASTED: 5317 NEW FREEDOM

AGENCY	YEAR	PROJECT	UNITS	UNIT \$	REQUESTED SUBSIDIES			TOTAL COST \$	JUSTIFICATION / EVALUATION / NOTES	
					STATE (IDOT) \$	LOCAL \$	FEDERAL "New Freedom" \$			
RMTD	FY 08	New Freedom- MD Paratransit Vehicles	2	71,000	*See TRC Note		\$142,000	\$142,000	FY '06 and FY '07 5317 New Freedom Funds used. Buses to provide safe, reliable service. IDOT's Toll Revenue Credits (TRC's) to be used as leverage to use Federal Funds at 100%. The Fed\$ amount of \$142,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$. IL-57-X007	
	FY 08	New Freedom- Demand Response Service to Fixed Route			\$76,000		\$76,000	\$152,000	FY '08 5317 New Freedom Funds used for operation / <u>implementation</u> of the project. IL-57-X007	
	FY 09	See Bus Shelter Project listed below for FY'11						\$96,718		FY '09 Apportionment Amount
	FY 10							\$94,923		FY '10 Apportionment Amount
	FY 10	Bus Shelters	1		*See TRC Note		\$11,000	\$11,000	Remaining FY'08 funds will be used to implement this project. IL-57-X007	
	FY 11	Bus Shelters			*See TRC Note		\$191,641	\$191,641	FY'09 and FY'10 funds will be used to implement this project. IL-57-X007	
	FY 12	Same Day Paratransit Service			\$95,413		\$95,413	\$190,826	FY '11 Apportionment Amount. Purchase of vehicle to provide service. IL-57-X007	
	FY 13	Same Day Paratransit Service			\$96,522		\$96,522	\$193,044	FY '12 funds will be used to continue this service. IL-57-X007	
		Total Project Costs					\$612,576	\$880,511		

TRC Note: A portion of IDOT's Toll Revenue Credits will be used as leverage to use the Federal Funds at 100%.

*50 % Federal/50 % State & Local match for operational

*80 % Federal/20 % State & Local match for capital

LONG-RANGE CAPITAL NEEDS AND FUNDING FORECAST:

Supporting information for this TIP are fleet rosters and long-range vehicle replacement and capital needs schedules for RMTD. Please refer to those documents for specific figures. This information can be found in TABLES 21 and 22.

The overall conclusion that can be made from the forecasts made last year remain valid for FY2013. That is, given a reasonable continuation of Federal, State and local support for public transit, the capital needs of RMTD can be accommodated. However, a number of stipulations should be noted.

- The forecasts do not consider the need for service expansions within the main service area. Significant expansions will require funding expansions, improvements in equipment longevity, or both.
- The forecasts do not consider the capital needs of the services provided in Boone County by the Boone County Council on Aging. Those needs will be evaluated further as various service options are explored for Boone County and Belvidere.
- Additional major capital needs such as the construction of an “East-side Transfer Center,” the establishment of services north to Rockton/Roscoe or expanded services east to Belvidere, or the establishment of commuter services to the Chicago region will be funded from additional sources

HUMAN SERVICES TRANSPORTATION PLAN:

One of the planning provisions in SAFETEA-LU and subsequently in MAP-21, is a means for a “unified and comprehensive strategy for transit service delivery developed by public, private, and non-profit providers, with participation by the public, including people with disabilities, older adults, and individuals with lower incomes, in order to minimize duplication and maximize collective coverage.” This plan is a required document that is needed in order to use funds for Section 5310, New Freedom & JARC type projects. In order to fulfill this requirement, RMAP has previously taken the following steps: In June 2007, RMAP adopted Resolution 2007-7, which provided the framework of establishing the RMAP Coordinated Public Transit-Human Services Transportation Plan (HSTP). In addition to Resolution 2007-7, RMAP adopted Resolution 2007-8, which established the RMAP Mobility Subcommittee. The Mobility Subcommittee, which is a subcommittee of the RMAP Technical Committee, consists of representatives from area transit providers, human service agencies, workforce investment boards, local governments and members of the public. Working with the Mobility Subcommittee and receiving input from the public, the RMAP HSTP was completed and adopted as an amendment to the RMAP Year 2035 Long Range Transportation Plan by the Policy Committee at their January 2008 meeting. The document will be examined on an annual basis by RMAP staff and the Mobility Subcommittee to determine if there are new transportation needs that require consideration. As is the case with all RMAP documents, public comments regarding the HSTP are welcome at any time.



COORDINATION BY RMTD:

In addition to actually providing transit and paratransit services, RMTD also assists IDOT and RMAP by acting as the IDOT designated “Coordinated Service Provider” for the Rockford area. Accordingly, RMTD has the following responsibilities, as reaffirmed by RATS Resolution 2001-7 (March 29, 2001):

1. Monitor paratransit needs and services provided in the Metro Area, both public and private.
2. Periodically report to RMAP, IDOT and other pertinent public agencies or officials regarding paratransit needs and the status of paratransit service delivery.
3. To the extent possible, encourage the communication and cooperation between all paratransit service providers in the Metro Area, public and private, and encourage these entities to conduct and coordinate their services in a manner that provides the greatest possible level of paratransit service for the public dollars invested.
4. On an annual basis, or more often as needed, meet with the Boone County Council on Aging (BCCA) for the purpose of coordinating the transportation services of RMTD and BCCA.
5. Meet with persons and agencies seeking new publicly assisted paratransit services and, where possible, attempt to serve those needs with the publicly provided resources available to RMTD (or in Boone County, with the services provided by the BCCA).
6. Review applications for the establishment of new publicly funded paratransit service or assistance, particularly applications for FTA “5310” and “5311” funds, and make recommendations to RMAP and IDOT regarding the merits of said applications and whether or not the requests should be included in the RMAP Transportation Improvement Program.
7. Whenever a new and unmet paratransit need is identified and said need cannot be accommodated by RMTD (or the BCCA in Boone County), assist area entities, to the extent possible, in developing applications that can qualify them for FTA “5310” and “5311” funds or other applicable funding assistance.
8. As needed, apply for State, Federal and local funding assistance for the purpose of maintaining and bolstering the paratransit service of RMTD itself.

COORDINATION BY BCCA:

In addition to actually providing paratransit service, the BCCA assists IDOT and RMAP by acting as the “Coordinated Service Provider” for Boone County. BCCA’s role is similar to that described for RMTD under the “Financial Constraints” heading in Section 4.3.



SECTION VII: PROGRAM DEVELOPMENT

TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW:

This Transportation Improvement Program (TIP) has been prepared by the Rockford Metropolitan Agency for Planning (RMAP), the federally designated Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Area (MA). The TIP addresses all major surface transportation projects planned and programmed throughout the MA for the next four years (7/1/2014 - 6/30/2018) including the transit services provided throughout the MA by the Rockford Mass Transit District (RMTD) and the Boone County Council on Aging (BCCA). The Program documents the funding resources and planned projects for the Cities of Rockford, Loves Park and Belvidere; the Villages of Caledonia, Cherry Valley, Machesney Park, New Milford, Poplar Grove, Roscoe, Timberlane and Winnebago; the Counties of Boone and Winnebago; the Illinois Department of Transportation (District 2); the Greater Rockford Airport Authority; the Illinois Tollway, and the above transit agencies.

This TIP demonstrates the short and long-term financial liquidity and solvency of the above entities with respect to surface transportation services and projects. The continued operation and capitalization of their surface transportation systems appears feasible and viable.

