

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

**FY 2013 – UNIFIED WORK PROGRAM
(July 1, 2012 to June 30, 2013)
May 17, 2012 – FINAL Version**

Adopted: May 24, 2012

This work program identifies activities to be conducted by RMAP during the period from July 1, 2012 through June 30, 2013. Opportunities for public comment have been afforded at RMAP Committee meetings from January 2012 through May 2012. Development of the RMAP FY 2014 UWP will begin in November 2012. 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 2013 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 2013, July 1, 2012 through June 30, 2013. 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 24, 2012 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 2014 UWP, will begin in January of 2013.

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
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information system
HUD	Housing & Urban Development
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	State 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 2013 UWP will include and incorporate changes from the February 14th Final Rule. This final rule took effect July 1, 2007.

Following the 2007 FHWA and FTA certification review process and the corrective actions were completed that were identified in their report, 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.**

To maintain their four-year time period to review the RMAP planning process and documents, representatives from FHWA and FTA conducted an on-site review during November 15-17, 2011. To fulfill one of the planning requirements stemming from SAFETEA-LU, all Transportation Management Areas MPOs are obligated to undergo a technical review of the overall MPO planning process every four-years. Hence, it's RMAP time again. Their final report is still being developed as of this time in the development of the DRAFT FY-2013 UPW.

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

<u>RMAP TECHNICAL COMMITTEE MEMBERS</u>	
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. State Line Mass District	SMTD
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
29. Rockford Metropolitan Agency for Planning	RMAP

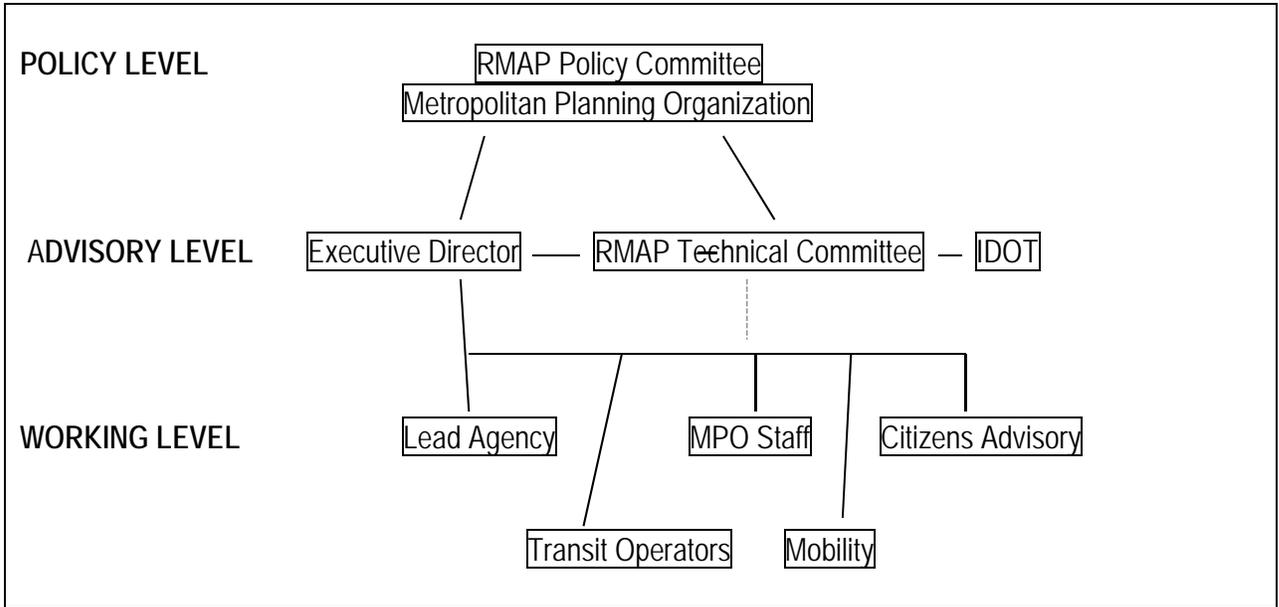
PART 4 – LEAD AGENCY

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 FY2013, 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, Human Services Transportation Plan, 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. 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 5.

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% 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% 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% 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% match required)
FTA 5314	Special planning and Research Funds – funding earmarked by Congress for special studies. Administered by the FTA. (Match varies from 0-20%)
FTA 5339	<p>Bus and Bus facilities Discretionary Funds, used to perform Alternatives Analysis (AA). The transportation planning process of AA:</p> <ul style="list-style-type: none"> • Includes an assessment of a wide range of public transportation or multimodal alternatives, which will address transportation problems within a corridor or subarea. • Provides ample information to enable the Secretary to make the findings of project justification and local financial commitment. • Supports the selection of a locally preferred alternative. • Enables the local Metropolitan Planning Organization to adopt the locally preferred alternative as part of the long-range transportation plan.
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% 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 Metro Planning Funds	Funds directly from the State of Illinois (IDOT) for MPO planning purposes.
Local Contribution Funds	Funds provided by local RMAP participants for MPO planning purposes.

