



Unified Work Program FY 2023

Rockford Metropolitan Planning Organization
Adopted Program | June 2022



Unified Work Program

*For the planning and related activities to be performed
by the Rockford Metropolitan Planning Organization,
in FY 2023 (July 1, 2022 - June 30, 2023).*

This document has been prepared by the Region 1 Planning Council in collaboration with its member agencies, partnership organizations, and local stakeholders.

This report was prepared in cooperation with the following:

U.S. Department of Transportation (U.S. DOT)
Federal Highway Administration (FHWA)
Federal Transit Administration (FTA)
Illinois Department of Transportation (IDOT)
Rockford Mass Transit Agency (RMTD)
Local Units of Government

The contents, views, policies, and conclusions expressed in this report are not necessarily those of the above agencies.



COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

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Introduction

This Unified Work Program (UWP) identifies all of the planning activities to be conducted by Region 1 Planning Council (R1) during the fiscal year 2023 (July 1, 2022 through June 30, 2023). These activities are funded with federal, state, and local resources. The UWP is a federally-required statement of work identifying the planning priorities and activities to be carried out within a metropolitan area. It is required to provide descriptions of the planning work and resulting products, who will perform the work, time frames for completing the work, and the cost of said activities.

This program has been developed in cooperation with the Illinois Department of Transportation (IDOT), Rockford Mass Transit District (RMTD), and local governments in accordance with “Final Ruling on Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning” (23 CFR Parts 450 and 771/49 CFR Part 613).

About the Rockford Region R1 Planning Council

Region 1 Planning Council (R1), acting as the Rockford Metropolitan Planning Organization (MPO), is responsible for the planning and coordinating decisions regarding the Rockford Metropolitan Planning Area’s (MPA) surface transportation system. It is the responsibility of the MPO to conduct a continuing, cooperative, and comprehensive (3-C) transportation planning process and fulfill the following five core functions:

- Establish a fair and impartial setting for effective regional transportation decision making in the metropolitan area;
- Evaluate transportation alternatives, scaled to the size and complexity of the region;
- Maintain a long-range transportation plan covering a 20-year planning horizon;
- Develop a four-year Transportation Improvement Program (TIP) and prioritize projects; and
- Involve the public.

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

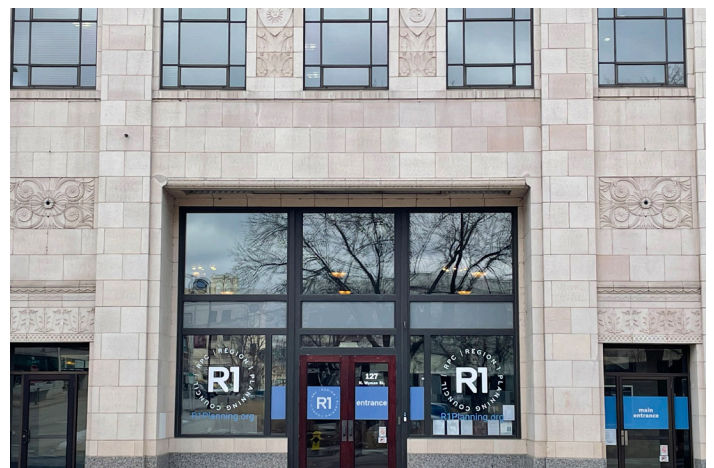
selection for the sub-allocation of Surface Transportation Block Grant (STBG) funds, including the Transportation Alternative (TA) Set-Aside program.

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

The activities of the MPO are directed by a Policy Committee that consists of the top elected officials from the above entities plus the Deputy Director from IDOT Region 2 and the Chairman of the Rockford Mass Transit District Board. The Policy Committee receives technical recommendations and assistance from a 22-member Technical Committee comprised of planners and/or engineers from the above entities plus various other local partners, such as the Chicago Rockford International Airport and the Rock River Water Reclamation District. A full list can be found on the acknowledgments page.

Much of the technical work of the MPO transportation planning function is done by a professional staff under the management of the Director of Regional Planning (the MPO Director) in close coordination with R1’s Executive Director.

This interaction is graphically illustrated in Appendix B, which displays the current organizational structure of the MPO as well as how the MPO is part of the regional framework for collaborative planning.



R1 offices at 127, N. Wyman Street, Rockford, IL

The Planning Area

The Rockford Metropolitan Planning Area (MPA) is located in north-central Illinois, near the state border of Wisconsin. As shown in Figure 1-1, the Rockford MPA is smaller than the boundaries of Boone, Ogle, and Winnebago Counties and covers approximately 440 square miles. The region has relatively flat terrain and is at the confluence of four major river systems in northern Illinois, including the Kishwaukee River, Pecatonica River, Sugar River, and Rock River, the largest and most central.

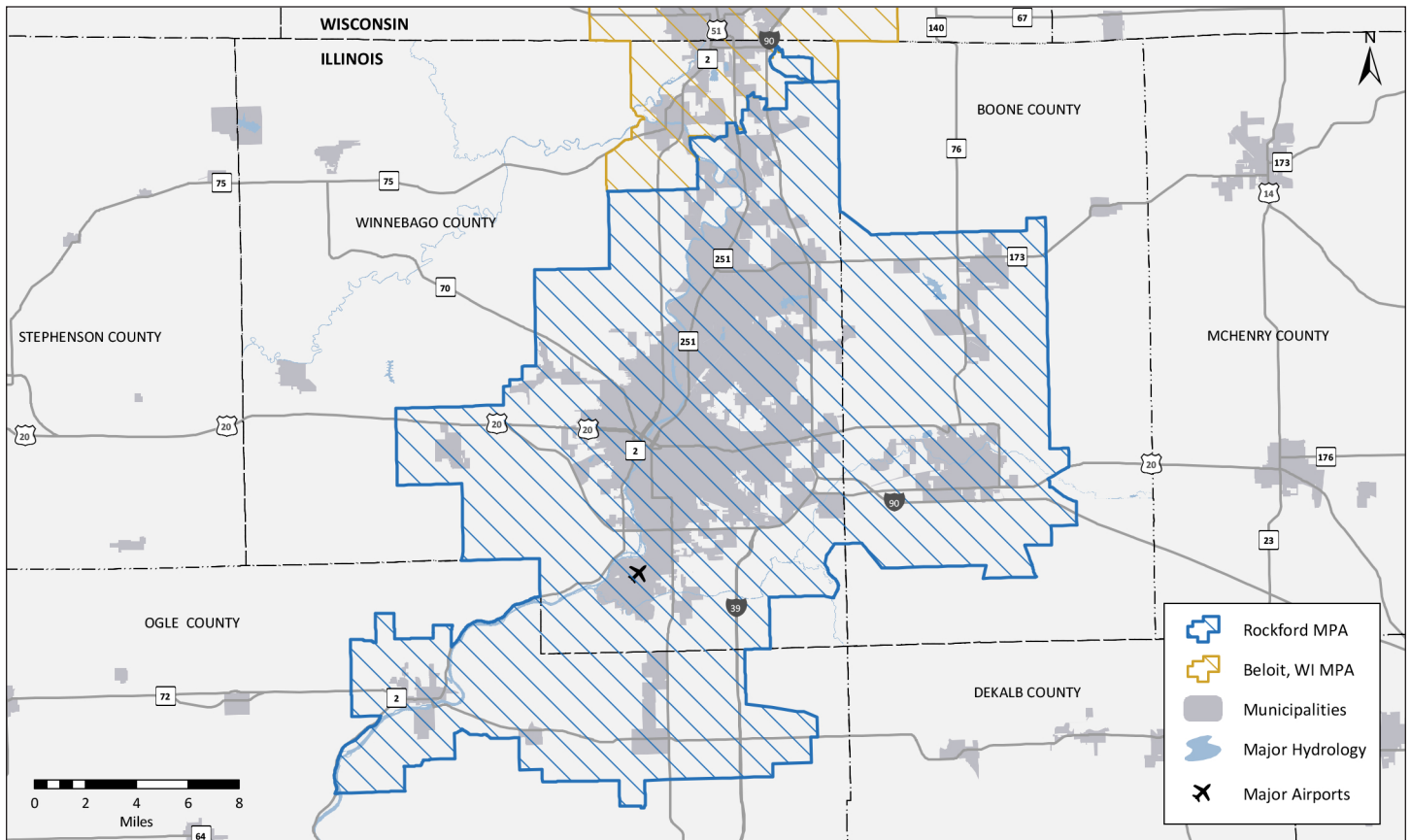
The City of Rockford forms the primary urban core of the region and is the fifth-largest city in Illinois, encompassing approximately 64 square miles. In total, the MPA encompasses 15 municipalities, including the Cities of Belvidere, Byron, Loves Park, and Rockford and the Villages of Caledonia, Cherry Valley, Davis Junction, Machesney Park, Monroe Center, New Milford, Poplar Grove, Roscoe, Stillman Valley, Timberlane, and Winnebago. While many of the incorporated jurisdictions within the MPA are a mix of urban and suburban development patterns, some municipalities and unincorporated areas of the MPA are largely agriculturally-based with strong ties to their rural heritage.