The proposed projects within this TIP are consistent with the federal requirements and guidelines. As proposed, this TIP and the projects contained herein are:

1. Beneficial to citizens throughout the MA and have been developed in cooperation with all area agencies having highway, transit, bicycle and pedestrian responsibilities.
2. Compatible with the State of Illinois TIP.
3. Not discriminatory with respect to State and Federal Civil Rights laws.
4. Coordinated with other modes of transportation.
5. Inclusive of all federally funded and regionally significant projects.
6. Considered and listed with regard to the best priority for implementation.
7. Financially feasible and complementary to reasonably expected funding levels.
8. In concert with the provisions of the Federal Americans with Disabilities Act.
9. In concert with the provisions of the Federal Clean Air Act.
10. Consistent with the Paratransit Plan of RMTD and the Long-Range Transportation Plan and the Congestion Management Strategies of RMAP.

The development of this TIP has been announced and open to the public since April 18, 2014 via the open meetings of the RMAP Technical and Policy Committees, a public notice published in the Rock River Times, and other notifications. This document was first made available in draft form via the RMAP web site at www.rmapil.org, on June 19, 2014, and also available upon request. Opportunities for private sector involvement have been afforded and considered by the area's public transit operators as part of this TIP preparation. The projects within this TIP will not result in decreases in service levels or prevent the adequate operation or maintenance of the existing surface transportation systems.

RMAP, by Federal law, is required to prepare and maintain several documents that describe, evaluate and plan the area's transportation systems. Two of the most important are the Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The LRTP attempts to coordinate all major transportation decisions and expenditures over

the next 25-30 years. The LRTP is comprehensively updated every five years, and is scheduled to be updated next in the 2015 Fiscal Year. The second document, the TIP, more precisely describes and lists the projects that are to be implemented within the next four years. The TIP is updated annually.

In accordance with Federal Regulations, RMAP has prepared this FY 2015-2018 Transportation Improvement Program (TIP). As stated, it lists all the projects programmed for the next four years. The first year is the "implementation year" and the second, third and fourth years are referred to as the "out years". Ideally, a project will first be seen in the TIP in the fourth year and will, over the next three TIP updates, advance to the implementation year. Sometimes, projects are advanced faster or may even enter the TIP for the first time in the implementation year or in the second or third year elements. Conversely, as community priorities change, some projects may stay in the out years for several years before reaching the implementation year, or may disappear from the TIP entirely. Large and complicated projects are often phased or spread over several years: i.e., the engineering may be in the implementation year, the land acquisition for the project will be shown in the second year, and the actual construction shown in the third and/or fourth year. In some cases, projects of sufficient complexity or magnitude are represented in multiple years at the same time, serving to better elucidate the funding level and timing considerations of those projects as a whole.

Some criteria for the addition of projects to this TIP are those that have regional benefits including improving economic productivity by facilitating regional trade, relieving congestion, and improving transportation safety by facilitating passenger and freight movement.

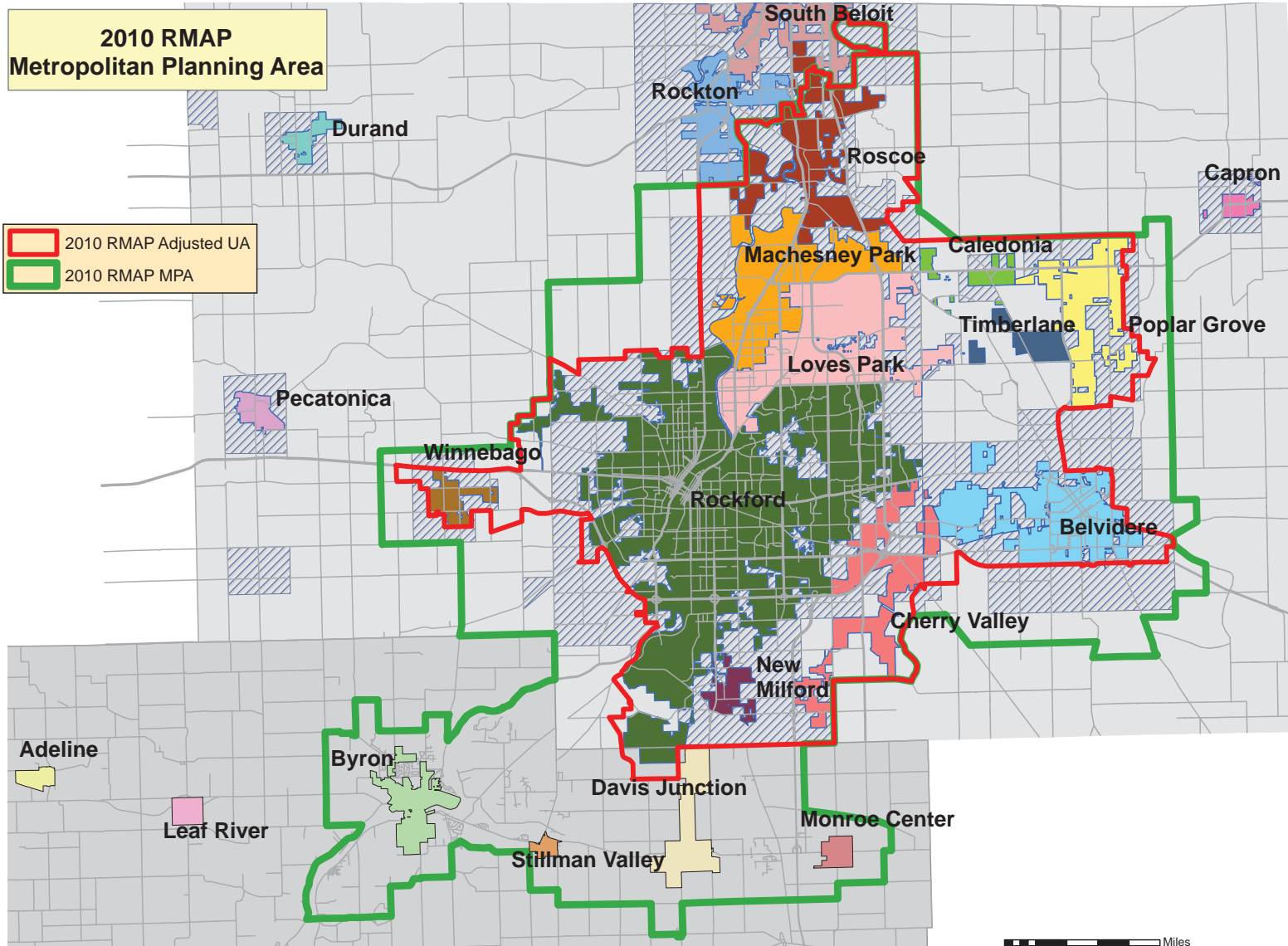
GEOGRAPHIC AREA OF COVERAGE:

The TIP is developed for the entire RMAP Metropolitan Planning Area (see map). The Metropolitan Planning Area consists of the following: (1) the Urbanized Area, as defined by the Year 2010 U.S. Census; (2) the Adjusted Urbanized Area⁵ as defined by RMAP; and (3) the Metropolitan Planning Area, the additional abutting areas that are expected to become urbanized within 25-30 years. This TIP is also coordinated with the State Line Area Transportation Study (SLATS), the MPO adjacent to RMAP to the north.

IMPACT OF URBANIZED AREA CHANGES:

In 2012, the US Census Bureau issued new urbanized area boundaries based on Year 2010 Census data. As a result, the Rockford urbanized area became slightly larger than the area previously defined by the 2000 Census. Specifically, the larger Year 2000 Rockford urbanized area altered the RMAP (then RATS) jurisdictional planning boundaries by adding the communities of Timberlane and Poplar Grove into the defined Urbanized Area. Additionally, in FY 2014, RMAP underwent the process of updating the Adjusted Urbanized Area and Metropolitan Planning Area for its region, including portions of Ogle County in the new MPA.