PART 6 – FUNDING AVAILABLE FOR FY 2013

Funding allocations available to the Rockford Metro Area during FY 2013 are listed in the table below. One item was awarded in previous years and is still in various stages of being completed.

CHART 6 – FUNDS FOR FY 2013

Source	Amount	Timeframe	Purpose
Federal funds (80%)			
FHWA-PL	\$427,236	7/1/12-6/30/13	RMAP Planning Process
FTA-5303	\$144,546	7/1/12-6/30/13	RMAP Planning Process
SPR	\$80,000	1/24/2008 to 6/30/2013	Planning funds for Regional Freight Study (FY 2008 to FY 2013)
Local Contribution	\$20,000	1/24/2008 to 6/30/2013	Regional Freight Study (matching SPR funds)
Local Contribution	\$148,594	7/1/2012 to 6/30/2013	RMAP Planning Process
State Metro Planning	\$189,208	7/1/2012 to 6/30/2013	RMAP Planning Process

Greater details describing the above work are contained in the following text and the attached tables. With regard to the RMAP Planning Process, in many cases, several work products are lumped together because of uncertainties regarding the time needed to accomplish these tasks and other special work responsibilities that arises each year, sometimes unexpectedly.

PART 7 – PLANNING PRIORITY ACTIVITIES FOR FY 2013: by UWP WORK ELEMENTS

Listed below are the major planning activities scheduled for FY 2013 by the ten (10) Work Elements. For each work planning activity, a brief summary describes the nature of the possible task that are either currently underway in FY 2012 and/or will continue/start in FY 2013. In the annual RMAP MPO Intergovernmental Agreement with IDOT the Scope of Services describes the work activities / elements that are eligible for FHWA-PL and FTA-5303 planning funds reimbursement.

1 – Unified Work Program (UWP):

RMAP will update and amend the FY 2013 UWP as needed. RMAP will prepare and publish the FY 2013 and FY 2014 UWP and advise all RMAP participants regarding possible eligible activities.

Proposed budget amount: \$20,000.00

2 – Technical assistance (TA) on special studies and other planning efforts:

RMAP will provide technical assistant and/or perform the following:

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

The 3rd version of the Greenway Plan for Boone and Winnebago Counties was completed in April 2011. 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.

Assisted by – Rockford Park District, Winnebago County Forest Preserve District, Belvidere Township Park District, Boone County Conservation District, Natural Land Institute and the Illinois Department of Natural Resources.

Estimated Budget: \$5,000.00

2.2 – Perryville Road Extension

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. Winnebago County has asked for MPO assistance with regards to traffic projections and changes in travel patterns if the link from Swanson Road to Belvidere Road might be constructed.

Estimated Budget: \$4,000.00

2.3 – Town Hall Road Corridor – Connection to the Jane Addams Tollway (Interstate 90)

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.

Estimated Budget: \$4,000.00

2.4 – Boone County East – West transportation corridor analysis and land use planning integration.

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. Information from this analysis and assistance will be used in the updating of the land use plan for Boone County and the local units of government.

Estimated Budget: \$6,000.00

2.5 – RMAP/RATS Bicycle – Pedestrian Study

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. Over the past several years, the City of Rockford has started to allocate funds to implement an on-street bicycle network. It has been almost five-years since the original Bike/Ped study was started. It is an activity the next update to this part of the overall MPO's LRTP to begin in FY 2013. Included in this plan update will be to develop a more regional outline for "Complete Street" guidelines that can be used as a reference for the local units of government.

Estimated Budget: \$18,000.00

2.6 – Northeast Urban Boone County Transportation Planning Study (NUPA)

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 was 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, with assistance and monitoring in FY 2012.

Proposed Budget: \$2,000.00

2.7 – RMAP Regional Transportation Freight Study and Model Conversion

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.

Proposed Budget: \$7,000.00

2.8 – RMTD and Other Public Transit Organizations: Issues/Subjects/Topics

Technical Assistance for the Rockford Mass Transit District and partner agencies/user groups providing transit services within the RMAP planning area includes providing maps, GIS data and researching transit related programs/data upon request. These work products assist transit partners in analyzing their current routes in spatial relationship to regional demographic data. This technical assistance additionally helps to better determine areas of need related to transit, as well as assists in analyzing current transit route effectiveness. For example, data previously provided by RMAP has assisted in determining placement of the Belvidere RMTD fixed route as well as assisted partner agencies (i.e. Lifescape Community Services) in better understanding the regional roadway system. This work will be executed on an as needed basis.

Proposed Budget: \$18,000.00

2.9 – Traffic Simulation Modeling Assistance to the City of Rockford & IDOT

- Downtown River District 1-way Street Study

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.

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

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.

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

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.

Projected Budget: \$12,000.00

2.10– Regional Fiber Optic and Broadband Network

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.

Proposed Budget: \$3,000.00

2.11 – Organize and updating RMAP internal mapping operations

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

Proposed Budget: \$3,000.00

2.12 – Environmental / NEPA / Corridor Analysis – Watershed Planning

To continue to follow-up from the GREEN Strategy Action Plan and the FHWA/FTA Federal Certification review and report of 2012 of the RMAP 3-C transportation planning process, RMAP will lead and provide assistance to our local units of government to address and resolve merging transportation and environmental / watershed planning issues. The example is the recent report from the National Transportation Safety Board on a train accident at the CN / Mulford Road intersection.

