

Rockford Metropolitan Agency for Planning (RMAP)

UNIFIED WORK PROGRAM for FY 2014

(July 1, 2013 to June 30, 2014)



Adopted: May 30, 2013

RMAP
313 N. Main Street
Rockford, IL 61101
815-964-RMAP

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

**FY 2014 – UNIFIED WORK PROGRAM
(July 1, 2013 to June 30, 2014)
May 23, 2013 – Final Version**

Adopted: May 30, 2013

This work program identifies activities to be conducted by RMAP during the period from July 1, 2013 through June 30, 2014. Opportunities for public comment have been afforded at RMAP Committee meetings from January 2013 through May 2013. Development of the RMAP FY 2015 UWP will begin in November 2013. 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.

RMAP – POLICY COMMITTEE

Mayor Lawrence J. Morrissey, City of Rockford
Board Chairman Bob Walberg, Boone County
Mayor Darryl F. Lindberg, City of Loves Park
Mayor Jerry Bolin, Village of Machesney Park
Mayor Mike Chamberlain, City of Belvidere
Board Chairman Scott H. Christiansen, Winnebago County
Deputy Director Paul Loete, IDOT, Region 2

FY 2014 UNIFIED WORK PROGRAM – TABLE OF CONTENTS

PART 1 – INTRODUCTION	3
Chart 1 – Acronyms and abbreviations	
PART 2 – OVERALL UWP GOALS	5
Chart 2 – MPO Planning Goals	
PART 3 – RMAP & PARTICIPANTS	6
Chart 3 – Technical Planning Participants	
Chart 4 – RMAP Organizational Chart	
PART 4 – TRANSPORTATION PLANNING FUNDING SOURCES	7
Chart 5 – Funding Sources for Planning	
PART 5 – FUNDING AVAILABLE FOR FY 2014 & WORK ELEMENT BUDGET	8
Chart 6 – Funds for FY 2014	
Chart 7 – Budget of Planning Work Elements / Activities for FY 2014	
PART 6 – FUNDING OF RMAP	9
Overall Budget for FY 2014	
Figure 1 – RMAP FY 2014 Funding Sources: Federal, State & Local	
Chart 8 – RMAP Planning Process: Funding Allocation Summary Budget for FY 2014	
PART 7 – PLANNING PRIORITY ACTIVITIES FOR FY 2014: by UWP WORK ELEMENTS	11
Element 1 – Unified work program development (UWP)	
Element 2 – Technical Assistance on special studies and other planning efforts (TA)	
Element 3 – Administration (AD)	
Element 4 – Public Participation (PP)	
Element 5 – Transportation data & forecasting (TDF)	
Element 6 – Land Use Planning, Data Collection & Forecasting (LUPDCF)	
Element 7 – Transportation Improvement Program (TIP)	
Element 8 – Congestion & Systems Management (CSM)	
Element 9 – Long Range Transportation Plan (LRTP)	
Element 10 – Regional Plan for Sustainability Development (RPSD)	
PART 8 – SPECIAL CONSIDERATIONS IN ADMINISTRATION & PLANNING	22
A. Intergovernmental Agreement	
B. Audits	
C. Cost Allocation Plan	
D. Funding allocation for jointly-funded work tasks	
E. Computation of total loaded hourly wage rates	
F. Submittal of reimbursement requests	
G. Minority & environmental justice	
PART 9 – PUBLIC COMMENTS	26
PART 10 – FUNDS & BUDGET for FY 2014	
Figure 2 – FY 2014 RMAP Funding Sources	27
Chart 9 – Federal, State & Local Suballocations by Work Element; By Type of Funds and Estimated Work Hours	28
Chart 10 – Intergovernmental Agreement IDOT/RMAP: Federal, State & Local Funds	29
Chart 11 – Object Class Budget	30
 RMAP RESOLUTION 2013-4: ADOPTION OF THE FY 2014 UNIFIED WORK PROGRAM	 31-32
 RMAP METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION	 33

**THE FY 2014 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, 2013 through June 30, 2014. 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 30, 2013 meeting. Public comments will be accepted any time 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 2015 UWP, will begin in January of 2014.

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
LRTP	Long Range Transportation Plan
MAP - 21	Moving Ahead for Progress in the 21st Century Act
MPA	Rockford Metropolitan Planning Area
MPO	Metropolitan Planning Organization
PL – Funds	Planning Funds Provided through the FHWA

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 July 6, 2012, President Obama signed into law P.L. 112-141, the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding surface transportation programs at over \$105 billion for fiscal years (FY) 2013 and 2014, MAP-21 is the first long-term highway authorization enacted since 2005. MAP-21 represents a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country’s vital transportation infrastructure.

In MAP-21, the metropolitan and statewide transportation planning processes are continued and enhanced to incorporate performance goals, measures, and targets into the process of identifying needed transportation improvements and project selection. Public involvement remains a hallmark of the planning process. Requirements for a long-range plan and a short-term transportation improvement plan (TIP) continue, with the long-range plan to incorporate performance plans required by the Act for specific programs. The long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward established performance targets and include a description of the anticipated achievements. In the statewide and nonmetropolitan planning process, selection of projects in nonmetropolitan areas, except projects on the NHS or funded with funds remaining from the discontinued Highway Bridge Program, must be made in cooperation with affected nonmetropolitan officials or any regional transportation planning organization.”

MAP-21 also continues that MPOs, as a condition for receipt of Federal surface transportation funds, have a continuing, cooperative and comprehensive (3C) transportation planning process that results in plans and programs consistent with the planned development of the metropolitan area. To ensure the 3C process is carried out, the U.S. Department of Transportation Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have issued planning regulations that all urban areas over 200,000 persons must undergo a Certification Review. As a result of these regulations governing the development of metropolitan transportation plans and programs for urbanized areas, like the Rockford, Illinois area, the RMAP FY 2014 UWP is developed under the provisions established in MAP-21 and SAFETEA-LU.

Following the 2011 FHWA and FTA certification review, RMAP received a letter from FHWA & FTA on **June 14, 2012**, that stated that both agencies certify the transportation planning process for the Rockford Metropolitan Planning Area.

To maintain their four-year time period to review the RMAP planning process and documents, representatives from FHWA and FTA are tentatively schedule to conducted an on-site review during the 2015 fall/winter season.

PART 2 – OVERALL UWP GOALS

Regional transportation planning in the RMAP Metro Area is funded primarily with Federal funds stemming from the Moving Ahead for Progress in the 21st Century Act, *MAP-21* (P.L. 112-141). The details of this funding are discussed in subsequent sections of this report. In accordance with MAP-21 and the RMAP Year 2040 Long-Range Transportation Plan (LRTP), the overall goals of this UWP are in concurrence with the overall goals of MAP-21 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 – RMAP & PARTICIPANTS

The following agencies assist RMAP to do transportation planning in the Rockford area and this cooperative, comprehensive and continuous work is coordinated by the UWP. These agencies hereafter referred to as the RMAP participants, have agreed to cooperate and work toward completing the proposed products and elements of this work program.

