

# **RATS**

***Rockford Area Transportation Study  
Metropolitan Planning Organization***

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

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## ***RATS Coordinated Public Transit-Human Services Transportation Plan***

(January 17, 2008)

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## **Acronyms and Definitions**

**ADA**: Americans with Disabilities Act of 1990

**BCCA**: Boone County Council on Aging

**Block Group**: A subdivision of a census tract (or, prior to 2000, a block numbering area), a block group is the smallest geographic unit for which the Census Bureau tabulates sample data. A block group consists of all the blocks within a census tract with the same beginning number.

**Census Block**: A subdivision of a census tract (or, prior to 2000, a block numbering area), a block is the smallest geographic unit for which the Census Bureau tabulates 100-percent data. Many blocks correspond to individual city blocks bounded by streets, but blocks -- especially in rural areas - may include many square miles and may have some boundaries that are not streets. The Census Bureau established blocks covering the entire nation for the first time in 1990. Previous censuses back to 1940 had blocks established only for part of the nation. Over 8 million blocks are identified for Census 2000.

**Disability**: As defined by the United States Census Bureau, a disability is a long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.

**Elderly**: Persons age 65 years and older

**FTA**: Federal Transit Administration

**GTW**: Getting to Work in Greater Rockford

**HSTP**: Coordinated Public Transit-Human Services Transportation Plan (or Human Services Transportation Plan)

**JARC**: Job Access and Reverse Commute

**Low Income/Below Poverty Level**: Following the Office of Management and Budget's (OMB's) Directive 14, the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level."

**LPA**: Locally Preferred Alternative

**NIAAA**: Northwestern Illinois Area Agency on Aging

**RAMP**: Regional Accessibility and Mobility Project

**RATS**: Rockford Area Transportation Study

**RMTD**: Rockford Mass Transit District

**SAFETEA-LU**: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

**STIP**: State Transportation Improvement Program

**TIP**: Transportation Improvement Program

## **-SECTION 1-**

### **Purpose of the Coordinated Public Transit-Human Services Transportation Plan:**

The purpose of the Rockford Area Transportation Study Coordinated Public Transit-Human Services Transportation Plan (RATS-HSTP) is to assess the needs and concerns of public transit users in the area, develop strategies that will address and remedy these concerns and increase the overall efficiency of transit services provided to the public. While transit improvements benefit public transit users as a whole, particular attention will be given to public transit dependent populations including elderly individuals, persons with disabilities and individuals with low incomes.

Assessment of the needs of public transit dependent populations has been determined through numerous methods, which include:

- working with and gathering information from the RATS Mobility Subcommittee to determine transportation needs of transit dependent populations
- communication with various human service and transportation providers in the area to determine if there are transportation related issues for their clients
- working with the Rockford Mass Transit District to determine their scope of service as well as to identify any improvements that could be implemented to better service the targeted populations
- facilitation of public open house sessions to allow the public to directly state their concerns to providers and planning agencies that are developing the HSTP

This coordination process will benefit those who rely on public transportation as well as bring the Rockford Area Transportation Study in compliance with regulations stipulated by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The Human Services Transportation Plan is also a prerequisite to receiving any Federal Transit Administration funding under the 5310 (Elderly Individuals and Individuals with Disabilities), 5316 (Job Access and Reverse Commute) and 5317 (New Freedom) programs. This requirement was enacted by SAFETEA-LU. Eligible projects for these funding sources will be further elaborated upon in a later section.

It is important to note that the Human Service Transportation Plan process is ongoing and that this plan is the *initial version* of the RATS HSTP. Updates will be made to the plan as new transit concerns are identified. The listing of transit issues that are contained within this plan have come from organizations involved in the Mobility Subcommittee as well as from organizations who have provided input during the HSTP process.

### **The Rockford Area Transportation Study**

RATS is an organization of officials, planners, engineers and citizens that meet on an ongoing basis to study transportation needs and formulate transportation plans and programs. The laws of Illinois allow multiple government jurisdictions to contract together for the purpose of carrying out the federally mandated planning duties. The authority of RATS and its responsibilities and duties are set forth in a Cooperative Agreement dated July 24, 2003.<sup>1</sup> The government jurisdictions that are signatories to the Cooperative Agreement make up the RATS Policy Committee. The Policy Committee is responsible for directing the activities and procedures of RATS. The government jurisdictions and their representatives are listed in **Table 1**.

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<sup>1</sup>The Rockford Area Transportation Study was first established in the early 1960's. Similar agreements have been in effect since that time.

<b>Table 1</b> <b>RATS Policy Committee</b>
City of Belvidere – Mayor Boone County – Board Chairman Illinois Department of Transportation – Deputy Director, Region 2 Engineer City of Loves Park – Mayor Village of Machesney Park – Village President City of Rockford – Mayor Winnebago County – Board Chairman

The Cooperative Agreement also calls for a Technical Committee that provides advice and recommendations to the Policy Committee. **Table 2** lists the representatives that make up the Technical Committee.

