

FY 2020 Unified Work Program

JULY 1, 2019 TO JUNE 30, 2020

FY2020 Unified Work Program

for July 1, 2019 to June 30, 2020

DRAFT: MARCH 15, 2019

THIS DOCUMENT HAS BEEN PREPARED BY THE REGION 1 PLANNING COUNCIL IN COLLABORATION WITH ITS MEMBER AGENCIES, PARTNERSHIP ORGANIZATIONS, AND LOCAL STAKEHOLDERS.

THIS REPORT WAS PREPARED IN COOPERATION WITH THE FOLLOWING:

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

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



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MPO POLICY COMMITTEE

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MPO TECHNICAL COMMITTEE

VOTING MEMBERS

Belvidere Planning Department
Belvidere Public Works Department
Boone County Highway Department
Boone County Planning Department
Chicago / Rockford International Airport
Forest Preserves of Winnebago County
Illinois Department of Transportation – District 2
Loves Park Community Development Department
Loves Park Public Works Department
Machesney Park Community Development Department
Machesney Park Public Works Department
Rockford Public Works Department
Rockford Community Development Department
Rockford Mass Transit District
Winnebago County Planning & Economic Development Department
Winnebago County Highway Department
Rock River Water Reclamation District
Boone County Conservation District
Rockford Park District
Winnebago County Soil & Water Conservation District

NON-VOTING MEMBERS

Illinois Environmental Protection Agency
Illinois State Toll Highway Authority
IDOT, Division of Public & Intermodal Transportation
IDOT, Division of Urban Program Planning
Ogle County Highway Department
Boone County Council on Aging
State Line Area Transportation Study
Federal Highway Administration, IL Division
Stateline Mass Transit District
Region 1 Planning Council

Note: Membership at Time of Development

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South State Street in downtown Belvidere, Illinois.

PART 1 – INTRODUCTION

ABOUT THE REGION 1 PLANNING COUNCIL

By Federal law, all urbanized areas over 50,000 persons are required to have an organization that plans and coordinates the decisions regarding the area's surface transportation system called a Metropolitan Planning Organization (MPO). The core functions of the MPO include:

- Establish fair and impartial setting for regional decision making;
- Identify and evaluate alternative transportation improvement options;
- Prepare and maintain a Metropolitan Transportation Plan (MTP) also known as the Long Range Transportation Plan (LRTP)
- Develop a Transportation Improvement Program (TIP); and
- Involve the public in all of the above mentioned functions.

Due to the size of the Rockford urbanized area, the Rockford MPO has an additional designation, known as a Transportation Management Area (TMA). A TMA is an urbanized area with a population of over 200,000 individuals, as defined by the U.S. Census Bureau. MPOs with this designation have additional roles and responsibilities to the core functions identified above, including the development of a congestion management process and project selection for the suballocation of Surface Transportation Block Grant (STBG) and Transportation Alternative Program (TAP) funds.

In the Rockford region, the MPO transportation planning function is housed with Region 1 Planning Council (RPC)¹. The RPC is a special-purpose, regional government agency designated to coordinate intergovernmental collaboration. This regional model provides an efficient means to promoting a well-informed, comprehensive dialogue that holistically addresses regional issues by fulfilling the needs of government entities for long-range planning, securing funding, and analyzing and providing data in support of regional projects and initiatives. Essential to fulfilling its purpose as a planning commission, RPC is a designated metropolitan planning organization (MPO), economic development district

¹ Prior to the formation of Region 1 Planning Council in 2018, the MPO for the Rockford MPA was called the Rockford Metropolitan Agency for Planning (RMAP). In some instances, within this document, RMAP may be used when referring to the MPO.

(EDD), geographic information system (GIS), and land bank authority (LBA).

The MPO is empowered and governed by an interagency agreement known as the MPO Cooperative Agreement that was developed and mutually adopted by the Cities of Rockford, Loves Park, and Belvidere; the Counties of Winnebago and Boone; the Village of Machesney Park; Rockford Mass Transit District; and the State of Illinois acting through the Illinois Department of Transportation (IDOT).

The activities of the MPO are directed by a Policy Committee that consists of the top elected officials from the above entities plus the Deputy Director from IDOT Region 2 and the Chairman of the Rockford Mass Transit District Board. Transportation planning is carried out through a continuing, comprehensive, and cooperative (3-C) planning process. The Policy Committee receives technical recommendations and assistance from a 20-member Technical Committee comprised of planners and/or engineers from the above entities plus various other local partners, such as the Greater Rockford Airport Authority and the Rock River Water Reclamation District.

Much of the technical work, of the RPC transportation planning function, accomplished by the MPO is done by a professional staff under the management of the Director of Metropolitan Planning Organization in close coordination with the RPC Executive Director.

The planning process and planning activities are funded by annual planning grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) with 20 percent matching funds from IDOT through the State Planning Fund (SPF) and through local contributions from the six local municipal agencies that comprise its Policy Committee membership.

MPO POLICY COMMITTEE

Boone County
City of Belvidere
Illinois Department of Transportation - District 2
City of Loves Park
Village of Machesney Park
Rockford Mass Transit District
City of Rockford
Winnebago County

Some of the core areas of the RPC fall outside of the MPO planning goals and primary objectives of the information that is required to be included in a long-range transportation plan, unified work program and transportation improvement program. From a professional planning perspective, the RPC includes and connects many of the issues and overall planning processes that urban and rural areas are confronted with. The FHWA/FTA planning funds that the MPO receives through the IDOT Intergovernmental Agreements are restricted to transportation planning activities / factors and those directives established under the authorized federal transportation legislation. Transportation planning funds and factors are intended 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. In addition to these requirements, the MPO and its partner agencies have identified the significant importance of coordinated planning as it applies to the progress of the region's economic development, transportation infrastructure system, environment and land-use patterns. The MPO, as it continues its responsibilities set forth by Federal and State transportation laws and requirements, also plays a key role in the transportation planning elements of the RPC's overall regional planning initiatives.

MPO UNIFIED WORK PROGRAM

This Unified Work Program (UWP) identifies the funds and activities to be conducted by the RPC MPO during the period from July 1, 2019 through June 30, 2020, Fiscal Year 2020. Opportunities for public comment have been afforded at MPO

Committee meetings from January 2019 through April 2019. Development of the MPO FY 2021 UWP will begin in November 2019. Suggestions regarding MPO transportation planning work may be directed to the Director of MPO or to the MPO Technical Committee or Policy Committee at their respective monthly meetings. To contact MPO planning staff or view the MPO web site for exact meeting dates, times and locations, please visit: <http://r1planning.org>.

This report and attached tables comprise the UWP for the Rockford, Illinois Metropolitan Planning Organization, otherwise known as the RPC MPO, for FY 2020. Additional copies of this UWP may be obtained at the office of RPC, 313 North Main Street, Rockford, IL, 61101 (Telephone: 815-319-4180) or from the RPC web site, <http://r1planning.org>.

Funding for the 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 RPC MPO adopted Cooperative Agreement (CA) and the annual IDOT Intergovernmental Agreement (IGA), these are the funds that provide the financial operational assistance so that the MPO can perform the required transportation planning work, prepare technical documents and provide specialized assistance as required by Federal law and regulations and the IDOT/MPO IGA. By the nature of these adopted and executed agreements, these four funding sources restrict the work activities of the 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 April 25th, 2019 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 RPC staff at the above address. Oral comments will be accepted at any MPO Alternative Transportation, Technical or Policy Committee meetings or by phone to the RPC staff. Comments can also be sent electronically using the RPC online comment card at: <http://r1planning.org>. Please contact the staff by phone for exact meeting dates, times and locations. Updates regarding any scheduled MPO committee meeting are also posted to the RPC website.

First time readers of MPO Unified Work Program (UWP) and others less familiar with transportation planning terminology may wish to make note of the acronyms and abbreviations provided in Appendix C.

CURRENT FEDERAL TRANSPORTATION LAW

On December 4, 2015, President Obama signed into law the Fixing America’s Surface Transportation Act, or FAST Act to provide long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion nationwide over fiscal years 2016 through 2020 for the Department’s highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. The FAST Act 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 the FAST Act, 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 participation remains a hallmark of the transportation planning process. Requirements for a long-range transportation plan / metropolitan transportation plan (LRTP / MTP) and a short-term transportation improvement plan (TIP) continue, along with the incorporation of performance-based planning into 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.

FAST Act requires that MPOs, as a condition for receipt of Federal surface transportation funds, carry out a continuing, cooperative and comprehensive (3C) performance-based multimodal 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 Transportation Management Area (TMA) / MPO, the RMAP FY 2020 UWP is developed under the provisions established in MAP-21 and the FAST Act. The most recent metropolitan transportation planning final rule / regulations were published in the Federal Register on May 27th, 2016 and work elements described in this FY 2020 UWP work towards integrating those requirements into the planning process / documents of the RPC MPO.

FHWA AND FTA JOINT CERTIFICATION REVIEW OF THE ROCKFORD, ILLINOIS TMA/MPO

The MPO most recently went through its joint FHWA & FTA Certification Review in October 2015. The MPO received the finalized certification review report from the joint FHWA & FTA review team on May 12th, 2016. Included in the final certification review report was a letter from FHWA & FTA (dated May 12th, 2016) stating;

“The review found the transportation planning process for the Rockford metropolitan area has adequately implemented Federal requirements. Based upon this review, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) *jointly certify the transportation planning process for the Rockford, Illinois TMA*. Enclosed is a report that documents the results of this review and offers several recommendations for continuing quality improvements to the planning process.”

Recommendations to further enhance the transportation planning process, stemming from the joint FHWA/FTA certification review, are listed throughout this FY 2020 UWP.

Maintaining the four-year time period to review the MPO transportation planning process and documents, representatives from FHWA and FTA are tentatively scheduled to conducted an on-site review during the 2019 fall/winter season.