CHART 3 – TECHNICAL PLANNING PARTICIPANTS

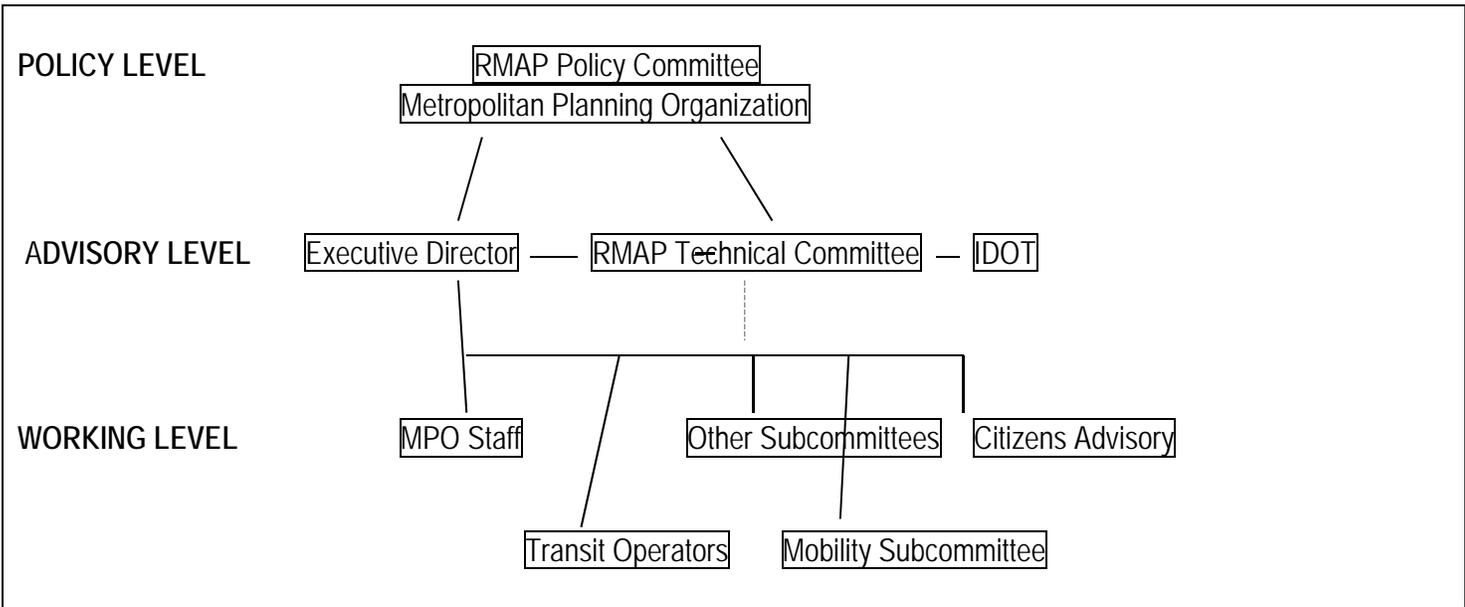
RMAP TECHNICAL COMMITTEE MEMBERS	
1. Belvidere/Boone County Planning Department	BBCPD
2. Belvidere Public Works Department	BPWD
3. Boone County Highway Department	BCHD
4. Cherry Valley Planning Department	CVPD
5. Chicago / Rockford International Airport	CRIA
6. Illinois Department of Transportation	IDOT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

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 FY2014, 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. RMAP has 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 Travel Demand Model (TDM) for the MPO area 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.

CHART 4- RMAP ORGANIZATIONAL STRUCTURE



PART 4 – 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 5314	Special planning and Research Funds – funding earmarked by Congress for special studies. Administered by the FTA. (Match varies from 0-20%)
FTA 5339	Bus and Bus facilities Discretionary Funds, used to perform Alternatives Analysis (AA). The transportation planning process of AA: <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 & MAP-21 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.) When RMAP receives these funds, a separate intergovernmental agreement is developed and authorized by IDOT and the local governmental body.
State (IDOT) Metro Planning Funds	Funds directly from the State of Illinois (IDOT) for MPO planning purposes.
Local Contribution Funds (LC)	Funds provided by local RMAP participants for MPO planning purposes.

PART 5 – FUNDING AVAILABLE FOR FY 2014 & WORK ELEMENT BUDGET

Funding allocations available to the Rockford Metro Area during FY 2014 are listed in the table below. RMAP will utilize the entire State Planning Funds allocation to cover the entire match for the PL and 5303 funds. We intend to overmatch the federal funds as shown in Chart 6. The Local Contribution from our local units of government also will be used to fund RMAP normal planning operations.

CHART 6 – FUNDS FOR FY 2014

Source	Amount	Timeframe	Purpose
Federal funds:			
FHWA-PL	\$ 512,098	7/1/13-6/30/14	RMAP Planning Process
FTA-5303	\$ 159,166	7/1/13-6/30/14	RMAP Planning Process
State IDOT Planning Funds (SPF)	\$ 187,211	7/1/2013 to 6/30/2014	RMAP Planning Process
Local Contribution (LC)	\$ 148,594	7/1/2013 to 6/30/2014	RMAP Planning Process
TOTAL:	\$ 1,007,069	7/1/2013–6/30/2014	RMAP Planning Process

CHART 7 - BUDGET OF PLANNING WORK ELEMENTS / ACTIVITIES FOR FY 2014

Work Element Task	Work Element #	Budget Amount
Unified Work Program (UWP)	1	\$ 27,996
Technical assistance (TA) – Overall Subtotal:	2	\$ 115,606
* Greenway Plan & Greater RMAP Environmental / Educational Network	2.01	\$ 19,000
* Perryville Road Extension	2.02	\$ 5,000
* Town Hall Road Corridor – Connection to the Jane Addams Tollway (I-90)	2.03	\$ 5,000
* RMAP/RATS Bicycle – Pedestrian Study	2.04	\$ 14,000
* Traffic Simulation Modeling Assistance to City of Rockford & IDOT	2.05	\$ 15,000
* Organize and updating RMAP internal mapping operations	2.06	\$ 4,000
* Environmental / NEPA / Corridor Analysis – Watershed Planning	2.07	\$ 11,000
* Winnebago County & Boone County Traffic Simulation Assistance for TIP	2.08	\$ 9,000
* RMAP & Other Public Transit Organizations: Issues/Subjects/Topics	2.09	\$ 15,000
* RMAP Regional Transportation Freight Analysis	2.10	\$ 4,000
* Flora Neighborhood Study	2.11	\$ 14,406
Administration (AD)	3	\$ 282,312
Public Participation (PP)	4	\$ 68,132
Transportation Data and Forecasting (TDF)	5	\$ 69,371
Land Use-Planning, Data Collection and Forecasting (LUPDCF)	6	\$ 82,749
Transportation Improvement Program (TIP)	7	\$ 62,061
Congestion and Transportation System Management (CTSM)	8	\$ 87,612
Long-Range Transportation Plan (LRTP)	9	\$ 137,503
Regional Plan for Sustainability Development for Boone County & Winnebago County (RPSD)	10	\$ 73,727
	TOTAL	\$ 1,007,069

Greater details describing the above work are contained in the following text and the attached charts. Chart 9 – displays the ten work elements divided between the four different funding sources and the projected work hours. Chart 10 – presents a summary funding chart, which is the format that is included in the Intergovernmental Agreement RMAP and IDOT. Chart 11 – is the Object Class Budget.

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.