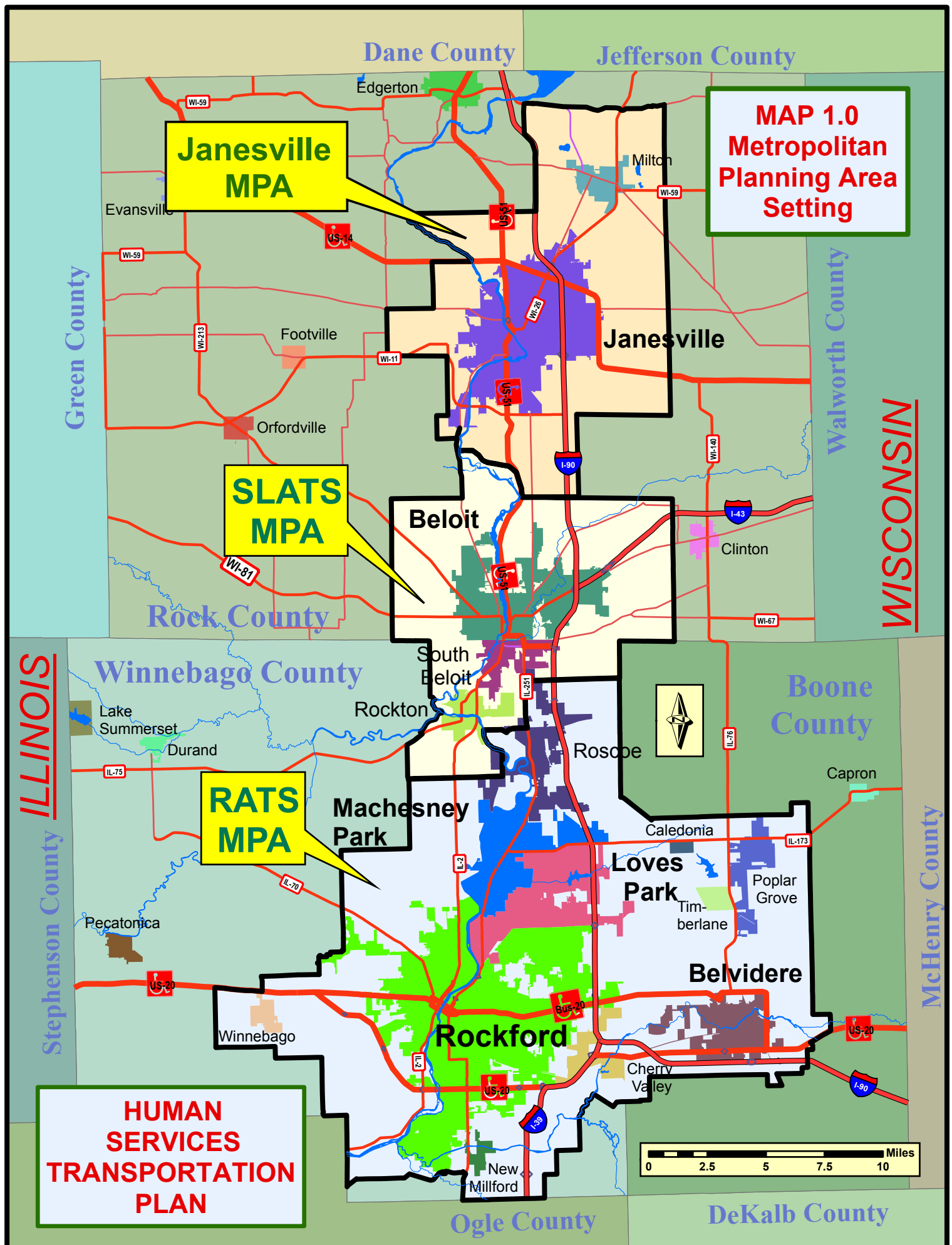
<b>Table 2</b> <b>RATS Technical Committee</b>	
<b>Voting Members</b>	
Belvidere Public Works Department Belvidere – Boone County Planning Department Boone County Highway Department Village of Cherry Valley Greater Rockford Airport Authority Illinois Department of Transportation, District 2 Loves Park Community Development Department Loves Park Public Works Department	Machesney Park Planning Department Rockford Community Development Department Rockford Mass Transit District Rockford Public Works Department Village of Roscoe Winnebago County Highway Department Village of Winnebago Winnebago County Planning and Economic Development Department
<b>NON-VOTING MEMBERS</b>	
Boone County Council on Aging Federal Highway Administration, Illinois Division Illinois Environmental Protection Agency Illinois Tollway	Illinois Department of Transportation, Division of Public Transportation Illinois Department of Transportation, Division of Urban Program Planning Ogle County Highway Department State Line Area Transportation Study

The Rockford Public Works Department personnel are assigned to RATS to perform day-to-day transportation planning staff functions.

The area where RATS performs transportation planning is called the Rockford Metropolitan Planning Area (MPA). The Rockford MPA has three parts:

- The urbanized area, as defined by the U.S. Bureau of the Census.
- The adjusted urbanized area includes other small areas that round off the irregular boundaries of the urbanized area. It also includes additional lands that are likely to be developed within the next five years and other abutting or nearby already developed lands.
- The forecasted area, which is expected to become included in the urbanized area in the next 30 years (through 2035). This area is determined through a consensus of the RATS Technical and Policy Committee members and is based on growth trends, local land use plans and general planning judgment.

The Rockford MPA is smaller than the boundaries of Winnebago and Boone Counties (see **Map 1.0**). However, to a limited extent, RATS coordinates planning and transportation improvement activities throughout both counties. This occurs voluntarily via the communication and cooperation of the Boone and Winnebago County officials serving on the RATS Policy and Technical Committees.



### **Process of Developing the RATS HSTP:**

The RATS Human Services Transportation Plan has been developed through implementing various methods. One method, as explained in more detail later in this document, was to develop a Mobility Subcommittee that consists of area Transportation and Human Services Providers.

The purpose of the Mobility Subcommittee is to create a forum where various participants (transportation & human service providers; workforce development and planning agencies; the general public) can discuss transportation issues that affect transportation dependent populations in the RATS Metropolitan Planning Area as well as develop strategies that will promote better transit.

Individual meetings with organizations were conducted prior to the creation of the Mobility Subcommittee. The purpose of these meetings were twofold; one, to determine if there were any transportation issues that affected the clientele of the respective agency and two, to determine if there were other area agencies interested in the process of creating the HSTP through involvement in the RATS Mobility Subcommittee.

Another measure that was taken to solicit interest and invite other organizations to participate in the RATS Mobility Subcommittee, as well as the development of the HSTP, was to distribute an invitation letter and survey to potential participants. Invitation letters and surveys were distributed to 106 stakeholders in the RATS Metropolitan Planning Area, which included workforce development agencies, governmental entities, public and private transit providers, assisted living facilities, school districts, taxi and ambulance services and human service agencies. While any organization is welcome to attend the Mobility Subcommittee meetings and provide input, this process was undertaken to secure committed attendance and input for the HSTP document. New organizations are always welcome to join the Mobility Subcommittee or attend meetings periodically to provide input.