The map on the following page displays the 2010 census-defined Urbanized Area, and the more recently updated Adjusted Urbanized Area and Metropolitan Planning Area of RMAP.



FEDERAL GUIDANCE:

This TIP is developed in accordance with (1) the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the resulting federal guidelines as published in the Federal Register on October 28, 1993, (2) the Proposed Rule for Statewide Transportation Planning and Metropolitan Transportation Planning, pertaining to the Transportation Equity Act for the 21st Century (TEA-21) as published in the Federal Register on May 25, 2000, (3) the Interim Guidance For Implementing Key SAFETEA-LU Provisions On Planning, Environment, And Air Quality For Joint FHWA/FTA Authorities (dated September 2, 2005), the May 2, 2006 FHWA/FTA Memorandum on SAFETEA-LU Deadline for New Planning Requirements (July 1, 2007), and the Final Rule for Statewide Transportation Planning and Metropolitan Transportation Planning (FR - dated February 14, 2007) under the recent passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU), and (4) the Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law on July 6, 2012. The February 14th also included Appendix A.

1. Previous Obligated Projects: Public transit projects obligated in previous years are listed in **TABLES 16, 18, 19 and 20**. Highway and other projects obligated in previous years are documented in **TABLES 9 and 10**.
2. Illustrative Projects: Illustrative projects are defined as projects that are needed or desirable but for which there is insufficient Federal, State and/or local funding. These projects are described in the RMAP LRTP on page 89.
3. Documentation of Public Input: Public input opportunities are documented in Appendix A. Public feedback on the draft TIP may also be documented in an Addendum to the adopting resolution.
4. Needs of the Traditionally Underserved: Consideration of the needs of those traditionally underserved by the existing transportation systems is most apparently demonstrated by the continued and considerable commitment to public transit, as documented in the Transit Element of this TIP. Consideration of the underserved is also documented under Title VI and Environmental Justice.

Financial Plan: This TIP pairs each project with a specific committed or reasonably forecasted funding source. The TIP is “financially constrained” and the existing transportation system is being adequately operated and maintained.

Inclusive of All Major Projects: This TIP contains all transportation projects (and phases) proposed for funding under Title 23 and the Federal Transit Act and all regionally significant projects for which an FHWA or FTA approval is required, whether or not the projects are to be funded with Title 23 or Federal Transit Act funds.

The Eight Planning Factors: (see “The Eight TIP Goals” at the right).

Certification: Self-certification is in accordance with forms developed by the FHWA/FTA on May 18, 2000 (See Appendix C).

Cooperation: (see “Participation/Cooperation” at the right)

FEDERAL CERTIFICATION STATUS:

The most recent Federal Certification review of the Rockford Metropolitan Area’s MPO (RMAP) by the Federal Highway Administration and Federal Transit Administration was held in November of 2011. At the June 2011 meeting of the Policy Committee, Federal partners presented the findings of the review and recommended RMAP for full certification. Regarding the Transportation Improvement Program itself, Federal partners commented that the monies reflected in the out years (for the 2015-2018 TIP, the out years are 2015-2018) should be reflected in year of expenditure dollars. As noted elsewhere in this TIP, this guidance has been taken into account and is reflected within the TIP.

THE EIGHT TIP GOALS:

In accordance with SAFETEA-LU and TEA-21, this TIP seeks to further the following eight goals.

1. Support the economic vitality of the Rockford Metropolitan Area, especially by enabling global competitiveness, productivity and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility options available to people and for freight. Accessibility and mobility is discussed in the 2035 Long-Range Transportation Plan. Emphasis is placed on linking low-income households with employment opportunities, community services and community amenities through public transit. Transportation is a problem for low-income persons. They simply cannot afford to own, maintain and operate automobiles to the degree higher income persons can. Low-income persons are typically public transit dependent.
5. Protect and enhance the environment, promote energy conservation, and improve the quality of life.
6. Integrate and connect the transportation modes for people and freight.
7. Promote efficient system management and operation.
8. Efficiently preserve the existing transportation system. It is important that the existing system is maintained and used to the fullest and most cost-effective manner before funds are used on new transportation facilities.

PARTICIPATION/COOPERATION:

RMAP developed the TIP in cooperation with all jurisdictions responsible for significant surface transportation systems or services in the Rockford Metropolitan Area. The area’s regional transit authorities, RMTD and BCCA, participated in the development of this TIP, including the development of funding estimates, determination of projects and assignment of priorities.

COMPATIBILITY WITH STIP AND OTHER PLANS:

The TIP is intended to be compatible with and complementary to the State of Illinois Transportation Improvement Program (STIP) and the capital improvement programs and plans of local jurisdictions.

FINANCIAL CONSTRAINTS:

In accordance with the ISTEA, TEA-21, SAFETEA-LU and MAP-21, the TIP is “financially constrained.” That is, all projects in the first year element have verified funding sources and all projects in the out years have “reasonably available funding sources.” Funding estimates are based on anticipated state, federal and local sources for the region. Reasonable projections of the federal, State and local funding have been made and the costs of the projects listed in this TIP are not expected to exceed the funding projected to be available. Proposed projects have been paired with a funding type or types in amounts sufficient to implement the project or project phase listed. Implementing agencies are expected to implement projects from the sources and in the amounts listed. An implementing agency may elect to change the fund type with subsequent notification to RMAP. However, the use of Federal STP-Urban funds always requires approval of RMAP Policy Committee. Any increase in the proposed funding assigned to a transit operator requires the mutual agreement of the transit operators or the approval of RMAP. As such, any projects using a federal funding source within the RMAP MPA must be listed in this document.

SCOPE OF PROJECTS AND ACTIVITIES LISTED:

The TIP includes all regionally significant surface transportation improvement projects, which are publicly supported or assisted in the Rockford Metropolitan Area. This includes all federally funded projects or federally assisted projects involving public roadways, roadway intersections and public transit services and all federally-assisted “enhancement projects” authorized through the ISTEA, TEA-21, SAFETEA-LU and MAP-21. Further, for the sake of better local communication and coordination, most locally sponsored transportation projects are also included. In some cases, small but similar projects are grouped together: i.e., the “City-wide local street resurfacing” projects and the “City-wide intersection improvement” projects of the City of Rockford.

SCHEDULING DISCLAIMER:

The projects listed in this TIP represent the best estimates of the participating agencies concerning project scheduling. Although the agencies intend to proceed with the projects in accordance with the priorities stated, unforeseen events or circumstances can impact the schedule for individual projects. Among these are funding availability (federal, State and local), project readiness (environmental problems, engineering, land acquisition), and the agencies’ need to retain programmatic flexibility to address changing conditions and priorities on the State and local highway systems.

MAINTENANCE OF THE EXISTING SYSTEM:

It is the consensus of the planners, engineers and administrators involved in the development of this TIP, that the existing system is being adequately maintained and operated and that maintenance is not being deferred in favor of new construction, equipment or activity. Expenditures are identified in this TIP for the operation and maintenance of public transit facilities and equipment, and for surface system repairs such as city-wide resurfacing, striping, sealing, sidewalk and alley repairs and similar activities essential to the maintenance of the existing system. Although all transportation system maintenance activities are not listed in the TIP, it is important to reemphasize that the maintenance of the existing system and the safety of the persons using the existing system generally take precedence over projects which expand the system. Overwhelmingly, the majority of projects listed in the TIP represent projects considered “State of Good Repair” which are projects aimed at maintaining and repairing the current transportation system.

