

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

FY 2019 – UNIFIED WORK PROGRAM

(July 1, 2018 to June 30, 2019)

May 3rd, 2018 – Final Version

THIS REPORT WAS PREPARED IN COOPERATION WITH THE FOLLOWING AGENCIES:

U.S. Department of Transportation

Federal Highway Administration

Federal Transit Administration

Illinois Department of Transportation

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

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RMAP TECHNICAL COMMITTEE / VOTING MEMBERS

(20 Votes)

AGENCY

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

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**THE FY 2019 UNIFIED WORK PROGRAM
FOR TRANSPORTATION PLANNING
FOR THE ROCKFORD METROPOLITAN PLANNING AREA**

PART 1 – INTRODUCTION

This Unified Work Program (UWP) identifies the funds and activities to be conducted by RMAP during the period from July 1, 2018 through June 30, 2019, Fiscal Year 2019. Opportunities for public comment have been afforded at RMAP Committee meetings from January 2018 through April 2018. Development of the RMAP FY 2020 UWP will begin in November 2018. Suggestions regarding RMAP planning work may be directed to the RMAP staff or to the RMAP Technical Committee or Policy Committee at their respective monthly meetings. Contact RMAP staff or view the RMAP web site for exact meeting dates, times and locations at: <http://www.rmapil.org>

This report and attached tables comprise the UWP for the Rockford, Illinois Metropolitan Planning Organization, otherwise known as the Rockford MPO or the Rockford Metropolitan Agency for Planning (RMAP) for FY 2019. Additional copies of this UWP may be obtained at the office of RMAP, 313 North Main Street, Rockford, IL, 61101 (Telephone: 815-319-4180) or from the RMAP web site shown above.

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

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

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

The earliest this proposed work program will be considered for adoption by the Policy Committee will be at their April 26th, 2018 meeting. Public comments will be accepted any time before or after adoption and most aspects of this proposed program are amendable for reasonable cause. However, the public is encouraged to provide input as early as possible.

Written comments may be addressed to the RMAP staff at the above address. Oral comments will be accepted at any RMAP Mobility Subcommittee, Technical or Policy Committee meetings or by phone to the RMAP staff. Comments can also be sent electronically using the RMAP online comment card @: <http://www.rmapil.org/rmap-home/>. Please contact the RMAP staff by phone for exact meeting dates, times and locations. Updates regarding any scheduled MPO committee meeting are also posted to the RMAP website www.rmapil.org.

First time readers of RMAP Unified Work Program (UWP) and others less familiar with transportation planning terminology may wish to make note of Chart 1. RMAP regrets the need to use abbreviations and acronyms but without them we suspect the UWP would be even harder to read and it undoubtedly would be considerably longer.

CHART 1 – ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
3-C	Continuing, Cooperative and Comprehensive Transportation Planning Process
CM	Congestion Management
DBE	Disadvantaged Business Enterprise
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
ISTEA	Intermodal Surface Transportation Efficiency Act
L RTP	Long Range Transportation Plan
MAP - 21	Moving Ahead for Progress in the 21st Century Act
MPA	Rockford Metropolitan Planning Area
MPO	Metropolitan Planning Organization
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 RMAP MPO)

REMI	Regional Economic Models, Inc.
RMAP	Rockford Metropolitan Agency for Planning (the current name of the MPO for the Rockford Urban Area)
RGIS	Regional Geographic Information Systems
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
TEA – 21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TLHR	Total Loaded Hourly Pay Rate
TSM	Transportation System Management
TMA	Transportation Management Area (an urbanized area with a population of 200,000 persons or more)
UWP	Unified Work Program
Win GIS	Winnebago County Geographic Information System
5305(d) – funds	Planning funds provided through the FTA
5307 – funds	FTA – Urban Area formula funds
5309 – funds	FTA – Capital discretionary funds for Bus & Bus related facilities and new starts
5310 – funds	FTA – Enhanced Mobility of Seniors & Individuals with Disabilities
5339 – funds	FTA – Bus and Bus Facilities Program

Current Federal Transportation Law:

On December 4, 2015, President Obama signed into law the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years 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 represents the first long-term comprehensive surface transportation legislation since SAFETEA-LU (2005) and is a milestone for the U.S. economy – it provides needed funds and, more importantly, it transforms the policy and programmatic framework for investments to guide the growth and development of the country's vital transportation infrastructure.

In 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 (LRTP) and a short-term transportation improvement plan (TIP) continue, with the long-range transportation plan to incorporate performance plans required by the Act for specific programs. The long-range plan must describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets. The TIP must also be developed to make progress toward

established performance targets and include a description of the anticipated achievements. In the statewide and non-metropolitan planning process, selection of projects in non-metropolitan areas, except projects on the NHS or funded with funds remaining from the discontinued Highway Bridge Program, must be made in cooperation with affected non-metropolitan officials or any regional transportation planning organization.

FAST Act also continues 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 2019 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 2019 UWP work towards integrating those requirements into the planning process / documents of RMAP.

FHWA and FTA joint Certification Review of the Rockford, Illinois TMA / MPO (RMAP):

RMAP most recently went through its joint FHWA & FTA Certification Review in October 2015. RMAP 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 RMAP FY 2018 UWP.

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

The RMAP FY 2018 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 & 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.

Connecting Additional Regional Planning Considerations:

As the need for focused regional collaboration has been identified within the RMAP MPO planning area, it has been determined by the members of the RMAP Policy Committee and neighboring jurisdictions that the most prudent way to proceed forward with the development of thorough planning and implementation practices, strengthening of regional economic development and coordinated infrastructure investments is to develop a regional planning council (RPC). The Region 1 Planning

Council (R1PC) held its first board meeting on December 14th, 2017. The R1PC consists of the regional Economic Development District (EDD), Metropolitan Planning Organization (MPO), and Geographic Information System organization (WinGIS).

The RMAP MPO is housed within the R1PC. 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 R1PC includes and connects many of the issues that urban & rural areas and overall planning processes are confronted with. The FHWA/FTA planning funds that the RMAP MPO receives through our IDOT Intergovernmental Agreements are restricted to transportation planning activities / factors and those directives established under the authorized federal transportation legislation. Transportation planning funds & 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, RMAP 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.

PART 2 – OVERALL UWP GOALS

Regional transportation planning in the RMAP 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 in Chart 2, below.

CHART 2 – MPO PLANNING GOALS & FACTORS

P G #	
1	Support the economic vitality of the Rockford Metropolitan Planning Area, especially by enabling global competitiveness, productivity and efficiency.
2	Increase the safety of the transportation system for motorized and non-motorized users.
3	Increase the security of the transportation system for motorized and non-motorized users.
4	Increase the accessibility and mobility options available to people and for freight.
5	Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and Local planned growth and economic development patterns.
6	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7	Promote efficient system management and operation.
8	Emphasize the preservation of the existing transportation system
9	Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10	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.

PLANNING EMPHASIS AREAS:

The most recent Planning Emphasis Areas (PEAs) for MPOs were jointly issued by FHWA/FTA on March 18th, 2015. The PEAs are relevant planning areas FHWA/FTA want MPOs to develop and identify work tasks for inclusion in the annual UWP. FHWA/FTA are focusing on three specific planning subjects for MPOs to concentrate and encourage work activities in these areas. At the time of the development of the RMAP FY 2019 UWP, updated Planning Emphasis Areas had not been issued by FHWA/FTA. However, RMAP continues to integrate these considerations into the 3-C transportation planning process of the MPO.

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

1. **MAP – 21 Implementation (currently FAST Act)**: IDOT, RMAP and other MPOs in Illinois have coordinated to develop a strong methodology and approach regarding performance measures as required by MAP-21 and the FAST Act. Work for this item has included attending meetings hosted by IDOT to discuss feasibility of measures to be created within the MPOs and IDOT frameworks as well as research regarding final USDOT guidance for the development of measures within the specified areas required by MAP-21 & the FAST Act.
IDOT has coordinated with RMAP and the MPOs statewide to develop and provide access to data necessary for the development of performance measures which will lead to either MPOs developing their own targets or agreeing to support the IDOT performance targets. The RMAP Policy Committee adopted RMAP Resolution 2018-1 (January 25th, 2018) which supports the IDOT targets for the for the five safety performance management categories. RMAP will coordinate with IDOT regarding the setting of targets for the remaining required performance measures categories. Additional required targets will need to be adopted by the RMAP Policy Committee in November 2018.
Continuing this collaboration, and in response to the May 27, 2016 Final Rule for Metropolitan Transportation Planning, IDOT has developed a draft agreement to delineate responsibilities of IDOT, MPOs, and Transit Providers in cooperatively developing and sharing information related to transportation performance management data. RMAP is reviewing this document and will work with IDOT, the Rockford Mass Transit District, Boone County /BCCA to finalize this agreement by May 27th, 2018.
RMAP will continue to participate in these working groups to provide feedback as well as develop/support targets which the MPO will integrate into its transportation planning process and documents.
As further final regulations and guidance is issued by FHWA/FTA on specific planning tasks for MAP-21 / FAST Act implementation, RMAP will attempt to shift our work activities to respond to those areas accordingly, specifically as they relate to the update and development of the RMAP 2050 LRTP and future annual TIP documents.
2. **Models of Regional Planning Cooperation:** Because of several geographic / transportation facilities that necessitate on-going cooperation between a wide-variety of planning partners:
 - Access / location to (A) Chicago/O'Hare Airport & (B) Chicago/Rockford Airport,

- Interstates 39 – 43 – 88 & 90 connections in our immediate area (IDOT and the Illinois Toll Highway Authority),
- Number of Class 1 Railroads in our planning and surrounding area,
- Access to passenger rail in our area with connections to Amtrak (ongoing), and Metra (within 30- 45 minutes away), and
- RMTD monitoring of an adjustment to the fixed route transit system;

