

RATS

**Rockford Area Transportation Study
Metropolitan Planning Organization**

City of Rockford, Public Works Department
425 East State Street, Rockford, IL 61104

POLICY COMMITTEE

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FY 2007 TRANSPORTATION IMPROVEMENT PROGRAM

***DRAFT
AUGUST 1, 2006***

This Transportation Improvement Program (TIP) was adopted by the Policy Committee after an extensive review period in accordance with the RATS Public Involvement Process. Additional copies and further information regarding the projects scheduled herein may be obtained by contacting Gary McIntyre at 815-987-5638 / gary.mcintyre@ci.rockford.il.us or Hayes Morrison at 815-987-5628 / hayes.morrison@ci.rockford.il.us. This TIP can also be viewed / downloaded at the RATS/City of Rockford website at <http://www.cityofrockford.net/government/works/index.cfm?section=planning&id=977>.

A comprehensive update of this document will begin in February 2007. Public comment is welcome at any time. Comments in writing may be addressed to the RATS staff at the address above.

THIS REPORT WAS PREPARED IN COOPERATION
WITH THE FOLLOWING:

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

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

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I. SUMMARY – FY 2007 TIP

This Transportation Improvement Program (TIP), has been prepared by the Rockford Area Transportation Study (RATS), the federally designated Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Area (MA). The Program addresses all major surface transportation projects planned and programmed throughout the MA for the next four years (7/1/2006 - 6/30/2010) including the transit services provided throughout the MA by the Rockford Mass Transit District (RMTD) and the Boone County Council on Aging (BCCA). The Program documents the funding resources and planned projects for the Cities of Rockford, Loves Park and Belvidere; the Villages of Caledonia, Cherry Valley, Machesney Park, New Millford, Poplar Grove, Roscoe, Timberlane, and Winnebago; the Counties of Boone and Winnebago; the Illinois Department of Transportation (District 2); the Greater Rockford Airport Authority; the Illinois State Toll Highway Authority, and the above transit agencies.

This TIP demonstrates the short- *and* long-term financial liquidity and solvency of the above entities with respect to surface transportation services and projects. The continued operation and capitalization of their surface transportation systems appears feasible and viable.

The proposed projects within this TIP are consistent with the federal requirements and guidelines. As proposed, this TIP and the projects contained herein are:

1. Beneficial to citizens throughout the MA and have been developed in cooperation with all area agencies having highway, transit, bicycle and pedestrian responsibilities.
2. Compatible with the State of Illinois TIP.
3. Not discriminatory with respect to State and Federal Civil Rights laws.
4. Coordinated with other modes of transportation.
5. Inclusive of all federally funded and regionally significant projects.
6. Considered and listed with regard to the best priority for implementation.
7. Financially feasible and complementary to reasonably expected funding levels.
8. In concert with the provisions of the Federal Americans with Disabilities Act.
9. In concert with the provisions of the Federal Clean Air Act.
10. Consistent with the Paratransit Plan of RMTD and the Long-Range Transportation Plan and the Congestion Management Strategies of RATS.

The development of this TIP has been announced and open to the public since early 2006 via the open meetings of the RATS Technical and Policy Committees, a public notice published in the Rock River Times, and other notifications by mail. This document was first made available

in draft form via the RATS web site @ www.cityofrockford.net, at the July 2006 RATS Technical Committee meeting held in Loves Park and upon request. Opportunities for private sector involvement have been afforded and considered by the area's public transit operators as part of this TIP preparation.

The projects within this TIP will not result in decreases in service levels or prevent the adequate operation or maintenance of the existing surface transportation systems.

II. INTRODUCTION

- A. **ROCKFORD AREA TRANSPORTATION STUDY:** By Federal law, all large urbanized areas (over 50,000 persons) are required to have an organization that plans and coordinates the decisions regarding the area's transportation systems. All the transportation stakeholders in the area must be participants of this organization and they must agree to cooperate. Currently, there are 14 such organizations in the State of Illinois and approximately 466 across the United States.

The dynamic nature of transportation problems and situations necessitates that these entities conduct their work on a continuing basis – i.e., constantly monitoring the changing situations and updating their plans and improvement programs. Collectively such efforts are simply referred to as “the transportation planning process” and the entities that do this work are officially called Metropolitan Planning Organizations (MPOs).

Over 40 years ago, when many of these entities were first formed and did their initial comprehensive transportation plan, they referred to the overall effort as a “transportation study”. The MPO for Rockford did its first such “study” in the mid-1960s. It was called, simply, the “Rockford Area Transportation Study”. Subsequently, the title “Rockford Area Transportation Study” (“RATS” for short) was retained and extended to refer to the ongoing planning process and the MPO itself – not just the initial effort.

RATS then, is more than just a “study.” RATS is the official MPO comprised of all the major local transportation stakeholders. RATS continually plans and coordinates decision regarding the Rockford area's major transportation systems.

RATS is empowered and governed by a 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; and the State of Illinois acting through the Illinois Department of Transportation (IDOT).

The activities of RATS 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. The RATS Policy Committee receives advice and assistance from a 16-member Technical Committee comprised of planners and/or engineers from the above entities plus the Villages of Cherry Valley, Roscoe, and Winnebago; along with representatives from the Rockford Mass Transit District and the Greater Rockford Airport.

Much of the technical work accomplished by RATS is done by a professional staff of 2-3 persons under the direction of the RATS Study Director. The staff and Study Director are provided offices by the City of Rockford Public Works Department, the designated Lead Agency for RATS. Other technical work is out-sourced to professional consulting firms.

The RATS planning process and planning activities are funded by annual planning grants from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) with 20% matching funds from the Lead Agency or the other local RATS participants.

- B. **THE TIP DEFINED:** RATS, by Federal law, is required to prepare and maintain several documents that describe, evaluate and plan the area's transportation systems. Two of the most important are the Year 2035 Long-Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The former attempts to coordinate all major transportation decisions and expenditures over the next 25-30 years. The LRTP is comprehensively updated every five years. The second document, the TIP, more precisely describes and lists the projects that are to be implemented within the next four years. The TIP is updated every year.

In accordance, RATS has prepared this FY 2007 Transportation Improvement Program (TIP). As stated, it lists all the projects programmed for the next three years. The first year is the implementation year and the second, third and fourth years are referred to as the “out years”. Ideally, a project will first be seen in the TIP in the fourth year and will, over the next three TIP-updates, advance to the first or implementation year. Sometimes, projects are advanced faster or may even enter the TIP for the first time in the implementation year or in the second, third or fourth year elements. Conversely, as community priorities change, some projects may stay in the out years for several years before reaching the implementation year, or may be dropped entirely. Large complicated projects are often phased or spread over several years: i.e., the engineering may be in the implementation year, the land acquisition for the project will be shown in the second year, and the actual construction shown in the third and/or fourth year.

- C. **GEOGRAPHIC AREA OF COVERAGE:** The TIP is developed for the entire RATS Metropolitan Planning Area (see MAP 1, next page). The Metropolitan Planning Area consist of the following: (1) the Urbanized Area, as defined by the Year 2000 U.S. Census; (2) the Adjusted Urbanized Area as defined by RATS in December, 2002 (The Adjusted Area is the area expected to become urbanized in

the near future along with some small areas added to simplify the boundaries.); and (3) the additional abutting areas that are expected to become urbanized within 25-30 years. This TIP is also coordinated with the State Line Area Transportation Study (SLATS), the MPO adjacent to RATS to the north.

- D. **IMPACT OF URBANIZED AREA CHANGES:** In May of 2002, the US Census Bureau issued new urbanized area boundaries based on Year 2000 Census data. As a result, the Rockford urbanized area became significantly larger than the area previously defined by the 1990 Census. Specifically, the larger Year 2000 Rockford urbanized area altered the RATS jurisdictional planning boundaries in three important ways: (1) a large part of Boone County including most of the City of Belvidere and the Village of Timberlane was added, (2) the Village of Winnebago was added, and (3) the Village of Roscoe was added. With regard to the latter, Roscoe was shifted from the Beloit urbanized area and the SLATS MPO to the Rockford urbanized area and the RATS MPO. This TIP includes the projects of these added jurisdictions and, in some cases, shifts project funding sources from “rural” categories to “urban” categories (see Section VIII-C on STP-Urban Projects).

In addition to the above urbanized area changes, the Metropolitan Planning Area was also expanded substantially from what it was previously. As a result, two other Villages are also now included: the Village of Caledonia, and the Village of Poplar Grove. **MAP 2** shows the Metropolitan Planning Area boundaries of both RATS and SLATS and the boundaries of the incorporated cities, villages and the counties involved.

III. TIP PRINCIPALS AND RELATIONSHIP TO RATS LONG-RANGE TRANSPORTATION PLAN

- A. **FEDERAL GUIDANCE:** This TIP is developed in accordance with (1) the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the resulting federal guidelines as published in the Federal Register on October 28, 1993, (2) the Proposed Rule for Statewide Transportation Planning and Metropolitan Transportation Planning, pertaining to the Transportation Equity Act for the 21st Century (TEA-21) as published in the Federal Register on May 25, 2000 and (3) the Interim Guidance For Implementing Key SAFETEA-LU Provisions On Planning, Environment, And Air Quality For Joint FHWA/FTA Authorities (dated September 2, 2005) and the Proposed Rule for Statewide Transportation Planning and Metropolitan Transportation Planning (dated June 9, 2006) under the recent passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). Future TIP's will be adjusted to implement SAFETEA-LU Final Rule for metropolitan transportation planning once those rules become final.
1. **Previous Obligated Projects:** Public transit projects obligated in previous years are listed in TABLES 5, 6, 8, and 9. Highway and other projects obligated in previous years are documented in TABLES 25 and 26.
 2. **Illustrative Projects:** Illustrative projects are defined as projects that are needed or desirable but for which there is insufficient Federal, State and/or local funding. These projects are described in the RATS LRTP.
 3. **Documentation of Public Input:** Public input opportunities are documented in Sections IV and X. Public feedback on the draft TIP may also be documented in an Addendum to the adopting resolution.
 4. **Needs of the Traditionally Underserved:** Consideration of the needs of those traditionally underserved by the existing transportation systems is most apparently demonstrated by the continued and hefty commitment to public transit, as documented in the Transit Element of this TIP. Consideration of the underserved is also documented under Title VI and Environmental Justice (Section V).
 5. **Financial Plan:** This TIP pairs each project with a specific committed or reasonably forecasted funding source. The TIP is "financially constrained" (see below), and the existing transportation system is being adequately operated and maintained (see below).
 6. **Inclusive of All Major Projects:** This TIP contains all transportation projects (and phases) proposed for funding under Title 23 and the Federal Transit Act and all regionally significant projects for which an FHWA or FTA approval is required, whether or not the projects are to be funded with Title 23 or Federal Transit Act funds.
 7. **The Seven Planning Factors:** (see the Seven TIP Goals, below).
 8. **Certification:** Self-certification is in accordance with forms developed by the FHWA/FTA on May 18, 2000 (See the Addendum at the end of this TIP).
 9. **Cooperation:** (see Section C below)
- B. **THE SEVEN TIP GOALS:** In concert with TEA-21, this TIP seeks to further the following seven goals.
1. Support the economic vitality of the Rockford Metropolitan Area, especially by enabling global competitiveness, productivity and efficiency.
 2. Increase the safety and security of the transportation system for motorized and non-motorized users.
 3. Increase the accessibility and mobility options available to people and for freight. Accessibility and mobility is discussed in the YEAR 2035 Long-Range Transportation Plan. Emphasis is placed on linking low-income households with employment opportunities, community services and community amenities through public transit. Transportation is a problem for low-income persons. They simply cannot afford to own, maintain and operate automobiles to the degree higher-income persons can. Low-income persons are typically public-transit dependent.
 4. Protect and enhance the environment, promote energy conservation, and improve the quality of life.
 5. Integrate and connect the transportation modes for people and freight.
 6. Promote efficient system management and operation.
 7. Efficiently preserve the existing transportation system. It is important that the existing system is maintained and used to the fullest and most cost-effective manner before funds are used on new transportation facilities.
- C. **PARTICIPATION/COOPERATION:** RATS develop the TIP in cooperation with all jurisdictions responsible for significant surface transportation systems or services in the Rockford Metropolitan Area. The area's regional transit authorities, RMTD and BCCA,

participated in the development of this TIP, including the development of funding estimates, determination of projects and assignment of priorities

- D. **COMPATIBILITY WITH STIP AND OTHER PLANS:** The TIP is intended to be compatible with and complementary to the State of Illinois Transportation Improvement Program (STIP) and the capital improvement programs and plans of local jurisdictions.
- E. **FINANCIAL CONSTRAINTS:** In accordance with the ISTEA, TEA-21 and SAFETEA-LU, the TIP is financially constrained. That is, all projects in the first year element have verified funding sources and all projects in the second and third year elements have "reasonably available funding sources." Funding estimates are based on anticipated state, federal and local sources for the region. Reasonable projections of the federal, State and local funding have been made and the costs of the projects listed in this TIP are not expected to exceed the funding projected to be available. Proposed projects have been paired with a funding type or types in amounts sufficient to implement the project or project phase listed. Implementing agencies are expected to implement projects from the sources and in the amounts listed. An implementing agency may elect to change the fund type with subsequent notification to RATS. However, the use of Federal STP-Urban funds always requires approval of RATS. Any increase in the proposed funding assigned to a transit operator requires the mutual agreement of the transit operators or the approval of RATS.
- F. **SCOPE OF PROJECTS AND ACTIVITIES LISTED:** The TIP includes all regionally significant surface transportation improvement projects, which are publicly supported or assisted in the Rockford Metropolitan Area. This includes all federally funded projects or federally assisted projects involving public roadways, roadway intersections and public transit services and all federally-assisted "enhancement projects" authorized through the ISTEA, TEA-21 and SAFETEA-LU. Further, for the sake of better local communication and coordination, most locally sponsored transportation projects are also included. In some cases, small but similar projects are grouped together: i.e., the "City-wide local street resurfacing" projects and the "City-wide intersection improvement" projects of the City of Rockford.
- G. **SCHEDULING DISCLAIMER:** The projects listed in this TIP represent the best estimates of the participating agencies concerning project scheduling. Although the agencies intend to proceed with the projects in accordance with the priorities stated, unforeseen events or circumstances can impact the schedule for individual projects. Among these are funding availability (federal, State and local), project readiness (environmental problems, engineering, land acquisition), and the agencies' need to retain programmatic flexibility to address changing conditions and priorities on the State and local highway systems.
- H. **MAINTENANCE OF THE EXISTING SYSTEM:** It is the consensus of the planners, engineers and administrators involved in the development of this TIP, that the existing system is being adequately maintained and operated and that maintenance is not being deferred in favor of new construction, equipment or activity. Expenditures are identified in this TIP for the operation and maintenance of public transit facilities and equipment, and for surface system repairs such as city-wide resurfacing, striping, sealing, sidewalk and alley repairs and similar activities essential to the maintenance of the existing system. Although all transportation system maintenance activities are not listed in the TIP, it is important to reemphasize that the maintenance of the existing system and the safety of the persons using the existing system generally take precedence over projects which expand the system.
- I. **CONSISTENCY WITH THE LONG-RANGE TRANSPORTATION PLAN:** All projects identified in the TIP are consistent with the Year 2035 Long-Range Transportation Plan (LRTP) of RATS. The RATS Policy Committee adopted the most recent comprehensive update of the LRTP on July 28, 2005 (Resolution 2005-6). Copies of the plan are available for inspection in the RATS offices and for viewing on the City of Rockford web site at www.cityofrockford.net. The projects in this TIP are also consistent with the Paratransit Plan of RMTD.
- J. **INCREASED FUNDING FLEXIBILITY:** Under the ISTEA, TEA-21 and SAFETEA-LU, the flexibility of numerous funding sources was broadened in comparison to previous transportation legislation. Currently, both FTA "5307" (previously Sec 9) funds and Surface Transportation Program (STP-Urban funds) can be used for either highway or transit purposes. This TIP recognizes these opportunities but does not propose funding shifts at this time. That is, FTA "5307" funds will continue to be used solely for public transit purposes and STP-Urban funds will be used solely for highway purposes. This decision is the consensus of all the RATS participants including the area's public transit providers.
- K. **CLEAN AIR ACT:** The Rockford Metropolitan Area is an "attainment area" with regard to clean air standards. Therefore, many of the newer planning requirements stemming from the ISTEA, TEA-21, SAFETEA-LU and the Clean Air Act do not apply to the area or the development of this TIP. Regardless, RATS and the participating jurisdictions are respectful of air quality concerns and are attempting to propose and implement transportation projects which will retain and enhance the "attainment" status of the urban area.
- L. **PROJECT PRIORITIES & ADVANCEMENTS:** This TIP lists transportation improvements programmed for the 2007, 2008, 2009 and 2010 fiscal years (July 1, 2006, through June 30, 2010). Implementation priority is given to the projects listed in the first year. However, special circumstances may arise necessitating a project be moved forward (project advancement) from the second, third or fourth year to the first year. Project advancement may occur on the judgement of the implementing agency or agencies with no further action needed by the Technical or Policy Committee and with no formal amendment to this TIP. However, the implementing agency and/or the RATS staff will inform the Technical and Policy Committees of the project advancement at the next regularly scheduled committee meetings. Furthermore, if there is any doubt or concern that a proposed TIP change, project advancement or deferral would be objectionable to the

RATS participants or the general citizenry, RATS staff or staff of the implementing agency will poll the Policy Committee members for immediate advice.