Summary of Federal & State Regulations

Unified work programs (UWPs) are required by federal transportation legislation and fall under the responsibility of metropolitan planning organizations (MPO). The development and maintenance of UWPs are subject to the regulations set forth under the Infrastructure Investment and Jobs Act (IIJA) and preceding federal transportation bills. Specifically, they are subject to the regulations outlined under 49 U.S.C. 5303(j) and 49 CFR Part 613. Under this regulation, MPOs are required to:

- Document planning activities performed with funds provided under title 23 U.S.C. and title 49 U.S.C. Chapter 53;
- Cooperate with the State and public transportation operator in the development of the UWP, including discussion on planning priorities for the MPA;
- Identify work proposed for the next 1- or 2-year period by major activity and task (including activities that address the federal planning factors);
- Provide sufficient detail to indicate who will perform the work, the schedule for completing the work, the

Figure 1-1. Rockford Metropolitan Planning Area



Source: Region 1 Planning Council, WinGIS

resulting products, the proposed funding by activity/task; and

- Provide a summary of the total amounts and sources of Federal and matching funds.

Funding Sources

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

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

Annual Development Process

Each year the MPO undertakes the following steps to develop the upcoming fiscal year's UWP, in accordance with the "IDOT Metropolitan Planning Organization Cooperative Agreements Manual":

1. **Budget for Federal Planning Marks (November – February):** The MPO receives notice from IDOT regarding the amount of Federal funds (FHWA PL and FTA 5303) available for the next FY to carry out planning activities captured in the UWP. Once notice is received, the MPO develops and submits a line item budget for IDOT's approval.

Figure 1-2. Transportation Planning Factors



Economic Vitality

Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.



Safety

Increase the safety of the transportation system for motorized and non-motorized users.



Security

Increase the security of the transportation system for motorized and non-motorized users.



Accessibility & Mobility

Increase accessibility and mobility of people and freight.



Environment & Quality of Life

Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and planned growth patterns.



Connectivity

Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.



Efficiency

Promote efficient system management and operation.



Preservation

Emphasize the preservation of the existing transportation system.



Resiliency & Reliability

Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.



Travel & Tourism

Enhance travel and tourism.

Source: Federal Highway Administration

2. **Draft the Program (January – March):** The MPO will draft the UWP in consultation with the MPO Policy Committee and the IDOT Metro Manager throughout all stages.
3. **Preliminary Review (April):** The first draft of the UWP is provided to the IDOT Metro Manager for preliminary review. The Metro Manager will review the draft UWP for inconsistencies and ensure that the UWP budget and scope of work are appropriate and in accordance with federal planning guidance and requirements. IDOT will then return the draft to the MPO for final revisions as necessary.
4. **Approval Process (April - June):** The MPO releases the draft UWP for a 30-day public comment period. Following this period, MPO staff presents the draft document to the MPO Technical Committee and MPO Policy Committee for recommendation and adoption, respectively.
5. **Final Review (June):** Once the MPO Policy Committee has approved it, the document is officially submitted to IDOT via the designated IDOT Metro Manager. After receiving the UWPs from a TMA, IDOT submits the document to USDOT for approval.

A full list of comments received during the public comment period for this UWP can be found in Appendix C.

Intergovernmental Agreement

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

Under the IGA, the MPO will summarize all activity and reimbursement requests, prepare the required documentation, and submit the requests to IDOT for each month in fiscal year within a timely fashion following each reporting period. Reimbursements from IDOT are sent to the MPO for each invoice submitted.

Agency Outreach & Public Engagement

In the development of the FY 2023 UWP, stakeholder and public input was afforded throughout the development. The timeline provided below, highlights those opportunities:

- December 3, 2021: MPO Policy Committee Meeting
- January 20, 2022: MPO Technical Committee Meeting
- January 20, 2022: MPO Policy Committee Meeting
- February 25, 2022: MPO Policy Committee Meeting
- May 2 – June 1, 2022: Public Comment Period (*Tentative*)
- June 23, 2022: MPO Technical Committee Meeting - Recommendation (*Tentative*)
- June 24, 2022: MPO Policy Committee Meeting - Approval (*Tentative*)

Public comments are 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. Suggestions regarding MPO transportation planning work may be directed to the Director of Regional Planning, the MPO Technical Committee, or MPO Policy Committee at their respective monthly meetings throughout the year. MPO planning staff contact information and meeting dates, times, and locations, are available at www.r1planning.org.

FY 2023 Work Program

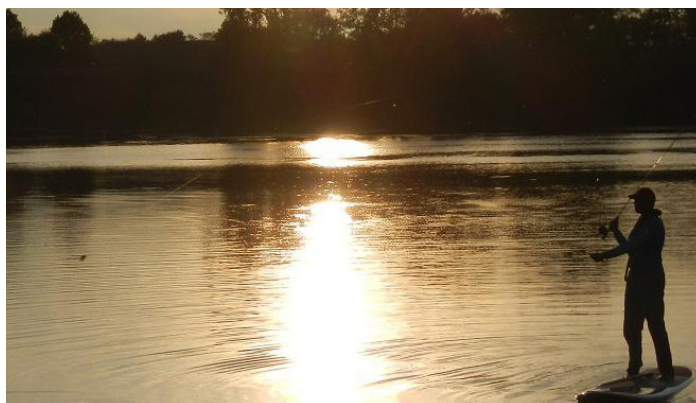
Work Elements & Tasks

Element 1 | Unified Work Program

Under this element, the administration work necessary for the operation of the metropolitan planning organization (MPO) is conducted. Region 1 Planning Council (R1), as the designated MPO, will have all the responsibility for work under this element. However, the Illinois Department of Transportation (IDOT) and the MPO will share some of the work, particularly related to contract administration and certification.

During this fiscal year, R1 staff will:

- 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 monthly/quarterly progress reports to IDOT.
- Monitor planning work activities/projects.
- Preparation of overall MPO budget and intergovernmental agreement (IGA) with IDOT.
- Maintain the Cooperative Agreement (CA) empowering the MPO for the Rockford Urbanized Area.
- Maintain and prepare records and documentation necessary for certifying the Planning Process for conformance with applicable State and Federal guidelines and regulations.
- Prepare and publish the FY 2024 UWP next spring (2023).



Fisherman on Windsor Lake in the City of Loves Park. Photo credit: Colin Belle

Element 2 | Technical Assistance

The MPO will provide technical assistant (TA) under the following categories:

Element 2.1 – Environmental Planning TA

The MPO has understood the benefits associated with integrating transportation and environmental planning for more than a decade and has been proactive in including and assisting the region’s environmental groups, organizations, advocacy groups, non-profits, and planning departments.

The MPO often aids local units of government in planning for emerging transportation, watershed, water quality and quantity, and stormwater issues. Staff coordinates with partner agencies on various approaches for incorporating environmental considerations into the transportation process and ensure that potential mitigation activities are considered and carried out. Additionally, the MPO often assists with environmental resource materials that are used by transportation departments responsible for preparation of National Environmental Policy Act (NEPA) documents.

Requests from partner agencies may include serving on project steering committees, collecting or analyzing data, providing guidance in the development process, review of materials, and more.

Element 2.2 – Corridor Planning & Feasibility Studies

The MPO receives various requests from local governmental and community partners throughout the year to provide transportation-related, subject-matter expertise or assistance on corridor studies, intersection design study, grant applications, or other related transportation system issues. These requests may include MPO staff serving on project steering committees, collecting or analyzing data, providing guidance in the development process, review of materials, and more. These requests are not always planned for, but are a necessary component of the comprehensive, cooperative, and continuing (3-C) planning process.

Additionally, the MPO supports public agencies in the planning area by providing 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. This assistance incorporates review of different planning/traffic network

scenarios. In some instances, the MPO may contract with outside consultants to perform this work.

The following list demonstrates just a few of the corridor studies the MPO will be assisting with:

- Irene Road & I-90 interchange location in Boone County.
- US-20, Winnebago County line to Genoa Road in Boone County.
- Spring Creek Road & I-90 / I-39 location.
- I-39 and Baxter Road interchange location in Winnebago County.
- IL-2 and US-20 interchange location in Winnebago County.
- Jefferson Street, East State Street to Kilburn Avenue in the City of Rockford.
- North 2nd Street (IL-251), City of Loves Park and Village of Machesney Park.
- 9th Street/6th Street/Whitman Street reconfiguration, in the City of Rockford.
- Auburn Street, North Main Street to North Springfield Avenue in the City of Rockford

Element 2.3 – Livable Communities Initiative

In order to integrate the principles developed in the Regional Plan for Sustainable Development (RSPD) and the goals and strategies of the Metropolitan Transportation Plan (MTP), the MPO is developing a Livable Communities Initiative program. The LCI will further examine and plan for Smart Growth activities in the region and coordinate with the MPO's transportation planning activities for a comprehensive approach.

At its core, the program offers technical assistance to partner agencies for sub-area analyses such as corridor studies, neighborhood plans, etc. The goal of these studies would be to enhance the multimodal transportation infrastructure, expand opportunities for economic development, increase community connectivity, promote healthy lifestyles, and enhance access to jobs, schools, and other services. Additionally, the LCI program would leverage federal transportation investment funding for infrastructure projects, identified within the MTP and the LCI corridor studies, that meet the criteria for enhancing livability within the region.

