



REGION 1 PLANNING COUNCIL

MPO POLICY COMMITTEE

MPO RESOLUTION 2021-16

- RE:** **Amendment of the FY 2022 (July 1, 2021 to June 30, 2022) 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 MPO Policy Committee has adopted the June 25, 2021 version of the FY 2022 Unified Work Program; and
- WHEREAS** members of the MPO Policy Committee have identified the need for additional projects to be commenced in FY 2022, including an update to the Regional Freight Rail Site Feasibility Study (2015) and additional technical assistance to be provided for Rockford Mass Transit District and other regional public transit initiatives as shown in the attached "Addendum A: Additional Projects Commencing or Continuing in FY 2022" (Attachment A); and
- WHEREAS** in order to complete work for these projects, the reprogramming of funds among work elements is needed by the MPO to identify how the Federal Highway Administration Metropolitan Planning funds (FHWA-PL), Federal Transit Administration planning funds (FTA 5305(d)) and State match funds allocated to the MPO are represented under the FY 2022 Unified Work Program, as shown in "Appendix C: Funding Sources & Allocations" of the FY 2022 MPO Unified Work Program (Attachment B); and
- WHEREAS** as of the end of the 2021 fiscal year (June 30, 2021), the MPO has a remaining balance of FY 2021 Federal Highway Administration Metropolitan Planning funds (FHWA-PL), Federal Transit Administration planning funds (FTA 5305(d)) and State match funds allocated to the MPO that must be spent by December 31, 2021 on projects identified in the FY 2021 UWP (adopted June 19, 2020); and
- WHEREAS** in order to complete work for projects identified the FY 2021 UWP, the FY 2022 Unified Work Program is being amended to identify the remaining FY 2021 funds and the eligible work activities that will be attributed to those funds, as shown in "Addendum B: Remaining FY 2021 Federal (FHWA PL/FTA 5305(d)) and State Planning Funds" (Attachment C); and
- WHEREAS** the MPO Technical Committee has recommended the adoption of the UWP amendment by the MPO Policy Committee; and
- WHEREAS** the MPO Policy Committee has reviewed this work program amendment and finds it provides an appropriate planning process;

NOW, THEREFORE, BE IT RESOLVED

the MPO Policy Committee hereby amends the FY 2022 Unified Work Program in accordance with the attachments.

Attachment A

Figure C-1. RPC MPO Funding Sources (FY 2022)