- M. **STATUS OF PREVIOUS PROJECTS:** A new requirement stemming from TEA-21 and continued in SAFETEA-LU is the publication of the status of previously approved projects. Specifically, *“An annual listing of projects for which federal funds have been obligated in the preceding year shall be published or otherwise made available by the MPO for public review.”*

To a large extent, RATS has been meeting this requirement for many years. A regular agenda item at Technical Committee meetings is the TIP Progress Report; at which time all RATS participants report on the status of all their ongoing federally- and locally funded projects. These reports are subsequently documented in a complete listing (highway projects) attached or included with the monthly meeting minutes or in the minutes themselves (for major transit projects). Also, with respect to transit projects, RATS has made a practice within each new TIP of annually republishing the lists of previous year’s projects, often as far back as 4-5 previous years. This TIP also includes a list (TABLE 26) of the previous year’s highway projects with information on their status and extent completed. Projects not yet initiated or awarded are so noted.

- N. **REAUTHORIZATION OF PREVIOUS TIP PROJECTS:** Projects listed in the first year of an approved TIP may not always be started or the grants awarded before the beginning of the succeeding fiscal year. As stated above, previously approved transit projects remain listed in the back years of transit project capital and operating assistance tables. Uninitiated or uncompleted, but previously approved, transit projects remain as “approved” projects unless otherwise noted in those tables as deferred, dropped or replaced. It is also the intention of this TIP to continue the authorization of previously approved but uninitiated or unawarded highway projects. Special efforts have been made to identify all such highway projects and list them in TABLE 25. In the event some such projects have been inadvertently missed, RATS Staff is authorized to expand TABLE 25 to include other such delayed projects as long as these projects were fully approved in a previous, financially constrained TIP and funding remains available and uncommitted to any other project or projects. When Staff so revises TABLE 25, they will submit the revision to FHWA for approval and will inform the Technical and Policy committees at their next regularly scheduled meetings.

- O. **CONGESTION MANAGEMENT IMPACTS:** Managing and reducing traffic congestion is a goal of RATS as defined in the Long-Range Transportation Plan (LRTP) and is an integral part of the RATS Planning Process. Throughout the LRTP, Congestion Management Strategies are stated and emphasizes as possible ways in the Rockford area to implement. These Strategies have been considered as projects have been selected and programmed in this TIP. This TIP illustrates concern for Congestion Management in two ways. One way is the emphasis demonstrated in this TIP on the maintenance and improvement of the area’s public transit systems. Transit is important because it reduces single-occupancy vehicular travel. Second, this TIP contains numerous roadway improvement projects that enhance the ability of the existing network to convey vehicles without significantly adding lane miles. Most important are the intersection improvement and signalization modernization projects, projects involving “intelligent transportation system” elements, and the selective addition of new lane miles to close key gaps in the roadway network. In TABLES 21-24, these projects are identified with the phrase “CMS Project”.

- P. **ENVIRONMENTAL MITIGATION:** During the preparation of the RATS LRTP, consideration to protecting the area’s parks, forest preserves, conversation areas and other environmental sensitive areas was done. While the LRTP was being developed, the updating of the region’s Greenway Plan was also underway. RATS had a strong involvement with the preparation of the region’s 2005 Greenway Plan for the Boone and Winnebago Counties. The Greenway Plan was developed using GIS and over 100 layers of data for this project, including hydrology, soil types, floodplains, geology, topography, land cover, and flora and fauna inventories. As a result of this extensive research and inclusion of information that was included in the Greenway Plan, this document was included in the RATS LRTP. It will serve as the one of the principal tools in identifying environmental impacts associated with transportation projects.

Because of this effort to be an active participant in the Greenway Plan update and that one of the major emphases in the RATS LRTP will be to expand capacity primary within existing highway corridors, it appears that very little impact will be done in the region’s environmental sensitive areas. However, it should be noted that two of the corridors, IL 2 (north of Elmwood Road) and the extension of Town Hall Road, will have impacts to creek/river areas when these highway improvements are implemented. However, property for these two crossings in the projected corridors has already been acquired by either the state or local governmental entities. Accordingly, the resulting impacts to the adjacent land should be negligible. Corridor studies for both of these corridors have been completed and environmental factors were addressed within these “zoom-in” analysis. If impacts for these two corridors, or for any other improvements which are described in the RATS LRTP and listed in this and future TIPs, will have an influence on the natural resources and the surrounding natural environment, the NEPA process will be used as an “umbrella” for compliance with over 40 environmental laws, regulations and executive orders.

IV. PUBLIC PARTICIPATION PROCESS

Federal law requires the notification and involvement of the general public and area transportation stakeholders in the development of this TIP. A Public Involvement Process Report (PIP) has been prepared and adopted by RATS. The PIP specifies the general procedures to be followed in developing/adopting all Federally required documents produced by RATS, including this TIP. The discussion in this section summarizes the general procedures and steps contained in the PIP pertaining to the TIP. A chronological listing of specific steps taken with regard to

involving the public in the development of this TIP and unique to this TIP is located at the end of this document. One of the new SAFETEA-LU planning provisions is a modification of the PIP requirements under ISTEA and TEA-21.

- A. **EARLY INVOLVEMENT ENCOURAGED:** The efficient design, construction and repair of major roadways must involve numerous agencies from all levels of government, local, State and federal. In addition to the local cities, villages and townships, several special purpose units of government and public utility companies may also be included (i.e., park, sanitary and school districts, electric, gas, telephone and cable companies, and others). Coordinating all these agencies can be a complicated and lengthy process.

Transportation improvements vary widely in size and scope. With large, multi-jurisdictional projects, several years may be necessary from the time an improvement is conceived as an idea, to the time that it is actually implemented. Federally funded projects and projects being funded from multiple sources may take even longer. Conversely, projects which have been long-planned, justified, engineered and have rights-of-way purchased or reserved are not easily stopped or changed. Agencies are reluctant to abandon or alter projects in which they have already made sizable investments in time and public funds.

Therefore, citizens seeking to influence decisions on the selection, scope or timing of transportation improvements are advised to become involved as early as possible.

- B. **JURISDICTIONAL TIMING CONSIDERATIONS:** The TIP is generally prepared to coincide with the fiscal year of the Illinois Department of Transportation, from July 1st through June 30th. Therefore, the FY 2007 TIP will program projects to be implemented between July 1, 2006 and June 30, 2007. It will also list projects proposed for FY 2008, FY 2009 and FY 2010 (7/1/2007 - 6/30/2010). Some jurisdictions internally prepare improvement programs covering even longer time spans.

Development of the TIP begins approximately six months prior to the start of the fiscal year, in January or February of each year. However, input for the TIP from the various jurisdictions begins sooner in many cases and is complicated by the differing fiscal years of the various Federal, State and local jurisdictions. Citizens seeking to influence project selection are urged to begin making contact with the officials in the various jurisdictions no later than six months before the start of the jurisdiction's fiscal year. **TABLE 1** gives the fiscal year start dates of the governmental jurisdictions involved.

TABLE 1- Fiscal Year Start Dates	
Dates	Jurisdiction
Jan 1	Rockford, Roscoe
April 1	Winnebago (Village)
May 1	Belvidere, Cherry Valley, Greater Rockford Airport Authority, Loves Park, Machesney Park, Poplar Grove
June 1	New Millford
July 1	Boone County Council on Aging, IDOT, RATS, Rockford Mass Transit District
Oct 1	Winnebago County, Federal government
Dec 1	Boone County, Timberlane

Each of the jurisdictions in **TABLE 1** determines the extent and priorities of their proposed capital improvements through their own respective public involvement processes. The general-purpose units of government, such as Rockford, Loves Park and Machesney Park, have elaborate committee structures and routinely scheduled meetings for making these decisions. These meetings are announced to the press and media and are open to the public. Special transportation providers such as Rockford Mass Transit District and the Boone County Council on Aging have less elaborate committee structures but programming issues are discussed at various announced meetings throughout the year. These meetings are also open to the public. Special formal public hearings are also conducted for major decisions or whenever State or federal funds are involved.

- C. **OPPORTUNITIES IN THE TIP PROCESS:** The TIP Development Schedule is outlined in **TABLE 2**. The schedule is deliberately extended over several months to provide ample opportunities for public involvement. Citizens can influence project selection and priority setting in three ways. By scrutinizing the "out year" projects, the public can determine if the projects they believe to be important are included. Although, by federal law, a project cannot be included in the TIP unless funding is likely to be available, citizens can question why some projects are included and others not (illustrative projects are the exception to this).

Second, citizens can influence the priority setting, i.e., which projects are advanced to the implementation year. Sometimes a project cannot be hastened because engineering, land acquisition, funding and/or various components have not been accomplished. But many times, all of these aspects can be adjusted and the time for implementation can be lessened.

Lastly, all projects contained in the TIP must also be compatible with the area's Long-Range Transportation Plan (LRTP). The LRTP addresses all modes of surface transportation and includes improvements that are considered necessary to accommodate the communities transportation needs for the next 25-30 years. Copies are available at the RATS offices and at the public libraries. The LRTP is reevaluated constantly but is formally and comprehensively updated every five years. The LRTP was last updated in July of the Year 2005.

- D. **MAKING CHANGES TO THE TIP:** As TABLE 2 shows, the TIP development process takes place over several months and there are numerous opportunities for citizens to voice their concerns about project selection or priority.

Sometimes, however, proposals for **significant changes** to the draft TIP are made late in the TIP development process. In these instances, the Policy Committee will weigh a variety of factors in determining if an extended public review period is warranted by a proposed change to a draft TIP. Such factors include: the nature or degree of the change, the cost of the change, the advice of the Technical Committee, the likelihood that the change will be opposed by citizens or other entities and the need for action on the TIP to meet time lines or deadlines on other projects in the TIP. Changes likely to be significant include the addition of a completely new project, the deletion of a project, major cost or funding changes or changes of priority that bump other projects from the implementation year or from the TIP entirely. Further, any change in a project priority or project scope, which meets the objection of a member of the RATS Policy Committee, would be considered a significant change. In rare situations, it may be necessary to take action on the TIP because of deadlines on projects unrelated to a proposed change. In these instances, the Policy Committee may elect to adopt the TIP with the change included but provide for further post-adoption public review and comment.

When significant changes are proposed, after a TIP has been adopted, an additional public review period will be provided. Significant changes to the TIP will require formal amendment by the Policy Committee. Normally, notification of the public via the RATS meeting notice/agenda mail outs will be considered sufficient notice. These mailings occur 1-2 weeks before meetings and are sent to all on the RATS mailing lists including the media. Objections from citizens or Policy Committee members may warrant more lengthy comment periods. Similar factors, as described above, will be weighed in defining a "significant change" and the need for formal amendment.

- E. **WHO TO CONTACT:** Whenever citizens are concerned about the inclusion and/or priority of a project, they should first contact the specific jurisdiction responsible for the project. TABLE 3 lists the various agencies involved in programming transportation improvements and contact persons for those agencies. If citizens are not satisfied with answers from the jurisdictional level, they can bring their concerns before the RATS Technical and Policy Committees. Of course, if they are unsure what jurisdiction is responsible or if the project is of a multi-jurisdictional nature, RATS would be the place to start.

TABLE 2 – Annual TIP Development Schedule

Dates	Activities
	<p>Deliberations on the next year's TIP begin. The TIP is placed on the agendas of the Technical and Policy Committee meetings. Persons on the RATS mailing lists, including the private providers and paratransit providers, are mailed agendas and public comment is invited. In addition:</p> <p>(a) Staff reviews progress reports on projects in the current TIP. Documents projects implemented and remaining to be implemented. Public comment is accepted on priorities of remaining projects and addition of new projects.</p> <p>(b) Staff reviews and reports on federal funding recently spent, available or forecasted, and allocated to specific projects or unallocated. Special attention given to federal sources.</p> <p>(c) RATS accepts comments or proposals regarding the project selection criteria or priorities for the use of federal STP funds and the methodology for sub-allocating federal transit subsidies.</p> <p>(d) RATS accepts new proposals or requests for the use of special Federal/State funds for paratransit.</p> <p>(e) Input from RMTD, Boone County Council on Ageing and other paratransit providers considered.</p> <p>(f) Staff considers and presents pertinent material related to recent Transportation Plan changes or other special technical studies conducted the previous year.</p> <p>(g) Publish public notice in newspaper announcing RATS planning activities, including TIP development. Rough timetables for public input and opportunities noted.</p>
Feb-Mar	<p>Staff prepares preliminary draft(s) of the next year's TIP (July- June). Drafts based on information assembled above. Public comment again encouraged at the Technical/Policy Committee meetings. (May only be one preliminary draft prepared if significant comments are not made, significant changes not needed, and all participants report proposed projects in timely manner.)</p>
April-May	<p>Staff prepares final proposed draft(s) of the TIP for the July Technical and Policy Committee meetings. Draft includes summary of the public comments received. (May only be one final draft prepared if significant comments are not made or significant changes not needed.)</p>
May-July	<p>Proposed TIP presented to the Technical and Policy Committee for adoption. New public comments are addressed. If changes to the TIP are needed as a result of the comments, the changes are duly noted. The Policy Committee determines if changes are significant enough to delay adoption and extend the public comment period. Adoption will be delayed to the next Technical and Policy Committee meetings.</p>
July-Sept	<p>Progress on the implementation of the projects in the TIP is reported at the RATS Technical and Policy meetings and is documented as part of the meeting minutes.</p>
Beyond Adoption by RATS Policy Committee	<p>Significant changes (see text) to the TIP will require a formal amendment and the public will be afforded a review/ comment period. Length of the review comment period will be based on the nature and significance of the change. Simply moving a project from the out years to the implementation year or minor changes to the project scope, costs, and funding sources are not normally considered significant changes that will necessitate a lengthy review period. Typically, non-significant changes can be made by placing the proposal on the Technical and Policy Committee agendas, distributing the agenda in the normal fashion, and allowing opportunity for comment on the change at the Technical and Policy Committee meetings.</p>

