



POLICY COMMITTEE
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 of Transportation, District 2

**RATS POLICY COMMITTEE
 MEETING MINUTES
 LOVES PARK CITY HALL
 JANUARY 29, 2004**

MEMBERS PRESENT: Dan Jacobson, City of Loves Park; Linda Vaughn, Village of Machesney Park; Susan Anderson, Boone County; Bob Soltau, Illinois Department of Transportation; Craig Lawler, City of Belvidere; Kris Cohn, Winnebago County, and Steve Ernst, City of Rockford.

OTHERS PRESENT: Paula Hughes, Rockford Mass Transit District; Joe Vanderwerff, Winnebago County Highway Department; Russ Petrotte, RATS staff; and Gary McIntyre, RATS staff.

1. CALL TO ORDER, ROLL CALL AND REPRESENTATION

With all agencies in attendance, Vice-Chairman Vaughn called the meeting to order at 3:20 P.M.

2. COMMUNICATIONS

No report.

3. APPROVAL OF MINUTES OF JULY 24, 2004, AUGUST 28, 2003, and SEPTEMBER 25, 2003, RATS POLICY COMMITTEE MEETINGS

Kris Cohn made a motion to approval the RATS Policy Committee meeting minutes of July 24th and August 28th. The motion was seconded by Steve Ernst and approval unanimously without any changes or corrections. Boone County abstained from this vote.

4. RATS TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

Russ Petrotte explained RATS Resolution 2004-1, which would amend the FY-2004 RATS TIP. The Rockford Mass Transit District (RMTD) has made several technical corrections to their Federal Transit Administration grant application. Listed below is a summary chart which explains these changes:

RATS FY 2004 TIP Amendment, January 29, 2004		
SUMMARY OF CHANGES		
Change	RATS Project #	Substance of Change
1	02-1 on Table 6	Preventive maintenance costs were under-estimated in the original TIP at \$577,540 Total and \$462,032 Federal. Actual costs were \$785,889 Total and \$628,711 Federal.

2	03-2 on Table 6	The construction of the proposed East-side Transfer Center is deferred to FY06 to allow extra time for feasibility and site location work
3	03-6 on Table 6	Preventive maintenance costs were under-estimated in the original TIP at \$862,359 Total and \$689,887 Federal. Actual costs were \$1,151,743 Total and \$921,394 Federal.
4	04-1 on Table 6	Preventive maintenance costs were under-estimated in the original TIP at \$1,291,496 Total and \$1,033,197 Federal. Actual costs are now forecasted at \$1,695,901 Total and \$1,356,721 Federal.
5	02-2* on Table 6	This computer acquisition project was erroneously listed as a BCCA project. It is an RMTD project.
6	03-15 on Table 8	This fixed-route bus acquisition project was erroneously listed as a bus replacement project. It is actually a fleet expansion project intended to accommodate recent service expansions, changes and variable bus size needs.
7	03-15 & 04-2 on Table 8	These fixed route bus acquisition projects were inadvertently shown as FTA 5314-funded projects. They will be funded with FTA 5309 funds.
8	05BC, 02BCb, 05BCb, 06BC, & 06BCb on Table 9	The formatting of these five BCCA projects has been revised to better clarify the projects purposes, funding components, funding sources, and justifications. Total funding amounts were not changed.

Susan Anderson asked why the preventive maintenance costs increased. Mr. Petrotte explained that it is often difficult to estimate how much will be necessary for vehicle maintenance at the time the TIP is developed. In some years, as the year progresses, unforeseen bus/equipment breakdowns occur and expenses increase. Some years are simply worse than others, especially close to the end of the life cycles of some equipment.

Ms. Cohn made a motion to adopted RATS Resolution 2004-1. The motion was seconded by Ms. Anderson and approval unanimously without any changes or corrections.

5. RATS UNIFIED WORK PROGRAM (UWP) for FY-2005

Mr. Ernst explained that the draft FY-2005 UWP is underway. The draft FY-2005 UWP needs to be submitted to IDOT by the end of March 2004. Mr. Ernst said the major work item for the RATS UWP this coming year is the update of the RATS Long Range Transportation Plan, which is due in July 2005. As a result of this update, it is very possible that RATS will not be passing through any planning funds to the agencies within RATS, as is the practice currently being followed. Mr. Ernst said that RATS has received a letter from IDOT announcing the federal planning funds that will be available to RATS for FY-2005 will be the same that RATS was allocated for the FY-2004 UWP.