LCI and its livability measures will also be included in the planning and programming of several of the MPO's documents, including the project prioritization criteria of the MTP, as well as the Transportation Improvement Program (TIP). Additionally, the MPO will continue to include and expand upon the livability measures already addressed in

the project selection criteria of the Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) funds the MPO is allocated. Types of livability measures could include: bicycle, pedestrian, and transit trips; proximity to transit; equity considerations; proximity to employment centers, schools, and other services; and the inclusion of safety countermeasures, such as traffic calming.

Element 2.4 – Regional Public Transit Initiatives TA

Each year, the MPO provides technical assistance for the Rockford Mass Transit District (RMTD) and partner agencies who provide transit services within the MPO planning area. This assistance includes providing geographic data, demographic and socio-economic data, and researching transit-related programs and data upon request.

These work products assist transit partners in analyzing their current routes and networks in spatial relationship to regional data sources. This technical assistance also helps to better determine areas of need related to transit, assists in analyzing current transit route effectiveness, and helps identify strategies and solutions for further integrating available mobility options within the planning and service areas. Additionally, this work task includes the identification of connections between urban and rural transit services.

Other aspects of this element include MPO staff attending at public transit partner agency meetings and other work as required to meet the goals of Coordinated Public Transit – Human Services Transportation Plan (HSTP). This work will be executed on an ongoing basis and plan updates to the HSTP will be cycled in proximity to updates of the MTP. The latest update to Human Service Transportation Plan was completed in FY 2021.

Smart Growth is an overall approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods, and robust community engagement.

Source: Smart Growth America

Element 3 | Administration

Under this element, the general administration work necessary for the day-to-day operations of the MPO is conducted. R1, as the designated MPO, will have all the responsibility for work under this element.

This work can involve the following, as needed:

- Procure necessary supplies, office space, and capital equipment, such as computer equipment, and similar equipment necessary for gathering, displaying, or disseminating information.
- Hire and supervise employees.
- Manage employee benefits, perform employee evaluations, set and disburse salaries.
- Conduct similar activities necessary to maintain the MPO but not readily accountable to other specific work elements.
- Assure equal opportunities to Disadvantaged Business Enterprises (DBE) and minorities in contracts and subcontracts.
- Prepare and maintain employee accounting and other documentation for record keeping.
- Prepare and distribute information material regarding MPO and staff activities.
- Produce minutes, reports, plans, and other documents relative to MPO activities.
- Administer the Personnel, Affirmative Action, EEO Programs, and other MPO policies.

Element 4 – Public Participation

The MPO will conduct open, continuous, and participatory meetings with the public and other stakeholders pertaining to transportation planning. In FY 2022, the MPO began updating the Public Participation Plan (PPP), previously adopted in FY 2018, which provides strategies for engaging stakeholders outlining the opportunities and methods for gaining input from all areas of the community. The MPO will continue to ensure that the currently adopted PPP and Limited English Proficiency (LEP) documents meet the federal and state guidelines and regulations. The MPO will monitor these documents and update them accordingly to the requirements of the Infrastructure Investment and Jobs Act (IIJA) and future transportation planning legislation.

Throughout the year staff will undertake the following activities, as needed:

- Prepare and maintain agendas and meeting minutes for the MPO Policy Committee, Technical Committee, Alternative Transportation Committee, and other public meetings where and when staff attends to provide technical assistance.
- Hold and attend public hearings and informational workshops, open houses, and meetings.
- Prepare and use citizen surveys and questionnaires.
- Develop and disseminate non-technical or informational reports and seeking feedback from these reports.
- Develop press releases and notifying the press of all meetings, agendas, and important transportation issues prior to decisions on these issues.



MPO public engagement for the Bicycle & Pedestrian Plan, held at Veterans Memorial Hall in Rockford, IL.

- Maintain an open meeting format for all MPO meetings and allowing input from the general public on all issues during those meetings. All meetings of the MPO follow the requirements, regulations, and statutes of the Illinois Open Meetings Act.
- Maintain 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.
- Continue to develop and maintain the MPO webpage, which now is available on via the R1 website, www.r1planning.org.
- Further incorporate the use of social media, marketing materials and newsletters in public involvement and participation efforts for MPO transportation planning processes and documents.
- Planning, execution, and eligible expenses incidental to or required for the delivery of the annual IDOT Fall Planning Conference.

Element 5 – Corridor Analysis, Data Collection, & Modeling

Work in this element involves the gathering, maintaining, monitoring, and forecasting of a wide variety of data and information needed for a comprehensive transportation planning process. The following work efforts are a continuing effort for the MPO as it requires frequent updates, modifications, new data collection, and data creation.

Travel Demand & Economic Modeling

The MPO utilizes several software programs to provide travel demand and economic forecasting data and aid in the analysis process, including:

- Regional Economic Models, Inc (REMI) TranSight Program: a dynamic economic and demographic impact analysis model with the ability to evaluate changes to the region’s transportation network over time;
- Metro-PI Program: a forecasting model that analyzes comprehensive economic and demographic forecasting for sub-county geographies; and
- A travel demand model (TDM): a computer model used to estimate travel behavior and demand for a specific future time frame, based on a number of assumptions.

These programs help the MPO produce localized economic and transportation projections that are essential in long-range planning for the region. The MPO will continue to expand these programs in order to continue modeling the dynamic economic impact of transportation infrastructure

investment projects and to forecast the benefits of these improvements.

Some of the work completed by staff under this element includes:

- Maintain and update the MPO travel demand modeling program used in the development of traffic forecasts.
- Develop traffic count programs for various areas, corridors, intersections, and interchanges.
- Coordinate with participating agencies in gathering other transportation data as needed to prepare technical reports and analysis as part of project development reports for transportation improvement projects.
- Develop the Functional Classification System maps for the MPO urban area.
- Develop Traffic Analysis Zone maps for the three-county (Boone, Winnebago and Ogle) modeling area.
- Monitor 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.
- Collect additional data for the recalibration, update, and maintenance of the region’s Travel Demand Model (TDM) and Regional Economic Forecast Model (REMI).

Internal Mapping Operations

On a continuing basis, the MPO maintains its own internal mapping database for transportation, economic, land use, and major planning features for day-to-day planning efforts. This database allows transportation planning staff to utilize up-to-date information for the development of MPO and partner agency transportation planning documents. The MPO also develops and maintains geospatial data for specific projects to assist in various analyses. Localized geospatial data is often used in conjunction with externally sourced datasets, including those from the Illinois Department of Transportation, Homeland Security, Environmental Protection Agency, and others.

An additional goal of the MPO within this work element is to develop online mapping applications, including interactive online maps, to display data on transportation, land use, environmental, and socio-economic characteristics of the region.

Data-driven Approach

Monitoring and incorporating the most recent data available from the U.S. Census Bureau, the U.S. Bureau of Economic Analysis, U.S. Bureau of Labor Statistics, U.S. Department

of Energy, and other federal and state resources is also undertaken routinely by staff to incorporate those data sets and analyses into transportation planning process and GIS capabilities of the MPO.

For example, staff routinely performs the following tasks related to data collection:

- Collect, analyze, and use demographic and socio-demographic data.
- Monitor public transit services and ridership data.
- Monitor regional air passenger and cargo and freight information for intermodal connections and the Primary Freight Network.
- Monitor and update regional labor shed and commuter flow data.
- Use available Census data and continue to integrate it into the on-going development and monitoring of the MTP process and many of the analyses and studies performed.
- Use Illinois Department of Employment Security, Bureau of Labor Statistics, and Bureau of Economic Analysis data for the purpose of making employment and economic projections.
- Integrating the REMI software programs into the overall MPO transportation planning process while working with the local agencies to foster a more economical – transportation improvement connection with capital programming of projects and programs.

Element 6 – Coordinated Planning Efforts

Examining the linkages between the environment, housing, land use, and transportation system has become an integral process in long-range planning, requiring a regional coordinated effort rather than the siloed planning processes of the past. Coordinating planning efforts in metropolitan areas have been solidified under the most recent Federal legislation, the Infrastructure Investment and Jobs Act (IIJA) and the State of Illinois’s 2021 Climate and Equitable Jobs Act. Under this work element, the MPO will examine and ensure the connections between the environment and resiliency planning, housing plans, and land use/comprehensive planning are all integrated in the transportation planning process.

Environmental & Resiliency Planning

Addressing air quality and other environmental issues has been and will continue to be a core planning area for the MPO. To do this, the MPO conducts several activities regularly and as needed throughout the fiscal year.



Bicyclists resting along the banks of the Kishwaukee River. Photo credit: Jamie Johnson, Forest Preserves of Winnebago County.

First, MPO staff will continue to monitor the ozone National Ambient Air Quality Standards (NAAQS) re-evaluation process, as well as the information for carbon monoxide and particulate matter. For U.S. DOT funds to be authorized, approved and fund programs and projects, those specific projects in the Rockford urbanized area must conform to the Clean Air Act. The MPO is currently designated as an attainment area.

Additionally, the MPO will maintain the currently adopted Boone and Winnebago County Greenways Map (fifth version) and its companion document, which was completed in early 2021. The plan provides information on environmental- and preservation-related property acquisitions, floodplains, steep slopes, and other technical GIS information. The Boone and Winnebago County Greenways displays emphasis regarding transportation planning and environmental linkages (PEL).

