

**FY 2011 – UNIFIED WORK PROGRAM
(July 1, 2010 to June 30, 2011)
May 20, 2010 – Final Version**

Adopted: May 20, 2010

**Rockford Metropolitan Agency for Planning
(RMAP)
Metropolitan Planning Organization
313 North Main Street
Rockford, IL 61101**

This work program identifies activities to be conducted by RMAP during the period from July 1, 2010 through June 30, 2011. Opportunities for public comment have been afforded at RMAP Committee meetings from January 2010 through May 2010. Development of the RMAP FY 2012 UWP will begin in November 2009. Suggestions regarding RMAP planning work may be directed to the RMAP staff or to the RMAP Technical Committee or Policy Committee at their respective monthly meetings. Contact RMAP staff or view the RMAP web site for exact meeting dates, times and locations at: <http://www.rmapil.org>

THIS REPORT WAS PREPARED IN COOPERATION WITH THE FOLLOWING AGENCIES:

U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration
Illinois Department of Transportation

THE CONTENTS, VIEWS, POLICIES AND CONCLUSION EXPRESSED IN THIS REPORT ARE
NOT NECESSARILY THOSE OF THE ABOVE AGENCIES.

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**THE FY 2011 UNIFIED WORK PROGRAM
FOR TRANSPORTATION PLANNING
FOR THE ROCKFORD METROPOLITAN PLANNING AREA**

PART 1 – INTRODUCTION

This report and attached tables comprise the Unified Work Program (UWP) for the Rockford, Illinois Metropolitan Planning Organization, otherwise known as the Rockford MPO or the Rockford Metropolitan Agency for Planning (RMAP) for FY 2011, July 1, 2010 through June 30, 2011. Additional copies of this Work Program may be obtained at the office of RMAP, 313 North Main Street, Rockford, IL, 61101 (Phone 815-964-RMAP) or from the RMAP web site: <http://www.rmapil.org/rmap-home/>.

The earliest this proposed work program will be considered for adoption by the Policy Committee will be at their May 27, 2010 meeting. Public comments will be accepted anytime before or after adoption and most aspects of this proposed program are amendable for reasonable cause. However, the public is encouraged to provide input as early as possible.

Written comments may be addressed to the RMAP staff at the above address. Oral comments will be accepted at any RMAP Technical or Policy Committee meetings or by phone to the RMAP staff. Comments can also be sent electronically using the RMAP online comment card @: <http://www.rmapil.org/rmap-home/>. Please contact the RMAP staff by phone or for exact meeting dates, times and locations. Preparation of the UWP is an annual activity of RMAP. Consideration of the next UWP, the FY 2012 UWP, will begin in January of 2011.

First time readers of RMAP Work Programs and other persons less familiar with the jargon of transportation planning may wish to make note of Chart 1. RMAP regrets the need to use abbreviations and acronyms but without them we suspect the report would be even harder to read – it certainly would be considerably longer.

CHART 1 – ACRONYMS AND ABBREVIATIONS

ARRA	American Recovery and Reinvestment Act
ADA	Americans with Disabilities Act
CM	Congestion Management
DBE	Disadvantaged Business Enterprise
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information system
IL Tm	Illinois Tomorrow
ISTEA	Intermodal Surface Transportation Efficiency Act
L RTP	Long Range Transportation Plan
MPA	Rockford Metropolitan Planning Area
MPO	Metropolitan Planning Organization

PL – Funds	Planning Funds Provided through the FWHA
PIP	Public Information Process
PPP	Public Participation Plan
PTMS	Public Transit Management System
RATS	Rockford Area Transportation Study (the previous name of RMAP MPO)
RMAP	Rockford Metropolitan Agency for Planning (the current name of the MPO for the Rockford Urban Area)
RGIS	Regional Geographic Information Systems
SPR	Special Planning and Research Planning Funds (Federal)
SAFETEA-LU	Safe Accountable Flexible & Efficient Transportation Equity Act: A Legacy of Users
TEA – 21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Programs
TLHR	Total Loaded Hourly Pay Rate
TSM	Transportation System Management
UWP	Unified Work Program
Win Gis	Winnebago County Geographic Information System
5303 – funds	Planning funds provided through the FTA
5307 – funds	FTA – Urban Area formula funds
5309- funds	FTA – Capital discretionary funds for Bus & Bus related facilities and new starts
5316 – funds	FTA – Job Access and Reverse Commute (JARC) Urban Area formula funds
5317 – funds	FTA – New Freedom Urban Area formula funds
5339 – funds	FTA – Alternative Analysis Funding Program

On February 14, 2007, the U.S. Department of Transportation Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Final Rule for Statewide Transportation Planning and Metropolitan Transportation Planning regulations as a result of the passage of SAFETEA-LU in August 2005. As a result of these revised regulations governing the development of metropolitan transportation plans and programs for urbanized areas, like the Rockford, Illinois area, the RMAP FY 2010 UWP will include and incorporate changes from the February 14th Final Rule. This final rule took effect July 1, 2007.

One of the ongoing transportation planning processes for urbanized areas with populations over 200,000 persons is a statutory mandate for each Transportation Management Area (TMA) to undergo a FHWA/FTA certification review process at least every four years. During September 18-19, 2007, representatives from FHWA and FTA conducted an on-site review and interviews of the RMAP/RATS planning process and staff. On March 19, 2008, RMAP/RATS received the final report from FHWA and FTA on the September 2007 certification review. Based upon the final report, the RATS/RMAP MPO planning process *“has not fully implemented all necessary Federal requirements.”* Accordingly, FHWA and FTA issued a conditional certification subject to three corrective actions, which are described below from the report. *“It is the conclusion of the Federal Review Team that the Rockford, Illinois TMA has an underlying planning process consistent with the federal planning requirements in 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607. Based on the information in this review and the ongoing federal oversight of the planning activities in the Rockford TMA, FHWA and FTA jointly act to conditionally certify the transportation planning process of this region subject to the following corrective actions:*

1. *Prior to any Federal approvals of STIP amendments for projects in the Rockford TMA, the Rockford MPO shall amend the LRTP to include an acceptable financial plan for all public transit services. The financial plan shall include complete revenue and expenditure forecasts for the full twenty year planning horizon.*
2. *Prior to any Federal approvals of STIP amendments for projects within the Rockford TMA, the Rockford MPO shall amend the current LRTP to*
 - A. *Include discussion on operational and management strategies to improve the performance of existing transportation facilities to relieve congestion and maximize the safety and mobility of people and goods.*
 - B. *Include a discussion on potential environmental mitigation activities at the policy and/or strategic levels.*
3. *Prior to any Federal approvals of STIP amendments for projects in the Rockford TMA, the Rockford MPO shall adopt a Public Participation Plan that satisfies all applicable regulations including:*
 - *Providing adequate, timely public notice and reasonable access*
 - *Listing of “interested parties”*
 - *Documenting processes of consultation with other agencies*
 - *Employing visualization techniques*
 - *Making information available in electronic formats*
 - *Holding meetings at convenient and accessible locations and times*
 - *Developing Participation Plan in consultation with interested parties*
 - *Providing a minimum forty-five day comment period before Participation Plan adoption”*

These corrective actions also carried the restriction that no amendments to the Statewide Transportation Improvement Program (STIP) [also, the RMAP TIP] for projects in the Rockford, Illinois metropolitan area would be considered by FHWA and FTA until the corrective actions were resolved.

During the past UWP work period, RMAP staff has prepared a written response to each of the findings described above. During the months of April to June 2008, RMAP staff prepared draft documents for the (1) financial plan for all public transit services and (2) a discussion on potential environmental mitigation activities at the policy and/or strategic levels as LRTP amendments. Also, RMAP staff updated the previous Public Involvement Plan (PIP) to reflect new initiatives and technology and SAFETEA-LU guidelines to develop the new RMAP Public Participation Plan (PPP). These three planning documents were made available to the public during four open houses from May 20, 2008 to May 22, 2008, besides the normal RMAP Technical Committee and Policy Committee meetings. After the public review and comment period was concluded, the RMAP Policy Committee adopted RMAP Resolutions 2008-9 and 2008-10 on July 24, 2008 as formal planning documents for the MPO.

Based upon the submission and the progress towards the correction actions, FHWA and FTA issued an August 27, 2008 letter that suspending the STIP amendments restriction until January 1, 2009, pending completion and adoption of the RMAP Congestion Management Process plan (which will be an amendment to the MPO's LRTP).

On December 4, 2008, the last of the corrective actions (the RMAP Congestion Management Process plan) was adopted by the Policy Committee as an amendment to the Year 2035 LRTP. After submitting this amendment to IDOT, FHWA and FTA, RMAP received a letter from FHWA on December 17, 2008, that stated that **transportation planning process for the Rockford Metropolitan Planning Area is now fully certified.**

PART 2 – OVERALL UWP GOALS

Regional transportation planning in the RMAP Metro Area is funded primarily with Federal funds stemming from the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The details of this funding are discussed in subsequent sections of this report. In accordance with SAFETEA-LU and the RATS/RMAP Year 2035 Long-Range Transportation Plan (LRTP), the overall goals of this UWP are in concurrence with the overall goals of SAFETEA-LU and the LRTP, as listed in Chart 2, below.

CHART 2 – MPO PLANNING GOALS

P G #	
1	Support the economic vitality of the Rockford Metro Planning 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.
5	Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between State and local planned growth and economic development patterns.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7	Promote efficient system management and operation.
8	Efficiently preserve the existing transportation system

PART 3 – PARTICIPANTS

The following agencies do transportation planning in the Rockford area and their work is coordinated by the UWP. These agencies hereafter referred to as the RATS/RMAP Agencies, have agreed to cooperate and work toward completing the proposed products of this work program.

CHART 3 – UWP PARTICIPANTS

RMAP TECHNICAL COMMITTEE MEMBERS	
1. Belvidere/Boone County Planning Department	BBCPD
2. Belvidere Public Works Department	BPWD
3. Boone County Highway Department	BCHD
4. Cherry Valley Planning Department	CVPD
5. Chicago / Rockford International Airport	CRIA
6. Illinois Department of Transportation	IDOT
7. Loves Park Planning Department	LPPD
8. Loves Park Public Works Department	LPPW
9. Machesney Park Planning Department	MPPD
10. Rockford Public Works Department	RPWD
11. Rockford Community Development Department – Planning Division	RCDP
12. Rockford Mass Transit District	RMTD
13. Roscoe, Village of	VROS
14. Winnebago County Planning & Economic Development Department	WCPD
15. Winnebago County Highway Department	WCHD
16. Winnebago, Village of	VWIN
OTHER FREQUENT RMAP PARTICIPANTS	
17. Illinois State Toll Highway Authority	ISTHA
18. Boone County Council on Aging	BCCA
19. Ogle County Highway Department	OCHD
20. Rockford Park District	RPD
21. State Line Area Transportation Study	SLATS
22. Rockford Area Economic Development Council	RAEDC
23. Rockford River Water Reclamation District	RRWRD
24. Growth Dimensions	GD
25. Stateline Mass Transit District	SMTD
26. IDOT, Division of Urban Program Planning	OPP
27. IDOT, Division of Public and Intermodal Transportation	DPIT
28. Federal Highway Administration, IL Division	FHWA

PART 4 – LEAD AGENCY

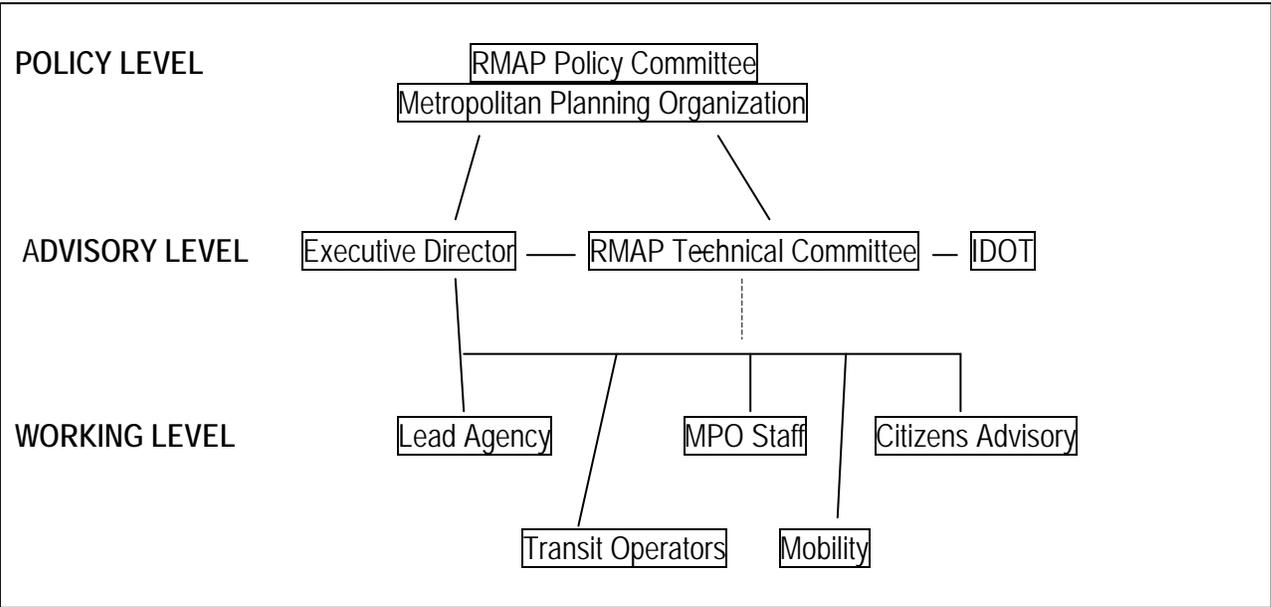
As a result of discussions and action by the RMAP Policy Committee on May 29, 2009, the lead agency for the MPO in Rockford, Illinois is now the Rockford Metropolitan Agency for Planning (RMAP). Previously, the City of Rockford was designated the lead agency. Starting with the UWP in FY2009 and continuing for

FY2011, RMAP will coordinate the work and ensure compliance with State and Federal requirements. RMAP is also responsible for the majority of the administrative and record keeping needs of the MPO. The Lead Agency is also assigned the responsibility of preparing and maintaining the principal documents required by Federal law: the annual Transportation Improvement Program, the Long-Range Transportation Plan (prepared every 5 years), the annual Unified Planning Work Program, and the assessment to ensure non-discrimination (Title VI) and Environmental Justice. The Lead Agency also maintains the Traffic Simulation Model for the RMAP and surrounding region.

In May 2008, the Policy Committee of RMAP (previously RATS) decided to restructure the internal organization of the Rockford MPO and to address the issues that RMAP and other MPOs are facing nationally. As previously mentioned, the 2007 FHWA/FTA Certification Review report listed several findings and recommendations. The following diagram displays the new organization of RMAP and MPO staff.

In addition to the Lead Agency, several other agencies, among the RMAP participants, are frequently assigned special responsibilities in the work program. The specific task assigned to these agencies varies from year to year. The agencies are allocated funding for these tasks, as discussed further below. Agencies that have been appointed to the Technical Committee must mandatorily attend Technical Committee meetings and participate in the decision making of RMAP.

CHART 4- RMAP ORGANIZATIONAL STRUCTURE



PART 5 – TRANSPORTATION PLANNING FUNDING SOURCES

The transportation planning coordinated through RMAP is typically funded through several subsidies and programs. These sources are identified in Chart 4.

CHART 5 – FUNDING SOURCES FOR PLANNING

ARRA	American Recovery and Reinvestment Act – 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 transportation engineering, construction and capital programming, but may be used for other related transportation work.
FHWA PL	Funds provided through the Federal Highway Administration (FHWA), annually sub-allocated to RMAP by the Illinois Dept. of Transportation (IDOT); used primarily for highway planning, but can be used for other related transportation planning work. (20% local match required)
FTA 5303	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 5314	Special planning and Research Funds – funding earmarked by Congress for special studies. Administered by the FTA. (Local match varies from 0-20%)
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	State 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.