6. PROGRESS REPORTS

6.1 Winnebago County Smart Growth Study: Mr. Vanderwerff said that Request For Proposals have been issued for this study.

6.2 Roscoe - Rockton Public Transit Study: Mr. Petrotte said a draft report has been prepared by the consultant.

6.3 WinGIS: No report.

6.4 Commuter Rail Feasibility Study: Mr. Petrotte said that the consultant selection process has begun and has narrowed the list of firms from fourteen to the final two, Parson Brinkerhoff and TransSystems Corporation.

6.5 Springfield Avenue Corridor Planning Study: Mr. Vanderwerff said that this study is just getting underway.

6.6 Boone County - Winnebago County Transportation Planning Study: Gary McIntyre said that RATS and SLATS held four Public Informational Open Houses back in November 2003. He said the information that the study is producing was received very well from the general public. The major comment that the public offered was on the South Beloit By-Pass in the SLATS Long Range Transportation Plan. Mr. McIntyre wants to give a short presentation on the results of this study at the next RATS Policy Committee meeting.

6.7 RMTD Route & Schedule Analysis: Paula Hughes said that RMTD will be changing their route structure on March 1, 2004. RMTD will host several meetings during the month of February for the general public to learn about the route changes and to ask questions. Mayor Vaughn expressed her strong support for the work that RMTD has done to change the route system for the Rockford Urban Area.

6.8 RMTD East Side Transfer Center Study: No report.

6.9 IL 173 Corridor Planning Study: No report.

7. OTHER BUSINESS

Mr. Petrotte distributed a draft cooperative agreement that has been prepared between RMTD, Boone County, Belvidere, and RATS. The need for the agreement was precipitated by the Year 2000 Census determination that a large part of Boone County is classified as "urbanized". Previously, all of Boone County, including Belvidere and the other municipalities, was classified as "rural".

Under the "rural" classification, Boone County was eligible to receive FTA 5311 funds for the operation of its paratransit services as provided by the Boone County Council on Ageing. Presently, the newly "urbanized" parts of the County are no longer eligible for the 5311 funds. However, these newly "urbanized" parts can be made eligible for two other funding sources: FTA 5307 funds and State of Illinois Downstate Operating Assistance Program (DOAP) funds.

To become eligible to receive 5307 funds, Boone County or BCCA will have to do one of two things: (1) petition and become a designated recipient (by RATS) for these funds, or (2) join with an entity such as RMTD which is already a designated recipient. To become eligible to receive DOAP funds Boone County will, again, have to do one of two things. (1) establish itself as a local mass transit district under State law, or (2) petition and annex into an existing transit district, such as RMTD.

Boone County needs to make a decision among the above four options between now and July 1, the start of the FY 2005 fiscal year for BCCA. To buy time to study and implement one or more of the above options and several related aspects, the proposed Cooperative Agreement sets forth the following main points:

1. Boone County will immediately petition to temporarily annex the urbanized parts of Boone County into the Rockford Mass Transit District.
2. RMTD will agree to annex those portions.
3. RMTD will incorporate the BCCA transportation budget into the RMTD budget, thereby qualifying for DOAP funds for parts of the BCCA transportation expenses.
4. RMTD will subcontract with BCCA to actually deliver the transportation services, as they have been delivered in past years.
5. A consultant will be hired by IDOT and charged with studying all of the aspects, ramifications, advantages and disadvantages of the above options. This will help Boone County and Belvidere decide what course of action should be taken beyond FY 2005.
6. This is a temporary, one year solution. A more permanent solution will be formulated during the next year.

Mr. Ernst said the IDOT-sponsored traffic count program will be commenced this Summer. IDOT does comprehensive traffic counts every five years. Last year, Boone County was done. After the field counts are done, IDOT will adjust the data to produce Average Daily Traffic numbers that will be comparable to ATDs produced in previous years.

8. ADJOURNMENT:

At 3:45 P.M., with no further business to conduct, Ms. Cohn made a motion to adjourn the meeting. The motion was seconded by Ms. Anderson and was approved unanimously.