The MPO FY 2020 UWP guides the Federal, State and local transportation planning activities in the Rockford metropolitan planning area that support the overall goal of ensuring that our surface transportation system can continue to support both the local and U.S. economy and provide residents with a good quality of life. With future surface transportation legislation, this overall principal must continue programs and funds that result in ensuring that our nation’s transportation and infrastructure aid in maintenance and enhancement of the linkages between transportation investment and economic opportunities while preserving environmental sensitive natural resources.



Rail road tracks in Boone County, Illinois.

PART 2 – OVERALL UWP GOALS

Regional transportation planning in the Metropolitan Planning Area is funded primarily with Federal funds stemming from the Fixing America's Surface Transportation Act (FAST Act) and MAP-21. The details of this funding are discussed in subsequent sections of this report. In accordance with the FAST Act, MAP-21 and the Transportation for Tomorrow (2040): A Long-Range Transportation Plan for the Rockford Region (LRTP), the goals of this UWP are in concurrence with the overall goals of FAST Act and the LRTP, as listed below.

- Support the economic vitality of the Rockford Metropolitan Planning Area, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and Local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- Enhance travel and tourism

As stated in the May 27, 2016 Federal Register (Final Rule for Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning), consideration of the above planning factors shall be reflected, as appropriate, in the metropolitan transportation planning process. The degree of consideration and analysis of the factors should be based on the scale and complexity of many issues, including transportation system development, land use, employment, economic development, human and natural environment (including Section 4 [f] properties as defined in 23 CFR 774.17), and housing and community

development.

MPOs throughout the United States are obligated by federal law and regulations to consider a multitude of issues and work tasks to ensure that the overall transportation planning process is inclusive of numerous social, environmental and economic factors. The key elements taken into consideration during the transportation planning process provided below lists most of the subjects that MPO's are responsible for in the development of their programs, analysis, studies and providing technical assistance as related to transportation planning process.

FHWA/FTA: MPO PLANNING REGULATIONS AND RELATED TRANSPORTATION WORK TASKS

MPO Organization	Security
MPO Boundaries	System Management and Operations
MPO Agreements	Asset Management
Land Use	Intelligent Transportation Systems
Economic Development	Performance Management
Air Quality Conformity	Travel Demand Forecasting
Environmental Mitigation	Freight
Project Programming	Intermodal Connections / Connectively
Fiscal Constraint	Public Transit
Congestion Management	Bicycle – Pedestrian Facilities
Access Management	Non-Transportation Infrastructure
Demographics	Regional Economics
Public Participation	Healthy Communities
Interagency Consultation & Cooperation	
Mobility	
Title VI of Civil Rights Act & Environmental Justice	
Project Readiness/Delivery	
Transportation Improvement Program	
Americans with Disabilities Act	
Safety	



Meeting of the Environmental Committee at the Regional Design Center.

PART 3 – MPO PARTICIPANTS

The agencies, listed on the following page, assist the MPO in conducting transportation planning within the metropolitan planning area and this cooperative, comprehensive and continuous work is coordinated by the UWP. These agencies hereafter referred to as the MPO participants, have agreed to cooperate and work toward completing the proposed products and elements of this work program.

As a result of discussions and action by the MPO Policy Committee, the lead agency for the MPO/TMA in Rockford, Illinois is now the Region 1 Planning Council. In FY 2020, the MPO will continue to coordinate the work and ensure compliance with State and Federal transportation planning requirements. RPC is also responsible for the majority of the administrative and record keeping needs of the MPO. The MPO 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 (UWP), Coordinated Public Transit - Human Services Transportation Plan (HSTP / Coordinated 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.

Appendix D displays the current organizational structure of the MPO function of the RPC and how the MPO is part of the regional framework for collaborative planning.

MPO TECHNICAL COMMITTEE

Voting Members

Belvidere Planning Department
Belvidere Public Works Department
Boone County Highway Department
Boone County Planning Department
Chicago / Rockford International Airport
Forest Preserves of Winnebago County
Illinois Department of Transportation – District 2
Loves Park Community Development Department
Loves Park Public Works Department
Machesney Park Community Development Department
Machesney Park Public Works Department
Rockford Public Works Department
Rockford Community Development Department
Rockford Mass Transit District
Winnebago County Planning & Economic Development Department
Winnebago County Highway Department
Rock River Water Reclamation District
Boone County Conservation District
Rockford Park District
Winnebago County Soil & Water Conservation District

Non-Voting Members

Illinois Environmental Protection Agency
Illinois State Toll Highway Authority
IDOT, Division of Public & Intermodal Transportation
IDOT, Division of Urban Program Planning
Ogle County Highway Department
Boone County Council on Aging
State Line Area Transportation Study
Federal Highway Administration, IL Division
Stateline Mass Transit District
Region 1 Planning Council



Willow Creek Path at Dennis Johnson Memorial Park in Machesney Park, Illinois.

PART 4 – TRANSPORTATION PLANNING FUNDING SOURCES

The transportation planning process coordinated through the MPO is typically funded through several subsidies and programs:

- **FHWA-PL:** Funds provided through the Federal Highway Administration (FHWA), annually sub-allocated to the RPC MPO by the Illinois Department of Transportation (IDOT); used primarily for highway planning, but can be used for other related multi-modal transportation planning work. (20% match required).
- **FTA 5305(d):** Funds provided through the Federal Transit Administration (FTA); annually sub-allocated to RPC MPO and other MPOs throughout the State by IDOT; aimed primarily at planning needs related to public transit and paratransit. Public transit agencies typically use 5307 or other sources for their planning activities. (20% match required)
- **State Planning & Research Funds (SPR):** Allocated to the States via MAP-21 & FAST Act for use on unique planning, research and feasibility studies. The funds are sometimes passed on to local governments for the same purposes. When the MPO receives these funds, a separate intergovernmental agreement is developed and authorized by IDOT and the local governmental body. (20% match required).
- **State (IDOT) Planning Funds –(SPF):** Funds directly from the State of Illinois (IDOT) for MPO transportation planning purposes only.
- **Local Contribution Funds (LC):** Funds provided by local MPO participants for MPO transportation planning purposes.



View of I-90 from Belvidere Oasis.

PART 5 – FUNDING AVAILABLE FOR FY 2020 & WORK ELEMENT BUDGET

Funding allocations available to the RPC MPO Metropolitan Planning Area during FY 2020 are listed in tables and charts at the end of this document. The MPO 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 1. The Local Contribution/matching funds from our local units of government also will be used to fund the MPO PL/5305(d) planning operations as stated in the adopted Cooperative Agreement.

Greater details describing the transportation planning work elements are contained in the following text and the attached tables/charts. As located in Appendix A of this MPO FY 2020 UWP, the following information is presented:

Chart 1 – Funding Summary chart, which is the format that is included in the Intergovernmental Agreement between the MPO and IDOT.

Chart 2 – MPO revenues and expenditures detailing the expenses of the MPO attribute to each revenue source as required in the GATA uniform budget template.

Chart 3 – MPO budget by the nine work elements distributed by the Federal, State, and local transportation planning funding sources.

With regard to the MPO 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.

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. 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 MPO planning functions.



Parklet on East State Street in downtown Rockford, Illinois.

PART 6 – PLANNING PRIORITY ACTIVITIES FOR FY 2020: UWP WORK ELEMENTS

Listed below are the major planning activities scheduled for FY 2020 by the nine (9) UWP Work Elements. For each transportation planning work activity, a brief summary describes the nature of the possible tasks that are either currently underway in FY 2020 and/or will continue/start in FY 2021. In the annual 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 Planning Funds (SPF) reimbursements.

1 – UNIFIED WORK PROGRAM (UWP):

PROPOSED BUDGET AMOUNT: \$ 40,000

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 current 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 MPO 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 MPO budget and intergovernmental agreement (IGA) with IDOT
- RPC MPO will update and amend the FY 2020 UWP as needed. The MPO will prepare and publish the FY 2021 UWP next spring (2020) and advise all MPO participants regarding possible eligible activities which are covered by IGA.

2 – TECHNICAL ASSISTANCE (TA) ON SPECIAL STUDIES AND OTHER PLANNING EFFORTS:

PROPOSED BUDGET AMOUNT: \$ 140,000

The MPO will provide technical assistant and/or perform the following:

2.01 – GREENWAYS PLANNING / ENVIRONMENTAL / NEPA / CORRIDOR ANALYSIS – WATERSHED PLANNING

The MPO will continue to be the coordinating agency that updates the Greenway Plan for the metropolitan planning area in FY 2020 and beyond.

The currently adopted Boone and Winnebago County Greenways Map (4th version) and companion Greenways Planning Document was completed in late 2015. The plan provides information environmental / preservation related property acquisitions, floodplains, steep slopes, and other technical GIS information. The Boone and Winnebago County Greenways displays emphasis regarding transportation planning & environmental linkages.

During FY 2020, staff will continue to update GIS data layers and coordinate with the MPO Technical Committee, Winnebago County GIS, the RPC Environmental Committee, other partner agencies, and the general public to continue this planning effort. As part of this ongoing process, the MPO will begin to develop digital and interactive versions of the greenways map for access on the MPO website. The development of an interactive digital version of the regional Greenways Map will be pursued in FY 2020 and future updates to the map and plan will be a major work activity in this element.

Additional technical assistance for the plan is provided by the following agencies: Rockford Park District, Forest Preserves of Winnebago County, Belvidere Township Park District, Boone County Conservation District, Natural Land Institute, Boone County Soil and Water Conservation District, Winnebago County Soil and Water Conservation District, Winnebago Geographic Information Systems, and the Illinois Department of Natural Resources.