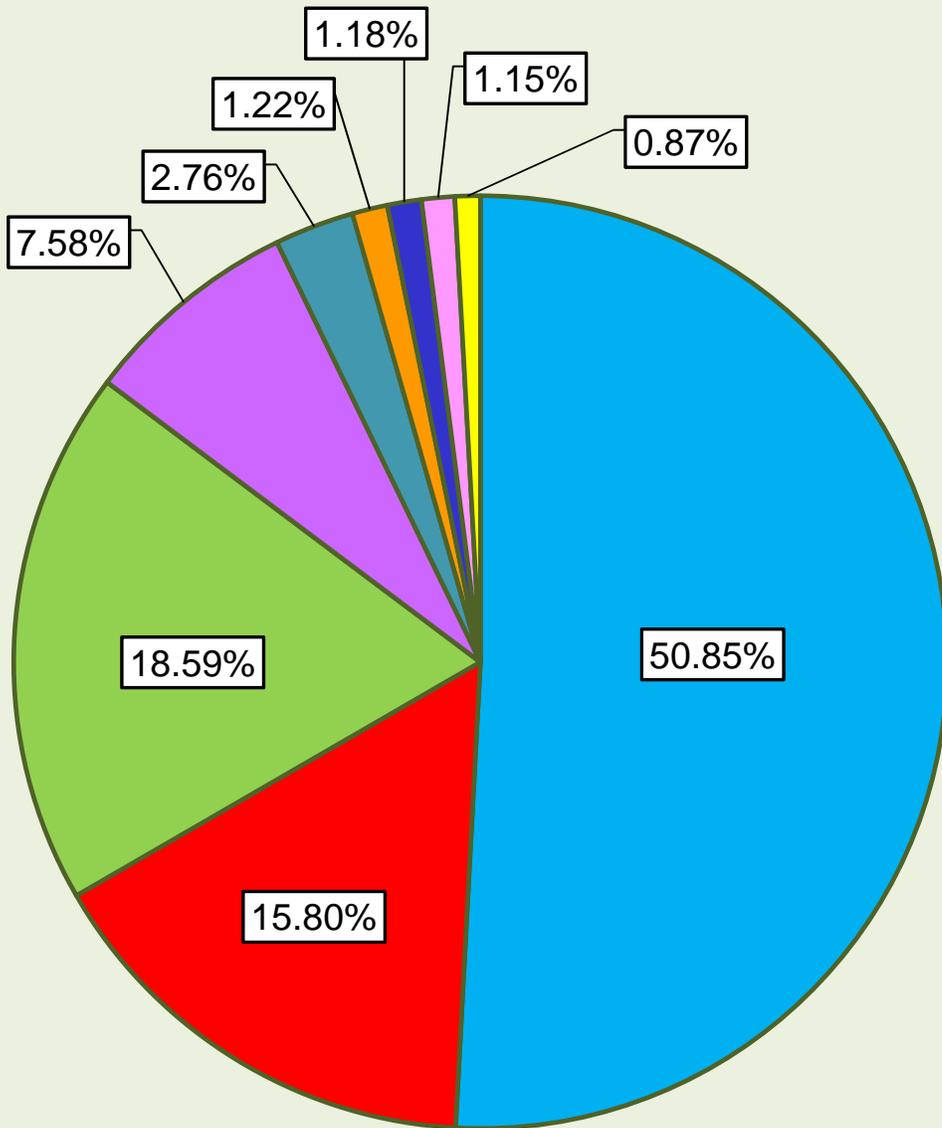
PART 6 – FUNDING OF RMAP

OVERALL BUDGET FOR FY 2014:

The funding allocations of FY 2014 FHWA-PL, FTA-5303 (combined 66.65%), State Planning Funds (18.59%) and Local Contribution funds (14.76%) are listed by name of the specific work element in Chart 9, which is located at the end of this document. Figure 1 and Chart 8 provides a basic overview summary.

FIGURE 1

RMAP MPO FY 2014 Funding Sources:
Federal, State & Local Funds
Total Funds: \$1,007,069



- FHWA - PL : \$ 512,098
- FTA - 5303 : \$ 159,166
- State Planning Funds (SPF) : \$ 187,211
- Rockford : \$ 76,292
- Winnebago County : \$ 27,763
- Belvidere : \$ 12,330
- Loves Park : \$ 11,866
- Machesney Park : \$ 11,547
- Boone County : \$ 8,796

CHART 8 – RMAP FUNDING ALLOCATION SUMMARY FOR FY 2014

Entity/Activity	FHWA PL	SPR	FTA 5303	Total Federal	State Planning Funds	Local Contribution Funds	HUD Sustainability Grant	Total
RMAP – for MPO Planning	\$512,098		\$159,166	\$671,263	\$187,211	\$148,594		\$909,585
City of Rockford						\$76,292		\$76,292
City of Loves Park						\$11,866		\$11,866
Village of Machesney Park						\$11,547		\$11,547
Winnebago County						\$27,763		\$27,763
City of Belvidere						\$12,330		\$12,330
Boone County						\$8,796		\$8,796
SUBTOTAL:	\$ 512,098		\$ 159,166	\$ 671,263	\$ 187,211	\$ 148,594		\$ 1,007,069
The following two planning projects are funded, but under separate intergovernmental agreements.								
RMAP / RREDD: Regional Sustainability Plan – HUD / EPA / DOT							\$600,000 (80% completed)	\$ 600,000
Travel Demand Model & Economic Connection:		\$ 325,000			\$ 81,250			\$ 406,250
SUBTOTAL:		\$ 325,000			\$ 81,250		\$ 600,000	\$ 1,006,250
SUMMARY TOTALS	\$ 512,098	\$ 325,000	\$ 159,166	\$ 671,263	\$ 268,461	\$ 148,594	\$ 600,000	\$ 2,013,319

Occasionally, a funding need beyond the levels initially allocated by IDOT is identified. Sometimes, IDOT is able to respond to this need by allocating State planning funds or available Federal SPR funds. In January 2008, RMAP 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 expired in December 2010. In January 2010, RMAP secured an additional \$200,000 (or \$160,000) in SPR funds for two planning new planning initiatives, a corridor study for South Main Street / IL 2 and the Greater RMAP Environmental and Education Network (GREEN). Both of these planning projects have been completed.

Starting in FY 2014 and continuing for several years, RMAP will be receiving an additional SPR allocation of \$325,000 (80% / \$406,250-100%) for the expansion of the travel demand model into Ogle County, adding the transit mode split option, updating the existing modeling area of Boone County, Winnebago County and SLATS MPO area, developing land use forecast and purchasing and linking the TDM with two new software programs (TranSight and Metro-PI) from REMI. This is a separate planning project and no funds will be included or budgeted with the PL, 5303, SPF and LC funds that are used to fund the normal RMAP planning functions. A separate intergovernmental agreement (IGA) between IDOT and RMAP will be developed and executed for these SPR funds.

**PART 7 – PLANNING PRIORITY ACTIVITIES FOR FY 2014:
by UWP WORK ELEMENTS**

Listed below are the major planning activities scheduled for FY 2014 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 2013 and/or will continue/start in FY 2014. 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):

Proposed budget amount: \$ 27,996

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

During the fiscal year a UWP for the following fiscal year is prepared and published. 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.

Staff Activities:

- Preparation of annual work program and amendments as necessary
- Review invoices and bills and recommend authorization of payment
- Maintain financial data by work elements
- Preparation of quarterly progress reports to IDOT
- Monitor planning work activities / projects
- Preparation of overall RMAP budget and intergovernmental agreement (IGA) with IDOT
- RMAP will update and amend the FY 2014 UWP as needed. RMAP will prepare and publish the FY 2015 UWP next spring 2014 and advise all RMAP participants regarding possible eligible activities which are covered by IGA.

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

Proposed budget amount: \$ 115,606

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 address other transportation – environmental issues that RMAP is/will be addressing in forthcoming years.

As an effort that got started in FY 2013, RMAP will continue to be the coordinating agency to updating the Greenway Plan for the metro area in FY 2014. As a result of additional property acquisitions, staffing changes at RMAP and the emphasis that RMAP is placing on planning & environmental linkages, a new version of the map and plan will be a major work activity. 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: \$ 19,000

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: \$ 5,000

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: \$ 5,000

2.4 – 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. The next update for this plan of part of overall MPO's LRTP is schedule to begin in FY 2014. 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: \$ 14,000

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

- 11th Street / IL 251 Corridor Planning

The City of Rockford is requesting RMAP technical assistance to begin the analysis of examining the 11th Street corridor. The principal objective is to develop a revitalization planned for one of the main entrance into the City from U.S. 20.