TABLE 3 – Agency Contact Persons

<i>Jurisdiction</i>	<i>Contact</i>	<i>Title or Department</i>	<i>Phone #</i>	<i>Address</i>
Incorporated Cities and Villages				
Belvidere, City	Adam Tegan Craig Lawler	City/County Planner Director of Public Works	544-5271 544-9256	401 Whitney Blvd., Suite 400 Belvidere, IL 61008 401 Whitney Blvd., Suite 200 Belvidere, IL 61008
Cherry Valley, Village	David Nord Joe Caveny	Village Administrator Public Works Director	332-3441 332-3441	806 E. State St., Cherry Valley, IL 61016 806 E. State St., Cherry Valley, IL 61016
Loves Park, City	Dan Jacobson Nathan Bruck	Director of Public Works and Community Development Department	654-5030 654-5033	100 Heart Blvd., Loves Park, IL 61111 100 Heart Blvd., Loves Park, IL 61111
Machesney Park, Village	Chad Atkinson	Director of Planning & Zoning	877-5432	300 Machesney Rd., Machesney Park, IL 61111
New Millford, Village	Dale Johnson Dennis McMullen	Streets Village Engineer (Infratek Engineers, Inc)	874-5359 395-3700	206 Manderia Dr, New Millford, IL 61109 433 S. Phelps Av, Rockford, IL 61128
Poplar Grove, Village	Martha Suhr	Village Clerk	765-3201	PO Box 1, 100 S State St., Poplar Grove, IL 61065
Rockford, City and RATS Staff	Steve Ernst Hong Liu Patrick Zuroske Wayne Dust Gary McIntyre Hayes Morrison Arron Rucker	RATS Study Director & City Traffic Eng. Assistant Traffic Engineer Capital Program Manager Planning Administrator RATS Transportation Planner RATS Transportation Planner Planner II	987-5571 987-5571 987-5571 987-5624 987-5638 987-5628 967-6772	425 E. State St., Rockford, IL 61104 425 E. State St., Rockford, IL 61104
Roscoe, Village	Bonnie Miles Arnold Lundgren & Ass. David Noel	Village Clerk Village Engineer (Consulting Firm) Village Administrator	623-2829 968-8881 623-2829	10631 Main St, Roscoe, IL 61073 803 N Church St, Rockford, IL 61103 10631 Main St, Roscoe, IL 61073
Timberlane, Village	Debra K. Mamer	Village Clerk	765-3916	12909 Reginald Dr., Poplar Grove, IL 61065
Winnebago, Village	Mark Painter	Village Engineer (Fehr-Graham & Assoc.)	394-4700	1920 Daimler Rd, Rockford, IL 61112
County Governments				
County of Boone	Richard Lundin Ken Terrinoni	County Engineer County Administrator	544-2066 547-4770	9759 IL Route 76, Belvidere, IL 61008-9599 601 N. Main / Suite 201, Belvidere, IL 61008
County of Ogle	Curtis D. Cook	County Engineer	732-2851	1989 Illinois Route 2 South, Oregon, IL 61061
County of Winnebago	Joe Vanderwerff Wayne Vilc David DeGroot	County Engineer Assistant County Engineer Planning & Zoning Officer	987-3113 987-3113 319-4350	424 N. Springfield Av., Rockford, IL 61101 424 N. Springfield Av., Rockford, IL 61101 404 Elm St., Rockford, IL 61101-1221
Special Districts and Authorities				
Chicago / Rockford International Airport	Franz L. Olson	Deputy Director of Operations & Facilities	969-4000	60 Airport Dr., Rockford, IL 61109
Illinois Dept of Transportation, District 2	Greg Mounts Dan Long	Deputy Director, Region Two Engineer Project Studies Engineer	284-5301 284-5966	819 Depot Av., Dixon, IL 61021-3546 819 Depot Av., Dixon, IL 61021-3546
Illinois Toll Highway Authority	Bunny Andereson	Community Relations Coordinator	630-241-6800	2700 Ogden Av., Downers Grove, IL 60515

<i>Jurisdiction</i>	<i>Contact</i>	<i>Title or Department</i>	<i>Phone #</i>	<i>Address</i>
North Park Public Water District	Dennis Leslie	General Manager	633-5461	1350 Turret Dr., Machesney Park, IL 61115
Rockford Mass Transit District	Rick McVinnie Dennis Hendricks Paula Hughes Jim Johnson Lisa Brown Terry Houghton	Executive Director Maintenance Manager Grant Specialist Project Manager Marketing & PR Specialist Paratransit Supervisor	961-2230 961-2240 961-2227 961-2236 961-2226 961-2237	520 Mulberry St, Rockford, IL 61101-1016 520 Mulberry St, Rockford, IL 61101-1016
Rockford Park District	Rick Strader	Manager, Capital Planning	987-8865	1401 N 2nd St, Rockford, IL 61107-1068
Rock River Water Reclamation District	Mike Olson	Engineering Manager	387-7660	PO Box 7480, Rockford, IL 61126-7480
Township Governments				
Belvidere Twp. / Boone Co.	Richard E. Lee	Highway Commissioner	544-2029	8200 Fairgrounds Rd., Belvidere, IL 61008
Bonus Twp. / Boone Co.	Donald Gustafson	Highway Commissioner	547-1120	9669 Lawrenceville Rd., Garden Prairie, IL 61038
Boone Twp. / Boone Co.	Tom Anderson	Highway Commissioner	569-2689	15132 Russellville Rd., Capron, IL 61012
Burrill Twp. / Winn Co.	Gary Schumacher	Highway Commissioner	519-1871	3236 Eddie Rd., Winnebago, IL 61012
Byron Twp. / Ogle Co.	Ronald Gibson	Highway Commissioner	234-8438	Box 712/507 Colfax St., Byron, IL 61010
Caledonia Twp. / Boone Co.	Norm Pierce	Highway Commissioner	765-0345	2430 Main St., Caledonia, IL 61016
Cherry Valley Twp./Winn. Co.	Pat O'Donnell	Highway Commissioner	874-5785	4875 Blackhawk Rd., Rockford, IL 61109
Durand Twp. / Winn. Co.	Kim Steward	Highway Commissioner	248-2575	210 West Howard, Durand, IL 61024
Flora Twp. / Boone Co.	Michael A. Frank	Highway Commissioner	332-4853	77 Poole Rd., Cherry Valley, IL 61016
Harlem Twp./ Winn. Co.	Bob Pilcher	Highway Commissioner	673-2671	819 Melbourne Av., Loves Park, IL 61115
Harrison Twp. / Winn. Co.	Loren Davis	Highway Commissioner	629-2618	10902 Farm School Rd., Durand, IL 61024
Laona Twp. / Winn. Co.	Randy Hunt	Highway Commissioner	248-4427	13979 Rowley Rd. Durand, IL 61024
Leroy Twp. / Boone Co.	James Richardson	Highway Commissioner	737-8749	8708 Coon Trail Rd., Capron, IL 61012
Manchester Twp. / Boone Co.	Joel Nussbaum	Highway Commissioner	389-2136	2259 Manchester Rd., South Beloit, IL 61080
Marion Twp. / Ogle Co.	Brian Johnson	Highway Commissioner	645-8138	PO Box 307, Sullman Valley, IL 61084
Monroe Twp. / Ogle Co.	Hiram Rust	Highway Commissioner	393-3873	Box 93, 202 West St., Monroe Center, IL 61052
Owen Twp. / Winn. Co.	Bob McWilliams	Highway Commissioner	633-1642	1048 Luana Dr., Rockford, IL 61103
Pecatonica Twp. / Winn. Co.	Bruce Lizer	Highway Commissioner	239-1112	108 East 1 st St., Box 328, Pecatonica, IL 61063
Poplar Grove Twp. / Boone Co.	Wayne Wares	Highway Commissioner	765-3603	12922 Parkway Ct., Poplar Grove, IL 61065
Rockford Twp. / Winn. Co.	Peter McKay	Highway Commissioner	962-7313	404 N. Springfield Av., Rockford, IL 61101
Rockton Twp. / Winn. Co.	Matthew Cuyler	Highway Commissioner	624-7177	1301 N. Blackhawk, Rockton, IL 61109
Roscoe Twp./ Winn. Co.	Matthew Servant	Highway Commissioner	623-7323	5792 Elevator Rd., PO Box 49, Roscoe, IL 61073
Seward Twp./ Winn. Co.	Jim Stahl	Highway Commissioner	275-7417	16272 Grant St., Box 7, Seward, IL 61077
Shirland Twp./ Winn. Co.	Curt McNames	Highway Commissioner	629-2164	PO Box 68, Shirland, IL 61079
Scott Twp. / Ogle Co.	Charles Bloomingdale	Highway Commissioner	654-2679	Box 91, 4998 N. Junction Rd., Davis Junction, IL
Spring Twp. / Boone Co.	Dennis Dovenmuehle	Highway Commissioner	544-0139	3673 Shattuck Rd., Garden Prairie, IL 61038
Winnebago Twp. / Winn. Co.	Tim Mitchell	Highway Commissioner	335-2301	9387 Bridgeland Rd., Winnebago, IL 61088

V. TITLE VI & ENVIRONMENTAL JUSTICE

Title VI of the 1964 Civil Rights Act (42 USC 2000d-1) states that, “No person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.” Title VI bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups).

Environmental Justice (EJ) is an amplification of Title VI that extends the basic principles of Title VI to low-income populations. Recent emphasis on EJ stems from the 1994 *Executive Order 12898* that states, “Each federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

In 1997, the US Department of Transportation issued its DOT *Order to Address Environmental Justice in Minority Populations and Low Income Populations* to summarize and expand upon the requirements of *Executive Order 12898*. The DOT notes that the need to consider environmental justice is already embodied in many long-standing laws, regulations and policies such as: the *National Environmental Policy Act (NEPA)*, *Section 109(b) of Title 23, the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URA)*, as amended, as well as the *Transportation Equity Act for the 21st Century (TEA-21)*.

- A. **TITLE VI and EJ GOALS:** In light of the above dictums, this TIP recognizes the following goals as part of its transportation project selection and priority setting process:
1. Minority and low-income populations should be allocated a fair share of transportation expenditures and services programmed in this TIP.
 2. Minority and low-income populations should not be burdened with a disproportionate share of the adverse impacts originating from the transportation projects in this TIP.
 3. In the process of developing this TIP, a concerted effort should be made to determine what populations are going to be affected by the projects in this TIP.
 4. In follow-up to this TIP, RATS should periodically review and analyze past projects and transportation decisions to determine if we have, in fact, treated all groups equitably.
 5. RATS and the RATS participants should make concerted efforts to inform and involve minority and low-income groups in the transportation decision-making process.
- B. **TITLE VI & EJ ASSESSMENTS:** To assure that TIPs are prepared in concert with the above goals, in January 2006, RATS staff prepared the a draft document entitled *Environmental Justice & Title VI Considerations related to Transportation Planning and Transportation Improvements in the Rockford Metropolitan Area* for public review and possible action for adoption by RATS in 2006. The document looked closely at the distribution of planning funds in the Urban Area and the distribution of major highway projects with respect to the distribution of minority and low-income groups. During the comment period, RMTD requested that their routes be added to two of the maps included in this document, which was done. On March 29, 2006, the RATS Policy Committee adopted RATS Resolution 2006-3 which essential replaces the previous Title VI and EJ document. This was one of the “Conclusions and Recommendations” from the December 2003 Certification Review of the Metropolitan Transportation Planning Process for the Rockford Transportation Management Area. The March 2006 report has been submitted to FHWA, FTA and IDOT for comments and/or approval. The conclusions of the document are verbatim as follows:

“The above discussions, past assessments and attached maps and charts serve to illustrate that environmental justice has been a long-standing consideration in the RATS planning process. Information has been developed that identifies the location of minority groups and low-income populations in the Rockford area. Four important points deserve reiteration:

When compared with transportation projects in the TIP, it appears there is an equitable balance of projects in minority / low-income areas and non-minority / upper income areas.

When compared with the deployment of the public transit system there is strong evidence that the public transit operators are providing much better service to minorities and low-income person and groups than to the general population. This is as it should be – the service is being provided to those who need it.

When compared to the allocation of Federal transportation funds that are under the control of the RATS Policy Committee – low-income and minorities areas have received a sizable share of these projects and funding.

When compared with anecdotal situations there is strong evidence that environmental justice has long been an important topic in the Rockford area, even before the term was coined – and that concern continues today.”

With regard to public transit in the Rockford area, a comprehensive Title VI & EJ Assessment was prepared in March of 2004. Due to the length of the overall conclusions and findings they are not republished here. Suffice to say the assessment showed no incidence or evidence of discrimination. This document is on file and available for inspection at RATS, with IDOT in Springfield, and with the FTA in

Chicago. The Federal Transit Association in Chicago on May 1, 2005, approved this document. This approval expires on May 1, 2007. Accordingly, during the FY 2007 year, RATS staff, in working with the public transit agencies in the area, as well with interested parties and the RATS Technical and Policy Committees, will be updating this report.

VI. TRANSIT ELEMENT & PUBLIC TRANSIT HUMAN SERVICES PLANNING

- A. **PUBLIC TRANSIT IN BOONE COUNTY:** No fixed-route public transit service is currently provided in the Boone County part of the Rockford Metro Area but the Boone County Council of Aging (BCCA) acting under the authorization of and on behalf of the Boone County Board provides considerable paratransit service throughout the County and provides over 30,000 passenger trips traveling over 121,800 miles annually. BCCA also functions as the "Coordinated Service Provider" for that area (more below). Established as a not-for-profit corporation in 1973, BCCA operates a fleet of six minibuses and one car for the purpose of providing demand-response, door-to-door service to anyone residing in Boone County. All vehicles except the car are wheel chair lift-equipped. Trips frequently extend outside of Boone County for the purpose of providing Boone County residents access to medical services in adjacent counties.

Funding for public transit services provided by BCCA is derived from a variety of state, federal and local sources. BCCA buses have been funded through the FTA "5310" and "5311" Programs¹ and operating assistance is also provided through FTA "5311" Program. "5310" funding is a special category of federal funding for transportation needs that cannot be met by regular transit in urban areas. "5311" funding is a special category of funding designated to assist in meeting rural transportation needs. Participation in the "5311" Program requires a local sponsor. Boone County is the local sponsor for the "5311" program. There is no sponsor for "5311" in Winnebago County. Boone County, the City of Belvidere, Belvidere Township, United Way of Boone County, the Illinois Department of Transportation and the Illinois Department of Public Aid provide local funding assistance to BCCA.

BCCA provides transportation service between the hours of 8:00 AM to 4:30 PM, Monday through Friday. Requests must be made 24 hours in advance. The service is open to the general public but priority is given to older persons and persons with disabilities. Fares are nominal: \$2.00 per one-way trip for adults under 60 years of age residing within Boone County; \$1.00 cents for children under 12 years, and no fare for persons 60 years and older but donations are accepted. Services to adjoining counties are provided for medical reasons and require one-week advance notice. BCCA also provides medical car escort service into adjoining counties, via volunteers driving agency-owned vehicles. One-week advance notice is again required and donations are requested.