Over recent years, the MPO has been preparing the region to be electric vehicle (EV) ready. In 2021, the MPO Policy Committee adopted the EV Readiness Plan for the Rockford Region. This plan included a series of goals, strategies, and targets that the MPO will be work towards through FY 2023.

Finally, the MPO will be expanding on its efforts related to resiliency planning. Extreme weather events and man-made disasters can greatly jeopardize the health, safety, and welfare of people throughout the region. The effects of these events can be heightened if the transportation system is impacted and the ability to properly evacuate or respond to such events is not possible. For these reasons, it is imperative that the MPO begins to prepare the region to address resiliency as it relates to infrastructure, land uses, the environment, and several other factors.

To address resiliency, the MPO will be assisting in an update and expansion upon the work completed for the Regional Plan for Sustainable Development (RPSD) by the MPO in 2015. First, complete an update to the document, specifically

focusing on the connections between the transportation network, housing, economic development, and resiliency. Secondly, the MPO will continue its efforts on developing a Transportation Resiliency Study, that looks at where the most critical infrastructure is located and is most at risk, as well as address and prioritize infrastructure investments to address resiliency.

Staff activities during FY 2023 will include:

- Maintain and update the Greenways Plan and Map for the three-county region.
- Incorporate environmental screenings of transportation projects in MPO planning documents and programs.
- Further development of a carbon reduction strategy, as identified in the IJJA.
- Continue planning and implementation efforts related to alternative fuel vehicles, particularly electric and electric-hybrid vehicles.
- Continue to analyze the resiliency and redundancy of the transportation system; as well as promote the incorporation of new design, capabilities, and configurations into infrastructure repair and replacement that support infrastructure resiliency.
- Assist in the update and expansion of the Regional Plan for Sustainable Development.

Housing Coordination

While additional guidance had not be released at the time of drafting this document, the MPO will begin to integrate coordinated planning efforts related to affordable housing and its linkages to transportation. Under this element, staff will begin to research and eventually develop of a Regional Housing Coordination Plan. This effort will occur over the next few fiscal years. Additionally, the MPO will continue to consult and coordinate with local and regional affordable housing authorities, municipal human services departments, residential developers, and other related non-profits in the region. Currently, the MPO does have representation of some of these organizations on the Livable Communities Forum. Staff will also further incorporate housing-related data into transportation planning efforts, available from the U.S. Department of Housing and Urban Development (HUD) and the Housing and Transportation Affordability Index.

Staff activities related to housing coordination and housing-related planning that may be undertaken in FY 2023, include:

- Monitor residential construction, demolition, and change relating to their impact on transportation.
- Review local comprehensive land use plans in regards to future residential developments and affordable housing efforts.

- Conduct a scan of existing housing plans and programming initiatives currently in the region.
- Coordinate with the local housing authorities, real estate and building associations, and other organizations engaged in housing development and management in the Rockford Metropolitan Area.
- Beginning a housing and transportation study for the Rockford Region.

Land Use & Comprehensive Planning

The MPO will provide local entities assistance in reviewing zoning ordinances, land use and comprehensive plans, and socio-economic planning activities to determine future transportation needs, coordinate transportation improvements, and maintain the Metropolitan Transportation Plan (MTP). This work is essential for determining future transportation needs and coordinating transportation improvements with other public improvements and private development.

Staff activities related to land use and municipal comprehensive planning, include:

- Monitor area construction, demolition, and land use changes.
- Compare census data, monitoring counts, and other data with forecasts.
- 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.
- Monitor changes in land use plans, laws, and ordinances regarding their impact on transportation.
- Coordinate with the Rockford Area Economic Development Council, Growth Dimensions, several of the areas' Chambers of Commerce, and other economic development organizations engaged in visioning and promoting the future of the Rockford Metropolitan Area.
- Review and monitor local land use plans to ensure overall coordination with the MPO MTP and TIP planning processes.

Element 7 – Transportation Improvement Program

The MPO prepares and publishes the annual **Transportation Improvement Program** (TIP) for the Rockford Metropolitan Area. The TIP lists and sets priorities for transportation improvements over the next four fiscal years and assures projects are financially feasible, as well as coordinated with other improvements and developments. Additionally, the

TIP requires continual maintenance throughout the year, including modifications and amendments; coordination with other agencies and transit providers in development of transportation priorities; and monitoring and reporting on implemented projects, to ensure progress towards achieving the federally-required performance targets are being met.

In FY 2023, the MPO will continue to ensure the requirements pertaining to the development of the TIP, and those activities will be included within this work element, which may include the following activities:

- Assure conformance with federal and state DOT requirements including project priority setting, adherence to financial constraints, and public participation.
- Coordinate with private and public transit providers and incorporation of projects programming Federal Transit Administration (FTA) transit funds (i.e. 5307, 5310, 5339, etc.)
- Monitor and report on progress regarding implementation of projects in the TIP and completing the Annual List of Federally Obligated Projects.
- Maintain the publicly accessible online database for TIP projects of past and present document.
- Develop, publish and disseminate the FY 2023-2026 TIP document and amendments thereto.

- Coordinate with implementation partner agencies to utilize the procedures to amend and modify the MPO transportation improvement program.
- Administer and manage the Surface Transportation Block Grant (STBG) and the Transportation Alternatives Program (TAP) funding project selection process.

Element 8 – Transportation System Management

Under this work element, the MPO will improve plans for the cost-effective maintenance of transportation infrastructure, equipment, and facilities; employ innovative ways to improve safety, utilization, and efficiency of the existing transportation system; carefully manage additions and changes to the functionally classified roadway network; and develop, maintain, and encourage the use of transportation alternatives, Smart Growth principles, and other techniques to reduce peak traffic and overall travel demand.

Performance-Based Planning & Programming

States, MPOs, and other stakeholders are required to establish performance measures for pavement conditions and performance for the Interstate and National Highway System (NHS), bridge conditions, injuries and fatalities, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System. State and metropolitan plans will describe how program and project selection will help achieve the targets.

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

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

- Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- Infrastructure condition: Maintain the highway infrastructure asset system in a state of good repair.
- Congestion reduction: Achieve a significant reduction in congestion on the NHS.
- System reliability: Improve the efficiency of the surface transportation system.
- Freight movement: Improve the national freight network, strengthen the ability of rural communities



View of Rockford Mass Transit District's east Side Transfer Center. Photo credit: Rockford Mass Transit District.

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.

Each year, or as required, MPO staff will undertake the following activities related to performance-based planning and programming:

- 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.

Congestion Management Process/ Transportation System Management & Operations

In FY 2021, the MPO began undertaking a comprehensive update to its 2008 Transportation System Management and Operations (TSMO) and the Congestion Management Process. The overarching goal of this project is to further strengthen linkages between operations and planning of the regional transportation system to solve operational problems, improve system performance, improve communication across transportation agencies, and prepare for the incorporation of emerging technology. The plan will identify key transportation performance measures of relevance to the region, coordinate with transportation system operators and providers to collect appropriate data for those measures, compile and analyze the data, and develop a set of preferred TSMO solutions to be incorporated into the transportation planning process.

The completion of this plan will provide the region an overview of current conditions and recommend strategies to address how efficiently and safely people and goods can move from place to place across all modes, how long and often travelers are delayed due to both recurring and nonrecurring events, how efficiently goods are reaching markets within and outside of the region, and the environmental impacts generated by transportation operations. With this knowledge, the region can then

Transportation System Management & Operations (TSMO) is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed.

Source: Federal Highway Administration

work collaboratively to develop an integrated approach that optimizes the existing infrastructure through the implementation of systems, services, and projects designed to preserve capacity and improve system performance.

The MPO will incorporate requirements of the Final Rule for Statewide and Metropolitan Transportation Planning (as they pertain to Congestion and Management & Operations) as well as recommendations for improvement as listed within the 2020 FHWA/FTA Federal Certification Report.

R1 will utilize the newly updated TDM to track and monitor the efficient movement of people and goods as it related to congestion within the region.

Element 9 – Metropolitan Transportation Plan

The current Metropolitan Transportation Plan (MTP), **2050 Metropolitan Plan for the Rockford Region**, was adopted by the MPO Policy Committee on July 31, 2020. The MPO will be maintaining the comprehensive 2050 MTP that coordinates transportation improvements and delivery of public transportation services over the next 30-year planning horizon; evaluate various plan changes, project proposals, developments and alternative transportation plans for incorporation to the MTP and its subsequent amendments.

Equity and Environmental Justice

The MPO is dedicated to an inclusive planning process that ensures that residents are informed about and given meaningful opportunities to engage in regional planning efforts and decision making. R1 strives to be as inclusive as possible so it is able to serve the widest range of citizens and implement effective planning that uses federal funding to benefit the entire region represented by MPO. In order to accomplish this goal, the MPO has developed a Title VI

Program in accordance with the federal laws, regulations, and guidance that govern nondiscrimination in its programs and activities.

Throughout the fiscal year, staff will:

- Analyze and monitor relevant Title VI and Environmental Justice data for the TIP planning process.
- Analyze and assure transportation planning recommendations and coordinated services are not discriminatory to minorities (Title VI) or neglect persons of lower economic status in the community (Environmental Justice).
- Coordinate the Title VI and Environmental Justice assessment data with other planning and economic development efforts and processes.

