

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

**FY 2016 – UNIFIED WORK PROGRAM
(July 1, 2015 to June 30, 2016)
MARCH 19, 2015 –DRAFT version**

Adopted: May --, 2015

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

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Board Chairman Bob Walberg, Boone County
Mayor Darryl F. Lindberg, City of Loves Park
Mayor Jerry Bolin, Village of Machesney Park
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FY 2016 UNIFIED WORK PROGRAM – TABLE OF CONTENTS

PART 1 – INTRODUCTION	5
Chart 1 – Acronyms and abbreviations	6
PART 2 – OVERALL UWP GOALS	8
Chart 2 – MPO Planning Goals	8
Planning Emphasis Areas	8
PART 3 – RMAP & PARTICIPANTS	11
Chart 3 – Technical Planning Participants	11
Chart 4 – RMAP Organizational Chart	12
PART 4 – TRANSPORTATION PLANNING FUNDING SOURCES	13
Chart 5 – Funding Sources for Planning	13
PART 5 – FUNDING AVAILABLE FOR FY 2016 & WORK ELEMENT BUDGET	13
Chart 6 – Funds for FY 2016	13
Chart 7 – Budget of Planning Work Elements / Activities for FY 2016	14
PART 6 – FUNDING OF RMAP	14
Figure 1 – RMAP FY 2016 Funding Sources: Federal, State & Local	15
Chart 8 – RMAP Planning Process: Funding Allocation Summary Budget for FY 2016	16
PART 7 – PLANNING PRIORITY ACTIVITIES FOR FY 2016: by UWP WORK ELEMENTS	17
Element 1 – Unified work program development (UWP)	17
Element 2 – Technical Assistance on special studies and other planning efforts (TA)	18
Element 3 – Administration (AD)	21
Element 4 – Public Participation (PP)	22
Element 5 – Transportation data & forecasting (TDF)	23
Element 6 – Land Use Planning, Data Collection & Forecasting (LUPDCF)	24
Element 7 – Transportation Improvement Program (TIP)	27
Element 8 – Congestion & Systems Management (CSM)	28
Element 9 – Long Range Transportation Plan (LRTP)	30
PART 8 – SUMMARY OF FY 2016 WORK ELEMENT ACTIVITIES	32

PART 9 – SPECIAL CONSIDERATIONS IN ADMINISTRATION & PLANNING	34
A. Intergovernmental Agreement	34
B. Audits	34
C. Cost Allocation Plan	34
D. Funding allocation for jointly-funded work tasks	34
E. Computation of total loaded hourly wage rates	35
F. Submittal of reimbursement requests	35
G. Minority & environmental justice	36
PART 10 – PUBLIC COMMENTS	38
PART 11 – FUNDS & BUDGET for FY 2016	
Figure 2 – FY 2016 RMAP Funding Sources	39
Chart 9 – Intergovernmental Agreement IDOT/RMAP: Federal, State & Local Funds	40
Chart 10 – Federal, State & Local Suballocations by Work Element; By Type of Funds and Estimated Work Hours	41
Chart 11 – Object Class Budget	42
RMAP RESOLUTION 2015-2: ADOPTION OF THE FY 2016 UNIFIED WORK PROGRAM	43-44
RMAP METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION	45

RMAP TECHNICAL COMMITTEE / VOTING MEMBERS

(22 Votes)

AGENCY

1. IDOT District #2
2. Winnebago County Highway Department
3. City of Rockford – Public Works Department
4. City of Loves Park – Public Works
5. Village of Machesney Park
6. Chicago/Rockford International Airport
7. Rockford Mass Transit District
8. City of Loves Park – Community Development
9. Village of Cherry Valley
10. City of Rockford – Community Development Department
11. Winnebago County Planning & Economic Development Department
12. Belvidere/Boone County Regional Planning
13. Boone County Highway
14. City of Belvidere Public Works
15. Village of Roscoe
16. Village of Winnebago
17. Rock River Reclamation District
18. Winnebago County Forest Preserve District
19. Boone County Conservation District
20. Rockford Park District
21. Winnebago County Soil & Water Conservation District
22. Village of Poplar Grove

REPRESENTATIVE

Dan Long
Joe Vanderwerff / Wayne Vlk
Jeremy Carter / Tim Hinkens / Tyler Nelson
Dan Jacobson / Steve Thompson
Tim Savage / Carrie Houston
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**THE FY 2016 UNIFIED WORK PROGRAM
FOR TRANSPORTATION PLANNING
FOR THE ROCKFORD METROPOLITAN PLANNING AREA**

PART 1 – INTRODUCTION

This Unified Work Program (UWP) identifies the funds and activities to be conducted by RMAP during the period from July 1, 2015 through June 30, 2016, Fiscal Year 2016. Opportunities for public comment have been afforded at RMAP Committee meetings from January 2015 through May 2015. Development of the RMAP FY 2017 UWP will begin in November 2015. 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 and attached tables comprise the UWP for the Rockford, Illinois Metropolitan Planning Organization, otherwise known as the Rockford MPO or the Rockford Metropolitan Agency for Planning (RMAP) for FY 2016. Additional copies of this UWP may be obtained at the office of RMAP, 313 North Main Street, Rockford, IL, 61101 (Phone 815-964-RMAP / 779-348-RMAP) or from the RMAP web site shown above.

Funding for the RMAP MPO comes from four funding sources, which are:

1. Federal Highway Administration – PL,
2. Federal Transit Administration – 5305(d),
3. State of Illinois, Illinois Department of Transportation (IDOT) – State Planning Funds (SPF) and
4. Local Contributions from:
 - 4.1. City of Rockford,
 - 4.2. Winnebago County,
 - 4.3. City of Loves Park,
 - 4.4. Village of Machesney Park,
 - 4.5. City of Belvidere &
 - 4.6. Boone County.

Through the RMAP adopted Cooperative Agreement (CA) and the annual IDOT Intergovernmental Agreement (IGA), these are the funds that provide the financial operational assistance so that RMAP can perform the required transportation planning work, prepare the technical documents and provide specialized assistance as required by Federal law and regulations and the IDOT/RMAP IGA. By the nature of these adopted and executed agreements, these four funding sources restrict the work activities of the RMAP MPO and staff to the specific tasks that are described in this annual UWP. Any work activities done “outside” of the framework of this document and would be deemed ineligible and disqualified for use of the FHWA-PL, FTA-5305(d), IDOT-SPF and Local Contributions funding sources.

The earliest this proposed work program will be considered for adoption by the Policy Committee will be at their May 28, 2015 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.

First time readers of RMAP Unified Work Program (UWP) and others less familiar with transportation planning terminology may wish to make note of Chart 1. RMAP regrets the need to use abbreviations and acronyms but without them we suspect the UWP would be even harder to read and it undoubtedly 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
ISTEA	Intermodal Surface Transportation Efficiency Act
L RTP	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
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
TMA	Transportation Management Area (an urbanized area with a population of 200,000 persons or more)
UWP	Unified Work Program

Win Gis	Winnebago County Geographic Information System
5305(d) – 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 2016 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, Illinois Transportation Management Area (TMA)** for the Rockford urbanized 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.

On May 31, 2015, the continuing resolution of MAP-21 / PL. 112-141 will expire. While the next transportation legislation may not be enacted by that time to either extend MAP-21 again or ratify new legislation, the overall goals and objections on MAP-21 probably will continue to follow what Chairman Bill Shuster (Committee

on Transportation and Infrastructure) stated on January 14, 2014, “the next bill must ensure that our surface transportation system can continue to support the U.S. economy and provide Americans with a good quality of life.” The RMAP FY 2016 UWP guides the Federal, State and local planning activities in the Rockford metropolitan area that support this overall goal. With the next surface transportation legislation, this overall principal must continue programs and funds that result in ensuring that our nation’s transportation and infrastructure aid in maintaining and enhancing the linkages between transportation investment and economical opportunities while preserving environmental sensitive natural resources.