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

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

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

- RMAP completed the required **Title VI and Environmental Justice Assessment** for the Rockford Mass Transit District for the years 2018 to 2020. RMAP will continue to monitor data and other related information over the next several years and coordinate with RMTD for future updates to the document.
- The **Coordinated Public Transit - Human Services Transportation Plan (HSTP)** purpose is to assess the needs and concerns of public transit users in the area, develop strategies that will address and remedy these concerns and increase the overall efficiency of transit services provided to the public. While transit improvements benefit public transit users as a whole, particular attention was given to public transit dependent populations including elderly individuals, persons with disabilities and individuals with low incomes in the development of this plan. As part of the HSTP planning process, the RMAP Mobility Subcommittee meets to ensure that issues are fully discussed with other agencies in the region / area that provide transport services to that targeted population. The current HSTP was adopted by the RMAP Policy Committee via RMAP Resolution 2017-6 (July 20, 2017). During FY 2019, RMAP will coordinate with the Mobility Subcommittee to monitor regional public transit needs, human services and workforce /employment development connections.
- **RMAP'S Limited English Proficiency Plan (LEP)** is a required planning document that clarifies the responsibilities of recipients of federal financial assistance from the U.S. Department of Transportation (DOT) and assist in fulfilling our responsibilities to Limited English Proficient (LEP) persons. The LEP helps identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to RMAP's MPO programs as required by Executive Order 13166.
- **VISUM Travel Demand Model (TDM) and adding the transit mode split.** Included in the expansion of the TDM and interfacing with REMI with the above-mentioned planning project will be the addition of the transit mode split in the TDM. This will allow RMAP and RMTD to have another tool to develop different planning and route scenarios to determine the potential impacts on future routing adjustments / changes.
- One of the objectives of this PEA is to provide greater access for citizens to reach public transportation by walking and to offer other mode choices that reduces their household expenses on transportation. Over the past several years as a result of the **RMAP Bicycle and Pedestrian Plan** being completed, several agencies have increased funding for their capital improvements program for additional bicycle and pedestrian facilities. Also, IDOT has two major reconstruction projects completed on West State Street (U.S. Bus 20) and South Main Street (IL 2) which will include bikeways, enhance pedestrian and bus facilities. IDOT's IL-2 N. Main Street project will also include bicycle and pedestrian facilities to provide multi-modal transportation options along the corridor.
One of the staff work priorities continuing in FY 2019 will be monitoring the current Bicycle & Pedestrian Plan for the Rockford Metropolitan Area and working with the Alternative Transportation Committee to coordinate with implementation partner organizations to move forward with recommendations of the plan.
- With **the allocation of Transportation Alternative Program (TAP) funds directly to Transportation Management Areas**, RMAP will program these funds to improve accessibility to areas that currently lack bike/pedestrian facilities and that will connect to other bikeway/pathway facilities in the area.
- Identify connectivity gaps in providing access to essential services.

CHART 3 – RMAP MPO DIRECTIVES

FHWA / FTA: MPO Planning Regulations & Work Tasks

- | | |
|--|--|
| <ol style="list-style-type: none">1. MPO Organization2. MPO Boundaries3. MPO Agreements4. Land Use5. Economic Development6. Air Quality Conformity7. Environmental Mitigation8. Project Programming9. Fiscal Constraint10. Congestion Management11. Access Management12. Demographics13. Public Participation14. Interagency Consultation & Cooperation15. Mobility16. Title VI of Civil Rights Act & Environmental Justice | <ol style="list-style-type: none">17. Project Readiness / Delivery = Transportation Improvement Program (TIP)18. Americans with Disabilities Act19. Safety20. Security21. System Management and Operations22. Asset Management23. Intelligent Transportation Systems24. Performance Management25. Travel Demand Forecasting26. Freight27. Intermodal Connections / Connectivity28. Transit29. Bicycle – Pedestrian Facilities30. Non-Transportation Infrastructure31. Regional Economics32. Healthy Communities |
|--|--|

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. Chart 3 (above) lists most of the subjects that MPO staffs are responsible for in the development of their programs, analysis, studies and providing technical assistance.

PART 3 – RMAP & PARTICIPANTS

The following agencies assist RMAP in conducting transportation planning within the RMAP 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.

CHART 4 – TECHNICAL PLANNING PARTICIPANTS

RMAP TECHNICAL COMMITTEE MEMBERS	
1. Belvidere Public Works Department	BPWD
2. Boone County Highway Department	BCHD
3. Chicago / Rockford International Airport	CRIA
4. Illinois Department of Transportation	IDOT
5. Loves Park Planning Department	LPPD
6. Loves Park Public Works Department	LPPW
7. Machesney Park Planning Department	MPPD
8. Rockford Public Works Department	RPWD
9. Rockford Community Development Department – Planning Division	RCDP
10. Rockford Mass Transit District	RMTD
11. Roscoe, Village of	VR0S
12. Winnebago County Planning & Economic Development Department	WCPD
13. Winnebago County Highway Department	WCHD
14. Winnebago, Village of	VWIN
15. Rock River Water Reclamation District	RRWRD
16. Winnebago County Forest Preserve District / Forest Preserves of Winnebago County	WCFPD
17. Boone County Conservation District	BCCD
28. Rockford Park District	RPD
19. Winnebago County Soil & Water Conservation District	WCSWCD
20. Poplar Grove, Village of	VPG
RMAP PARTICIPANTS: NON-VOTING	
21. Illinois Environmental Protection Agency	IEPA
22. Illinois State Toll Highway Authority	ISTHA
23. IDOT, Division of Public and Intermodal Transportation	DPIT
24. IDOT, Division of Urban Program Planning	OPP
25. Ogle County Highway Department	OCHD
26. Boone County Council on Aging	BCCA
27. State Line Area Transportation Study	SLATS

28. Federal Highway Administration, IL Division	FHWA
29. Economic Development District of Northern Illinois	EDDNI
30. Stateline Mass Transit District	SMTD
31. Illinois Department of Natural Resources	IDNR
32. Rockford Metropolitan Agency for Planning	RMAP

As a result of discussions and action by the RMAP Policy Committee, the lead agency for the RMAP MPO/TMA in Rockford, Illinois is now the Region 1 Planning Council. In FY 2019, RMAP will continue to coordinate the work and ensure compliance with State and Federal transportation planning requirements. RMAP is also responsible for the majority of the administrative and record keeping needs of the MPO. RMAP has the responsibility of preparing and maintaining the principal documents required by Federal law: the annual Transportation Improvement Program, the Long-Range Transportation Plan (prepared every 5 years), the annual Unified Planning Work Program (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.

Chart 5 displays the current organizational structure of RMAP and MPO staff. Chart 6 displays the structure of the Region 1 Planning Council and how the RMAP MPO is part of the regional framework for collaborative planning.

CHART 5– RMAP MPO ORGANIZATIONAL STRUCTURE

POLICY LEVEL

ADVISORY LEVEL

WORKING LEVEL

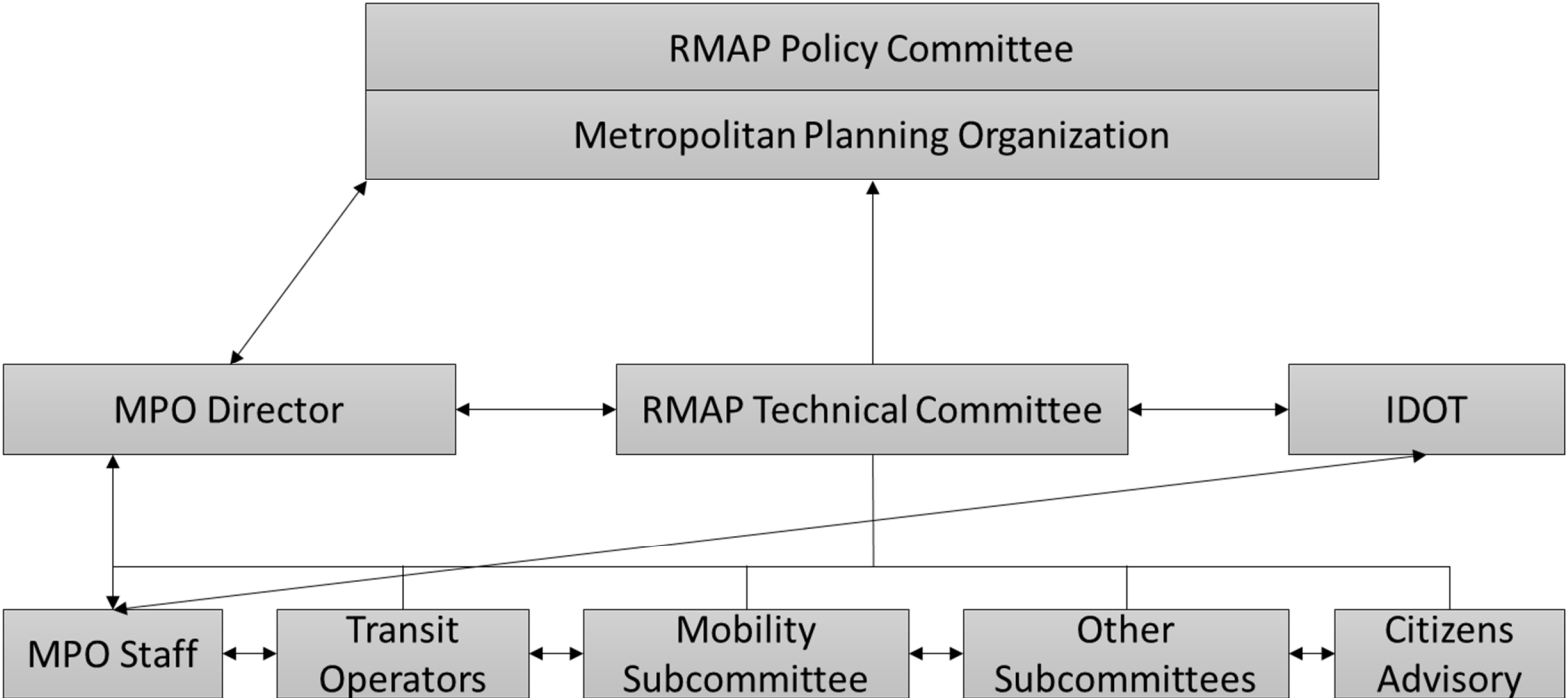
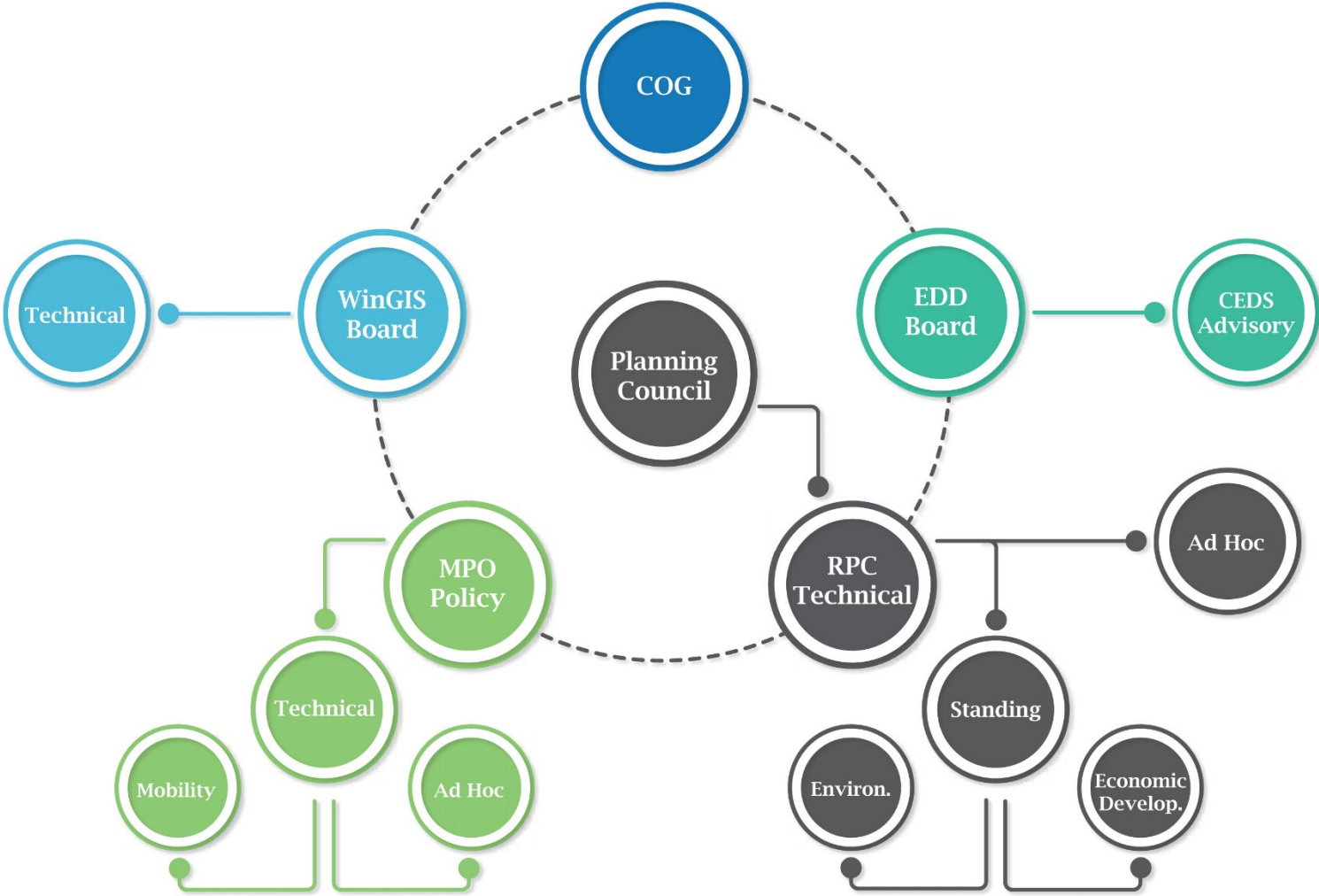