- IL 2 / N Main St & Auburn Street area

The City of Rockford is requesting RMAP assistance to begin the analysis of examining the impacts of this intersection and the surrounding area with regards to potential of economic impacts with the area's first multi-lane roundabout being completed. This project will be one of the initial sub-areas using the integration of VISUM and REMI

- U.S. Business 20 / West State Street

A similar projected to N Main & Auburn area. The City of Rockford seeks to develop an economic development strategy to promote benefits to this area as a result of on-going improvements to the West State Street corridor.

Projected Budget: \$ 15,000

2.6 – Organize and updating RMAP internal mapping operations

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

Proposed Budget: \$ 4,000

2.7 – 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: \$ 11,000

2.8 – 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: \$ 9,000

2.9 – 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: \$ 15,000

2.10 – RMAP Regional Transportation Freight Analysis

Following up on the regional freight analysis of the RMAP and surrounding area 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: \$ 4,000

2.11 – Boone County & City of Belvidere Flora Area Development Planning

In 2007, Boone County and the City of Belvidere worked with Vandewalle and Associates to develop the Flora Neighborhood Plan. The Flora Neighborhood is one of the current efforts in the larger process of defining land and economic futures for the City of Belvidere, Boone County, and the Townships of Flora, Spring and Belvidere. The Flora Neighborhood storybook was modified in March 2013 by Boone County / City of Belvidere. RMAP has been approached to provide assistance in updating the document in FY 2014. This work will include updating the document to reflect recent regional initiatives and their relationship to the development of the visioning outlined within the current Flora Neighborhood Plan. Additional work will be determined through coordination by Boone County, the City of Belvidere and RMAP.

Proposal Budget: \$ 14,606

3 – Administration (AD):

Proposed budget amount: \$ 282,312

Under this element, the general administration work necessary for the operation of the RMAP MPO is conducted and adjunct 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. Maintaining and preparing records and documentation necessary for certifying the Planning Process for conformance with applicable State and Federal guidelines and regulations.
7. Assuring equal opportunities to Disadvantaged Business Enterprises (DBE) and minorities in contracts and subcontracts.
8. Maintenance of the Cooperative Agreement (CA) empowering RMAP as the MPO for the Rockford Urban Area.
9. 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.

Staff Activities:

- Prepare and maintain employee accounting and other documentation for record keeping.
- Prepare and distribute information material regarding MPO & staff activities.
- Minutes, reports, plans and other documents relative to MPO activities.
- Accounting / payroll information.
- Schedule, attend and provide administratively assistance for MPO meetings.
- Administer the Personnel, Affirmative Action, EEO Programs, and other MPO policies.

4 – Public Participation (PP):

Proposed budget amount:	\$ 68,132
--------------------------------	------------------

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; prepare and maintain agendas, meeting minutes and other related material for RMAP's Policy Committee and Technical Committee; provide the public with easy access to information, including via a website and citizens who may need language assistance (RMAP's Limited English Proficiency [LEP] Plan); and work with subcommittees and other similar organizations in the area. Continue to monitoring and, if necessary, amended the current adopted Public Participation Plan (PPP).

Staff Activities:

- Prepare and maintain agendas and meeting minutes for RMAP Policy Committee and Technical Committee
- Holding and attending public hearings and informational open houses / meetings.
- Preparing and using citizen surveys and questionnaires.
- Developing and disseminating non-technical or informational reports and seeking feedback from these reports.
- Developing "press releases" and notifying the press of all meetings, agendas, and important transportation issues prior to decisions on these issues.
- Maintaining an open meeting format for all RMAP meetings and allowing input from the general public on all issues during those meetings.
- 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.
- 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.
- Ensure that the current adopted PPP and LEP documents, which prescribes and schedules the primary RMAP public involvement and participating activities, meets the current federal and state guidelines and regulations. Depending on the release and final notice of MAP-21 FHWA/FTA planning regulations, RMAP will update the PPP and LEP documents within the appropriate time-frame as suggested by FHWA/FTA in the final regulations.

5 – Transportation Data and Forecasting (TDF):

Proposed budget amount: \$ 69,371

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.

Staff Activities:

- Maintain and update the RMAP travel demand modeling program used in the development of traffic forecasts;
- Develop traffic count programs for various areas, corridors and intersections/interchanges;
- Monitor public transit service and regional passenger rail service;
- Coordinate with participating agencies in gathering other transportation data as needed to prepare technical reports and analysis as part of project development reports for transportation improvement projects.
- Develop the Functional Classification System maps for the RMAP urban area.
- Develop the Traffic Analysis Zone maps for the three-county (Boone, Winnebago and Ogle) modeling area.

Staff Activities:

Preparing necessary information for RMAP participating agencies as requested to meet project construction / letting process.

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

Proposed budget amount: \$ 82,749

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. 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. The maintenance and development of socio-economic data and forecasts include data on dwelling units, employment, population, and car and truck registrations factor into the development of the travel demand model.

Staff Activities:

- Monitoring area construction, demolition and land use changes. Comparing census data, monitoring counts and other data with forecasts.
- 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.
- Monitoring changes in land use plans, laws and ordinances regarding their impact on transportation.
- Analysis and planning to assure transportation decisions and services are not discriminatory to minorities (Title VI).
- 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).
- Preparing and monitoring the Title VI and Environmental Justice assessments for the RMAP region and governmental agencies.
- Preparing necessary information for RMAP participating agencies as requested to meet the needs of each request and in the development of the LRTP and the travel demand model.
- 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.
- Municipal and County agencies have the primary land use planning responsibility and authority for the development and maintenance of plans and data within their respective jurisdiction. RMAP role is to review and monitor each of the land use plans to ensure overall coincidences with the RMAP LRTP and TIP planning processes. RMAP uses the adopted land use plans in the development of new land use projections for use in the travel demand model.

- Using the 2010 Census data has and will continue to be an integral component of the on-going development and monitoring of LRTP process and many of the analyses and studies performed by RMAP using the census data. 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.

VISUM and REMI Transportation Planning & Economic Improvement Connection:

- Using and modifying Illinois Department of Employment Security, Bureau of Labor Statistics and Bureau of Economic Analysis data for the purpose of making employment / economical projections.
- Integrating the REMI software programs into the overall planning process at RMAP while working with the local agencies to foster a more economical – transportation improvement connection with capital programming of projects and programs. RMAP will work with the Illinois Department of Employment Security as this planning project develops.