- B. **BCCA FINANCIAL ASSISTANCE:** Past and recent Federal and IDOT funding assistance to BCCA is noted in TABLE 9 of this TIP. Funding the needs of BCCA in FY 2006 is complicated by the fact that a large part of the BCCA service area is now classified as "urbanized" in accordance with new data from the Year 2000 Census. Only the remaining "rural" parts of Boone County remain eligible for FTA "5311" assistance. In the early months of 2004, consideration was given to qualifying the BCCA for FTA "5307" funds. These funds can be used to support the service BCCA provides in the "urbanized" parts of Boone County. However, to qualify, BCCA would have to become a "designated recipient" as per official action by RATS and IDOT. Consideration was also given to qualifying the BCCA services in the urbanized parts for the State of Illinois Downstate Operating Assistance Program (DOAP funds). To qualify for DOAP funds, BCCA (or Boone County) will either have to become a designated local transit agency (action needed by the Illinois General Assembly) or become part of, and contract for services with, an already qualified local transit agency (i.e., the Rockford Mass Transit District). Accordingly, Boone County, RMTD, City of Belvidere and RATS, entered into a temporary one-year agreement. This temporary agreement, which expired on July 1, 2005, essentially provided the framework to allowing BCCA to continue to provide local transit service into the newly created "urbanized" sections of Boone County and the City of Belvidere for RMTD and RATS. To ensure that the specific financial and service operations would be provided to the newly created "urbanized" areas in Boone County and the City of Belvidere, a separate "Intergovernmental Agreement" to provide local transit service was agreed upon by RMTD and Boone County / BCCA. Copies of these agreements are on file with RMTD and RATS. These two agreements basically provided for the following:

1. The urbanized parts of Boone County will be annexed into the RMTD service boundaries.
2. RMTD will incorporate the Boone County service needs (urbanized area parts) into the RMTD service program / budget. This will qualify those service costs for assistance from DOAP.
3. RMTD will subcontract with BCCA to actually provide the service. This will eliminate the need for RMTD to acquire additional equipment and staff; will allow the continued use of BCCA equipment; and avoid the complication of laying off BCCA drivers and staff, and thereby, keep the options open for Boone County to continue to study and review its local transit system options.

¹ The FTA "5310" and "5311" Programs were previously referred to as the Section 16 or 16(b)2 Program and the Section 18 Program, respectively. Federal legislation changed the program names in the early 1990s but the programs themselves are essentially unchanged. "5310" and "5311" refer to sections under 49 USC. The programs are a joint effort between the federal and State governments. Administered primarily by the State, the programs are funded under an 80/20 - federal/State cost share arrangement.

Since this one-year temporary expired on July 1, 2005, RATS, State of Illinois, Federal Transit Administration, RMTD, BCCA, Boone County and the City of Belvidere have been working on a more interim arrangement to continue to provide for local transit service into the "urbanized" parts of Boone County and the City of Belvidere. On May 26, 2005, Boone County, City of Belvidere, RMTD and RATS developed and entered into an agreement to basically continue the main principles agreed upon in the temporary agreement. This new interim agreement, which will expire on June 30, 2009, will allow BCCA to continue to provide a one-agency public transit service throughout both the rural area and urban sections of Boone County and the City of Belvidere, while at the same time provide RMTD to meet the federal requirements to providing local public transit service in the RATS Urban area.

The tables in this TIP, therefore, reflect this funding arrangement where the operating costs of services in Boone County will be funded by a combination of funding sources including: FTA "5311" for the rural parts, Illinois DOAP for the urban parts, and local funds provided by Boone County and other local contributors for both urban and rural areas in the County.

With regard to assistance for capital equipment, BCCA has recently made application for several pieces of new or replacement equipment via the IDOT-administered Downstate Non-Metro Area Capital Assistance Program. This Program is funded with a combination of FTA "5310" funds, FTA "5311" funds, and State funds. (Note: Boone County, Illinois, is the actual grantee for all grants and takes ownership of all equipment – BCCA is the service provider on behalf of Boone County.)

- C. **COORDINATION BY BCCA:** In addition to actually providing paratransit service, the BCCA assists IDOT and RATS by acting as the "Coordinated Service Provider" for Boone County. BCCA's role is similar to that described for RMTD in Subpart E of this Section.
- D. **PUBLIC TRANSIT IN WINNEBAGO COUNTY:** For over four decades, the Rockford Mass Transit District (RMTD) has provided federally-subsidized, coordinated, fixed-route transit services in the Winnebago County part of the Rockford Metropolitan Area. Geographically, RMTD provides service throughout the incorporated areas of Rockford, Loves Park and Machesney Park and a few small-urbanized areas adjacent to the City of Rockford.

Based on Year 2000 Census data, the main RMTD service area encompasses 119.45 square miles and a population of 214,184 persons. RMTD provides fixed-route and demand-response services in this area. If the newly annexed "urbanized" part of Boone County is included, another 19.73 square miles is added with population of 29,086 persons. Only demand-response service is provided in Boone County.

In its main service area, RMTD operates buses on 17 routes on normal weekdays and slightly less during the evening hours and on Saturdays. Buses operate on half-hour to hour headways with services beginning between 5:00 and 6:00 AM and extending to nearly 7:00 PM on weekdays, somewhat less on Saturdays. RMTD also operates evening bus service throughout the Rockford portion of the Urban Area on weekdays. Evening service continues to be evaluated in the Loves Park / Machesney Park for possible service. The evening schedule runs between 6:30 p.m. and 10:30 p.m. and is an abbreviated version of the routes and schedules offered during daytime hours. (Most routes operated during the day are also operated in the evening, but with hour instead of half-hour headways and with routings that are shorter and less complicated.)

RMTD currently maintains a fleet of 39 full-sized buses. At peak hours, averages of 24 buses are in service. RMTD also operates a "trolley-bus" for special functions. As a result of the latest replacement bus procurement, all RMTD buses are now accessible to persons with disabilities. All future bus purchases will continue to be wheelchair lift-equipped or fully accessible.

To further fulfill requirements of the ADA, RMTD provides demand-response, curb-to-curb paratransit service for qualified individuals who are unable to board or access the fixed-route buses. RMTD operates a fleet of 26 lift-equipped paratransit vehicles throughout the Urban Area.

E. **SPECIAL RMTD IMPROVEMENTS OR EFFORTS:**

RMTD is engaged in or planning a number of activities aimed at improving transit service throughout the Rockford Metro Area. These include:

1. During FY 2003, RMTD employed a consultant for the purpose of comprehensively evaluating its existing route and schedule structure. Significant changes were proposed to the route structure and these changes were refined and implemented in March 2004. RMTD made some minor route adjustments in March 2005 after evaluating their initial route changes in that were made in March 2004. RMTD will continue to monitor their routes for possible changes in response to public comments.
2. In FY 2005, RMTD will initiate a study of the feasibility of establishing a **secondary bus/ route transfer center somewhere on Rockford's east side**. Although the majority of RMTD's patrons and/or transit dependant persons continue to reside in west and central Rockford, significant numbers of industrial and commercial facilities are located on Rockford's east side. The shift of employment and commerce to the far east side of the urban area has been occurring for the last two decades. Presently, this shift appears to have reached the threshold level where restructuring at least parts of the routes and schedules around an east-side transfer point might be better for the majority of transit-dependant persons. As part of this effort, RMTD will look at the need and feasibility of expanding transit services eastward to Belvidere and the possibility of providing more convenient links and transfer opportunities with the privately operated

intercity bus companies that make stops on Rockford's east side. This work will be funded via a FTA "5309" grant awarded to RMTD for this purpose as part of the FY 2002 Federal apportionments.

3. Via a Federal Access to Jobs awards, RMTD implemented limited **Sunday service**. This service will be continued as long as funding can be maintained.
4. RMTD expanded its administrative offices in downtown Rockford. Since RMTD incorporated paratransit service as an in-house activity about seven years ago, their administrative offices have been cramped for space. The project is being funded with FTA "5307" funds. The work was completed in May 2005.
5. RMTD is constructing a **new building to house their paratransit fleet** and other equipment. The new structure will be located near the existing downtown facility and will also be funded with FTA "5307" funds. RMTD has begun discussions with the City of Rockford on initial site plans for this facility. At this time, RMTD has not submitted an official site plan for this facility. Therefore, the start of construction for this new facility is not yet determined. However, funds for this new facility will still be programmed and listed in the FY2007 TIP.
6. Roughly four years ago, RMTD was designated by IDOT as the **regional maintenance center** for publicly funded paratransit vehicles operating throughout the north central Illinois area. This activity will continue in FY2007.
- F. **PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN:** One of the new planning provisions in SAFETEA-LU, is a means for a "unified and comprehensive strategy for transit service delivery developed by public, private, and non-profit providers, with participation by the public, including people with disabilities, older adults, and individuals with lower incomes, in order to minimize duplication and maximize collective coverage." In March 2001, RATS adopted Resolution 2001-7, which is described in the following section G. This 2001 resolution superseded a similar RATS Resolution that was adopted in 1995. Based upon the information contained in the September 2, 2005 Interim Guidance and the June 9, 2006 Notice of Proposed Rulemaking (NPRM), RATS believes by the direction of the Policy Committee and the actions of the Technical Committee and the area's public, private and non-profit providers that the objectives and intent of this new planning provision is being currently met. Also, in the development of the RATS LRTP, additional information was presented that address the general purpose of developing and maintaining a Public Transit Human Services Transportation Plan for the Rockford Metropolitan Area. Based upon the information RATS has received and the information that is contained in this TIP and the LRTP, we believe we are in compliance with this new provision in SAFETEA-LU.
- G. **COORDINATION BY RMTD:** In addition to actually providing transit and paratransit services, RMTD also assists IDOT and RATS by acting as the IDOT-designated "Coordinated Service Provider" for the Rockford area. Accordingly, RMTD has the following responsibilities, as recently reaffirmed by RATS Resolution 2001-7 (March 29, 2001):
 1. **Monitor paratransit needs and services provided in the Metro Area, both public and private.**
 2. **Periodically report to RATS, IDOT and other pertinent public agencies or officials regarding paratransit needs and the status of paratransit service delivery.**
 3. **To the extent possible, encourage the communication and cooperation between all paratransit service providers in the Metro Area, public and private, and encourage these entities to conduct and coordinate their services in a manner that provides the greatest possible level of paratransit service for the public dollars invested.**
 4. **On an annual basis, or more often as needed, meet with the Boone County Council on Aging (BCCA) for the purpose of coordinating the transportation services of RMTD and BCCA.**
 5. **Meet with persons and agencies seeking new publicly assisted paratransit services and, where possible, attempt to serve those needs with the publicly provided resources available to RMTD (or in Boone County, with the services provided by the BCCA).**
 6. **Review applications for the establishment of new publicly-funded paratransit service or assistance, particularly applications for FTA "5310" and "5311" funds, and make recommendations to RATS and IDOT regarding the merits of said applications and whether or not the requests should be included in the RATS Transportation Improvement Program.**
 7. **Whenever a new and unmet paratransit need is identified and said need cannot be accommodated by RMTD (or the BCCA in Boone County), assist area entities, to the extent possible, in developing applications that can qualify them for FTA "5310" and "5311" funds or other applicable funding assistance.**
 8. **As needed, apply for State, Federal and local funding assistance for the purpose of maintaining and bolstering the paratransit service of RMTD itself.**

H. **FUNDING RMTD PUBLIC TRANSIT:** RMTD is managed by a three-person board appointed by the City of Rockford and empowered through a special charter under the laws of the State of Illinois. RMTD is funded through a combination of federal, State and local subsidies or contractual payments. RMTD also has internally generated revenues derived from fares charged to transit patrons, advertising on their buses, and occasional special services.

In most of the past decade, the mix of funding for the annual operating needs of RMTD has been roughly 40-45% from State sources, 20-25% from local sources, 15-20% from fares and internally generated revenues, and 20-25% from federal sources. In recent years, federal "operating subsidies" have been reduced and replaced with increases in State and local funds.

I. **FEDERAL "5307" SUBSIDIES TO RMTD:** The mainstay of federal support for RMTD is the FTA "5307" Program². This program allocates subsidies to eligible public transit agencies throughout the country based on a formula that divides congressional apportionments according to population, population density, and revenue vehicle miles of transit service. The revenue vehicle miles of service of RMTD (fixed-route and paratransit service) are used in computing the federal subsidy provided to the Rockford area. In recent years, the "5307" program has provided roughly \$1-1.5 million in subsidies to the Rockford area annually.

Funding from "5307" is limited to uses for capital equipment (buses, equipment, structures, etc.), "preventive maintenance" expenses, and some limited operating expenses related to the Federally-required assistance RMTD must provide to persons with disabilities. Preventive maintenance includes any expense that is necessary to maintain and extend the useful life of the rolling stock. Other "operating" expenses (administrative expenses, driver's salaries, fuel, etc.) are not eligible for "5307" funds.

Past and forecasted "5307" allocations are shown in **TABLES 4 and 6**³.

Among many restrictions placed on the use of "5307" funds, FTA specifies that the funds must be matched with State or local funds. At present, the minimum required local match for capital purposes is 20%. The State of Illinois usually provides this match.

With the passage of TEA-21, the federal government now also specifies that at least one percent of "5307" funds be used for a special category of transit-related expenses called "**enhancements**". Enhancements generally include items that help transit blend or integrate itself into the community and make transit more attractive and complimentary to the community. Items such as bus stop shelters and bus route information signing are examples. Artistic or aesthetic treatments of transit facilities and historic preservation of significant transit-related facilities are also eligible.

J. **FEDERAL "5309" SUBSIDIES TO RMTD:** In addition to the "5307" funds discussed above, Congress annually appropriates FTA "5309" funds⁴ to help in meeting unique transit capital equipment or facilities needs. Congress and FTA award the "5309" funds on a discretionary basis. No apportionment formula is used, as opposed to the "5307" source. "5309" funds must be competitively applied for and are awarded only for well-documented needs that cannot be met from other sources. For several years, these awards were limited to major capital projects such as rail expansions or the construction of transit facilities and were difficult to obtain. However, during the last decade, RMTD, in conjunction with efforts initiated by IDOT, was successful in obtaining sizable allocations of these funds for replacement buses. And recently, as previously noted, an award of "5309" funds was made to RMTD for the purpose of studying the feasibility of an east-side transfer center.

K. **FEDERAL "5310" SUBSIDIES TO RMTD:** The FTA "5310" funding source⁵ also occasionally contributes to the overall transit services provided by RMTD. FTA "5310" funds are available to public or private not-for-profit agencies serving those persons who, for reasons of age or disability, cannot be adequately served by regular transit.

² The FTA "5307" Program was previously referred to as the Section 9 Program. Federal legislation under 49 USC changed the program name in the early 1990s.

³ In the past, RATS suballocated the "5307" funds between RMTD and LPTS. With the elimination of LPTS at the start of FY 2001, all of these funds became available to RMTD, the only remaining "designated recipient" (i.e. eligible to directly receive "5307" grants). Starting in FY 2004, however, part of these funds became potentially available to the Boone County / Belvidere parts of the Rockford urbanized area as presently served by the BCCA. Boone County and Belvidere have elected not to apply for these funds in FY 2007. The amount of "5307" funds potentially available to Boone County is small, the application process is quite complicated, and BCCA's capital-related needs are being met through other previously discussed State and Federal sources.

⁴ The FTA "5309" Program was previously referred to as the Section 3 Program. Federal legislation under 49 USC changed the program name in the early 1990s.

⁵ The FTA "5310" Program was previously referred to as the FTA Section 16(b)2 Program.