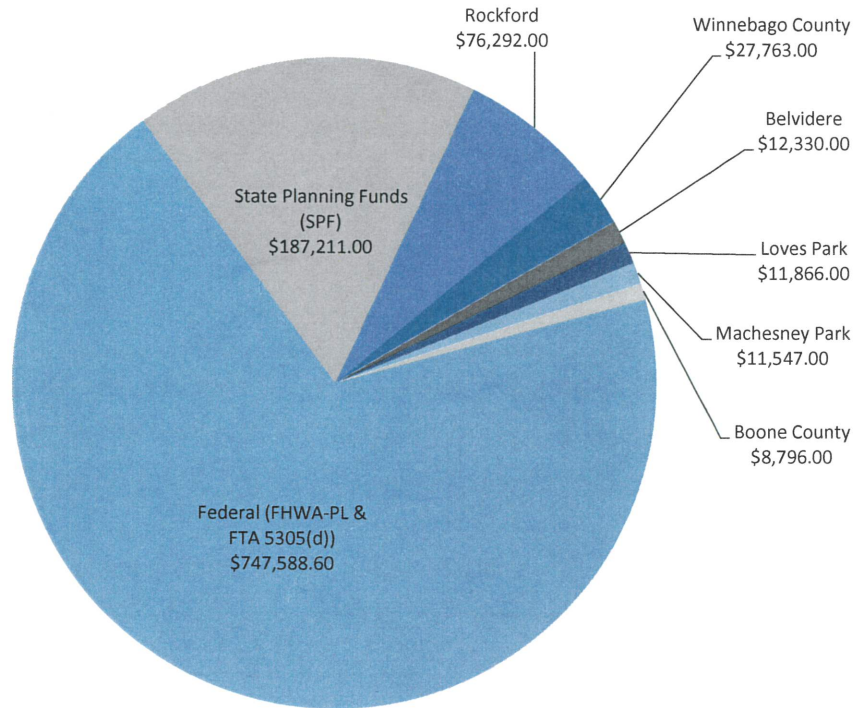


Table C-3. MPO Work Elements by Federal, State, and Local Funding Sources

MPO Work Element	Work Element Budget	Federal (FHWA & FTA)	State (SPF/Match)	Local Contribution	Percent of Total Budget
1 Unified Work Program (UWP)	\$25,000.00	\$17,251.08	\$4,320.01	\$3,428.90	2.31%
2 Technical assistance (TA) – Overall Subtotal:	\$157,500.00	\$108,681.84	\$27,216.09	\$21,602.08	14.54%
2.1 Greenways Planning / Environmental / NEPA / Corridor Analysis – Watershed Planning	\$27,500.00				2.54%
2.2 Corridor Analysis, Economic and Traffic Simulation Modeling Assistance	\$10,000.00				0.92%
2.3 MPO Alternative Transportation Planning	\$32,000.00				2.95%
2.4 MPO internal mapping operations	\$8,000.00				0.74%
2.5 RMTD and Regional Public Transit Initiatives	\$80,000.00				7.38%
3 Administration (AD)	\$270,000.00	\$186,311.72	\$46,656.15	\$37,032.14	24.92%
4 Public Participation (PP)	\$60,000.00	\$41,402.60	\$10,368.03	\$8,229.36	5.54%
5 Transportation and Economic Data Forecasting (TDF)	\$50,000.00	\$34,502.17	\$8,640.03	\$6,857.80	4.62%
6 Land Use-Planning, Data Collection, Title VI & EJ (LUPDC)	\$120,000.00	\$82,805.21	\$20,736.06	\$16,458.73	11.08%
7 Transportation Improvement Program (TIP)	\$45,000.00	\$31,051.95	\$7,776.02	\$6,172.02	4.15%
8 Safety, Congestion Management, Transportation System Planning (SCMTSP)	\$170,000.00	\$117,307.38	\$29,376.09	\$23,316.53	15.69%
9 Metropolitan Transportation Plan (MTP)	\$185,893.60	\$128,274.65	\$32,122.51	\$25,496.43	17.16%
Total	\$1,083,393.60	\$747,588.60	\$187,211.00	\$148,594.00	100.00%

Addendum A: Additional Projects Commencing in FY 2022

Element 2. Technical Assistance

2.5. RMTD AND Regional Public Transit Initiatives

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

RMTD Climate Action Plan

On June 15, 2021, FTA launched the Sustainable Transit for a Healthy Planet Challenge to encourage transit agencies to build on progress already made and to further reduce GHG emissions from public transportation to support President Biden's Greenhouse Gas (GHG) reduction goal. Transportation is a major source of GHG emissions in the United States, accounting for 29 percent of 2019 GHG emissions (EPA's U.S. Greenhouse Gas Emissions and Sinks: 1990-2019). Public transportation plays an important role in reducing a community's transportation GHG emissions through transportation and land use efficiencies.

Transit agencies are increasingly taking actions to reduce their own carbon emissions to further the GHG emission reduction benefits associated with public transportation. Public transit bus fleets are undergoing a dramatic shift toward transitioning to alternative fuel sources. In 2019, 18 percent of the nation's bus fleet was hybrid-electric, from only 1 percent in 2005, and the number of electric buses continues to grow.

The recently adopted 2050 Metropolitan Transportation Plan (MTP) places a large emphasis on creating more robust and active public transit options for residents in the region. Increasing public transit use can help the region maintain good air quality, reduce GHG emissions, and improve quality of life for residents. In order to better meet these goals, the MPO will be providing technical assistance to RMTD in the development of a Climate Action Plan. This plan will highlight current and forecasted GHG emissions from RMTD, energy demand, sustainability and emission reduction targets, and a prioritized implementation action plan. All of these plan items will serve to create a more resilient RMTD and metropolitan planning areas (MPA).

Element 6. Land Use-Planning, Data Collection, and Title VI & EJ Regional Freight Rail Site Feasibility Study Update

In March 2015, a Regional Freight Rail Site Feasibility Study was conducted for Southern Winnebago County by Fehr Graham on behalf of the MPO. This study included an evaluation of the potential siting of a rail-served industrial park in conjunction with the proposed freight rail consolidation. The purpose of

the Feasibility Study was determining the viability of such a development and the rail service possibilities from the potential orientations on the subject site, as well as assess the feasibility of utilizing the existing transportation/utility infrastructure, the necessary improvements, and any environmental aspects.