CHART 6– REGION 1 PLANNING COUNCIL ORGANIZATIONAL STRUCTURE

**Region 1 Planning Council
Governance Structure**



PART 4 – TRANSPORTATION PLANNING FUNDING SOURCES

The transportation planning process coordinated through RMAP is typically funded through several subsidies and programs. These sources are identified in Chart 6.

CHART 7 – FUNDING SOURCES FOR MPO TRANSPORTATION PLANNING

FHWA PL	Funds provided through the Federal Highway Administration (FHWA), annually sub-allocated to RMAP by the Illinois Dept. of Transportation (IDOT); used primarily for highway planning, but can be used for other related transportation planning work. (20% match required)
FTA 5305(d)	Funds provided through the Federal Transit Administration (FTA); annually sub-allocated to RMAP and other MPOs throughout the State by IDOT: aimed primarily at planning needs related to public transit and paratransit. In most years, these funds are reserved for use by the RMAP Lead Agency. The transit agencies typically use 5307 or other sources for their planning activities. (20% match required)
SPR	State Planning & Research funds; allocated to the States via 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. (20% match required.) When RMAP receives these funds, a separate intergovernmental agreement is developed and authorized by IDOT and the local governmental body.
State (IDOT) Planning Funds – (SPF)	Funds directly from the State of Illinois (IDOT) for MPO planning purposes only.
Local Contribution Funds (LC)	Funds provided by local RMAP participants for MPO planning purposes only.

PART 5 – FUNDING AVAILABLE FOR FY 2018 & WORK ELEMENT BUDGET

Funding allocations available to the Rockford Metropolitan Planning Area during FY 2019 are listed in tables and charts at the end of this document. RMAP will utilize the entire State Planning Funds allocation to cover the entire match for the PL and 5305(d) funds. We intend to overmatch the federal funds as shown in Chart 8. The Local Contribution / matching funds from our local units of government also will be used to fund the RMAP PL/5305(d) planning operations as stated in the adopted Cooperative Agreement.

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 RMAP FY 2019 UWP, the following information is presented:

Chart 8 – summary funding chart, which is the format that is included in the Intergovernmental Agreement RMAP and IDOT.

Chart 9 – labor costs by the nine work elements divided between the four different funding sources and the projected work hours.

Chart 10 – labor costs and expenses by the nine work elements divided between the four different funding sources

Chart 11 – Object Class Budget detailing the expenses of the MPO attribute to each revenue source.

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

PART 6 – FUNDING OF RMAP

OVERALL BUDGET FOR FY 2019:

The funding allocations of FY 2019 FHWA-PL, FTA-5305(d), State Planning Funds, and Local Contribution funds are listed by name of the specific work element in Chart 10, which is located at the end of this document. Figure 1 and Chart 9 provides a basic overview summary.

Occasionally, a funding need / planning project is identified beyond the planning funds that are annually allocated by IDOT. Sometimes, IDOT is able to respond to this need by allocating State planning funds or available Federal SPR funds. In January 2008, RMAP received an additional \$100,000 (or \$80,000 [80% amount]) in SPR funds for the Regional Freight and Model Conversation Study. These SPR funds / separate contract expired in December 2010. In January 2010, RMAP secured an additional \$200,000 (or \$160,000) in SPR funds for two new planning initiatives, a corridor study for South Main Street / IL 2 and the Greater RMAP Environmental and Education Network (GREEN). Both of these planning projects have been completed.

In FY 2014 RMAP received an additional SPR allocation of \$325,000 (80% / \$406,250-100%) for the expansion of the travel demand model into Ogle County, adding the transit mode split option, updating the existing modeling area of Boone County, Winnebago County and SLATS MPO area, developing land use forecast and purchasing and linking the TDM with two new software programs (TranSight and Metro-PI) from REMI. This is a separate planning project and no funds will be included or budgeted with the PL, 5305(d), SPF and LC funds that are used to fund the normal RMAP planning functions. A separate intergovernmental agreement (IGA) between IDOT and RMAP has been executed in September 2013 for these SPR funds, which funds this project through FY 2018. This planning endeavor is at 100% completion. As the need continues to integrate REMI and the TDM within this on-going planning effort, RMAP and our regional planning partners might be seeking additional SPR funds in FY 2019.

One planning project that will continue to be followed-up on is the Rockford Regional Freight Study (RRFS). As a result of on-going construction and future development activity at and around the Chicago/Rockford International Airport (RFD), further planning analysis might be needed to continue to expand upon the existing economic development and employment hub. The planning emphasizes would be to foster those existing and potential economic development activities with the intermodal connections at RFD that would be linked to the nation's Primary Freight Network. If the need arises to continue the on-going planning effort of the RRFS and around the RFD area, RMAP and our regional planning partners might be seeking additional SPR funds in FY 2019.

PART 7 – PLANNING PRIORITY ACTIVITIES FOR FY 2019: by UWP WORK ELEMENTS

Listed below are the major planning activities scheduled for FY 2019 by the nine (9) Work Elements. For each work planning activity, a brief summary describes the nature of the possible tasks that are either currently underway in FY 2018 and/or will continue/start in FY 2019. In the annual RMAP MPO Intergovernmental Agreement with IDOT the Scope of Services describes the work activities / elements that are eligible for FHWA-PL, FTA-5305(d) and State Metro Planning Funds reimbursements.

1 – Unified Work Program (UWP):

Proposed budget amount: \$ 40,000

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 RMAP participants regarding possible eligible activities and for preparing formal amendments to the current year UWP when needed.

Staff Activities:

- Preparation of annual work program and amendments as necessary
- Review invoices and bills and recommend authorization of payment
- Maintain financial data by work elements
- Preparation of quarterly progress reports to IDOT
- Monitor planning work activities / projects
- Preparation of overall RMAP budget and intergovernmental agreement (IGA) with IDOT
- RMAP will update and amend the FY 2019 UWP as needed. RMAP will prepare and publish the FY 2020 UWP next spring (2019) and advise all RMAP participants regarding possible eligible activities which are covered by IGA.

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

Proposed budget amount: \$ 140,000

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

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

RMAP will continue to be the coordinating agency that updates the Greenway Plan for the metropolitan planning area in FY 2019 and beyond.

The 4th version of the Boone and Winnebago County Greenways Map was completed in late 2015. It is important to also note that a companion Greenways Planning Document was developed along with the Greenways Map. The 2015 edition updated recent property acquisitions, floodplains, steep slopes, and other technical GIS information that has been added. The 4th version of the Boone and Winnebago County Greenways displays emphasis regarding transportation planning & environmental linkages.

During FY 2019, staff will continue to update the GIS data layers and coordinate with the RMAP Technical Committee, Winnebago County GIS, the R1PC 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 2019 and future updates to the map and plan will be a major work activity in this element.