PART 6 – FUNDING AVAILABLE FOR FY 2011

Funding allocations available to the Rockford Metro Area during FY 2011 are listed in the table below. Several items were awarded in previous years and are still in various stages of implementation.

CHART 6 – FUNDS FOR FY 2011 (80% amounts listed)

Source	Amount	Timeframe	Purpose
New funds assigned			
FHWA-PL	\$454,365	7/1/09-6/30/10	Regular RMAP Planning Process
FTA-5303	\$140,012	7/1/09-6/30/10	Regular RMAP Planning Process
SPR	\$80,000	1/24/08-6/30/10	Planning funds for FY 2008 to FY 2010 for Regional Freight Study
SPR	\$120,000	5/1/2010 to 6/30/2011	Illinois State Route 2 / South Main Street (SM2) corridor study
SPR	\$40,000	5/1/2010 to 6/30/2011	Greater RMAP Environmental – Education Network
State Planning 1201 funds (no Federal \$)	\$100,000	7/1/08-6/30/09	Regular RMAP Planning Process
Funds carried over from previous years (may be partially expended)			
5339	\$1,990,000	FY 06-FY09	Alternatives Analysis for No. Central IL
5309	\$417,039	FY 09 – FY 2010	Alternatives Analysis for No. Central IL

Greater details describing the above work are contained in the following text and the attached tables. With regard to the Regular RMAP Planning Process, in many cases, several work products are lumped together because of uncertainties regarding the time needed to accomplish single tasks.

PART 7 – SUMMARY OF PRIORITY ACTIVITIES FOR FY 2010

Chart 7, below, lists and summarizes the major activities scheduled for FY 2011 by Work Element. The activities listed therein are assigned the highest priority for FY 2011 but are not the only activities likely to be conducted in FY 2011. Other work activities may be conducted in any or all of the Work Elements at the discretion of the RMAP Technical Committee, or the RMAP Executive Director in accordance with changes in planning priority, opportunity or need throughout the year in accordance with the following conditions:

- The changes are within the context of one or more Work Element Scopes as mentioned in the Annual RMAP MPO agreement with IDOT and are described in greater detail in subsequent sections of this Program.
- The changes are substantially similar to items described in the Work Element Scopes as described in subsequent sections of this Program and are adopted by the RMAP Policy Committee.
- The changes are for “planning” studies or “planning” work that is eligible for funding under Federal guidance and are preliminary engineering-, engineering-, or construction-related.
- The changes are not in conflict with the annual Intergovernmental Agreement between the Lead Agency and the Illinois Department of Transportation.

More elaborate changes to this Work Program will require the direction of the RMAP Policy Committee, the concurrence of IDOT, and possibly, formal amendment to this Work Program and/or the Intergovernmental Agreement between the RMAP Lead Agency and IDOT.

As previously discussed in this UWP, the findings/corrective actions listed in the March 2008 FHWA/FTA certification report has been fully completed and the RMAP transportation planning process is now fully certified. It is the objective of the MPO to now address the recommendations listed in the certification report, as well as continue the RMAP normal planning activities.

CHART 7 – FOCUS OF PLANNING ACTIVITIES & MAJOR CORRIDORS STUDIES FOR FY 2011

1. Development, monitoring and reporting on planning activities in Unified Work Program:

WORK ELEMENT #: 1.1

PLANNING GOAL #: All

ACTIVITY: Unified Work Program for Planning (UWP)

LEAD AGENCY: RMAP

ASSISTED BY: All participants

OBJECTIVES: Throughout the current FY, as necessary, monitor the progress of, change priorities in, or amend the current UWP.

TIME FRAME: FY 2011

FUNDS: PL and 5303

2. Technical assistance on Special Studies and Other Planning Efforts Currently Underway or Planned:

WORK ELEMENT #: 2.1

PLANNING GOAL #: 1,2,4,8

ACTIVITY: Morgan St. Bridge/Barber Coleman & Vicinity

LEAD AGENCY: RPWD

ASSISTED BY: All

OBJECTIVES: Refine bridge plans, develop/refine related intersection plans, land use and redevelopment/revitalization plans. It is anticipated that this project will begin in 2011.

TIME FRAME: FY 04+

FUNDS: R, L

WORK ELEMENT #: 2.2

PLANNING GOAL #: 1 & 5

ACTIVITY: Greenways Plan & Greater RMAP Environmental – Educational Network (GREEN)

LEAD AGENCY: RMAP

ASSISTED BY: All

OBJECTIVES: This plan was COMPLETED IN FY 2006. It will continue to be monitored and updated as the Rockford Urban Area continues to grow.

The 3rd version of the Greenway Plan for Boone and Winnebago Counties is currently underway. Funds are been secured from IDOT (SPR funds), with the local match coming from five local and state agencies. This updated is part of larger planning effort that will include address other transportation – environmental issues that RMAP is/will be addressing in forthcoming years. Just recently, RMAP received SPR funds to proceed to develop the 3rd version of this planning effort and to include other transportation – environmental issues. The local match for the \$50,000 planning initiative (\$40,000 – SPR, \$10,000 – local match) is being split between five other units of government; Rockford Park District, Winnebago County Forest Preserve District, Belvidere Township Park District, Boone County Conservation District and the Illinois Department of Natural Resources.

TIME FRAME: FY 2010+

FUNDS: SPR and IDNR & local park / forest preserve / conservation districts (for local match)

WORK ELEMENT #: 2.3

PLANNING GOAL #: 2,3,4,6, & 7

ACTIVITY: RMTD's East Side Transportation Center

LEAD AGENCY: RMTD

ASSISTED BY: Consultant, RPWD, All

OBJECTIVES: Planning (i.e. need, feasibility, function and location) is completed via a 2004 RMTD route study. Land acquisition and final design have been completed. RMTD has secured approximately \$7 million for the construction phase of this project. It is anticipated that this facility will be open for service in 2011. At that time, this new service center will serve as an anchor to provide fixed-route bus service to the City of Belvidere and surrounding Boone County area.

TIME FRAME: FY 07 to FY 11

FUNDS: 5309, IDOT and ARRA

WORK ELEMENT #: 2.4

PLANNING GOAL #: 2,3,4,6, & 7

ACTIVITY: Rockford to Chicago Passenger / Commuter Rail Feasibility Study

LEAD AGENCY: RPWD, Belvidere, RMTD and RMAP

ASSISTED BY: All agencies & consultant

OBJECTIVES: Consultant-assisted work to study the feasibility, viability, alternative alignment and relative merits of a commuter rail connection between the Rockford and Chicago Metro Areas, including

communities in between. THIS STUDY WAS COMPLETED IN FY 2005. The results of this study will continue to be presented in the community and to be used as a foundation for the next phase of study, the Alternatives Analysis / EIS phase. The progress of this work task is on-going and continues to be evaluated as staff researches and monitors this issue/topic.

TIME FRAME: FY 05 to FY 2011

FUNDS: 5314

WORK ELEMENT #: 2.5

PLANNING GOAL #: 2,3,4,6, & 7

ACTIVITY: Northern Illinois Commuter Transportation Initiative (NICTI) Alternatives Analysis (AA)

LEAD AGENCY: RMAP & RMTD

ASSISTED BY: All Agencies and consultant

OBJECTIVES: Funding was secured in SAFETEA-LU to begin the second step in the FTA New Starts Planning and Project Development Process. This step has reviewed the Interstate 90 corridor's current transportation methods, volumes, and routes for north central Illinois residents that are traveling to and from destinations and origins in the northwest suburbs and Chicago and the Rockford MPA for the development of several transportation alternatives. From this process, RMAP selected a Local Preferred Alternative (LPA) in May 2008 so that a Project Management Plan can be refined. Work is continuing on this activity, especially on the environmental documents. It is anticipated that this phase will be completed in FY 2011. RMAP will then start the next phase in the New Starts planning process after this phase.

TIME FRAME: FY 06 to FY 2011

FUNDS: FTA, 5309, 5339, IDOT and L

WORK ELEMENT #: 2.6

PLANNING GOAL #: 2,3,4,6, & 7

ACTIVITY: Belvidere-Rockford to Elgin Bus Rapid Transit Study

LEAD AGENCY: RMAP and City of Belvidere

ASSISTED BY: All Agencies and consultant

OBJECTIVES: This study took a recommendation from the Belvidere Transit Development Plan to determine the potential transit / pre-rail connection to the Metra train station at Big Timber in Elgin. This brief overview of this issue was examined more comprehensively in the NICTI AA planning effort.

TIME FRAME: FY 06

FUNDS: FTS, L

WORK ELEMENT #: 2.7

PLANNING GOAL #: 1, 4 & 8

ACTIVITY: Riverside Boulevard Corridor Planning

LEAD AGENCY: LPPD, RPWD, WCHD

ASSISTED BY: All

OBJECTIVES: Monitor/ refine corridor plans, access plans, and land use plans, as needed in the stretch between Forest Hills and the Boone County Line. In 1999, a traffic sub-area analysis was completed for the transportation and surrounding land use for the area of Forest Hills Road, East Riverside Boulevard, and Alpine Road. The convergent of these three arterial roadways in the Rockford MPA presented some planning challenges to the MPO. One of the parcels of property that was vacant at the time when the study was completed has now been developed in the City of Loves Park. The traffic – land use study that was done provided very good technical information to ensure that the transportation network would not be

negatively impacted as a result of this development. This issue will continue to be monitor, develop, analyze and explore by RMAP staff throughout FY 2011.

TIME FRAME: FY 03 +

FUNDS: R, L

WORK ELEMENT #: 2.8

PLANNING GOAL #: 4, 5, 8

ACTIVITY: Winnebago County IL 173 Corridor Transportation and Land Use Planning

LEAD AGENCY: MPPD, LPPD

ASSISTED BY: IDOT, All

OBJECTIVES: Develop a more comprehensive corridor transportation and land use plan for this fast growing corridor between IL 251 and the Boone County Line. This is an on-going activity as a result of the continuing economical and surrounding land use are causing existing traffic patterns to change.

TIME FRAME: FY 03 +

FUNDS: IL Tm, L

WORK ELEMENT #: 2.9

PLANNING GOAL #: 1, 6

ACTIVITY: Perryville Road Extension

LEAD AGENCY: WCHD, WCPD, SLATS

ASSISTED BY: All

OBJECTIVES: In conjunction with SLATS, identify corridor for ROW and determine capacity needs in corridor between IL 251 and I-90. In 2008, another segment of Perryville Road was completed and open. RMAP and Winnebago County staff will monitor the traffic patterns in the area for changes in ADT.

TIME FRAME: FY 03 +

FUNDS: R, L

WORK ELEMENT #: 2.10

PLANNING GOAL #: 1,4,6,7

ACTIVITY: Town Hall Road Corridor

LEAD AGENCY: BDPW

ASSISTED BY: RMAP and BCHD

OBJECTIVES: Develop future traffic projections, alignment analysis, and capacity needs in corridor between US Bus.20 and I-90 (Jane Addams Tollway). To review different planning/traffic network scenarios with and without future interchange/connection to Irene Road at I-90 and possible connection to IL 76. IDOT District 2 staff is currently reviewing this plan. Accordingly, this plan is a draft document.

TIME FRAME: FY 06+

FUNDS: PL, L

WORK ELEMENT #: 2.11

PLANNING GOAL #: 4,5,6,7

ACTIVITY: Flora Neighborhood Plan

LEAD AGENCY: BBCPD

ASSISTED BY: BCHD, BPWD and RMAP

OBJECTIVES: The City of Belvidere wants to develop a more detailed land use transportation plan for the area surrounding the Tollway Station Point and Commuter Rail Stop location, a new interchange at I-90 and Irene Road, the expanding employment area around the Chrysler facility and other future development

in this sub-area in Boone County. This study will include all surface transportation options, including public transportation and pedestrian and bicycle facilities to this area. THIS STUDY WAS STARTED AND COMPLETED IN FY 2006. The City of Belvidere and Boone County have adopted this plan as an amendment to their Land Use plan.

TIME FRAME: FY 06 and FY 07

FUNDS: L

WORK ELEMENT #: 2.12

PLANNING GOAL #: 4, 5, 8

ACTIVITY: Boone County IL-173 Corridor Transportation and Land Use Planning

LEAD AGENCY: BBCPD

ASSISTED BY: Belvidere, Boone County, Poplar Grove, Capron and RMAP

OBJECTIVES: Develop a more comprehensive corridor transportation and land use plan for this fast growing corridor between Boone – Winnebago County Line and Boone – McHenry County Line. The draft plan was completed by the consultant in fall of 2007.

TIME FRAME: FY 07 and FY 08

FUNDS: R, L

WORK ELEMENT #: 2.13

PLANNING GOAL #: 2,3,4,5,7,8,9

ACTIVITY: RATS Bicycle – Pedestrian Study

LEAD AGENCY: RMAP

ASSISTED BY: All Participants – Consultant Assisted

OBJECTIVES: Develop and identify a region-wide system of bicycle and pedestrian facilities (bike lanes / bike routes) to connect with existing and planned shared-use path facilities, existing and planned public transportation services and provide model development regulations and ordinances to promote and encourage bicycle and pedestrian friendly growth in the RMAP area. The plan was completed in 2008. RMAP/RATS Bike/Ped Study was amended to the Year 2035 RATS LRTP on January 24, 2008. As the first part of implementing this plan by the local jurisdictions, the City of Rockford completed approximately eight (8) miles of public streets for on-street bicycle facilities in September 2008. This will be the first year of a multi-year program. It is anticipated that this program will continue in 2009 with an additional ten (10) miles within the City of Rockford and an additional two (2) in some of the surrounding communities.

TIME FRAME: FY 06, FY 07, FY 08, FY09, FY2010 and continuing for the next several years.

FUNDS: R, L

WORK ELEMENT #: 2.14

PLANNING GOAL #: 1, 4,5,6,7

ACTIVITY: Northeast Urban Boone County Transportation Planning Study (NUPA)

LEAD AGENCY: BCHD

ASSISTED BY: BPWD, BBCPD, IDOT, RMAP & Consultant assisted

OBJECTIVES: Develop a more comprehensive corridor transportation and land use plan for this fast growing corridor in Boone County. In the FY 2007 UWP, funds have been programmed to start this review and update and continue into FY 2008. A request for proposals was issued by Boone County in the winter of 2008. After a consultant selection process, the consultant team of Metro Transportation Group and Teska Associates was selected. This study is well underway and should be completed within the FY 09 UWP time period. Some additional follow-up planning activities and work will probably need to be done in FY 2011.

TIME FRAME: FY 08, FY 09, FY 2010 and into FY 2011
FUNDS: 5303, PL, R, L

WORK ELEMENT #: 2.15
PLANNING GOAL #: 1,2,3,4,6,7,8
ACTIVITY: IL 251 / Kishwaukee Street Corridor Plan
LEAD AGENCY: RPWD

ASSISTED BY: IDOT, CRIA, RMAP and Consultant Assisted
OBJECTIVES: Develop a more comprehensive corridor plan to improve the current and projected travel demand and land use along an existing poorly designed, planned and functional highway between the Whitman Street / IL 251 interchange and the Chicago / Rockford International Airport. A major emphasis of this plan will be working with the citizens, businesses and other neighborhood / community organizations to reach a solution for improvements in this corridor (using CSS techniques). This study was completed in 2008.

Phase two of this corridor section is currently underway by the City of Rockford. The section is primarily between Harrison Avenue and Airport Drive.

TIME FRAME: FY 08 and FY 09
FUNDS: L

WORK ELEMENT #: 2.16
PLANNING GOAL #: 1, 2,3,4,6,7,8,9
ACTIVITY: RMAP Regional Transportation Freight Study and Model Conversion
LEAD AGENCY: RMAP

ASSISTED BY: IDOT, ISTHA, WisDOT, County/Local participants and consultant assisted
OBJECTIVES: This study is divided into two phases. The first phase will be to upgrade the existing RMAP model from TM2 software to PTV – Vision software. The second phase will be to conduct a wide-range analysis of freight movement to / from / through the RMAP Metro Planning Area (MPA). Emphasis will be placed upon determining the current and projected interaction between the different modes of transportation in the RMAP MPA, with special interest upon the CRIA, Global 3 facility in Rochelle and locally known commercial, industrial, and manufacturing employment areas.