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

PLANNING EMPHASIS AREAS

On April 23, 2014, FHWA/FTA jointly issued Planning Emphasis Areas (PEAs) for MPOs. The PEAs are relevant planning areas FHWA/FTA want MPOs to develop and identify work tasks for inclusion in the annual UWP. With refurbished focus on transportation planning activities brought about in MAP-21, Transportation Secretary Foxx and the pending issuance of proposed transportation planning regulations, FHWA/FTA are focusing on three specific planning subjects for MPOs to concentrate and encourage work activities in these areas.

Listed below are the three PEAs and RMAP’s current and short-term work activities programmed in our annual planning document:

1. **MAP – 21 Implementation:** IDOT, RMAP and other MPOs in Illinois have established a Performance Measures Technical Advisory Group on how to development a strong methodology and approach on this planning topic as required by MAP-21. Work for this item has included attending meetings hosted by IDOT to discuss feasibility of measures to be created within the MPOs and IDOT frameworks as well as research regarding final USDOT

guidance for the development of measures within the specified areas required by MAP-21. Another planning area is RMAP's joint cooperation in working with IDOT in the development of a Strategic Highway Safety Plan (SHSP). At this time, tasks have included coordinating with IDOT to receive the final draft versions of Strategic Highway Safety Plans for Boone County, IL and Winnebago County, IL; reviewing the draft documents; coordinating with Winnebago County and Boone County Highway Departments to provide feedback regarding the drafts; and coordinating with IDOT and MPO partner agencies to distribute the draft plans to organizations pertaining to the 4E's (engineering, education, enforcement, EMS). Also, requests have gone out to RMAP partner agencies to provide feedback for the document, so that IDOT may finalize this planning effort in FY 2014. Work will continue on this topic into FY 2015 and FY 2016 with IDOT presenting the final draft materials to RMAP partner agencies as well as determining the next step on how to discuss & address safety issues as identified by the SHSP plans. As further final regulations and guidance is issued by FHWA/FTA on specific planning tasks for MAP-21 implementation, RMAP will attempt to shift our work activities to respond to those areas, specifically as they relate to the update and development of the RMAP 2040 LRTP.

2. **Models of Regional Planning Cooperation:** Because of several geographical / transportation facilities that necessitate on-going cooperation between a wide-variety of planning partners:
- Access / location to A- Chicago/O'Hare Airport & B- Chicago/Rockford Airport,
 - Interstates 39 – 43 – 88 & 90 connections in our immediate area (IDOT and the Illinois Toll Highway Authority),
 - Number of Class 1 Railroads in our planning and surrounding area,
 - Easy access to passenger rail in our area with connections to Amtrak (coming), and Metra (within 30- 45 minutes away), and
 - RMTD implementation of a new route structure in December 2013;

RMAP has a strong work relationship with many organizations in the region even outside of our normal working connections with our planning partners on the RMAP Technical Committee and Policy Committee. Just over the past year, RMAP has worked with these organizations in the development and/or completion of these planning activities:

- Establishment of the Urbanized Area Boundaries following the release of the Census Urban Areas. Since we share a boundary with the State Line Area Transportation Study (SLATS – Beloit MPO) to the north, we continued to coordinate with SLATS on this and other issues;
- Attendance at regular Technical and Policy Committee meetings of both MPOs (RMAP and SLATS) and meetings of both staffs as the need arises;
- Updating the Functional Classification System for RMAP. Since the RMAP Metropolitan Area Boundary now includes portions of three counties (Boone, Ogle and Winnebago) we worked with each of the county highway departments to ensure cooperation between the urban and rural highway networks to foster a logical highway/street network;
- Updating and expansion of the Travel Demand Model and the inclusion of two Regional Economic Modeling Inc. software programs into our normal work functions. Currently the TDM modeling area includes all of Winnebago County, Boone County and the SLATS MPO in Winnebago County and just the Rock County portion in Wisconsin. In FY 2014, RMAP received SPR funds to expand the TDM into Ogle County and also to add REMI to interface with our VISUM TDM. A portion of the work includes working with the Wisconsin Department of Transportation on getting traffic and land use data from them since they maintain the TDM for SLATS;
- The current improvements to the Jane Addams Memorial Tollway (I-90) were the result of many years of discussions RMAP has had with the Illinois Tollway Authority. RMAP also has on-going exchange of information with the Tollway's staff on other related issues related to future traffic and land use information to ensure a mutual agreement approach is consistent with good planning processes.

- Recent announcement of adding Amtrak service to the RMAP area. During the past 15 years of planning studies, meetings and negotiations, IDOT will restart passenger rail service in 2015. Again, this required a long-term commitment and cooperation between IDOT, RMAP and other planning partners in the area, especially the railroads.
- The annual Tri-State Alliance event. The mission of the Tri-State Alliance is to convene the region's leaders to address issues that affect commerce so that the quality of life is improved for the region of Northern Illinois, Northeastern Iowa, and Southwestern Wisconsin. This is the web link to this year's summit meeting which will be held at the Chicago/Rockford International Airport - <http://www.rockfordchamber.com/wcevents/eventdetail.aspx?eventid=1455>.

3. **Ladders of Opportunity:** This PEA is to identify transportation connectivity gaps in access to essential services that might provide Americans more transportation options that are more affordable and reliable. There are several planning projects that RMAP has completed and are currently underway that will address this issue to enhance greater access to education and employment opportunities just to name a few of the services that our transportation system provides connections with.

- RMAP recently just completed the required **Title VI and Environmental Justice Assessment** for the Rockford Mass Transit District for the years 2014 to 2017. RMAP will continue to monitor data and other related information over the next several years.
- **Human Services Transportation Plan (HSTP)** is to assess the needs and concerns of public transit users in the area, develop strategies that will address and remedy these concerns and increase the overall efficiency of transit services provided to the public. While transit improvements benefit public transit users as a whole, particular attention was given to public transit dependent populations including elderly individuals, persons with disabilities and individuals with low incomes in the development of this plan. As part of the HSTP planning process, the RMAP Mobility Subcommittee meets on a regular basis to ensure that issues are fully discussed with other agencies in the region / area that provide transport services to that targeted population.
- RMAP'S **Limited English Proficiency Plan (LEP)** is a required planning document that clarifies the responsibilities of recipients of federal financial assistance from the U.S. Department of Transportation (DOT) and assist in fulfilling our responsibilities to Limited English Proficient (LEP) persons. The LEP helps identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to RMAP's MPO programs as required by Executive Order 13166.
- **VISUM Travel Demand Model (TDM) and adding the transit mode split.** Included in the expansion of the TDM and interfacing with REMI with the above-mentioned planning project will be the addition of the transit mode split in the TDM. This will allow RMAP and RMTD to have another tool to develop different planning and route scenarios to determine the potential impacts on future routing adjustments / changes.
- One of the objectives of this PEA is to provide greater access for citizens to reach public transportation by walking and to offer other mode choices that reduces their household expenses on transportation. Over the past several years as a result of the **RMAP Bicycle and Pedestrian Plan** being completed, several agencies have increased funding for their capital improvements program for additional bicycle and pedestrian facilities. Also, IDOT has two major reconstruction projects underway on West State Street (U.S. Bus 20) and South Main Street (IL 2) which will include bikeways, enhance pedestrian and bus facilities.
- With **MAP-21 and the allocation of Transportation Alternative funds directly to Transportation Management Areas**, RMAP will program these funds that will improve accessibility to an area high school and grade school along a RMTD fixed-route corridor (a Principal Arterial Route) that currently lacks bike/ped facilities and a redevelopment project along the Rock River that will connect to other bikeway/pathway facilities in the area.

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.