A listing of the organizations that responded to the invitation letter as well as survey is provided in a later section of this document. To note, organizations that did not respond to the initial letter and survey were sent a follow up letter, which included another copy of the response form/survey. This follow up measure was taken to remind organizations of the Mobility Subcommittee and to again inquire as to if they would like to participate in this planning process. The listing provided later in this document is the final listing of organizations that responded either showing interest in the HSTP Planning Process and/or have made the decision to actively participate in the process.

Public review sessions were also held to allow members of the public to comment on the RATS Human Services Transportation Plan. Aside from having the Mobility Subcommittee meetings open to the general public for participation and comment, this opportunity was afforded to the public to review draft material of the HSTP, provide feedback and comments, receive a general understanding of the framework of the plan as well as to understand the purpose of the HSTP. Also, these sessions allowed citizens to provide input as to any other transit-related issues to members of the MPO staff and transit/human service agencies present.

The RATS HSTP will be reviewed annually by RATS Staff, the RATS Mobility Subcommittee and the RATS Technical Committee to update the plan as well as to determine if there are new transit needs for transit dependent populations within the Metropolitan Planning Area. The HSTP will also be reviewed annually in preparation of the RATS TIP.

### **Rockford Metropolitan Planning Area Profile:**

According to the year 2000 Census, the total population living within the Rockford Area Transportation Study Urban Area is 270,414. **Table 3** displays the percent distribution of the urban area population. Of that population, the areas with the top three percentages are the City of Rockford (55.43%), Winnebago County\* (18.78%) and Machesney Park (7.67%).

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\* This category accounts for Roscoe, the Village of Winnebago, Cherry Valley, New Milford and unincorporated parts of Winnebago County.

TABLE 3		
AREAS	RATS URBAN AREA (UA)	% of RATS UA Population
Rockford	149,882	55.43%
Winnebago Co	50,785	18.78%
Machesney Park	20,736	7.67%
Loves Park	19,925	7.37%
Belvidere	20,080	7.43%
Boone County	9,006	3.33%
<b>Total</b>	<b>270,414</b>	<b>100%</b>

The distribution of transit dependent populations in the RATS Metropolitan Planning Area (MPA) is displayed in **Maps 1.1** through **1.5**. Populations represented by these maps are individuals with disabilities, elderly individuals and individuals with low income and are represented by density on the Census Block Group Level using data from the year 2000 Census. Subsequently, minority population is important and the location of those areas is shown in **Maps 2.0** through **2.3**. These areas are well served by RMTD fixed route service and it must also be noted the RMTD paratransit services these areas as well. Significant Commercial and Industrial locations within the Metropolitan Planning Area are displayed in **Maps 2.4** and **2.5**.

### **The Rockford Area Transportation Study (RATS) Mobility Subcommittee:**

To promote communication and coordination between public transit and human services providers as well as public participation, the Rockford Area Transportation Study has created a Mobility Subcommittee. The RATS Mobility Subcommittee originated from the Getting to Work in Greater Rockford (GTW) organization, which was part of the larger statewide Work, Welfare and Families coalition. The RATS Mobility Subcommittee consists of human services and transportation agencies, governmental entities, workforce investment organizations, public and private transit providers, assisted living facilities and ambulance providers. The GTW organization began in 2005 and has met since to discuss transportation options for transit dependent populations and is continuing to do so as the new RATS Mobility Subcommittee. To note, new organizations can be added to the Mobility Subcommittee through the process outlined in the RATS Cooperative Agreement (2003).

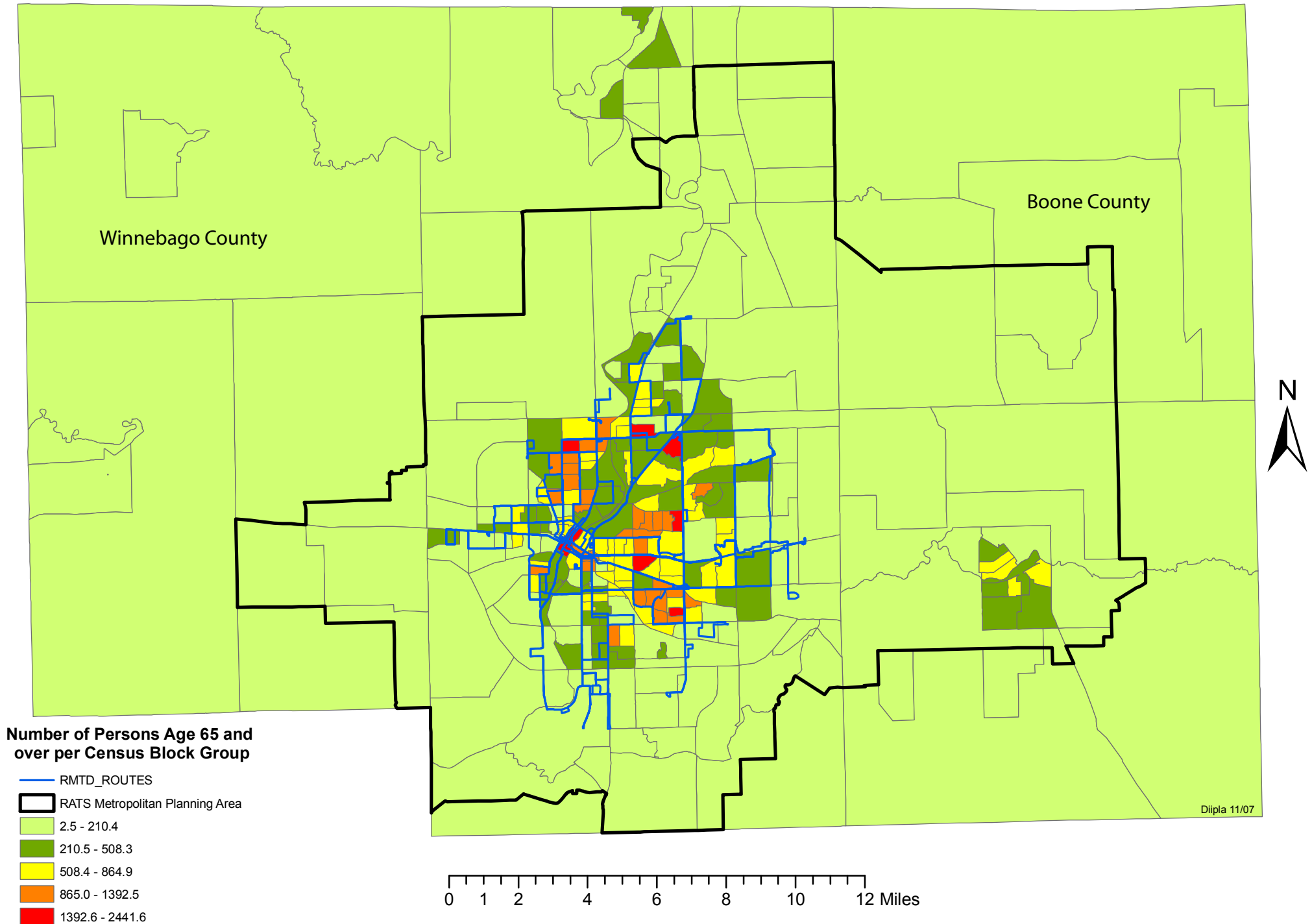
The duties of the Mobility Subcommittee are to facilitate public involvement to identify transportation needs, identify and work with resource agencies to develop strategies addressing the transportation needs of public transit dependent populations. The Mobility Subcommittee also advocates for enhancements, expansion and new services that improve the wellbeing of public transportation dependent populations.