Assisted by – Rockford Park District, Winnebago County Forest Preserve District, 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.

Estimated Budget: \$15,000

2.02 – Corridor Analysis, Economic and Traffic Simulation Modeling Assistance

To assist all public agencies in the RMAP region, 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 projects requested for this analysis will also be projects included into the annual RMAP TIP. This assistance also 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. Moe 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 or some other related issues that RMAP can provide TDM assistance.

Estimated Budget: \$35,000

2.03 – RMAP Bicycle – Pedestrian Study

The current Bicycle and Pedestrian Plan for the Rockford Metropolitan Region was adopted by the RMAP Policy Committee in FY 2018. 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 RMAP 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 Bicycle Suitability and 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. Beginning in FY 2018 and continuing through FY 2019, the MPO will work on recommendation elements of the plan. One such example is the formation of an “Alternative Transportation Committee”. The purpose of Alternative Transportation Committee is to provide information and guidance to the MPO on issues related to improvements to accessibility, connectivity and the ease of multi-modal mobility 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 improvements for active (bicycling and walking) and public transportation modes.

Estimated Budget: \$32,500

2.04 – Organize and updating RMAP internal mapping operations

RMAP 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 MPO staff to utilize up to date information to efficiently assist in the development of RMAP and partner agency transportation planning documents. Also, one of the goals of the MPO within this work element is to develop more online mapping applications /interactive maps to display data on transportation, land use, environmental and socio-economic characteristics of the region.

Estimated Budget: \$6,000

2.05 – Environmental / NEPA / Corridor Analysis – Watershed Planning

To continue to follow-up from the GREEN Strategy Action Plan and the 2016 FHWA/FTA Federal Certification review and report of the RMAP 3-C transportation planning process, RMAP 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 RMAP LRTP (due for adoption in 2020). The table would include the name of the project, purpose and need, the lead agency primary responsible for the project, other possible participating agencies and agencies that should be consulted with. This will continue into FY 2019. Please see Work Element #9 for further elaboration on the proposed projects contained within the RMAP LRTP and works task which will incorporate environmental review processes for said projects.

Previously, RMAP has participated in IDOT's / Illinois Center of Transportation project of "Incorporating NEPA into IDOT and MPO Planning Process (ICT Project R27-132) which was completed in 2014.

Estimated Budget: \$8,000

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

Technical Assistance for the Rockford Mass Transit District and partner agencies/user groups providing transit services within the RMAP planning area includes providing maps, GIS & demographic data and researching transit related programs/data upon request. These work products assist transit partners in analyzing their current routes/networks in spatial relationship to regional demographic data. This technical assistance additionally helps to better determine areas of need related to transit, as well as assists in analyzing current transit route effectiveness. Other aspects of this element include provision of updates to RMTD and other partner agencies/user groups providing transit services on work RMAP is performing, attendance at public transit partner agency meetings, and other work as required by the needs of the RMAP Mobility Subcommittee and the Coordinated Public Transit – Human Services Transportation Plan. Additionally, included in this work task is the identification of connections between urban transit and rural transit providers to provide This work will be executed on an as needed basis and plan updates to the RMAP HSTP will be cycled in proximity to updates of the LRTP.

Estimated Budget: \$30,000

2.07 – RMAP Regional Transportation Freight Analysis

Following up on the regional freight analysis of RMAP and surrounding area of freight movement to / from / through the RMAP Metropolitan Planning Area (MPA). Emphasis will be placed upon determining the current and projected interaction between the different modes of transportation in the RMAP MPA, with special interest upon the Chicago/Rockford International Airport (RFD), Global 3 facility in Rochelle and locally known commercial, industrial, and manufacturing employment areas. Staff will continue to monitor the development of Primary Freight Network and other associated national federal issues. Additional supplemental work might be done 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, RMAP 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, RMAP and our regional planning partners might be seeking additional SPR funds. The estimated budget listed below is for RMAP staff time to provide technical assistance for this possible study, but continue the necessary steps to implement the overall Rockford Regional Freight Study.

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

Estimated Budget: \$13,500

3 – Administration (AD):

Proposed budget amount: \$ 270,000

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

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

1. Administering and coordinating the RMAP / IDOT Intergovernmental Agreement (sometimes called the IDOT Planning Services Contract).
2. Preparing quarterly progress reports, financial statements and annual completion reports, where necessary, for State and Federal contracts and related record keeping and other documentation for audit purposes. Preparing reports and maintaining records to meet the accounting requirements of the local participants.
3. Procuring necessary supplies, office space and capital equipment such as computer equipment (hardware and software) and similar equipment necessary for gathering, displaying, or disseminating information.
4. Hiring and supervising employees.
5. Managing, employee benefits, performing employee evaluations, setting and disbursing salaries. Conducting similar activities necessary to maintain the MPO but not readily accountable to other specific work elements.
6. Maintaining and preparing records and documentation necessary for certifying the Planning Process for conformance with applicable State and Federal guidelines and regulations.
7. Assuring equal opportunities to Disadvantaged Business Enterprises (DBE) and minorities in contracts and subcontracts.
8. Maintenance of the Cooperative Agreement (CA) empowering RMAP as the MPO for the Rockford Urbanized Area.
9. As part of the reorganization effort of RMAP, the CA was updated and adopted to reflect the changes made in the internal structure of RMAP to be an integral component of a larger regional planning council platform. At this time, the existing make-up/membership of the RMAP Policy Committee remained the same and the RMAP Technical Committee further included additional planning departments of already existing Technical Committee partner agencies. Accordingly, RMAP did not need to go through the re-designation process of our MPO as a result of these changes.
10. 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: \$ 55,000

RMAP will conduct open, continuous, and participatory meetings and hearings with the public and other stakeholders pertaining to transportation planning; conduct surveys, gather feedback; disseminate information, newsletters, and press releases; prepare and maintain agendas, meeting minutes and other related material for RMAP's Policy Committee, Technical Committee and Mobility Subcommittee; provide the public with easy access to information, including via a website and citizens who may need language assistance (RMAP's Limited English Proficiency [LEP] Plan); and work with subcommittees and other similar organizations in the area. RMAP 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 RMAP Policy Committee, Technical Committee, Mobility Subcommittee, Alternative Transportation Committee, and other public meetings where/when RMAP staff attends to provide technical assistance.
- Holding and attending public hearings and informational open houses / meetings.
- Preparing and using citizen surveys and questionnaires.
- Developing and disseminating non-technical or informational reports and seeking feedback from these reports.
- Developing "press releases" and notifying the press of all meetings, agendas, and important transportation issues prior to decisions on these issues.
- Maintaining an open meeting format for all RMAP meetings and allowing input from the general public on all issues during those meetings. Where and when applicable, RMAP will follow the overall objectives of following Context Sensitive Solutions (CSS), which is a public participation process that seeks to engage stakeholders and the general public through early, frequent and meaningful communications.
- Maintaining open, accessible offices, and, from these offices, answering questions and requests in person or by telephone from the general public, the press and other special groups.
- Continuing to develop and maintain the RMAP web site, which now is at @ <http://www.rmapil.org>. This web site has all the transportation planning documents and other related RMAP MPO information housed within the structure of the web site. 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 RMAP staff and transportation planning initiatives. Additionally, information regarding MPO meetings and planning initiatives are posted to the Region 1 Planning Council website <http://r1planning.org/>.
- Further incorporate the use of social media, marketing materials and newsletters in public involvement and participation efforts for RMAP transportation planning processes /documents.

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

5 – Transportation Data and 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 RMAP travel demand modeling program used in the development of traffic forecasts;
- Develop traffic count programs for various areas, corridors and intersections/interchanges;
- Monitor public transit service and regional passenger rail service;
- Monitor regional air passenger and cargo / freight information for intermodal connections and the Primary Freight Network;
- 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 RMAP 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 RMAP participating agencies as requested to meet project construction / letting process. Prepare necessary technical reports on a wide variety of transportation issues that will impact the MPO and our participating agencies overall planning coordination.

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

Proposed budget amount: \$ 150,000

RMAP will provide technical assistance in reviewing zoning ordinances, land use plans, and socio-economic planning activities to determine future transportation needs, coordinate transportation improvements, and develop/maintain the Long Range Transportation Plan. This work is essential for determining future transportation needs, coordinating transportation improvements with other public improvements and private development, and for the development / maintenance of the LRTP. The maintenance and development of socio-economic data and forecasts include data on dwelling units, employment, population, and car and truck registrations also factor into the development of the travel demand model.

Staff Activities:

- Monitoring area construction, demolition and land use changes. Comparing census data, monitoring counts and other data with forecasts.

- The development and maintenance of comprehensive land use plans including plans for other major infrastructure improvements such as sanitary sewer, storm sewer, 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 planning to assure transportation decisions and services are not discriminatory to minorities (Title VI).
- Analysis and planning to assure transportation decisions and services do not disproportionately impact or neglect persons of lower economic status in the community (Environmental Justice).
- Preparing and monitoring the Title VI and Environmental Justice assessments for the RMAP region and governmental agencies.
- Preparing necessary information for RMAP participating agencies as requested to meet the needs of each request and in the development of the LRTP and the travel demand model.
- Coordination with the Rockford Area Economic Development Council, Growth Dimensions, Economic Development District of Northern Illinois, several of the areas Chambers of Commerce and other area 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. RMAP's role is to review and monitor each of the land use plans to ensure overall coordination with the RMAP LRTP and TIP planning processes. RMAP uses the adopted land use plans in the development of new land use projections for use in the travel demand model.
- Using the 2010 Census data has and will continue to be an integral component of the on-going development and monitoring of the LRTP process and many of the analyses and studies performed by RMAP using the census data. One of the challenging issues facing MPOs across the United States is the use of the 2010 Census information with regards to the journey to work – mode split transportation data. The approach that the Census Bureau, US-DOT and the greater transportation profession has taken to replace the census information by primarily using the American Community Survey (ACS) will be very interesting when comparing against previous and other current local traveling trends information.
- Developing more online/interactive mapping applications to display data on land use, transportation, environmental, and socio-economic data.