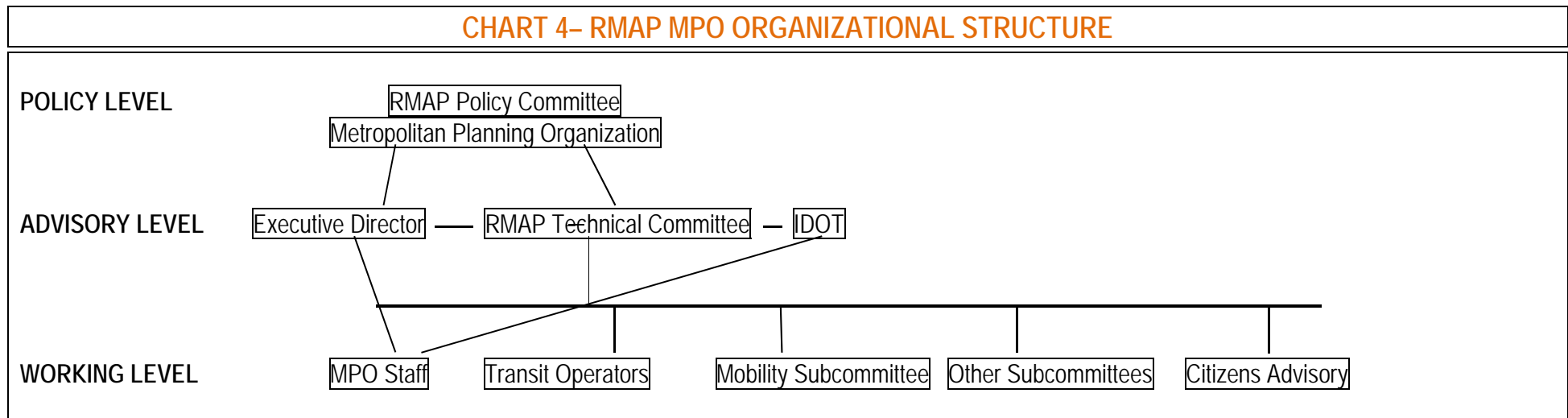
CHART 3 – TECHNICAL PLANNING PARTICIPANTS

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
22. Poplar Grove, Village of	VPG
RMAP PARTICIPANTS: NON-VOTING	
23. Illinois Environmental Protection Agency	IEPA
24. Illinois State Toll Highway Authority	ISTHA
25. IDOT, Division of Public and Intermodal Transportation	DPIT
26. IDOT, Division of Urban Program Planning	OPP
27. Ogle County Highway Department	OCHD
28. Boone County Council on Aging	BCCA

29. State Line Area Transportation Study	SLATS
30. Federal Highway Administration, IL Division	FHWA
31. Rockford Area Economic Development Council	RAEDC
32. Growth Dimensions	GD
33. Stateline Mass Transit District	SMTD
34. Illinois Department of Natural Resources	IDNR
35. 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 FY2016, 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.



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 MPO TRANSPORTATION 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 5305(d)	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)
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 only.
Local Contribution Funds (LC)	Funds provided by local RMAP participants for MPO planning purposes only.

PART 5 – FUNDING AVAILABLE FOR FY 2016 & WORK ELEMENT BUDGET

Funding allocations available to the Rockford Metro Area during FY 2016 are listed in the table below. RMAP will utilize the entire State Planning Funds allocation to cover the entire match for the PL and 5305(d) funds. We intend to overmatch the federal funds as shown in Chart 6. The Local Contribution / matching funds from our local units of government also will be used to fund the RMAP PL/5305(d) planning operations as stated in the adopted Cooperative Agreement.

CHART 6 – FUNDS FOR FY 2016

Source	Amount	Timeframe	Purpose
Federal funds:			
FHWA-PL	\$ 513,979	7/1/2015 to 6/30/2016	RMAP Planning Process
FTA-5305(d)	\$ 160,089	7/1/2015 to 6/30/2016	RMAP Planning Process
State IDOT Planning Funds (SPF)	\$ 187,211	7/1/2015 to 6/30/2016	RMAP Planning Process
Local Contribution (LC)	\$ 148,594	7/1/2015 to 6/30/2016	RMAP Planning Process
TOTAL:	\$ 1,009,873	7/1/2015 to 6/30/2016	RMAP Planning Process

CHART 7 - BUDGET OF PLANNING WORK ELEMENTS / ACTIVITIES FOR FY 2016

Work Element Task	Work Element #	Budget Amount
Unified Work Program (UWP)	1	\$ 40,500
Technical assistance (TA) – Overall Subtotal:	2	\$ 163,000
* Greenway Plan & Greater RMAP Environmental / Educational Network	2.01	\$ 17,000
* 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	\$ 60,000
* Traffic Simulation Modeling Assistance to City of Rockford & IDOT	2.05	\$ 13,000
* Organize and updating RMAP internal mapping operations	2.06	\$ 5,000
* Environmental / NEPA / Corridor Analysis – Watershed Planning	2.07	\$ 15,000
* Winnebago County & Boone County Traffic Simulation Assistance for TIP	2.08	\$ 13,000
* RMAP & Other Public Transit Organizations: Issues/Subjects/Topics	2.09	\$ 13,000
* RMAP Regional Transportation Freight Analysis	2.10	\$ 17,000
Administration (AD)	3	\$ 315,000
Public Participation (PP)	4	\$ 52,000
Transportation Data and Forecasting (TDF)	5	\$ 53,000
Land Use-Planning, Data Collection and Forecasting (LUPDCF)	6	\$ 120,000
Transportation Improvement Program (TIP)	7	\$ 60,500
Congestion and Transportation System Management (CTSM)	8	\$ 70,000
Long-Range Transportation Plan (LRTP)	9	\$ 135,873
	TOTAL	\$ 1,009,873

Greater details describing the above work are contained in the following text and the attached charts. Chart 9 – presents a summary funding chart, which is the format that is included in the Intergovernmental Agreement RMAP and IDOT. Chart 10 – displays the nine work elements divided between the four different funding sources and the projected work hours. 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 2016:

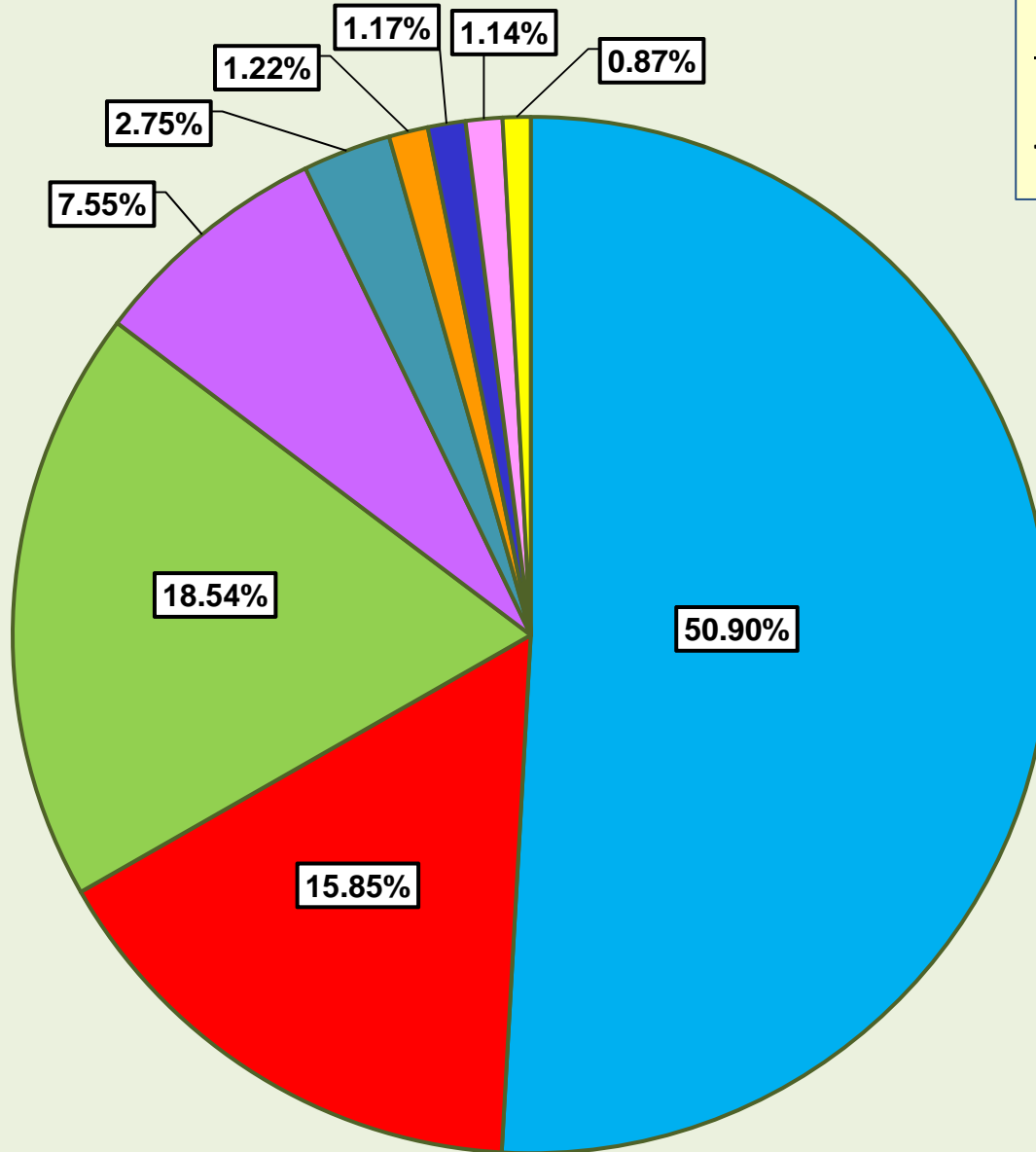
The funding allocations of FY 2016 FHWA-PL, FTA-5305(d) (combined 66.75%), State Planning Funds (18.54%) and Local Contribution funds (14.71%) are listed by name of the specific work element in Chart 9, which is located at the end of this document. Figure 1 and Chart 8 provides a basic overview summary.