CONSISTENCY WITH THE LONG RANGE TRANSPORTATION PLAN:

All projects identified in the TIP are consistent with the 2040 RMAP Long Range Transportation Plan (LRTP). The RMAP Policy Committee adopted the most recent comprehensive update of the LRTP on July 29, 2010 (Resolution 2010-11). Copies of the plan are available for inspection in the RMAP offices and for viewing on the MPO web site at www.rmapil.org. The projects in this TIP are also consistent with the Human Services Transportation Plan (HSTP) as well as the RMTD Paratransit Plan.

INCREASED FUNDING FLEXIBILITY:

Under ISTEA, TEA-21, SAFETEA-LU and MAP-21 regulations, the flexibility of numerous funding sources was broadened in comparison to previous transportation legislation. Currently, both FTA “5307” funds and Surface Transportation Program (STP-Urban) funds can be used for either highway or transit purposes. This TIP recognizes these opportunities but does not propose funding shifts at this time. That is, FTA “5307” funds will continue to be used solely for public transit purposes and STP-Urban funds will be used solely for highway purposes. The only exception of which is the decision to use STP-Urban funds for planning and design of a Downtown Rockford Rail Station for the AMTRAK Chicago to Dubuque Route. This decision is the consensus of all the RMAP participants including the area’s public transit providers.

PROJECT ADVANCEMENT:

This Transportation Improvement Plan (TIP) lists projects that are planned for fiscal years 2015 (**Table 1 & Map 1**), 2016 (**Table 2 & Map 2**), 2017 (**Table 3 & Map 3**), and 2018 (**Table 4 & Map 4**). Implementation priority is given to the projects listed in the first year. However, if alterations or advancements to any of the projects in these years need to be made after the document has been adopted there are two processes by which the Rockford Metropolitan Agency for Planning (RMAP) staff can do so. Which method is used is determined by the specific change that needs to be made to the project in question.

“Administrative Modifications” are used when the changes to the information in the TIP are minor. RMAP staff reviews the proposed change and if it is determined that no significant revision is being made, then the TIP will be changed to reflect the new information. Staff will inform the Technical and Policy Committees of such changes at the next scheduled meeting. Instances in which Administrative Modifications are used are exemplified as follows:

1. Minor changes in the costs and/or funding sources of a particular project (usually under 20%-30% of total project cost)
2. Advancement of projects from the out years to the implementation year or vice versa
3. Movement of funding from one project to another
4. Addition of a prior phase to a project
5. Addition of/removal of Advanced Construction status

This is not intended as an all-inclusive list, but is illustrative of the type of change that might warrant the use of Administrative Modifications. These revisions are of a minor nature that does not require the deliberation of the Policy Committee in order to render a decision. In order to operate in an efficient and practical manner, such minor changes are handled administratively to prevent the cluttering of the Policy Committee’s regular agenda.

Alternatively, where major revisions are proposed such as in the case of emergency priority projects, the formal TIP Amendment Process is utilized. This includes the drafting of an amendment, discussion in the Technical and Policy Committee meetings, public notification and review, and finally adoption by the Policy Committee. These changes include but are not limited to:

1. Increasing the scope or changing the project description and funding sources
2. Addition of unprogrammed funding to a project
3. Introducing a change that would alter any NEPA documentation
4. Addition of any new projects into the TIP using federal monies
5. Deletion of a programmed project from any year included in the TIP

When discussing a proposed amendment, consideration is given to all public comments received, to whether the alteration is fiscally constrained, and to the effect the alteration may have on the air quality conformity of the area. The addition of projects to this TIP will have verified funding sources and will not affect or impact the funding of existing projects already listed in the TIP.

STATUS OF PREVIOUS PROJECTS:

A new requirement stemming from TEA-21 and continued in SAFETEA-LU is the publication of the status of previously approved projects. Specifically, “An annual listing of projects for which federal funds have been obligated in the preceding year shall be published or otherwise made available by the MPO for public review.”

To a large extent, RMAP has been meeting this requirement for many years. A regular agenda item at Technical Committee meetings are the Progress Reports; at which time all RMAP participants report on the status of all their ongoing federally and locally funded projects. These reports are subsequently documented in a complete listing (highway projects) attached or included with the monthly meeting minutes or in the minutes themselves (for major transit projects). Also, with respect to transit projects, RMAP has made a practice within each new TIP of annually republishing the lists of previous year’s projects, often as far back as 4-5 previous years. This TIP also includes a list (**TABLE 10**) of the previous year’s highway projects with information on their status and extent completed. Projects not yet initiated or awarded are so noted (**TABLE 9**).

REAUTHORIZATION OF PREVIOUS TIP PROJECTS:

Projects listed in the first year of an approved TIP may not always be started or the grants awarded before the beginning of the succeeding fiscal year. As stated above, previously approved transit projects remain listed in the back years of transit project capital and operating assistance tables. Transit projects that were previously approved, but that are uninitiated or uncompleted, remain as “approved” projects unless otherwise noted in those tables as deferred, dropped or replaced. It is also the intention of this TIP to continue the authorization of previously approved but uninitiated or unawarded highway projects. Special efforts have been made to identify all such highway projects and list them in **TABLE 9**. In the event some such projects have been inadvertently missed, RMAP Staff is authorized to expand **TABLE 9** to include other such delayed projects as long as these projects were fully approved in a previous, financially constrained TIP and funding remains available and uncommitted to any other project or projects. When Staff so revises **TABLE 9**, they will submit the revision to FHWA for approval and will inform the Technical and Policy committees at their next regularly scheduled meetings.

ENVIRONMENTAL MITIGATION:

During the preparation of the RMAP LRTP, consideration was given to protecting the area's parks, forest preserves, conversation areas and other environmentally sensitive area. While the 2040 LRTP was being developed in 2009 & 2010 and subsequently adopted in July 2010, the updating of the region's next version of Greenway Plan was also underway during that time period. Over the past years, RMAP had a strong involvement with the preparation of the region's 2004 Greenway Plan and 1997 Greenway Plan for the Boone and Winnebago Counties. As a result of these past efforts, the 2011 Boone and Winnebago Greenways Plan and Map was completed and made available to the public on April 22, 2011. The Greenway Plan was developed using GIS and over 100 layers of data for this project, including hydrology, soil types, floodplains, geology, flora and fauna inventories, topography, and land cover. This extensive research and inclusion of information that was included in the Greenway Plan is a result of the completion of the 2011 Boone and Winnebago Greenway Plan and Map. It will serve as the one of the principal tools in identifying environmental impacts associated with transportation projects.

Because of this effort to be an active participant in the Greenway Plan update and that one of the major emphases in the RMAP LRTP will be to expand capacity primarily within existing highway corridors, it appears that there will be very little impact on the region's environmentally sensitive areas. However, it should be noted that two of the corridors, IL 2 (north of Elmwood Road) and the extension of Town Hall Road, will have impacts to creek/river areas when these highway improvements are implemented. However, property for these two crossings in the projected corridors has already been acquired by either the state or local governmental entities. Accordingly, the resulting impacts to the adjacent land should be negligible. Corridor studies for both of these corridors have been completed and environmental factors were addressed within these "zoom-in" analyses. If impacts for these two corridors, or for any other improvements which are described in the RMAP LRTP and listed in this and future TIPs, will have an influence on the natural resources and the surrounding natural environment, the NEPA process will be used as an "umbrella" for compliance with over forty environmental laws, regulations and executive orders.