Correlated to the GREEN Strategy Action Plan and the 2016 FHWA/FTA Federal Certification review, the MPO will lead and provide assistance to our local units of government to address and resolve emerging transportation and environmental, watershed, water quality & quantity, and stormwater planning issues. Integration of these considerations will further develop linkages between transportation, economic development, hazard mitigation and land use planning.

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 2050 MPO Metropolitan Transportation Plan (MTP) which is due for adoption in 2020. The table would include project name, 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 2021. Please see Work Element #9 for further elaboration on the proposed projects contained within the MTP and work task which will incorporate environmental review processes for said projects.

ESTIMATED BUDGET: *\$20,000*

2.02 – CORRIDOR ANALYSIS, ECONOMIC AND TRAFFIC SIMULATION MODELING ASSISTANCE

The intent of this technical assistance category is to assist all public agencies in the MPO planning area, continue to provide current and projected traffic volumes, alignment analysis, ROW, capacity needs and other related transportation demand model information for the development of multi-modal transportation infrastructure projects and transportation planning studies. Certain work tasks requested for these types of analyses will also be projects included into the annual MPO TIP. This assistance incorporates review of different planning/traffic network scenarios. Additionally, as more features are refined in both the TDM and REMI software, further analytical capabilities will aid in both specific studies, federally required documents, performance management tracking, and project selection. More detailed analysis will be conducted in current and projected congestion, Level of Service (LOS), Truck Volume, Peak Hour Volumes, etc.

Other special requests – These requests come throughout the year that are not planned, but are needed for an analysis, corridor study, intersection design study and/or other related transportation system issues in which the MPO can provide modeling assistance.

ESTIMATED BUDGET: *\$30,000*

2.03 – MPO ALTERNATIVE TRANSPORTATION PLANNING

The MPO Policy Committee in FY 2018 adopted the current MPO Bicycle and Pedestrian Plan for the Rockford Metropolitan Area. The main purpose of this study is to identify and catalog a region-wide system of bicycle and pedestrian facilities (bike lanes / bike routes), and to connect with existing and planned shared-use path facilities, existing and planned public transportation services, promote active transportation and provide model development regulations and ordinances to encourage bicycle and pedestrian friendly growth in the MPO area. Included in the current plan is a regional outline for “Complete Street” guidelines that can be used as a reference for the local units of government as well as a Pedestrian Suitability analysis. Over the past several years, several local municipalities have started to allocate funds to implement an on-street bicycle network as well as constructing new shared-use paths links to the regional system.

The MPO will work on recommendation elements of the plan continuing through FY 2020.

One such example is the formation of an “Alternative Transportation Committee” (ATC). The ATC was formally created by the MPO Policy Committee via MPO Resolution 2018-10 and subsequently, the MPO Policy Committee adopted Bylaws for the ATC via MPO Resolution 2019-6. The purpose of Alternative Transportation Committee is to provide information and recommendations to the MPO on issues related to improvements to accessibility, connectivity and the ease of multi-modal transportation throughout the MPA. The Committee will work to improve the conditions for bicycling, walking, and public transportation by planning for and supporting the development of local and regional infrastructure and policy improvements for these modes.

ESTIMATED BUDGET: *\$32,000*

2.04 – MPO INTERNAL MAPPING OPERATIONS

The MPO on a continuing basis develops its own internal mapping database that consists of GIS shapefiles for transportation, economic, land use, and major planning features (base files). Other GIS files and associated data sets are created internally for specific projects. Monitoring and incorporation of the most recent data available from the U.S. Census and other economic/employment data resources is also undertaken to incorporate those data sets and analyses into transportation planning process and GIS capabilities of the MPO. This will be a continual project that will require ongoing updates, modifications, new data collection and creation. This database will allow transportation planning staff to utilize up to date information to efficiently assist in the development of MPO and partner agency transportation planning documents. Also, one of the goals of the MPO within this work element is to develop online mapping applications /interactive maps to display data on transportation, land use, environmental and socio-economic characteristics of the region.

ESTIMATED BUDGET *\$8,000*

2.05 – RMTD AND REGIONAL PUBLIC TRANSIT INITIATIVES

Technical assistance for the Rockford Mass Transit District (RMTD) and partner agencies/user groups providing transit services within the MPO planning area includes providing geographic data, demographic and socio-economic 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 data sources. This technical assistance additionally helps to better determine areas of need related to transit, assists in analyzing current transit route effectiveness, and helps identify strategies and solutions for further integrating available mobility options within the planning and service areas. Other aspects of this element include provision of updates to RMTD and other partner agencies/user groups providing transit services on work the MPO is performing, attendance at public transit partner agency meetings, and other work as required by the needs of the MPO Alternative Transportation Committee and the Coordinated Public Transit – Human Services Transportation Plan (HSTP). Additionally, included in this work task is the identification of connections between urban and rural transit services. This work will be executed on an ongoing basis and plan updates to the HSTP will be cycled in proximity to updates of the MTP.

ESTIMATED BUDGET: \$50,000

3 – ADMINISTRATION (AD):

PROPOSED BUDGET AMOUNT: \$ 270,000

Under this element, the general administration work necessary for the operation of the MPO is conducted and adjunct services are provided to the MPO Policy and Technical Committees and their subcommittees. RPC, as the designated MPO Lead Agency, will have all the responsibility for work under this element. However, IDOT and the MPO 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 MPO / IDOT Intergovernmental Agreement (sometimes referred to as 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 the MPO for the Rockford Urbanized Area.
9. As part of the reorganization effort of the MPO, the CA was updated and adopted to reflect the changes made in the internal structure of the MPO to be an integral component of the Region 1 Planning Council. The existing make-up/membership of the MPO Policy Committee remained the same and the MPO Technical Committee further included additional planning departments of already existing Technical Committee partner agencies. Accordingly, the MPO 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: \$ 75,000

The MPO 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, newsletters, and press releases; prepare and maintain agendas, meeting minutes and other related material for MPO's Policy Committee, Technical Committee and Alternative Transportation Committee; provide the public with easy access to information, including via a website and to citizens who may need language assistance (MPO's Limited English Proficiency [LEP] Plan); and work with subcommittees and other similar organizations in the area. The MPO developed an update to the Public Participation Plan (PPP) in FY 2018, which provides enhanced approaches to engaging stakeholders, and continuing to provide multiple opportunities and methods for gaining input from all areas of the community.

Staff Activities:

- Prepare and maintain agendas and meeting minutes for the MPO Policy Committee, Technical Committee, Alternative Transportation Committee, and other public meetings where/when staff attends to provide technical assistance.
- Holding and attending public hearings and informational workshops / 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 MPO meetings and allowing input from the general public on all issues during those meetings. Where and when applicable, the MPO 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. All meetings of the MPO follow the requirements, regulations, and statues of the Illinois Open Meetings Act.
- 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 MPO webpage, which now is available on via the RPC website, www.r1planning.org. This web site has all the transportation planning documents and other related MPO information. This web site is continually being updated. Important notices, links to current projects, meeting agendas, and other relevant information is also regularly updated on the website homepage. One of the goals is to continue making the site as user-friendly as possible promoting public review of documents and questions to MPO staff on transportation planning initiatives. Additionally, information regarding MPO meetings and planning initiatives are posted to the RPC website <http://r1planning.org/>.
- Further incorporate the use of social media, marketing materials and newsletters in public involvement and participation efforts for MPO transportation planning processes /documents.

The MPO will continue to ensure that the currently adopted PPP and LEP documents, which prescribes and schedules the primary MPO public involvement and participating activities, meets the current federal and state guidelines and regulations. The MPO will monitor these documents and update them accordingly to the requirements of the FAST Act and future transportation planning legislation.

5 – TRANSPORTATION AND ECONOMIC DATA / FORECASTING (TDF):

PROPOSED BUDGET AMOUNT: \$ 90,000

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 MPO 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 services and ridership data;
- Monitor regional air passenger and cargo / freight information for intermodal connections and the Primary Freight Network;
- Monitor and update regional laborshed and commuter flow data
- 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 MPO urban area.
- Develop the Traffic Analysis Zone maps for the three-county (Boone, Winnebago and Ogle) modeling area.
- Develop performance measures and analytical methods to measure the MPO's Performance Measures requirements, the region's transportation system's connectivity, and non-motorized programs. Incorporate performance based programming for highway and transit funding decisions. This effort will be linked to numerous planning work elements detailed within this UWP.
- Preparing necessary information for MPO participating agencies as requested to meet project construction / letting process. Prepare necessary technical reports on a wide variety of transportation issues that will impact the MPO and our participating agencies overall planning coordination.
- The maintenance and development of socio-economic data and forecasts include data on dwelling units, employment, population, and car and truck registrations also factor into the development of the travel demand model. Additional data as necessary for the recalibration, update and maintenance of the region's Travel Demand Model (.TDM) and Regional Economic Forecast Model (REMI).

6 – LAND USE-PLANNING, DATA COLLECTION, TITLE VI & EJ (LUPDC):

PROPOSED BUDGET AMOUNT: \$ 125,000

The MPO 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 Metropolitan Transportation Plan (MTP). 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 MTP.

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, storm water 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 monitoring of relevant Title VI and Environmental Justice data for the TIP planning process.
- Analysis and planning to assure transportation planning recommendations and coordinated services are not

discriminatory to minorities (Title VI).

- Analysis and planning to assure transportation planning recommendations and coordinated services do not disproportionately impact or neglect persons of lower economic status in the community (Environmental Justice).
- Coordinating the Title VI and Environmental Justice assessment data with other planning and economic development efforts and processes.
- Preparing and monitoring the Title VI and Environmental Justice assessments and Limited English Proficiency Plan for the MPO.
- Preparing necessary information for the MPO participating agencies as requested to meet the needs of each request and in the development of the Metropolitan Transportation Plan 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 economic development entities engaged in visioning and promoting the future of the Rockford metropolitan 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. The MPO's role is to review and monitor each of the land use plans to ensure overall coordination with the MPO MTP and TIP planning processes. The MPO uses the adopted land use plans in the development of new land use projections for use in the travel demand model.
- Using available decennial and ACS 5-year estimates Census data has and will continue to be an integral component of the on-going development and monitoring of the Metropolitan Transportation Plan process and many of the analyses and studies performed.