While the initial charge of the Mobility Subcommittee is to assist in the creation of the Coordinated Public Transit-Human Services Transportation Plan (HSTP), the subcommittee will also assist in exploring other possible transportation services and mode choices to adjacent areas to RATS as well as address and act upon associated issues as identified by the RATS Technical and Policy Committees. The Mobility Subcommittee meets the second Tuesday of each month at 10:00 at the YWCA in Rockford, IL and all meetings of the Mobility Subcommittee are open to the public for comment and participation. Special meetings of the Mobility Subcommittee are permissible and occur on an as needed basis. Prior to RATS Mobility Subcommittee meetings, agendas are distributed to members on the RATS mailing list and are sent to local media outlets.

It is also important to note that the organizations involved in the Mobility Subcommittee have daily contact with individuals from public transit dependent populations. This interaction is important because it informs the organizations of transportation needs that transit dependent individuals face. Thus, by having these organizations partake in the Mobility Subcommittee, transit dependent population's concerns are represented and stated at Mobility Subcommittee meetings. Through this element, improvements in transportation services will better keep in mind the concerns of citizens who use public transportation on a consistent basis.

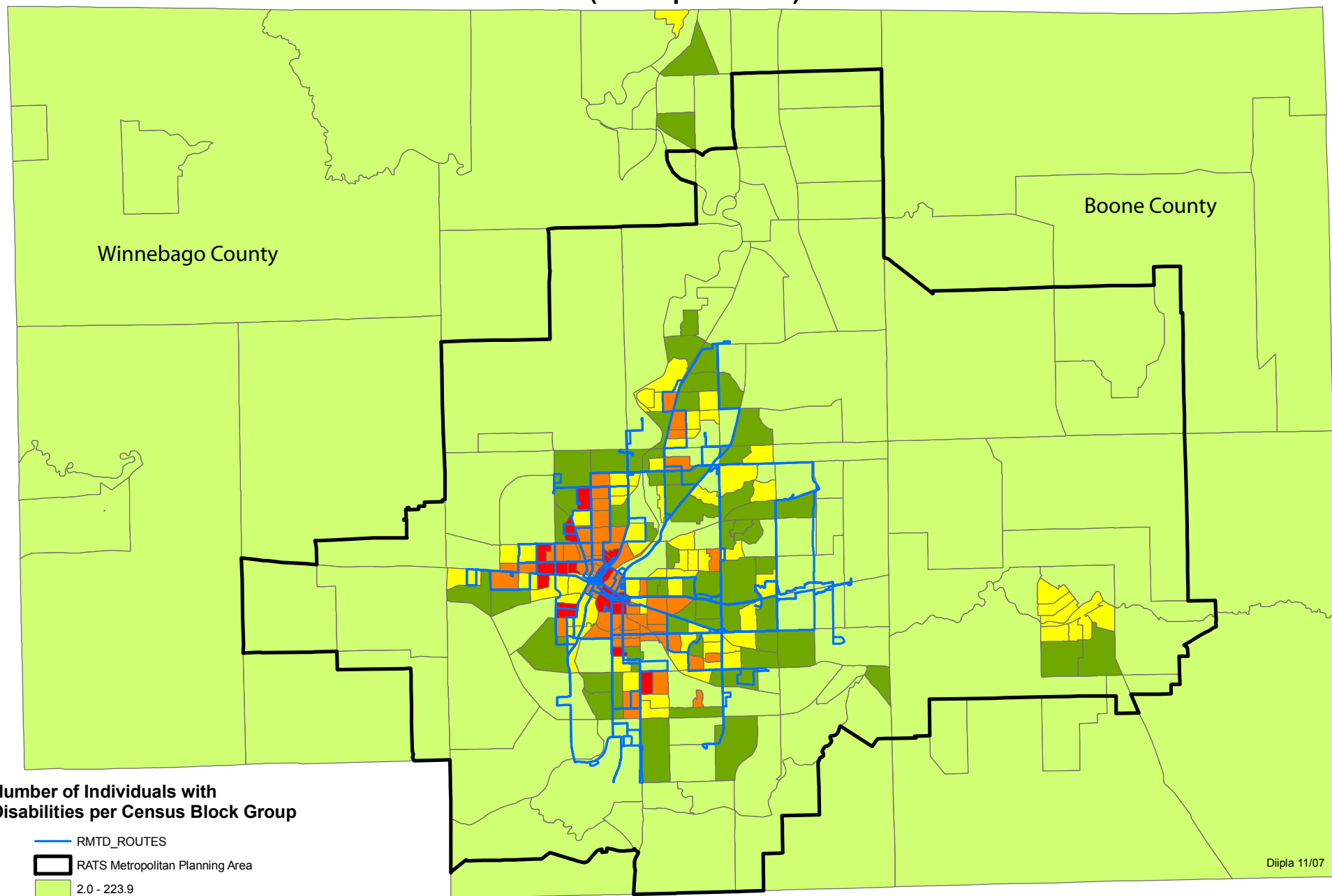
MAP 1.1

DENSITY OF INDIVIDUALS 65 YEARS AND OVER  
(Per Square Mile)