Over the next twenty to thirty+ years, the transportation planning process will continue to develop as the local, state and national economics become more global – international dependent. The decision-making process will be looking for information on how best to program limited financial resources for those improvements that can best address these emerging trends and issues in the global supply chain. The linkage between sociodemographics, land use and transportation systems are no longer separate planning issues. It has become an integrated process. TDM and other related software programs have been developed to give additional material (knowledge) to aid in this process. RMAP will be expanding this relationship to have the ability to model the dynamic economic impact of transportation infrastructure investment projects and to forecast the benefits of these improvements. Regional Economic Models Inc. (REMI) TranSight program (program #1) is a dynamic economic and demographic impact analysis model with the ability to evaluate changes to the region's transportation network overtime. This model will allow RMAP and the local & state agencies to forecast the impacts of transportation projects within the time horizon of the LRTP. It is a structural model, meaning that it clearly includes cause-and-effect relationships. The baseline forecast represents a "no-build" scenario in which no major projects or policies are enacted. The baseline serves as a basis for comparison when conducting simulations of alternative scenarios. The standard forecast can also be useful for planners and travel demand modelers. The baseline contains highly detailed data on population growth, employment, business output, and other variables that may assist planners in forecasting need for infrastructure. As well as, compare different infrastructure scenarios to one another to determine what infrastructure plan has the best economic and demographic input in the region. PTV-VISUM modeling data is joined into REMI's economic and demographic structure to produce benefits to the region. The user takes outputs from PTV-VISUM (i.e. vehicle miles traveled, vehicle hours traveled, and trips) and inputs them into TranSight. TranSight utilizes the travel data to calculate differences between a no-build scenario and an alternative. The travel data is then converted to economic variables such as changes in gasoline consumption, vehicle maintenance, environmental benefits, and leisure time savings. These variables are then run through REMI's model structure to generate changes in consumption, employment, and economic migration patterns at the regional level. TranSight integrates travel data into three different cost matrices designed to capture the relative effects of a faster and more efficient network. The three matrices adjust the relative costs of commuting, accessing commodities, and transporting goods and services between businesses. The three transportation cost matrices adjust components in the model related to commodity access, labor access, relative cost of production, and relative delivered price of goods. These outputs identify the quantitative economic impacts of improving the transportation network. REMI Metro-PI program (program #2) will also be used to identify where growth will occur at a localized level. Metro-PI provides comprehensive economic and demographic forecasting for sub-county geographies. Driven by a structural economic model and calibrated with local knowledge and data, Metro-PI generates forecasts at the municipal, census tract, or TAZ level, granting

the user unprecedented detail about the localized effects of policy / project changes. It can analyze the effects of regional economic growth and assess the impacts / benefits at a local geographical area.

7 – Transportation Improvement Program (TIP):

Proposed budget amount: \$ 62,061

RMAP will prepare and publish the annual TIP for the next four years (2014 – 2017) 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. 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.

Staff Activities:

- 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 (1) FY 2014-2017 TIP document and (2) FY 2015-2018 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 and completing the Federal List of Obligated Projects (FLOP).
- The development, publish and dissemination of the FY 2014-2017 TIP document and amendments itself and for the coordination of all TIP work is the responsibility of 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.

8 – Safety, Congestion Management and Transportation System Planning (SCM&TSP):

Proposed budget amount: \$ 87,612

MAP-21 restructured several of the existing planning and focuses areas into more centralized programs to address many challenges facing the U.S. transportation system. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery.

RMAP will improve 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.

RMAP adopted a Management & Operations Plan and the Congestion Management Process (M&O) on December 4, 2008. Based upon the June 2012 Planning Certification Review report, FHWA & FTA stated that "the M&O Plan substantially complies with Federal regulations by providing a framework for managing congestion." RMAP will continue to work collaboratively with IDOT, RMTD, SMTD, and Boone County Council on Aging and other local and regional governments and planning partners to identify priorities, achieve a significant reduction in traffic fatalities and serious injuries on all public street by involvement in the early decisions process (i.e. corridor planning), address data challengers and develop a core performance measurement program.

When MAP-21 became the framework for investing in the growth and development of the country's vital transportation infrastructure, the cornerstone of the programs is the transition to a performance and outcome – based program. MAP-21 establishes national performance goals for Federal highway programs:

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction**—To achieve a significant reduction in congestion on the NHS.
- **System reliability**—To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

FHWA, in consultation with States, MPOs, and other stakeholders, will establish performance measures for pavement conditions and performance for the Interstate and NHS, bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System. States (and MPOs, where applicable) will set performance targets in support of those measures, and State and metropolitan plans will describe how program and project selection will help achieve the targets.

For public transportation, MAP-21 requires MPOs and States to establish performance targets that address national performance measures issued the US-DOT and are based on goals outlined in law – safety, infrastructure condition, congestion reduction, system reliability, economic vitality, environmental sustainability, reduced project delivery delays, transit safety, and transit asset management. TIPs must include a description of the anticipated progress toward achieving the targets brought about by the implementing the TIP.

One of core emphases of MAP-21 is the continual aggressive safety agenda. RMAP has and will continue to coordinate the recent IDOT initiative to develop a regional and local process to identified safety problems by working with local police and public work agencies to solve those known areas/locations where safety will be improved. RMAP will continue to push to improve transit, freight and vehicle safety problems by assisting agencies in applying for Highway Safety Improvement Program (HSIP) funds.

Air quality and other environmental issues will continue to be a core planning area for RMAP. For U.S. DOT funds to be authorized, approved and fund programs and projects, those specific projects in the RMAP urban area must conform to the

Clean Air Act. RMAP staff will continue to monitor the ozone National Ambient Air Quality Standards (NAAQS) re-evaluation process, as well as the information for carbon monoxide and particulate matter.

Staff Activities:

- Defining and establishing performance measures and setting targets. Working with IDOT and other MPOs in the state, a statewide working plan will be developed to address the seven MAP-21 national performance management goal areas. The issues and tasks in these seven goals cover a wide-range of planning activities.
- Continuing to work with state, regional and local agencies in IDOT's Bureau of Safety Engineering Strategic Highway Safety Plan. Accident data was prepared by IDOT and the consulting firm CH2MHILL and presented in maps that depicted the various accident/crash types and locations within the two county region. This data was used to facilitate conversations regarding strategies safety measures that could potentially be implemented to reduce crashes. Most recently RMAP, as well as Boone and Winnebago Counties, have been invited by IDOT to participate in the United States Road Assessment Program (usRAP). Conversations regarding highway safety concerns and safety measures will continue to be discussed at the RMAP Technical Committee level as well as through continued participation with IDOT, Boone County and Winnebago County. This work will extend and continue into FY'14.
- Continuing to monitor and update air quality data.
- Continuing to monitor the Travel Midwest website <http://www.travelmidwest.com/lmiga/home.jsp> for current road conditions. This has been an ITS website that displays and Gary – Chicago – Milwaukee travel and road conditions, which has been expanded into the RMAP area. This is one of the few remaining ITS ventures that offer citizens current travel conditions.

9 – Long-Range Transportation Plan (LRTP):

Proposed budget amount:	\$ 137,503
--------------------------------	-------------------

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. Within the comprehensive LRTP document, there are several planning efforts that, by themselves, are specific enough to warrant sufficient sub-elements and staff resources to be allocated for these topics.

- Bicycle and Pedestrian Planning
- Planning and National Environmental Policy Act (NEPA): RMAP will be working with the lead agency for each project to develop a preliminary Purpose and Need statement and preliminary determination as to the type of NEPA review that may be needed.
- Planning and Environmental Linkages (PEL): A "PEL study" is any type of transportation planning study conducted at the corridor or subarea level, to link planning information directly or by reference into NEPA. PEL is also part of a FHWA overall "Every Day Counts" (EDC) initiative to have greater accountability in how public funds area spent. EDC is designed to identify and deploy innovation aimed at shortening project delivery, enhancing the safety of our roadways, and protecting the environment.
- Transportation Alternatives, including Safe Routes to School (SR2S).
- Transportation Safety
- Freight / Urban Goods Movement Planning (including air, rail and intermodal facilities)
- Rail Planning, including passenger rail (Amtrak and Metra) and facilities
- Environmental, Watershed and Farmland Preservation Planning: The principal planning effort is the continual development of the Boone County and Winnebago County Regional Greenway Plan.
- Other Urban Infrastructure (public water, storm sewers & water reclamation) and Facilities Planning Areas
- Airport and intermodal planning
- Coordinated Public Transit - Human Services Transportation Plan (HSTP)
- Economic Impact Analysis

- Transportation Finance
- Air quality

Staff Activities:

- With the next update schedule for July 2015, staff will begin the process to update the various components of the comprehensive planning document, the LRTP.