- Prepare and monitoring the Title VI and Environmental Justice assessments and Limited English Proficiency Plan for the MPO.
- Monitor guidance on President Biden’s Justice40 Initiative and begin to incorporate it into the MPO’s planning and programming processes.

Other Long-range Transportation Planning Initiatives

In addition to the work elements detailed above that are directly related to or included in the 2050 MTP, several planning efforts will be undertaken by the MPO to further the goals and objects of the plan. These efforts warrant sufficient staff resources to be allocated for these topics. These topics include:

- Alternative transportation, including bicycle and pedestrian planning;
- Asset management;
- Connected and autonomous vehicles;
- Alternative vehicle fuels
- Freight and urban good movement;
- Innovative mobility services;
- Intelligent Transportation System (ITS);
- Intercity transportation, including passenger rail and commuter services;
- Public health and transportation;
- Regional land use and environmental planning;
- Resiliency and redundancy assessments;
- Transportation financing opportunities;
- Transportation safety planning;
- Transportation system management and operations; and
- Tourism and transportation.



East State Street in Cherry Valley, IL.

Element 10 – Complete Streets

Under the Infrastructure Investment and Jobs Act (IIJA), a greater emphasis is placed on the development and promotion of Complete Streets. Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, and maintained to enable safe, convenient and comfortable travel for all users. During FY 2023, the MPO will begin to craft a regional complete streets policy, with associated standards. The development and application of a Complete Streets policy will require coordination of plans, jurisdictions, and agencies. Although the MPO has promoted complete streets for several years, a formal adoption of a regional complete streets policy would further much of the current, ongoing work of the MPO, including bicycle and pedestrian planning, transportation safety planning, and freight planning.

Staff activities will include:

- Research and monitor best practices and evidence-based research on Complete Streets policies.
- Coordinate with the MPO committees to develop regional Complete Streets policy and standards to be incorporated into roadway design and construction.
- Integrate Complete Streets philosophies throughout the MPO planning documents and into Surface Transportation Block Grant (STBG) and Transportation Alternatives Program (TAP) project selection methodology.
- Continue efforts to study, develop, and implement mobility hubs throughout the region.

Bicycle & Pedestrian Planning

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

The MPO will be working on an update to the Bicycle and Pedestrian Plan in FY 2022 and FY 2023.

Additionally, during FY 2023, the MPO will continue to work on a Regional Online Bicycle Map. The regional online bicycle map will be comprised of two components: (1) an interactive online map for members of the public to view existing on-street bicycle facilities and shared use paths and (2) an inventory of existing and proposed facilities with additional information, such as agency with maintenance responsibilities, surface type, etc. The MPO will continue to work with coordinating agencies to update this resource on a regular basis.

Safety Planning

One core emphasis of IIJA is the continual aggressive safety agenda. The MPO has and will continue to coordinate with IDOT regarding their Strategic Highway Safety Plan initiative to develop a regional and local process to identify safety concerns 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 and FHWA effort to develop a National Strategy on Highway Safety – Toward Zero Deaths (TZD). The National Strategy is a data-driven effort focusing on identifying and creating opportunities for changing American culture to improve highway safety through engineering, education, enforcement and emergency medical services (4 E’s). The MPO will continue to advance in the coordination and cooperation with a broad range of multidisciplinary stakeholders to improve transit, freight vehicle, non-motorized, and transportation network safety by assisting agencies in applying for Highway Safety Improvement Program (HSIP) and other related transportation safety funds.

Freight Planning

Freight considerations are essential in both transportation and economic development planning as the region looks ahead. In 2020, the MPO received State Planning and Research (SPR) funds to examine the freight network in order to strengthen the connection between the region’s key freight transportation assets, core industries, and land use development. The final plan includes freight mobility, economic, and policy/programming goals; narrative on the importance of freight to the regional economy; overview of the trends, issues, and needs of the freight system; and a recommendations and implementation plan. In FY 2023, the MPO will begin pursuing the implementation of the results identified in the Regional Freight Study.

Summary of Work Products

Figure 2-1. Summary of Work Products

UWP-Funded Work Products

Federally-Required	Status	Work Element	Anticipated Completion
2050 Metropolitan Transportation Plan	Monitoring	WE #9	Ongoing
Annual Listing of Obligated Projects (FY 2022)	Commencing	WE #7	FY 2023
Congestion Management Process	Monitoring	WE #8	Ongoing
Human Service Transportation Plan	Monitoring	WE #10	Ongoing
Performance Measure Targets	Monitoring	WE #8	Ongoing
Public Participation Plan	Continuing	WE #4	FY 2023
Title VI & Environmental Justice (EJ)	Monitoring	WE #9	Ongoing
Transportation Improvement Program (FY 2023-2026)	Monitoring	WE #7	Ongoing
Transportation Improvement Program (FY 2024-2026)	Commencing	WE #7	FY 2023
Unified Work Program (FY 2023)	Monitoring	WE #1	Ongoing

Other Work Products	Status	Work Element	Anticipated Completion
Asset Condition Study	Continuing	WE #9	FY 2023
Bicycle & Pedestrian Plan	Continuing	WE #10	FY 2024
Carbon Reduction Strategy	Commencing	WE #6	TBD
Complete Streets Policy & Standards	Commencing	WE #10	FY 2023
Complete Streets Prioritization Plan	Commencing	WE #10	TBD
Connected & Autonomous Vehicle Readiness Study	Continuing	WE #9	FY 2024
Electric Vehicle Readiness Plan	Monitoring	WE #9	Ongoing
Freight Study for the Rockford Region	Monitoring	WE #10	Ongoing
Greenways Map and Plan	Monitoring	WE #6	Ongoing
Housing Coordination Study	Commencing	WE #6	TBD
Infrastructures Priorities Playbook (2023)	Commencing	WE #7	FY 2023
Mobility Hubs Feasibility Study	Monitoring	WE #10	Ongoing
Rail-served Industrial Park/Rail Consolidation Feasibility	Continuing	WE #6	FY 2023
Regional Resiliency Plan	Commencing	WE #6	FY 2024
RMTD Climate Action Plan	Monitoring	WE #2.4	Ongoing
RMTD Comprehensive Mobility Study	Monitoring	WE #2.4	Ongoing
Transportation Funding Guidebook	Monitoring	WE #9	Ongoing
Transportation Resiliency Study	Continuing	WE #6	FY 2024
Transportation Safety Plan	Monitoring	WE #8	Ongoing
Transportation Systems Management & Operations	Monitoring	WE #8	Ongoing
Winnebago County Rural Transit Study	Continuing	WE #2.4	FY 2024

State Planning & Reseach (SPR) Funded Work Products

Study/Plan	Status	Anticipated Completion
3-County Regional Interchange Study	Complete	FY 2021
Freight Study for the Rockford Region	Continuing	FY 2023
Greenhouse Gas Inventory	Pending Award	FY 2025
Health + Transportation Study for the Rockford Region	Pending Award	FY 2025
Keith Creek Corridor Study	Continuing	FY 2023
Passenger Rail Station Conceptual Siting Analysis	Continuing	FY 2023
Regional Traffic Signal Management Program	Continuing	FY 2024
RMTD Comprehensive Mobility Study	Complete	FY 2022

Budget Summary

The total estimated cost to implement this work program is \$1,296,261. The ten work elements are developed around the federal planning marks (PL) funds and matching funds from the State of Illinois Metropolitan Planning Funds (SPF). The MPO partner organizations also provide Local Contribution Funds (LC) to address transportation and land use planning elements necessary for the region which surpass the eligibility requirements of the Federal and State sources. The funding breakout for the FY 2023 by source is provided in Table 3-1 and Figure 3-1.

Accordingly, all ten transportation planning elements have highway (PL) and transit (5305(d)) aspects as well as state planning funds and local contributions that are equally distributed. The anticipated expenditures per work element is provided in Table 3-1.

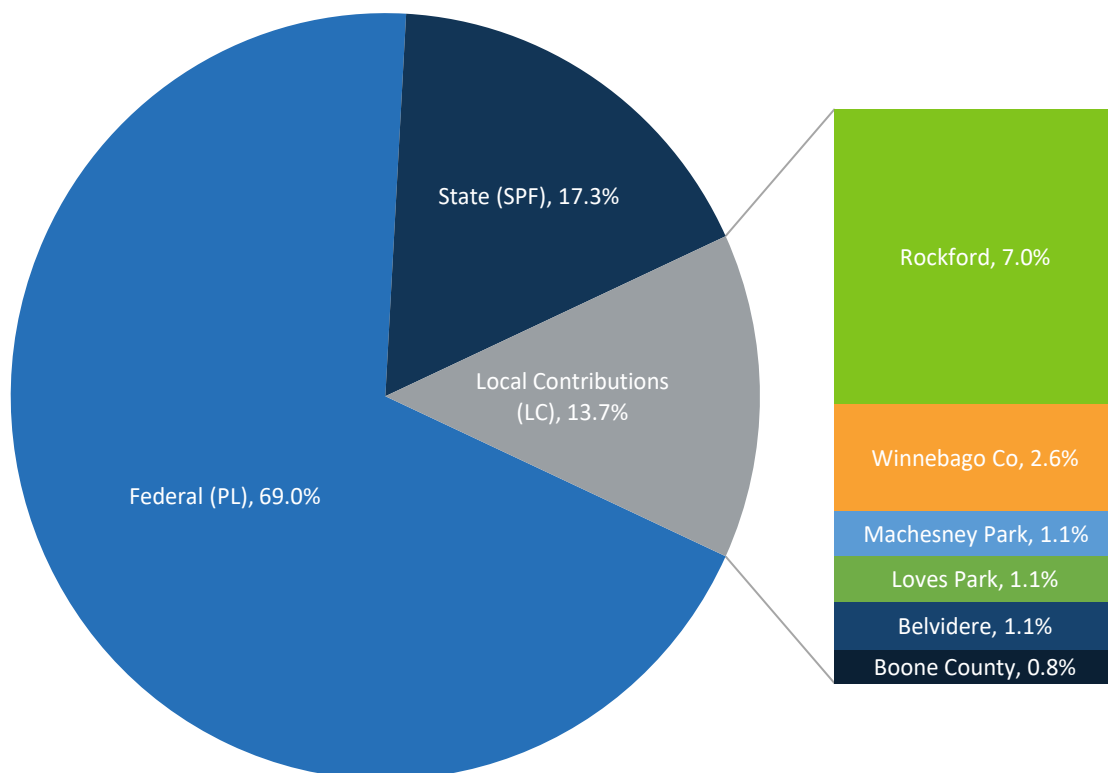
The cost allocation methodology for FY 2023 will be in accordance with R1 policies and procedures and the same as used and approved in previous years. The MPO will submit those charges for reimbursement that can be defined as eligible costs under the terms and conditions as determined in the Intergovernmental Agreement (IGA) between the MPO and IDOT.