Proposed Budget: \$5,000.00

2.13 – Winnebago County & Boone County Traffic Simulation Assistance for TIP projects

To assistance all public agencies in the RMAP region, continue to provide current and projected traffic volumes and other related information for the development and inclusion of projects to be listed in the annual RMAP TIP.

Proposed Budget: \$10,000.00

Total proposed budget amount for #2: \$95,000.00

3 – Administration (AD):

RMAP will provide general administration related to transportation planning and procurement; prepare required reports; maintain records; supervise personnel; assist public transit providers; monitor and evaluate computer and other planning equipment; and obtain new or replacement computer and other planning equipment, if necessary.

Proposed budget amount: \$205,000.00

4 – Public Participation (PP):

RMAP will conduct open, continuous, and participatory meetings and hearings with the public and other stakeholders pertaining to transportation planning; conduct surveys, gather feedback; disseminate information and press releases; provide the public with easy access to information, including via a website; and work with subcommittees and other similar organizations in the area.

Proposed budget amount: \$50,000.00

5 – Transportation Data and Forecasting (TDF):

RMAP will coordinate the preparation, maintenance and distribution of maps for transportation planning and traffic count; maintain and update traffic simulation models used in the development of traffic forecasts; develop traffic count programs for various areas; monitor public transit service; coordinate with participating agencies in gathering bridge condition data, transit ridership, information for the Highway Record Data Bank, and other transportation related information.

Proposed budget amount: \$50,000.00

6 – Land Use-Planning, Data Collection and Forecasting (LUPDSF):

RMAP will provide technical assistance in reviewing zoning ordinances, land use plans, and socio-economic planning activities to determine future transportation needs, coordinate transportation improvements, and develop/maintain the Long Range Transportation Plan.

Proposed budget amount: \$60,000

7 – Transportation Improvement Program (TIP):

RMAP will prepare and publish the TIP for the next four years (2013 – 2016) including modifications and/or amendments; coordinate with other agencies and transit providers in development and setting priorities of

various projects and transportation improvements; comply with federal requirements; and monitor and report implemented projects.

Proposed budget amount: \$45,000.00

8 – Congestion and Transportation System Management (CTSM):

RMAP will outline plans for the cost-effective maintenance of transportation infrastructures, equipment and facilities; employ innovative ways to improve safety, utilization and efficiency of the existing transportation system; carefully manage additions and changes to the collector-arterial roadway network; develop, maintain, and/or encourage the use of transportation alternatives, such as non-motorized systems, telecommuting, carpooling, public transit, bicycle network, staggered work hours, “Smart Growth” principles and other techniques to reduce traffic peak and overall travel demand; and undertake special efforts to address issues on growth in freight transportation in the region.

Proposed budget amount: \$63,500.00

9 – Long-Range Transportation Plan (LRTP):

RMAP will maintain and refine the comprehensive 2040 LRTP to coordinate transportation improvements and delivery of public transportation services over the next 30-year period (2010 – 2040); evaluate various plan changes, project proposals, developments and alternative transportation plans for incorporation to the LRTP and its subsequent amendments.

Proposed budget amount: \$100,000.00

10 – Regional Sustainability Plan for Boone County and Winnebago County (RSP):

RMAP will lead and assist in the development of a regional, implementable 20-year sustainability plan address 16 core areas in the two-county region; create a regional governance model empowered to help area residents, businesses, organizations, agencies and government units implement the plan; establish catalytic implementation tools (i.e., policies, incentives, codes, guidelines); collect and maintain measurable sustainability indicators.

Proposed budget amount: \$54,471.00

CHART 7 - BUDGET OF PLANNING WORK ACTIVITIES FOR FY 2013		
Work Element Task	Work Element #	Budget Amount
Unified Work Program (UWP)	1	\$ 23,000
Technical assistance (TA) – Overall Subtotal:	2	\$ 95,000
* Greenway Plan & Greater RMAP Environmental / Educational Network	2.1	\$ 5,000
* Perryville Road Extension	2.2	\$ 4,000
* Town Hall Road Corridor – Connection to the Jane Addams Tollway (I-90)	2.3	\$ 4,000
* Boone County East-West Transportation Corridor Analysis & Land Use	2.4	\$ 6,000
* RMAP/RATS Bicycle – Pedestrian Study	2.5	\$ 18,000
* Northeast Urban Boone County Transportation Planning Study (NUPA)	2.6	\$ 2,000
* RMAP Regional Transportation Freight Study & Model Conversion	2.7	\$ 7,000
* RMAP & Other Public Transit Organizations: Issues/Subjects/Topics	2.8	\$ 18,000
* Traffic Simulation Modeling Assistance to City of Rockford & IDOT	2.9	\$ 12,000
* Regional Fiber Optic and Broadband Network	2.10	\$ 3,000
* Organize and updating RMAP internal mapping operations	2.11	\$ 3,000
* Environmental / NEPA / Corridor Analysis – Watershed Planning	2.12	\$ 5,000
* Winnebago County & Boone County Traffic Simulation Assistance for TIP	2.13	\$10,000
Administration (AD)	3	\$ 232,000
Public Participation (PP)	4	\$ 56,000
Transportation Data and Forecasting (TDF)	5	\$ 57,000
Land Use-Planning, Data Collection and Forecasting (LUPDCF)	6	\$ 68,000
Transportation Improvement Program (TIP)	7	\$ 51,000
Congestion and Transportation System Management (CTSM)	8	\$ 72,000
Long-Range Transportation Plan (LRTP)	9	\$ 113,000
Regional Sustainability Plan for Boone County and Winnebago County (RSP)	10	\$ 60,668
	TOTAL	\$ 827,668