10 – Regional Plan for Sustainability Development (RPSD):

Proposed budget amount:	\$ 73,727
--------------------------------	------------------

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.

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

PLANNING PROJECTS COMMENCING &/or CONTINUING IN FY 2014:

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. IL 2 / North Main Street & Auburn Street (Roundabout) is an example of past and possible future analysis.
- Bauer Bridge / Harlem Road / Elmwood Road corridor – removal of toll and the impacts on adjacent land uses and other bridges crossing the Rock River.
- 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.
- Performance Measures
- REMI – TDM integration
- 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 visibility, open and accessible to the general public for review and comments. Continue to explore the use of social media for outreach and information purposes.

Some of these above mentioned projects are financially beyond the scope of the FY 2014 UWP. Accordingly, RMAP is planning to seek and apply for other planning funds available to the urban area, primarily State, Research & Planning (SPR) Funds.

PLANNING DOCUMENTS TO BE UPDATED:

1. FY 2015 Unified Work Program
2. Transportation Improvement Program for FY 2014 – 2017, TIP amendments and FLOP
3. Regional Planning for Sustainability Development: Boone County and Winnebago County (RPSD)
4. 2040 Long Range Transportation Plan updates
5. Reports on technical assistance to various special studies and planning efforts
6. Performance Measures, depending on the progress of the;
 - Statewide Technical Advisory Group,
 - RPSD, and
 - Other planning initiatives
7. Title VI and EJ documents for RMTD and RMAP
8. Greenway Map & Planning Document in FY 2014
9. Flora Neighborhood Plan, depending on further direction & support from Boone County.

PART 8 – 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 RMAP specified in this Unified Work Program. The terms of that Agreement 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 2014 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 Agreement (contract) between RMAP and IDOT. Tables 9 to 13 display the budget for RMAP for the FY 2014 time period.

D. FUNDING ALLOCATION SUMMARY

RMAP is the only organization assigned tasks that are funded with (1) FHWA PL and (2) FTA 5303 funds. The ten work elements are developed around the PL/5303 funds and matching funds from the (3) State of Illinois Planning Funds (SPF) and (4) RMAP Local Contribution Funds (LC). These funds constitute 100% of the agency funding.

The ten work elements define the overall work that will be performed during the 2014 fiscal year, which covers the metropolitan planning activities under SAFETEA-LU and MAP-21. The four different funding resources are programmed toward developing and maintaining the full certification of the RMAP MPO for the Rockford urbanized area and all related planning activities. Recent Federal emphasis encourages the integration of land use planning with transportation planning. Accordingly, all ten transportation planning elements have highway (PL) and transit (5303) aspects as well as SPF and LC that are equally distributed.

Therefore, in this work program, all funded work elements are funded at the ratio of:

- FTA 5303 funds to (15.80%)
- FHWA PL funds to (50.85%)
- SPF funds to (18.59%)
- LC funds. (14.76%)

Table 9 display the allocation of these funds by the ten work elements

There are two types of costs identified in the FY 2014 UWP: Labor and Non-Labor. The cost allocation split that has been developed over the past several adopted and approved UWPs continue with the FY 2014 UWP. Labor costs are specific personnel costs attributed directly to the ten work elements and toward achieving the goals described in this UWP.

Non-labor cost include rental and maintenance costs, payroll, insurance, audit, telephone, copier, postage, office supplies, travel, education and training, subscriptions, dues, advertising, micro-computers and other office equipment. Table 13 is the overall Object Class Budget. These costs are divided into the ten work elements based upon each of the percentage of ten specific sub-work element budget amounts.

E. 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 \$684/year divided by 2,080 hours (\$57.00/month).
 - 1.1.4. Workman's compensation is added at a percent of the base hourly rate (0.29%).
 - 1.1.5. Health insurance is computed at an annual cost per year (\$7,774 for single or \$23,322 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 22%) divided by 2,088 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 approximately 31% of base pay.

F. SUBMITTAL OF REIMBURSEMENT REQUESTS

1. RMAP will summarize all activity / reimbursement requests, prepare the required documentation and submit the requests to IDOT for each of the four-quarters in FY 2014 within a timely fashion following each quarter period.
2. Reimbursements from IDOT are sent to RMAP for each invoice submitted.

G. 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 MPO examines the benefits and burdens of transportation investments using Geographic Information Systems by overlaying current and proposed projects with datasets such as demographics, density, access to transit, and several others. The Mobility Subcommittee also includes representatives that provide the MPO substantial input on the mobility and accessibility needs of low income and transit dependent populations as well as the needs of elderly and disabled persons. Furthermore, a Limited English Proficiency (LEP) plan has been developed and is currently being implemented to assist those persons with language barriers.

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 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 (RSA). Construction letting both of the West State Street and South Main Street corridors has or will be occurring in 2013. Both of these corridors should be completed in 2014.

RMTD adjusted the routes in March 2005. Since that time, RMTD has been monitoring the performance and is nearing completion of another RSA. The changes are tentatively scheduled for implementation later this year.

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.

At the request of the FHWA and FTA, RMAP provided status update letters regarding the current state of the Title VI and Environmental Justice documents for both RMAP and the RMTD. These letters described the current state of the Title VI and EJ analysis process, annual self-certification process, and status of each agencies compliance as a result of recent FTA Triennial reviews (RMTD) and joint FHWA/FTA Federal Certification reviews (RMAP). Both RMTD and RMAP were found to be in compliance with regulations pertaining to Title VI and EJ as there were no findings or corrective actions issued for either agency. Additionally, these letters outlined the process that would be undertaken to update documentation as a result of the release of new demographic data from the 2010 Decennial Census and information that would be made available from the completion of the most recent RMTD Comprehensive Transit Analysis (currently being finalized at the time of this UWP). Below is a listing of the updates that were submitted to both FHWA and FTA.

1. The report entitled, "Title VI & Environmental Justice of the Public Transit Services provided by the Rockford Mass Transit District in the Rockford Urbanized Area", March 2004, as prepared by RATS
2. The letter dated March 29, 2007, regarding "Title VI and Environmental Justice Assessment for the Rockford Mass Transit District" addressed to Dwight B. Sinks, Civil Rights Officer, US DOT / Federal Transit Administration / Region V, from Gary McIntyre (RATS)
3. The letter dated March 27, 2008, regarding "Title VI and Environmental Justice Update for the Rockford Mass Transit District Reporting Requirements", addressed to Dwight B. Sinks, Civil Rights Officer, US DOT /Federal Transit Administration / Region V, from Jon Paul Dipla (RATS)
4. The letter dated June 20, 2011, regarding "Title VI and Environmental Justice for the Rockford Mass Transit District Status Report", addressed to Donald Allen, Civil Rights Officer, US DOT / Federal Transit Administration / Region V, from Jon Paul Dipla (RMAP)
5. The letter dated June 20, 2011, regarding "Title VI and Environmental Justice for the Rockford Metropolitan Agency for Planning Status Report", addressed to John Donovan, Metropolitan Planning Specialist, US DOT / Federal Highway Administration, from Jon Paul Dipla (RMAP)

The FTA has issued new guidance for both Title VI and Environmental Justice planning documents. The updated requirements have been set with the release of FTA Circular 4702.1B (Title VI/ effective October 1, 2012) and FTA Circular 4703.1 (Environmental Justice/ effective August 15, 2012). The new requirements will be reflected for both RMAP *and* RMTD through updating the Title VI and Environmental Justice documents during FY'14. Additionally, these documents will reflect recent demographic data as released by the 2010 Decennial Census and similarly, the American Community Survey (ACS).

PART 9 – PUBLIC COMMENTS

The 1st draft version of the FY 2014 UWP was distributed to the RMAP Technical Committee on March 21, 2013.