Direct and indirect costs expended by R1 to carry out this work program fall within 19 different line item expenses, aligning with the Illinois Grant Accountability and Transparency Act (GATA). Labor costs are specific personnel costs (salaries and wages) and fringe benefits attributed directly to the ten 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, and other office equipment. Table 3-2 displays the MPO revenue and expenditures representing information in the required GATA budget template.

Table 3-1. UWP Funding by Source, FY 2023

Source	Amount
Federal Funds (FHWA-PL & FTA 5305(d))	\$ 894,735.83
State Planning Funds (match to Federal Funds)	\$ 223,683.96
Federal & State Funds Subtotal	\$ 1,118,419.79
Local Government Agency Contributions	\$ 177,841.43
Total Transportation Planning Funds	\$ 1,296,261.22

Figure 3-1. UWP Funding by Source, FY 2023



Salaries and benefits account for 75 percent of the budget and constitutes the largest expenses for the MPO. The second largest expense, at 9 percent of the budget, is for contractual payments for services (contractual and consulting) performed for R1 in accordance with the terms and agreements of a written agreement. This line item includes accounting, human resource, legal, and subject-

matter expertise, if needed. The remaining 16 percent of the budget is attributed to the day-to-day operations necessary to run the MPO, including, but, not limited to, office supplies, printing, rent, and training opportunities, and professional dues.

Table 3-2. Work Element Expenditures by Funding Sources, FY 2023

Work Element	Work Element Budget	Federal Planning Marks (PL)	State Planning Funds (SPF)	Local Contribution	Percent of Total Budget
1.0 Unified Work Program (UWP)	\$ 85,000.00	\$ 58,670.69	\$ 14,667.67	\$ 11,661.63	6.6%
2.0 Technical assistance (TA)	\$ 150,000.00	\$ 103,536.52	\$ 25,884.13	\$ 20,579.35	11.6%
2.1 Environmental Planning TA	\$ 22,500.00	\$ 15,530.48	\$ 3,882.62	\$ 3,086.90	1.7%
2.2 Corridor Planning & Feasibility Studies	\$ 35,000.00	\$ 24,158.52	\$ 6,039.63	\$ 4,801.85	2.7%
2.3 Livable Communities Initiative	\$ 27,500.00	\$ 18,981.70	\$ 4,745.42	\$ 3,772.88	2.1%
2.4 Regional Public Transit Initiatives	\$ 65,000.00	\$ 44,865.82	\$ 11,216.46	\$ 8,917.72	5.0%
3.0 Administration (AD)	\$ 230,000.00	\$ 158,756.00	\$ 39,689.00	\$ 31,555.00	17.7%
4.0 Public Participation (PP)	\$ 70,000.00	\$ 48,317.04	\$ 12,079.26	\$ 9,603.70	5.4%
5.0 Corridor Analysis, Data Collection, & Modeling	\$ 95,000.00	\$ 65,573.13	\$ 16,393.28	\$ 13,033.59	7.3%
6.0 Coordinated Planning Efforts	\$ 120,000.00	\$ 82,829.22	\$ 20,707.30	\$ 16,463.48	9.3%
7.0 Transportation Improvement Program (TIP)	\$ 60,000.00	\$ 41,414.61	\$ 10,353.65	\$ 8,231.74	4.6%
8.0 Transportation System Planning	\$ 95,000.00	\$ 65,573.13	\$ 16,393.28	\$ 13,033.59	7.3%
9.0 Metropolitan Transportation Plan (MTP)	\$ 231,261.22	\$ 159,626.54	\$ 39,906.64	\$ 31,728.04	17.8%
10.0 Complete Streets	\$ 160,000.00	\$ 110,438.95	\$ 27,609.75	\$ 21,951.31	12.3%
	\$1,296,261.22	\$894,735.83	\$223,683.96	\$ 177,841.43	100.0%

Table 3-3. Line Item Budget for State & Federal Funds, FY 2023

Expenditure Category	Federal Award Reference	Total Expenditures
Personnel (Salaries & Wages)	200.43	\$ 601,271.29
Fringe Benefits	200.431	\$ 241,711.06
Travel	200.474	\$ 14,000.00
Equipment	200.439	\$ 5,899.53
Supplies	200.94	\$ 3,500.00
Contractual Services & Subawards	200.318 & 200.92	\$ 40,171.06
Consultant (Professional Services)	200.459	\$ 58,320.45
Construction	-	\$ -
Occupancy (Rent & Utilities)	200.465	\$ 48,584.00
Research and Development (R&D)	200.87	\$ -
Telecommunications	-	\$ -
Training and Education	200.472	\$ 6,000.00
Direct Administrative Costs	200.413 c	\$ -
Miscellaneous Costs	-	\$ 3,650.00
(A) Grant Exclusive Line Item(s)	-	\$ -
(B) Grant Exclusive Line Item(s)	-	\$ -
Total Direct Costs	200.413	\$ 1,023,107.39
Total Indirect Costs	200.414	\$ 95,312.40
Federal & State Revenue Total	-	\$ 1,118,419.79

Appendices

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Appendix A.

Glossary & Acronyms

Acronyms & Abbreviations

#	
3-C	Continuing, Cooperative, & Comprehensive
4 E's	Engineering, Education, Enforcement, & Emergency Medical Services

C	
CA	Cooperative Agreement
CMP	Congestion Management Process

D	
DBE	Disadvantaged Business Enterprises

E	
EJ	Environmental Justice
EV	Electric Vehicle

F	
FHWA	Federal Highway Administration
FTA	Federal Transit Administration

G	
GATA	Grant Accountability And Transparency Act
GIS	Geographic Information Systems

H	
HSIP	Highway Safety Improvement Program
HSTP	Human Services Transportation Plan
HUD	U.S. Department Of Housing And Urban Development

I	
IDOT	Illinois Department Of Transportation
IGA	Intergovernmental Agreement
IIJA	Infrastructure Investment & Jobs Act
ITS	Intelligent Transportation System

L	
LC	Local Contribution Funds
LEP	Limited English Proficiency

M	
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan

N	
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHS	National Highway System

P	
PEL	Planning & Environmental Linkages
PL	Federal Planning Marks
PPP	Public Participation Plan

R	
R1	Region 1 Planning Council
RATS	Rockford Area Transportation Study
REMI	Regional Economic Models, Inc.
RMAP	Rockford Metropolitan Agency For Planning
RMTD	Rockford Mass Transit District
RSPD	Regional Plan For Sustainable Development

S	
SPF	State Planning Funds
SPR	State Planning & Research Funds
STBG	Surface Transportation Block Grant

T	
TA	Technical Assistant
TA	Transportation Alternative
TAP	Transportation Alternatives Program
TDM	Travel Demand Model
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TSMO	Transportation System Management & Operations
TZD	Toward Zero Deaths

U	
UWP	Unified Work Program

Glossary of Terms

#

3-C Process

Continuing, comprehensive, and cooperative transportation planning process.

Source: Federal Highway Administration

A

Accessibility

The ease of reaching valued destinations, such as jobs, shops, schools, entertainment, and recreation.

Source: Federal Highway Administration

Alternative Transportation

Any mode of personal transportation other than a single-occupant vehicle, including biking, walking, carpooling, and public transportation.

Source: MPO Alternative Transportation Committee Bylaws

Attainment Area

An area considered to have air quality that meets or exceeds the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act.

Source: Federal Highway Administration

Autonomous Vehicle

Also known as self-driving or driverless vehicles, are vehicles in which some aspect of control is automated by the car.

Source: National Highway Traffic Safety Administration

C

Clean Air Act

The law that defines the U.S. Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and stratospheric ozone layer.

Source: U.S. Environmental Protection Agency

Complete Streets

A transportation policy and design approach that requires streets to be planned, designed, and maintained to enable safe, convenient, and comfortable travel for all modes of travel. At the core of the complete streets philosophy is the idea that pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a street.