In 2008, the RMAP Year 2035 LRTP was amended to include a further discussion of environmental mitigation methods at the policy and/or strategic level. The amendment lists organizations that RMAP has engaged and will continue to engage in the future with regard to planning and the environment as well as lists and discusses environmentally related projects that have been implemented throughout the MPA. RMAP will also continue to seek out and engage new organizations and stakeholders in the future. Since this time RMAP has updated the 2035 LRTP through the release of the 2040 RMAP Long Range Transportation Plan. This iteration of the LRTP addresses these issues and many others and was released in July 2010. Currently, RMAP is furthering this planning initiative to extend our dialog with other community organizations through the Greater RMAP Environmental Education Network (GREEN).

CLEAN AIR ACT:

The Rockford Metropolitan Area is an "attainment area" with regard to clean air standards. Therefore, many of the newer planning requirements stemming from the ISTEA, TEA-21, SAFETEA-LU and the Clean Air Act do not apply to the area or the development of this TIP. Regardless, RMAP and the participating jurisdictions are respectful of air quality concerns and are attempting to propose and implement transportation projects which will retain and enhance the "attainment" status of the urban area. In April of 2011, RMAP Staff prepared a report as an addition to the 2040 RMAP LRTP further explaining air quality issues in the Rockford Metropolitan Area. This report can be found on the RMAP website at www.rmapil.org or by contacting RMAP staff either in person at the RMAP office or by phone or email.

CONSISTENCY WITH OTHER PLANS:

All projects identified in the TIP are consistent with the 2040 RMAP Long Range Transportation Plan (LRTP). The RMAP Policy Committee adopted the most recent comprehensive update of the LRTP on July 29, 2010 (Resolution 2010-11). Copies of the plan are available for inspection in the RMAP offices and for viewing on the MPO web site at www.rmapil.gov. The projects in this TIP are also consistent with the Human Services Transportation Plan (HSTP) as well as the RMTD Paratransit Plan.

CONGESTION MANAGEMENT IMPACTS:

Managing and reducing traffic congestion is a goal of RMAP as defined in the Long Range Transportation Plan (LRTP) and is an integral part of the RMAP Planning Process. Throughout the LRTP, Congestion Management Strategies (CMS) are stated and emphasized as possible strategies for the Rockford area to implement. These strategies have been considered as projects have been selected and programmed in this TIP. This TIP illustrates concern for Congestion Management in two ways. One way is the emphasis demonstrated in this TIP on the maintenance and improvement of the area's public transit systems. Public transit is critical because it reduces single-occupancy vehicular travel, thus reducing overall roadway congestion. Second, this TIP contains numerous roadway improvement projects that enhance the ability of the existing network to convey vehicles without significantly adding lane miles. Most important are the intersection improvement and signalization modernization projects, projects involving "intelligent transportation system" elements, and the selective addition of new lane miles to close key gaps in the roadway network. In this TIP, these projects are identified with the phrase "CMS Project".

**APPENDIX A -
PUBLIC
PARTICIPA-
TION PROCESS**

Federal law requires the notification and participation of the general public and area transportation stakeholders in the development of this TIP. A Public Participation Plan (PPP) has been prepared and adopted by RMAP. The PPP specifies the general procedures to be followed in developing/adopting all Federally required documents produced by RMAP, including this TIP. The discussion in this section summarizes the general procedures and steps contained in the PPP pertaining to the TIP. A chronological listing of specific steps taken with regard to involving the public in the development of this TIP and unique to this TIP is located at the end of this document.

EARLY INVOLVEMENT ENCOURAGED:

The efficient design, construction and repair of major roadways must involve numerous agencies from all levels of government, local, State and federal. In addition to the local cities, villages and townships, several special purpose units of government and public utility companies may also be included (i.e., park, sanitary and school districts, electric, gas, telephone and cable companies, and others). Coordinating all these agencies can be a complicated and lengthy process.

Transportation improvements vary widely in size and scope. With large, multi-jurisdictional projects, several years may be necessary from the time an improvement is conceived as an idea, to the time that it is actually implemented. Federally funded projects and projects being funded from multiple sources may take even longer. Conversely, projects which have been long planned, justified, engineered and have rights-of-way purchased or reserved are not easily stopped or changed. Agencies are reluctant to abandon or alter projects in which they have already made sizable investments in time and public funds.

Therefore, citizens seeking to influence decisions on the selection, scope or timing of transportation improvements are advised to become involved as early as possible.

PUBLIC INVOLVEMENT STEPS:

The process of soliciting public involvement in the development of the TIP is continuous. The development of this Fiscal Year 2015 TIP began almost immediately after the adoption of the Year 2014 TIP. The TIP is a constantly evolving document and public input is welcomed throughout the process. The following details the proposed sequence of public involvement efforts and steps proposed at the draft development stage.

The TIP, in one form or another, is an agenda item at nearly every RMAP meeting held throughout the year. In any typical year, 8-10 Technical Committee meetings and a similar number of Policy Committee meetings are held. Anyone interested in the status, progress or prospectus of any or all transportation improvements is invited to attend the Technical and Policy Committee meeting where they can pose questions or make their views known.

RMAP announces all of its meetings via an extensive mailing list including the area's press and media and posted on its website www.rmapil.org. Not only are the agendas posted on the webpage, but all materials that RMAP is to be acting upon at any given meeting are

posted on the webpage. This includes the minutes of previous meetings, monthly TIP progress reports, any drafts of the TIP or TIP portions that are prepared, and all memos or reports on possible, planned or programmed improvement projects. If citizens or groups that did not have access to the RMAP webpage material or just wish to receive that information by mail, that information will be mailed out to them upon request. One of the major strategies over the past year was to use the internet to reduce the amount of paper that RMAP was mailing out for its meetings and to keep the general public better informed of the various activities and programs that are consistently and continuing in the Rockford Metropolitan Area. However, in the spirit of Title VI and Environmental Justice, paper copies of all documents are also kept on file at RMAP headquarters and are available to the public upon request.

All RMAP meetings are open to the public and comments are welcomed from anyone in attendance.

The FY 2014 TIP and its predecessors were frequently amended to add projects for which special funding had been secured. These amendments were fully announced and opportunities for public comment afforded. The amendments also served to focus attention on the TIP as the programming tool for the use of Federal monies. These amendments have occurred on a more regular basis as new funding streams from the federal government have been announced. With this funding uncertainty, many technical committee meetings now incorporate an amendment to the TIP. RMAP makes the public aware of all such resolutions in accordance with its federally certified Public Participation Plan. RMAP staff then posts such resolutions on its website as well as informing its distribution list when any such document appears on Technical or Policy Committee agendas.

It is common practice to note in every TIP the fact that a comprehensive update of the TIP will begin in February of each year and that public comment is welcome anytime.

In June of 2013, on the RMAP website at <http://www.rmapil.org> and at the regularly scheduled RMAP Technical Committee meeting, a preliminary working draft of the FY 2015 TIP was posted. At the June and July 2013 RMAP Technical Committee meetings at Loves Park City Hall, as well as at the July Policy Committee meeting opportunities for public comments will have been afforded.

Annually, a public notice is published in a newspaper with wide circulation in the Rockford area, announcing the RMAP planning process and soliciting public involvement. The schedule for the development and adoption of the TIP is specifically mentioned. The last such notice was published in the Rock River Times. This newspaper is published weekly and is available at hundreds of locations for a full seven days following its initial publication.

At the time of this printing, no public comments have been received to be printed. Public comments are welcomed at any time, and the public is encouraged to contact Michael Hren, Metropolitan Planner and TIP Manager, at Michael.Hren@rockfordil.gov or by visiting the RMAP offices at 313 N. Main Street, Rockford, IL.

JURISDICTIONAL TIMING CONSIDERATIONS:

The TIP is generally prepared to coincide with the fiscal year of the Illinois Department of Transportation (IDOT), from July 1st through June 30th. Therefore, the FY 2015 TIP will program projects to be implemented between July 1, 2014 and June 30, 2015. It will also list projects proposed for FY 2016, FY 2017 and FY 2018 (7/1/2013 - 6/30/2018). Some jurisdictions internally prepare improvement programs covering even longer time spans.