PTV VISUM AND REMI TRANSPORTATION PLANNING & ECONOMIC MODELING:

- Using and modifying Illinois Department of Employment Security, Bureau of Labor Statistics and Bureau of Economic Analysis data for the purpose of making employment / economic projections.
- Integrating the REMI software programs into the overall MPO transportation planning process while working with the local agencies to foster a more economical – transportation improvement connection with capital programming of projects and programs. The MPO will continue to work with the Illinois Department of Employment Security as this planning project continues. Additional data used for model calibration includes, Moody's Analytics, QCEW 202 Employment Statistics, Woods & Poole Economics Employment by NAICs, local zoning and land-use characteristics and U.S. Census Bureau.

The linkage between socio-demographics, land use and transportation systems are no longer separate planning issues rather it has become an integrated process. The MPO utilizes several software programs to provide additional data and aid in the analysis process: Regional Economic Models, Inc. (REMI) TranSight Program and their Metro-PI Program, along with PTV Group's VISUM program. The MPO will continue to expand these programs in order to continue modeling 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 allows the MPO and the local & state agencies to forecast the impacts of transportation projects within the time horizon of the Metropolitan Transportation Plan. 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 is the travel demand model (TDM) utilized by the MPO. PTV-VISUM modeling data can be joined to 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) is 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 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 geographic scale. Extra effort will be targeted on the continued advancement for the purpose of increased the Metro-PI Models accuracy. Partner agencies have shown an increased interest and need for data at a smaller geography while still upholding the integrity of the information through accuracy. The Metro-PI Model continues to be improved upon through better data and more accurate land-use information.

During FY 2019, IDOT and the MPO entered into an intergovernmental agreement (IGA) for the continuation of this planning endeavor. The previous REMI and TDM Model will be updated with new information in regards to the transportation network, economy both locally and regionally, employment, population, dwelling unit, socio-economic, and demographic data.

Based upon input from IDOT, FHWA and other MPO planning partner organizations over the past year, the priorities of the PTV-VISUM and REMI include the following steps:

2019 Travel Demand Model and Regional Economic Model Update: The MPO will use the updated REMI and TDM software over the next 5 years to conduct economic analysis and traffic projection studies to estimate the benefits of transportation projects, land-use decisions, economic policy and changes to industry workforce development. The integration of these two sophisticated forecasting models will play a large role in the update to our current and future Metropolitan Transportation Plans. This software allows us to develop and model transportation scenarios and concepts that can be compared to other regional projects of significance, thus allowing for data-driven results to impact projects. The capabilities of the models and staff knowledge at the MPO are made available to our partner agencies when they are in need of assistance with a variety of planning decisions that often need data about the economy, transportation network, and socio-demographics to make effective decisions for the impact or metric to be accomplished.

- **Phase 1:** Using Woods & Poole, Moody's Analytics and IDES QCEW202 employment data to determine new population, dwelling unit, and economic trends to update TAZ data. This is a major undertaking and pertinent to the successful update and calibration to both models. This additionally includes updating the TDM data for transit ridership by route to reflect changes in both models. Other data may be needed and updates shall occur as needed to properly recalibrate both the TDM and REMI forecast models moving forward.
- **Phase 2:** REMI and TDM calibration, data update, and software upgrades to newest versions of TranSight, Metro-PI, and PTV VISUM resulting in more effective data outputs.
- **Phase 3:** Recalibration of REMI and TDM Software once the new models have been developed and tested. Upon successful model update and calibration, the REMI and TDM Model integration process and codes will be developed and carried out.
- **Phase 4:** Utilization of REMI and TDM Software for planning activities related to:
 1. Integration of the TDM and REMI will allow the MPO to employ a dynamic input-output Benefit-Cost-Analysis component to major capital improvement project selection criteria. This will allow our regions leaders to make more informed, data driven, and impact focused economic transportation decisions.
 2. With the successful calibration and update to both the TDM and REMI software, the MPO and its members are able to assess how future infrastructure and development changes could impact the transportation system as well as travel demands or needs based upon different economic, land use, and transportation network scenarios.
 3. The integration of the REMI software with the TDM and other data resources we are currently using along with the ability to develop forecasts will play a large role in the update to our Long Range Transportation Plan, (LRTP) which is anticipated for completion in July 2020. Now referred to as the Metropolitan Transportation Plan (MTP).

4. The integration of REMI and TDM models will aid transportation planners in developing and testing alternative scenarios and concepts that can be compared to other regional projects of significance, thus allowing for data-driven results to impact decisions for projects that enter the Transportation Improvement Program (TIP).
5. Regionally significant transportation project analysis results will be made available to our partner agencies. This increased transparency will allow planners from the different local and county agencies, elected officials, the public and others to weigh-in and consider transportation choices and priorities for our region. Projects may also be requested for analysis via formal process in place to assist partners in need of special transportation assessment studies/reports.
6. Detailed analysis of current and projected congestion, vehicles miles traveled, vehicle hours traveled, number of trips and other transportation metrics useful for project development.
7. Research and development of additional transportation studies and methods necessary to stay up-to-date on current and future transportation initiatives and policy at the local, regional, state, and federal levels.

7 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

PROPOSED BUDGET AMOUNT: \$ 60,000

The MPO will prepare and publish the annual TIP for the next four fiscal years (2020-2023) including modifications and/or amendments; coordination with other agencies and transit providers in development and setting priorities of various projects and transportation improvements; compliance with federal requirements; and monitoring and reporting of implemented projects. The TIP lists, categorizes, and sets priorities for transportation improvements and assures they are financially feasible, as well as coordinated with each other, other governmental improvements, and private developments. It is important to note that the TIP has 12 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 MPO partner agencies.
3. Account for all proposed uses of federal highway, transit, and enhancement / transportation alternatives program funds.
4. Reaffirm realistic state and local revenue projections.
5. Provide a fair balance of highway, transit and enhancement / transportation alternatives program 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.
12. Encourage strong regional connections through transportation projects by providing information on projects of regional significance so that partner agencies and the public can be more aware of the future of roadway improvements on a regional level. This will also encourage the collaboration of member agencies to develop projects in concert, better serving users of roadways and transit by having well-planned and integrated projects regardless of municipal borders.

Staff Activities:

- Work to assure conformance with federal and state DOT requirements including project priority setting, adherence to financial constraints and public participation.
- Work involving coordination with private and public transit providers and incorporation of projects programming FTA transit funds (i.e. 5307, 5310, 5339, etc.)
- Work involving the monitoring and reporting of progress regarding implementation of projects in the TIP and completing the Annual List of Federally Obligated Projects. This work includes an initiative to create a publically accessible online database for TIP projects of past and present documents which will also highlight project impacts

within the MPA.

- The development, publishing and dissemination of the FY 2020-2023 TIP document and amendments thereto. The coordination of all TIP work is the responsibility of MPO. 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 MPO LRTP / MTP and the MPO Public Participation Plan.
- Coordinating with implementation partner agencies to utilize the procedures to amend and modify the MPO transportation improvement program and quarterly project tracking forms as recommended by the MPO Technical Committee and adopted by the MPO Policy Committee via MPO Resolution 2018-4.
- Develop updated scoring metrics and criteria (as needed) which are applied to Surface Transportation Program – Urban (STP-U) / Surface Transportation Block Grant (STBG) as well as Transportation Alternatives Program (TAP) funding project selection. Activities related to call for projects as well as the project selection process pertaining to transportation infrastructure funds are included in this work element.
- Develop an interactive digital map detailing information for projects listed within the FY 2020-FY 2023 TIP.

As required by the FASTAct, the TIP is designed such that once implemented, it makes progress towards achieving the performance targets. Additionally, the TIP shall also include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan. The phase-in of new requirements defined in the Final Rule for Metropolitan Transportation Planning (May 27, 2016) states that, “On or after May 27th, 2018 (2 years after the publication date of this rule), FHWA/FTA may only determine the conformity of, or approve as part of a STIP, a TIP that has been developed according to the provisions and requirements of this part, regardless of when the MPO developed the TIP”. In FY 2020, the MPO will continue to incorporate the requirements pertaining to the development of the TIP and those activities will be included within this work element.

8 – SAFETY, CONGESTION MANAGEMENT, AND TRANSPORTATION SYSTEM PLANNING (SCM & TSP):

PROPOSED BUDGET AMOUNT: \$ 80,000

The MPO 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 functionally classified roadway network; develop, maintain, and/or encourage the use of transportation alternatives, (i.e. non-motorized systems, telecommuting, carpooling, public transit, bicycle/pedestrian network) Smart Growth principles and other techniques to reduce peak traffic and overall travel demand; and undertake special efforts to address issues on growth in freight transportation in the region.

PERFORMANCE MEASURES

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, FAST Act requires MPOs and States to establish performance targets that address national performance measures issued by the US-DOT and are based on goals outlined in law (i.e. transit safety and transit asset management).

The FAST Act restructured several of the existing planning and focus areas into more centralized programs to address many challenges facing the U.S. transportation system. The incorporation of a performance measures and a comprehensive performance-based multimodal transportation planning process will encourage improvements in the following categories:

- Safety— Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition— Maintain the highway infrastructure asset system in a state of good repair.
- Congestion reduction— Achieve a significant reduction in congestion on the NHS.
- System reliability— Improve the efficiency of the surface transportation system.
- Freight movement and economic vitality— 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— Enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduced project delivery delays— 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.