Funds abbreviations:

PL and 5303 = Work to be accomplished in the RMAP Unified Work Program with the annually allocated FHWA PL & FTA 5303 funds and state / local funds 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.

IDOT = Matching funds from State of Illinois, Department of Transportation.

L = Matching funds from participating Local agencies.

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.

OTHER PLANNING EMPHASIS AREAS for FY 2013

○ Regional Sustainability Plan for Boone County & Winnebago County:

During FY 2011, RMAP received a HUD – EPA – DOT Sustainability Grant to expand and continue the efforts to create a regional plan and performance measuring process. Only 45 communities in the country were awarded this grant, and only a few (includes ours) were fully funded. The HUD – EPA – DOT partnership seeks to further livability by providing more transportation choices, promoting equitable and affordable housing, increasing economic competitiveness, supporting existing communities, leveraging federal investment and valuing local communities and neighborhoods. As of now, sixteen core areas have been identified as key components for this planning process.

- SOCIAL (6) – Housing, Safety, Civic Vitality, Cultural Life, Health and Wellness, Food
- ECONOMIC (4) – Transportation, Education, Economic Development, Technology
- ENVIRONMENTAL (6) – Built Infrastructure, Water, Land, Biodiversity, Energy, Waste Management

○ FHWA – FTA Certification Review:

Every four years, MPOs are required to undergo a federal certification review by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). As previously mentioned in this document, the last review was conducted by FHWA/FTA in the fall of 2007, with the final report being issued in March 2008. After the corrective actions were completed by the Rockford MPO (RATS/RMAP), 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**. To continue and to meet this planning requirement, the RMAP transportation planning process is tentatively scheduled for an onsite-site review by FHWA/FTA on November 15-17, 2011.

○ Annual Planning Documents:

RMAP will complete and adopt the following annual planning documents:

1. FY 2014 Unified Work Program;
2. FY 2013 Transportation Improvement Program and amendments as needed;
3. As a result of the release of the 2010 Census (and if the correct information is available), update the (A) Title VI & Environmental Justice documents for (1) RMAP and (2) RMTD and (B) the Human Services Transportation Plan (HSTP);
4. Update and amend as needed the adopted 2040 RMAP Long Range Transportation Plan; and
5. Address all planning issues stemming from reauthorization of SAFETEA-LU and any additional actions that might be forthcoming from this reauthorization.

○ Technical Assistance:

Continue to provide technical assistance to the RMAP Policy Committee and Technical Committee members, but also to other governmental, civic / community organizations and the general public as the planning process advances.

○ RMAP Public Planning Process:

Seek and explore current and new contacts in the RMAP Public Participation Plan (PPP) so that the **RMAP planning process is open and accessible to the general public** for review and comments.

PLANNING PROJECTS COMMENCING &/or CONTINUING IN FY 2013:

Corridor / Intersection Development – Redevelopment Studies:

- South Main Street / Railway area – to foster economic development and adaptive reuse around the proposed train station (transit – oriented development)
- Spring Creek Road & the Jane Addams Memorial Tollway (I-90 / I-39) interchange location

- Irene Road & the Jane Addams Memorial Tollway (I-90) interchange location
- Arterial - Collector Roadway & Neighborhood inventory analysis – to target older commercial areas and surrounding neighborhoods. The overall objective is to increase their viability, economic competitiveness and community appeal to facilitate walking and bicycling, thus reducing vehicle miles of travel (VMT) and single – occupant vehicles (SOV) trips.
- Incorporate an environmental screening table for all the projects listed in the 2040 RMAP LRTP. The table would include the name of the project, purpose and need, the lead agency primary responsible for the project, other possible participating agencies and agencies that should be consulted with.
- Healthy communities – outreach and collaboration with the area’s health and university sectors to implement the GREEN strategy action plan.