After the consultant selection process, the consultant team of AECOM, PTV-America and Missman Stanley & Associates was selected to assist the RMAP transportation planning process. This study got underway in spring 2008 and will continue into 2009 and 2010.

TIME FRAME: FY 08 and FY 09
FUNDS: PL, 5303, S and L

WORK ELEMENT #: 2.17
PLANNING GOAL #: 1, 7, 8
ACTIVITY: RMAP & MPOs Statewide Gap Analysis
LEAD AGENCY: Statewide

ASSISTED BY: IDOT, MPOs and Consultant assisted
OBJECTIVES: As a result of input from the State's MPOs and the overall planning objectives under SAFETEA-LU, IDOT has hired a consultant to review the MPOs planning documents to determine if each MPO planning process is meeting SAFETEA-LU guidelines for compliance. The results of this analysis led to RATS adopting Resolution 2007-7, which amended the RATS Year 2035 LRTP. Three of the

attachments to this resolution identified a planning approach to address issues discussed in Part 7-#2, findings that are listed in the FHWA/FTA certification report of March 2008. With the reauthorization of SAFETEA-LU (it expires on September 30, 2009) currently underway, it is anticipated that new federal planning guidelines, areas of emphasis and initiatives will be forthcoming from FHWA & FTA. With the status of extending SAFETEA-LU an on-going issue at the federal level, this issue will continue to be monitor and explore by RMAP staff throughout FY 2011. Part of the Greater RMAP Environmental – Educational Network (GREEN) will address this issue/topic.

TIME FRAME: FY 07, FY 08 and FY09

FUNDS: PL, 5303 & L

WORK ELEMENT #: 2.18

PLANNING GOAL #: 1, 2,3,6,8

ACTIVITY: IL 2 / N. Main Street Envision Plan

LEAD AGENCY: RPWD

ASSISTED BY: IDOT, RMAP and Consultant Assisted

OBJECTIVES: The City of Rockford will continue to lead a planning effort on a land use transportation study along a section of North Main Street in northwest Rockford. This planning project will provide an implementation strategy to guide the City and IDOT with street/streetscape improvements within the public right of way that would create a safe and attractive multi-modal environment, and that would also help to generate private – public economic redevelopment opportunities. This plan was completed in 2007 and will continue to be monitored.

TIME FRAME: FY 07 and FY 08

FUNDS: L

WORK ELEMENT #: 2.19

PLANNING GOAL #: 1, 2,3,5,6

ACTIVITY: Downtown Rockford Riverwalk

LEAD AGENCY: RPWD

ASSISTED BY: RMAP and Consultant assisted

OBJECTIVES: The City of Rockford received an Illinois Enhancement grant I 2005 for its Downtown Riverwalk Plan. As part of the region's overall bicycle and pedestrian plan, RATS staff prepared this enhancement application. Currently, a consultant is preparing engineering plans for the first phase of this project. In May 2008, another IDOT Enhancement grant was submitted. From that submittal, IDOT awarded approximately \$500,000 in STP-Enhancement funds for this project.

The City of Rockford is expecting that the first construction phase will start in FY 2011.

The City's Riverwalk is included in the region's Greenway Plan and RMAP 2035 Long Range Transportation Plan.

TIME FRAME: FY 07, FY 08, FY 09, FY 10 & FY 2011

FUNDS: R, L

WORK ELEMENT #: 2.20

PLANNING GOAL #: 2, 3, 4

ACTIVITY: Auburn Street / N. Main Street – IL 2 Roundabout Traffic Analysis

LEAD AGENCY: RPWD

ASSISTED BY: RMAP, IDOT and Consultant Assisted

OBJECTIVES: The City of Rockford completed a "Strategic Revitalization Plan" for the North Main and Auburn Street Business District. Two pieces of the cornerstones of this plan were the marketing analysis of the immediate area and construction of a multi-lane roundabout at this intersection. RMAP staff prepared the initial traffic analysis for this intersection. Currently, a consultant is preparing a detailed engineering plan for this intersection/roundabout. During the plan phase of this study, the City worked every closely (using CSS techniques) with the adjacent businesses and nearby neighborhoods in reaching a consensus on the recommendations included in the final report. The engineering analysis for this project is progressing through IDOT's review process. Public meetings were held in fall 2007, to listen and receive comments from the public on this project. The project is very much dependent upon a State-wide Capital program. However, RMAP staff will continue to assist the local planning effort with this project.

Redevelopment of the northwest quadrant will not impact the proposed geometrics on the roundabout.

TIME FRAME: FY 07, FY 08, FY 09, FY2010 & FY 2011

FUNDS: R, L

WORK ELEMENT #: 2.21

PLANNING GOAL #: 5

ACTIVITY: Rockford Whitewater River Park

LEAD AGENCY: RPWD

ASSISTED BY: Consultant Assisted

OBJECTIVES: The City of Rockford is conducting a feasibility study to determine if a section of the Rock River can be converted into a whitewater course / park. Included in the concept design would be a system of shared-use path facilities that would be connected to the Downtown Rockford Riverwalk system, thus being connected to the region's overall bikeway / pedestrian system. This project is still underway.

TIME FRAME: FY 07+

FUNDS: L

WORK ELEMENT #: 2.22

PLANNING GOAL #: 5

ACTIVITY: City of Rockford's Green Community Initiatives

LEAD AGENCY: RPWD

ASSISTED BY: RMAP

OBJECTIVES: The City of Rockford is starting a program that would lay out goals and efforts to enhance its management, conservation, and preservation of natural resources. The effort in this program is currently underway by the City. The major initiatives are inventorying the existing programs to determine future changes, if necessary. A major component of any Green Initiatives is the transportation system within the Rockford Urban Area and surrounding environs.

TIME FRAME: FY 08+

FUNDS: R, L

WORK ELEMENT #: 2.23

PLANNING GOAL #: 2, 3,4,6,7

ACTIVITY: RMTD's Comprehensive Transit Analysis

LEAD AGENCY: RMTD

ASSISTED BY: Consultant, RPWD, RMAP and others

OBJECTIVES: The Rockford Mass Transit District will be initiating a route and schedule analysis study to examine their current route system. This analysis is to provide an in depth analysis of existing routes along

with recommendations for dealing with steadily increasing ridership, expanding community boundaries, potential new ridership generators as well as maximize utilization of the East Side Transfer Center. The analysis would include comparison in fares, up and coming trends, service priorities and service standards.

TIME FRAME: FY 2010 +

FUNDS: 5304, IDOT

WORK ELEMENT #: 2.24

PLANNING GOAL #: 2, 4

ACTIVITY: Downtown River District 1-way Street Study

LEAD AGENCY: RPWD

ASSISTED BY: Consultant, RPWD, RMAP and others

OBJECTIVES: Within the Downtown River District of Rockford, there are several one-way streets. The focus of this study is to examine the current one-way-IL 2 / Main Street – Church Street system. RMAP will assist this effort with traffic simulation modeling.

TIME FRAME: FY 2010 +

FUNDS: L

WORK ELEMENT #: 2.25

PLANNING GOAL #: All

ACTIVITY: Kishwaukee Street Interchange at U.S. 20 (Bypass 20)

LEAD AGENCY: RPWD

ASSISTED BY: Consultant, RPWD, RMAP and others

OBJECTIVES: The City of Rockford wants to assess the impacts of a potential interchange at Kishwaukee Street and U.S. 20. Because of the location of the Chicago-Rockford International Airport and other employment-economical locations in the nearby vicinity of this location, the City wants to determine if an interchange would improve transportation movement to-from this area. RMAP will assist this effort with traffic simulation modeling. This is included in the City of Rockford Kishwaukee Street Phase 2 study.

TIME FRAME: FY 2010 +

FUNDS: L

WORK ELEMENT #: 2.26

PLANNING GOAL #: 2, 4

ACTIVITY: IL 251 One-Way Pair Feasibility Study – Phase 2

LEAD AGENCY: RPWD

ASSISTED BY: Consultant, RPWD, RMAP and others

OBJECTIVES: The City of Rockford wants to determine transportation alternative for the removal of the 2nd Street and 3rd Street one-way pair system between Whitman Street Bridge interchange and Walnut Street. RMAP will assist this effort with traffic simulation modeling.

TIME FRAME: FY 2010 +

FUNDS: L

WORK ELEMENT #: 2.27

PLANNING GOAL #: 2, 4

ACTIVITY: IL 2 – Wyman Street: 2-way Conversation Study

LEAD AGENCY: RPWD

ASSISTED BY: Consultant, RPWD, RMAP and others

OBJECTIVES: The City of Rockford wants an analysis of removing the current one-way movement of traffic on Wyman Street, between Elm Street and Cedar Street to two-way movement. RMAP will assist this effort with traffic simulation modeling.

TIME FRAME: FY 2010 +

FUNDS: L

WORK ELEMENT #: 2.28

PLANNING GOAL #:

ACTIVITY: Regional Fiber Optic and Broadband Network

LEAD AGENCY: GRANA and RMAP

ASSISTED BY: All local agencies

OBJECTIVES: The Greater Rockford Area Network Authority (GRANA) is a consortium of city governments, school districts, colleges, hospitals, libraries, fire protection districts and law enforcement agencies that have come together to promote high-speed bandwidth. GRANA wants to provide reliable bandwidth to facilitate coordinated efforts to effectively and seamlessly link all of our public agencies and facilities and be able to meet the needs of our citizens in disaster.

TIME FRAME: FY 2010 +

FUNDS: PL, 5303 & L

WORK ELEMENT#: 2.29

PLANNING GOAL#: 1,5,6,7 & 8

ACTIVITY: Organize and updating RMAP internal mapping operations

LEAD AGENCY: RMAP

ASSISTED BY: WinGIS and all local agencies

OBJECTIVES: To maintain and update RMAP's mapping products, using ArcView and related software.

TIME FRAME: FY 2011+

FUNDS: PL, 5303, SPR & L

WORK ELEMENT #: 3

PLANNING GOAL #: All

ACTIVITY: Administration

LEAD AGENCY: RMAP

ASSISTED BY: All Participants

OBJECTIVES: Maintain records, file reports, process contracts and reimbursement requests, and all other aspects of RMAP administration.

TIME FRAME: FY 2010

FUNDS: PL, 5303 & L

WORK ELEMENT #: 3.1

PLANNING GOAL #: All

ACTIVITY: Capital Equipment for RMAP Planning

LEAD AGENCY: RMAP

ASSISTED BY: All participants

OBJECTIVES: Monitor / evaluate computer and other data / planning equipment. Obtain new or replacements according to needs and funding.

TIME FRAME: FY 2010

FUNDS: PL, 5303 & L

WORK ELEMENT #: 4

PLANNING GOAL #: All

ACTIVITY: Public Participation

LEAD AGENCY: RMAP

ASSISTED BY: RMAP Mobility Subcommittee, RMTD and all participants

OBJECTIVES: Throughout FY 08 and in conjunction with all other Work Elements, inform and involve the general public, public officials, interested parties and the press and media in all parts of the RMAP Planning Process in accordance with the RMAP Public Involvement Process (PIP) Report. One of the requirements under SAFETEA-LU for RMAP is to develop and utilize a public "Participation Plan" (PPP). The RATS PIP was used as the foundation for the preparation of newly required PPP. As mentioned earlier in this UWP, this is one of the findings of the certification report received by RATS in March 2008. At the July 24, 2008, RMAP Policy Committee meeting, the Committee adopted the RMAP PPP. Since that time, RMAP staff has been implementing the PPP to get the public and communities of the RMAP region more actively participating in the transportation planning activities of the MPO and implementing agencies.

TIME FRAME: FY 2011+

FUNDS: all

WORK ELEMENT #: 4.1

PLANNING GOAL #: 4,6,7,8

ACTIVITY: Public Transit-Human Services Transportation Plan

LEAD AGENCY: RMAP

ASSISTED BY: RMAP Mobility Subcommittee, RMTD and all participants

OBJECTIVES: In March 2001, RATS adopted a Resolution that designated RMTD as the Area's Coordinated Service Provider. One of the provisions of this policy was that all transit needs and services, both public and private, were to be monitored by RMTD and RATS to ensure services are being met for the human services agencies. In the Year 2035 LRTP, this issue was also addressed.

With the passage of SAFETEA-LU, one of the planning areas that have been introduced is that MPOs are encouraged to become more involved in coordinated transportation planning efforts. In 2007, RMAP (then RATS) created a Mobility Subcommittee to assist in the effort to better define the transit needs for those who relied on public transportation as well as to provide input on such plans as the Coordinated Public Transit-Human Services Transportation Plan. This Subcommittee consists of workforce development agencies (both public and private), governmental entities, members of the public, public and private transit providers, assisted living facilities, school districts, local community colleges, taxi and ambulance services and human service agencies.

The RMAP HSTP Plan was amended to the Year 2035 RATS LRTP on January 24, 2008. As part of our ongoing planning activities, this plan will be monitored to assess the needs of transit dependent populations; assess strategies to address transit needs; and be updated as new projects and funds become available.

This work activity continues to be an on-going task for RMAP staff. Over the past year and continuing into FY 2011, the Subcommittee has continued to meet to discuss and strategize projects to address mobility issues throughout the RMAP planning area, especially with regards toward public transportation and related topics, such as access to/from employment centers.

TIME FRAME: FY 07 to FY 2011
FUNDS: R, L

WORK ELEMENT #: 4.2
PLANNING GOAL #: All
ACTIVITY: RMAP Web Site Development / Maintenance
LEAD AGENCY: RMAP

ASSISTED BY: All Participants, Consultant

OBJECTIVES: The web site for RATS planning documents, meeting information and members, contacting RATS staff was completed in FY 2005. During the past several UWP time periods, minimal work effort has been allocated towards this effort. During FY 2010 the RATS website was converted over to an activated RMAP website @ <http://www.rmapil.org>. Work will continue in FY 2011 to further develop the site and maintain accurate, up to date information. This work includes the development of the content on the site to reflect the changes in RMAP's documents and frequently updates public on issues and activities that RMAP is engaged in and that the public should review for comments; moderation of public comment sections available for general viewing; reviewing public comments made directly to RMAP; adding new sections as necessary based on new developments, such as ARRA and other Federal Programs, or other national, state or local matters. The progress of this work activity is on-going and continues to be updated as needed.

TIME FRAME: FY 2010 and into FY 2011
FUNDS: PL, 5303 & L

WORK ELEMENT #: 5.1
PLANNING GOAL #: 2,3,7,8
ACTIVITY: Transportation Data and Traffic Forecasting
LEAD AGENCY: RMAP

ASSISTED BY: All Participants

OBJECTIVES: Maintain basic transportation databases as needed to make intelligent decisions – including infrastructure data, equipment data, operations data, accident data, incident data and transit data. As necessary interpret results of the model and to develop level-of-service analysis and other evaluations in conjunction with changes in the land use plans and the region's overall economic condition.

TIME FRAME: FY 2010
FUNDS: PL, 5303 and L

WORK ELEMENT #: 5.2
PLANNING GOAL #: 7
ACTIVITY: Average Daily Traffic (ADT) Counts
LEAD AGENCY: RPWD, IDOT and WCHD
ASSISTED BY: All Participants

OBJECTIVES: Conduct/complete 5-year traffic counts in Boone and Winnebago Counties. Traffic counts were completed in FY 2005 and FY 2006. As part of a continuing program, IDOT and local agencies conducted ADT counts on a regular basis throughout the RATS MPA. Boone County is scheduled to have a county-wide count conducted in 2008 and Winnebago County in 2008. The preliminary ADT has been completed by IDOT. The final ADT should be available in 2009. This information will be in conjunction with the MPO's traffic simulation model.