FIGURE 1

RMAP MPO FY 2016 Funding Sources:

Federal, State & Local Funds

Total Funds: \$1,009,873



- FHWA - PL : \$ 513,979
- FTA - 5305(d) : \$ 160,089
- 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 2016

Entity/Activity	FHWA PL	SPR	FTA 5305(d)	Total Federal	State Planning Funds	Local Contribution Funds	Total
RMAP : for MPO Planning	\$ 513,979		\$ 160,089	\$ 674,068	\$187,211		\$ 861,279
RMAP : MPO Local Funds						\$ 148,594	
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:	\$ 513,979		\$ 160,089	\$ 674,068	\$ 187,211	\$ 148,594	\$ 1,009,873
The following planning project is funded, but under separate intergovernmental agreement between RMAP and IDOT.							
Travel Demand Model & Economic Connection:		\$ 325,000			\$ 81,250		\$ 406,250
SUMMARY TOTALS	\$ 513,979	\$ 325,000	\$ 160,089	\$ 674,068	\$ 268,461	\$ 148,594	\$ 1,416,123

Occasionally, a funding need / planning project is identified beyond the planning funds that are annually allocated by IDOT. 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.

In FY 2014 RMAP received 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, 5305(d), SPF and LC funds that are used to fund the normal RMAP planning functions. A separate intergovernmental agreement (IGA) between IDOT and RMAP has been executed in September 2013 for these SPR funds, which funds this project through FY 2018. This planning endeavor is about 24% completed.

One planning project that will continue to be followed-up on is the Rockford Regional Freight Study (RRFS). As a result of on-going construction and future development activity at and around the Chicago/Rockford International Airport (RFD), further planning analysis might be needed to continue to expand upon the existing economic development and employment hub. The planning emphasizes would be to foster those existing and potential economic development activity with the intermodal connections at RFD that would be linked to the nation's Primary Freight Network. If this need arises to continue the on-going planning effort of the RRFS and around the RFD area, RMAP and our regional planning partners might be seeking additional SPR funds in FY 2016.

PART 7 – PLANNING PRIORITY ACTIVITIES FOR FY 2016: by UWP WORK ELEMENTS

Listed below are the major planning activities scheduled for FY 2016 by the night (9) Work Elements. For each work planning activity, a brief summary describes the nature of the possible task that are either currently underway in FY 2015 and/or will continue/start in FY 2016. In the annual RMAP MPO Intergovernmental Agreement with IDOT the Scope of Services describes the work activities / elements that are eligible for FHWA-PL, FTA-5305(d) and State Metro Planning Funds reimbursements.

1 – Unified Work Program (UWP):

Proposed budget amount: \$ 40,500

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 2016 UWP as needed. RMAP will prepare and publish the FY 2017 UWP next spring 2016 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: \$ 163,000

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

2.01 – 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 update 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 and continued into FY 2014 and FY 2015, RMAP will continue to be the coordinating agency to updating the Greenway Plan for the metro area in FY 2016. It is anticipated that the 4th version of the two-county regional Greenway Plan and Map will be finished by the end of fiscal year 2015. This 2015 edition updates recent property acquisitions and other technical GIS information that has been added. Also, as a result of staffing changes at RMAP and the emphasis that RMAP is placing on planning & environmental linkages, this 4th version of the map and plan will continue to be a major work activity. For this next version, a companion Greenway Planning document will accompany the map. During FY 2016, staff will continue to update the GIS data layers and coordinate with the RMAP Technical Committee, other agencies that have a strong interest in this planning effort and the general public.

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: \$ 17,000

2.02 – 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 opened to Swanson Road. 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 when the link from Swanson Road to Belvidere Road will be constructed.

Estimated Budget: \$ 5,000

2.03 – Town Hall Road Corridor / IL Route 76 – Connection to the Jane Addams Tollway (Interstate 90)

Develop future traffic projections, alignment analysis, and capacity needs in corridor between IL-76/Caledonia Rd. (including the intersections with US Bus.20 & US-20) and I-90 (Jane Addams Memorial 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

2.04 – 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 first plan was completed and adopted in 2008. RMAP/RATS Bike/Ped Study was amended to the Year 2035 RATS LRTP on January 24, 2008 and since be amended into the 2040 LRTP. Over the past several years, the City of Rockford has started to allocate funds to

implement an on-street bicycle network. Also, several other agencies have completed constructing new shared-use paths links to the regional system. The next update for this plan effort will begin shortly after the adoption of the Transportation 4 Tomorrow LRTP, which is tentatively scheduled for July 30, 2015. This will be a major work activity of RMAP staff during FY 2016. 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. This work activity might be continued into FY 2017 if needed.

Estimated Budget: \$ 60,000

2.05 – Traffic Simulation Modeling Assistance to the City of Rockford, IDOT & expansion of TDM into Ogle County

- *IL 2 / North Main Street corridor:* RMAP will assistance in this analysis of examining the impacts of the Auburn St / N. Main St. intersection, the IL 2 corridor (Auburn Street to Riverside Boulevard) and the surrounding area with regards to potential of economic impacts with the area's first multi-lane roundabout that was completed in 2013. This project will be one of the initial sub-areas using the integration of VISUM and REMI.
- *IL 2 / Main Street – Church Street corridor:* RMAP will provide assistance in this assessment of the one-way couple system for this corridor in downtown Rockford.
- *IL 251 / N 2nd Street – Whitman Street – Rural Street interchange:* The City of Rockford wants to study the re-construction & reconfiguration of the Whitman Street interchange with IL 251.
- *Other special requests* – These requests come throughout the year that are not planned, but are needed for an analysis, corridor study, intersection design study or some other related issues that RMAP can provide TDM assistance.
- As part of the expansion of the *VISUM Travel Demand Model (TDM)* into Ogle County and the integration with REMI software programs, RMAP staff will be assisting the consultant team in performing base-year calibration, modal split and other related TDM responsibilities. This is a multi-year work effort that will continue into FY 2016.