Although not as assured as "5307" funding, over the years, the RATS area has received numerous awards of "5310" funding and IDOT generally attempts to allocate "5310" funds to replace vehicles that were originally purchased through the "5310" program. Therefore, "5310" projects are listed in this TIP. This funding is by no means certain, but there is a reasonable chance that a significant portion of the requests will be granted.

- L. **STATE FUNDING FOR RMTD:** The Illinois Department of Transportation (IDOT) provides considerable funding for local transit. In past years, IDOT has funded 40-50% of most transit operating expenses through its Downstate Operating Assistance Program (DOAP). In recent years, responding to cuts in Federal "5307" operating assistance, IDOT has increased the level of DOAP funding to 55%. IDOT also provides most of the local match (20-25%) required for Federally assisted capital projects, including the local match for bus replacements.

IDOT also provides matching funds for many of the small equipment needs of public transit agencies throughout Illinois. However, in recent years, a Statewide budgetary crisis has limited the amount of General Revenue Funds (GRF) available for these needs. Hence, several projects that RMTD has requested funding for, projects for which Federal "5307" funding is available, have had to be deferred for lack of local match. For the purpose of keeping the community and public officials aware of these unmet

transit needs, many of these deferred projects have been placed in TIP "out" years or placed in the **TABLE 11, Part 2** as "illustrative projects". Fortunately, these projects are not immediately critical to the operation of RMTD, i.e., transit service can continue without them. However, the failure to implement these projects tends to put a strain on RMTD. The lack of updated equipment tends to increase operating costs, sometimes decreases the attractiveness of public transit, or both.

- M. **LOCAL FUNDING FOR RMTD:** RMTD also receives local subsidies or contractual payments, primarily for operating expenses, but sometimes for limited capital needs. The Cities of Rockford and Loves Park and the Village of Machesney Park provide these monies, to varying degrees, and have done so over the last decade. Local funding levels have no set formula or share proportion but have been appropriated based on need and in the interest of maintaining existing or reasonable service levels.

The local contributions also play an important role in balancing the monthly or quarterly cash flow needs of RMTD. Delays in State or Federal appropriations, grant approvals, or fund transfers frequently create temporary cash flow situations for RMTD. In addition to providing RMTD with a sizable overall subsidy, the City of Rockford provides this subsidy in varying monthly payments that are larger in the early parts of the fiscal year (at times when State and Federal payments are low or non-existent) and also allows RMTD to accumulate unused portions in a special "deferred revenue" account that can be drawn upon during those times when the State and Federal sources are non-existent or insufficient to balance short term funding needs. This arrangement enables RMTD to avoid the expense of maintaining a line of credit with a private lender.

Unfortunately, as with State funding, budgetary situations are also putting a damper on local transit funding increases. Thus far, RMTD has not had to consider reducing transit services but should these constraints continue for a protracted period, there could be adverse repercussions.

- N. **OVERALL FINANCIAL ASSESSMENT OF PUBLIC TRANSIT:** This TIP establishes and documents the short-term liquidity of RMTD and BCCA for FY 2005. Commitments in State and local funding, coupled with reasonable federal projections, assure that RMTD and BCCA will have balanced operating budgets in FY 2005. Regardless of the cautions noted above, the long-term solvency of the transit systems also, appears good, providing State and local funding limitations do not continue indefinitely. In summary, the continued short- and long-term operation and capitalization of RMTD and BCCA appears feasible as long as Congress, the State of Illinois and local governments continue subsidies within reasonable ranges.

- O. **OPERATING PROJECTS – RMTD:** **TABLE 5** presents the FY 2006-2008 Summary of Operating Budgets for RMTD. The table confirms a balanced and viable operating proposal with sufficient federal, State and local subsidies and other revenues to cover the forecasted costs of operation in the 3-year period.

- P. **CAPITAL PROJECTS:** **TABLES 6 through 9** list the capital projects for RMTD and BCCA and give a complete funding allocation plan for the federal, State and local subsidies proposed for funding the listed projects. The status of previously approved projects is also shown.

TABLES 6 through 9 divide the projects according to the federal funding source. **TABLES 6 and 7** pertain to "5307-funded" (previously Sec 9) projects. **TABLE 6** lists the "5307-funded" projects chronologically from FY 1996 through FY 2007. **TABLE 7**, the **Program of Projects**, lists the proposed "5307" projects in the format prescribed by the FTA for FY 2006 only.

TABLE 8 lists Special FTA and IDOT funded projects. Most of these are funded with FTA "5309" (previously Sec 3) funds. FTA "5314-funded" projects are also listed here. **TABLE 9** lists "5310-funded" and "5311-funded" (previously Sec 16(b) 2 and Sec 18) projects. The projects are listed in order of priority for implementation. **TABLE 9** also lists the requested capital improvement projects of other area social service agencies in need of paratransit vehicles. Further discussion of this is provided below.

Projects that will enhance ADA compliance are noted. The priorities for funding assignment were proposed by RMTD and publicly reviewed by the RATS Technical Committee in the open forum of their meetings.

As previously noted, the FTA "5307" Capital funding forecasts are based on the Congressional proposals available at this time. In the event apportionments are smaller than the forecasted levels or that State or local matching funds are not sufficiently available, five alternatives will be employed in the following order:

1. Additional FTA "5309" funds, if available, will be sought.
2. Attempts will be made to extend the life of existing equipment.
3. Additional State or local funds will be requested in amounts necessary to maintain services.
4. RATS will consider the use of STP-Urban funds (normally reserved for highway needs) for transit needs.
5. Services will be reduced by amounts necessary to balance expenditures with resources.

For the most part, the projects listed in this TIP consist only of projects necessary to continue and maintain current service levels in a cost-effective and efficient manner. Most of these projects involve the replacement of worn-out or damaged equipment or the acquisition of new equipment that will improve the maintenance efficiency of the existing bus fleets and transit facilities. The projects do not facilitate service expansions.

In summary, TABLES 6 through 9 show a combination of federal, State and local funding sufficient to support the capital needs of RMTD and other agencies for maintaining existing service levels during the next 1-3 years.

- Q. LONG-RANGE CAPITAL NEEDS AND FUNDING FORECASTS:** Supporting information for this TIP are fleet rosters and long-range vehicle replacement and capital needs schedules for RMTD. This information can be found in TABLES 10 and 11. Please refer to that document for specific figures.

The overall conclusion that can be made from the forecasts made last year remain valid for FY 2006. That is, given a reasonable continuation of Federal, State and local support for public transit, the capital needs of RMTD can be accommodated. However, a number of stipulations should be noted.

- The forecasts do not consider the need for service expansions within the main service area. Significant expansions will require funding expansions, improvements in equipment longevity, or both.
- The forecasts do not consider the capital needs of the services provided in Boone County by the Boone County Council on Aging. Those needs will be evaluated further as various service options are explored for Boone County and Belvidere.
- Additional major capital needs such as the construction of an "East-side Transfer Center," the establishment of services north to Rockton/Roscoe or expanded services east to Belvidere, or the establishment of commuter services to the Chicago region will be funded from additional sources.

- R. JOBS ACCESS TO REVERSE COMMUNE FUNDS:** Job Access to Reverse Commune (JARC) funds have been used for the purpose of establishing limited Sunday transit service. Such service was implemented in FY 2003 and continued into FY 2005 and 2006. Funding for this service is continuing via the use of local funds. However, after this current fiscal year, those funds are uncertain because of the continual budget review process.

- S. OTHER SPECIAL TRANSIT ASSISTANCE NEEDS IN THE ROCKFORD AREA:** Over the years, a number of unique public transportation needs have been identified that cannot be accommodated by the area's primary public transit providers. Most frequently, these needs exist in conjunction with special social or health service providers. In fact, many such needs exist throughout the community but most are confronted and provided through private funding sources, public sources not tracked in the TIP, or some combination thereof. One funding source chronicled in the TIP that is available for such needs, particularly that of private-not-for-profit agencies, is the FTA "5310" [previously, 16(b)(2)] program. Use of the funds, as discussed previously, is administered by IDOT. Usually, IDOT also supplies the required local match of 20%. Unfortunately, in most years, competition for these funds is high and the demand seems always to exceed the supply. Therefore, long-time, established, proven users of the funds (i.e., those agencies seeking funds for replacement equipment) are usually given preference over new users. Occasionally, conditions are favorable for new users (abundant funds, low demand and obvious significant new needs). Area agencies considered eligible for "5310" assistance include the following:

1. **Lifescape Community Services, Inc.:** Lifescape is a private not-for-profit agency that has provided adult day-care services in the Rockford area for over 27 years. Lifescape serves nearly 200 elderly and/or disabled adults and is experiencing a steady increase in demand for its services. Recently, Lifescape has extended services into the Belvidere area. Over 34% of Lifescape's clientele is composed of racial or ethnic minorities (as compared to the total area population which is only 18% minority in composition). At present, Lifescape uses two 15-passenger mini-buses to provide transportation to approximately 50 of its clients throughout the month with an average of 120 miles

driven daily. These vehicles were funded through the FTA/IDOT "5310" program via grants issued in FY 2002 and are currently in service.

Lifescape has met with RMTD and RATS staff repeatedly since the Year 2000 for the purpose of discussing its transportation needs. From these meetings the following facts were established: (1) Lifescape's services were extremely valuable to the community; (2) Lifescape's transportation needs were urgent – the existing vehicles are definitely in need of replacement and the increasing demand is equally pressing; (3) RMTD is not capable of efficiently and economically providing the transportation needs of Lifescape; and, (4) other transportation providers in the area (public or private) are not capable of effectively meeting the needs of Lifescape.

Because Lifescape's needs have continued to grow, the agency was authorized to apply in FY 2003 for an expansion vehicle. This vehicle will be used primarily in conjunction with the Belvidere-area service. For FY 2004, Lifescape was approved to apply for another vehicle as a replacement for one of its ageing, previously awarded vehicles.

In response to Lifescapes growing service needs, the agency is approved to apply for an additional expansion vehicle in FY 2005. And in FY 2006 and 2007, Lifescape is approved to apply for replacement vehicles – all under the FTA/IDOT "5310" Program.

- 2. Barbara Olsen Center of Hope:** The Barbara Olson Center of Hope is a private not-for-profit agency that has been providing job training and other special services, including employment, to adults and teens with developmental disabilities for over 50 years in the Rockford area. The Center currently serves over 230 clients that come from 10 different cities in the Winnebago/Boone County area. The Center provides transportation services for its clients and programs with six of its own vehicles, receives considerable public transit assistance from RMTD, and contracts with private firms to provide transportation assistance. In spite of these efforts, the Center is being forced to turn needy clientele away due to a lack of adequate transportation services.

Last year, RMTD and Center of Hope staff met and determined that the most cost-effective way to better provide for the existing and increasing transportation needs of the Center is for the Center itself to acquire additional vehicles. Subsequently, the Center brought the situation to the attention of the RATS Technical and Policy Committee with the request that RATS endorse the Center's intent to apply for vehicles through the "5310" program.

In accordance with the above, the FY 2002-3 TIPs endorsed the Center of Hope's application for two super-medium-duty paratransit vehicles. Subsequently, IDOT had sufficient funds to award one vehicle. The FY 2004 TIP endorsed the Center of Hope's application for the second vehicle but an award has not yet been made.

This FY 2005 TIP endorses the application for an additional vehicle for the Center of Hope. Further, anticipating service expansion and vehicle replacement needs, this TIP also programs additional vehicle endorsements in FY 2006 and FY 2007.

- 3. Booker Washington Community Center:** The Booker Washington Community Center is a not-for-profit agency that provides social services at its facility located at the west fringe of the old central business district for citizens throughout western Rockford and the Rockford area in general. In 1994-5, a "5310-funded" vehicle was awarded to the Center. That vehicle remains in use. No request for additional vehicles or a replacement vehicle is being made at this time. However, it is anticipated that a request for a replacement vehicle may be made sometime in the next few years.
- 4. Rockton/Roscoe Area Transit Feasibility:** In FY 2004, a study of the feasibility of establishing public transit services to the Rockton/Roscoe area was conducted funded under an Illinois Tomorrow Grant. The study found a limited but complication situation for transit in the northeastern Winnebago County area. With the exception of the City of South Beloit, the area's low density and highly automobile-oriented populations are not likely to be strongly supportive of public transit services. Therefore, if public transit service is to be attempted, the study recommended limited service demonstrations to test the market response before making a full-scale financial commitment. This could be done via a short-term contract with a private provider or with RMTD. Other alternatives such as vanpools should also be explored.
- 5. Rockford-Belvidere Commuter Rail Feasibility Study:** In the Federal FY 2003 budget, Rockford and Belvidere were allocated \$198,700 from the National Planning and Research Program for the purpose of conducting a "Rockford-Belvidere Transit Feasibility Study". Currently there is no commuter rail service between the Rockford-Belvidere region and the Chicago region. In the next 20 years, the region expects to see substantial population and economic growth that will, in turn, create substantial increases in travel demand between the Rockford-Belvidere region and the Chicago region. These increases will strain the existing roadway transportation network. Consequently, either the roadway network will have to be expanded or alternative transportation modes must be provided. Recently, Metra, the commuter rail system serving northeast Illinois, committed to studying the feasibility of extending commuter rail from its current terminus at Big Timber to the end of the Metra service area at the McHenry / Boone County Line. In 2002, the Northern Illinois Commuter Rail Initiative (NICRI) was formed to explore the feasibility of extending commuter rail service to/from Chicago. The Cities of Rockford and Belvidere (in conjunction with and on behalf of Boone and Winnebago Counties and the Rockford Mass Transit District) contracted with the consulting firm TranSystems Corporation for the purpose of assessing the feasibility of service from the McHenry County to Rockford. This study was completed in November 2004. As stated in the RATS Year 2035 Long-Range Transportation Plan, "the NICRI study concluded that the project compared favorably with other federal New Start initiatives that are being considered by the FTA, but in order

to move it forward it would need a funding plan with a strong local commitment and a favorable response from Metra and the Union Pacific railroad.”

- T. ALTERNATIVE ANALYSIS:** To ensure that this effort continues, the Rockford Urban Area received new federal funds in SAFETEA-LU to fund the “Alternative Analysis” require of the FTA New Starts Planning and Project Development Process.

In 2004 the Northern Illinois Commuter Transportation Initiative – NICTI (formally NICRI) completed the systems planning step of the TEA-21 New Starts Planning and Project Development Process, a feasibility study. The results of this feasibility study were that a commuter rail extension to the Rockford-Belvidere area was feasible.