Some of these above mentioned projects are financially beyond the scope of the FY 2013 UWP. Accordingly, RMAP is planning to seek and apply for other planning funds available to the urban area, primarily State, Research & Planning (SPR) 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 2013:

The funding allocations of FY 2013 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 ALLOCATION SUMMARY BUDGET FOR FY 2013

Entity/Activity	FHWA PL	SPR	FTA 5303	Total Federal	State Planning Funds	Local Contribution Funds	HUD Sustainability Grant	Total
RMAP – for MPO Planning	\$427,236		\$144,546	\$571,782	\$189,208	\$148,594		\$909,584
City of Rockford						\$76,292		
City of Loves Park						\$11,866		
Village of Machesney Park						\$11,547		
Winnebago County						\$27,763		
City of Belvidere						\$12,330		
Boone County						\$8,796		
RMAP: Regional Transportation Freight Study & Model Conversion		\$80,000		\$80,000		\$20,000		\$100,000
SUBTOTAL:	\$427,236	\$80,000	\$144,546	\$651,782	\$189,202	\$168,594		\$ 1,009,584
RMAP / RREDD: Regional Sustainability Plan – HUD / EPA / DOT							\$600,000 (40% completed)	\$600,000
SUBTOTAL:					\$189,202		\$600,000	\$ 600,000
SUMMARY TOTALS	\$427,236	\$80,000	\$144,546	\$651,782	\$189,202	\$168,594	\$600,000	\$ 1,609,584

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 2013 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 2013 time period.

D. PLANNING GRANTS TO RMTD:

When applied for, RMTD administers their FTA-awarded planning grants (5304, 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 (\$180/year total).
 - 1.1.3. Parking cost benefit is at \$636/year divided by 2,080 hours (\$53.00/month).
 - 1.1.4. Workman’s compensation is added at a percent of the base hourly rate (0.28%).
 - 1.1.5. Health insurance is computed at an annual cost per year (\$6,854 to \$7,384 for single, \$14,765 for single + 1 dependent, or \$22,152 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 (approximately 15%) 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 30% 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 for each of the four-quarters in FY 2012 within a timely fashion following each quarter period.
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 2014. 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 has just started a Route and Schedule Analysis which will continue into 2013. 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 2012 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 2012. 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)

The RMAP Unified 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. These special studies are conducted by staff from 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. Sometimes private consultants are employed to assist in these planning tasks. 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, East Riverside Boulevard in Loves Park, Rockford & Winnebago County, 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, and the Regional Freight Study.
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 RMAP 2040 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 Spring 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
 - Highway and street geometric design standards use in transportation corridors for a safe and mobile environment to be jointly use by vehicles, pedestrians, cyclists and public transit vehicles. In other words, a "Complete Streets" approach.
 - 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)
20. RMTD will be undertaking a route and schedule analysis. RMAP staff will provide assistance in this planning effort.
21. South Main Street / Railway area – to foster economic development and adaptive reuse around the proposed train station (transit – oriented development)
22. Spring Creek Road & the Jane Addams Memorial Tollway (I-90 / I-39) interchange location
23. Arterial - Collector Roadway & Neighborhood inventory analysis – to target older commercial areas and surrounding neighborhoods. The overall objective is to increase their viability, economic

competitiveness and community appeal to facilitate walking and bicycling, thus reducing vehicle miles of travel (VMT) and single – occupant vehicles (SOV) trips.

24. Incorporate an environmental screening table for all the projects listed in the 2040 RMAP LRTP. The table would include the name of the project, purpose and need, the lead agency primary responsible for the project, other possible participating agencies and agencies that should be consulted with.
25. Healthy communities – outreach and collaboration with the area’s health and university sectors to implement the GREEN strategy action plan.

For FY 2013, RMAP has placed a higher priority on the following planning efforts:

- 2.1 – Greenway Plan & Greater RMAP Environmental – Educational Network (GREEN)
- 2.2 – Perryville Road Extension
- 2.3 – Town Hall Road Corridor – Connection to the Jane Addams Tollway (Interstate 90)
- 2.4 – Boone County East/West transportation corridor analysis and land use planning integration
- 2.5 – RMAP/RATS Bicycle – Pedestrian Study
- 2.6 – Northeast Urban Boone County Transportation Planning Study (NUPA)
- 2.7 – RMAP Regional Transportation Freight Study and Model Conversion
- 2.8 – RMAP and Other Public Transit Organizations: Issues/Subjects/Topics.
- 2.9 – Traffic Simulation Modeling Assistance to City of Rockford & IDOT
- 2.10 – Regional Fiber Optic and Broadband Network
- 2.11 – Organize and updating RMAP internal mapping operations
- 2.12 – Environmental / NEPA / Corridor Analysis – Watershed Planning
- 2.13 – Winnebago County & Boone County Traffic Simulation Assistance for TIP projects

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, 5311, 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. This data is posted on their web site at <http://www.gettingaroundillinois.com/default.aspx?ql=aadt>. In 2012, Winnebago County will be counted, with Boone County scheduled for 2013.

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. In the past several years, 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 been completed. 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 on-going development and monitoring of LRTP process, 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 2010 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.
- Winnebago County and the Village of Machesney Park have finished their respective Comprehensive Plan updates. Both have had their plans successfully adopted by their individual governing bodies. Loves Park had started a rewrite of their Comprehensive Plan in 2009, but after a series of public meetings with stakeholders and the general public, Loves Park staff determined that using the 2010 Census data may be more beneficial in driving both the creation of new goals and concepts the City is striving for. With the initial release of the 2010 Census data, Loves Park staff will be reviewing, analyzing and formulating objectives that might come from that census analysis to complete the overall comprehensive planning process. Boone County is taking a slower approach in their updating process considering the plan will be done by their staff. Stakeholder interviews and public forums were held at the end of 2010 in order to gain feedback on their current plan as compared to goals and objectives that had been prepared. More input from the general public on specific issues is being sought being the planning process moves into the next phase. Once these comprehensive plan updates are complete, RMAP staff will compare the issues that will arise and what has been included in the 2040 RMAP Long Range Transportation Plan. Depending on the magnitude of the issue and to what degree the changes are, it might be possible that alterations in either one or both documents will after to be to ensure that both finished planning products are comprehensive.