Estimated Budget: \$ 13,000

2.06 – Organize and updating RMAP internal mapping operations

To maintain and update RMAP's mapping products, using ArcView and related software. RMAP staff is developing a new metropolitan area map that will be used in the advancement of other mapping / GIS work efforts.

Estimated Budget: \$ 5,000

2.07 – 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. Over the past year, RMAP participated in IDOT's / Illinois Center of Transportation project of "Incorporating NEPA into IDOT and MPO Planning Process (ICT Project R27-132). This effort was completed in 2014. To continue this planning effort and to follow-up on an issue identified in our last FHWA/FTA Certification Review report, staff will 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. This will continue into FY 2016.

Estimated Budget: \$ 15,000

2.08 – Winnebago County, Boone County & Ogle 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.

Estimated Budget: \$ 13,000

2.09 – 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/networks 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. This work will be executed on an as needed basis.

Estimated Budget: \$ 13,000

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. Staff will continue to monitor the development of Primary Freight Network and other association national federal issues. Additional supplemental work might be done to develop possible transportation connections and freight flows to sub-areas zones to enhance economical supply chains and the region's overall economy. In FY 2015, RMAP completed a rail site feasibility study for a sub-area around the Chicago/Rockford International Airport (RFD). The site study evaluated possible rail connections from existing transportation facilities in the area but also the feasibility of utilizing other utility infrastructure to develop an intermodal industrial zone. As a result of on-going construction and future development activity at and around RFD, additional planning analysis might be needed to continue to expand upon the existing economic development and employment hub. If so, RMAP and our regional planning partners might be seeking additional SPR funds. The estimated budget listed below is for RMAP staff time to provide technical assistance for this possible study, but continue the necessary steps to implement the overall Rockford Regional Freight Study.

Estimated Budget: \$ 17,000

3 – Administration (AD):

Proposed budget amount: \$ 315,000

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: \$ 52,000

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, Technical Committee, Mobility Subcommittee and other public meetings where/when RMAP staff attends to provide technical assistance.
- 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. Where and when applicable, RMAP will follow the overall objectives of following Context Sensitive Solutions (CSS), which is a public participation process that seeks to engage stakeholders and the general public through early, frequent and meaningful communications.
- 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: \$ 53,000

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;
- Monitor regional air passenger and cargo / freight information for intermodal connections and the Primary Freight Network;
- 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. Prepare necessary technical reports on a wide variety of transportation issues that will impact MPO and are participating agencies overall planning coordination.

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

Proposed budget amount: \$ 120,000

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.

During FY 2014, IDOT and RMAP entered into an intergovernmental agreement (IGA) for this new planning endeavor. The financial details are described in Chart 8. Based upon input from IDOT, FHWA and other RMAP planning associates over the past year, the priorities of the expansion of PTV-VISUM and including REMI are:

1. To address MAP-21 performance measures that will be require by FHWA and Federal Transit Administration (FTA).
2. To include in the next update of RMAP's Long Range Transportation Plan (LRTP), which is June 2015.
3. To determine the impacts of major TIP projects that are listed in RMAP's TIP.
4. To add the Transit mode split component to the TDM.
5. To provide economic benefits data when corridor studies are being done.
6. To aid in Freight (including air and rail) and Logistics planning with regards to both short-term and long-term benefits.
7. To asset environmental impacts in the region.
8. To assist the Illinois Department of Employment Security in development of employment projections for the RMAP planning area.

These are the major objectives and principal areas of importance that IDOT, FHWA & FTA is seeking RMAP to explore and develop using these SPR/IDOT funds.

In the signed IGA for this planning project, the following tasks are to be the accomplishments of this effort:

- **Phase A: Expansion of PTV-VISUM Modeling Program** – RMAP will expand the existing program by collecting, gathering, and adding land use data for base year calibration, dwelling unit and employment data for Transportation Analysis Zone (TAZ), traffic count, street and highway inventory for the transportation network, expand and develop the current highway network and zone structure for base year calibration; identify and update screen lines; review, and modify, if necessary, the trip generation rates; calibrate model; and review results of calibration.

- **Addition of Mode Split for Public Transit** – RMAP will add transit routes, demand segments, model split calculation, transit lines/routes, stop locations and other parameters for baseline transit network, identify deficiencies of existing networks for both highway and public transit from calibration result.

- **Phase B: Land Use and Employment Scenarios** – RMAP will forecast various land use and employment scenarios by TAZ and employment categories; and review land use factors and growth management issues.

- **Highway Networks Mode** – RMAP will develop highway/street networks based upon the adopted 2040 Long Range Transportation Plan; forecast network traffic volume; analyze and evaluate forecast.

- **Public Transit Mode Split** – RMAP will develop public transit mode split.

- **Phase C: Integration of Regional Economic Model (REMI) with PTV-VISUM Network Model** – RMAP will integrate REMI with the calibrated PTV-VISUM.

- **Public Participation:** RMAP will conduct open, continuous, and participatory meetings and hearings with community groups, local and regional officials, the public and other stakeholders to gather comments and input pertaining to the project.

7 – Transportation Improvement Program (TIP):

Proposed budget amount: \$ 60,500

RMAP will prepare and publish the annual TIP for the next four years (2016 – 2019) 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 2016-2019 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 2016-2019 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: \$ 70,000

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 Strategic Highway Safety Plan initiative to develop a regional and local process to identified safety problems by working with the Boone County Highway Department, Winnebago County Highway Department and other local agencies to address those known areas/locations where safety will be improved. This planning process was launched in 2013 as part of U.S.DOT/FHWA effort to develop A National Strategy on Highway Safety (TZD) – Toward Zero Deaths (TZD). The National Strategy is data-driven effort focusing on identifying and creating opportunities for changing American culture to improve highway safety through engineering, education, enforcement and emergency medical services (4 E's). RMAP will continue to advance in the coordination and cooperation with a broad range of multidisciplinary stakeholders 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 2016.
- Continuing to monitor and update air quality data.
- Continuing to monitor the Travel Midwest website <http://www.travelmidwest.com/lmiga/home.jsp> and IDOT's website <http://wrc.gettingaroundillinois.com/pages/wrc.htm> for current road conditions. The first website displays the Gary – Chicago – Milwaukee travel corridor / regional area, which has been expanded into the RMAP area. The second is a state-wide travel information website that has a wide-variety of travel data for the general public, including current road conditions.

9 – Long-Range Transportation Plan (LRTP):

Proposed budget amount: \$ 135,873

As mentioned earlier in this document, RMAP will update and refine the comprehensive 2040 LRTP to coordinate transportation improvements and delivery of public transportation services over the next planning horizon 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. As mentioned earlier in this document, RMAP is participating in IDOT's / Illinois Center of Transportation project of "Incorporating NEPA into IDOT and MPO Planning Process" (ICT Project R27-132). The main goal of this project is to assist IDOT in defining guidelines on how to integrate NEPA into the IDOT/MPO planning processes for transportation projects. One of the main objectives is to streamline the current process and to allow for early coordination with resources agencies. This will continue into FY 2016.
- 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

One of the most important changes to the next update will be the incorporation of the 2010 Census data and further MAP-21 regulations and related information.

Also in the next update of the LRTP will be references to the Regional Plan for Sustainability Development (RPSD). The RPSD was a HUD – EPA – USDOT partnership that seeks to further study livability issues 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. Sixteen core areas have been identified as key components for this RPSD planning process.