MAP 1.2

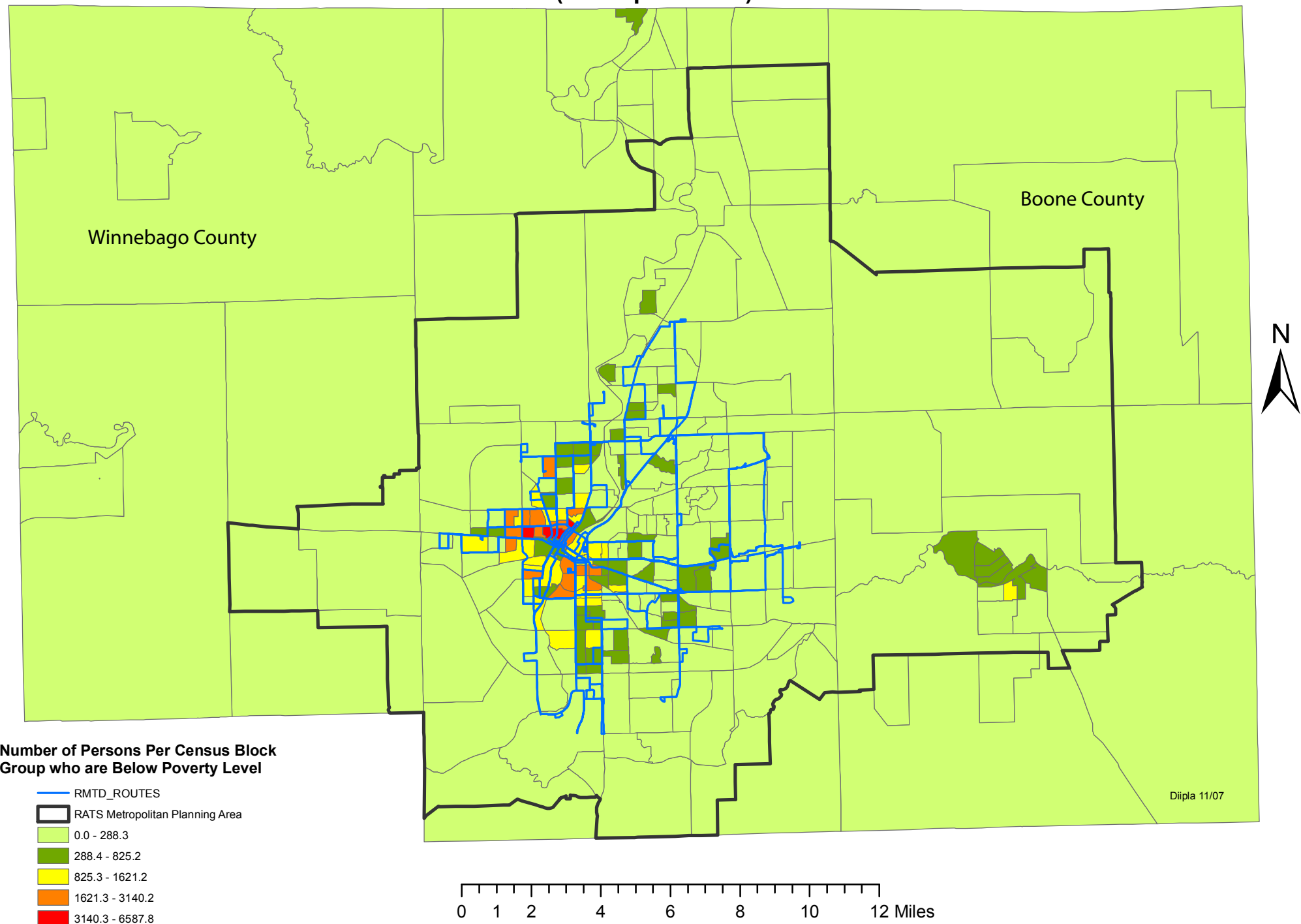
# DENSITY OF INDIVIDUALS WITH DISABILITIES (Per Square Mile)