Source: U.S. Department of Transportation

Congestion Management Process (CMP)

A systematic approach applied in a metropolitan region to identify congestion and its causes, propose mitigation strategies, and evaluate the effectiveness of implemented strategies.

Source: Federal Highway Administration

Congestion Mitigation and Air Quality Improvement

Program

The CMAQ program provides funds to States for transportation projects designed to reduce traffic congestion and improve air quality, particularly in areas of the country that do not attain national air quality standards.

Source: U.S. Department of Transportation

Connected Vehicle

A vehicle with internal devices that allow it to connect to other vehicles or with an external infrastructure system.

Source: Federal Highway Administration

Coordinated Human Services Transportation Plan (HSTP)

Locally developed transportation plans that identifies the needs of individuals with disabilities, older adults, and people with low incomes, provide strategies for meeting these needs, and prioritize transportation services for funding and implementation. These plans must involve representatives of public, private, and non-profit transportation and human services providers, as well as members of the public.

Source: Federal Transit Administration

E

Electric Vehicle (EV)

A vehicle that has an electric motor instead of an internal combustion engine.

Source: U.S. Department of Energy

Emissions

Harmful, polluting gases that affect the Earth's atmosphere.

Source: U.S. Environmental Protection Agency

G

Green House Gas

Gases that trap heat in the upper atmosphere are defined as greenhouse gases (e.g. Carbon Dioxide, Methane, Nitrous Oxide, and Fluorinated Gases).

Source: U.S. Environmental Protection Agency

Green Infrastructure

Strategically planned and managed networks of natural lands, working landscapes and other open spaces that conserve ecosystem values and functions and provide associated benefits to human populations.

Source: The Conservation Fund

Intelligent Transportation Systems (ITS)

The application of advanced technologies to improve the efficiency and safety of transportation systems.

Source: Federal Highway Administration

Intelligent Transportation Systems (ITS) Architecture

A systems framework to guide the planning and deployment of ITS infrastructure.

Source: Federal Highway Administration

Land Use

Land use is a term used to describe the human use of land. It represents the economic and cultural activities (e.g. agricultural, residential, industrial, mining, and recreational) that are practiced at a given area.

Source: U.S. Environmental Protection Agency

Livability

A livable community provides more transportation choices that are safe, reliable, and economical; promotes equitable, affordable housing options; enhances economic competitiveness; supports and targets funding toward existing communities; and values communities and neighborhoods.

Source: Federal Highway Administration

M

Megaregion

A network of metropolitan areas, connected by existing economic, social, and infrastructure relationships.

Source: Federal Highway Administration

Metropolitan Planning Area (MPA)

The geographic area in which the metropolitan transportation planning process required by 23 U.S.C. 134 and section 8 of the Federal Transit Act (49 U.S.C. app. 1607) must be carried out.

Source: Federal Highway Administration

Metropolitan Planning Organization (MPO)

A regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state to carry out the metropolitan transportation requirements of federal highway and transit legislation.

Source: Federal Highway Administration

Metropolitan Transportation Plan (MTP)

The official intermodal transportation plan that is developed and adopted through the metropolitan transportation planning process for the metropolitan planning area.

Source: Federal Highway Administration

Metropolitan Statistical Area (MSA)

The county or counties (or equivalent entities) associated with at least one urbanized area with a population of at least 50,000, plus adjacent counties having a high degree of social and economic integration with the core as measured through commuting ties.

Source: U.S. Census Bureau

Mobility

The ability to move or be moved from place to place.

Source: Federal Highway Administration

Multimodal

The availability of transportation options using different modes within a system or corridor.

Source: Federal Highway Administration

N

National Ambient Air Quality Standards

Regulations establishing national standards for six principal pollutants (including Carbon Monoxide (CO); Lead (Pb); Nitrogen Dioxide (NO₂); Ozone (O₃); Particle Pollution (PM); and Sulfur Dioxide (SO₂)).

Source: U.S. Environmental Protection Agency

National Environmental Policy Act

Regulation requiring federal agencies, and any projects using federal dollars, to assess the environmental effects of their proposed actions prior to implementation.

Source: U.S. Environmental Protection Agency

National Highway System (NHS)

The system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103b).

Source: Federal Highway Administration

Nonattainment Area

Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.

Source: Federal Highway Administration

P

Performance-Based Planning

Process that applies performance management principles to transportation system policy and investment decisions, providing a link between management and long range decisions about policies and investments that an agency makes in its transportation system.

Source: Federal Highway Administration

Performance Measures

Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates. Used as feedback in the decision-making process.

Source: Federal Highway Administration

Programming

Prioritizing proposed projects and matching those projects with available funds to accomplish agreed upon, stated needs.

Source: Federal Highway Administration

Public Participation

The active and meaningful involvement of the public in the development of transportation plans and programs.

Source: Federal Highway Administration

R

REMI TranSight Model

A direct input-output model used to evaluate the total economic effects of changes to the transportation systems and the economy. Integrating economic forecasting tools with travel demand modeling, REMI demonstrates how transportation makes economies competitive.

Source: Regional Economic Model, Inc.

T

Transportation Management Area (TMA)

An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the MPO (or affect local officials), and officially designated by the Administrators of the Federal Highway Administration and the FTA.

Source: Federal Highway Administration

Transportation System Management and Operations (TSMO)

Integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system.

Source: Federal Highway Administration

Travel Demand Model

A program or set of computer programs and data which are assembled and usually run by professionals who specialize in travel forecasting.

Source: Ohio Department of Transportation

U

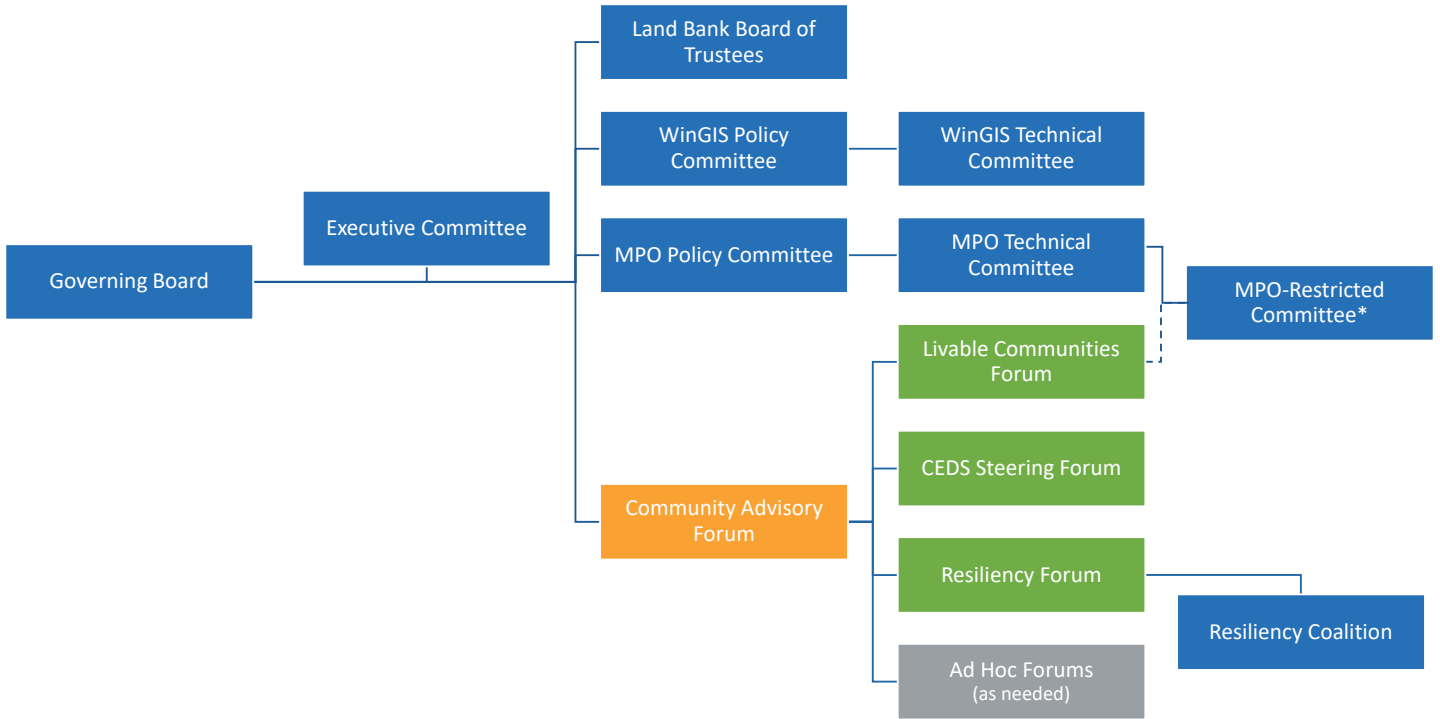
Urbanized Areas (UA)

An area consisting of a densely developed territory that contains a minimum residential population of at least 50,000 people.