TIME FRAME: FY 2010
FUNDS: PL, 5303 and L

WORK ELEMENT #: 5.3

PLANNING GOAL #: 2,3,4,5,6,7,8

ACTIVITY: Traffic Modeling, Forecasting and Analysis

LEAD AGENCY: RMAP

ASSISTED BY: All Participants

OBJECTIVES: Maintain and utilize the RMAP Computerized Traffic Simulation Model to forecast traffic and analyze alternative improvements and plans, including evaluation of situations in Northeast Winnebago County. RMAP purchased new software during FY 06. RMAP staff needs to upgrade its computers to fully use the PTV VISION SUITE transportation demand modeling software. Recent changes in transportation planning software packages include a multi-level approach to develop traffic projections. These new features allow for better interfacing with GIS software/information and traffic visual simulations. Also, public transportation routes and other amenities can be included and performed in the new software. See Work element #2.16 for more information on this work effort. This effort is included in the RATS Regional Freight Study and Model Conversion that will begin in May 2008. As previously mentioned in other work elements, in order to maintain an active planning tool for the MPO, RMAP will be upgraded from the current T-Model 2 software to PTV VISION SUITE software. During FY 2010, RMAP staff will be attending and receiving technical assistance from PTV for this work effort.

During the course of RMAP's staff normal working tasks, the staff receives numerous requests from associated agencies within the RMAP region and surrounding area for existing traffic counts and projections. Depending on the nature of these requests, the amount of time can range from several hours to several weeks. Over the past several years, RMAP staff has invested time in two particular projects in the RMAP MPA that would accomplish several of our planning goals. These two projects are the planned interchanges at Irene Road with Interstate 90 and Perry Creek Road at Interstate 39/90. As the local-state agencies work with the adjacent land owners at these two locations, RMAP will continue to take an active involvement with these two projects, and as well as others that come forward.

TIME FRAME: FY 2010 +

FUNDS: PL, 5303 and L

WORK ELEMENT #: 6

PLANNING GOAL #: 1, 2, 3,5,8,9

ACTIVITY: Land Use Planning, Data Collection and Forecasting

LEAD AGENCY: RMAP

ASSISTED BY: All participants in the RMAP planning area, especially those agencies with land use regulatory authority.

OBJECTIVES: Maintain basic land use and non-transportation infrastructure databases as needed to make intelligent land use and transportation planning decisions.

Participate and assist in the development of WinGIS.

Participate in the US Census and maintain and analyze Census and similar socio-economic data.

Develop land use forecasts for input in transportation planning software programs and providing this information to other agencies in order to perform a more comprehensive view of planning and growth in the Rockford Urban and Metropolitan areas.

TIME FRAME: FY 08

FUNDS: R, L

WORK ELEMENT #: 6.1

PLANNING GOAL #: 5

ACTIVITY: Comprehensive Land Use Planning

LEAD AGENCY: All

ASSISTED BY: All

OBJECTIVES: Maintain, develop and update area comprehensive land use plans and other public infrastructure plans and social service plans that have a relationship to transportation planning.

TIME FRAME: FY 08

FUNDS: R, L

WORK ELEMENT #: 6.2

PLANNING GOAL #: 5

ACTIVITY: Smart Growth Study, Phase 2

LEAD AGENCY: WCHD

ASSISTED BY: Consultants and All Agencies

OBJECTIVES: Using the Phase 1 report as a framework plan, this next phase will be divided into an education and an application of "smart growth" principals and philosophies in two areas in the County.

TIME FRAME: FY 06 and FY 07

FUNDS: IT, L

WORK ELEMENT #: 6.3

PLANNING GOAL #: 1, 4,6,7,8

ACTIVITY: Minority and Environmental Justice

LEAD AGENCY: RMAP

ASSISTED BY: All participants, particularly transit agencies.

OBJECTIVES: Analyze / monitor Census and socioeconomic data to determine the distributions of minorities, persons of low income, and persons "traditionally underserved." Compare data with positive and negative impacts of transportation services and decisions. Make findings and recommendations to further minority and environmental justice.

TIME FRAME: FY 06 (starting) and continue into FY 2011

FUNDS: R, L

WORK ELEMENT #: 6.4

PLANNING GOAL #: All

ACTIVITY: Downtown Entry Corridor Planning

LEAD AGENCY: RCDP

ASSISTED BY: RPWD

OBJECTIVES: Continue planning to improve all major entranceways to Rockford.

TIME FRAME: FY 06 to FY 08

FUNDS: L

WORK ELEMENT #: 6.5

PLANNING GOAL #: All

ACTIVITY: Springfield Corridor Development Study

LEAD AGENCY: WCHD/WCPD

ASSISTED BY: RCDP and RMAP

OBJECTIVES: Develop a comprehensive plan for the overall improvement / development of the Springfield Corridor between IL -2 and Auburn Street. This plan was completed in FY 2006.

TIME FRAME: FY 04 to FY 06

FUNDS: R, L

WORK ELEMENT #: 6.6

PLANNING GOAL #: 1,5,6,7

ACTIVITY: Rockford 2020 Land-Use Plan Review

LEAD AGENCY: RCDP

ASSISTED BY: Consultant Assisted

OBJECTIVES: The City of Rockford did adopt their 2020 Land Use Plan in FY 2005. This plan is consistent with the RATS Long-Range Transportation Plan, with best practices and compliance with State law. City and RMAP will monitor this newly adopted land use plan. This plan will continue to be reviewed with regards to the development of new land use control ordinances for the City of Rockford.

TIME FRAME: FY 04 to FY 07

FUNDS: R, L

WORK ELEMENT #: 6.7

PLANNING GOAL #: 1,5,6,7

ACTIVITY: Rockford Zoning Ordinance Review

LEAD AGENCY: RCDP

ASSISTED BY: Consultant Assisted

OBJECTIVES: Review/critique zoning ordinances for consistency with best practices particularly along major transportation corridors. In the FY 2006 UWP, funds were programmed to start this review and updates continued into FY 2008. As part of FY08, this effort continued by the City of Rockford, but without financial assistance from PL and 5303 funds. In 2008, the City of Rockford adopted new land use controls for its planning area. The City's Community Development Department shepherded that effort through City Council. RMAP staff will continue to provide technical assistance.

TIME FRAME: FY 06, FY 07, FY 08, FY 09 and FY 2010+

FUNDS: PL, 5303 and L

WORK ELEMENT #: 6.8

PLANNING GOAL #: 2,3,5,6

ACTIVITY: Geographic Information System Development

LEAD AGENCY: WinGIS

ASSISTED BY: In-house and consultant assisted

OBJECTIVES: WinGIS will apply for its share of additional SPR funds that IDOT has set aside for GIS development by counties in Illinois. WinGIS will expand its databases, and its mapping and information dissemination capabilities.

TIME FRAME: FY04 to FY 2010

FUNDS: L

WORK ELEMENT #: 6.9

PLANNING GOAL #: 1, 5, 7

ACTIVITY: Winnebago County Land Use Plan - Update

LEAD AGENCY: WCPD

ASSISTED BY: In-house and consultant assisted

OBJECTIVES: Winnebago County will begin the process of updating its existing 2010 Land Use Plan and Guide.

As part of its 2030 Land Resource Management Plan, Winnebago County began an inventory process to identify existing private or public natural resources that may not have been previously recorded by local, state, federal or private agencies, but which are still considered great assets of the residents of Winnebago County. This inventory will be used to help protect and manage these precious assets in the future.

In developing the framework for this effort, RATS/RMAP assisted WinGis in drafting the scope of work and objectives for this planning effort. Since this inventory process will require coordination with affected agencies and parties, RMAP views this effort as a means to use our planning approach to continue and maintain an ongoing and continuous dialogue to coordinate with Federal, State and local resource agencies in the environmental area.

TIME FRAME: FY 08 – FY 09

FUNDS: S & L

WORK ELEMENT #: 6.10

PLANNING GOAL #: 1, 5, 7

ACTIVITY: City of Loves Park

LEAD AGENCY: LP

ASSISTED BY: In-house

OBJECTIVES: The City of Loves Park will begin a multi-year effort to update their comprehensive land use plan.

TIME FRAME: FY09+

FUNDS: L

WORK ELMENT #: 6.11

PLANNING GOAL #: 1, 5, 7

ACTIVITY: Village of Machensy Park

LEAD AGENCY: MP

ASSISTED BY: In-house and consultant assisted

OBJECTIVES: The Village of Machesney Park has begun a multi-year effort to update their comprehensive land use plan.

TIME FRAME: FY 09+

FUNDS: L

WORK ELEMENT #: 6.12

PLANNING GOAL #: 1, 5, 7

ACTIVITY: Village of Caledonia

LEAD AGENCY: CAL

ASSISTED BY: In-house and consultant assisted

OBJECTIVES: The Village of Caledonia will begin a multi-year effort to update their comprehensive land use plan.

TIME FRAME: FY 09 +

FUNDS: L

WORK ELEMENT #: 6.13
PLANNING GOAL #: 1, 5, 7
ACTIVITY: Village of Cherry Valley
LEAD AGENCY: CV
ASSISTED BY: In-house and consultant assisted
OBJECTIVES: The Village of Cherry Valley has begun a multi-year effort to update their comprehensive land use plan.
TIME FRAME: FY 09 +
FUNDS: L

WORK ELMENT #: 6.14
PLANNING GOAL #: 1, 5, 7
ACTIVITY: Village of Poplar Grove
LEAD AGENCY: PG
ASSISTED BY: In-house and consultant assisted
OBJECTIVES: The Village of Poplar Grove completed their multi-year effort to update their comprehensive land use plan.
TIME FRAME: FY 09
FUNDS: L

WORK ELMENT #: 6.15
PLANNING GOAL #: 1, 5, 7
ACTIVITY: Boone County
LEAD AGENCY: BC
ASSISTED BY: In-house
OBJECTIVES: Boone County has begun a multi-year effort to update their comprehensive land use plan.
TIME FRAME: FY 09, FY 2010 +
FUNDS: L

WORK ELEMENT #: 7
PLANNING GOAL #: All
ACTIVITY: Transportation Improvement Program Development
LEAD AGENCY: RMAP
ASSISTED BY: All participants
OBJECTIVES: Throughout the current FY, as necessary, monitor the progress of, change priorities in, or amend the current TIP. With efforts concentrated in the 1st half of the FY 11, develop a comprehensive Transportation Improvement Program for the fiscal year 2011 to 2014, and beyond, as needed, that coordinates the infrastructure and equipment improvement projects of the RMAP participants, avoid duplication of efforts, and accomplishes the long and short-range goals of RMAP.

As a result of the MPO's findings in the March 2008 Federal Certification review, RMAP's TIP was "frozen" from any amendments until the full certification was determined by FHWA and FTA. Following the release of the certification review report, RMAP staff developed written responses to each of the four finding issues. Between March 2008 and December 2008, the RMAP Policy Committee adopted three resolutions to comply with the findings. Based upon these three resolutions, RMAP received a letter from FHWA on December 17, 2008, that stated "based on all elements of the review process and continued consultation with the FTA, the FHWA now fully certifies the transportation planning process for the Rockford

Metropolitan Planning Area." Accordingly, during December 2008 and January 2009, RMAP prepared and adopted the FY 2009 to FY 2012 TIP on January 29, 2009.

The FY 2010 TIP was prepared during June 2009 to September 2009. At the September 24, 2009 RMAP Policy Committee meeting, the Committee adopted this TIP. Shortly thereafter, FHWA & FTA approved the FY 2010 to 2013 TIP. During January 2010, a comprehensive amendment was prepared by RMAP, primarily for projects submitted by City of Rockford and Winnebago County Highway Department. This was needed because of the budgetary years of these two jurisdictions. Shortly thereafter, FHWA/FTA approved these amendments. As a result these two actions, all the area's jurisdictions projects are current. Therefore, all the area agencies projects have thereby been amended to the TIP and thus, into the Illinois FY 2010-2013 STIP.

It is anticipated that RMAP will be preparing and adopting the FY 2011 to FY 2014 TIP sometime between July 2010 and September 2010.

In addition to the above, RMAP and all participating agencies in the Rockford MPA are currently working on projects for the American Recovery and Reinvestment Act of 2009 (ARRA). As information becomes available from FHWA, FTA, IDOT and other technical resource agencies, RMAP will address and comply with all guidelines and reporting procedures.

TIME FRAME: FY 2010, FY 2011+

FUNDS: PL, 5303 and L

WORK ELEMENT #: 8

PLANNING GOAL #: All

ACTIVITY: Congestion Management Process, Transportation Management Systems, Congestion Initiative and Congestion Management Systems

LEAD AGENCY: RMAP

ASSISTED BY: All participants, particularly highway agencies

OBJECTIVES: Analyze traffic flow data and traffic forecasts to determine the present and expected future extent of traffic congestion. Make findings and recommendations to manage or lessen congestion. Develop plans / strategies to make the best use of existing facilities. Explore and employ Intelligent Transportation System alternatives to improve use of the existing and future systems and to reduce congestion. Make special efforts to comply with ITS Architecture.

In December 2008, the RMAP Policy Committee adopted a Management & Operations Plan and the Congestion Management Process (M&O) for the Rockford MPO. For this and future RMAP UWP's, this issue will be an on-going activity. During this time period, RMAP staff will start the planning process in gathering information from a wide-variety of web-sites and other Technical Committee members to start the assembly process of developing a program that identifies key transportation performance measures. This information will be used by RMAP to help develop its Long Range Transportation Plan (LRTP) by facilitating the development of more cost-effective and performance-based transportation investments and actions.

TIME FRAME: FY 2010 and beyond

FUNDS: PL, 5303 and L

WORK ELEMENT #: 8.1

PLANNING GOAL #: 2,3,6,7

ACTIVITY: Pavement and Infrastructure Management

LEAD AGENCY: RPWD and RMAP

ASSISTED BY: All

OBJECTIVES: Maintain and analyze data leading to the cost-effective maintenance of existing infrastructure, systems and equipment.

TIME FRAME: FY 2010

FUNDS: L by RPWD and PL, 5303 & L by RMAP

WORK ELEMENT #: 8.2

PLANNING GOAL #: 2,3,6,7

ACTIVITY: Northwest School District 100 Expansion Traffic Analysis

LEAD AGENCY: BPWD, BBCPD

ASSISTED BY: Consultant Assisted

OBJECTIVES: School District 100 will be expanding its northwest campus by adding a new high school in the very near future. This analysis, led by the City of Belvidere, will review plans for campus expansion, the existing surrounding land uses and the projected land use plan for additional potential impacts on the transportation network. Impacts of this new high school will continue to be monitored by the City of Belvidere, Boone County and RMAP.

TIME FRAME: FY 2010

FUNDS: PL, 5303 & L

WORK ELEMENT #: 8.3

PLANNING GOAL #: All

ACTIVITY: Chrysler Impact Traffic Analysis

LEAD AGENCY: BPWD, BBCPD

ASSISTED BY: Consultant Assisted

OBJECTIVES: As a result of the recent announcement by the Chrysler Corporation to expand their facility in Belvidere, the City of Belvidere will review the existing and projected traffic operations to and from this location and other nearby surrounding land uses. Recently, the transportation improvement projects were completed by the City of Belvidere. Because of the economical conditions of the automobile sector in the United States, this local plant has had to reduce their plant operations for the past several months. It is anticipated that once the nationally and local economies improve, the Chrysler facility will resume their normal operations.

TIME FRAME: FY 06+

FUNDS: L

WORK ELEMENT #: 8.4

PLANNING GOAL #: All

ACTIVITY: Congestion Management Process

LEAD AGENCY: RMAP

ASSISTED BY: All Participants

OBJECTIVES: As part of the new planning initiative under SAFETEA-LU, RMAP and the local and state agencies are working on several "Congestion Initiatives" currently. As a result of new information and guidelines from U.S. DOT, RMAP will continue to work with these agencies to better promote the Congestion Management Process (CMP) into the overall RMAP transportation planning process. One of

the initial efforts under the CMP will be to perform a more in—depth analysis of accidents in the RMAP MPA.