MAP 1.3

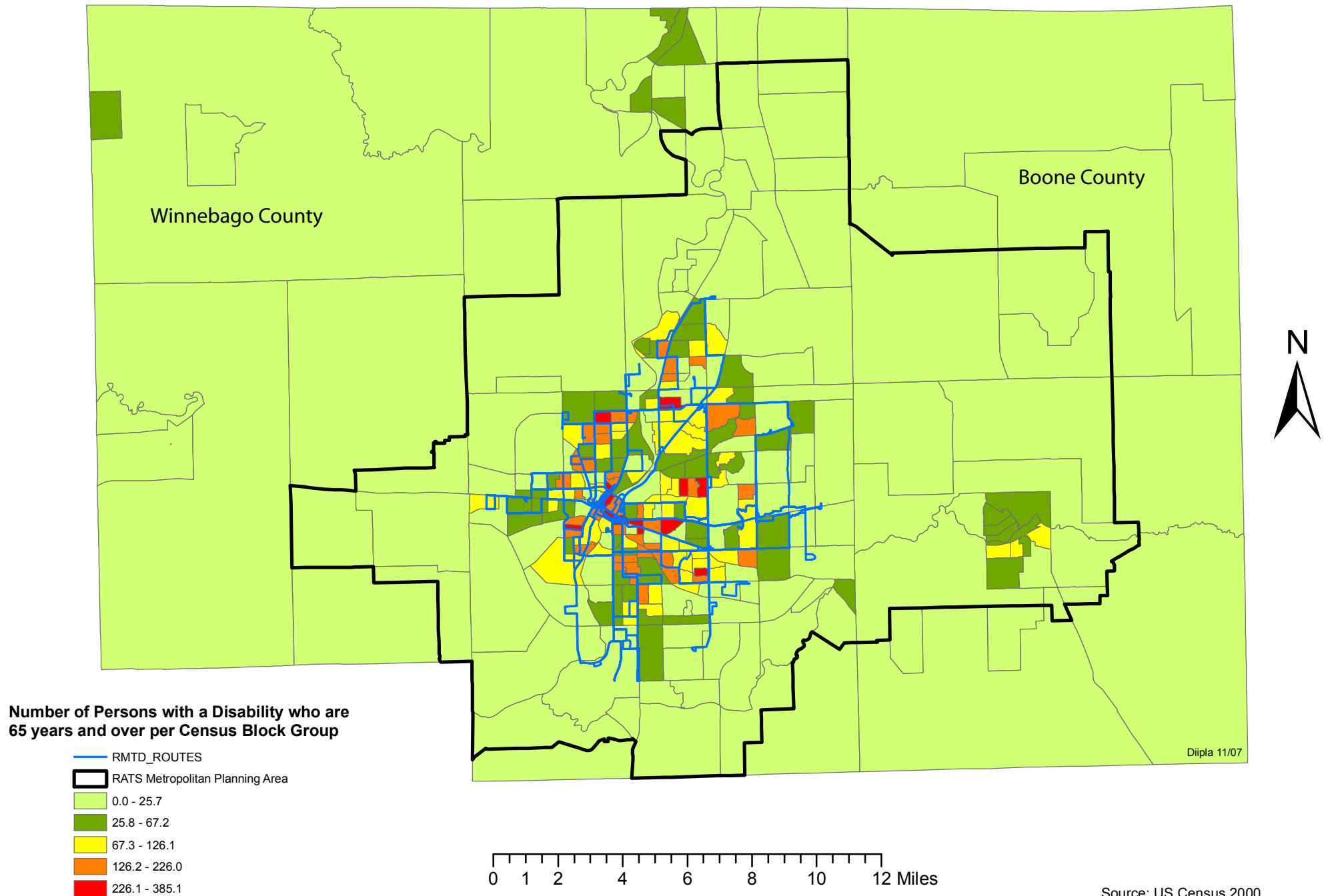
DENSITY OF INDIVIDUALS BELOW THE POVERTY LEVEL  
(Per Square Mile)