- SOCIAL (6) – Housing, Safety, Civic Vitality, Cultural Life, Health and Wellness, Food

- ECONOMIC (5) – Transportation, Education, Economic Development, Technology and Energy
- ENVIRONMENTAL (5) – Built Infrastructure, Water, Land, Biodiversity, and Waste Management

The task will be to determine if several (if not all) of the core areas can be included in the development of the LRTP, a FHWA/FTA planning requirement. Some of the core areas might fall outside the MPO planning goals and primary objectives of the information that should be included in a long-range transportation plan. From a professional planning perspective, the RPSD would be a central focus task of a regional planning commission / council of governments that would include and connect many of the issues that urban areas and the overall planning process are confronted with. The FHWA/FTA planning funds that RMAP receives through our IDOT Intergovernmental Agreements are restricted to transportation planning activities / factors and those direct impacts that are set forth under the authorized federal legislation. Transportation planning factors are meant to be for projects that are based upon the “continuing, comprehensive transportation planning process carried out cooperatively by states and local communities in conformance” (3-C) with federal law.

RMAP 2040 Long Range Transportation Plan Update – Schedule for Public Review/Comments & RMAP Adoption

DATES	ACTIVITIES
March 2014	As part of the annual public notice of MPO activities, a legal notice is published announcing the LRTP process is beginning and that public input / participation is encouraged throughout the time period from now until June 2015.
June - September 2014	Staff prepares a list of documents and other pertinent information that will be consulted with as preparation and development of the update LRTP gets underway.
September 23 & 24, 2014	The initial public Open Houses were held to seek and gather public comments on the current LRTP and other related issues in the development of the LRTP. On September 23, 2014, two public events (from 11 AM to 2 PM and from 4 PM to 7 PM) were held. On September 24, 2014, the last and third event was held at RMAP offices from 11 AM to 5 PM. This has been completed.
November 2014 – February 2015	Staff reviews the public comments that have submitted and completes the initial DRAFT LRTP for the RMAP MPO.
February 19, 2015	Staff formally presents the DRAFT LRTP to the RMAP Technical Committee. This will start the official adoption process by the RMAP MPO.
February 24, 25 & 26, 2015	Four Open Houses / meetings will be held to seek / gather public comments on the DRAFT LRTP document.
May 2015	The final set of Open Houses will be held during this month. Dates and times will be further announced.
April 2015 – June 2015	Updates on the final draft are given at the RMAP Technical Committee and Policy Committee meetings over this time period.
June 18, 2015	The final draft of “ Transportation 2040 Tomorrow: A Long Range Transportation Plan for the Rockford Region ” will be presented to the RMAP Technical Committee.
June 25, 2015	The final draft of “ Transportation 2040 Tomorrow: A Long Range Transportation Plan for the Rockford Region ” will be presented to the RMAP Policy Committee.
July 23, 2015	The final draft of “ Transportation 2040 Tomorrow: A Long Range Transportation Plan for the Rockford Region ” will be presented at the RMAP Technical Committee for a possible recommendation to the RMAP Policy Committee for their adoption.
July 30, 2015	The final draft and Technical Committee recommendation of “ Transportation 2040 Tomorrow: A Long Range Transportation Plan for the Rockford Region ” will be presented at the RMAP Policy Committee for possible adoption by the RMAP Policy Committee.
July 31, 2015	Upon final adoption, RMAP staff will transmit the complete “ Transportation 2040 Tomorrow: A Long Range Transportation Plan for the Rockford Region ” to the Illinois Department of Transportation, Federal Highway Administration and the Federal Transit Administration.

PART 8 – SUMMARY of FY 2016 WORK ELEMENT ACTIVITIES

Planning Projects Commencing &/or Continuing in FY 2016:

1. The top priority of RMAP in FY 2016 will be adoption and follow-up of the “**Transportation 2040 Tomorrow: A Long Range Transportation Plan for the Rockford Region.**” This required essential document must have MPO review and approval every five years. The current 2040 LRTP was adopted on July 29, 2010. Therefore, the next update must be done on or before July 30, 2015.
2. Corridor / Intersection Development – Redevelopment Studies:
 - a. South Main Street / Railway area – to foster economic development and adaptive reuse around the proposed train station (transit – oriented development).
 - b. Spring Creek Road & the Jane Addams Memorial Tollway (I-90 / I-39) interchange location.
 - c. Irene Road & the Jane Addams Memorial Tollway (I-90) interchange location. **This project is schedule to be completed in 2015.**
 - d. 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.
3. 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. Also, continuing to work with IDOT as part of the Technical Review Committee for “Incorporating NEPA into IDOT and MPO Planning Process” (ICT Project R27-132).
4. Update of the 2007/2008 Bicycle – Pedestrian Plan for the RMAP planning area. Since this plan was last done, additional information is available on such issues as Complete Streets, Healthy Communities and the RPSD.
5. Healthy communities – outreach and collaboration with the area’s health and university sectors to implement the GREEN strategy action plan. This also includes the update to the regional Greenway Map and Plan for Boone County and Winnebago County.
6. Performance Measures
7. REMI – TDM integration
8. 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.
9. Rockford Regional Freight Study (RRFS) – in March 2015 a complement sub-area analysis study was done for an intermodal industrial area south of RFD. Additional follow-up work is anticipated from this report and to the overall RRFS.

10. 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.

As on this adoption date, RMAP should have enough funds budgeted to meet these planning projects. However, if a special planning project that is not included in this FY 2016 UWP is requested for RMAP to initiate, then RMAP might seek and apply for other planning funds available to the urban area, primarily State, Research & Planning (SPR) Funds.

PLANNING DOCUMENTS TO BE UPDATED in FY 2016:

1. FY 2017 Unified Work Program
2. Transportation Improvement Program for FY 2016 – 2019, TIP amendments and FLOP
3. Update and adoption of the **Transportation 2040 for Tomorrow** – Long Range Transportation Plan and any amendments
4. Reports on technical assistance to various special studies and planning efforts
5. Performance Measures, depending on the progress of the;
 - Statewide Technical Advisory Groups,
 - Local and regional planning proposals, and
 - Other planning initiatives
6. Title VI and EJ documents for RMAP
7. Greenway Map & Planning Document in FY 2015 with any updates
8. Update and adoption of the RMAP Bicycle / Pedestrian Plan, which was last adopted in 2008
9. RMAP / NEPA linkage table
10. Rockford Regional Freight Study; follow-up from sub-area analysis and possible updates and further sub-area(s) evaluation
11. Preparation of materials for the FHWA/FTA review of the RMAP MPO transportation planning process, tentatively schedule for the 1st half of FY 2016 (fall / winter of 2015).

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 (IGA/contracts) between the Illinois Department of Transportation and RMAP specified in this Unified Work Program. The terms of that IGA 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 2016 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 Intergovernmental Agreement (IGA/contract) between RMAP and IDOT. Tables 9 to 13 display the budget for RMAP for the FY 2016 time period.

D. FUNDING ALLOCATION SUMMARY

RMAP is the only organization assigned tasks that are funded with (1) FHWA PL and (2) FTA 5305(d) funds. The nine work elements are developed around the PL/5305(d) funds and matching funds from the (3) State of Illinois Metropolitan Planning Funds (SPF) and (4) RMAP Local Contribution Funds (LC). These funds constitute 100% of the MPO funding outlined in this document and planning projects that will be carried out under the terms and conditions of the IGA.

The nine work elements define the overall work that will be performed during the 2016 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 nine transportation planning elements have highway (PL) and transit (5305(d)) 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 5305(d) funds to (15.85%)
- FHWA PL funds to (50.90%)
- SPF funds to (18.54%)
- LC funds. (14.71%)

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

There are two types of costs identified in the FY 2016 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 2016 UWP. Labor costs are specific personnel costs attributed directly to the nine 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 nine work elements based upon each of the percentage of nine 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 2,088 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 (0.28%).
 - 1.1.5. Health insurance is computed at an annual cost per year (\$6,864 for single, \$13,728 for single plus 1 or \$20,592 for family coverage) divided by 2,088 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 21%) 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 28% 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 2016 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 RMAP techniques 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 occurred in 2013. Both of these corridors should be completed in 2015-2016.

RMTD adjusted their fixed routes in December 2012. Since that time, RMTD has been monitoring the performance of the routes and will determine if additional modifications will be necessary to better serve transit riders.

The current 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. RMAP is currently developing an updated draft Title VI and Environmental Justice documents utilizing 2010 Decennial and ACS data sets.