TIME FRAME: FY FY2010 and beyond

FUNDS: PL, 5303 & L

WORK ELEMENT #: 9.1

PLANNING GOAL #: All

ACTIVITY: Long Range Transportation Plan (LRTP)

LEAD AGENCY: RMAP

ASSISTED BY: All Participants

OBJECTIVES: Throughout the FY, monitor public improvement proposals and private developments to assure compliance with the Year 2035 LRTP. If necessary, modify and amend the LRTP as needed. Starting in January 2009, RMAP staff began the process of reviewing the current LRTP for changes and updates to meet (at a minimum) all FHWA, FTA and other related federal guidelines and regulations that pertain to the MPO planning process. RMAP must adopt an updated LRTP by July 28, 2010 to remain in compliance with current FHWA-FTA regulations.

TIME FRAME: FY 2010 and beyond

FUNDS: PL, 5303 & L

WORK ELEMENT #: 9.2

PLANNING GOAL #: All

ACTIVITY: RATS Bicycle – Pedestrian Study

LEAD AGENCY: RMAP

ASSISTED BY: All Participants

OBJECTIVES: Develop and identify a region-wide system of bicycle and pedestrian facilities (bike lanes / bike routes) to connect with existing and planned shared-use path facilities, existing and planned public transportation services and provide model development regulations and ordinances to promote and encourage bicycle and pedestrian friendly growth in the RATS area. It is anticipated that this plan will be done by June 2008. Once the draft plan has been completed, RATS will host public informational meetings for public review and comments. After the public comments have been reviewed, a response will be prepared and an addendum to the final report will be included

The RATS Bike/Ped study was amended to the Year 2035 RATS LRTP on January 24, 2008. As part of implementing this plan by the local jurisdictions, the City of Rockford completed the first phase of their on-street bicycle system by signing and striping approximately eight (8) miles of public streets in 2008. This was the first year of a multi-year program. It is anticipated that an additional twelve (12) miles of public streets will be signed and striped in 2009. RMAP staff will continue to assist the local jurisdictions in implementing this plan.

TIME FRAME: FY 2010

FUNDS: PL, 5303 & L

WORK ELEMENT #: 9.3

PLANNING GOAL #: All

ACTIVITY: Year 2035 LRTP: Section 3 – Public Funding

LEAD AGENCY: RMAP

ASSISTED BY: RMTD

OBJECTIVES: To comply with one of the findings in the March 2008 FHWA/FTA certification report, a financial plan for all public transit services in the Rockford TMA was completed and amended to the LRTP in July 2009. Section 3.5 of the RATS LRTP was amended to address this funding. RMAP will continue this activity in the Rockford MPA and will update this information in the LRTP

TIME FRAME: FY 2010

FUNDS: PL, 5303 & L

WORK ELEMENT #: 9.4

PLANNING GOAL #: All

ACTIVITY: Year 2035 LRTP: Section 10 – Plan Refinement

LEAD AGENCY: RMAP

ASSISTED BY: All Participants

OBJECTIVES: To comply with one of the findings in the March 2008 FHWA/FTA certification report, further discussion on how environmental mitigation activities will be considered at the policy and/or strategic level needs to be expanded upon in this section of the LRTP. One of the approaches that RMAP is currently involved with is Winnebago County's project to inventory natural areas as part of its 2030 Land Use Plan effort. As one part of the County's Land Use Plan, the natural area (NA) inventory was completed in 2009 to locate any and all NA sites. This information will be used as part of area's effort to update the Boone County and Winnebago County Regional Greenway Plan. It is anticipated that in FY 2010 RMAP will coordinate with local, state and federal agencies to begin the process to develop the implementation steps to integrate the 3-C transportation planning process with environmental resource planning.

TIME FRAME: FY 2010 and beyond

FUNDS: PL, 5303 & L

WORK ELEMENT #: 9.5

PLANNING GOAL #: All

ACTIVITY: Year 2035 LRTP

LEAD AGENCY: RMAP

ASSISTED BY: All participants

OBJECTIVES: To update and maintain the Long Range Transportation Plan for the RMAP MPO. The next project time frame is from 2010 to 2040.

TIME FRAME: FY 09+

FUNDS: R, L

WORK ELEMENT #: 9.6

PLANNING GOAL #: All

ACTIVITY: Greater RMAP Environmental – Education Network (GREEN)

LEAD AGENCY: RMAP

ASSISTED BY: All participates and input from Rockford Park District, Winnebago County Forest Preserve District, Boone County Conservation District, Illinois Department of Natural Resources, Natural Land Institute

OBJECTIVES: There are three primary objectives: (1) – update the current Greenway Plan for Boone County and Winnebago County; (2) review RMAP's planning documents to ensure possible compliance with new federal emphasis on climate change and the relationship to land use and transportation; and (3) develop a dialogue on environmental – transportation – livability issues between RMAP, the area's higher educational institutions and the general public.

TIME FRAME: FY 2010, into FY 2011 and to continue monitoring beyond 2011

FUNDS: PL, 5303, SPR, & L

WORK ELEMENT # 9.7: Other eligible transportation planning work or studies may be conducted in accordance with changes in planning priorities or the occurrence of special opportunities. One of these special events is occurring currently with the American Recovery and Reinvestment Act of 2009 (ARRA). The provisions of ARRA require that MPOs involve and engage with the local and state agencies to program the ARRA funds into the TIP and to ensure that those projects are in compliance with the area's LRTP. With SAFETEA-LU expiring on September 30, 2009, the re-authorizing of this act will present FHWA, FTA, IDOT and RMAP with more opportunities for possible planning activities that would be eligible. Other eligible activities are described in Part 12 of this Work Program. Activities in addition to those described in Part 12 may also be eligible but will require the concurrence / approval of RMAP, the Policy Committee and/or IDOT.

Funds abbreviations:

PL and 5303 = Work to be accomplished in the regular RMAP work program with the annually allocated FHWA PL & FTA 5303 funds and local match from participating agencies.

SPR = Work funded with State Planning and Research Funds awarded specifically for that purpose.

IT = Work funded with Illinois Tomorrow Funds awarded specifically for that purpose.

IL = Matching funds from State of Illinois 1201 Planning source.

L = Matching funds from participating Local agencies and/or all local funds.

PART 8 – FUNDING PRIORTIES OF RMAP

The budget priorities of RMAP are described below. As a result of the reorganization of RMAP several years ago, the Rockford MPO does not sub allocate their FHWA-PL and FTA-5303 planning funds. If an additional need arises, RMAP will first provide technical assistance to all Technical Committee members and other non-traditional local and state agencies. If RMAP receives a request that would require additional planning services and technical support, RMAP will assistance those agencies is seeking other planning funds that might be available for those planning projects that meets the planning goals and objectives of 3-C planning process of MPOs.

NEEDS PRIORITIES AND ASSIGNMENTS:

- First, the needs of the RMAP Lead Agency are assessed and sufficient planning funds are assigned to that agency to meet the basic planning requirements to comply with Federal laws.
- Second, RMAP is in a Metropolitan Planning Area (MPA). As a result of MPA designation, the transportation planning process of RMAP is reviewed every four years by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). After an on-site review by FHWA and FTA, a report is issued which lists the results of the review and "offers recommendations for

continuing quality improvements and enhancements to the planning process” of RMAP. Accordingly, any FHWA/FTA “finding” that needs to be addressed to comply with the Certification Report will receive additional PL and/or 5303 funds for that task.

- Third, if there is any remaining PL/5303 funds, those funds will be assigned to the other planning efforts that might require special needs.

- Occasionally, a funding need beyond the levels initially allocated by IDOT is identified. Sometimes, IDOT is able to respond to this need by reallocating funds from a previous year’s unexpended balance or by allocating State planning funds or available Federal SPR funds. Part 3 of Table 1-4 shows these special funds. In January 2008, RATS received an additional \$100,000 (or 80,000 [80% amount]) in SPR funds for the Regional Freight and Model Conversation Study. These SPR funds / separate contract will expire in December 2010. In January 2010, RMAP secured an additional \$200,000 in SPR funds for two planning new planning initiatives.

OVERALL BUDGET FOR FY 2011:

The funding allocations of FY 2011 PL and 5303 funds are listed by name of the special task/study and agency in Charts 9 – 13, which are located at the end of this document. Chart 8 below, provides a basic summary.

CHART 8 – RMAP FUNDING SUMMARY BUDGET FOR FY 2011

Entity/Activity	FHWA PL	SPR	FTA 5303	Total Federal	Local Match	State Planning 1201 Funds	Total
RMAP – for MPO Planning	\$454,365		\$140,012	\$594,377	\$148,594		\$742,721
City of Rockford					\$82,361		
City of Loves Park					\$10,949		
Village of Machesney Park					\$11,395		
Winnebago County					\$27,907		
City of Belvidere					\$11,034		
Boone County					\$4,949		
RMAP Regional Transportation Freight Study & Model Conversion (2 nd Yr. Study, to be completed in 2011)		\$80,000		\$80,000	\$20,000		\$100,000
South Main Street / Illinois 2 Corridor Study (SM2)		\$120,000		\$120,000	\$30,000		\$150,000
GREEN (Greater Rockford Environmental – Educational Network		\$40,000		\$40,000	\$10,000 (see note 1)		\$50,000
SUBTOTAL:	\$454,365	\$240,000	\$140,012	\$834,377	\$208,594		\$1,042,971
Loves Park Riverside Boulevard						\$25,000	\$25,000
CEDS						\$50,000	\$50,000
Web-Site Development						\$25,000	\$25,000
SUBTOTAL:						\$100,000	\$100,000
SUMMARY TOTALS	\$454,365	\$240,000	\$140,012	\$794,377	\$168,594	\$100,000	\$1,142,972

Note 1: The \$10,000 local match is being divided between the Illinois Department of Natural Resources, Rockford Park District, Winnebago County Forest Preserve District, Belvidere Township Park District and Boone County Conservation District. The Natural Land Institute is provided technical assistance for this project.

PART 9 – SPECIAL CONSIDERATION IN ADMINISTRATION AND PLANNING

A. INTERGOVERNMENTAL AGREEMENT:

The Federal and State funds referred to in this Work Program will be awarded via Intergovernmental Agreements (contracts) between the Illinois Department of Transportation and the Lead Agency specified in this Unified Work Program. The terms of those Agreements supercede this Work Program and govern the use of all Federal and State funds and the procedures for obtaining reimbursements for expenses incurred under the terms of the Agreement and this Work Program.

B. AUDITS

An audit of all contracts and awards will be prepared to comply with OMB Circular A-102, Attachment P.

C. COST ALLOCATION PLAN

The cost allocation methodology for FY 2011 will be the same as used and approved in previous years. RMAP will submit those charges for reimbursement that can be defined as eligible costs under the terms and conditions as determined in the contracts between RMAP and IDOT. Tables 8 to 12 display the budget for RMAP for the FY 2011 time period.

D. PLANNING GRANTS TO RMTD:

When applied for, RMTD administers their FTA-awarded planning grants (5307, 5309 & 5339 sources) separately and independently from this Work Program. While the scope of work to be conducted by RMTD is broadly defined in this work program, the suballocation of funding to specific work tasks will be defined by RMTD, independently. Only the total amounts applied for are shown in the table of the program. RMTD may carry over and continue to utilize unspent funds applied for in previous years.

E. FUNDING ALLOCATION FOR JOINTLY – FUNDED WORK TASKS

A “jointly-funded” work task is one that is funded from more than one Federal or State funding source. In this UWP, RMAP—the Lead Agency, is the only participant assigned tasks that are jointly-funded (funded with FHWA PL and FTA 5303 funds). In the past, there was a strong distinction between work that was PL-funded (highway related) and 5303-funded (transit related). In recent years, with new emphasis on intermodal planning stemming from ISTEA, TEA-21 and SAFETEA-LU, the distinction between transit-related and highway-related planning has blurred. This coupled with the structure of this work program and the nature of the work assigned to Rockford, now results in a more equal balance between roadway planning and transit planning in all work elements. For example, although the proposed work in Element 9 (LRTP) leans toward future roadway needs, the need for public transit will also be a part of these activities (i.e., as a means to reduce roadway needs and as a means to serve those persons who are not served well by automobiles). Further, within the work assigned to the RMAP staff, it is difficult to predict in advance the amount of transit planning versus highway planning that will be involved in many planned work tasks. Moreover, as the new Federal emphasis encourages the integration of land use planning with transportation planning, nearly all transportation planning tasks have both highway and transit aspects.

Therefore, in this work program, all jointly funded work tasks are funded at the ratio of total FTA 5303 funds to total FHWA PL funds, as listed in Tables 8 to 12.

F. COMPUTATION OF TOTAL LOADED HOURLY WAGE RATES

Labor charges will be based on “total loaded hourly” rates that include fringe benefits, independently computed for each employee. The rates for each employee are recomputed each time there is a change in any of the components. The rates are verified for each semi-annually / quarterly Reimbursement Report. Generally, the loaded wage computational method is as follows:

1. Annual salary plus longevity, if any, is divided by 2,080 hours per year to arrive at an ‘hourly rate’.
 - 1.1.1. Life insurance is added at the expected annual cost/2,080 (\$78.00/year total).
 - 1.1.2. Unemployment compensation is added at the expected annual cost/2,080 (\$63/year total).
 - 1.1.3. Parking cost benefit is at \$480/year divided by 2,080 hours.
 - 1.1.4. Workman’s compensation is added at a percent of the base hourly rate (0.22%).
 - 1.1.5. Health insurance is computed at an annual cost per year (\$6,526 to \$6,994 for single, \$13,988 for single + 1dependent, or \$20,982 for family coverage) divided by 2,080 hours.
 - 1.1.6. Contributions to the Illinois Municipal Retirement Fund (IMRF) are calculated based upon the employee’s normal pay rate/grade and at a fixed percentage (20.18%) divided by 2,080 hours.
2. It is not possible to convert all the above factors into simple percentages because some (life insurance, unemployment compensation, health insurance, and parking cost) are fixed amounts that apply equally to all employees regardless of differing base pay rates. Similarly, holiday, vacation and sick leave credits can’t be converted to simple percentages because rates vary depending on the individual’s annual allocation and total accumulation. However, on the average, the total fringe benefit package for employees at RMAP is usually not lower than 29% of base pay.

G. SUBMITTAL OF REIMBURSEMENT REQUESTS

1. The Lead Agency will summarize all activity / reimbursement requests, prepare the required documentation and submit the requests to IDOT in a timely fashion.
2. Reimbursements from IDOT are sent to the Lead Agency in lump sums. The Lead Agency then disburses the funds to the respective participants. Participants are advised to keep their own account of requests and funds received as a check to assure that items are not inadvertently lost.

H. MINORITY AND ENVIRONMENTAL JUSTICE

A significant goal of RMAP is to assure that the delivery of public transportation services and the priority setting for transportation improvements does not disproportionately distribute the benefits of these publicly-funded activities away from minority persons or groups (racial or ethnic) or persons or groups with low income or economic status. Conversely, these efforts also seek to assure that the adverse or detrimental consequences of transportation services or improvements are not disproportionately burdened upon minorities or low-income persons or groups.

To maintain progress toward this goal, RMAP, for most of the past two decades, has monitored the delivery of public transportation services, the implementation of transportation improvement projects, and the

conduct of transportation planning activities. With regard to public transit this work was conducted under specific long-standing guidance issued by the FTA. With regard to improvement project prioritization and planning, assessment guidance has been less specific, and RMAP assessment techniques have been more anecdotal, but still have involved the assessment of where work was being planned or programmed in comparison to the spatial demographics of the community.

The more recent assessment of roadway improvements and the overall planning process were conducted in FY 2006. The assessment considered both minority and environmental justice and concluded that both the planning process and the priority setting for roadway improvement did not disproportionately impact nor neglect minorities and/or low-income groups or persons in the Rockford area, especially with respect to expenditures of Federal funds. This conclusion is supported by the fact that the single largest expenditure of transportation funds in decades, completed in November 2002, was on the Springfield/Harrison Connection, a project that has been regarded as a boon to the minority and low-income area it transverses. The next improvement project, the reconstruction of Harrison Avenue from Mulford Road to 11th Street will also be a great benefit to minorities and low-income persons. The first and second portions of this project, from Mulford Road to 20th Street and the two bridges over the railroad tracks, were completed in 2009. The projected total cost for these two portions is approximately \$20,000,000. The next phase, from 20th Street to 11th Street, is schedule for 2012. Further, a number of federally funded planning projects have also been targeted at minority and low-income areas, the most notable being the West State Street Corridor Study (U.S. Business 20), South Main Street (IL 2), and the RMTD Route and Schedule Analysis (the routes were adjusted in March 2005, after the initial implementation was done in March 2004). RMTD is in the planning stages of developing a scope-of-work for an update Route and Schedule Analysis, which will start later this year or in 2010. The Environmental Justice and Title VI report relating to the Transportation Planning and Transportation Improvements in the Rockford Metropolitan Area was submitted to FHWA, FTA and IDOT on March 29, 2006 and accepted in 2006.