Source: US Census 2000

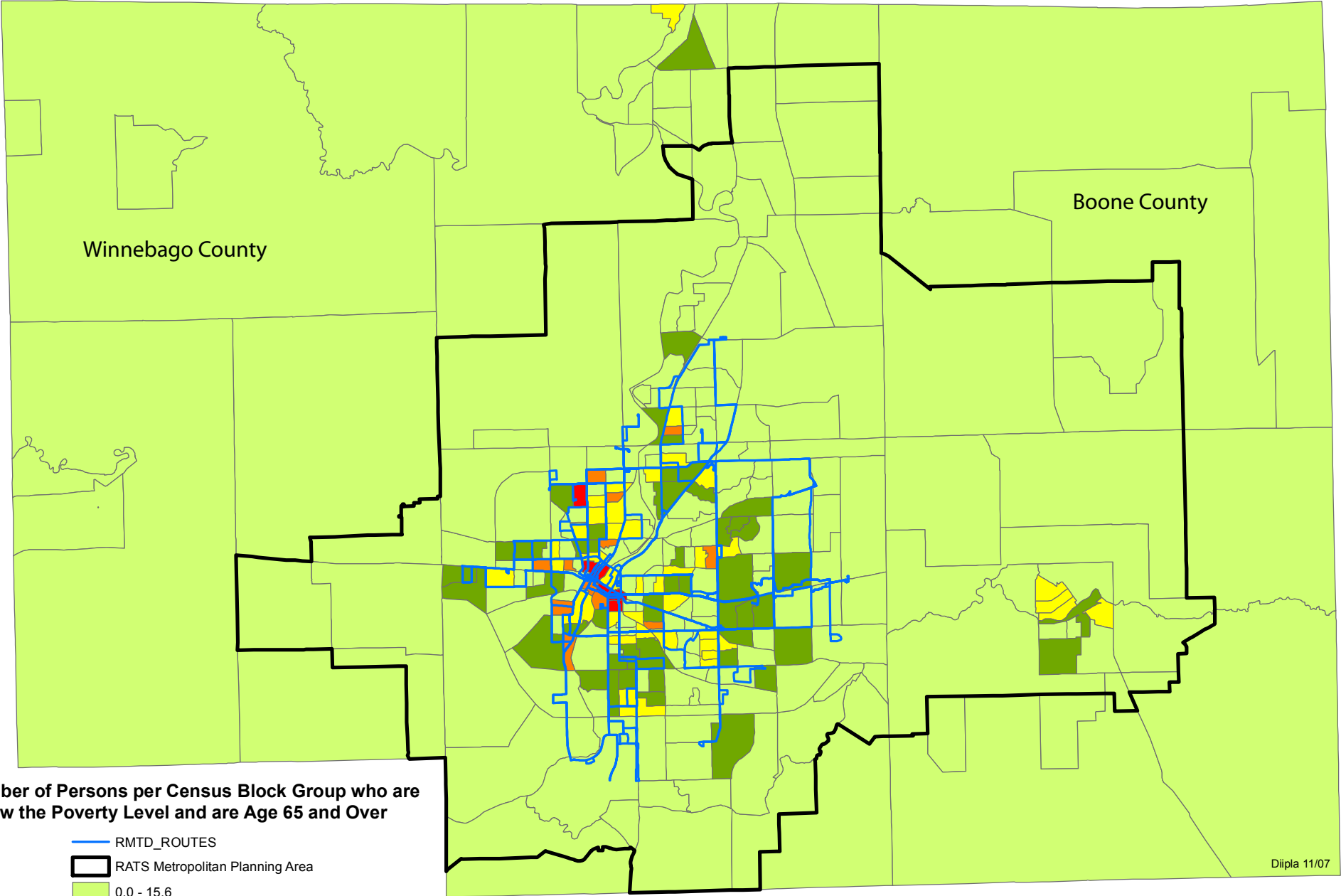
**MAP 1.4**

**DENSITY OF INDIVIDUALS WITH DISABILITIES WHO  
ARE 65 YEARS AND OVER  