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 public and 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 RMAP LRTP and the Public Participation Plan.

ELEMENT 8 – CONGESTION MANAGEMENT PROCESS, TRANSPORTATION SYSTEM MANAGEMENT, CONGESTION INITIATIVE AND CONGESTION MANAGEMENT SYSTEMS (CTSM)

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.

Corridor / Intersection Development – Redevelopment Studies:

7. South Main Street / Railway area – to foster economic development and adaptive reuse around the proposed train station (transit – oriented development)
8. Spring Creek Road & the Jane Addams Memorial Tollway (I-90 / I-39) interchange location
9. Arterial - Collector Roadway & Neighborhood inventory analysis – to target older commercial areas and surrounding neighborhoods. The overall objective is to increase their viability, economic competitiveness and community appeal to facilitate walking and bicycling, thus reducing vehicle miles of travel (VMT) and single – occupant vehicles (SOV) trips.
10. Incorporate an environmental screening table for all the projects listed in the 2040 RMAP LRTP. The table would include the name of the project, purpose and need, the lead agency primary responsible for the project, other possible participating agencies and agencies that should be consulted with.
11. Healthy communities – outreach and collaboration with the area’s health and university sectors to implement the GREEN strategy action plan.

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 2040 RMAP Long-Range Transportation Plan (LRTP). On July 29, 2010 the RMAP 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 (2010-2040).

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 29, 2015, 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, SAFETEA-LU expired 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 the RATS 2035 LRTP and is summarized in the adopted 2040 LRTP. During 2008, the City of Rockford started to implement their first phase of an on-street bicycle system. Over the past several years, 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 2011. 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.

**ELEMENT 10 – REGIONAL SUSTAINABILITY PLAN for BOONE COUNTY & WINNEBAGO COUNTY
(RSP)**

The goal of this work Element is to lead and assist in the:

1. developing a regional, implementable 20-year sustainability plan addressing 16 core areas in the two-county region;
2. creating a regional governance model empowered to help area residents, businesses, organizations, agencies and governments units implement the plan;
3. establishing catalytic implementation tools (policies, incentives, codes, guidelines, etc), and
4. collecting and maintain measureable sustainability indicators.

The HUD award was the result of a local consortium of 30 agencies in Boone County and Winnebago County agreeing to support and align their strategic plans and long-range visions into a set of common goals and action steps. The local consortium is anchored by RMAP, our regional metropolitan planning organization, and the Rockford Region Economic Development District, our local economic development planning organization. The grant award positions the region to receive future implementation grants from the US Department of Transportation (DOT), Environmental Protection Agency (EPA) and HUD. This partnership seeks to further livability by providing more transportation choices, promoting equitable and affordable housing, increasing economic competitiveness, supporting existing communities, leveraging federal investment and valuing local communities and neighborhoods.

PART 11 – PUBLIC COMMENTS

The 1st draft version of the FY 2013 UWP was distributed to the RMAP Technical Committee on March 22, 2012, and at the March 29th Policy Committee meetings.

Also, a Public Notice was published in the Rock River Times (RRT) on March 14, 2012, 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>

Comments should be direct to:
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 Rockford Metropolitan Agency for Planning
 313 North Main Street
 Rockford, IL 61101
 815-964-RMAP (7627) – office
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 815-987-5638 – direct
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Listed below are the changes made to the March 22, 2012, draft UWP:

1. Page 18: Updated CHART 8 to reflect local allocations as a result of 2010 Census population.

Entity/Activity	2000 Census	2010 Census	Difference
RMAP – for MPO Planning	\$148,594	\$148,594	\$0
City of Rockford	\$82,361	\$76,292	- \$6,069
City of Loves Park	\$10,949	\$11,866	\$917
Village of Machesney Park	\$11,395	\$11,547	\$152
Winnebago County	\$27,907	\$27,763	- \$144
City of Belvidere	\$11,034	\$12,330	\$1,296
Boone County	\$4,948	\$8,796	\$3,848

2. Page 19: Updated Part 9 – F, Sections
 - 1.1.3 – Parking cost benefit increase from \$480/year to \$636/year (\$40/month to \$53/month).
 - 1.1.4 – Workman’s compensation increase from .17% to .28% (as a % of the base hourly wage).

3. Page 11: Chart 6
 Page 15: Chart 7
 Page 18: Chart 8
 Pages 36 – 38: Charts 9 – 13,
 All these charts were updated to reflect RMAP’s FY 2013 budget increasing from \$742,971 to \$827,668, an increase of \$84,697.