TIPs must include a description of the anticipated progress toward achieving the targets brought about by implementing the TIP.

SAFETY PLANNING

One core emphasis of the FAST Act is the continual aggressive safety agenda. The MPO has and will continue to coordinate with IDOT regarding their Strategic Highway Safety Plan initiative to develop a regional and local process to identify 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 is part of U.S.DOT/FHWA effort to develop a National Strategy on Highway Safety – Toward Zero Deaths (TZD). The National Strategy is a 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). The MPO will continue to advance in the coordination and cooperation with a broad range of multidisciplinary stakeholders to improve transit, freight vehicle, non-motorized, and transportation network safety by assisting agencies in applying for Highway Safety Improvement Program (HSIP) and other related transportation safety funds.

MANAGEMENT & OPERATIONS / CONGESTION MANAGEMENT PROCESS

Throughout FY 2020, the MPO will continue to work towards updating the Management & Operations Plan (M&O) and the Congestion Management Process (CMP) document. The MPO will incorporate requirements of the Final Rule for Statewide and Metropolitan Transportation Planning (as they pertain to Congestion / Management & Operations) as well as recommendations for improvement as listed within the May 2016 FHWA/FTA Federal Certification Report. This work will be coordinated with the development of the 2050 Metropolitan Transportation Plan and incorporate recommendations of the MTP update.

Air quality and other environmental issues will continue to be a core planning area for the MPO. For U.S. DOT funds to be authorized, approved and fund programs and projects, those specific projects in the Rockford urbanized area must conform to the Clean Air Act. MPO 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. The MPO is currently designated as an attainment area.

RPC will utilize the newly updated TDM to track and monitor the efficient movement of freight and goods as it related to congestion within the region.

REGIONAL TRANSPORTATION FREIGHT ANALYSIS

Emphasis will be placed upon determining the current and projected interaction between the different modes of transportation in the MPO metropolitan planning area, with special interest upon the Chicago/Rockford International Airport (RFD), Global 3 facility in Rochelle and locally identified key commercial, industrial, and manufacturing employment areas. Additional supplemental work might be conducted to develop possible transportation connections and freight flows to sub-areas zones to enhance economic supply chains and the region's overall economy. In FY 2015, the MPO completed a rail site feasibility study for a sub-area around the 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, the MPO and our regional planning partners might be seeking additional SPR funds.

Additional freight analysis topics include freight components of the targeted industries studies, integration of mega-regions planning pertaining to freight traffic and commodity flows, transportation infrastructure improvements to the roadway and freight rail networks, and primary data collection consisting of outreach to businesses, especially manufacturing and transportation/distribution/logistics companies, to understand how they access the freight network.

RPC will utilize the newly updated TDM to track and monitor the efficient movement of freight and goods. As the movement of goods to, from, and through our region, continues to increase in scale, density, and weight the efficient movement of freight transportation become a very important component to the overall transportation system network and the local/region economies.

Staff Activities:

- Defining and establishing performance measures and setting targets.
- Continuing to work with state, regional and local agencies in IDOT's Bureau of Safety Engineering Strategic Highway Safety Plan (SHSP). Coordination of planning activities and projects regarding highway safety concerns and safety measures will continue to be discussed at the MPO Technical Committee level as well as through continued participation with IDOT and MPO partner organizations. Development of a transportation safety working group to further initiatives may also be involved in the overall safety planning framework. This work will continue throughout FY 2020.
- Continuing to monitor and update air quality data.
- Continuing to monitor IDOT's website <http://wrc.gettingaroundillinois.com/pages/wrc.htm> and additional IDOT data resources for current road and associated facilities conditions.
- Monitor and update data for trips generated by tourism and special events.
- Update to the MPO Management and Operations (M&O) Plan to incorporate recommendations as provided by the May 2016 FHWA/FTA Federal Certification Review Report. The MPO will further explore CMP strategies, document the process within the M&O plan / planning initiative, as well as identify congestion mitigation projects within the annual TIP.
- Research several planning initiatives and recommend integration, where appropriate, which could further Management & Operations strategies of the region, such as arterial management plans and regional traffic signal coordination plans.
- Continuing to monitor and update the region's ITS Architecture.
- Monitor the development of Primary Freight Network and other associated national federal issues pertaining to freight planning, transportation network accommodation, and economic development. Incorporate regional trends and initiatives to address movement of freight to/from/ through the MPO metropolitan planning area.

9 – METROPOLITAN TRANSPORTATION PLAN (MTP):

PROPOSED BUDGET AMOUNT: \$ 179,826.88

The current MPO LRTP, "Transportation 2040 Tomorrow: A Long Range Transportation Plan for the Rockford Region, was adopted by the MPO Policy Committee on July 30th, 2015. RMAP will maintain the comprehensive 2040 LRTP to coordinate transportation improvements and delivery of public transportation services over the next planning horizon 25-year period; evaluate various plan changes, project proposals, developments and alternative transportation plans for incorporation to the LRTP and its subsequent amendments.

In addition to the work elements detailed above that are directly related to or included in the comprehensive LRTP document, the update to the long-range transportation plan, now known as the Metropolitan Transportation Plan (MTP), will include several planning efforts that, by themselves, are specific enough to warrant sufficient sub-elements and staff resources to be

allocated for these topics. These sub-elements include:

SCENARIO PLANNING

As a follow up to the FHWA/FTA Federal Certification review report in 2016, the MPO is incorporating scenario planning into the development of the MTP. Specifically, in FY2020, the MPO will continue working on the creation and assessment of scenarios. This work will be a large undertaking by the MPO with continuing research on the driving forces that could possibly occur and/or effect the region over the next 30 years. The goal is to develop several scenarios focusing on varying levels of development, transportation network needs, and investment priorities.

Once the scenarios have been developed, they will be presented to the public and stakeholders to develop a preferred scenario for the region's future. This will enable staff to develop the vision and goals based on the community's and stakeholders' values, as identified when choosing various aspects of the presented/preferred scenario. The preferred scenario will also help direct the investment, policy, and prioritization methodology used to evaluate projects and create a fiscally-constrained project list within the MTP.

LIVABLE COMMUNITIES INITIATIVES (LCI)

In order to further the principles developed in the Regional Plan for Sustainable Development (RSPD) and the goals and strategies of the MTP, the MPO is researching the development of a Livable Communities Initiative program. The LCI would further examine and plan for Smart Growth activities in the region and coordinate with the MPO's transportation planning activities for a comprehensive approach. The program would provide technical assistance to partner agencies for sub-area analyses such as corridor studies, etc. The goal of these studies would be to enhance the multimodal transportation infrastructure, expand opportunities for economic development, increase community connectivity, promote healthy lifestyles, and enhance access to jobs, schools, and other services. Additionally, the LCI program would leverage federal transportation investment funding for infrastructure projects, identified within the MTP and the LCI corridor studies, that meet the criteria for enhancing livability within the region.

LCI and its livability measures will also be included in the planning and programming of several of the MPO's documents, including the project prioritization criteria of the MTP, as well as the Transportation Improvement Program. Additionally, the MPO will continue to include and expand upon the livability measures already addressed in the project selection criteria of the Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds the MPO is allocated. Types of livability measures could include: bicycle, pedestrian, and transit trips; proximity to transit; equity considerations; proximity to employment centers, schools, and other services; and the inclusion of safety countermeasures, such as traffic calming.

The update of the MPO Metropolitan Transportation Plan will be a significant work task throughout FY 2020 and is due for completion by July 2020. In addition to the transportation planning topics described previously, the update of the MTP will include work tasks such as:

- A description of the current and projected trends within the region, related to socioeconomic characteristics and the transportation network.
- A description of the performance measures and performance targets used in assessing the performance of the transportation system for the MPO.
- A system performance baseline report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets for the MPO.
- Determining and integrating further linkages to the Comprehensive Economic Development Strategy (CEDS) relating to transportation infrastructure and economic development initiatives.
- Narrative detailing the financial plan for all proposed improvements to the transportation network, in addition to the capital investment strategies for preserving the existing and projected infrastructure.
- Incorporate subsequent regulations/requirements from the FAST Act.
- The MPO will also examine best practices related to the rating and selection of major capital investment projects identified within the MTP to further align with work elements #7 & #8 and the 2016 FHWA/FTA Certification Report.



Resurfacing project on rural road in Boone County, Illinois.

PART 7 – SUMMARY OF FY 2020 WORK ELEMENT ACTIVITIES

PLANNING PROJECTS COMMENCING AND/OR CONTINUING IN FY 2020:

1. Every four years, MPOs are required to undergo a federal certification review of the transportation planning process by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The MPO's most recent review occurred on October 28-29th, 2015. Work based upon recommendations for improvements to the transportation process, as identified with the final certification report from FHWA & FTA, will continue in FY 2020 as the next MPO federal certification is anticipated to take place in fall/winter 2019 (calendar year).
2. Update of the MPO Long Range Transportation Plan / Metropolitan Transportation Plan. This required document must have MPO review and approval every five years. The current RMAP 2040 LRTP was adopted on July 30, 2015 and the next update of the document is due in July 2020. The MPO is currently working on the development of the 2050 Metropolitan Transportation Plan.
3. Corridor / Intersection Development – Redevelopment Studies:
 - » Irene Road & the Jane Addams Memorial Tollway (I-90) interchange location.
 - » US-20 from the Winnebago County line to Genoa Road in Boone County.
 - » Spring Creek Road & the Jane Addams Memorial Tollway (I-90 / I-39) interchange location.
 - » I-39 and Baxter Road interchange location.
 - » Jefferson Street from East State Street to Kilburn Avenue in the City of Rockford
 - » North Second Street / IL-251 through the City of Loves Park and the Village of Machesney Park
 - » Arterial - Collector Roadway & local roads inventory analysis – to target older commercial areas and surrounding areas. 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.