I. CONSULTANT ASSISTED STUDIES

The contractual employment of professional consultants is appropriate whenever a work task is beyond the expertise, or beyond the work capacity of the staff of the RMAP Lead Agency or any of the RMAP participants that have been suballocated funds in this UWP. The following conditions apply to consultant assisted studies or work:

1. A functional lead agent (FLA) shall be designated for the work or study. The FLA can be either the RMAP or any of the other duly authorized RMAP participants as approved by the RMAP and IDOT.
2. If the study affects multiple jurisdictions, a Steering Committee should be formed for the purpose of assisting the FLA in developing the study scope, reviewing consultant proposals, recommending consultant selection, and generally overseeing the progress of the study, including any mid-study scope change orders.
3. Usually, the FLA will have the responsibility of disseminating the RFP, negotiating the contract and entering into the contract with the consultant, providing the full up-front funding for the consultant services, signing off on and paying consultant invoices, and other responsibilities as defined in the study scope.
4. The local match for the study (usually 20% of the negotiated contract) shall be provided by the FLA unless proportioned in accordance with an agreement with other participants. Proportioned matches must be agreed upon before the consultant is hired.

5. The FLA must formally request IDOT approval of the selected consultant and the final study scope before signing the consultant contract.
6. Only FLA fully approved and paid consultant invoices can be forwarded to the RMAP for reimbursement. RMAP will file for reimbursements via the IDOT/RMAP/City of Rockford (COR) contract in timely fashion and, when approved and paid by IDOT, will forward the reimbursements back to the FLA.
7. RMAP/COR will report all activities related to these arrangements as part of the federally funded annual single audit.
8. The FLA will keep RMAP fully informed of all major decisions with regard to consultant-assisted studies and periodically make progress reports to the RMAP Technical and Policy Committees.
9. Contract for consultant services funded via PL and/or 5303 funds awarded as part of the regular annual IDOT allocation to the RMAP MPO have a time limit. Generally all contractual work and expenditures must be completed by the end of the RMAP fiscal year, June 30th, unless other arrangements are pre-approved by IDOT. Failure to comply will result in loss of funding.

PART 10 – EXPANDED DESCRIPTIONS OF WORK ELEMENTS

As already stated, Chart 6 listed the Work Elements and subparts that will be the initial focus of the FY 2011 Work Program. However, as the year progresses, priorities shift, opportunities arise, and/or unforeseen obstacles occur that may necessitate minor changes in Work Program activities. The following expanded descriptions of the Work Elements is intended to provide guidance regarding the types of activities that can be conducted and that are eligible for possible reimbursement under the IDOT/RMAP Intergovernmental Agreement for FY 2011. Activities as described below are likely to be eligible but participants are advised to consult with the Lead Agency and/or IDOT to assure any new proposed activities are eligible.

ELEMENT 1 – UNIFIED WORK PROGRAM DEVELOPMENT (UWP)

The Unified Work Program (UWP) is prepared annually to coordinate and direct transportation planning in the urban area. The UWP coordinates planning related to transit, highways and other surface transportation modes. The program suballocates the various funding sources described above among the various work elements and studies proposed for the year and among the various RMAP participants and/or consultants hired, as needed, to perform the work. The UWP identifies responsibilities and expected work products throughout this report.

During the fiscal year a UWP for the following fiscal year is prepared and published. The Lead Agency is primarily responsible for this task. The other RMAP participants will provide information on the scope, time and cost of their proposed planning work. Also, during any given year, amendments may be necessary to the current UWP to compensate for changes in priority or need. The Lead Agency (and IDOT) is responsible for advising all RMAP participants regarding possible eligible activities and for preparing formal amendments to the current year UWP when needed.

**ELEMENT 2 – TECHNICAL ASSISTANCE’S ON SPECIAL STUDIES & OTHER PLANNING EFFORTS
CURRENTLY UNDERWAY OR PLANNED (TA & SS)**

The RMAP Work Program provides for special technical transportation studies and planning assistance within the Rockford Metropolitan Planning Area, as needed. Such studies include planning work that does not readily fit into other areas of the work program but which requires special technical skills, planning knowledge, research, and time or funding. Normally, these special studies are conducted by staff from the RMAP or IDOT but occasionally other RMAP participants are assigned work under this Element in accordance with their special needs and/or abilities to conduct the work. Often private consultants are employed. Generally speaking, this work has involved transportation planning-related work such as:

1. Assistance to participants and governmental agencies and the public in using the data, resources and plans of RMAP.
2. Traffic impact analyses.
3. Jurisdictional coordination work.
4. Feasibility, environmental impact, and minority/neighborhood impact studies.
5. General research, transit needs assessment, route segment analysis, transit facility planning, Section 15 NTD (National Transit Database) data reporting, ADA, DBE and private sector encouragement, and fare structures research.
6. Pre-procurement research and comparative pricing / shopping for computer and other equipment.
7. Other research, memoranda, technical reports, correspondence, and adjutant services as necessary.
8. The development and calibration of the computerized traffic/transportation simulation model.
9. The feasibility planning and development of the organizational framework for geographic information systems such as WinGIS.
10. The development of data layers for input into WinGIS and other geographic information systems.
11. Special work involving the gathering and analysis of data to assure non-discrimination (Title VI) and Environmental Justice.
12. Special demographic / spatial analysis in conjunction with the U.S. Census.
13. Assistance to the U.S. Census Bureau in preparation for the Census.
14. Special “Corridor Studies” that comprehensively evaluate and plan improvements in key growth corridors or high traffic corridors. An example is the recent West State Street (U.S. Business 20) study, Springfield Avenue Corridor Study, the planned IL 173 Corridor Study for Boone County and the “windowing in” planning effort on the north – central and – eastern section of the City of Belvidere, the Village of Poplar Grove and Boone County with the rapidly changing land use patterns and the impacts on the transportation systems in that area of the RMAP MPA.
15. The Winnebago County Smart Growth Initiative and similar work seeking to maximize public investments and provide the highest possible living standards while conserving resources and the environment.
16. Special intermodal studies such as the Rockford Rail Consolidation Study, the NICRI Commuter Transportation Feasibility Study and the Alternative Analysis.
17. A major planning effort will be dedicated in the IL 251 / Kishwaukee Street corridor between the Whitman Street interchange and the Chicago / Rockford International Airport.
18. The further development of the RATS/RMAP 2035 Long Range Transportation Plan (LRTP) will be the model conversion from Tmodel2 software to PTV-Vision software and the investigation into the region’s freight transportation. This planning initiative is also part of Work Element 8 and 9.
19. Other special studies that are requested, such as:

- Interstate 90/39 interchanges in the RMAP MPA, primarily at Perry Creek Road and Irene Road
- Morgan Street Bridge over the Rock River
- East Riverside Boulevard
- South Main Street / Illinois 2
- Kishwaukee Street
- Downtown Rockford
- Spring Creek Road
- Roadway design standards and requirements
- Traffic calming analysis
- Town Hall Road / Irene Road corridor study
- Chrysler Impact Traffic Analysis
- Transit assistance to plan for coordination between the different entities within the RMAP MPA
- Bicycle and pedestrian planning and preparation of grants to implement these projects
- Greater RMAP Environmental – Educational Network (GREEN)

ELEMENT 3 – ADMINISTRATION (AD)

Under this element, the general administration work necessary for the operation of the RMAP MPO is conducted and adjutant services are provided to the RMAP Policy and Technical Committees and their subcommittees. RMAP, as the designated MPO Lead Agency, will have all the responsibility for work under this element. However, IDOT and RMAP will share some of the work, particularly related contract administration and certification. Other participants requesting reimbursements will supply information to the Lead Agency in an appropriate time frame but will not request or seek reimbursement for such administration work.

As stated in the past, this work can involve the following, as needed:

1. Administering and coordinating the RMAP / IDOT Intergovernmental Agreement (sometimes called the IDOT Planning Services Contract).
2. Preparing quarterly progress reports, financial statements and annual completion reports, where necessary, for State and Federal contracts and related record keeping and other documentation for audit purposes. Preparing reports and maintaining records to meet the accounting requirements of the local participants.
3. Procuring necessary supplies, office space and capital equipment such as computer equipment (hardware and software) and similar equipment necessary for gathering, displaying, or disseminating information.
4. Hiring and supervising employees.
5. Managing, employee benefits, performing employee evaluations, setting and disbursing salaries. Conducting similar activities necessary to maintain the MPO but not readily accountable to other specific work elements.
6. Assisting public transit providers in conjunction with the FTA 5307, 5310, 5316 and 5317 grant process.
7. Maintaining and preparing records and documentation necessary for certifying the Planning Process for conformance with applicable State and Federal guidelines and regulations.

8. Assuring equal opportunities to Disadvantaged Business Enterprises (DBE) and minorities in contracts and subcontracts.
9. Maintenance of the Cooperative Agreement (CA) empowering RMAP as the MPO for the Rockford Urban Area.
10. As part of the recently completed reorganization effort of RMAP, the CA was updated and adopted to reflect the changes made in the internal structure of RMAP (previously RATS). At this time, the existing make-up/membership of the RMAP Policy Committee and Technical Committee stayed the same. Accordingly, RMAP did not need to go through the re-designation process of our MPO as a result of these changes.

ELEMENT 4 – PUBLIC PARTICIPATION (PP)

Work in the Public Involvement Process (under ISTEA and TEA-21) and Public Participation Process (now under SAFETEA-LU) provides for the public input into all elements of the RMAP transportation planning process. RMAP has the primary responsibility for MPO public involvement, in accordance with the procedures and schedules approved in the Public Participation Process (PPP). Secondly, the agencies directly responsible for highway construction will notify and involve the public about highway projects and the providers of public transit services (RMTD and BCCA) are responsible for notifying and involving the public, including disabled persons and groups, about important transit planning, service or fare changes.

During FY 2003, the federally required document describing the RATS Public Involvement Process (PIP) was updated and republished in accordance with TEA-21 guidelines. As a result of the February 14, 2007, Final Rule of MPO and Statewide Planning regulations, RATS reviewed the PIP report and issued/updated another report to reflect the current guidance from FHWA/FTA and other possible resources to seek public input into the transportation planning process. In addition to the new emphasis in SAFETEA-LU, one of the findings in the March 2008 Federal Certification Review report pertained to RMAP adopting a new PPP. After a public review, comment and participation process, the RMAP Policy Committee adopted the PPP for the Rockford MPA on July 24, 2008. The current PPP document prescribes and schedules the primary RMAP public involvement activities. Any activity prescribed in the PPP is an eligible activity under this Element. However, as in the past, public involvement can be accomplished in a wide variety of ways, including:

1. Forming, assisting, informing and seeking advice from citizen advisory committees and task forces.
2. Attending meetings of, seeking advice from, and disseminating transportation planning information to existing community groups representing citizens and public officials.
3. Holding and attending public hearings and informational open houses / meetings.
4. Preparing and using citizen surveys and questionnaires.
5. Developing and disseminating non-technical or informational reports and seeking feedback from these reports.
6. Developing “press releases” and notifying the press of all meetings, agendas, and important transportation issues prior to decisions on these issues.
7. Maintaining an open meeting format for all RMAP meetings and allowing input from the general public on all issues during those meetings.

8. Maintaining open, accessible offices, and, from these offices, answering questions and requests in person or by telephone from the general public, the press and other special groups.
9. Continuing to develop and maintain the RMAP web site, which now is at @ <http://www.rmapil.org>. Essentially this new web site has all the planning documents and other related RMAP information housed within the structure of the web site. This web site is continuing being update. One of the goals is to make the site use-friendly and for the citizens and community to review and ask questions of the RMAP staff.
10. Continuing to work with the RMAP Mobility Subcommittee and other similar organizations in the MPO area. For the past two years, the Mobility Subcommittee has met its initial goal to provide valuable information, technical assistance and support to the MPO in the development of the Human Services Transportation Plan (HSTP) and the PPP. It will continue to provide input and direction to the MPO as new issues and challenges rise up. Currently, the Subcommittee is reviewing the New Freedom and JARC application process. It is anticipated that this Subcommittee will take a role in the update of the LRTP process over the next year.
11. One of the objectives with the GREEN planning project is to have an engaging dialogue with our four universities/colleges in the area on environmental – transportation planning process / issues. The task will be to start with the update 2011 Regional Greenway Plan/Map and to creating a collaboration on ways to use their resources to foster an educational effort directed toward community organizations and citizens, primarily on environmental matter and livability.

ELEMENT 5 – TRANSPORTATION DATA AND FORECASTING (TDF)

Work in this Element involves the gathering, maintenance, monitoring and forecasting of a wide variety of data and information needed for the comprehensive transportation planning process. All participating RMAP agencies typically have substantial responsibilities in the Work Element. IDOT and RPWD are primarily responsible for coordinating these activities and which are frequently discussed at Technical Committee meetings to assure coordination and avoidance of effort duplication. Some specific responsibilities are worth special note:

1. Responsibility for general area base maps is coordinated by WinGIS in Winnebago County and by the Boone County Highway Department and the Belvidere – Boone County Regional Planning Department in Boone County.
2. The maintenance of the RMAP Traffic simulation model and its use in the development of the traffic forecasts is the primary responsibility of the Lead Agency. In the FY 08 UWP, funds were budgeted and spent to update the existing demand model into VISION SUITE software. This new computer program includes VISSIM (a new multi-modal simulation program), VISUM (a new travel demand model) and integration with a GIS software program. The completed conversion from the existing software program into VISION SUITE will take several years and UWP's. Currently, the conversion processes from the old software program to PTV-America new software programs are underway. As part of the RMAP Regional Transportation Freight Study, the model conversion will be one of the initial steps in this analysis. To complete the conversion and to ensure that RMAP will have sufficient funds for both the Freight Study and model conversion, funds have been budgeted in the FY 2010 UWP towards this work activity.
3. Special base maps unique to the RMAP planning process are maintained by RMAP.
4. The 5-Year traffic count program is primarily the responsibility of IDOT. However, the preparation and distribution of an area wide map of the count data is also the responsibility of the RMAP. Traffic

counting related to specific incidents or projects will be the responsibility of the particular agency having jurisdiction over those incidents or projects. Boone County and Winnebago County traffic counts were conducted and completed in 2008. Currently, IDOT is reviewing the data and will be posting on their web site at <http://www.gettingaroundillinois.com/default.aspx?ql=aadt>

5. The responsibility for coordinating the maintenance of maps and data essential to the MPO planning process is the responsibility of the R MAP.
6. All participating agencies, but especially the RPWD, WCHD, and BCHD, will continue gathering data and reporting information as needed for the Highway Record Data Bank and required bridge condition data.
7. Monitoring transit service and transit ridership data will continue to be the responsibility of the public transit providers (RMTD, BCCA and SMTD). It is worth mention that at the present time, RMTD is out to bid for the provision of services to the Boone County Urbanized Area. The transit provider selected in that process shall be subject to the same responsibilities as existing providers.
8. The Lead Agency and IDOT are generally responsible for the coordination of all data collection.