VISUM and REMI Transportation Planning & Economic Improvement Connection:

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

Over the next twenty to thirty+ years, the transportation planning process will continue to develop as the local, state and national economics become more global – international dependent. The decision-making process will be looking for information on how best to program limited financial resources for those improvements that can best address these emerging trends and issues in the global supply chain. The linkage between socio-demographics, land use and transportation systems are no longer separate planning issues. It has become an integrated process. TDM and other related software programs have been developed to give additional material (knowledge) to aid in this process. RMAP will be expanding this relationship to have the ability to model the dynamic economic impact of transportation infrastructure investment projects and to forecast the benefits of these improvements. Regional Economic Models Inc. (REMI) TranSight program (program #1) is a dynamic economic and demographic impact analysis model with the ability to evaluate changes to the region's transportation network overtime. This model will allow RMAP and the local & state agencies to forecast the impacts of transportation projects within the time

horizon of the LRTP. It is a structural model, meaning that it clearly includes cause-and-effect relationships. The baseline forecast represents a “no-build” scenario in which no major projects or policies are enacted. The baseline serves as a basis for comparison when conducting simulations of alternative scenarios. The standard forecast can also be useful for planners and travel demand modelers. The baseline contains highly detailed data on population growth, employment, business output, and other variables that may assist planners in forecasting need for infrastructure. As well as, compare different infrastructure scenarios to one another to determine what infrastructure plan has the best economic and demographic input in the region. PTV-VISUM modeling data is joined into REMI’s economic and demographic structure to produce benefits to the region. The user takes outputs from PTV-VISUM (i.e. vehicle miles traveled, vehicle hours traveled, and trips) and inputs them into TranSight. TranSight utilizes the travel data to calculate differences between a no-build scenario and an alternative. The travel data is then converted to economic variables such as changes in gasoline consumption, vehicle maintenance, environmental benefits, and leisure time savings. These variables are then run through REMI’s model structure to generate changes in consumption, employment, and economic migration patterns at the regional level. TranSight integrates travel data into three different cost matrices designed to capture the relative effects of a faster and more efficient network. The three matrices adjust the relative costs of commuting, accessing commodities, and transporting goods and services between businesses. The three transportation cost matrices adjust components in the model related to commodity access, labor access, relative cost of production, and relative delivered price of goods. These outputs identify the quantitative economic impacts of improving the transportation network. REMI Metro-PI program (program #2) will also be used to identify where growth will occur at a localized level. Metro-PI provides comprehensive economic and demographic forecasting for sub-county geographies. Driven by a structural economic model and calibrated with local knowledge and data, Metro-PI generates forecasts at the municipal, census tract, or TAZ level, granting the user unprecedented detail about the localized effects of policy / project changes. It can analyze the effects of regional economic growth and assess the impacts / benefits at a local geographical area.

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

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

During FY 2015 - 2017 these are the major objectives and principal areas of importance that IDOT, FHWA & FTA sought RMAP to explore and develop using these SPR/IDOT funds.

In the signed IGA for this planning project, the following tasks have been accomplished so far:

- **Phase A Update: Expansion of PTV-VISUM Modeling Program** – RMAP has expanded the existing program by collecting, gathering, and adding land use data for base year calibration, dwelling unit and employment data for Transportation Analysis Zone (TAZ), traffic count, street and highway

inventory for the transportation network, expand and develop the current highway network and zone structure for base year calibration; identify and update screen lines; review, and modify, if necessary, the trip generation rates; calibrate model; and review results of calibration.

Addition of Mode Split for Public Transit – RMAP with the help of its consultant has added transit routes, demand segments, model split calculation, transit lines/routes, stop locations and other parameters for baseline transit network, and has identified deficiencies of existing networks for both highway and public transit from the calibration process.

- **Phase B Update: Land Use and Employment Scenarios** – RMAP has completed forecasts of various land use and employment scenarios by TAZ and employment categories; and review land use factors and growth management issues. This included assigning building rate codes to each TAZ based on interviews with local planners and engineers about the future potential for development.
Highway Networks Mode Update – RMAP has highway/street networks based upon the adopted 2040 Long Range Transportation Plan; forecast network traffic volume; analyze and evaluate forecast.
Public Transit Mode Split – RMAP will develop public transit mode split.
- **Phase C Update: Integration of Regional Economic Model (REMI) with PTV-VISUM Network Model** – RMAP has integrated REMI with the calibrated PTV-VISUM version 16.0.
- **Public Participation:** RMAP gave a presentation at the regularly scheduled March 30, 2017 RMAP Technical Committee Meeting that was open to the public and where public comment was allowed in regards to the Travel Demand Model and its integration into REMI software thus far. This presentation will have covered material and information regarding the update process and this presentation was viewed by, local and regional officials, the public and other stakeholders to gather comments and input pertaining to the project.
- **2017 Travel Demand Model Projects:** RMAP will continue to use the Travel Demand Model for regional projects of significance as needed for our partner agencies as well as in anticipation of projects that RMAP staff deems important and therefore necessary research may be conducted. This type of work allows RMAP staff to be well informed and have an idea of what the outcome may be based on certain transportation related decisions. This may include, but is not limited to, socio-economic data, travel forecast and transportation forecast data, transit systems analysis and now using REMI with data input from the Travel Demand Model, we have the ability to forecast information about employment, housing and other economic factors based on modifications to our region's transportation systems.
- **2018/2019 Travel Demand Model Projects:** The MPO and RPC will be dedicating additional staff time, and an additional employee who shall assist with TDM and REMI projects/analysis, updates, and other work as needed to add more support to current staff. This will allow for additional projects to be completed for partner agencies and the ability to take on work tasks and projects that were waiting in the queue. For example, a more complete and sophisticated analysis of our regions congestion management strategies and tools is needed. With the upgrades to both the TDM and REMI model there are capabilities not yet being utilized that will assist in the updates to many of our federally required documents such as the LRTP, Congestion Management Process, Performance measures, etc. Additionally, these new features allow for the development of datasets that will allow or leaders and elected officials to make more informed decisions about our region's transportation network as it relates to components of economic development, land-use, and social equity. Also, it is currently being discussed and researched if it is feasible to add McHenry County to both the TDM

and REMI Geography. This would increase the accuracy and legitimacy of the Regional Modeling Capabilities of our organization as a tool offered to our partner agencies.

7 – Transportation Improvement Program (TIP):

Proposed budget amount: \$ 60,000

RMAP will prepare and publish the annual TIP for the next four years (2019-2022) 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 and with 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 RMAP agencies.
3. Account for all proposed uses of federal highway, transit and enhancement funds.
4. Reaffirm realistic state and local revenue projections.
5. Provide a fair balance of highway, transit and enhancement interests.
6. Emphasize planning and cost-effective projects.
7. Evaluate alternative cost/revenue scenarios for local transit in light of revenue uncertainties.
8. Update transit operating and financial management plans.
9. Emphasize transportation projects that have minimal adverse impact on the environment and the community.
10. Provide opportunities for participation by the public and private sector.
11. Provide better services for those persons traditionally under served by the existing transportation systems, including persons with disabilities.
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 more 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 requirements including project priority setting, adherence to financial constraints and public participation.
- Work involving the publication and distribution of the (1) FY 2019-2022 TIP document and (2) FY 2018-2021 TIP document and any modifications or amendments thereto.
- 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 2019-2022 TIP document, amendments to the document and for the coordination of all TIP work is the responsibility of RMAP. All agencies, however, are responsible for providing timely information on their proposed projects and activities, keeping all others informed of the progress of their projects, and developing project priorities that are in concert with the other agencies and the RMAP LRTP and the Public Participation Plan.
- Coordinating with implementation partner agencies to utilize the procedures to amend and modify the RMAP transportation improvement program and quarterly project tracking forms as recommended by the RMAP Technical Committee and adopted by the RMAP Policy Committee via RMAP Resolution 2018-4.
- Develop updated scoring metrics and criteria 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 2019-FY 2022 TIP.

As required by the FAST-Act, the TIP shall be 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 2018 / FY 2019, RMAP will incorporate the new 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: \$ 85,000
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MAP-21 and 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. These challenges include improving safety, maintaining infrastructure condition, reducing traffic congestion, improving the efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The incorporation of a performance measures and a comprehensive performance-based multimodal transportation planning process will encourage improvements in the above listed categories.

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

MAP-21 established and the FAST Act continues national performance goals for Federal highway programs:

- **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.

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).

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

One core emphases of MAP-21 and FAST Act is the continual aggressive safety agenda. RMAP has and will continue to coordinate the recent IDOT Strategic Highway Safety Plan initiative to develop a regional and local process to 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). RMAP will continue to advance in the coordination and cooperation with a broad range of multidisciplinary stakeholders to improve transit, freight and vehicle safety by assisting agencies in applying for Highway Safety Improvement Program (HSIP) funds.

Air quality and other environmental issues will continue to be a core planning area for RMAP. For U.S. DOT funds to be authorized, approved and fund programs and projects, those specific projects in the RMAP urban area must conform to the Clean Air Act. RMAP staff will continue to monitor the ozone National Ambient Air Quality Standards (NAAQS) re-evaluation process, as well as the information for carbon monoxide and particulate matter.

RMAP adopted a Management & Operations Plan and the Congestion Management Process (M&O) on December 4, 2008. Throughout FY 2019, RMAP will continue to work towards update the M&O Planning document. RMAP 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.

Staff Activities:

- Defining and establishing performance measures and setting targets. Working with IDOT and other MPOs in the state, a statewide working plan will be developed to address the seven FAST Act / MAP-21 national performance management goal areas. The issues and tasks in these seven goals cover a wide-range of planning activities.
- Continuing to work with state, regional and local agencies in IDOT's Bureau of Safety Engineering Strategic Highway Safety Plan (SHSP). Coordination of planning activities and projects regarding highway safety concerns and safety measures will continue to be discussed at the RMAP Technical Committee level as well as through continued participation with IDOT and RMAP partner organizations. This work will continue in FY 2019.
- Continuing to monitor and update air quality data.
- Continuing to monitor the Travel Midwest website <http://www.travelmidwest.com/lmiga/home.jsp> and IDOT's website <http://wrc.gettingaroundillinois.com/pages/wrc.htm> for current road conditions. The first website displays the Gary – Chicago – Milwaukee travel corridor / regional area, which has been expanded into the RMAP area. The second is a state-wide travel information website that has a wide-variety of travel data for the general public, including current road conditions.
- Monitor and update data for trips generated by tourism and special events.
- Update to the RMAP Management and Operations (M&O) Plan and incorporate recommendations as provided by the May 2016 FHWA/FTA Federal Certification Review Report. As part of the M&O Plan update, RMAP will further explore CMP strategies and further document the process within the M&O plan / planning process as well as identify congestion mitigation projects within the annual TIP.