The above are examples of previously identified and ongoing corridor / intersection development needs. Other areas /corridors/intersections will be identified through the continuous transportation planning process with member

- organizations and MPO staff will provide technical assistance as needed.
4. Incorporate an environmental screening / NEPA table for projects to be listed in the updated MPO MTP. 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.
 5. Coordinating with the Alternative Transportation Committee as well as partner implementation agencies to move forward the recommendations listed within Bicycle & Pedestrian Plan for the Rockford Metropolitan Area and the Coordinated Public Transit-Human Services Transportation Plan. Maintain and amend the plan as needed.
 6. Healthy communities – outreach and collaboration with the area’s health and university sectors to implement the GREEN strategy action plan (Work Element 2.01). This also includes the update to the regional Greenway Map and Plan for Boone County and Winnebago County and coordination with the RPC Environmental Committee
 7. Performance Measures and incorporation of final rule regulations for Metropolitan Transportation Planning as published in the Federal Register (May 27, 2016).
 8. Integrating land use-based modeling / methodologies in combination with REMI & TDM outputs to assist jurisdictions’ future land use and transportation investments and project prioritization. REMI – TDM integration into transportation systems planning and freight movements.
 9. Update of the regional Management & Operations Plan (M&O) and the Congestion Management Process (CMP).
 10. Technical Assistance: Continue to provide technical assistance to the MPO Policy Committee and Technical Committee members, but also to other governmental, civic / community organizations and the general public as the planning process advances. Reports on technical assistance to various special studies and planning efforts
 11. Rockford Regional Freight Study (RRFS) – in March 2015 a complement sub-area analysis study was done for an intermodal industrial/logistics area (Rockford Global TradePark South) of RFD. Other projects include analysis of the Union Pacific line through the region with particular emphasis regarding service to the Crosslink Business Park in the City of Belvidere. Additional follow-up work is anticipated regarding these identified locations as well as to the overall RRFS.
 12. MPO Public Participation Planning Process: Seek and explore current and new contacts in the MPO Public Participation Plan (PPP) so that the MPO planning process is visible, open and accessible to the general public for review and comments. Continue the use of social media and newsletters for outreach and information purposes.

On the adoption date of this FY 2020 UWP, the RPC MPO should have enough funds budgeted to meet these planning projects. However, if special planning projects that are not included in this FY 2020 UWP are requested for the RPC MPO to initiate, then the MPO might seek and apply for other planning funds available to the urban area, primarily State Research & Planning (SPR) Funds.

REQUIRED TRANSPORTATION PLANNING DOCUMENTS TO BE MONITORED/UPDATED IN FY 2020:

- FY 2020 Unified Work Program
- Transportation Improvement Program for FY 2020 – 2023, TIP amendments and Annual List of Federally Obligated Projects
- Development of the MPO 2050 Metropolitan Transportation Plan (next updated plan required by July 2020)
- Performance Measures Targets and integration of transportation performance based planning requirements
- MPO Title VI & Environmental Justice considerations document (amendments where appropriate)
- MPO Coordinated Public Transit-Human Services Transportation Plan (HSTP) (amendments where appropriate)
- MPO Bicycle / Pedestrian Plan (amendments where appropriate)
- MPO Public Participation Plan (amendments where appropriate)
- Management & Operations Plan and the Congestion Management Process (M&O)



Jefferson Street Bridge over Rock River in Rockford, Illinois.

PART 8 – SPECIAL CONSIDERATION IN ADMINISTRATION AND PLANNING

INTERGOVERNMENTAL AGREEMENT

The Federal and State funds referred to in this Work Program will be awarded via Intergovernmental Agreement (IGA) contract between the Illinois Department of Transportation and RPC MPO specified in this Unified Work Program. The terms of that IGA supersede this Work Program and govern the use of all Federal and State transportation planning funds and the procedures for obtaining reimbursements for expenses incurred under the terms of the Agreement and this Work Program.

AUDITS

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

COST ALLOCATION PLAN

The cost allocation methodology for FY 2020 will be in accordance with RPC policies and procedures and the same as used and approved in previous years. The RPC MPO 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 the MPO and IDOT. Charts 1 to 3 display the budget for the RPC MPO for the FY 2020-time period.

FUNDING ALLOCATION SUMMARY

The RPC MPO 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) MPO 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 2020 fiscal year, which covers the metropolitan planning activities under FAST Act / MAP-21. The four different funding resources are programmed toward developing and maintaining the full certification of the RPC 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 state planning funds and local contributions that are equally distributed.

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 includes 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. Chart 2 displays the MPO revenue and expenditures representing information in the required GATA budget template categories.

SUBMITTAL OF REIMBURSEMENT REQUESTS

1. The RPC MPO will summarize all activity / reimbursement requests, prepare the required documentation and submit the requests to IDOT for each of the four-quarters in FY 2020 within a timely fashion following each quarter period.
2. Reimbursements from IDOT are sent to the RPC MPO for each invoice submitted.

TITLE VI AND ENVIRONMENTAL JUSTICE

A significant goal of the MPO is to assure that the delivery of public transportation services and the priority setting for transportation infrastructure 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, the MPO has monitored the delivery of public transportation services, the implementation of transportation improvement projects, and conducted transportation planning activities. With regard to public transit, this work was performed under specific long-standing guidance issued by the FTA & FHWA. With regard to improvement project prioritization and planning MPO 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 working group of the Alternative Transportation Committee 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 FTA & FHWA have issued guidance for both Title VI and Environmental Justice planning documents. The 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). Requirements are reflected for both the MPO and RMTD through the updated Title VI and Environmental Justice documents for each respective organization.

The more recent assessment of roadway improvements and the overall planning process was conducted in FY 2019. The current Title VI and Environmental Justice report relating to the Transportation Planning and Transportation Improvements in the Rockford Metropolitan Area (MPO Title VI & EJ document) was adopted by the MPO Policy Committee and submitted to FHWA, FTA and IDOT on February 28, 2019. The assessment considered both minority and environmental justice and concluded that both the planning process and the priority setting for transportation improvements did not disproportionately impact nor neglect minorities and/or low-income groups or persons in the planning area, especially with respect to expenditures of Federal funds. This conclusion is supported by examination of demographic data through development of regional thresholds for Traditionally Underserved Populations (TUP) (i.e. low-income, racial/ethnic minorities, LEP, elderly, and zero

car households) and comparing that information to where transportation projects utilizing Federal and / or State funds have been geographically located. Through this analysis, it was determined that of the planned total amount of \$320,055,499 for FY2019-2022, 80% of the funds are used in census block groups that have reached at least one of the thresholds. The MPO will continue to monitor the expenditure of Federal and State funds relating to transportation improvements as they correlate to geographic locations of traditionally underserved populations within the MPO Metropolitan Planning Area.

Prior to the development and adoption of the 2019 MPO Title VI and Environmental Justice document and at the request of the FHWA and FTA, the MPO provided status update letters regarding the current state of the Title VI and Environmental Justice documents for both the MPO 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 (MPO). Both RMTD and the MPO 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. 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)
6. The report entitled, "Title VI Program and Environmental Justice Assessment 2014-2017" provided by the Rockford Mass Transit District in the Rockford Urbanized Area, March 2014, as prepared by RMAP.
7. The report entitled, "Title VI & Environmental Justice Considerations", September 24th, 2015, as prepared by RMAP.
8. The report entitled, "Title VI Program and Environmental Justice Assessment 2018-2020" provided by the Rockford Mass Transit District in the Rockford Urbanized Area, June 2017, as prepared by the RPC MPO.



Rockford Mass Transit District bus on Spring Brook Road, Rockford, Illinois.

PART 9 – PUBLIC COMMENTS

The draft version of the MPO FY 2020 UWP was distributed to the MPO Technical Committee and made available on the MPO website on March 15th, 2019. Public comment period for the MPO FY 2020 UWP is from March 15th, 2019 until April 15th, 2019.

Comments should be direct to:

Jon Paul Diipla, AICP
Deputy Director of Regional Planning/Director of MPO
Region 1 Planning Council
313 North Main Street
Rockford, IL 61101
Telephone: 815-319-4180
E-mail: jpdiipla@r1planning.org

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APPENDIX A:

As reference throughout this MPO FY 2020 UWP, this section displays the tables related to planning funds that the MPO receives to perform the 3-C transportation planning process and related planning activities.