Development of the TIP begins with the release of the State of Illinois' Multi-Year Program (MYP) which is released in the spring, typically between April and May, preceding the start of the IDOT (and therefore RMAP) fiscal year on July 1st. However, input for the TIP from the various jurisdictions begins sooner in many cases and is complicated by the differing fiscal years of the various Federal, State and local jurisdictions. Citizens seeking to influence project selection are urged to begin making contact with the officials in the various jurisdictions no later than six months before the start of the jurisdiction's fiscal year. The graphic below gives the fiscal year start dates of the governmental jurisdictions involved.

Each of the individual jurisdictions determines the extent and priorities of their proposed capital improvements through their own respective public involvement processes. The general purpose units of government, such as Rockford, Loves Park and Machesney Park, have elaborate committee structures and routinely scheduled meetings for making these decisions. These meetings are announced to the press and media and are open to the public. Special transportation providers such as Rockford Mass Transit District and the Boone County Council on Aging have less elaborate committee structures but programming issues are discussed at various announced meetings throughout the year. These meetings are also open to the public. Special formal public hearings are also conducted for major decisions or whenever State or federal funds are involved.

With such a wide variety of program development schedules it becomes difficult to program member agencies' projects within the original development cycle of the TIP. For projects and budgets approving those projects that are ratified by a jurisdiction within RMAP's borders at a time unable to be included in the development of the TIP, resolutions for amendment are proposed by staff, asked for recommendation by the RMAP Technical Committee, and finally voted on by the RMAP Policy Committee. Additionally, due to the difference in fiscal years between organization, for the sake of clarity, all projects in the RMAP TIP are listed by the RMAP Fiscal Year they fall under, rather than the project's lead organization. To illustrate the difference this would make, consider a project that is scheduled to be performed in August of 2015, with Winebago County as the lead organization. Such a project would be listed under the County's Fiscal Year 2015 program, but listed in the TIP under Fiscal Year 2016, which it falls under for RMAP.

Of critical importance is the programming of all federally funded projects. A list of funding types are listed in **TABLE 13** of this document. The RMAP TIP is the principal planning document that ensures that those transportation activities (engineering, land acquisition, etc) are properly listed by the total projected funding cost and broken down into each funding source that will be applied (federal, state, local, or private). RMAP has the authority to program the MPO's STP-Urban funds that we receive on an annual cycle from IDOT/FHWA. It is the responsibility of all of our participating agencies to notify us when they receive additional federal funds for all projects. So in representing the continuing nature of this document and planning efforts in the metropolitan area, it becomes necessary for RMAP to amend the TIP to incorporate all new information as it becomes available.

FISCAL YEARS BY ORGANIZATION

	Jul. 2014	Aug. 2014	Sep. 2014	Oct. 2014	Nov. 2014	Dec. 2014	Jan. 2015	Feb. 2015	Mar. 2015	Apr. 2015	May 2015	Jun. 2015	Jul. 2015	Aug. 2015	Sep. 2015	Oct. 2015	Nov. 2015	Dec. 2015	Jan. 2016	Feb. 2016	Mar. 2016	Apr. 2016	May 2016		
BCCA, IDOT, RMAP, RMTD: July-June Winnebago County, Federal Government: October-September	FY 2015																								
Boone County, Timberlane: December-November																									
Rockford, Roscoe: January-December																									
Village of Winnebago: April-March																									
Belvidere, Cherry Valley, RFD, Loves Park, Machesney Park, Poplar Grove: May-April																									
New Milford: June-May																									

OPPORTUNITIES IN THE TIP PROCESS:

The TIP Development Schedule is outlined in **TABLE 25**. The schedule is deliberately extended over several months to provide ample opportunities for public involvement. Citizens can influence project selection and priority setting in three ways. By scrutinizing the “out year” projects, the public can determine if the projects they believe to be important are included. Although, by federal law, a project cannot be included in the TIP unless funding is likely to be available, citizens can question why some projects are included and others not (illustrative projects are the exception to this).

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, all of these aspects can be adjusted and the time for implementation can be lessened.

Lastly, all projects contained in the TIP must also be compatible with the area’s Long Range Transportation Plan (LRTP). The LRTP addresses all modes of surface transportation and includes improvements that are considered necessary to accommodate the community’s transportation needs for the next 25-30 years. Copies are available at the RMAP offices and at the public libraries. The LRTP is reevaluated constantly but is formally and comprehensively updated every five years. The LRTP was last updated in 2011. The next update of the RMAP LRTP will be taking place during RMAP Fiscal Year 2015.

MAKING CHANGES TO THE TIP:

As **TABLE 25** shows, the TIP development process takes place over several months and there are numerous opportunities for citizens to voice their concerns about project selection or priority.

Sometimes, however, proposals for significant changes to the draft TIP are made late in the TIP development process. In these instances, the Policy Committee will weigh a variety of factors in determining if an extended public review period is warranted by a proposed change to a draft TIP. Such factors include: the nature or degree of the change, the cost of the change, the advice of the Technical Committee, the likelihood that the change will be opposed by citizens or other entities and the need for action on the TIP to meet time lines or deadlines on other projects in the TIP. Changes likely to be significant include the addition of a completely new project, the deletion of a project, major cost or funding changes or changes of priority that bump other projects from the implementation year or from the TIP entirely. Further, any change in a project priority or project scope, which meets the objection of a member of the RMAP Policy Committee, would be considered a significant change. In rare situations, it may be necessary to take action on the TIP because of deadlines on projects unrelated to a proposed change. In these instances, the Policy Committee may elect to adopt the TIP with the change included but provide for further post-adoption public review and comment.

When significant changes are proposed, after a TIP has been adopted, an additional public review period will be provided. Significant changes to the TIP will require formal amendment by the Policy Committee. Normally, notification of the public via the RMAP meeting notice/agenda mail outs will be considered sufficient notice. These mailings occur 1-2 weeks before meetings and are sent to all on the RMAP mailing lists including the media. Objections from citizens or Policy Committee members may warrant more lengthy comment periods. Similar factors, as described above, will be weighed in defining a “significant change” and the need for formal amendment.



THIS SPACE IS RESERVED FOR THE RESOLUTION APPROVING THE TIP.

THIS SPACE IS ALSO RESERVED FOR THE RESOLUTION APPROVING THE TIP.

ANNUAL TIP DEVELOPMENT SCHEDULE:

TABLE 25 – Annual TIP Development Schedule	
Dates	Activities
Feb-Mar	Deliberations on the next year's TIP begin. The TIP is placed on the agendas of the Technical and Policy Committee meetings. Persons on the RMAP mailing lists, including the private providers and paratransit providers, are mailed agendas and public comment is invited. In addition:
	(a) Staff reviews progress reports on projects in the current TIP. Documents projects implemented and remaining to be implemented. Public comment is accepted on priorities of remaining projects and addition of new projects.
	(b) Staff reviews and reports on federal funding recently spent, available or forecasted, and allocated to specific projects or unallocated. Special attention given to federal sources.
	(c) RMAP accepts comments or proposals regarding the project selection criteria or priorities for the use of federal STP funds and the methodology for sub-allocating federal transit subsidies.
	(d) RMAP accepts new proposals or requests for the use of special federal/State funds for paratransit.
	(e) Input from RMTD, Boone County Council on Ageing and other paratransit providers considered.
	(f) Staff considers and presents pertinent material related to recent Transportation Plan changes or other special technical studies conducted the previous year.
April-June	(g) Publish public notice in newspaper announcing RMAP planning activities, including TIP development. Rough timetables for public input and opportunities noted.
	Staff prepares preliminary draft(s) of the next year's TIP (July - June). Drafts based on information assembled above. Public comment again encouraged at the Technical/Policy Committee meetings. (May only be one preliminary draft prepared if significant comments are not made, significant changes not needed, and all participants report proposed projects in timely manner.) It should be noted that most (if not all) the information included in the RMAP TIP has already been reviewed and adopted by each of the local jurisdictions in the RMAP MPA. Accordingly, the public has been fully informed of what projects will be included in the RMAP FY2008 to FY2011 TIP. Also, the State of Illinois, Department of Transportation (IDOT) also a similar process when their program is release to the general public.
May-June	Staff prepares final proposed draft(s) of the TIP for the June Technical and Policy Committee meetings. Draft includes summary of the public comments received. (There may only be one final draft prepared if significant comments are not made or significant changes are unnecessary.)
June	Proposed TIP presented to the Technical and Policy Committee for adoption. New public comments are addressed. If changes to the TIP are needed as a result of the comments, the changes are duly noted. The Policy Committee determines if changes are significant enough to delay adoption and extend the public comment period. Adoption will be delayed to the next Technical and Policy Committee meetings.
Beyond Adoption by RMAP Policy Committee	Progress on the implementation of the projects in the TIP is reported at the RMAP Technical and Policy meetings and is documented as part of the meeting minutes. Significant changes to the TIP will require a formal amendment and the public will be afforded a review/comment period. Length of the review comment period will be based on the nature and significance of the change. Simply moving a project from the out years to the implementation year or minor changes to the project scope, costs, and funding sources are not normally considered significant changes that will necessitate a lengthy review period. Typically, non-significant changes can be made by placing the proposal on the Technical and Policy Committee agendas, distributing the agenda in the normal fashion, and allowing opportunity for comment on the change at the Technical and Policy Committee meetings.

WHO TO CONTACT:

Whenever citizens are concerned about the inclusion and/or priority of a project, they should first contact the specific jurisdiction responsible for the project. **TABLE 26** lists the various agencies involved in programming transportation improvements and contact persons for those agencies. If citizens are not satisfied with answers from the jurisdictional level, they can bring their concerns before the RMAP Technical and Policy Committees. Of course, if they are unsure what jurisdiction is responsible or if the project is of a multi-jurisdictional nature, RMAP would be the place to start.

TABLE 26 – Agency Contact Persons				
<i>Jurisdiction</i>	<i>Contact</i>	<i>Title or Department</i>	<i>Phone #</i>	<i>Address</i>
Incorporated Cities and Villages				
Belvidere, City	Kathy Miller	City/County Planner Director	544-5271	401 Whitney Blvd, Belvidere, IL 61008
	Brent Anderson	Director of Public Works	544-9256	210 Whitney Blvd., Belvidere, IL 61008
Cherry Valley, Village	David Nord	Village Administrator	332-3441	806 E. State St., Cherry Valley, IL 61016
	Joe Caveny	Public Works Director	332-3441	806 E. State St., Cherry Valley, IL 61016
Loves Park, City	Dan Jacobson	Director of Community Development	654-5029	100 Heart Blvd., Loves Park, IL 61111
	Steve Thompson	Community Development Department	654-5029	100 Heart Blvd., Loves Park, IL 61111
	Nathan Bruck	Community Development Planner Officer	654-5029	100 Heart Blvd., Loves Park, IL 61111
Machesney Park, Village	Chad Hunter	Zoning Officer	877-5432	300 Machesney Rd., Machesney Park, IL 61111
	Paul Sheppard	Public Works	877-5432	300 Machesney Rd., Machesney Park, IL 61115
New Milford, Village	Bonnie Beard	Village President	874-7271	6771 11 th St, New Millford, IL 61109
	Dale Johnson	Streets	874-5359	206 Manderia Dr, New Millford, IL 61109
	Dennis McMullen	Village Engineer (Infratek Engineers, Inc)	395-3700	433 S. Phelps Av, Rockford, IL 61128
Poplar Grove, Village	John Neitzel	Village President	765-3201	200 Hill Street, Poplar Grove, IL 61065
Rockford Metropolitan Agency for Planning (RMAP)	Steve Ernst	Executive Director	964-7627	313 N. Main Street, Rockford, IL 61101
	Gary McIntyre	Metro Program Manager	987-5638	313 N. Main Street, Rockford, IL 61101
	Jon Paul Dipla	Metro Program Manager	987-5628	313 N. Main Street, Rockford, IL 61101
	Michael Hren	Metropolitan Planner	967-7064	313 N. Main Street, Rockford, IL 61101
	Colin Belle	Metropolitan Planner	967-4321	313 N. Main Street, Rockford, IL 61101
	Colleen Hoesly	Metropolitan Planner	967-7067	313 N. Main Street, Rockford, IL 61101
City of Rockford	Christina Washington	Senior Administrative Assistant	964-7627	313 N. Main Street, Rockford, IL 61101
	Jeremy Carter	City Traffic Engineer	967-6733	425 E. State St., Rockford, IL 61104
	Vacant	Assistant Traffic Engineer	987-5570	425 E. State St., Rockford, IL 61104
	Wayne Dust	Planning Administrator -Community Development	987-5636	425 E. State St., Rockford, IL 61104
Roscoe, Village	Patrick Zuroske	Capital Improvements Manager	967-6732	425 E. State St., Rockford, IL 61104
	David Krienke	Village President	623-2829	10631 Main St, Roscoe, IL 61073
	Bonnie Miles	Village Clerk	623-2829	10631 Main St, Roscoe, IL 61073
Timberlane, Village	Sheryl Crowley	Village Zoning Officer	623-2829	10631 Main St, Roscoe, IL 61073
	Steve Rapp	Village President	547-4275	PO Box 56, Caledonia, IL 61011
Winnebago, Village	Steve Butler	Village President	335-2020	108 West Main Street, Winnebago, IL 61088
	Mark Painter	Village Engineer (Fehr-Graham & Assoc.)	394-4700	1920 Daimler Rd, Rockford, IL 61112