9 – Long-Range Transportation Plan (LRTP):

Proposed budget amount: \$ 162,932

The "Transportation 2040 Tomorrow: A Long Range Transportation Plan for the Rockford Region was adopted by the RMAP 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.

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

- Bicycle and Pedestrian Planning
- Planning and National Environmental Policy Act (NEPA): RMAP will be working with the lead agency for each project to develop a preliminary Purpose and Needs statement and preliminary determination as to the type of NEPA review that may be needed. As mentioned earlier in this document, RMAP participated in IDOT's / Illinois Center of Transportation project of "Incorporating NEPA into IDOT and MPO Planning Process" (ICT Project R27-132). The main goal of

this project was to assist IDOT in defining guidelines on how to integrate NEPA into the IDOT/MPO planning processes for transportation projects. One of the main objectives is to streamline the current process and to allow for early coordination with resource agencies. This will continue into FY 2019.

- Planning and Environmental Linkages (PEL): A “PEL study” is any type of transportation planning study conducted at the corridor or subarea level, to link planning information directly or by reference into NEPA. PEL is also part of a FHWA overall “Every Day Counts” (EDC) initiative to have greater accountability in how public funds are spent. EDC is designed to identify and deploy innovation aimed at shortening project delivery, enhancing the safety of our roadways, and protecting the environment.
- Transportation Alternatives Program, including Safe Routes to School (SR2S).
- Transportation Safety
- Freight / Urban Goods Movement Planning (including air, rail and intermodal facilities)
- Rail Planning, including passenger rail (Amtrak and Metra) and facilities
- Environmental, Watershed and Farmland Preservation Planning: The principal planning effort is the continual development of the Boone County and Winnebago County Regional Greenway Plan.
- Land use and comprehensive planning coordination
- Other Urban Infrastructure (public water, storm sewers & water reclamation) and Facilities Planning Areas
- Airport and intermodal planning
- Coordinated Public Transit - Human Services Transportation Plan (HSTP)
- Economic Impact Analysis
- Performance Measures
- Transportation Finance
- Air quality

The current LRTP references the Regional Plan for Sustainability Development (RPSD). The was a HUD – EPA – USDOT partnership that sought to further study livability issues by providing more transportation choices, promoting equitable and affordable housing, increasing economic competitiveness, supporting existing communities, leveraging federal investment and valuing local communities and neighborhoods. Sixteen core areas were identified as key components for this planning initiative.

- SOCIAL (6) – Housing, Safety, Civic Vitality, Cultural Life, Health and Wellness, Food
- ECONOMIC (5) – Transportation, Education, Economic Development, Technology and Energy
- ENVIRONMENTAL (5) – Built Infrastructure, Water, Land, Biodiversity, and Waste Management

Ongoing tasks regarding the LRTP update will be to determine if several of the core areas can be included in the maintenance and future development of the LRTP, a FHWA/FTA planning requirement. Some of the core areas of the RPSD might fall outside the MPO planning goals and primary objectives of the information that should be included in a long-range transportation plan. From a professional planning perspective, the RPSD would be a central focus task of a regional planning council (RPC) that would include and connect many of the issues that urban areas and the overall planning process are confronted with. The RPC planning function would further examine and plan for additional Smart Growth activities and coordinate with MPO transportation planning activities for a comprehensive approach. The FHWA/FTA planning funds that RMAP receives through our IDOT Intergovernmental Agreements are restricted to transportation planning activities / factors and those

direct impacts that are set forth under the authorized federal legislation. Transportation planning factors are meant to be for projects that are based upon the “**continuing, comprehensive** transportation planning process carried out **cooperatively** by states and local communities in conformance” (3-C) with federal law.

The update of the MPO Long Range Transportation Plan will be a significant work task throughout FY 2019 and FY 2020 as the next LRTP is due for completion by July 2020. In addition to the transportation planning topics described previously, the update of the RMAP LRTP will include work tasks such as:

- 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.
- As a follow-up to the FHWA/FTA Federal Certification review report of 2016, RMAP will lead and assist its planning partners in conducting scenario planning to ensure the continued momentum of Smart Growth principles as well as infrastructure development. Scenario planning typically includes both qualitative and quantitative analyses to illustrate the tradeoffs between different futures and their relative impacts on different community goals, by considering alternative numeric and locational projections of populations, households, and employment. RMAP’s scenario planning efforts will focus on key transportation and land use actions and metrics such as: proportion of development created via infill, walk score, transportation modal balance, etc.
- Incorporate subsequent regulations/requirements from the FAST Act.
- RMAP will also examine best practices related to the rating and selection of major capital investment projects identified within the LRTP to further align with work elements #7 & #8 and the 2016 FHWA/FTA Certification Report.

PART 8 – SUMMARY of FY 2019 WORK ELEMENT ACTIVITIES

Planning Projects Commencing &/or Continuing in FY 2019:

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). RMAP'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 2019.
2. Update of the **“Transportation 2040 Tomorrow: A Long Range Transportation Plan for the Rockford Region.”** 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.
3. Corridor / Intersection Development – Redevelopment Studies:
 - a. Irene Road & the Jane Addams Memorial Tollway (I-90) interchange location.
 - b. US-20 from the Winnebago County line to Genoa Road in Boone County.
 - c. South Main Street / Railway area – to foster economic development and adaptive reuse around the proposed train station (transit – oriented development).
 - d. Spring Creek Road & the Jane Addams Memorial Tollway (I-90 / I-39) interchange location.
 - e. Arterial - Collector Roadway & Neighborhood inventory analysis – to target older commercial areas and surrounding neighborhoods. The overall objective is to increase their viability, economic competitiveness and community appeal to facilitate walking and bicycling, thus reducing vehicle miles of travel (VMT) and single – occupant vehicles (SOV) trips. IL-2 / North Main Street & Auburn Street (Roundabout) is an example of past and possible future analysis.
4. Incorporate an environmental screening table for projects to be listed in the updated MPO LRTP. The table would include the name of the project, purpose and need, the lead agency primary responsible for the project, other possible participating agencies and agencies that should be consulted with. Also, continuing to work with IDOT as part of the Technical Review Committee for “Incorporating NEPA into IDOT and MPO Planning Process” (ICT Project R27-132).
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. This also includes the update to the regional Greenway Map and Plan for Boone County and Winnebago County.
7. Performance Measures and incorporation of final rule regulations for Metropolitan Transportation Planning as published in the Federal Register (May 27, 2016)

8. REMI – TDM integration.
9. Integrating land use-based modeling / methodologies in combination with REMI & TDM outputs to assist jurisdictions' future land use and transportation investments and project prioritization.
10. Update of the regional Management & Operations Plan and the Congestion Management Process (M&O)
11. Technical Assistance: Continue to provide technical assistance to the RMAP Policy Committee and Technical Committee members, but also to other governmental, civic / community organizations and the general public as the planning process advances.
12. 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.
13. RMAP Public Participation Planning Process: Seek and explore current and new contacts in the RMAP Public Participation Plan (PPP) so that the RMAP 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 this adoption date, RMAP should have enough funds budgeted to meet these planning projects. However, if a special planning project that is not included in this FY 2019 UWP is requested for RMAP to initiate, then RMAP might seek and apply for other planning funds available to the urban area, primarily State Research & Planning (SPR) Funds.

PLANNING DOCUMENTS TO BE UPDATED in FY 2019:

1. FY 2020 Unified Work Program
2. Transportation Improvement Program for FY 2019 – 2022, TIP amendments and Annual List of Federally Obligated Projects
3. Amendments (as needed) to the existing **Transportation 2040 for Tomorrow** – Long Range Transportation Plan.
4. Continuation of the update process to the MPO Long Range Transportation Plan (next updated plan required by July 2020)
5. Reports on technical assistance to various special studies and planning efforts
6. Performance Measures Targets and integration of transportation performance based planning requirements
7. RMAP Title VI & Environmental Justice considerations document
8. Coordinated Public Transit-Human Services Transportation Plan (HSTP) (amendments where appropriate)
9. RMAP Bicycle / Pedestrian Plan (amendments where appropriate)
10. RMAP Public Participation Plan (amendments where appropriate)
11. RMAP / NEPA linkage table
12. Management & Operations Plan and the Congestion Management Process (M&O)
13. Rockford Regional Freight Study; follow-up from sub-area analysis and possible updates and further sub-area(s) evaluations

PART 9 – SPECIAL CONSIDERATION IN ADMINISTRATION AND PLANNING

A. INTERGOVERNMENTAL AGREEMENT:

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

B. AUDITS

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

C. COST ALLOCATION PLAN

The cost allocation methodology for FY 2019 will be the same as used and approved in previous years. RMAP will submit those charges for reimbursement that can be defined as eligible costs under the terms and conditions as determined in the Intergovernmental Agreement (IGA/contract) between RMAP and IDOT. Charts 8 to 11 display the budget for RMAP for the FY 2019-time period.

D. FUNDING ALLOCATION SUMMARY

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

The nine work elements define the overall work that will be performed during the 2019 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 RMAP MPO for the Rockford urbanized area and all related planning activities. Recent Federal emphasis encourages the integration of land use planning with transportation planning. Accordingly, all nine transportation planning elements have highway (PL) and transit (5305(d)) aspects as well as SPF and LC that are equally distributed.

Chart 10 display the allocation of these funds by the nine work elements.

There are two types of costs identified in the FY 2019 UWP: Labor and Non-Labor. The cost allocation split that has been developed over the past several adopted and approved UWPs continue with the FY 2019 UWP. Labor costs are specific personnel costs attributed directly to the nine work elements and toward achieving the goals described in this UWP.

Non-labor cost 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 11 is the overall Object Class Budget. These costs are divided into the nine work elements based upon each of the percentage of nine specific sub-work element budget amounts.