Also, a Public Notice was published in the Rock River Times (RRT) on March 27, 2013, 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:

Gary W. McIntyre, Metro Program Manager
Rockford Metropolitan Agency for Planning
313 North Main Street
Rockford, IL 61101
815-964-RMAP (7627) – office
815-967-6913 – fax
815-987-5638 – direct
gary.mcintyre@rockfordil.gov

Listed below are the changes made to the March 21, 2013, draft UWP:

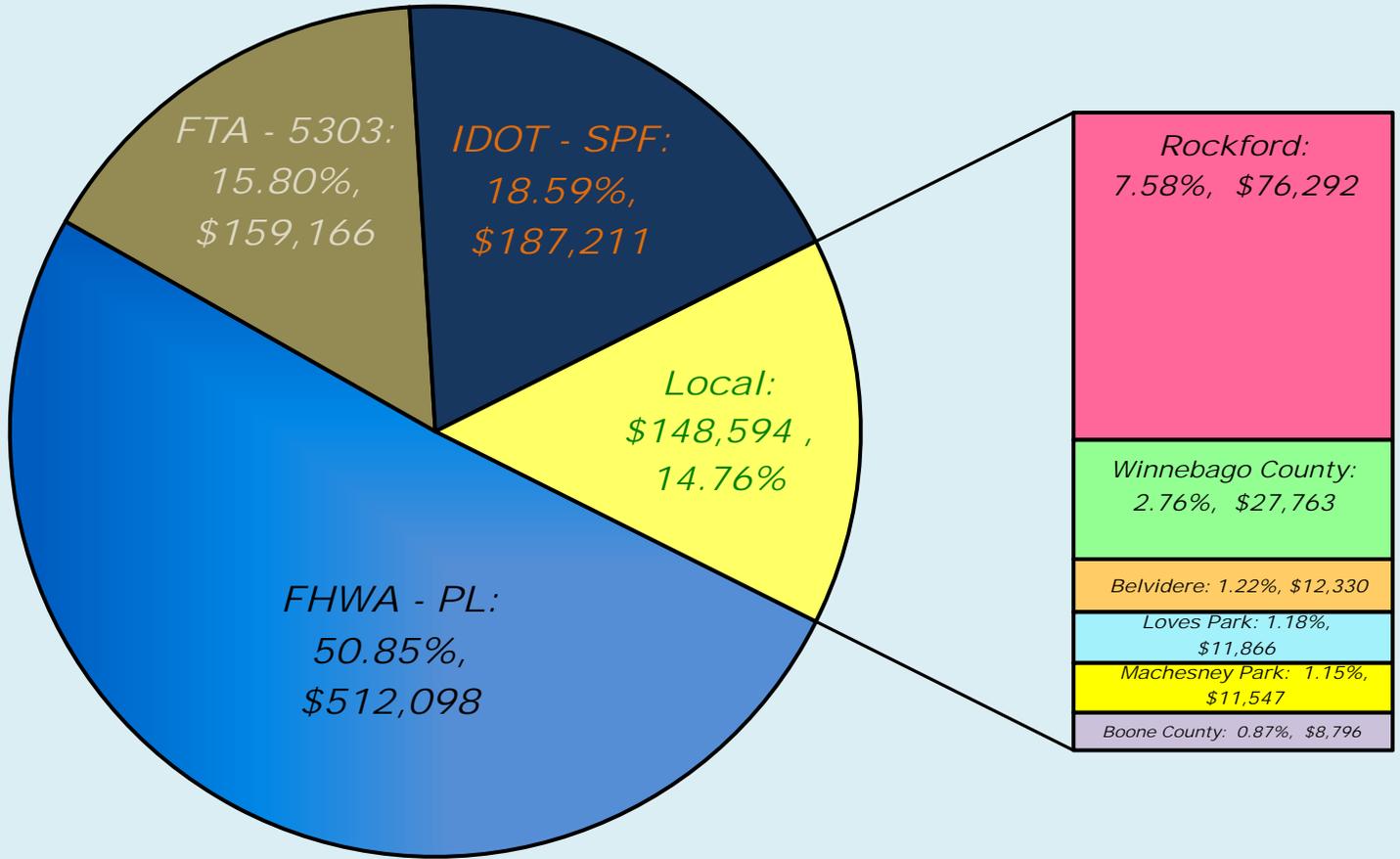
1. Technical Correction to section 2.14;
 - (1) – projected budget was adjusted from \$14,406 to \$14,606 and
 - (2) – the third sentence was modified.
2. Page 27 will added to display the RMAP budget by the different funding sources.
3. Page 29 – Chart 10 was updated to reflect the proposed Intergovernmental Agreement between IDOT and RMAP.
4. Updated all the financial charts and tables to reflect a \$1.00 increase in FTA-5303 funds from \$159,165 to \$159,166.
5. Page 1 – updated the list of RMAP Policy Committee members.
6. Page 9, 21 & 28 – updated the name of the Regional Plan for Sustainability Development of Boone County & Winnebago County (RPSD).
7. Gary W. McIntyre job title to Metro *Program* Manager.

FIGURE 2

RMAP MPO FY 2014 Funding Sources:

Federal, State & Local Funds

Total Funds: \$1,007,069



Work Element #	CHART 9: FY 2014 UWP	TOTALS:	FHWA - PL		FTA - 5303		SPF / match		LC / match		HOURS
1	Unified Work Program (UWP)	\$ 27,996	\$ 14,236	\$ 4,425	\$ 5,204	\$ 4,131					406
2	Technical assistance (TA) – Overall Subtotal:	\$ 115,606	\$ 58,786	\$ 18,271	\$ 21,491	\$ 17,058					1,678
2.01	* Greenway Plan & Greater RMAP Environmental / Educational Network	\$ 19,000									-
2.02	* Perryville Road Extension	\$ 5,000									-
2.03	* Town Hall Road Corridor – Connection to the Jane Addams Tollway (I-90)	\$ 5,000									-
2.04	* RMAP/RATS Bicycle – Pedestrian Study	\$ 14,000									-
2.05	* Traffic Simulation Modeling Assistance to City of Rockford & IDOT	\$ 15,000									-
2.06	* Organize and updating RMAP internal mapping operations	\$ 4,000									-
2.07	* Environmental / NEPA / Corridor Analysis – Watershed Planning	\$ 11,000									-
2.08	* Winnebago County & Boone County Traffic Simulation Assistance for TIP	\$ 9,000									-
2.09	* RMAP & Other Public Transit Organizations: Issues/Subjects/Topics	\$ 15,000									-
2.10	* RMAP Regional Transportation Freight Analysis	\$ 4,000									-
2.11	* Flora Neighborhood Study	\$ 14,606									-
3	Administration (AD)	\$ 282,312	\$ 143,557	\$ 44,619	\$ 52,481	\$ 41,655					4,097
4	Public Participation (PP)	\$ 68,132	\$ 34,645	\$ 10,768	\$ 12,666	\$ 10,053					989
5	Transportation Data and Forecasting (TDF)	\$ 69,371	\$ 35,275	\$ 10,964	\$ 12,896	\$ 10,236					1,007
6	Land Use-Planning, Data Collection and Forecasting (LUPDCF)	\$ 82,749	\$ 42,078	\$ 13,078	\$ 15,383	\$ 12,210					1,201
7	Transportation Improvement Program (TIP)	\$ 62,061	\$ 31,558	\$ 9,809	\$ 11,537	\$ 9,157					901
8	Congestion and Transportation System Management (CTSM)	\$ 87,612	\$ 44,551	\$ 13,847	\$ 16,287	\$ 12,927					1,271
9	Long-Range Transportation Plan (LRTP)	\$ 137,503	\$ 69,920	\$ 21,733	\$ 25,561	\$ 20,289					1,996
10	Regional Plan for Sustainability Development (RPSD)	\$ 73,727	\$ 37,492	\$ 11,652	\$ 13,705	\$ 10,878					1,070
		\$ 1,007,069	\$ 512,098	\$ 159,166	\$ 187,211	\$ 148,594					14,616