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 Diipla (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 Diipla (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 Diipla (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. Additionally, these documents will reflect recent demographic data as released by the 2010 Decennial Census and similarly, the American Community Survey (ACS). Work on finalizing the RMAP Title VI and EJ document will occur in FY 2015 – FY 2016.

Prior to the development of the RMAP FY 2016 UWP, the RMTD Title VI and EJ document has been updated (March 2014) to meet the requirements set forth in both FTA Circular C 4702.1B (Title VI) and FTA Circular C 4703.1 (Environmental Justice), been adopted by the RMTD Board of Directors and has been submitted to FTA for final approval.

PART 10 – PUBLIC COMMENTS

The 1st draft version of the FY 2016 UWP was distributed to the RMAP Technical Committee on March 19, 2015.

Also, a Public Notice was published in the Rock River Times (RRT) on March 18, 2015, 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

779-348-RMAP(7627) – office (new phone number)

815-967-6913 – fax

779-348-7624 – direct (new phone number)

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Listed below are the changes made to the March 19, 2015, draft UWP:

FIGURE 2

RMAP MPO FY 2016 Funding Sources:

Federal, State & Local Funds

Total Funds: \$1,009,873

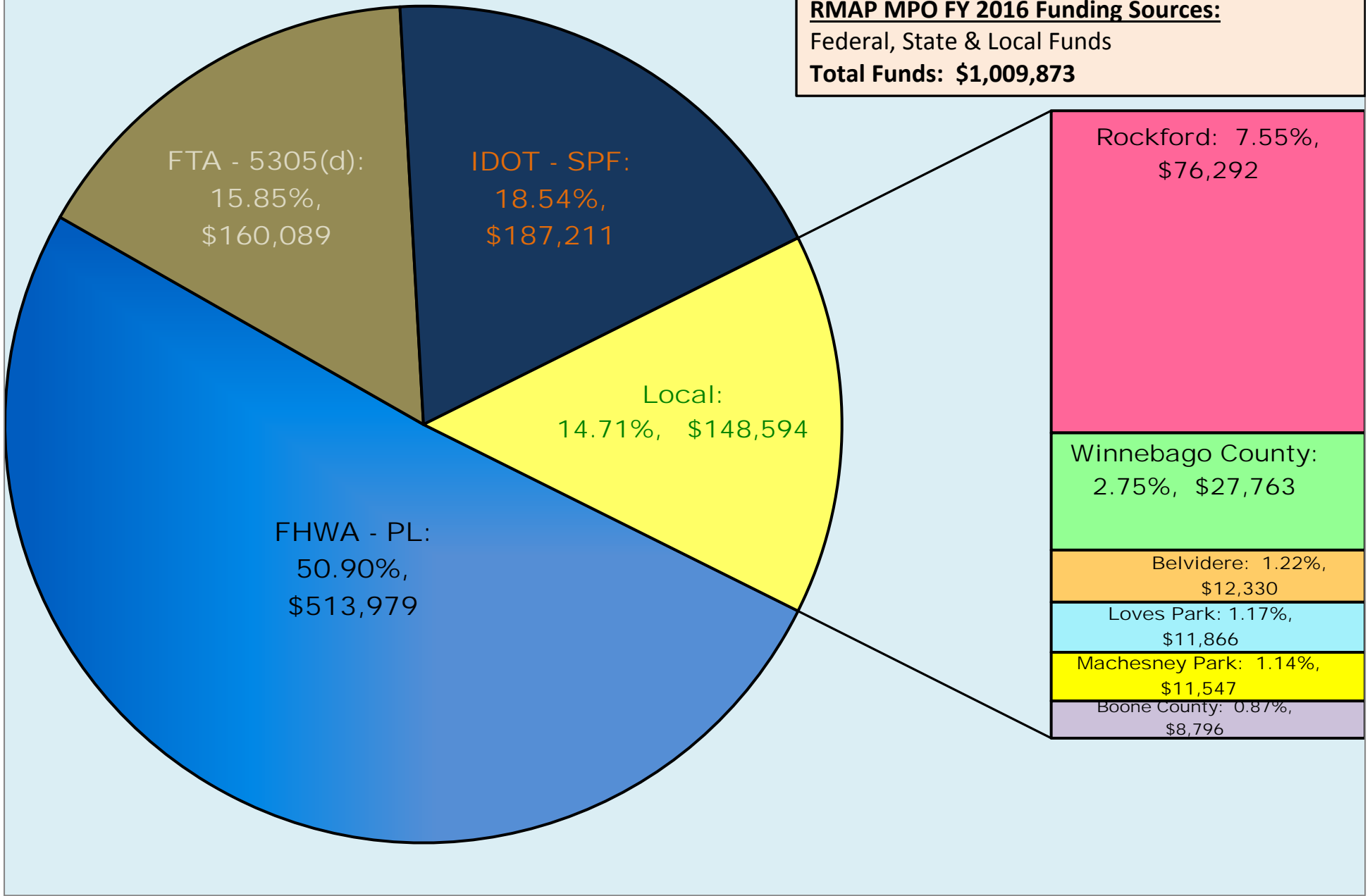


Chart 9: for Intergovernmental Agreement IDOT/RMAP: Federal, State & Local Funds

PART 6		
Compensation For Services		
	AMOUNT:	SHARE:
FHWA - PL Funds	\$ 513,979	80.00%
State Planning Funds	\$ 128,495	20.00%
Subtotal	\$ 642,474	
FTA – 5305(d) Funds	\$ 160,089	80.00%
State Planning Funds	\$ 40,022	20.00%
Subtotal	\$ 200,111	
TOTAL for IGA	\$ 842,585	
<u>Participation:</u>		
Federal Funds Through IDOT		
FHWA-PL	\$ 513,979	50.90%
FTA-5305(d)	\$ 160,089	15.85%
Subtotal	\$ 674,068	66.75%
State Planning Funds		
FHWA-PL	\$ 128,495	
FTA-5305(d)	\$ 40,022	
Additional State Funds	\$ 18,694	
Subtotal	\$ 187,211	18.54%
Local Governmental Body Funds		
FHWA-PL	\$ 113,304	
FTA-5305(d)	\$ 35,290	
Subtotal	\$ 148,594	14.71%
TOTAL FUNDS:	\$ 1,009,873	