E. COMPUTATION OF TOTAL LOADED HOURLY WAGE RATES

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

1. Annual salary plus longevity, if any, is divided by 2,088 hours per year to arrive at an ‘hourly rate’.
 - 1.1.1. Life insurance is added at the expected annual cost/2,088 (\$78.00/year total).
 - 1.1.2. Unemployment compensation is added at the expected annual cost/2,088 (\$180/year total).
 - 1.1.3. Parking cost benefit is at \$744/year divided by 2,088 hours (\$62.00/month).
 - 1.1.4. Workman’s compensation is added at a percent of the base hourly rate (0.28%).
 - 1.1.5. Health insurance is computed at an annual cost per year (\$6,968 for single, \$13,936 for single plus 1 or \$20,904 for family coverage) divided by 2,088 hours.
 - 1.1.6. Contributions to the Illinois Municipal Retirement Fund (IMRF) are calculated based upon the employee’s normal pay rate/grade and at a fixed percentage (approximately 19%) divided by 2,088 hours.

2. It is not possible to convert all the above factors into simple percentages because some (life insurance, unemployment compensation, health insurance, and parking cost) are fixed amounts that apply equally to all employees regardless of differing base pay rates. Similarly, holiday, vacation and sick leave credits cannot be converted to simple percentages because rates vary depending on the individual's annual allocation and total accumulation. However, on the average, the total fringe benefit package for employees at RMAP is approximately 28% of base pay.

F. SUBMITTAL OF REIMBURSEMENT REQUESTS

1. RMAP will summarize all activity / reimbursement requests, prepare the required documentation and submit the requests to IDOT for each of the four-quarters in FY 2019 within a timely fashion following each quarter period.
2. Reimbursements from IDOT are sent to RMAP for each invoice submitted.

G. TITLE VI AND ENVIRONMENTAL JUSTICE

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

To maintain progress toward this goal, RMAP, for most of the past three decades, 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 RMAP techniques have involved the assessment of where work was being planned or programmed in comparison to the spatial demographics of the community.

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

The 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 RMAP *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 were conducted in FY 2016. The current Environmental Justice and Title VI report relating to the Transportation Planning and Transportation Improvements in the Rockford Metropolitan Area (RMAP Title VI & EJ document) was adopted by the RMAP Policy Committee and submitted to FHWA, FTA and IDOT on September 24, 2015. The assessment considered both minority and environmental justice and concluded that both the planning process and the priority setting for roadway improvement did not disproportionately impact nor neglect minorities and/or low-income groups or persons in the Rockford area, especially with respect to expenditures of Federal funds. This conclusion is supported by examination of demographic data through development of regional thresholds for minority population and low-income individuals 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 approximately 55% of the total amount State and / or Federal funds expended on transportation improvements within the RMAP MPA (2006-2014) were expended in census block groups exceeding the regional threshold established for minority populations. Additionally, it was determined that approximately 64% of the total amount of State and / or Federal funds expended on transportation improvements within the RMAP MPA (2006-2014) were expended in census tracts exceeding the regional threshold established for low-income populations. RMAP will continue to monitor the expenditure of Federal and State funds relating to transportation improvements as they correlate to geographic locations of minority populations and low-income populations within the RMAP Metropolitan Planning Area.

Prior to the development and adoption of the 2015 RMAP Title VI and Environmental Justice document and at the request of the FHWA and FTA, RMAP provided status update letters regarding the current state of the Title VI and Environmental Justice documents for both RMAP and the RMTD. These letters described the current state of the Title VI and EJ analysis process, annual self-certification process, and status of each agencies compliance as a result of recent FTA Triennial

reviews (RMTD) and joint FHWA/FTA Federal Certification reviews (RMAP). Both RMTD and RMAP were found to be in compliance with regulations pertaining to Title VI and EJ as there were no findings or corrective actions issued for either agency. 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)

RMTD adjusted their fixed routes in December 2012. Since that time, RMTD has been monitoring the performance of the routes and will determine if additional modifications will be necessary to better serve transit riders. It should also be noted that prior to the development of the RMAP FY 2019 UWP, the RMTD Title VI and EJ document had been updated (May 2017), adopted by the RMTD Board of Directors and submitted to FTA to meet the requirements set forth in both FTA Circular C 4702.1B (Title VI) and FTA Circular C 4703.1 (Environmental Justice)

PART 10 – PUBLIC COMMENTS

The draft version of the RMAP FY 2019 UWP was distributed to the RMAP Technical Committee and made available on the RMAP website on March 26th, 2018. Public comment period for the RMAP FY 2019 UWP was from March 26th, 2018 until April 17th, 2018.

Comments should be direct to:

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

Listed below are the changes made to the March 26th, 2018, draft RMAP FY 2019 UWP:

No public comment regarding the FY 2019 UWP was submitted to the MPO during March 26th, 2018 – April 17th, 2018 public comment period.

Chart 8, Chart 9, Chart 10, Chart 11, and Figure 1 have been revised to show the updated FHWA-PL and FTA 5305(d) planning funds as provided to the MPO by the Illinois Department of Transportation on 5/1/2018.

Appendix A:

As reference throughout this RMAP FY 2019 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 8: Intergovernmental Agreement IDOT/RMAP: Federal, State & Local Funds	
Compensation For Services	
	AMOUNT:
FHWA - PL Funds	\$ 567,396
State Planning Funds	\$ 141,849
Subtotal	\$ 709,245
FTA – 5305(d) Funds	\$ 149,731
State Planning Funds	\$ 37,433
Subtotal	\$ 187,164
TOTAL for IGA	\$ 896,409
Participation:	
Federal Funds Through IDOT	
FHWA-PL	\$ 567,396
FTA-5305(d)	\$ 149,731
Subtotal	\$ 717,127
State Planning Funds	
FHWA-PL	\$ 141,849
FTA-5305(d)	\$ 37,433
Remaining State Funds	\$ 7,929
Subtotal	\$ 187,211
Local Governmental Body Funds	
FHWA-PL	\$ 117,569
FTA-5305(d)	\$ 31,025
Subtotal	\$ 148,594
TOTAL FUNDS:	\$ 1,052,932