Chart 10: for Intergovernmental Agreement IDOT/RMAP:
Federal, State & Local Funds

PART 6		
Compensation For Services		
	AMOUNT:	SHARE:
FHWA - PL Funds	\$ 512,098	80.00%
State Planning Funds	\$ 128,023	20.00%
Subtotal	\$ 640,121	
FTA - 5303	\$ 159,166	80.00%
State Planning Funds	\$ 39,792	20.00%
Subtotal	\$ 198,958	
SUBTOTAL	\$ 839, 079	
Participation:		
Federal Funds Through IDOT		
FHWA-PL	\$ 512,098	
FTA-5303	\$ 159,166	
Subtotal	\$ 671,264	66.65%
State Planning Funds		
FHWA-PL & FTA-5303	\$ 167,815	
Additional State Funds	\$ 19,396	
Subtotal	\$ 187,211	18.59%
Local Governmental Body		
FHWA-PL	\$ 113,360	
FTA-5303	\$ 35,234	
Subtotal	\$ 148,594	14.76%
TOTAL FUNDS:	\$ 1,007,069	

**Chart 11: Object Class Budget:
Federal, State & Local Funds**

DESCRIPTION / EXPENSE	FUNDING SOURCES:				
	TOTAL AMOUNTS:	FHWA-PL	FTA-5303	State Planning Funds	Local Contribution
INCOME - PROGRAM TOTALS:	\$1,007,068	\$ 512,098	\$ 159,166	\$ 187,211	\$ 148,594
<i>Breakdown by Expense Class</i>					
<i>Contractual Expenses</i>					
Wireless Service	\$7,200	\$ 3,661	\$ 1,139	\$ 1,338	\$ 1,062
Printing, Publications	\$6,500	\$ 3,305	\$ 1,028	\$ 1,208	\$ 959
Postage	\$1,000	\$ 509	\$ 158	\$ 185	\$ 148
Telephone	\$4,000	\$ 2,034	\$ 633	\$ 743	\$ 590
Travel	\$12,000	\$ 6,102	\$ 1,897	\$ 2,230	\$ 1,771
Dues	\$7,500	\$ 3,814	\$ 1,186	\$ 1,393	\$ 1,107
Subscriptions	\$500	\$ 254	\$ 80	\$ 93	\$ 73
Advertising – Legal Notices	\$500	\$ 255	\$ 79	\$ 93	\$ 73
Service Contracts	\$51,000	\$ 25,934	\$ 8,059	\$ 9,480	\$ 7,527
Other Contractual Services	\$88,500	\$ 45,002	\$ 13,983	\$ 16,453	\$ 13,062
Building and Office Utilities	\$5,000	\$ 2,543	\$ 790	\$ 929	\$ 738
Contracted Janitorial Service	\$14,000	\$ 7,119	\$ 2,213	\$ 2,602	\$ 2,066
Micro Computers	\$12,500	\$ 6,356	\$ 1,976	\$ 2,323	\$ 1,845
Risk Management	\$5000	\$ 2,543	\$ 790	\$ 929	\$ 738
Rent	\$50,000	\$ 25,425	\$ 7,900	\$ 9,295	\$ 7,380
COR - AUDIT	\$600	\$ 305	\$ 95	\$ 111	\$ 89
Education & Training	\$8,000	\$ 4,068	\$ 1,265	\$ 1,487	\$ 1,180
<i>Supplies & Materials Expenses</i>					
Small Equipment & Tools	\$1,500	\$ 763	\$ 238	\$ 279	\$ 220
Food	\$995	\$ 506	\$ 159	\$ 185	\$ 145
Office General Supplies	\$5,000	\$ 2,543	\$ 790	\$ 930	\$ 737
Computers Non-Capital	\$4,000	\$ 2,034	\$ 633	\$ 744	\$ 589
<i>Transfer Account</i>					
Purchases Services	\$19,800	\$ 10,068	\$ 3,130	\$ 3,681	\$ 2,921
<i>Capital Expenses</i>					
Building Improvements	\$9,600	\$ 4,882	\$ 1,519	\$ 1,785	\$ 1,414
Office Equipment & Furniture	\$13,000	\$ 6,611	\$ 2,055	\$ 2,417	\$ 1,917
SUB-TOTAL	\$ 327,695	\$ 166,636	\$ 51,795	\$ 60,913	\$48,351
SALARY & BENEFITS (RMAP ONLY)	\$ 679,374	\$ 345,462	\$ 107,371	\$ 126,298	\$100,243
TOTAL EXPENSES	\$1,007,069	\$ 512,098	\$ 159,166	\$ 187,211	\$ 148,594



Rockford Metropolitan Agency For Planning

POLICY COMMITTEE

RMAP RESOLUTION 2013-4

RE: Adoption of the FY-2014 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 2014 Unified Work Program (May 23, 2013 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 21st version that was made available for public comment, and

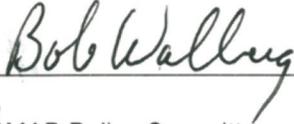
WHEREAS the RMAP Technical Committee has reviewed the FY-2014 Unified Work Program (May 23, 2013 version) and recommends approval;

NOW, THEREFORE, BE IT RESOLVED

That the RMAP Policy Committee

1. adopts the FY 2014 Unified Work Program (May 23, 2013 version);
2. Directs the RMAP Executive Director to submit the FY 2014 Unified Work Program (May 23, 2013 version) and this Resolution to the State of Illinois, the FHWA and the FTA;
3. Directs RMAP Executive Director 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 Unified Work Program;
4. Directs RMAP Executive Director 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 Unified Work Program.

Dated this 30th day of May, 2013.



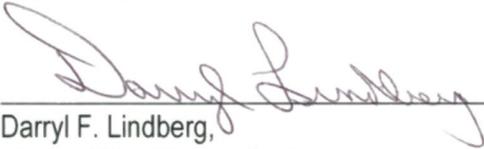
Bob Walberg,
Chairman – RMAP Policy Committee,
Boone County Board Chairman,
Boone County



Scott H. Christiansen,
Vice-Chairman, RMAP Policy Committee
Winnebago County Board Chairman,
Winnebago County

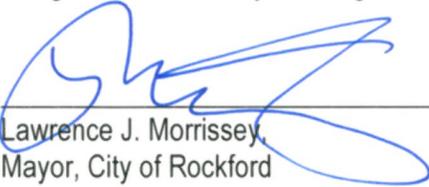


Mike Chamberlain,
Mayor, City of Belvidere



Darryl F. Lindberg,
Mayor, City of Loves Park

Jerry D. Bolin,
Village President / Mayor, Village of Machesney Park



Lawrence J. Morrissey,
Mayor, City of Rockford



Paul Loete,
Deputy Director,
Illinois Department of Transportation, Region 2



Rockford Metropolitan Agency For Planning

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 June 14, 2012.

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

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

Signature,
Boone County Board Chairman, Boone County
Chairman, RMAP Policy Committee or
Other Authorized Representative of the
Rockford Metropolitan Agency for Planning
May 30, 2013

Signature,
Bureau Chief, Urban Program Planning
Illinois Department of Transportation or
other Authorized Representative of the
Illinois Department of Transportation
Dated: 5/4/2013