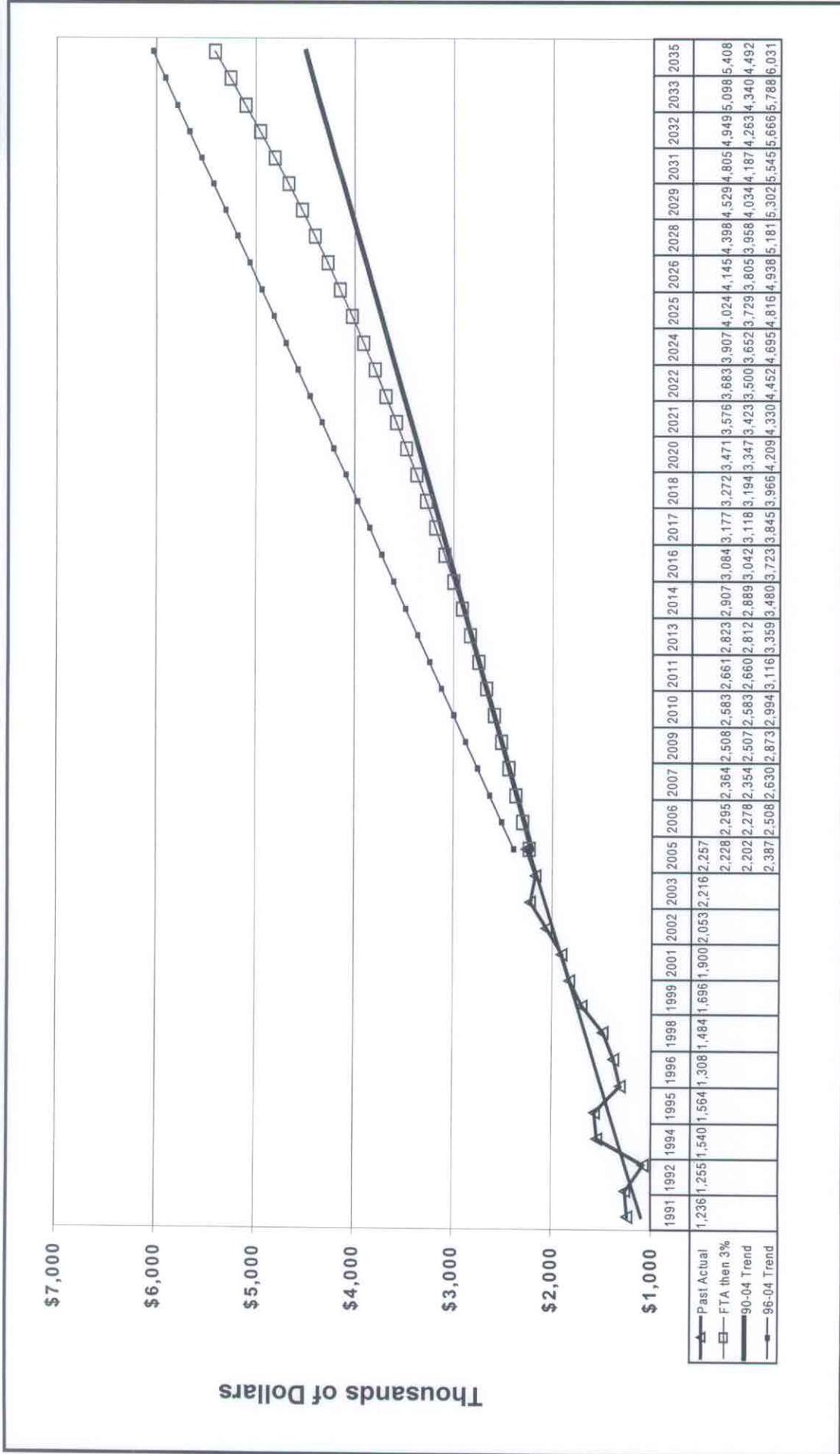
In 2005 the federal government adopted SAFETEA-LU. Within SAFETEA-LU was an earmark for approximately \$2.4 million in federal funding to move this transportation vision forward through the next three steps in the project development process, (1) an alternatives analysis, (2) selection of a locally preferred alternative, and (3) a draft and final environmental impact statement. Additionally, approximately \$600,000 in state funding from the IDOT Division of Public and Intermodal Transportation was secured for the matching portion.

It is anticipated that a contract between the City of Rockford (the grant administrator) and a consulting firm to complete the study will be signed in July of 2006, with work to begin in August of 2006. The completion of this study is anticipated for early 2008.

VII. TRANSIT ELEMENT TABLES

PAST & FORECASTED FEDERAL 5307 FUNDS ANNUALLY ALLOCATED TO THE ROCKFORD URBAN AREA BY FORMULA

TABLE 4



OPERATING ASSISTANCE to PUBLIC TRANSIT PROVIDERS PROVIDING FIXED-ROUTE & PARATRANSIT SERVICES - Past & Forecasted

TABLE 5

AGENCY	YEAR	EST. TOTAL OPERATING COSTS	ESTIMATED REVENUES	STATE (IDOT)		LOCAL		FEDERAL "5307"	FEDERAL "Access to Jobs"	JUSTIFICATION / EVALUATION / NOTES
				\$	%	\$	Source			
ROCKFORD MASS TRANSIT DISTRICT (RMTD)	FY97	5,454,064	1,170,671	2,560,228	47.0%	1,314,882	Source	408,313		<p>[1] Throughout FY2005-2007, RMTD will attempt to maintain their current geographic coverage, service hours and headways while improving availability to persons with disabilities in accordance with the RMTD Paratransit Plan and other ADA requirements.</p> <p>[2] Service will be provided to the Village of Machesney Park and the City of Loves Park at a negotiated amount included in the Local column.</p> <p>[3] Local funds are provided by Rockford, Loves Park, Machesney Park, Belvidere, and Boone County.</p> <p>[4] Paratransit service costs are included.</p> <p>[5] Forecasts are simple straight line increases of 3% per year.</p> <p>[6] Starting in FY 1999, operating subsidies were eliminated by FTA.</p> <p>[7] From FY 2000 onward, Federal amounts refer to "Preventative Maintenance and/or Complimentary ADA Costs" and are included with the Capital Projects (Table 6).</p> <p>All municipal values and estimated revenues are approximate.</p> <p>[8] In FY 2003, RMTD initiated experimental Sunday service with "Access to Jobs" funds. These funds will be applied for but are uncertain.</p> <p>[9] RMTD costs of operation include demand-response service to the urbanized part of Boone County sub contracted to BCCA in FY 2005 and means of delivery to be determined in FY 2006 and FY 2007.</p>
	FY98	5,213,225	1,091,000	2,551,000	49.0%	1,495,453		75,772		
	FY99	5,370,000	1,124,000	2,738,700	51.0%	1,507,300		See note 7		
	FY00	5,622,790	1,050,650	2,976,104	53.0%	1,222,036		374,000		
	FY01	6,101,400	1,075,750	3,350,820	55.0%	1,111,230		563,600		
	FY02	6,284,000	1,108,000	3,456,200	55.0%	1,133,656		586,144		
	FY03	7,947,133	1,188,500	4,365,423	55.0%	1,538,558		689,887	164,765	
	FY04	8,330,134	1,104,400	4,576,074	55.0%	1,531,208		1,356,721	85,235	
	FY05	8,689,056	1,052,271	4,773,480	55.0%	1,656,438		1,164,217	42,150	
	FY06	9,117,765	1,023,000	5,005,030	58%	1,777,572	TOTAL	1,300,453		
ROCKFORD MASS TRANSIT DISTRICT (RMTD)	FY07	9,391,298	1,053,690	5,155,181	58%	1,830,899	TOTAL	1,339,467		
	FY08	9,673,037	1,085,301	5,309,836	58%	1,885,826	TOTAL	1,379,651		
	FY09	9,963,228	1,117,860	5,469,131	58%	1,942,401	TOTAL	1,421,040		
	FY 2010	10,262,125	1,151,396	5,633,205	58%	2,000,673	TOTAL	1,463,671		
	FY94	536,350	51,250	241,358	45.0%	159,773		83,969		
LOVES PARK TRANSIT SYSTEM (LPTS)	FY95	574,077	52,000	258,145	43.0%	188,932		75,000		
	FY96	705,100	52,000	317,183	45.0%	297,389		38,528		
	FY97	740,000	54,000	347,683	47.0%	299,800		38,517		
	FY98	765,400	53,300	374,679	49.0%	330,273		7,148		
	FY99	788,000	55,000	401,880	51.0%	331,120		-		
	FY00	812,000	57,000	430,360	53.0%	324,640		-		
									Service by LPTS Ends	

TABLE 6 FUNDED PROJECTS - PAST AND PROPOSED

Year	RATS #	RANK	AGENCY	Description	Us	Unit \$	Tot \$	Local \$	IDOT \$	Fed \$	Justification & Project Status	Completed
FY 2001	01-5	1		AUTOMATIC FARE & TRIM SYSTEM	1	145,000	145,000	3,300	25,700	116,000	1,899,739	Completed
	01-7	2		RACKING SYSTEM TC BULLETIN	1	4,000	4,000		800	3,200	3,519,694	Underway
	01-18	3		TIRE SPIN BALANCER (for truck tires)	1	10,000	10,000	2,000		8,000	3,516,694	Underway
	01-22	4		LUBE HOSE REELS (for paratransit)	1	6,000	6,000	1,200		4,800	3,508,694	Underway
	01-25	5		FLOOR SCRUBBER (Hako)	1	8,500	8,500		1,700	6,800	3,503,894	Underway
	01-27	6		TOOLS (for Rockwell axes)	1	3,000	3,000		600	2,400	3,497,094	Underway
	01-31	7		COMPUTER HARDWARE	10	2,500	25,000		5,000	20,000	3,494,694	Underway
	01-33	8		ADMINISTRATIVE OFFICE EXPANSION	1	750,000	750,000		150,000	600,000	2,874,694	Underway
	01-1	9		PREVENTIVE MAINTENANCE	1	704,500	704,500	140,900		563,600	2,311,094	Completed
	01-8			PAVE OPERATOR'S PARKING LOT	1	25,000	25,000				2,311,094	Acquired and funded via normal operating budget during FY 2001
	01-10			CARPET CLEANER	1	1,200	1,200				2,311,094	
	01-11			FLOOR BUFFER	1	750	750				2,311,094	
	01-12			VACUUM CLEANER (commercial)	1	500	500				2,311,094	
	01-16			BATTERY CHARGER (12/24volt)	1	600	600				2,311,094	
	01-26			MULTI-MEETER	1	700	700				2,311,094	
	01-32			RACK (for computer equipment)	1	1,000	1,000				2,311,094	
	01-17			AIR IMPACT WRENCH (1 inch)	1	800	800				2,311,094	
FY 2002	02-1			PREVENTIVE MAINTENANCE COSTS	Us	785,889	785,889	157,178		628,711	2,053,140	Completed
	02-3	2		TRANSIT ENHANCEMENT (Purch & Instl 3 Shelt)	1	15,000	15,000		3,000	12,000	3,723,523	Underway
	01-3	3		PHONE ANSWERING SYSTEM	1	105,000	105,000		21,000	84,000	3,639,523	Underway
	01-6	4		TRADE SHOW BOOTH	1	10,000	10,000		2,000	8,000	3,631,523	Underway
	01-9	5		PORTABLE HOIST (1 SET)	1	30,000	30,000		6,000	24,000	3,607,523	Underway
	01-19	6		BUILDING ELECTRONIC ACCESS SYS	1	60,000	60,000		12,000	48,000	3,559,523	Underway
	01-23	7		VACUUM CLEANER (Billy Goat)	1	3,100	3,100		620	2,480	3,557,043	Underway
	01-24	8		ANTI-FREEZE RECLAIMER	1	10,000	10,000		2,000	8,000	3,549,043	Underway
	01-30	9		SHELTER GLASS	32	500	16,000	3,200		12,800	3,536,243	Underway
	02-4	10		PORTABLE FAREBOX PROBE	1	17,000	17,000		3,400	13,600	3,522,643	Underway
	02-5	11		LARGE PARTS CLEANER (for engine blocks)	1	7,500	7,500		1,500	6,000	3,516,643	Underway
	02-6	12		FURNITURE (for new construction/facility)	1	70,000	70,000		14,000	56,000	3,460,643	Underway

02-7 13		ADMIN OFFICE EXPANSION (add \$ to Proj. 01-3 1)										Underway	
RATS #	RANK AGENCY	Description	Us	Unit \$	Tot \$	Local \$	IDOT \$	Fed \$	3,300,643	2,216,202	Justification & Project Status		
03-1	1	FIXED-ROUTE BUSES (35-foot/replacements)	4	328,000	1,312,000	-	262,400	1,049,600	4,467,245	4,467,245	Maintain safe, reliable, efficient fixed route bus service. PROJECT UNDERWAY. Unit cost increased from \$300,000 to \$328,000 -- 3/27/03 Amendment.		
03-2	2	EAST-SIDE TRANSFER CENTER		3,000,000	-	-	-	-	4,467,245	4,467,245	Improve the operational efficiency and service to transit patrons. PROJECT DEFERRED to FY06 to allow additional time for feasibility and site location work.		
03-4	3	WALL SIGNAGE & INSTALLATION	0	20,000	-	-	-	-	4,467,245	4,467,245	DEFERRED due to lack of State/local matching funds. PROJECT		
03-5	4	BUS (STOP) SHELTERS & INSTALLATION	0	5,000	-	-	-	-	4,467,245	4,467,245	DEFERRED due to lack of State/local matching funds. PROJECT		
03-6	5	PREVENTIVE MAINTENANCE	1	1,151,743	1,151,743	230,349	-	921,394	3,545,851	3,545,851	Extend the useful life of rolling stock. PROJECT COMPLETED.		
01-4	6	REPAIR OPERATOR DRIVE	0	120,000	-	-	-	-	3,545,851	3,545,851	Maintain facility. PROJECT DEFERRED due to lack of State/local matching funds.		
03-3	7	ADMINISTRATIVE ROOF TIE IN	0	30,000	-	-	-	-	3,545,851	3,545,851	Cover additional previously unforeseen cost of administrative office expansion. PROJECT DEFERRED due to lack of State/local matching funds.		
02-2	8	COMPUTERS FOR TRAINING ROOM	0	2,000	-	-	-	-	3,545,851	3,545,851	Improve employee training and overall operation efficiency and safety. PROJECT DEFERRED due to lack of State/local matching funds.		
03-7	9	ACCESSORIES FOR TRAINING ROOM	0	6,000	-	-	-	-	3,545,851	3,545,851	Improve employee training and overall operation efficiency and safety. PROJECT DEFERRED due to lack of State/local matching funds.		
03-9	10	ENGINE (new/replacement for fx-route bus)	0	25,000	-	-	-	-	3,545,851	3,545,851	Extend the useful life of rolling stock. PROJECT DEFERRED due to lack of State/local matching funds.		
03-10	11	COMPUTER SYSTEMS (replacements)	14	2,066	28,986	-	5,617	22,469	3,523,382	3,523,382	Replace obsolete equipment, maintain administrative and operational efficiency. PROJECT UNDERWAY. Number of units increase by two -- 3/27/03 Amendment.		
03-11	12	FIXED-ROUTE BUSES (35-foot/replacements)	12	328,000	3,936,000	-	787,200	3,148,800	374,582	374,582	Maintain safe, reliable, efficient fixed route bus service. PROJECT UNDERWAY. PROJECT ADDED as per 3/27/03 Amendment.		
03-12	13	Public Access Enhancement Improvement	1	45,000	45,000	-	9,000	36,000	338,582	338,582	ENHANCEMENT: Improve access for persons with disabilities. PROJECT UNDERWAY. PROJECT ADDED as per 3/27/03 Amendment.		
03-13	14	Air Quality System	1	7,500	7,500	-	3,000	4,500	334,082	334,082	IMPROVE safety of bus operation to both patrons and drivers. PROJECT UNDERWAY. PROJECT ADDED as per 3/27/03 Amendment.		
			Us	Unit \$	Tot \$	Local \$	IDOT \$	Fed \$	2,163,283	2,163,283	Justification & Project Status		
04-1	1	PREVENTIVE MAINTENANCE COSTS	1	1,445,901	1,445,901	289,180	-	1,156,721	1,340,644	1,340,644	Extend the useful life of rolling stock. Pending		
03-4*	2	WALL SIGNAGE & INSTALLATION		20,000	-	-	-	-	1,340,644	1,340,644	ENHANCEMENT: Improve communication, marketing, service to riders. Deferred		
03-5*	3	BUS (STOP) SHELTERS & INSTALLATION		5,000	-	-	-	-	1,340,644	1,340,644	ENHANCEMENT: Improve service and safety for transit patrons. Deferred		
01-4*	4	REPAIR OPERATOR DRIVE		120,000	-	-	-	-	1,340,644	1,340,644	Maintain facility. Deferred		
03-3*	5	ADMINISTRATIVE ROOF TIE IN		30,000	-	-	-	-	1,340,644	1,340,644	Cover additional previously unforeseen cost of office expansion. Deleted		
02-2*	6	COMPUTERS FOR TRAINING ROOM		2,000	-	-	-	-	1,340,644	1,340,644	Improve employee training and overall operation efficiency & safety. Deferred		
03-7*	7	ACCESSORIES FOR TRAINING ROOM		6,000	-	-	-	-	1,340,644	1,340,644	Improve employee training and overall operation efficiency & safety. Deferred		
04-22	22				-	-	-	-	1,140,644	1,140,644	Pending		