Chart 9: Federal Suballocations by Work Elements

WORK ELEMENT #	FTA – 5303	FHWA – PL	Subtotals	SPR	TOTALS
1	\$ 4,017	\$ 11,872	\$ 15,889		\$ 15,889
2	\$ 16,591	\$ 49,038	\$ 65,629		\$ 65,629
3	\$ 40,517	\$ 119,757	\$ 160,274		\$ 160,274
4	\$ 9,780	\$ 28,907	\$ 38,687		\$ 38,687
5	\$ 9,955	\$ 29,423	\$ 39,378		\$ 39,378
6	\$ 11,876	\$ 35,101	\$ 46,977		\$ 46,977
7	\$ 8,907	\$ 26,326	\$ 35,233		\$ 35,233
8	\$ 12,574	\$ 37,166	\$ 49,740		\$ 49,740
9	\$ 19,734	\$ 58,330	\$ 78,064		\$ 78,064
10	\$ 10,595	\$ 31,316	\$ 41,911		\$ 41,911
TOTAL	\$ 144,546	\$ 427,236	\$ 571,782		\$ 571,782

Other New or Continued Special Studies and Plans needing special mention

RMAP Freight Study & Model Conversion			\$ 80,000	\$ 80,000
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This study started in FY 08 and should be finished in FY 2013. In 2008, RMAP received a SPR contract for part of the funding for this work activity. This study is 88% completed. Remaining SPR fund balance is \$22,909. It is anticipated that follow-up work will continue into FY 2013 and beyond.

Chart 10: State/Local Contribution by Work Elements

WORK ELEMENT #	FTA – 5303	FHWA – PL	Subtotals	SPR	TOTALS
1	\$ 1,798	\$ 5,313	\$ 7,111		\$ 7,111
2	\$ 7,425	\$ 21,946	\$ 29,371		\$ 29,371
3	\$ 18,132	\$ 53,594	\$ 71,726		\$ 71,726
4	\$ 4,377	\$ 12,936	\$ 17,313		\$ 17,313
5	\$ 4,455	\$ 13,167	\$ 17,622		\$ 17,622
6	\$ 5,315	\$ 15,708	\$ 21,023		\$ 21,023
7	\$ 3,986	\$ 11,781	\$ 15,767		\$ 15,767
8	\$ 5,627	\$ 16,633	\$ 22,260		\$ 22,260
9	\$ 8,832	\$ 26,104	\$ 34,936		\$ 34,936
10	\$ 4,741	\$ 14,016	\$ 18,757		\$ 18,757
TOTAL	\$ 64,688	\$ 191,198	\$ 255,886		\$ 255,886

NOTE: The local match is divided between the six local principal agencies. Additional information is in Chart 8, page 18.

Other New or Continued Special Studies and Plans needing special mention

RMAP Freight Study & Model Conversion			\$ 20,000	\$ 20,000
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This study started in FY 08 and should be finished in FY 2013. In 2008, RMAP received a SPR contract for part of the funding for this work activity. This study is 88% completed. Remaining SPR fund balance is \$22,909. It is anticipated that follow-up work will continue into FY 2013 and beyond. Remaining SPR local fund balance is \$5,727.

Chart 11: Total Funding (Federal/State/Local) by Work Elements

WORK ELEMENT #	FTA – 5303	FHWA – PL	Subtotals	SPR	TOTALS
1	\$ 5,815	\$ 17,185	\$ 23,000		\$ 23,000
2	\$ 24,016	\$ 70,984	\$ 95,000		\$ 95,000
3	\$ 58,649	\$ 173,351	\$ 232,000		\$ 232,000
4	\$ 14,157	\$ 41,843	\$ 56,000		\$ 56,000
5	\$ 14,410	\$ 42,590	\$ 57,000		\$ 57,000
6	\$ 17,191	\$ 50,809	\$ 68,000		\$ 68,000
7	\$ 12,893	\$ 38,107	\$ 51,000		\$ 51,000
8	\$ 18,201	\$ 53,799	\$ 72,000		\$ 72,000
9	\$ 28,566	\$ 84,434	\$ 113,000		\$ 113,000
10	\$ 15,336	\$ 45,332	\$ 60,668		\$ 60,668
TOTAL	\$ 209,234	\$ 618,434	\$ 827,668		\$ 827,668
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 should be finished in FY 2011. In 2008, RMAP received a SPR contract for part of the funding for this work activity. This study is 88% completed. Remaining SPR & Local fund balance is \$28,836.					

Chart 12: Approximate Hours to be devoted by Work Elements

WORK ELEMENT #	FTA – 5303	FHWA – PL	Subtotals	SPR	TOTALS
1	102	302	404		404
2	423	1,249	1,672		1,672
3	1,032	3,050	4,082		4,082
4	249	736	985		985
5	253	749	1,002		1,002
6	302	894	1,196		1,196
7	227	670	897		897
8	320	947	1,267		1,267
9	503	1,485	1,988		1,988
10	270	797	1,067		1,067
TOTAL	3,681	10,879	14,560		14,560