Chart 1 – MPO Funding Summary

MPO: FEDERAL, STATE, & LOCAL FUNDS	
SOURCE	AMOUNT
Federal Funds (FHWA-PL & FTA 5305(d))	\$ 724,021.88
State Planning Funds (Match to Federal Funds)	\$ 181,005.47
State Planning Funds (Additional)	\$ 6,205.53
Federal & State Funds Subtotal	\$ 911,232.88
Local Government Agency Contributions	\$ 148,594.00
Total Transportation Planning Funds	\$ 1,059,826.88

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Figure 1 – RPC MPO Funding Sources

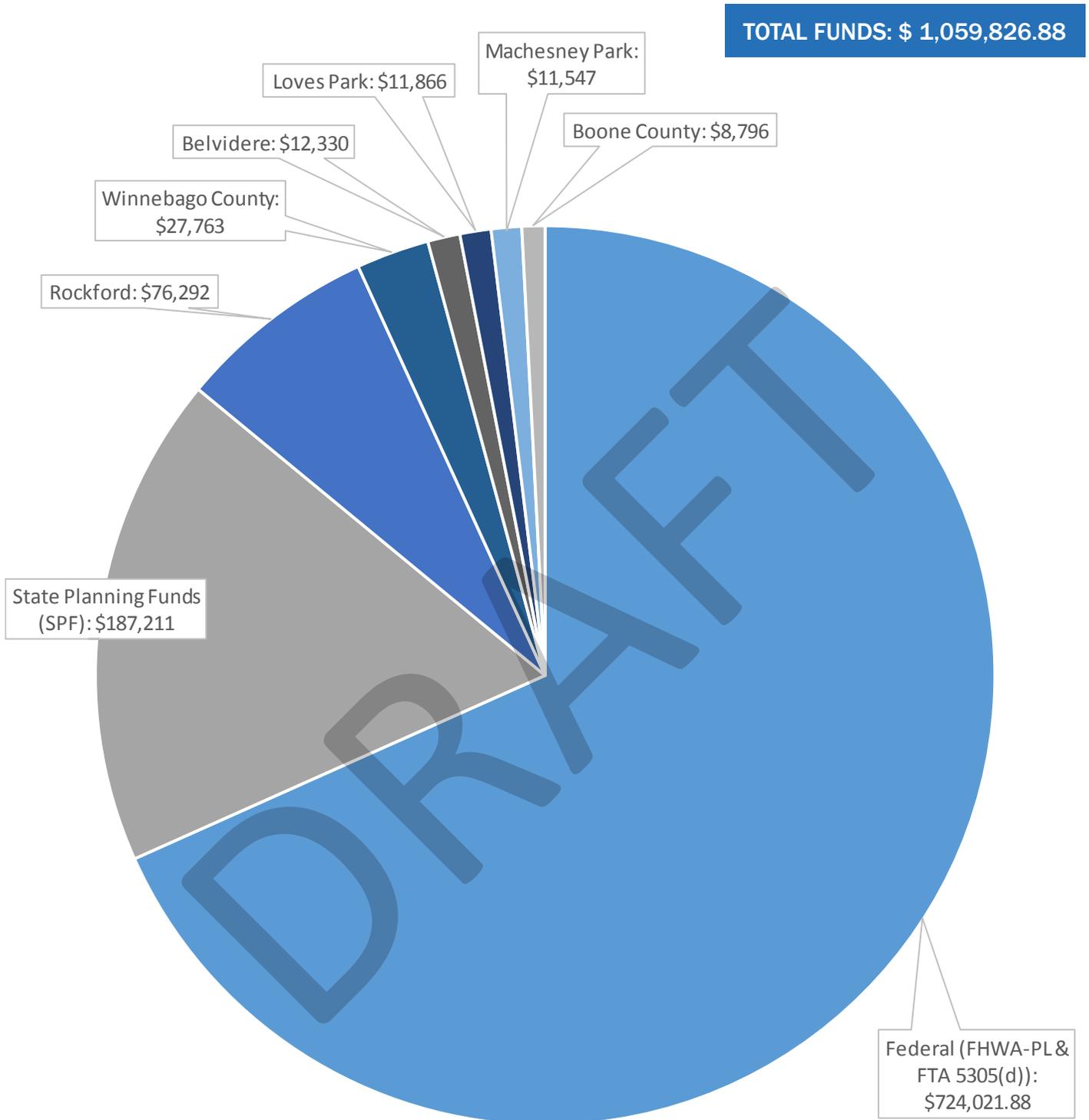


Chart 2 – FY 2020 MPO Revenues and Expenditures

State of Illinois, FHWA, FTA		
MPO Budget Expenditure Categories	OMB Uniform Guidance	
	Federal Award Reference 2 CFR 200	Total Expenditures
Personnel (Salaries & Wages)	200.430	\$ 372,268.83
Fringe Benefits	200.431	\$ 167,520.97
Travel	200.474	\$ 8,377.00
Equipment	200.439	\$ 551.00
Supplies	200.94	\$ 1,580.00
Contractual Services & Subawards	200.318 & 200.92	\$ 51,454.75
Consultant (Professional Services)	200.459	\$ 6,970.00
Construction		\$ -
Occupancy (Rent & Utilities)	200.465	\$ 25,471.00
Research and Development (R&D)	200.87	\$ -
Telecommunications		\$ 36,367.00
Training and Education	200.472	\$ 8,250.00
Direct Administrative Costs	200.413 c	\$ -
Miscellaneous Costs		\$ 22,714.00
(A) Grant Exclusive Line Item(s)		-
(B) Grant Exclusive Line Item(s)		-
Total Direct Costs	200.413	\$ 701,524.55
Total Indirect Costs	200.414	\$ 209,708.33
Total		\$ 911,232.88

Local Contribution		
MPO Budget Expenditure Categories	OMB Uniform Guidance	
	Federal Award Reference 2 CFR 200	Total Expenditures
Personnel (Salaries & Wages)	200.430	\$ 69,357.26
Fringe Benefits	200.431	\$ 31,210.77
Travel	200.474	\$ 3,942.00
Equipment	200.439	\$ -
Supplies	200.94	\$ 3,698.00
Contractual Services & Subawards	200.318 & 200.92	\$ 1,315.30
Consultant (Professional Services)	200.459	\$ -
Construction		\$ -
Occupancy (Rent & Utilities)	200.465	\$ -
Research and Development (R&D)	200.87	\$ -
Telecommunications		\$ -
Training and Education	200.472	\$ -
Direct Administrative Costs	200.413 c	\$ -
Miscellaneous Costs		\$ -
(A) Grant Exclusive Line Item(s)		\$ -
(B) Grant Exclusive Line Item(s)		\$ -
Total Direct Costs	200.413	\$ 109,523.33
Total Indirect Costs	200.414	\$ 39,070.67
Total		\$ 148,594.00

Chart 3 – MPO Work Elements by Federal, State, and Local Funding Sources:

R1PC MPO FY 2020 UWP						
MPO Work Element		Work Element Budget	Federal (FHWA & FTA)	SPF / match: Federal	SPF - Additional	LC / match: FHWA PL
			\$ 724,021.88	\$ 181,005.47	\$ 6,205.53	\$ 148,594.00
1	Unified Work Program (UWP)	\$ 40,000.00	\$ 27,326.04	\$ 6,831.51	\$ 234.21	\$ 5,608.24
2	Technical assistance (TA) – Overall Subtotal:	\$ 140,000.00	\$ 95,641.15	\$ 23,910.29	\$ 819.73	\$ 19,628.83
2.1	Greenways Planning / Environmental / NEPA	\$ 20,000.00				
2.2	Corridor Analysis, Economic and Traffic Simulation Modeling Assistance	\$ 30,000.00				
2.3	MPO Alternative Transportation Planning	\$ 32,000.00				
2.4	MPO internal mapping operations	\$ 8,000.00				
2.5	RMTD and Regional Public Transit Initiatives	\$ 50,000.00				
3	Administration (AD)	\$ 270,000.00	\$ 184,450.79	\$ 46,112.70	\$ 1,580.91	\$ 37,855.60
4	Public Participation (PP)	\$ 75,000.00	\$ 51,236.33	\$ 12,809.08	\$ 439.15	\$ 10,515.44
5	Transportation and Economic Data Forecasting (TDF)	\$ 90,000.00	\$ 61,483.60	\$ 15,370.90	\$ 526.97	\$ 12,618.53
6	Land Use-Planning, Data Collection, Title VI & EJ (LUPDC)	\$ 125,000.00	\$ 85,393.89	\$ 21,348.47	\$ 731.90	\$ 17,525.74
7	Transportation Improvement Program (TIP)	\$ 60,000.00	\$ 40,989.06	\$ 10,247.27	\$ 351.31	\$ 8,412.36
8	Safety, Congestion Management, Transportation System Planning (SCMTSP)	\$ 80,000.00	\$ 54,652.09	\$ 13,663.02	\$ 468.42	\$ 11,216.47
9	Metropolitan Transportation Plan (MTP)	\$ 179,826.88	\$ 122,848.93	\$ 30,712.23	\$ 1,052.93	\$ 25,212.79
TOTAL		\$ 1,059,826.88	\$ 724,021.88	\$ 181,005.47	\$ 6,205.53	\$ 148,594.00

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APPENDIX B: MPO POLICY COMMITTEE RESOLUTION AND MPO SELF-CERTIFICATION

POLICY COMMITTEE MPO RESOLUTION 2019-X

- RE: Adoption of the FY-2020 (July 1, 2019 to June 30, 2020) MPO Unified Work Program
- WHEREAS the Region 1 Planning Council 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 2020 Unified Work Program (April 25th, 2019 version) was developed, announced and distributed to the public in accordance with federal guidelines and with the MPO Public Participation Process; and
- WHEREAS comments have been received and technical corrections have changed the March 15th, 2019 version that was made available for public comment, and
- WHEREAS the MPO Technical Committee has reviewed the FY-2020 Unified Work Program (April 25th, 2019 version) and recommends approval;

NOW, THEREFORE, BE IT RESOLVED

That the MPO Policy Committee:

1. Adopts the FY 2020 Unified Work Program (April 25th, 2019 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 MPO Director of Planning to submit the FY 2020 Unified Work Program (April 25th, 2019 version) and this Resolution to the State of Illinois, the FHWA and the FTA;
4. Directs RPC 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 RPC Executive Director to pursue and enter into contracts with professional consultants, as needed, for the purpose of carrying out various sub-elements of work as specified in the Unified Work Program.

Dated this 25th day of April, 2019.

Greg Jury, MPO Chairman
Mayor
City of Loves Park

Karl Johnson, MPO Vice-Chair
Boone County Board Chairman
Boone County

Mike Chamberlain
Mayor
City of Belvidere

Steve Johnson
Mayor
Village of Machesney Park

Tom McNamara
Mayor
City of Rockford

Frank Haney
Winnebago County Chairman
Winnebago County

Pastor Herbert Johnson, Board Chair
Rockford Mass Transit District

Kevin Marchek
Deputy Director
Illinois Department of Transportation, Region 2

METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION

In accordance with 23 CFR 450.334 (b), the planning process in the Rockford Urbanized Area was fully certified by USDOT – FHWA – FTA on May 12, 2016.