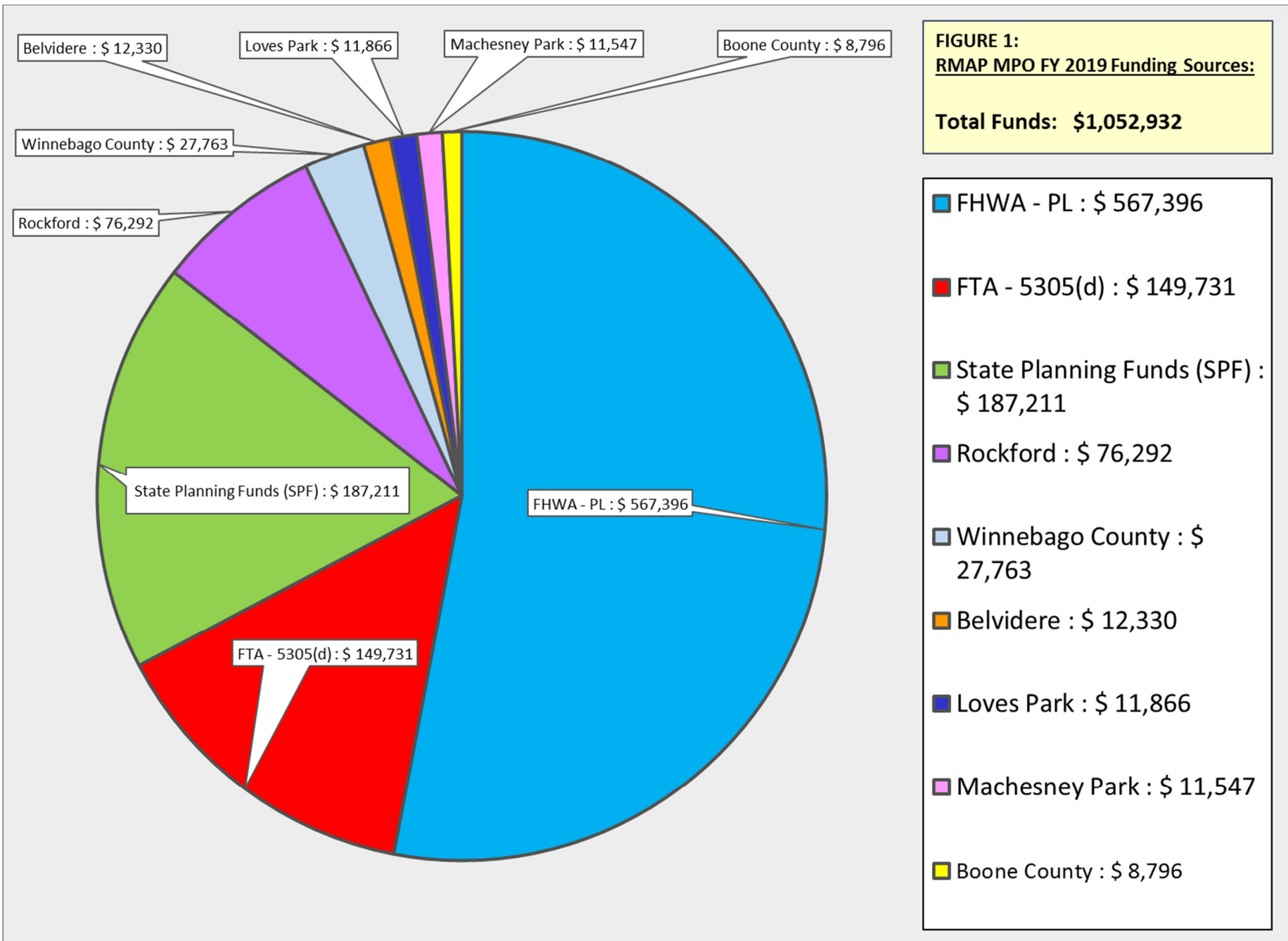
CHART 9: RMAP FY 2019 UWP Labor Costs

RMAP Work Element		Work Element Budget	FHWA - PL	FTA - 5305(d)	SPF / match: FHWA - PL	SPF / match: FTA - 5305(d)	SPF - Planning Project	Local Share: FHWA-PL	Local Share: FTA - 5305(d)	HOURS
			\$442,185	\$116,689	\$110,547	\$29,172	\$6,179	\$73,933	\$19,510	
1	Unified Work Program (UWP)	\$30,332	\$16,803	\$4,434	\$4,201	\$1,109	\$235	\$2,809	\$741	555
2	Technical assistance (TA) – Overall Subtotal:	\$106,163	\$58,810	\$15,520	\$14,703	\$3,880	\$822	\$9,833	\$2,595	1,943
2.01	*Greenway Plan & Greater RMAP Environmental / Educational Network	\$11,375								208
2.02	*Corridor Analysis, Economic and Traffic Simulation Modeling Assistance	\$26,541								486
2.03	*RMAP Bicycle - Pedestrian Study / Active Transportation Planning	\$24,645								451
2.04	*Organize and updating RMAP internal mapping operations	\$4,550								84
2.05	*Environmental/NEPA/Corridor Analysis - Watershed Planning	\$6,066								111
2.06	*RMAP & Other Public Transit Organizations: Issues/Subjects/Topics	\$22,749								416
2.07	*RMAP Regional Freight Analysis	\$10,237								187
3	Administration (AD)	\$204,662	\$113,376	\$29,919	\$28,344	\$7,480	\$1,584	\$18,956	\$5,003	3,748
4	Public Participation (PP)	\$41,667	\$23,082	\$6,091	\$5,771	\$1,523	\$322	\$3,859	\$1,018	763
5	Transportation Data and Forecasting (TDF)	\$68,247	\$37,807	\$9,977	\$9,452	\$2,494	\$528	\$6,321	\$1,668	1,249
6	Land Use-Planning, Data Collection and Forecasting (LUPDCF)	\$113,746	\$63,011	\$16,628	\$15,752	\$4,156	\$881	\$10,536	\$2,782	2,082
7	Transportation Improvement Program (TIP)	\$45,498	\$25,205	\$6,651	\$6,301	\$1,663	\$352	\$4,214	\$1,112	833
8	Congestion and Transportation System Management (CTSM)	\$64,416	\$35,684	\$9,417	\$8,921	\$2,354	\$499	\$5,967	\$1,574	1,180
9	Long-Range Transportation Plan (LRTP)	\$123,484	\$68,407	\$18,052	\$17,102	\$4,513	\$956	\$11,438	\$3,017	2,262
TOTAL		\$798,215	\$442,185	\$116,689	\$110,547	\$29,172	\$6,179	\$73,933	\$19,510	14,616

CHART 10: RMAP FY 2019 UWP Labor Costs and Expenses

RMAP Work Element		Work Element Budget	FHWA - PL	FTA - 5305(d)	SPF / match: FHWA - PL	SPF / match: FTA - 5305(d)	SPF - Planning Project	Local Share: FHWA-PL	Local Share: FTA - 5305(d)
			\$567,396	\$149,731	\$141,849	\$37,433	\$7,929	\$117,569	\$31,025
1	Unified Work Program (UWP)	\$40,000	\$21,555	\$5,688	\$5,389	\$1,422	\$301	\$4,466	\$1,179
2	Technical assistance (TA) – Overall Subtotal:	\$140,000	\$75,442	\$19,909	\$18,861	\$4,977	\$1,054	\$15,632	\$4,125
2.1	*Greenway Plan & Greater RMAP Environmental / Educational Network	\$15,000							
2.2	*Perryville Road Extension	\$35,000							
2.3	*Town Hall Road Corridor - Connection to the Jane Addams Tollway (I-90)	\$32,500							
2.4	*RMAP Bicycle - Pedestrian Study / Active Transportation Planning	\$6,000							
2.5	* Traffic Simulation Modeling Assistance to City of Rockford & IDOT	\$8,000							
2.6	*Organize and updating RMAP internal mapping operations	\$30,000							
2.7	*Environmental/NEPA/Corridor Analysis - Watershed Planning	\$13,500							
3	Administration (AD)	\$270,000	\$145,496	\$38,395	\$36,373	\$9,599	\$2,033	\$30,148	\$7,956
4	Public Participation (PP)	\$55,000	\$29,638	\$7,821	\$7,410	\$1,955	\$414	\$6,141	\$1,621
5	Transportation Data and Forecasting (TDF)	\$90,000	\$48,498	\$12,798	\$12,125	\$3,200	\$678	\$10,049	\$2,652
6	Land Use-Planning, Data Collection and Forecasting (LUPDCF)	\$150,000	\$80,831	\$21,331	\$20,207	\$5,333	\$1,130	\$16,749	\$4,419
7	Transportation Improvement Program (TIP)	\$60,000	\$32,332	\$8,532	\$8,083	\$2,133	\$452	\$6,700	\$1,768
8	Congestion and Transportation System Management (CTSM)	\$85,000	\$45,804	\$12,087	\$11,451	\$3,022	\$640	\$9,491	\$2,505
9	Long-Range Transportation Plan (LRTP)	\$162,932	\$87,800	\$23,170	\$21,950	\$5,792	\$1,227	\$18,193	\$4,800
TOTAL		\$1,052,932	\$567,396	\$149,731	\$141,849	\$37,433	\$7,929	\$117,569	\$31,025

Chart 11: Object Class Budget & Expenses - Federal, State & Local Funds	FY 2019 BUDGET TOTAL FUNDS:	FHWA - PL	FTA - 5305(d)	State Planning Funds	Local Contribution	SUM TOTALS
	\$ 1,052,932	\$ 567,396	\$ 149,731	\$ 187,211	\$ 148,594	\$ 1,052,932
Printing & Publications	\$ 5,500	\$ 2,964	\$ 782	\$ 978	\$ 776	\$ 5,500
Postage	\$ 1,100	\$ 593	\$ 156	\$ 196	\$ 155	\$ 1,100
Telephone	\$ 5,167	\$ 3,242	\$ 855	\$ 1,070		\$ 5,167
Travel	\$ 18,750	\$ 6,117	\$ 1,614	\$ 2,018	\$ 9,000	\$ 18,750
Dues	\$ 12,000	\$ 6,466	\$ 1,706	\$ 2,134	\$ 1,693	\$ 12,000
Subscriptions	\$ 3,500	\$ 1,886	\$ 498	\$ 622	\$ 494	\$ 3,500
Advertising - legal notices	\$ 400	\$ 251	\$ 66	\$ 83		\$ 400
Service Contracts	\$ 68,000	\$ 36,643	\$ 9,670	\$ 12,090	\$ 9,596	\$ 68,000
Building and Office Utilities	\$ 5,500	\$ 2,964	\$ 782	\$ 978	\$ 776	\$ 5,500
Contracted Janitorial Services	\$ 14,000	\$ 7,544	\$ 1,991	\$ 2,489	\$ 1,976	\$ 14,000
IT Expenses	\$ 33,000	\$ 17,783	\$ 4,693	\$ 5,867	\$ 4,657	\$ 33,000
Risk Management / Liability Insurance	\$ 5,500	\$ 2,964	\$ 782	\$ 978	\$ 776	\$ 5,500
Rent	\$ 40,000	\$ 21,555	\$ 5,688	\$ 7,112	\$ 5,645	\$ 40,000
Auditing Expense	\$ 1,500	\$ 808	\$ 213	\$ 267	\$ 212	\$ 1,500
Education & Training	\$ 11,000	\$ 5,928	\$ 1,564	\$ 1,956	\$ 1,552	\$ 11,000
Small Equipment & Tools	\$ 1,500	\$ 808	\$ 213	\$ 267	\$ 212	\$ 1,500
Public Meetings	\$ 3,800	\$ 2,384	\$ 629	\$ 787		\$ 3,800
Office General Supplies	\$ 8,000	\$ 4,311	\$ 1,138	\$ 1,422	\$ 1,129	\$ 8,000
Computers Non-Capital	\$ 4,500				\$ 4,500	\$ 4,500
Building Improvements	\$ 12,000				\$ 12,000	\$ 12,000
SUB - TOTAL	\$ 254,717 24.19%	\$ 125,211	\$ 33,042	\$ 41,313	\$ 55,150	\$ 254,717
Salary & Benefits (RMAP - Lead Agency only):	\$ 798,215 75.81%	\$ 442,185	\$ 116,689	\$ 145,898	\$ 93,444	\$ 798,215
TOTAL EXPENSES:	\$ 1,052,932	\$ 567,396	\$ 149,731	\$ 187,211	\$ 148,594	\$ 1,052,932





ROCKFORD METROPOLITAN AGENCY FOR PLANNING
POLICY COMMITTEE

RMAP RESOLUTION 2018-5

RE: Adoption of the FY-2019 (July 1, 2018 to June 30, 2019) RMAP Unified Work Program

WHEREAS the Rockford Metropolitan Agency for Planning (RMAP) is the Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Planning Area (MPA), and the MPO 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 2019 Unified Work Program (May 3rd, 2018 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 26th, 2018 version that was made available for public comment, and

WHEREAS the MPO Technical Committee has reviewed the FY-2019 Unified Work Program (May 3rd, 2018 version) and recommends approval;



NOW, THEREFORE, BE IT RESOLVED

That the MPO Policy Committee:

1. Adopts the FY 2019 Unified Work Program (May 3rd, 2018 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 2019 Unified Work Program (May 3rd, 2018 version) and this Resolution to the State of Illinois, the FHWA and the FTA;
4. Directs RIPC 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 RIPC 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 3rd day of May, 2018.

Greg Jury
Chairman - RMAP Policy Committee,
Mayor, City of Loves Park

Karl Johnson
Vice-Chairman - RMAP Policy Committee
Boone County Board Chairman, Boone County

Tom McNamara
Mayor, City of Rockford

Kevin Marchek
Deputy Director, Illinois Department of Transportation, Region 2

Mike Chamberlain
Mayor, City of Belvidere

Pastor Herbert Johnson
Board Chairman, Rockford Mass Transit District

Frank Haney
Winnebago County Board Chairman, Winnebago County

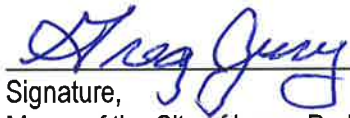
Steve Johnson,
Village President / Mayor, Village of Machesney Park

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 – RMAP Policy Committee or
Other Authorized Representative of the
Rockford Metropolitan Agency for Planning
May 3rd, 2018

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