**Chart 13: Object Class Budget
(Federal & State/Local Funds)**

DESCRIPTION / EXPENSE	FUNDING SOURCES:				
	TOTAL AMOUNTS:	FHWA-PL	STATE / LOCAL	FTA-5303	STATE / LOCAL
INCOME - PROGRAM TOTALS:	\$827,668	\$427,236	\$191,198	\$144,546	\$64,688
<i>Breakdown by Expense Class</i>					
<i>Contractual Expenses</i>					
Printing, Publications	\$10,000	\$5,162	\$2,310	\$1,746	\$782
Postage	\$1,000	\$516	\$231	\$175	\$78
Telephone	\$3,000	\$1,549	\$693	\$524	\$234
Travel	\$12,000	\$6,194	\$2,772	\$2,096	\$938
Dues	\$8,000	\$4,129	\$1,848	\$1,397	\$626
Subscriptions	\$ 1,000	\$516	\$231	\$175	\$78
Advertising	\$ 1,000	\$516	\$231	\$175	\$78
Service Contracts	\$55,000	\$28,391	\$12,706	\$9,605	\$4,298
Other Contractual Services	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Utilities	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Micro Computers	\$ 9,710	\$5,012	\$2,243	\$1,696	\$759
Risk Management	\$ 4,100	\$2,117	\$947	\$716	\$320
Rent	\$48,000	\$24,777	\$11,089	\$8,383	\$3,751
COR - AUDIT	\$600	\$310	\$139	\$105	\$46
Education & Training	\$10,000	\$5,162	\$2,310	\$1,746	\$782
<i>Supplies & Materials Expenses</i>					
Small Equipment & Tools	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Drafting & Engineering	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
Food	\$558	\$288	\$129	\$97	\$44
Office General Supplies	\$5,000	\$2,581	\$1,155	\$873	\$391
Computers Non-Capital	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0
<i>Capital Expenses</i>					
Building Improvements	\$ 0	\$0	\$0	\$0	\$0
Office Equipment & Furniture	\$ 0	\$0	\$0	\$0	\$0
Vehicles	\$ 0	\$0	\$0	\$0	\$0
Computer Software	\$3,500	\$1,807	\$808	\$611	\$274
SUB-TOTAL	\$ 172,468	\$89,027	\$39,842	\$30,120	\$13,479
SALARY & BENEFITS (RMAP ONLY)	\$ 655,200	\$ 338,209	\$ 151,356	\$ 114,426	\$ 51,209
TOTAL EXPENSES	\$ 827,668	\$ 427,236	\$ 191,198	\$ 144,546	\$ 64,688



Rockford Metropolitan Agency For Planning

POLICY COMMITTEE

RMAP RESOLUTION 2012-3

RE: Adoption of the FY 2013 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 2013 Unified Work Program (May 24, 2012 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 March 22nd version that was made available for public comment; and

WHEREAS the RMAP Technical Committee has reviewed the FY-2013 Unified Work Program (May 24, 2012 version) and recommends approval;

NOW, THEREFORE, BE IT RESOLVED

That the RMAP Policy Committee

1. Adopts the FY 2013 Unified Work Program (May 24, 2012 version);
2. Directs the RMAP Executive Director to submit the FY 2013 Unified Work Program (May 24, 2012 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.

our future, our goals, our map 313 North Main Street, Rockford, IL 61101 **815.964.RMAP** direct **815.967.6913** fax rmapil.org

Mayor Lawrence J. Morrissey
City of Rockford, Chairman

Chairman Bob Wallberg
Boone County, Vice-Chairman

Mayor Darryl F. Lindberg
City of Loves Park

Mayor Frederic C. Brereton
City of Belvidere

Chairman Scott H. Christiansen
Winnebago County

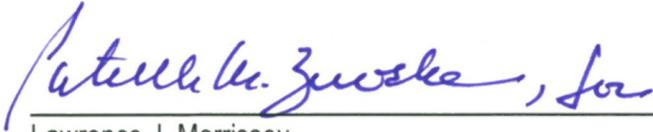
Mayor Tom Strickland
Village of Machesney Park

Acting Deputy Director Eric Therkildsen
Illinois Department of Transportation,
Region 2

RMAP RESOLUTION 2012-3

Page 2

Dated this 24th day of May, 2012.



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



Bob Walberg,
Vice-Chairman – RMAP Policy Committee,
Boone County Board Chairman,
Boone County



Frederic C. Brereton,
Mayor, City of Belvidere



Darryl F. Lindberg,
Mayor, City of Loves Park



Tom Strickland
Mayor, Village of Machesney Park



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



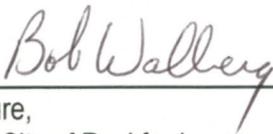
Erick Therkildsen,
Acting Deputy Director,
Illinois Department of Transportation, Region 2

Metropolitan Transportation Planning Process Certification

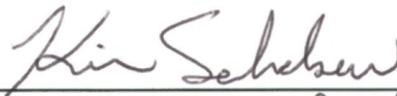
In accordance with 23 CFR 450.334 (b), the planning process in the Rockford Urbanized Area was fully certified by USDOT – FHWA – FTA on December 17, 2008.

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 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 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 Rockford
Chairman, RMAP Policy Committee or
Other Authorized Representative of the
Rockford Metropolitan Agency for Planning
May 24, 2012



Signature, *Temp. as, Deputy Director*
Bureau Chief, Urban Program Planning
Illinois Department of Transportation or
other Authorized Representative of the
Illinois Department of Transportation
Dated: 6-1-12