FY 2003

FY 2004

RMTD

RMTD

RMTD

Year	RANK	AGENCY	Description	Unit	Total	Local	IDOT	Fed	Justification & Project Status		
2005	05-1	RMTD	PREVENTIVE MAINTENANCE COSTS	1	1,205,271	241,054		2,404,659	Extend the useful life of rolling stock		
	05-2		COMPLEMENTARY ADA COSTS	1	250,000	50,000	200,000	2,004,659	Eligible charge for services to persons with disabilities		
	05-3		COMPUTER STPS & ACCESSORIES FOR TRAINING ROOM	1	24,000		4,800	19,200	SECURITY: Improve employee training & overall operational efficiency, worthwhileness		
	05-4		WALL SOUNGE & INSTALLATION	1	20,000		4,000	16,000	ENHANCEMENT: Improve communication, meeting, service to riders		
	05-5		BUS STOP SHELTERS & INSTALLATION	1	5,000		1,000	4,000	ENHANCEMENT: Improve service and safety for transit riders		
	05-6		REPAIR OPERATOR DRIVE	1	120,000		24,000	96,000	Maintain facility		
	05-7		STAFF VEHICLE	1	22,000		4,400	17,600	Replace worn-out vehicle		
	05-8		MAINTENANCE VEHICLE (PIKUP)	1	56,000		11,200	44,800	Replace worn-out vehicle		
	05-9		SERVICE TRUCK	1	40,000		8,000	32,000	Replace worn-out vehicle		
	05-10		SUPERVISOR VANS (2)	2	25,000		5,000	20,000	Replace worn-out vehicles		
	05-11		OPERATIONS STAFF VEHICLE	1	10,000		2,000	8,000	Replace worn-out vehicle		
	05-12		UPGRADE BUS WASHER	1	10,000		2,000	8,000	Replace worn-out vehicle		
	05-13		SECURITY CAMERAS & CABLES	6	1,333		1,800	6,400	Improve maintenance activities		
	05-14		REPLACE SEATING IN TRANSFER CENTER	1	7,500		1,500	6,000	SECURITY: Improve safety and security of the facility		
	05-15		UPGRADES TO LIGHTING HOISTS	1	25,000		5,000	20,000	SECURITY: Replace worn-out lighting, improve aesthetics		
	05-16		UPGRADE SOUND DETECTORS & FIRE ALARM PANEL	1	6,000		1,200	4,800	Improve maintenance efficiency and safety		
	05-17		BODY SHOP EQUIPMENT	1	34,000		6,800	27,200	Improve facility safety		
	05-18		BILL CHANGER	1	6,000		1,200	4,800	Replace worn-out equipment, improve maintenance safety		
2006	06-1	RMTD	PARATRANSIT MID VEHICLES	4	82,385	241,580	193,254	3,970,721	Maintain safe, reliable, efficient fixed route bus services		
	06-2		REPLACEMENT CAMERA SYSTEM FOR DRIVE	1	15,000		3,000	12,000	SECURITY: Improve safety and security of the facility		
	06-3		PREVENTIVE MAINTENANCE COSTS	1	1,375,266	275,113	1,100,453	2,858,278	Extend the useful life of rolling stock		
	06-4		COMPLEMENTARY ADA COSTS	1	250,000	50,000	200,000	2,658,278	Eligible charge for services to persons with disabilities		
	06-5		ENHANCE SECURITY CAMERA SYSTEM	1	10,000		2,000	8,000	SECURITY: Improve safety and security of the facility		
	06-6		REPLACE CONCRETE IN BIRTHING AREA	1	50,000		10,000	40,000	Improve safety of the facility		
	06-7		VIDEO INFORMATION SYSTEM FOR TC	1	17,850		3,570	14,280	ENHANCEMENT: Improve functionality of the facility		
	06-8		ONBOARD INFORMATION CENTER	1	22,500		4,500	18,000	ENHANCEMENT: To provide better information to the passengers		
	06-9		DEFIBRILLATORS	8	1,250		2,500	8,000	To improve safety		
	06-10		RISK MANAGEMENT SOFTWARE	1	7,500		1,500	6,000	Maintain safe, reliable, efficient fixed route bus services		
	06-11		ERGONOMY SEAT CUSHIONS	60	200		2,400	9,600	For driver comfort		
	06-12		SAFETY EQUIPMENT (VIDEO TEST)	1	5,000		1,000	4,000	To improve safety		
	06-13		PHOTO ID RECORDING SYSTEM	1	18,000		3,600	14,400	SECURITY: Improve safety and security of the facility		
	06-14		BIKE RACKS FOR BUSES	40	1,000		6,000	30,000	ENHANCEMENT: Improve functionality of the service		
	2007		07-1	RMTD	PREVENTIVE MAINTENANCE COST	1	1,383,078	286,616	1,112,462	2,858,278	Extend the useful life of rolling stock
			07-2		COMPLEMENTARY ADA COST	1	250,000	50,000	200,000	2,658,278	Eligible charge for services to persons with disabilities
			07-3		EAST SIDE TRANSFER CENTER	1	1,250,000	250,000	1,000,000	2,658,278	To improve overall effectiveness in the USA
			07-4		UNIVERSITY SIMULATOR	1	400,000	80,000	320,000	2,338,278	To improve driver performance
07-5		STEAM CLEANSER	1		11,000		2,200	8,800	To improve the transit facility		
07-6		CIN VEHICLE ROTOR/LATH	1		11,000		2,200	8,800	For vehicle maintenance		
07-7		FRESH REG. AMBER/CYCLER	2		8,500		1,700	6,800	For vehicle maintenance		
07-8		TRANSMISSION FLUSHING EQUIPMENT	1		16,000		3,200	12,800	For vehicle maintenance		
07-9		BRAKE DRUM/LATH	1		9,500		1,900	7,600	For vehicle maintenance		
07-10		CUMMINS OVERHAUL TOOLS	1		5,000		1,000	4,000	For vehicle maintenance		
07-11		BUS VEHICLE	1		140,000		28,000	112,000	For maintenance		
07-12		MISC. MAINTENANCE EQUIPMENT	1		9,400		1,880	7,520	For maintenance		
07-13		COMPUTERS, PRINTERS	1		45,000		9,000	36,000	ENHANCEMENT: Improve functionality of the facility		
07-14		ADMINISTRATIVE EQUIPMENT/FURNITURE	1		19,400		3,880	15,520	ENHANCEMENT: Improve functionality of the facility		
07-15		TRANSFER CENTER ENTRANCE	1		16,000		3,200	12,800	Improve safety of the facility		
07-16		PHOTO ID	1		7,000		1,400	5,600	To improve the transit facility		
07-17		PAINT, CAMERA EGP FOR SUPERVISOR VEHICLE	1		12,000		2,400	9,600	To improve the transit facility		
07-18		LIGHTING UPGRADE	1		2,000		400	1,600	To improve the transit facility		
07-19	MONEY ROOM CAMERAS	1	75,000		15,000	60,000	To improve the transit facility				
07-20	UPGRADE DRIVE ACCESSIBILITY	1	6,000		1,200	4,800	To improve the transit facility				
07-21	FADORS	2	3,750		7,500	14,000	To improve the transit facility				
07-22	ART BLAUNDER JACKS	1	1,431,139	286,228	1,144,911	2,858,278	Extend the useful life of rolling stock				
2008	08-1	RMTD	PREVENTIVE MAINTENANCE COST	1	1,431,139	286,228	1,144,911	2,858,278	Extend the useful life of rolling stock		
	08-2		COMPLEMENTARY ADA COST	1	250,000	50,000	200,000	2,658,278	Eligible charge for services to persons with disabilities		
	08-3		PA SYSTEM FOR THE TC	1	10,000		2,000	8,000	To improve communications at the facility		
	08-4		REPLACE RUBBER ROOF AT T.C.	1	50,000		10,000	40,000	To improve the transit facility		
	08-5		REPLACE PARROLL TIME CLOCKS	1	50,000		10,000	40,000	To improve the transit facility		
	08-6		COMPUTERS	9	2,000		3,600	14,400	To improve the transit facility		
	08-7		REPLACE RUBBER ROOF AT T.C.	1	6,000		1,000	5,000	To improve the transit facility		
2009	09-1	RMTD	PREVENTIVE MAINTENANCE COST	1	1,458,761	291,752	1,167,009	2,858,278	Extend the useful life of rolling stock		
	09-2		COMPLEMENTARY ADA COST	1	250,000	50,000	200,000	2,658,278	Eligible charge for services to persons with disabilities		
	09-3		REPLACE DISPATCH CONTROL CENTER	1	50,000		10,000	40,000	To improve the transit facility		
	09-4		UPGRADE M.A.U	1	150,000		30,000	120,000	To improve the transit facility		
	09-5		ADMIN EQUIPMENT/FURNITURE	1	6,000		1,000	5,000	To improve the transit facility		
2010	10-1	RMTD	PREVENTIVE MAINTENANCE COST	1	2,216,958	2,216,958	207,791	1,919,167	Extend the useful life of rolling stock		
	10-2		COMPLEMENTARY ADA COST	1	250,000	50,000	200,000	2,658,278	Eligible charge for services to persons with disabilities		
	10-3		BUSES	12	380,241	4,562,832	912,578	3,650,314	Maintain safe, reliable, efficient fixed route bus services		
	10-4		UPGRADE SECURITY CAMERA SYSTEM	1	15,000		3,000	12,000	To improve the transit facility		
	10-5		SHELTERS STOP SIGN REPLACEMENTS	1	50,000		10,000	40,000	ENHANCEMENT: Improve service and safety for transit riders		
	10-6		ACCOUNTING SOFTWARE	1	150,000		30,000	120,000	To improve the transit facility		
	10-7		COMPUTERS, SERVERS, PRINTERS	1	43,000		8,600	34,400	To improve the transit facility		

TABLE 7

"PROGRAM OF PROJECTS"

For the Use of 49 U.S.C. / 5307 Funds

Program Number	Designated Recipient & Grantee	Urban Area	Rockford, Illinois	Rockford Mass Transit District (RMTD)	Apportionment for 2007		TOTAL AVAILABLE	TOTAL
					Carryover funds	Transfer funds		
					LOCAL or STATE \$	Subaprt. to RMTD	\$	\$
1	PREVENTIVE MAINTENANCE COSTS				280,616	1,122,462	1,403,078	
2	COMPLEMENTARY ADA COSTS				50,000	200,000	250,000	
3	EAST SIDE TRANSFER CENTER (PHASE 1)				250,000	1,000,000	1,250,000	
4	DRIVER SIMULATOR				80,000	320,000	400,000	
5	STEAM CLEANER				2,200	8,800	11,000	
6	ON VEHICLE ROTOR LATHE				2,200	8,800	11,000	
7	FREON RECLAIMER/RECYCLER (2)				3,400	13,600	17,000	
8	TRANSMISSION FLUSHING EQUIPMENT				1,900	7,600	9,500	
9	BREAK DRUM LATHE				3,200	12,800	16,000	
10	CUMMINS OVERHAUL TOOLS				1,180	4,720	5,900	
11	BUS VACUUM				28,000	112,000	140,000	
12	MISC. MAINTENANCE EQUIPMENT				1,880	7,520	9,400	
13	COMPUTERS AND PRINTERS				9,000	36,000	45,000	
14	ADMINISTRATIVE EQUIPMENT/FURNITURE				3,880	15,520	19,400	
15	TRANSFER CENTER ENHANCE ENTRANCE				3,600	14,400	18,000	
16	PHOTO ID (SEC)				1,400	5,600	7,000	
17	RADAR, CAMERA EQUIPMENT FOR SUPERVISOR VEHICLE(SEC)						-	
18	LIGHTING UPGRADE (SEC)				2,400	9,600	12,000	
19	MONEY ROOM CAMERAS (SEC)				400	2,000	2,400	
20	UPGRADE DRIVE ACCESSIBILITY (FOR BIKES, ECT)				15,000	60,000	75,000	
21	RADIOS				1,200	4,800	6,000	
22	AIR BLADDER JACKS (2)				1,500	6,000	7,500	
					724,856	2,899,422	3,624,278	

SPECIAL FTA & IDOT-FUNDED PROJECTS

YEAR	PROJ. #	AGENCY	Description	TOTAL \$	IDOT \$	Local \$	FTA \$ 5309/ 5339	Justification & Status
FY91	91D		BUSES (replacements, repairs, etc.)	1,200,000	240,000		960,000	ALL PROJECTS: Replace worn-out vehicles and maintain reliable/efficient service. Lift-equip vehicles for ADA compliance. Satellite transfer center needed to compliment proposed changes in route structure designed to accommodate changes in the spatial distribution of the general population, transit dependent persons and transit dependent activities. Grant finalization underway, pending affirmative finding from feasibility study implementation will proceed with funds remaining from this grant and supplemented with funds from the 5307-funded Project # 03-2 (this TIP, Table 6). NOTE: On May 26, 2005, the FY2005 TIP was amended to allow a portion of IDOT's TOLL REVENUE CREDITS TO BE USED AS LEVERAGE TO USE THE FEDERAL FUNDS AT 100%. The Fed\$ amount of \$670,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column. These are Fleet Expansion buses. On May 25, 2006, the FY2006 TIP was amended to allow a portion of IDOT's TOLL REVENUE CREDITS TO BE USED AS LEVERAGE TO USE FEDERAL FUNDS AT 100%. The Fed \$ amount of \$350,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column. Replace worn out vehicles, maintain safe, reliable service. NOTE: On May 26, 2005, the FY2005 TIP was amended to allow a portion of IDOT's TOLL REVENUE CREDITS TO BE USED AS LEVERAGE TO USE THE FEDERAL FUNDS AT 100%. The Fed\$ amount of \$335,000 includes both the Federal and State/local total for this item. This amount is shown in the Fed\$ column. (\$268,000 FFY '03 + \$67,000 FFY '04) Maintain safe, efficient service throughout the community. To increase bus service to NE Winnebago County. To start an alternatives analysis to study commuter transportation alternatives in the region. To start an alternatives analysis to study commuter transportation alternatives in the region.
FY91-96	91D*		PT BUS Replacements (Med-Duty)	110,000	27,500		82,500	
FY91-96	91D*		PT BUS Replacements (Raised RF Van)	35,000	8,750		26,250	
FY95	94K2	All RMTD	Buses/equipment, 30' standard floor	2,115,000	516,143		1,598,857	
FY95	95S3		Buses/equipment, 35' low floor	1,250,000	1,250,000			
FY96	94K4		Buses/equipment, 35' low floor	750,000	225,960		524,040	
				267,500	53,500		214,000	
FY02	02-08	RMTD	East-Side Transfer Center: Feasibility, reconstruction, site acquisition, site prep, possible construction (part or all) and similar activities.	670,000	See Note on TRC		670,000	
FY03-04	03-15	RMTD	Fixed-route buses, fleet expansion buses	1,005,000	201,000		804,000	
				350,000	See Note on TRC		350,000	
FY05	05-08	RMTD	Replacement fixed-route buses	335,000	See Note on TRC		335,000	
FY04-05	04-2	RMTD	Replacement fixed-route buses	4,125,000	825,000		3,300,000	
FY06	06-1	RMTD	PT BUSES (Med-Duty)	303,681	60,736		242,945	
FY06	06-2	RMTD	Alternatives Analysis for NICRI	120,175	24,035		96,140	
FY 06	06-3	RMTD	Alternatives Analysis for NICRI	1,250,000	250,000		1,000,000	