Work Element #	CHART 10: FY 2016 UWP	TOTALS:	FHWA - PL	FTA - 5305(d)	SPF / match: FHWA - PL	SPF / match: FTA - 5305(d)	SPF - Planning Project	Local Share: FHWA-PL	Local Share: FTA - 5305(d)	HOURS
			\$ 513,979	\$ 160,089	\$ 128,495	\$ 40,022	\$ 18,694	\$ 113,304	\$ 35,290	
1	Unified Work Program (UWP)	\$ 40,500	\$ 20,613	\$ 6,420	\$ 5,153	\$ 1,605	\$ 750	\$ 4,544	\$ 1,415	588
2	Technical assistance (TA) – Overall Subtotal:	\$ 163,000	\$ 82,960	\$ 25,840	\$ 20,740	\$ 6,459	\$ 3,017	\$ 18,288	\$ 5,696	2,369
2.01	* Greenway Plan & Greater RMAP Environmental / Educational Network	\$ 17,000								247
2.02	* Perryville Road Extension	\$ 5,000								73
2.03	* Town Hall Road Corridor – Connection to the Jane Addams Tollway (I-90)	\$ 5,000								73
2.04	* RMAP/RATS Bicycle – Pedestrian Study / Active Transportation Planning	\$ 60,000								872
2.05	* Traffic Simulation Modeling Assistance to City of Rockford & IDOT	\$ 13,000								189
2.06	* Organize and updating RMAP internal mapping operations	\$ 5,000								72
2.07	* Environmental / NEPA / Corridor Analysis – Watershed Planning	\$ 15,000								218
2.08	* Winnebago County & Boone County Traffic Simulation Assistance for TIP	\$ 13,000								189
2.09	* RMAP & Other Public Transit Organizations: Issues/Subjects/Topics	\$ 13,000								189
2.10	* RMAP Regional Transportation Freight Analysis	\$ 17,000								247
3	Administration (AD)	\$ 315,000	\$ 160,321	\$ 49,935	\$ 40,080	\$ 12,485	\$ 5,830	\$ 35,341	\$ 11,008	4,577
4	Public Participation (PP)	\$ 52,000	\$ 26,466	\$ 8,243	\$ 6,616	\$ 2,061	\$ 963	\$ 5,834	\$ 1,817	755
5	Transportation Data and Forecasting (TDF)	\$ 53,000	\$ 26,975	\$ 8,402	\$ 6,744	\$ 2,100	\$ 981	\$ 5,946	\$ 1,852	770
6	Land Use-Planning, Data Collection and Forecasting (LUPDCF)	\$ 120,000	\$ 61,074	\$ 19,022	\$ 15,269	\$ 4,756	\$ 2,222	\$ 13,463	\$ 4,194	1,744
7	Transportation Improvement Program (TIP)	\$ 60,500	\$ 30,792	\$ 9,591	\$ 7,698	\$ 2,397	\$ 1,120	\$ 6,788	\$ 2,114	879
8	Congestion and Transportation System Management (CTSM)	\$ 70,000	\$ 35,627	\$ 11,096	\$ 8,907	\$ 2,774	\$ 1,296	\$ 7,854	\$ 2,446	1,017
9	Long-Range Transportation Plan (LRTP)	\$ 135,873	\$ 69,151	\$ 21,540	\$ 17,288	\$ 5,385	\$ 2,515	\$ 15,246	\$ 4,748	1,973
		\$ 1,009,873	\$ 513,979	\$ 160,089	\$ 128,495	\$ 40,022	\$ 18,694	\$ 113,304	\$ 35,290	14,672

Chart 11: Object Class Budget & Expenses - Federal, State & Local Funds	FY 2016 BUDGET TOTAL FUNDS:	FHWA - PL	FTA - 5305(d)	State Planning Funds	Local Contribution	SUM TOTALS
Contractual Expenses	\$ 1,009,873	\$ 513,979	\$ 160,089	\$ 187,211	\$ 148,594	\$ 1,009,873
		50.90%	15.85%	18.54%	14.71%	100.00%
Wireless Service	\$ 700	\$ 356	\$ 111	\$ 130	\$ 103	\$ 700
Printing, Publications	\$ 6,500	\$ 3,308	\$ 1,031	\$ 1,205	\$ 956	\$ 6,500
Postage	\$ 1,500	\$ 763	\$ 238	\$ 278	\$ 221	\$ 1,500
Telephone	\$ 7,000	\$ 3,563	\$ 1,110	\$ 1,297	\$ 1,030	\$ 7,000
Travel	\$ 12,000	\$ 6,107	\$ 1,902	\$ 2,225	\$ 1,766	\$ 12,000
Dues	\$ 12,000	\$ 6,107	\$ 1,902	\$ 2,225	\$ 1,766	\$ 12,000
Subscriptions	\$ 2,500	\$ 1,272	\$ 397	\$ 463	\$ 368	\$ 2,500
Advertising - legal notices	\$ 500	\$ 254	\$ 79	\$ 93	\$ 74	\$ 500
Service Contracts	\$ 51,800	\$ 26,364	\$ 8,211	\$ 9,603	\$ 7,622	\$ 51,800
Other Contractual Services	\$ 703	\$ 358	\$ 111	\$ 130	\$ 104	\$ 703
Building and Office Utilities	\$ 5,500	\$ 2,799	\$ 872	\$ 1,020	\$ 809	\$ 5,500
Contracted Janitorial Services	\$ 14,000	\$ 7,126	\$ 2,220	\$ 2,595	\$ 2,059	\$ 14,000
COR IT Expenses	\$ 31,340	\$ 15,951	\$ 4,968	\$ 5,810	\$ 4,611	\$ 31,340
Risk Management (included in Service Contracts)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Rent	\$ 50,000	\$ 25,448	\$ 7,926	\$ 9,269	\$ 7,357	\$ 50,000
COR - AUDIT	\$ 1,900	\$ 967	\$ 301	\$ 352	\$ 280	\$ 1,900
Education & Training	\$ 8,000	\$ 4,072	\$ 1,268	\$ 1,483	\$ 1,177	\$ 8,000
Supplies & Materials Expenses						
Small Equipment & Tools	\$ 1,500	\$ 763	\$ 238	\$ 278	\$ 221	\$ 1,500
Drafting & Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Food	\$ 2,000	\$ 1,018	\$ 317	\$ 371	\$ 294	\$ 2,000
Office General Supplies	\$ 8,000	\$ 4,072	\$ 1,268	\$ 1,483	\$ 1,177	\$ 8,000
Computers Non-Capital	\$ 4,000	\$ 2,036	\$ 634	\$ 741	\$ 589	\$ 4,000
Transfer Accounts						
Purchase Services - part of SPF	\$ 50,000	\$ 25,448	\$ 7,926	\$ 9,269	\$ 7,357	\$ 50,000
Capital Expenses						
Building Improvements	\$ 18,100	\$ 9,212	\$ 2,869	\$ 3,356	\$ 2,663	\$ 18,100
Office Equipment & Furniture	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Computer Software	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SUB - TOTAL	\$ 289,543	\$ 147,364	\$ 45,899	\$ 53,676	\$ 42,604	\$ 289,543
		28.67%				\$ -
Salary & Benefits (RMAP - Lead Agency only):	\$ 720,330	\$ 366,615	\$ 114,190	\$ 133,535	\$ 105,990	\$ 720,330
		71.33%				
TOTAL EXPENSES:	\$ 1,009,873	\$ 513,979	\$ 160,089	\$ 187,211	\$ 148,594	\$ 1,009,873

POLICY COMMITTEE

RMAP RESOLUTION 2015-2

RE: Adoption of the FY-2016 (July 1, 2015 to June 30, 2016) 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 programming the Federal transportation planning funds and the connecting State & Local funds for the planning activities that are required and necessary to ensure certification of the Rockford, Illinois Transportation Management Area (TMA), and:

WHEREAS the FY 2016 Unified Work Program (May 21, 2015 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 19th version that was made available for public comment, and

WHEREAS the RMAP Technical Committee has reviewed the FY-2016 Unified Work Program (May 21, 2015 version) and recommends approval;

NOW, THEREFORE, BE IT RESOLVED

That the RMAP Policy Committee:

1. Adopts the FY 2016 Unified Work Program (May 21, 2015 version);
2. Certifies that the Rockford MPO transportation planning process is in compliance with all Federal requirements and is being carried out in accordance with all applicable provisions as specified in the Intergovernmental Agreement with the State of Illinois, Department of Transportation;
3. Directs the RMAP Executive Director to submit the FY 2016 Unified Work Program (May 21, 2015 version) and this Resolution to the State of Illinois, the FHWA and the FTA;
4. 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; and
5. 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.

RMAP RESOLUTION 2015-2

Page 2

Dated this 28th day of May, 2015.

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

Mike Chamberlain,
Vice-Chairman – RMAP Policy Committee
Mayor, City of Belvidere

Lawrence J. Morrissey,
Mayor, City of Rockford

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

Darryl F. Lindberg,
Mayor, City of Loves Park

Gary L. Marzorati,
Board Chairman, Rockford Mass Transit District

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

Bob Walberg,
Boone County Board Chairman,
Boone County

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,
Winnebago County Board Chairman,
Chairman – RMAP Policy Committee or
Other Authorized Representative of the
Rockford Metropolitan Agency for Planning
May 28, 2015

Signature,
Bureau Chief, Urban Program Planning
Illinois Department of Transportation or
other Authorized Representative of the
Illinois Department of Transportation
Dated: _____