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<i>County Governments</i>				
County of Boone	Richard Lundin	County Engineer	544-2066	9759 IL Route 76, Belvidere, IL 61008-9599
	Ken Terrinoni	County Administrator	547-4770	601 N. Main / Suite 201, Belvidere, IL 61008
County of Ogle	Curtis D. Cook	County Engineer	732-2851	1989 Illinois Route 2 South, Oregon, IL 61061
County of Winnebago	Joe Vanderwerff	County Engineer	319-4000	424 N. Springfield Av., Rockford, IL 61101
	Wayne Vlk	Assistant County Engineer	319-4000	424 N. Springfield Av., Rockford, IL 61101
	Sue Mroz	Director of Regional Planning & Economic Development	319-4366	404 Elm St., Rockford, IL 61101-1221
<i>Special Districts and Authorities</i>				
Boone County Council on Aging	Joe Fortmann	Executive Director	544-9893	2141 Henry Luckow Lane, Belvidere, IL 61008
Chicago / Rockford International Airport	Franz L. Olson	Deputy Director of Operations & Facilities	969-4426	60 Airport Dr., Rockford, IL 61109
Illinois Dept of Transportation, District 2	Paul Loete	Deputy Director – Region 2, District 2	284-5301	819 Depot Av., Dixon, IL 61021-3546
	Dan Long	Project Studies Engineer	284-5966	819 Depot Av., Dixon, IL 61021-3546
Illinois Toll Highway Authority	Bunny Anderson	Liaison for Engineering Projects	630-241-6800	2700 Ogden Av., Downers Grove, IL 60515
North Park Public Water Dist.	John Donahue	General Manager	633-5461	1350 Turret Dr., Machesney Park, IL 61115
Rockford Mass Transit District	Rick McVinnie	Executive Director	961-2230	520 Mulberry St, Rockford, IL 61101-1016
	Dennis Hendricks	Operations Manager	961-2240	520 Mulberry St, Rockford, IL 61101-1016
	Paula Hughes	Grant Specialist	961-2227	520 Mulberry St, Rockford, IL 61101-1016
	Lisa Brown	Marketing & PR Specialist	961-2226	520 Mulberry St, Rockford, IL 61101-1016
	Terry Houghton	Paratransit Supervisor	961-2237	520 Mulberry St, Rockford, IL 61101-1016
Rockford Park District	Tim Bragg	Park Planner	987-8865	401 S. Main Street Rockford, IL Suite 102
Rock River Water Reclamation District	Dana Carroll	Engineering Manager	387-7660	PO Box 7480, Rockford, IL 61126-7480
<i>Township Governments</i>				
Belvidere Twp. / Boone Co.	Richard E. Lee	Road Commissioner	544-2029	8200 Fairgrounds Rd., Belvidere, IL 61008
Bonus Twp. / Boone Co.	Donald Gustafson	Road Commissioner	597-2888	9669 Lawrenceville Rd., Garden Prairie, IL 61038
Boone Twp. / Boone Co.	Scott Rodgers	Road Commissioner	569-2689	P.O. Box 54, Capron, IL 61012
Caledonia Twp. / Boone Co.	Norm Pierce	Road Commissioner	765-0345	1250 Candlewick Dr, NW, Poplar Grove, IL 61065
Cherry Valley Twp./Winn. Co.	Pat O'Donnell	Road Commissioner	874-5785	4875 Blackhawk Rd., Rockford, IL 61109
Flora Twp. / Boone Co.	Michael A. Frank	Road Commissioner	332-4853	77 Poole Rd., Cherry Valley, IL 61016
Harlem Twp. / Winn. Co.	Bob Pilcher	Road Commissioner	633-2671	819 Melbourne Av., Loves Park, IL 61115
Leroy Twp. / Boone Co.	William Donley	Road Commissioner	737-8749	8708 Coon Trail Rd., Capron, IL 61012
Manchester Twp. / Boone Co.	William Adams	Road Commissioner	380-5212	2827 Rockton Road, Caledonia, IL 61011
Owen Twp. / Winn. Co.	Bob McWilliams	Road Commissioner	633-1642	1580 Katrina Way, Machesney Park, IL 61115
Poplar Grove Twp. / Boone Co.	Wayne Wares	Road Commissioner	765-3603	12922 Parkway Ct., Poplar Grove, IL 61065
Rockford Twp. / Winn. Co.	Daniel Conness	Highway Commissioner	962-7313	404 N. Springfield Av., Rockford, IL 61101
Rockton Twp. / Winn. Co.	Matt Cuyler	Road Commissioner	624-7177	1301 N. Blackhawk, Rockton, IL 61109
Roscoe Twp. / Winn. Co.	Mat Servant	Road Commissioner	623-7323	5792 Elevator Rd., PO Box 49, Roscoe, IL 61073
Spring Twp. / Boone Co.	Dennis Dovenmuehle	Road Commissioner	544-0139	3673 Shattuck Rd., Garden Prairie, IL 61038
Winnebago Twp. / Winn. Co.	Tim Mitchell	Road Commissioner	703-8849	9367 Bridgeland Road, Winnebago, IL 61088

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**APPENDIX B
- TITLE VI &
ENVIRONMENTAL
JUSTICE**

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 issued its DOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations to summarize and expand upon the requirements of Executive Order 12898. The DOT notes that the need to consider environmental justice is already embodied in many long-standing laws, regulations and policies such as: the National Environmental Policy Act (NEPA), Section 109(h) of Title 23, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA), as amended, as well as the Transportation Equity Act for the 21st Century (TEA-21).

TITLE VI and EJ GOALS:

In light of the above dictums, this TIP recognizes the following goals as part of its transportation project selection and priority setting process:

1. Minority and low-income populations should be allocated a fair share of transportation expenditures and services programmed in this TIP.
2. Minority and low-income populations should not be burdened with a disproportionate share of the adverse impacts originating from the transportation projects in this TIP.
3. In the process of developing this TIP, a concerted effort should be made to determine what populations are going to be affected by the projects in this TIP.
4. In follow-up to this TIP, RMAP should periodically review and analyze past projects and transportation decisions to determine if, in fact, all groups have been treated equitably.
5. RMAP and the RMAP participants should make concerted efforts to inform and involve minority and low-income groups in the transportation decision-making process.

TITLE VI & EJ ASSESSMENTS:

To assure that TIPs are prepared in concert with the above goals, in January 2006, RATS staff prepared the a draft document entitled Environmental Justice & Title VI Considerations related to Transportation Planning and Transportation Improvements in the Rockford Metropolitan Area for public review and possible action for adoption by RATS in 2006. The document looked closely at the distribution of planning funds in the Urban Area and

the distribution of major highway projects with respect to the distribution of minority and low-income groups. During the comment period, RMTD requested that their routes be added to two of the maps included in this document, which was done. On March 29, 2006, the RATS Policy Committee adopted RATS Resolution 2006-3 which essentially replaces the previous Title VI and EJ document. This was one of the “Conclusions and Recommendations” from the December 2003 Certification Review of the Metropolitan Transportation Planning Process for the Rockford Transportation Management Area. The March 2006 report has been submitted to FHWA, FTA and IDOT for comments and/or approval. The conclusions of the document are verbatim as follows:

“The above discussions, past assessments and attached maps and charts serve to illustrate that environmental justice has been a long standing consideration in the RATS planning process. Information has been developed that identifies the location of minority groups and low income populations in the Rockford area. Four important points deserve reiteration:

When compared with transportation projects in the TIP, it appears there is an equitable balance of projects in minority / low income areas and non minority / upper income areas.

When compared with the deployment of the public transit system there is strong evidence that the public transit operators are providing much better service to minorities and low-income person and groups than to the general population. This is as it should be, the service is being provided to those who need it.

When compared to the allocation of Federal transportation funds that are under the control of the RATS Policy Committee, low-income and minorities areas have received a sizable share of these projects and funding.

When compared with anecdotal situations there is strong evidence that environmental justice has long been an important topic in the Rockford area, even before the term was coined and that concern continues today.”

With regard to public transit in the Rockford area, a comprehensive Title VI & EJ Assessment was prepared in March of 2004. Due to the length of the overall conclusions and findings they are not republished here. Suffice to say the assessment showed no incidence or evidence of discrimination. This document is on file and available for inspection at RMAP, with IDOT in Springfield, and with the FTA in Chicago. The Federal Transit Association in Chicago on May 1, 2005, approved this document. Based upon RMTD and RMAP review of current demographics of the RMAP area, the existing service area and operations of RMTD, the changes in land use as a result of continual development and redevelopment over the past several years, it is the conclusion of RMAP and RMTD that no significant changes have occurred since the May 31, 2005 FTA approval letter and that said assessment is still a valid document. RMAP and RMTD continuously monitor this document. Accordingly, during the FY 2015 year, RMAP staff, in working with the public transit agencies in the area, as well with interested parties and the RMAP Technical and Policy Committees, will be updating this report.

**APPENDIX C -
RESOLUTIONS/
AMENDMENTS**

Modifications to 2015-2018 Transportation Improvement Program (TIP) since release of initial draft

As the draft 2015-2018 TIP has only just been released, there have not been modifications to it at this time.

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