Source: U.S. Census Bureau

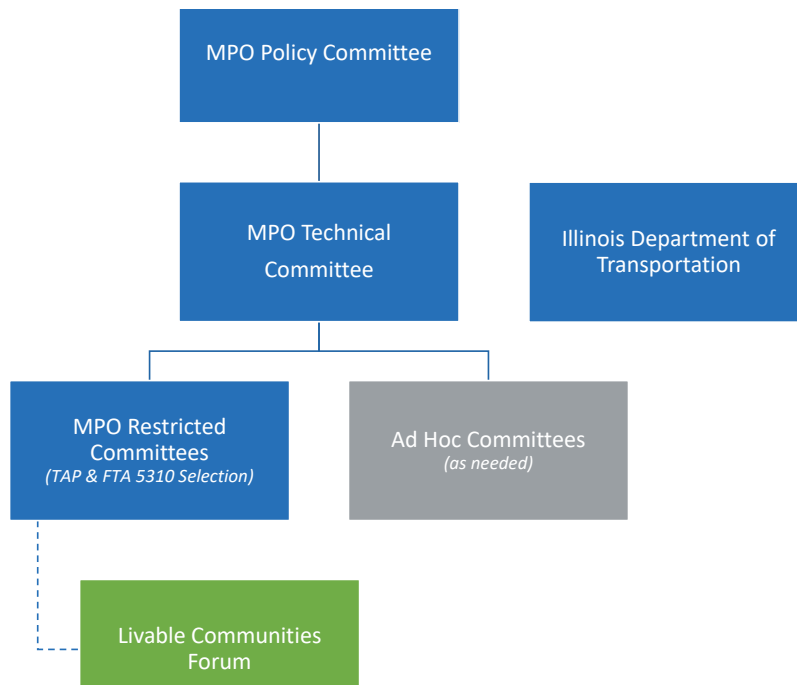
Appendix B. MPO Structure

Region 1 Planning Council Governance & Advisory Structure



*The MPO-Restricted Committee meets on an as needed basis to advise on the award of Transportation Alternatives Program (TAP) and FTA 5310 funds allocated to the Rockford Urbanized Area.

MPO Committee Structure



Appendix C.

Public Comments & Revisions

The draft version of the FY 2023 UWP was distributed to the MPO Policy Committee and MPO Technical Committee and made available on the RPC website on April 15, 2022. Public comment period for the MPO FY 2023 UWP was from April 15, 2022 until May 15, 2022.

Comments should be direct to:

Sydney Turner
Director of Regional Planning
Region 1 Planning Council
127 North Wyman Street, Suite 100
Rockford, IL 61101
Telephone: 815-319-4180
E-mail: sturner@r1planning.org

No comments have been received or revisions made as of April 15, 2022.

Appendix D.

Title VI & Environmental Justice

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

To maintain progress toward this goal, the MPO has monitored the delivery of public transportation services, the implementation of transportation improvement projects, and conducted transportation planning activities. With regard to public transit, this work was performed under specific long-standing guidance issued by the FTA and FHWA. With regard to improvement project prioritization and planning MPO techniques have involved the assessment of where work was being planned or programmed in comparison to the spatial demographics of the community.

The MPO examines the benefits and burdens of transportation investments using Geographic Information Systems (GIS) by overlaying current and proposed projects with datasets such as demographics, density, access to transit, and several others. The Livable Communities Forum 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 and FHWA have issued guidance for both Title VI and Environmental Justice planning documents. The requirements have been set with the release of FTA Circular 4702.1B (Title VI/ effective October 1, 2012) and FTA Circular 4703.1 (Environmental Justice/ effective August 15, 2012). Requirements are reflected for both the MPO and RMTD through the updated Title VI and Environmental Justice documents for each respective organization. The MPO will continue to monitor the expenditure of Federal and State funds relating to transportation improvements as they correlate to geographic locations of traditionally underserved populations within the Metropolitan Planning Area.

Prior to the development and adoption of the 2022 MPO Title VI and Environmental Justice document and at the request of the FHWA and FTA, the MPO provided status update letters regarding the current state of the Title VI and Environmental Justice documents for both the MPO and the RMTD. These letters described the current state of the Title VI and EJ analysis process, annual self-certification process, and status of each agencies compliance as a result of recent FTA Triennial reviews (RMTD) and joint FHWA/FTA Federal Certification reviews (MPO). Both RMTD and the MPO were found to be in compliance with regulations pertaining to Title VI and EJ as there were no findings or corrective actions issued for either agency. Below is a listing of the updates that were submitted to both FHWA and FTA.

1. The report entitled, "Title VI & Environmental Justice of the Public Transit Services provided by the Rockford Mass Transit District in the Rockford Urbanized Area", March 2004, as prepared by RATS.
2. The letter dated March 29, 2007, regarding "Title VI and Environmental Justice Assessment for the Rockford Mass Transit District" addressed to Dwight Sinks, Civil Rights Officer, US DOT / Federal Transit Administration / Region V, from Gary McIntyre (RATS)
3. The letter dated March 27, 2008, regarding "Title VI and Environmental Justice Update for the Rockford Mass Transit District Reporting Requirements", addressed to Dwight B. Sinks, Civil Rights Officer, US DOT /Federal Transit Administration / Region V, from Jon Paul Diipla (RATS)
4. The letter dated June 20, 2011, regarding "Title VI and Environmental Justice for the Rockford Mass Transit District Status Report", addressed to Donald Allen, Civil Rights Officer, US DOT / Federal Transit Administration / Region V, from Jon Paul Diipla (RMAP)
5. The letter dated June 20, 2011, regarding "Title VI and Environmental Justice for the Rockford Metropolitan Agency for Planning Status Report", addressed to John Donovan, Metropolitan Planning Specialist, US DOT / Federal Highway Administration, from Jon Paul Diipla (RMAP)
6. The report entitled, "Title VI Program and Environmental Justice Assessment 2014-2017" provided by the Rockford Mass Transit District in the Rockford Urbanized Area, March 2014, as prepared by RMAP.
7. The report entitled, "Title VI & Environmental Justice

Considerations”, September 24th, 2015, as prepared by RMAP.

8. The report entitled, “Title VI Program and Environmental Justice Assessment 2018-2020” provided by the Rockford Mass Transit District in the Rockford Urbanized Area, June 2017, as prepared by the MPO.

Resolution Adopting the FY 2023 UWP



COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

MPO POLICY COMMITTEE MPO RESOLUTION 2022-10

RE: Adoption of the FY 2023 (July 1, 2022 to June 30, 2023) MPO Unified Work Program

WHEREAS the Region 1 Planning Council is the designated Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Area, 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 2023 Unified Work Program (June 23, 2022 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 May 18, 2022 version that was made available for public comment, and

WHEREAS the MPO Technical Committee has reviewed the FY 2023 Unified Work Program (June 23, 2022 version) and recommends approval;

NOW, THEREFORE, BE IT RESOLVED

That the MPO Policy Committee:

1. Adopts the FY 2023 Unified Work Program (June 23, 2022 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 2023 Unified Work Program (June 23, 2022 version) and this Resolution to the State of Illinois, the FHWA and the FTA;
4. Directs RPC Executive Director to pursue and enter into an Intergovernmental Agreement with the State of Illinois for the purpose of funding and conducting the activities set forth by the Unified Work Program; and
5. Directs RPC Executive Director to pursue and enter into contracts with professional consultants, as needed, for the purpose of carrying out various sub-elements of work as specified in the Unified Work Program.

127 N Wyman St, First Floor, Rockford, IL 61101 | 815-319-4180 | info@r1planning.org


www.r1planning.org




Dated this 23 day of June 2022.



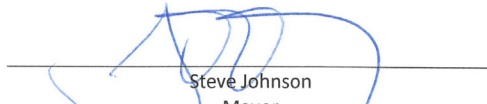
Karl Johnson, MPO Chair
Boone County Board Chairman
Boone County



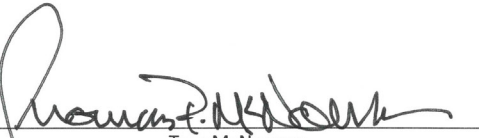
Joseph V. Chiarelli, MPO Vice-Chair
Winnebago County Chairman
Winnebago County



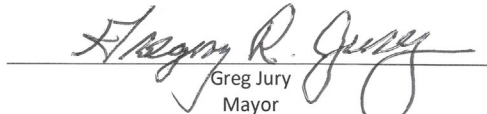
Clinton Morris
Mayor
City of Belvidere



Steve Johnson
Mayor
Village of Machesney Park




Tom McNamara
Mayor
City of Rockford



Greg Jury
Mayor
City of Loves Park



Pastor Herbert Johnson
Board Chair
Rockford Mass Transit District



Masood Ahmad
Deputy Director
Illinois Department of Transportation, Region 2



Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 (b), the planning process in the Rockford Metropolitan Planning Area was certified by USDOT – FHWA – FTA on **June 08, 2020** subject to the resolution of two corrective actions related to the administration of the Surface Transportation Block Grant program.

In accordance with 23 CFR 450.334, the Illinois Department of Transportation and the Region 1 Planning Council Metropolitan Planning Organization for the Rockford metropolitan planning 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.



Karl Johnson
Boone County Board Chairman
Chairman – MPO Policy Committee or
Other Authorized Representative of the
Region 1 Planning Council MPO
June 23, 2022

Holly Bieneman
Bureau Chief, Urban Program Planning
Illinois Department of Transportation or
Other Authorized Representative of the
Illinois Department of Transportation
Dated: _____



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COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

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