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,
Mayor of the City of Loves Park,
Chairman – MPO Policy Committee or
Other Authorized Representative of the
Region 1 Planning Council MPO
April 25th, 2019

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

APPENDIX C: ABBREVIATIONS AND ACRONYMS

ADA.....	Americans with Disabilities Act
3-C.....	Continuing, Cooperative and Comprehensive Transportation Planning Process
CM.....	Congestion Management
DBE.....	Disadvantaged Business Enterprise
EDD.....	Economic Development District
EPA.....	Environmental Protection Agency
FAST Act.....	Fixing America’s Surface Transportation Act
FHWA.....	Federal Highway Administration
FTA.....	Federal Transit Administration
GIS.....	Geographic Information system
HSTP.....	Coordinated Public Transit – Human Services Transportation Plan
HUD.....	Housing & Urban Development
IDOT.....	Illinois Department of Transportation
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
MTP.....	Metropolitan Transportation Plan
PEA.....	Planning Emphasis Areas
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 Rockford MPO)
REMI.....	Regional Economic Models, Inc.
RMAP.....	Rockford Metropolitan Agency for Planning (previous name of the Rockford MPO)
RPC.....	Regional Planning Council
SHSP.....	Strategic Highway Safety Plan
SPR.....	State Planning and Research Planning Funds (Federal)
SAFETEA-LU.....	Safe Accountable Flexible & Efficient Transportation Equity Act: A Legacy of Users
TDM.....	Transportation Demand Model
TIP.....	Transportation Improvement Program
TSM.....	Transportation System Management
TMA.....	Transportation Management Area
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
5310 – funds.....	FTA – Enhanced Mobility of Seniors & Individuals with Disabilities
5339 – funds.....	FTA – Bus and Bus Facilities Program

APPENDIX D: RPC AND MPO ORGANIZATIONAL STRUCTURE

Figure 2 – Region 1 Planning Council (RPC) Governance Structure

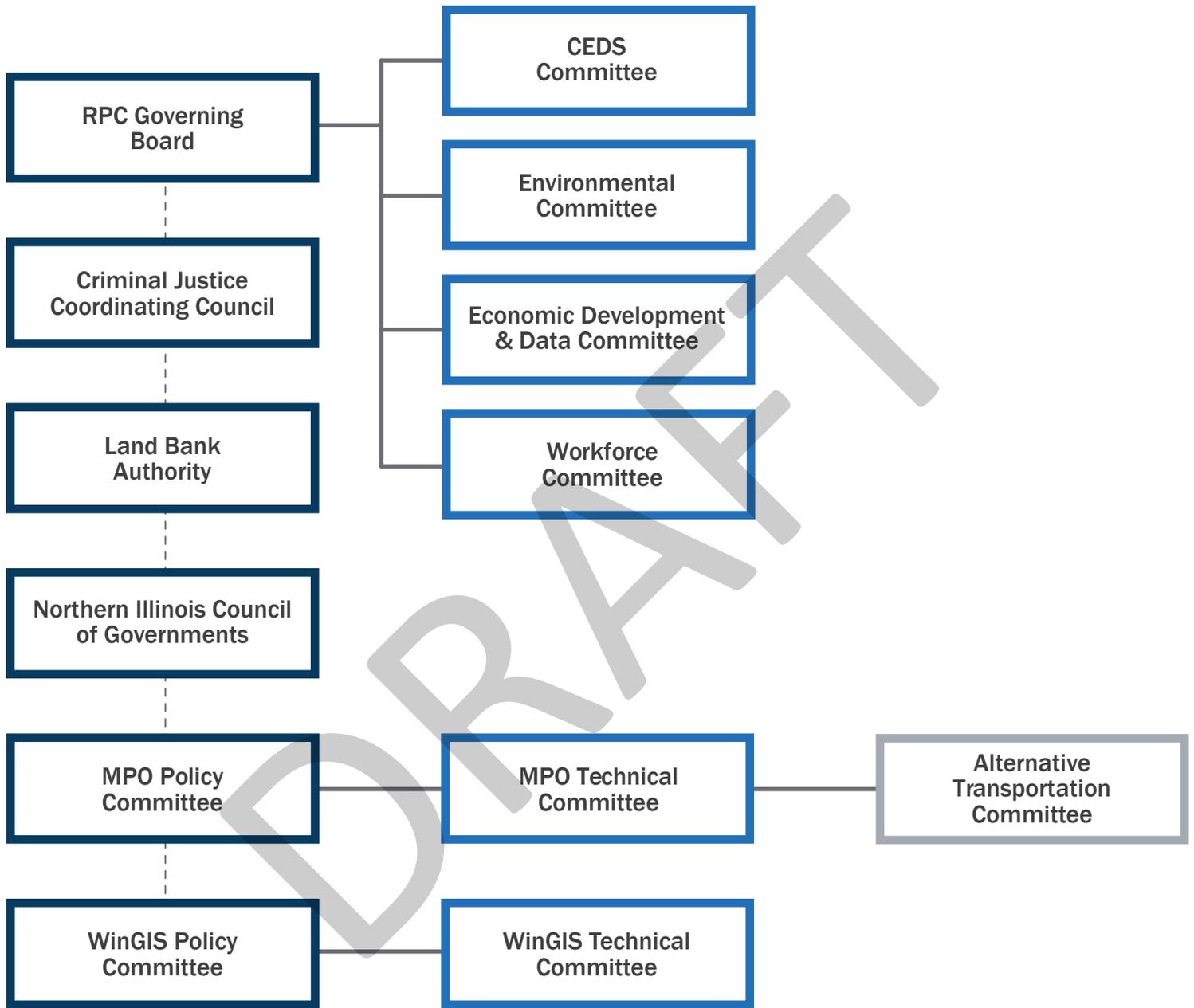
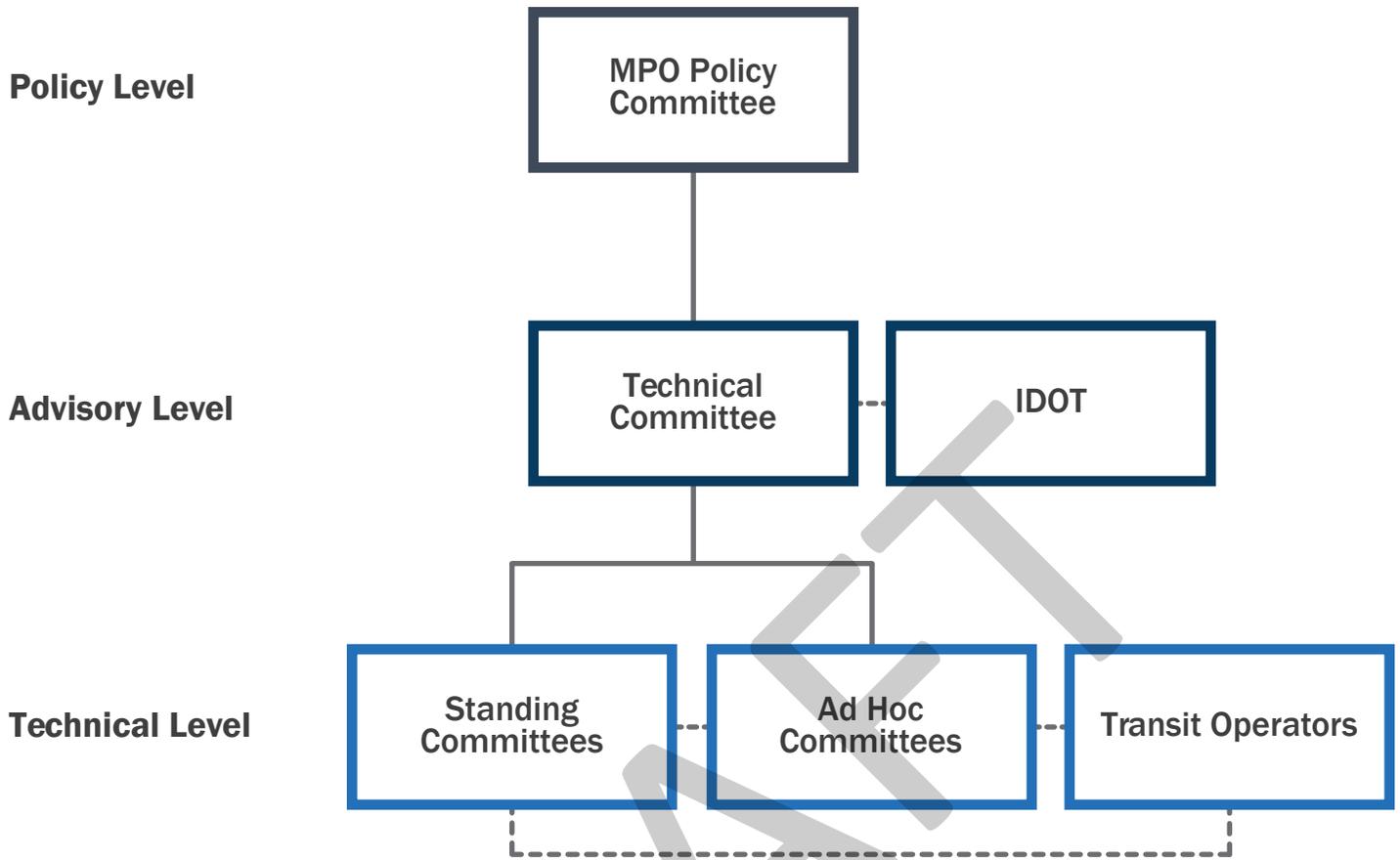


Figure 3 - Metropolitan Planning Organization Structure



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MPO STAFF

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Executive Director

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ONLINE RESOURCES

Previous Unified Work Programs

<http://r1planning.org>

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COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

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