The recently adopted 2050 Metropolitan Transportation Plan (MTP) places a large emphasis on the efficient movement of goods and services to, from, and within the region, as over 40 percent of the region's population is employed in freight-dependent industries and 54 percent of the region's gross domestic product is derived from freight-dependent industries. A direct result of the 2050 MTP's focus on freight resulted in the Illinois Department of Transportation awarding the MPO planning funds to conduct an update to the 2008 Freight Study. Initial work on this study, has highlighted a need to look at rail-served industrial parks with efficient access to major transportation networks and facilities, such as the Chicago-Rockford International Airport, the interchanges of I-30/Baxter Road and US-20/IL-2, and the proposed rail-to-truck intermodal facility in Rochelle.

Working with a consulting firm, the MPO will be reviewing the 2015 Feasibility Study to assess existing transportation/utility infrastructure, necessary infrastructure improvements, and conceptual siting designs in Southern Winnebago County. The study will also include updated cost estimates on the infrastructure improvements needed at the site.

Addendum B: Remaining FY 2021 Federal (FHWA PL/FTA 5305(d)) and State Planning Funds

Each fiscal year (FY), the Metropolitan Planning Organization (MPO) receives an allocation of funds to complete transportation-related planning activities in the Rockford Metropolitan Planning Area (MPA). These funds are guided by the adopted MPO Cooperative Agreement (CA), the annual Illinois Department of Transportation (IDOT) Intergovernmental Agreement (IGA), and adopted annual Unified Work Program. These funds provide the financial operational assistance for MPO to perform the required transportation planning work, prepare technical documents, and provide specialized assistance as required by Federal law and regulations and the IDOT/MPO IGA.

However some unforeseen events can occur during the fiscal year, resulting in a remaining balance of annual funds at the end of the FY (June 30). Due to this possibility, the IDOT/MPO IGA allows for the MPO to utilize the previous fiscal year's balance until December 31 of that calendar year. For example, federal and state planning funds received for FY 2021 can be utilized for eligible work activities identified in the adopted FY 2021 UWP from July 1, 2020 through December 31, 2021.

Due to the COVID-19 pandemic, the MPO has a remaining balance of FY 2021 federal and state planning funds totaling approximately \$140,000 (see Table AD-1). In order to utilize these funds, the following activities, identified in the FY 2021 UWP adopted by the Policy Committee on June 19, 2020, will continue through December 31, 2021.

- Maintenance of and planning activities related to the 2050 Metropolitan Transportation Plan.
- Technical assistance for corridor and intersection development or redevelopment studies: Identified through the continuous transportation planning process with member organizations, and MPO staff will provide technical assistance as needed.
- Incorporation of an environmental screening elements (i.e. NEPA table) for projects listed within the updated MPO MTP.
- Coordination with the Alternative Transportation Committee (ATC) 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.

- Outreach and collaboration with the area's health and university sectors to implement the GREEN strategy (Work Element 2.01).
- Incorporation of final rule regulations for Metropolitan Transportation Planning as published in the Federal Register (May 27, 2016).
- Integration of land use-based modeling/methodologies in combination with REMI & TDM outputs to assist jurisdictions' future land use and transportation investments and project prioritization. REMI – TDM integration into transportation systems planning and freight movements.
- Update of the regional Management & Operations Plan (M&O) and the Congestion Management Process (CMP).
- Continue to provide technical assistance to the MPO Policy Committee and Technical Committee members, but also to other governmental, civic/community organizations and the general public as the planning process advances.
- Continue activities related to the MPO Public Participation Planning Process and maintenance of the MPO Public Participation Plan (PPP).
- Monitor performance measures targets and integration of transportation performance-based planning requirements.
- Incorporation of Title VI & Environmental Justice considerations into planning activities.
- Development of the Transportation System Management & Operations Plan and the Congestion Management Process (M&O).
- Development and activities related to the adopted Electric Vehicle Infrastructure Readiness Plan & Implementation Plan.

Table AD-1. FY 2021 Remaining Balance Funding Summary (as of June 30, 2021)

Source	Amount
Federal Funds (FHWA-PL & FTA 5305(d))	\$112,430.27
State Planning Funds (match to Federal Funds)	\$28,154.77
Federal & State Funds Subtotal	\$140,585.04

Dated this 27th day of August 2021.

Karl Johnson, MPO Chair
Boone County Board Chairman
Boone County

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

Clinton Morris
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Masood Ahmad
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