As in the past, this can include the following and similar information and activities:

- Accident location and severity data
- The Highway Record Data Bank
- Bridge condition data
- Roadway traffic count data and speed data, including the 5-Year Traffic Counts
- Turning movement and similar intersection count data
- A computerized data base of maps including traffic analysis zones maps for traffic / transportation model / planning, functionally classified network maps and numerous other street, roadway and base maps necessary for transportation planning
- Transit travel information to evaluate system performance
- Transit service standards and performing indicators
- Other maps, records, and computer files as needed for storing and displaying the transportation plans and other pertinent information
- A generalized Functional Classification System Map
- Transportation information maps of the CBD, the urban area and the Metro planning area
- Traffic analysis zone maps for the computerized traffic simulation model
- Maintenance of the traffic simulation model itself, including monitoring and maintaining the data parameter essential to the calibration of the model, as well as the roadway inventory data used by the model
- Base maps, data, and aerial photography necessary for the maintenance of the Pavement Management System

ELEMENT 6 – LAND USE PLANNING, DATA COLLECTION AND FORECASTING (LUPDCF)

Work in this Element consists of a wide variety of land use and socio-economic planning activities that are intermingled or co-dependent on the transportation planning process. This work is essential for determining future transportation needs, coordinating transportation improvements with other public improvements and private development, and for the development / maintenance of the LRTP. Considerable socio-economic data is needed for monitoring growth, urban decay and spatial changes in the area and, in turn, for forecasting travel demands and the transportation improvement needs. As in the past, this can include the following and similar information and activities:

1. The development and maintenance of socio-economic data and forecasts including data on dwelling units, population, employment statistics, car and truck registrations, and total travel mileage and fuel consumption, as examples.
2. Monitoring area construction, demolition and land use changes. Comparing census data, monitoring counts and other data with forecasts.
3. Comparing Illinois Bureau of the Budget and U.S. Census Bureau forecasts with local forecasts.
4. Maintaining data in formats that facilitate traffic forecasting.
5. The development and maintenance of comprehensive land use plans including plans for other major infrastructure improvements such as sanitary sewer, storm sewer, stormwater detention, public water, public parks, and other public facilities and services.
6. Smart Growth / controlled growth planning, education and promotion.
7. Monitoring changes in land use plans, laws and ordinances regarding their impact on transportation.
8. Analysis and planning to assure transportation decisions and services are not discriminatory to minorities (Title VI).
9. Analysis and planning to assure transportation decisions and services do not disproportionately impact or neglect persons of lower economic status in the community (Environmental Justice).
10. Monitoring goods movement and terminals.
11. Coordination with the Rockford Area Economic Development Council, Growth Dimensions, several of the areas Chambers of Commerce and other area entities engaged in visioning and promoting the future of the Rockford Metro area.
12. Using and modifying Illinois Department of Employment Security, Bureau of Labor Statistics and Bureau of Economic Analysis data for the purpose of making employment projections.

All participating RMAP agencies typically have substantial responsibilities for this work element. RMAP is primarily responsible for coordinating these activities and that they are frequently discussed at Technical Committee meetings to assure coordination and avoidance of effort duplication. Some specific responsibilities are worth special note:

- The agencies with land use planning authority, the general purpose governments, have the primary responsibility for the development and maintenance of data and plans within respective jurisdiction, but RMAP has the responsibility for monitoring those plans for the purpose of pointing out inconsistencies between jurisdictions or conflicts with the RMAP LRTP and TIP.
- The Lead Agency is responsible for maintaining the land-use and socio-economic data necessary for the traffic simulation model. Over the next several years, primarily because of the 2010 Census, RMAP staff will be developing new projections for use in the model, but also to assist other organizations in the RMAP region.
- All agencies, but particularly the Lead Agency, are responsible for coordinating and cooperating with the U.S. Census Bureau. For the past several months, work on the Participant Statistical Areas Program (PSAP) for the United States Census Bureau consists of reviewing, updating and delineating new census tracts, block groups and census designated places, based upon the Bureau's revised guidelines and criteria has begun. The goal of the PSAP is to define meaningful, relevant areas so that upon release of the 2010 Census data, users will be able to gain valuable insight from the small-area and place level statistical data. The 2010 Census data will be an integral component of the LRTP, and many of the analyses and studies performed by RMAP will use the census data as a baseline for

comparison. Thus, participating in the PSAP allows RMAP to better obtain meaningful conclusions about its own region by accurately defining the various statistical boundaries in the region.

- One of the challenging issues facing MPOs across the United States is the use of the next Census information with regards to the journey to work – mode split transportation data. The approach that the Census Bureau, US-DOT and the greater transportation profession is taken to replace the census information by primarily using the American Community Survey (ACS) will be very interesting when comparing against previous and other current local traveling trends information.
- Downtown entry corridor planning and other major corridor planning will be coordinated by RPWD and RCDP.
- The Lead Agency is primarily responsible for Minority and Environmental Justice assessments.
- Winnebago County in 2006 received some SPR funds to update their Year 2010 Land Use Guide. Their new initiative, entitled the 2030 Land Resource Management Plan, to update the 2010 Guide, but also result in a thorough revision of the zoning codes and subdivision ordinances. RMAP staff has been provided support and its planning resources in this effort. This emphasis will continue into FY 2010 and until Winnebago County's 2030 Plan is completed.
- Besides Winnebago County's current Land Use Plan work activity, there are three other agencies updating their comprehensive/land use plans in 2009: Machesney Park, Boone County, and Loves Park. Winnebago County and Machesney Park have completed the development of their plans while Boone County and Loves Park are just beginning the update process. Winnebago County is in the Zoning Committee of the County Board review stage and Machesney Park is in the public review process. Staff has submitted notes to each of these agencies listing specific details in each of the plans it sees as needing additional scrutiny. These notes arise from what has been included in the RMAP 2035 Long Range Transportation Plan.

RMAP sees an inevitable link between transportation and development practices. Providing an analysis from a transportation perspective could give new insight into how local governments can efficiently manage travel, provide maximum amenities, and increase economic development within the area while keeping costs at a minimum. RMAP can use data taken from these plan reviews and input them into population growth, public infrastructure need, and transportation models to better understand the dynamic between different factors in the community and transportation. We hope that these reviews will help local decision makers resolve issues arising from previous paradigms and move toward smart growth scenarios. Also, we see our study as keeping local agencies informed of what their neighbor is doing. Many of the municipalities directly compete with each other since they are located so close to one another. In the spirit of openness and communication we cite these issues so that all stakeholders are aware of proposed changes to their neighboring partner's plans, goals, and objectives.

- From a broader planning perspective as a result of the reorganization of RMAP and additional staff, a new area of study has and will continue to occur with much more emphasis on land use within the region and the potential impacts the effects will have on the area transportation system. RMAP staff has now taken the task of comparing and contrasting each individual municipality's comprehensive/land use plans to better fully understand the future goals and views of the metropolitan area as a whole. In this way RMAP can look at development patterns in the broader picture and aid in the orderly, efficient growth of the metropolitan area according to smart growth principals.

ELEMENT 7 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Prepared annually, the Transportation Improvement Program (TIP) coordinates the highway, transit, bicycle, pedestrian and other transportation improvements of the RMAP agencies over the next four years.

- The TIP lists, categorizes, and sets priorities for transportation improvements and assures they are financially feasible, and coordinated with each other and with other governmental improvements and private developments.
- It is important to note that the TIP has 11 goals and that work towards any of these goals is encouraged:
 1. Set priorities for all major transportation improvements over the next four years.
 2. Assess the financial needs and resources of the RMAP agencies.
 3. Account for all proposed uses of federal highway, transit and enhancement funds.
 4. Reaffirm realistic state and local revenue projections.
 5. Provide a fair balance of highway, transit and enhancement interests.
 6. Emphasize planning and cost-effective projects.
 7. Evaluate alternative cost/revenue scenarios for local transit in light of revenue uncertainties.
 8. Update transit operating and financial management plans.
 9. Emphasize transportation projects that have minimal adverse impact on the environment and the community.
 10. Provide opportunities for participation by the private sector.
 11. Provide better services for those persons traditionally under served by the existing transportation systems, including persons with disabilities.
- Work to assure conformance with federal requirements including project priority setting, adherence to financial constraints and public participation.
- Work involving the publication and distribution of the TIP document, and any modifications or amendments.
- Work involving coordination with private transit providers.
- Work involving the monitoring and reporting of progress of the implementation of projects in the TIP.

The Agency primarily responsible for the development and dissemination of the TIP document itself and for the coordination of all TIP work is the Lead Agency, RMAP. All agencies, however, are responsible for providing timely information on their proposed projects and activities, keeping all others informed of the progress of their projects, and developing project priorities that are in concert with the other agencies and the RATS LRTP.

ELEMENT 8 – CONGESTION MANAGEMENT PROCESS, TRANSPORTATION SYSTEM MANAGEMENT, CONGESTION INITIATIVE AND CONGESTION MANAGEMENT SYSTEMS (CMP, TSM, CI & CMS)

Congestion, Transportation and Systems Management involves a broad spectrum of work related to improving the function, efficiency and longevity of the existing transportation system and transportation services. Six broad areas can be identified:

1. Cost-effective maintenance of existing infrastructure, equipment and facilities. In general, make the existing system last as long as possible without major reconstruction.
2. Employing time-tested conventional ways to improve the utilization and efficiency of the existing system without resorting to significant expansions of the system.
3. Employing innovative, technological means to improve the utilization, efficiency and safety of the existing system (Intelligent Transportation System [ITS] strategies).
4. Carefully managing additions and changes to the existing system, particularly the arterial roadway network, so that the system is not degenerated by uncontrolled access and bad geometrics. The careful review of new developments and land subdivisions are particularly important.
5. Encouraging alternatives including the use of pedestrian / non-motorized systems, intermodal opportunities, telecommuting, carpooling, public transit, development of a bicycle network (using both on and off street facilities), staggered work hours, "Smart Growth" principles, and other techniques to reduce peak and overall travel demands. As in the past, eligible activities can include the following and similar work:
 - Activities suggested in the FY1998 "Congestion Management Activities" report that was prepared for RMAP by the consultant, TransCore, included:
 - (a) Maintaining, modernizing and timing traffic signals
 - (b) Making geometric improvements at key intersections and roadway segments
 - (c) Managing (scheduling) construction projects to avoid blockage across broad corridors
 - (d) Access management (controlling access as part of the development process)
 - (e) Completing key segments of critical roadways
 - (f) Grade separation at key locations
 - (g) Timely vehicle management and replacement by public transit
 - (h) Constructing and maintaining bicycle and pedestrian facilities
 - (i) Considering, developing and deploying ITS measures
 - (j) Considering and deploying all of the above as part of all reconstruction and redevelopment projects.
 - Special congestion management studies such as the Riverside/Alpine/Forest Hills Study.
 - Other corridor studies that comprehensively looked at land use and access management along heavily used or fast developing corridors such as East State Street, West and East Riverside Boulevards, IL 173 (in both Winnebago County/Machesney Park/Loves Park and Boone County), Perryville Road, Harrison Avenue, Springfield Avenue, IL 251 / Kishwaukee Street, US Bus 20, US 20, IL 2 (both North Main Street and South Main Street sections), Morgan Street Bridge and other corridors.
 - Special intersection studies where existing land use is a major obstacle to improving intersection capacity such as the State Street and Alpine Road intersection, and North Main Street / Auburn Street intersection.
 - Concentrated efforts in regards to special traffic generators such as roadways in the vicinity of the Chicago/ Rockford International Airport, Sportscore 1 & 2, the CBD of both Rockford and Belvidere and the Chrysler facility in Boone County.
 - Analysis of accidents and incidents to determine if system characteristics or limitations are contributing factors.
 - System-wide Pavement Management as a means to determine the most cost-effective priorities for pavement repair and roadway reconstruction.

- Staff training including technical training, training related to new innovative approaches, and training related to State and Federal laws and programs.
 - Development, maintenance and promotion of Bicycle / Pedestrian plans (including the Boone and Winnebago Regional Greenway Plan), which will include an MPO-wide study of current and planned facilities. This study will also include the possible interfacing and coordination with existing and planned transit routes and facilities, including a bus-bike program in the future.
 - Truck and Hazardous cargo routes planning, including over-sized or over-dimensional truck route planning.
 - Planning to promote, encourage and improve the use of public transit as a safe, smart alternative to automobile travel. In FY 2006 and 2007, PL and 5303 funds were budgeted to complete a bicycle-pedestrian study for the RMAP Metro Planning Area. One of the elements of this study was to investigate a bus-bike program. This study was amended into the RATS LRTP in January 2008. Accordingly, monitoring the process and implementation of this study will be an activity of RMAP staff.
 - Transit improvement planning including periodic independent analyses of transit routes and schedules, and feasibility studies of new transfer centers, as well as new bus and rail connections, both inter and intra-urban.
 - Encouraging private sector participation in transit.
 - Efforts to refine and improve plans, procedures and services pertaining to persons with disabilities.
 - Planning to improve transit facilities and "enhancements" to transit service.
 - Innovative transit opportunities such as the "Regional Maintenance Center."
 - As part of the new planning initiative under SAFETEA-LU, RMAP and the local and state agencies are working on several "Congestion Initiatives" currently. As a result of new information and guidelines from U.S. DOT, RMAP will continue to work with these agencies to better promote the Congestion Management Process (CMP) into the overall RMAP transportation planning process. One of the initial efforts under the CMP will be to perform a more in-depth analysis of accidents in the RMAP MPA.
6. Mounting and expected growth in freight transportation over a wide network of transportation options and facilities. To address this issue, RMAP will undertake a special planning effort to investigate this area and regional issue.

All RMAP participants are involved in some aspects of this work Element. The primary coordination responsibility is the Lead Agency - RMAP. However, all participants are encouraged to engage in as many aspects of this work Element as time and funding permits.

ELEMENT 9 – LONG RANGE TRANSPORTATION PLAN (LRTP)

The goal of this work Element is to maintain and refine the comprehensive Year 2035 Long-Range Transportation Plan (LRTP). On July 28, 2005 the RATS Policy Committee adopted this LRTP for the purpose of coordinating transportation improvements and the delivery of public transportation services over the next 30-year period (2005-2035).

To achieve this goal, it is necessary to bring together the work products of many of the previous work elements into a concise but encompassing document. Ideally, this document is a public consensus of the transportation needs of the community. Minimally, it is achieved through a melding of public input, political realities and technical expertise.

Maintaining the LRTP is a constant endeavor. Subdivision plans, development plans and proposals and alternative transportation plans are constantly being proposed. These proposals must be evaluated both for their own merit and with respect to the LRTP. When necessary, the LRTP must be amended to accommodate changes in the community priorities and goals or changes resulting from new subdivisions and developments. All activities in that regard are eligible under this work element. As in the past, eligible activities can include the following and similar work:

1. The Lead Agency - RMAP is primarily responsible for maintaining the LRTP. All entities are expected to participate by keeping RMAP fully informed of land use and development plan proposals and changes within their respective jurisdictions. In addition, participants are expected to consult with RMAP and the LRTP before making changes to their respective plans that will impact the RMAP LRTP.
2. RMAP is primarily responsible for developing the required LRTP comprehensive updates in a timely fashion. Such updates may be done internally or via professional consultant assistance. All participants are expected to assist in the update by providing copies of their plans, by reviewing LRTP proposals and by aiding and assisting the Lead Agency or consulting in developing the LRTP.

Because the next update of the LRTP is not due until July 28, 2010, it is envisioned that a comprehensive update will not be needed until that time. In August 2005, the United States Department of Transportation enacted new surface transportation legislation. Based upon the preliminary information RMAP has received on the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for User (SAFETEA-LU), we believe our LRTP is in compliance with the goals and objections (intent) of SAFETEA-LU. However, with SAFETEA-LU scheduled to expire on September 30, 2009, RMAP and the rest of MPOs and TMAs in the United States will have to respond to the new planning initiatives included in the next surface transportation legislation.

One of the activities that was completed during FY 08 was the RATS Bicycle/Pedestrian Plan. This plan was amended to our existing RATS 2035 LRTP. During 2008, the City of Rockford started to implement their first phase of an on-street bicycle system. Over the past several months, RMAP has been assisting the City of Rockford and the City of Loves Park to identify a 10-year implementation on-street bikeway facility plan to continue move this effort forward.