All uncompleted projects above are authorized for FY 2006

FTA 5310 & 5311

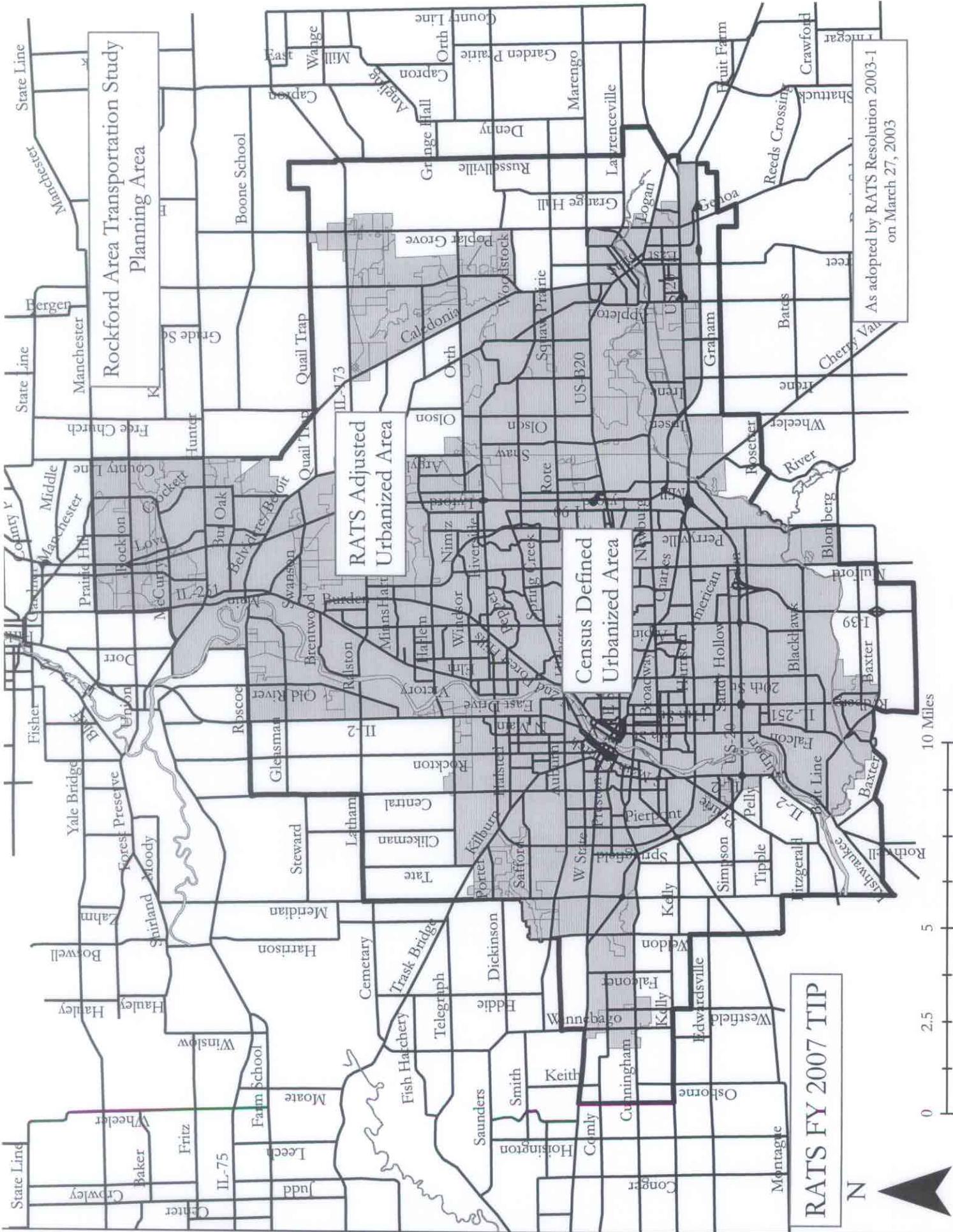
ASSISTANCE FOR SPECIAL NEEDS - CAPITAL AND OPERATING

TABLE 9

YEAR	PROJ. #	AGENCY	Description	Use	Units	TOTAL \$	Cost	Units re- funding source	Federal dollars and funding source	Project Justification	Status
FY 03	03BC	H	RURAL SERVICE OPERATING ASSISTANCE		302,116		206,411	95,706	5311	Continue service to community.	Completed
	03BCa	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310/11		Replace worn out vehicles, maintain service.	Awarded
	03BD	H	PT Bus (Super Med Duty)		86,000	16,000	70,000	5310		Service / demand expansion - 2 vehicles applied for in 2005, 1 was awarded, 2nd vehicle reauthorized for FY 2004.	1 of 2 Awarded
	03BL	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310		Accommodate expanding service needs.	Awarded
	03BLa	H	PT Bus (Med Duty)		88,000	16,000	72,000	5310		Per 3/27/03 TP Amendment, program reduced from 3 to 2 vehs, replacements to maintain safe, reliable service. Not completed, reauthorized for FY 2004.	Awarded
	03BLb	H	PT Bus (Med Duty)		88,000	16,000	72,000	5310		Per 3/27/03 TP Amendment, program reduced from 3 to 2 vehs, replacements to maintain safe, reliable service. Not completed, reauthorized for FY 2004.	Awarded
	03BR	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310		Per 3/27/03 TP Amendment, program reduced from 3 to 2 vehs, replacements to maintain safe, reliable service. Not completed, reauthorized for FY 2004.	Awarded
	03BRa	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310		Per 3/27/03 TP Amendment, program reduced from 3 to 2 vehs, replacements to maintain safe, reliable service. Not completed, reauthorized for FY 2004.	Awarded
	03BRb	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310		Per 3/27/03 TP Amendment, program reduced from 3 to 2 vehs, replacements to maintain safe, reliable service. Not completed, reauthorized for FY 2004.	Awarded
	03BRc	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310		Per 3/27/03 TP Amendment, program reduced from 3 to 2 vehs, replacements to maintain safe, reliable service. Not completed, reauthorized for FY 2004.	Awarded
FY 04	04BC	H	RURAL SERVICE OPERATING ASSISTANCE		327,978		228,121	99,857	5311	Continue service to rural & urban parts of Boone County.	Awarded
	04BCa	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310/11		Replace worn out vehicles, maintain safe, reliable service.	Award pending
	04BL	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310		Replace worn out vehicles, maintain safe, reliable service.	Award pending
	04BLa	H	PT Bus (Super Med Duty)		86,000	16,000	70,000	5310		Service / demand expansion - 1 vehicle awarded in 2005, 2nd vehicle reauthorized for FY 2004.	Award pending
	04BLb	H	PT Bus (Super Med Duty)		86,000	16,000	70,000	5310		Service / demand expansion - 1 vehicle awarded in 2005, 2nd vehicle reauthorized for FY 2004.	Award pending
	04BLc	H	PT Bus (Super Med Duty)		86,000	16,000	70,000	5310		Service / demand expansion - 1 vehicle awarded in 2005, 2nd vehicle reauthorized for FY 2004.	Award pending
	04BLd	H	PT Bus (Super Med Duty)		86,000	16,000	70,000	5310		Service / demand expansion - 1 vehicle awarded in 2005, 2nd vehicle reauthorized for FY 2004.	Award pending
	04BLe	H	PT Bus (Super Med Duty)		86,000	16,000	70,000	5310		Service / demand expansion - 1 vehicle awarded in 2005, 2nd vehicle reauthorized for FY 2004.	Award pending
	04BLf	H	PT Bus (Super Med Duty)		86,000	16,000	70,000	5310		Service / demand expansion - 1 vehicle awarded in 2005, 2nd vehicle reauthorized for FY 2004.	Award pending
	04BLg	H	PT Bus (Super Med Duty)		86,000	16,000	70,000	5310		Service / demand expansion - 1 vehicle awarded in 2005, 2nd vehicle reauthorized for FY 2004.	Award pending
FY 05	05BC	H	RURAL SERVICE OPERATING COSTS		165,000		83,000	77,000	5311	Continue service to rural parts of Boone County.	Proposed
	05BCa	H	Computer replacement		2,000	400	1,600	1,000	5310/11	Replace worn out, obsolete equipment.	Proposed
	05BCb	H	PT Bus (Med Duty)		65,000	13,000	52,000	164,000	5310/11	Continue service to urban parts of Boone County.	Proposed
	05BCc	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310		Accommodate expanding service needs.	Proposed
	05BD	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310		Accommodate expanding service needs.	Proposed
	05BL	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310		Continue service to rural parts of Boone County.	Proposed
	05BLa	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310/11		Continue service to rural parts of Boone County.	Proposed
	05BLb	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310/11		Continue service to rural parts of Boone County.	Proposed
	05BLc	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310/11		Continue service to rural parts of Boone County.	Proposed
	05BLd	H	PT Bus (Med Duty)		65,000	13,000	52,000	5310/11		Continue service to rural parts of Boone County.	Proposed
FY 06	06BC	H	RURAL SERVICE OPERATING COSTS		170,000		81,000	79,000	5311	Continue service to rural parts of Boone County.	Proposed
	06BCa	H	PT Bus (Med Duty)		67,000	13,400	53,600	107,200	5310/11	Continue service to urban parts of Boone County.	Proposed
	06BCb	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	06BCc	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	06BL	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	06BLa	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	06BLb	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	06BLc	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	06BLd	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	06BLe	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
FY 07	07BC	H	RURAL SERVICE OPERATING COSTS		170,000		81,000	79,000	5311	Continue service to rural parts of Boone County.	Proposed
	07BCa	H	PT Bus (Med Duty)		67,000	13,400	53,600	107,200	5310/11	Continue service to urban parts of Boone County.	Proposed
	07BCb	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	07BCc	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	07BL	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	07BLa	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	07BLb	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	07BLc	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	07BLd	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
	07BLe	H	PT Bus (Med Duty)		67,000	13,400	53,600	53,600	5310	Replace worn out vehicles, maintain safe, reliable service.	Proposed
FY 08	08BC	H	RURAL SERVICE OPERATING COSTS		170,000		81,000	79,000	5311	Continue service to rural parts of Boone County.	Proposed
	08BCa	H	PT Bus (Med Duty)		67,000	13,400	53,600	107,200	5310/11	Continue service to urban parts of Boone County.	Proposed

All uncompleted projects above are reauthorized for FY 2004 plus the following projects

ALL UNCOMPLETED PROJECTS ABOVE ARE REAUTHORIZED FOR FY 2006 PLUS THE FOLLOWING PROJECTS



Rockford Area Transportation Study
Planning Area

RATS Adjusted
Urbanized Area

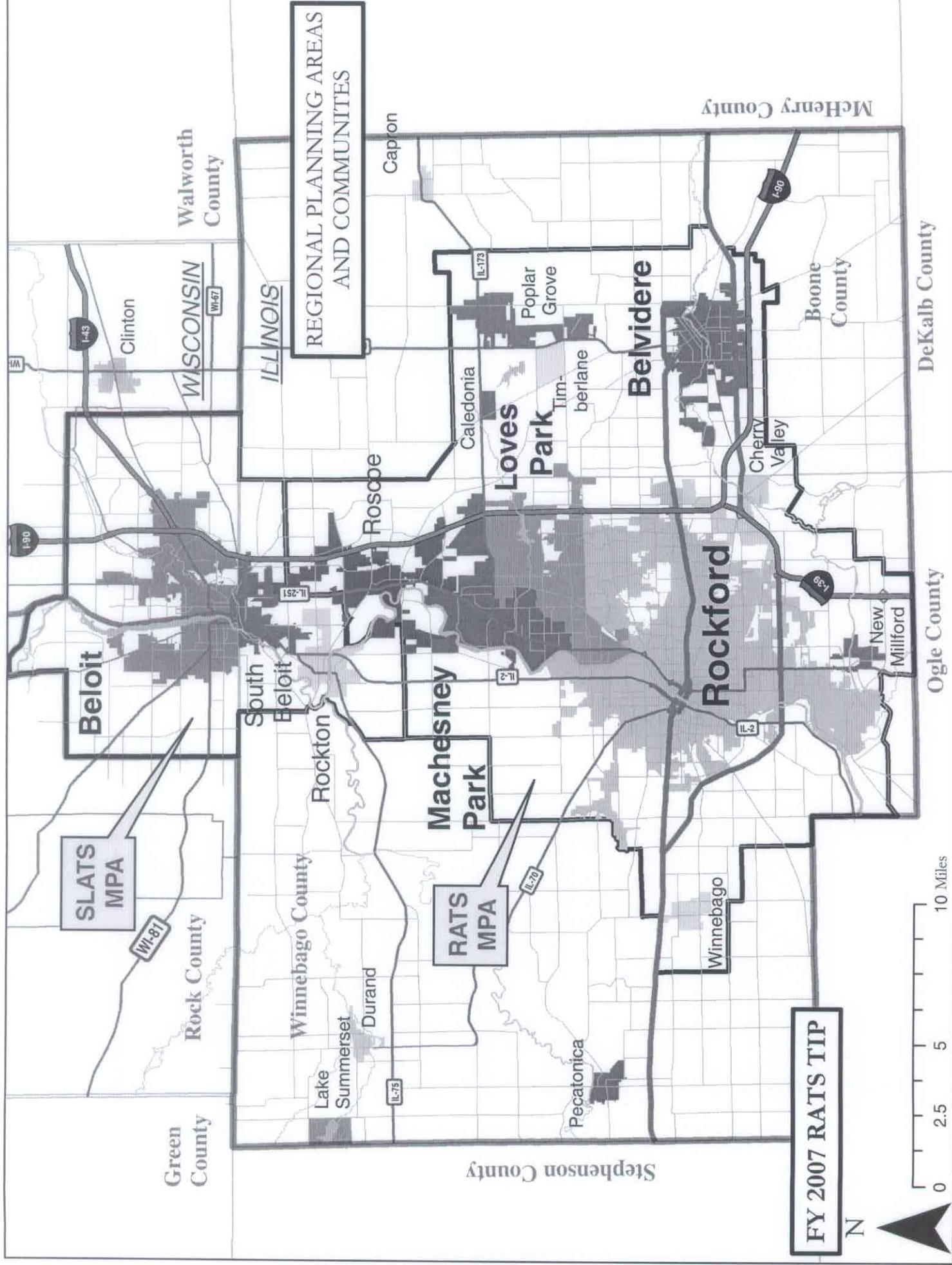
Census Defined
Urbanized Area

RATS FY 2007 TIP



10 Miles

As adopted by RATS Resolution 2003-1
on March 27, 2003



FY 2007 RATS TIP