An emerging issue is the dramatic growth in freight transportation demand. As mentioned in the FHWA Freight Analysis, "the mix of goods and the way they are moved has changed. System improvements have not kept pace with the growth in freight transportation demands, resulting in congestion on our nation's highways and straining other freight modes as well." To address this issue, RMAP began a two-phase study on freight flows, commodity movements, examining the relationships between freight transportation and the economy and other relating issues in this challenging area of transportation planning. It is anticipated that this planning effort might be complete in FY 2010. If it is, the results of this planning process will assist the RMAP TMA to address several of the subjects that were included in the FHWA/FTA March 2008 certification report. These issues include such topics as CMP, TIP project selection and Public Participation.

PART 11 – PUBLIC COMMENTS

The 1st draft version of the FY 2011 UWP was made available on April 22, 2010, when it was distributed at the RMAP Technical Committee and at the April 29th Policy Committee meetings.

Also, a Public Notice was published in the Rock River Times (RRT) on April 21, 2010, announcing the RMAP planning process and solicitation of public involvement/comments on the UWP, TIP, updating the LRTP and HSTP documents. The schedule for these planning efforts was included in this notice. This newspaper is published weekly and is available at hundreds of locations for a full seven days following its initial publication. Also, the RRT has a web-site at: <http://www.rockrivertimes.com>

Listed below are the changes made to the April 20, 2010 draft UWP:

1. Changed the adopting RMAP Resolution from 2010-4 to 2010-5.
2. Updated the narrative for "computation of total loaded hourly wage (TLHW) rates" section, page 37.
3. Updated Chart 6, page 11, to reflect correct fiscal years (timeframe) for FHWA-PL and FTA-5303 funding sources.
4. Updated Chart 13, page 56, to reflect updated TLHW rates. Thus, effecting other information in the Object Class Budget.
5. Updated Chars 9, 10, and 11 (pages 52 – 54) to reflect the SRP current balance in the RMAP Freight Study & Model Conversion study.
6. Updated Chart 8, page 35, to correct the local match amount from \$148,595 to \$148,594 (a \$1.00 difference). Thus affecting the total amount column from \$742,722 to \$742,721 and the summary total from \$1,042,972 to \$1,042,971.

**Chart 9: Federal Suballocations by Work Elements
RMAP Specific Suballocations**

WORK ELEMENT #	FTA – 5303	FHWA – PL	Subtotals	SPR	TOTALS
1	\$4,830	\$15,674	\$20,504		\$20,504
2	\$12,206	\$39,610	\$51,816		\$51,816
3	\$50,423	\$163,633	\$214,056		\$214,056
4	\$10,545	\$34,221	\$44,766		\$44,766
5	\$12,137	\$39,386	\$51,523		\$51,523
6	\$7,260	\$23,560	\$30,820		\$30,820
7	\$12,270	\$39,818	\$52,088		\$52,088
8	\$11,529	\$37,415	\$48,944		\$48,944
9	\$18,812	\$61,048	\$79,860		\$79,860
TOTAL	\$140,012	\$454,365	\$594,377		\$694,377
Other New or Continued Special Studies and Plans needing special mention					
RMAP Freight Study & Model Conversion					
				\$80,000	\$80,000
This study started in FY 08 and will continuing into FY 2011. In 2008, RMAP received a SPR contract for part of the funding for this work activity. This study is 80% completed. Remaining SPR fund balance is \$22,909.					
South Main Street / Illinois 2 Corridor Study (SM2)					
				\$120,000	\$120,000
This study will start in FY 2011 and possibility continuing to FY 2012. In the FY 2010 RMAP received additional SPR funds.					
GREEN (Greater RMAP Environmental – Educational Network)					
				\$40,000	\$40,000
This study will start in FY 2011 and possibility continuing to FY 2012. In the FY 2010 RMAP received additional SPR funds.					
Alternative Analysis for North Central Illinois	This AA started in FY 06 and has continued to this time period. In May 2008, RMAP selected the LPA. Work activity will continue into FY 2010. The study is 85% completed. FTA 5309 funds = \$417, 039 FTA 5339 funds = \$1,990,000 IDOT is providing the local match = \$601,760				\$2,407,039

**Chart 10: Required Local Match by Work Elements
RMAP Specific Suballocations**

WORK ELEMENT #	FTA – 5303	FHWA – PL	Subtotals	SPR	TOTALS
1	\$1,207	\$3,918	\$5,125		\$5,125
2	\$3,051	\$9,903	\$12,954		\$12,954
3	\$12,607	\$40,407	\$53,514		\$53,514
4	\$2,636	\$8,555	\$11,191		\$11,191
5	\$3,034	\$9,847	\$12,881		\$12,881
6	\$1,815	\$5,890	\$7,705		\$7,705
7	\$3,067	\$9,955	\$13,022		\$13,022
8	\$2,882	\$9,354	\$12,236		\$12,236
9	\$4,704	\$15,262	\$19,966		\$19,966
TOTAL	\$35,003	\$113,591	\$148,594		\$148,594
NOTE: The local match is divided between the six local principal agencies. Additional information is in Chart 8, page 34.					
Other New or Continued Special Studies and Plans needing special mention					
RMAP Freight Study & Model Conversion				\$20,000	\$20,000
This study started in FY 08 and will continuing into FY 2011. In 2008, RMAP received a SPR contract for part of the funding for this work activity. This study is 80% completed. Remaining SPR local fund balance is \$5,727.					
South Main Street / Illinois 2 Corridor Study (SM2)				\$30,000	\$30,000
This study will start in FY 2011 and possibility continuing to FY 2012. In the FY 2010 RMAP received additional SPR funds.					
GREEN (Greater RMAP Environmental – Educational Network)				\$10,000 (see note 1)	\$10,000
This study will start in FY 2011 and possibility continuing to FY 2012. In the FY 2010 RMAP received additional SPR funds. Note 1: The \$10,000 local match is being divided between the Illinois Department of Natural Resources, Rockford Park District, Winnebago County Forest Preserve District, Belvidere Township Park District and Boone County Conservation District. The Natural Land Institute is provided technical assistance for this project.					
Alternative Analysis for North Central Illinois	This AA started in FY 06 and has continued to this time period. In May 2008, RMAP selected the LPA. Work activity will continue into FY 2010. The study is 85% completed. FTA 5309 funds = \$417, 039 FTA 5339 funds = \$1,990,000 IDOT is providing the local match = \$601,760				\$601,760

**Chart 11: Total Funding (Federal/State/Local) by Work Elements
RMAP Specific Suballocations**

WORK ELEMENT #	FTA – 5303	FHWA – PL	Subtotals	SPR	TOTALS
1	\$6,037	\$19,592	\$25,629		\$25,629
2	\$15,257	\$49,513	\$64,770		\$64,770
3	\$63,030	\$204,540	\$267,570		\$267,570
4	\$13,181	\$42,776	\$55,957		\$55,957
5	\$15,171	\$49,233	\$64,404		\$64,404
6	\$9,075	\$29,450	\$38,525		\$38,525
7	\$15,337	\$49,773	\$65,110		\$65,110
8	\$14,411	\$46,769	\$61,180		\$61,180
9	\$23,516	\$76,310	\$99,826		\$99,826
TOTAL	\$175,015	\$567,956	\$742,971		\$742,971
Other New or Continued Special Studies and Plans needing special mention					
RMAP Freight Study & Model Conversion				\$100,000	\$100,000
This study started in FY 08 and will continuing into FY 2011. In 2008, RMAP received a SPR contract for part of the funding for this work activity. This study is 80% completed. Remaining SPR &Local fund balance is \$28,836.					
South Main Street / Illinois 2 Corridor Study (SM2)				\$150,000	\$150,000
This study will start in FY 2011 and possibility continuing to FY 2012. In the FY 2010 RMAP received additional SPR funds.					
GREEN (Greater RMAP Environmental – Educational Network)				\$50,000	\$50,000
This study will start in FY 2011 and possibility continuing to FY 2012. In the FY 2010 RMAP received additional SPR funds.					
Alternative Analysis for North Central Illinois	This AA started in FY 06 and has continued to this time period. In May 2008, RMAP selected the LPA. Work activity will continue into FY 2010. The study is 85% completed. FTA 5309 funds = \$417, 039 FTA 5339 funds = \$1,990,000 IDOT is providing the local match = \$601,760				\$601,760

**Chart 12: Approximate Hours to be devoted by Work Elements
RMAP Specific Suballocations**

WORK ELEMENT #	FTA – 5303	FHWA – PL	Subtotals	SPR	TOTALS
1	101	329	431		431
2	256	832	1,088		1,088
3	1,059	3,436	4,494		4,494
4	221	719	940		940
5	255	827	1,082		1,082
6	152	495	647		647
7	258	836	1,094		1,094
8	242	786	1,028		1,028
9	395	1,282	1,677		1,677
TOTAL	2,940	9,540	12,480		12,480

**Chart 13: Object Class Budget
(Federal & Local Match only)**

DESCRIPTION / EXPENSE	FUNDING SOURCES:								FEDERAL TOTAL (80%)	LOCAL TOTAL (20%)
	TOTAL AMOUNTS:	FHWA-PL	LOCAL	SUB-TOTAL	FTA-5303	LOCAL	SUBTOTAL			
INCOME - PROGRAM TOTALS:	\$742,971	\$454,365	\$113,591	\$567,956	\$140,012	\$35,003	\$175,015	\$594,377	\$148,594	
Breakdown by Expense Class										
<i>Contractual Expenses</i>										
Printing, Publications	\$5,000	\$3,058	\$764	\$3,822	\$942	\$236	\$1,178	\$4,000	\$1,000	
Postage	\$5,000	\$3,058	\$764	\$3,822	\$942	\$236	\$1,178	\$4,000	\$1,000	
Telephone	\$7,000	\$4,281	\$1,070	\$5,351	\$1,319	\$330	\$1,649	\$5,600	\$1,400	
Travel	\$10,000	\$6,116	\$1,529	\$7,644	\$1,884	\$471	\$2,356	\$8,000	\$2,000	
Dues	\$5,000	\$3,058	\$764	\$3,822	\$942	\$236	\$1,178	\$4,000	\$1,000	
Subscriptions	\$1,000	\$612	\$153	\$764	\$188	\$47	\$236	\$800	\$200	
Advertising	\$2,000	\$1,223	\$306	\$1,529	\$377	\$94	\$471	\$1,600	\$400	
Service Contracts	\$50,000	\$30,578	\$7,644	\$38,222	\$9,422	\$2,356	\$11,778	\$40,000	\$10,000	
Other Contractual Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Utilities	\$1,500	\$917	\$229	\$1,147	\$283	\$71	\$353	\$1,200	\$300	
Micro Computers	\$7,200	\$4,403	\$1,101	\$5,504	\$1,357	\$339	\$1,696	\$5,760	\$1,440	
Risk Management	\$4,100	\$2,507	\$627	\$3,134	\$773	\$193	\$966	\$3,280	\$820	
Rent	\$48,000	\$29,354	\$7,339	\$36,693	\$9,046	\$2,261	\$11,307	\$38,400	\$9,600	
COR - AUDIT	\$1,450	\$887	\$222	\$1,108	\$273	\$68	\$342	\$1,160	\$290	
Education & Training	\$10,000	\$6,116	\$1,529	\$7,644	\$1,884	\$471	\$2,356	\$8,000	\$2,000	
<i>Supplies & Materials Expenses</i>										
Small Equipment & Tools	\$1,000	\$612	\$153	\$764	\$188	\$47	\$236	\$800	\$200	
Drafting & Engineering	\$5,798	\$3,546	\$886	\$4,432	\$1,093	\$273	\$1,366	\$4,638	\$1,160	
Food	\$750	\$459	\$115	\$573	\$141	\$35	\$177	\$600	\$150	
Office General Supplies	\$7,500	\$4,587	\$1,147	\$5,733	\$1,413	\$353	\$1,767	\$6,000	\$1,500	
Computers Non-Capital	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
<i>Capital Expenses</i>										
Building Improvements	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Office Equipment & Furniture	\$25,000	\$15,289	\$3,822	\$19,111	\$4,711	\$1,178	\$5,889	\$20,000	\$5,000	
Vehicles	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Computer Software	\$3,500	\$2,140	\$535	\$2,676	\$660	\$165	\$824	\$2,800	\$700	
SUB-TOTAL	\$200,798	\$122,798	\$30,700	\$153,498	\$37,840	\$9,460	\$47,300	\$160,638	\$40,160	
SALARY & BENEFITS (RMAP ONLY)	\$542,173	\$331,567	\$82,891	\$414,458	\$102,172	\$25,543	\$127,715	\$433,739	\$ 108,434	
TOTAL EXPENSES	\$742,971	\$454,365	\$113,591	\$567,956	\$140,012	\$35,003	\$175,015	\$594,377	\$148,594	

POLICY COMMITTEE

RMAP RESOLUTION 2010-5

RE: Adoption of the FY-2011 RMAP Unified Work Program

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

WHEREAS the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Work Program for the purpose of assisting and programming transportation planning throughout the area, and:

WHEREAS the FY 2011 Unified Work Program (April 22, 2010 version) was developed, announced and distributed to the public in accordance with federal guidelines and with the RMAP Public Participation Process; and

WHEREAS comments have been received and technical corrections have changed the April 22nd version that was made available for public comment, and

WHEREAS the RMAP Technical Committee has reviewed the FY-2011 Unified Work Program (May 20, 2010 version) and recommends approval;

NOW, THEREFORE, BE IT RESOLVED

That the RMAP Policy Committee

1. adopts the FY 2011 Unified Work Program (May 20, 2010 version);
2. directs the RMAP Executive Director to submit the FY 2011 Unified Work Program (May 20, 2010 version) and this Resolution to the State of Illinois, the FHWA and the FTA;
3. Directs the RMAP and the City of Rockford (acting as the lead financial agency on behalf of RMAP) to pursue and enter into an Intergovernmental Agreement with the State of Illinois for the purpose of funding and conducting the activities set forth by the Program;
4. Directs the agencies designated within this work program to pursue and enter into contracts with professional consultants, as needed, for the purpose of carrying out various sub-elements of work as specified in the Program.

RMAP RESOLUTION 2010-5

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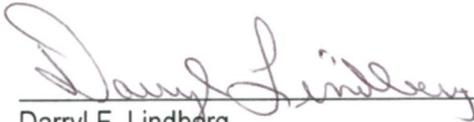
Dated this twentieth day of May, 2010.



Frederic C. Brereton,
Chairman – RMAP Policy Committee,
Mayor, City of Belvidere



Lawrence J. Morrissey,
Vice-Chairman – RMAP Policy Committee,
Mayor, City of Rockford



Darryl F. Lindberg,
Mayor, City of Loves Park



Tom Strickland
Mayor, Village of Machesney Park



Scott H. Christiansen,
Winnebago County Board Chairman,
Winnebago County



Bob Walberg,
Boone County Board Chairman,
Boone County



George F. Ryan,
Deputy Director,
Illinois Department of Transportation, Region 2

Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 (b), the planning process in the Rockford Urbanized Area was certified by USDOT – FHWA – FTA on December, 17, 2008.

In accordance with 23 CFR 450.334, the Illinois Department of Transportation and the Rockford Metropolitan Agency for Planning Metropolitan Planning Organization for the Rockford urbanized area hereby certify the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C 134, 49 U.S.C. 5303, and 23 CFR 450 subpart C;
2. (Only applicable to nonattainment and maintenance areas) Sections 174 and 176© and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; Executive Order 13166 (Limited English Proficiency) and Executive Order 12898 (Environmental Justice);
4. 49 U.S.C. 5332, Section 324 of title 23 U.S.C. and the Older Americans Act (as amended 42 U.S.C. 6101) prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101 (b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) regarding discrimination against individuals with disabilities.



Signature,
Mayor, City of Belvidere
Chairman, RMAP Policy Committee or
Other Authorized Representative of the
Rockford Metropolitan Agency for Planning
May 20, 2010



Signature,
Bureau Chief, Urban Program Planning
Illinois Department of Transportation or
other Authorized Representative of the
Illinois Department of Transportation
Dated: 06/18/10

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