(Per Square Mile)**



MAP 1.5

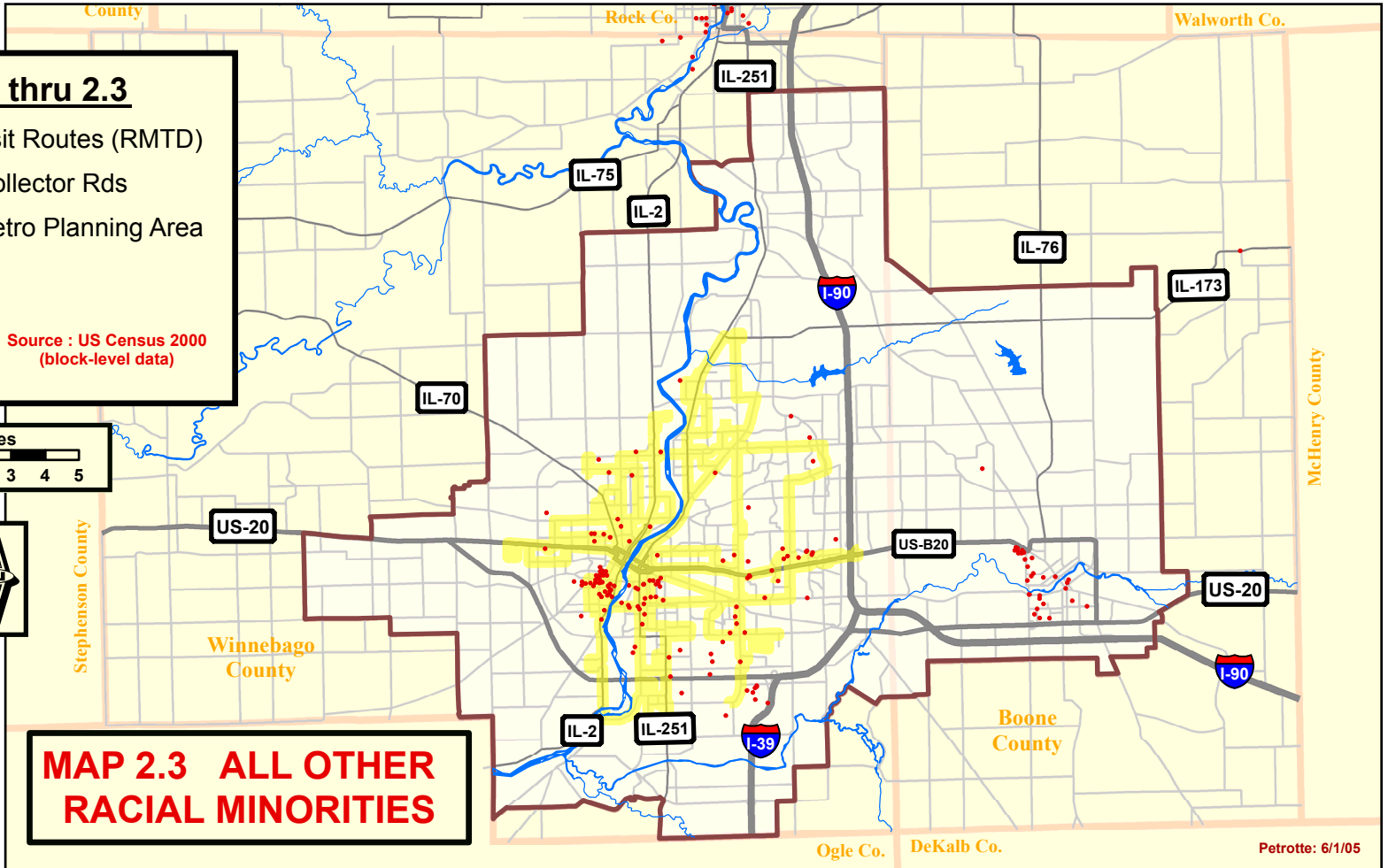
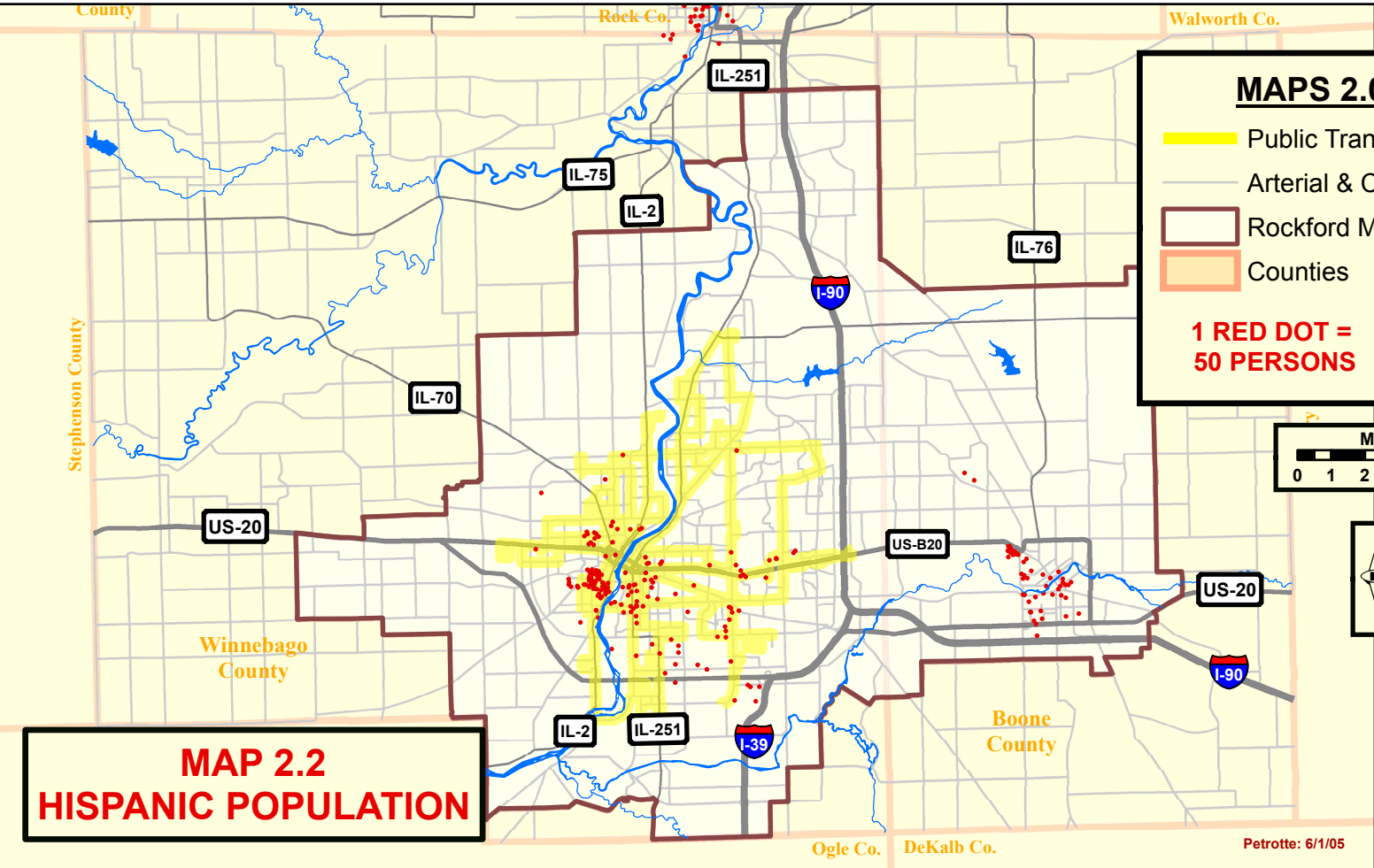
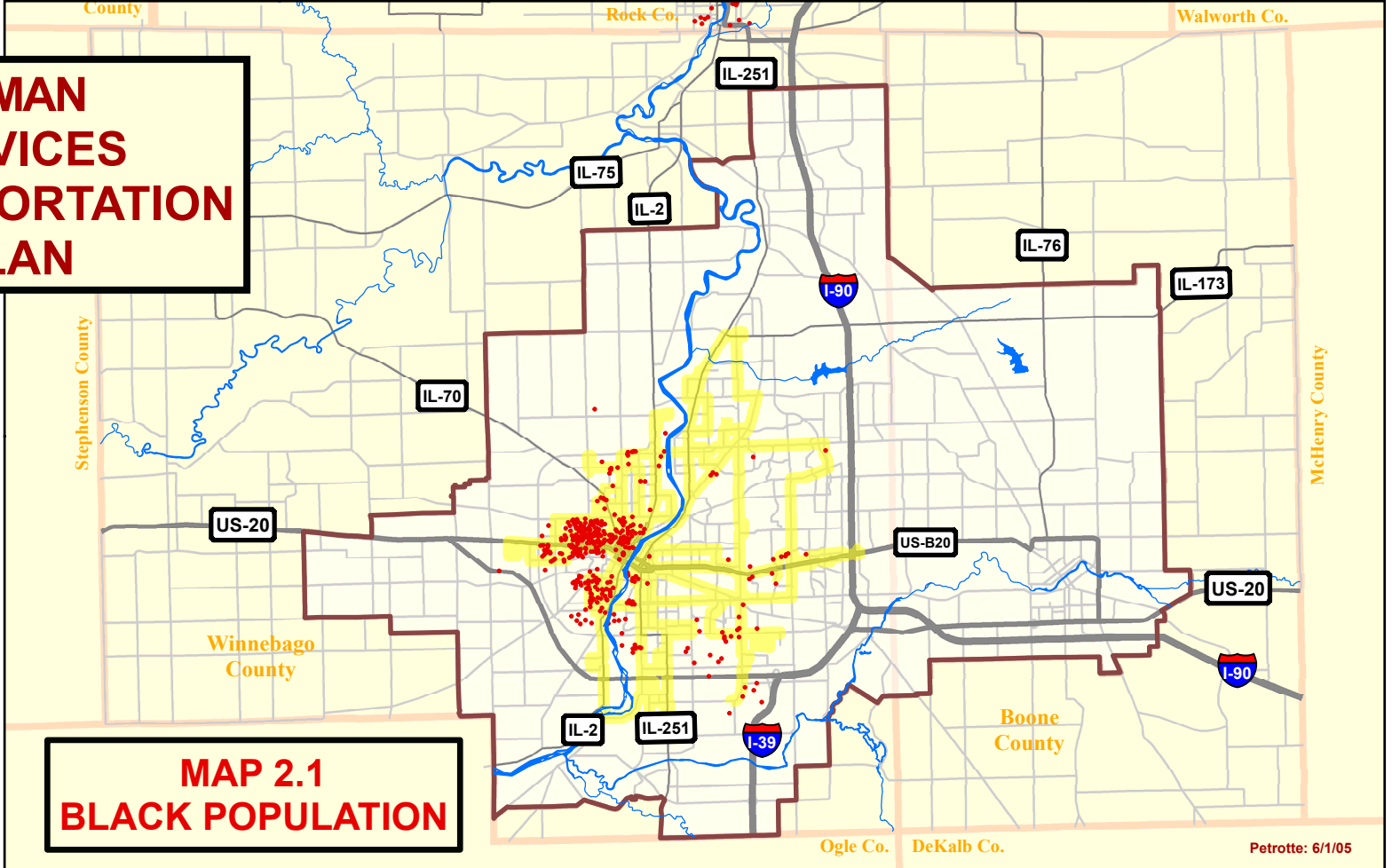
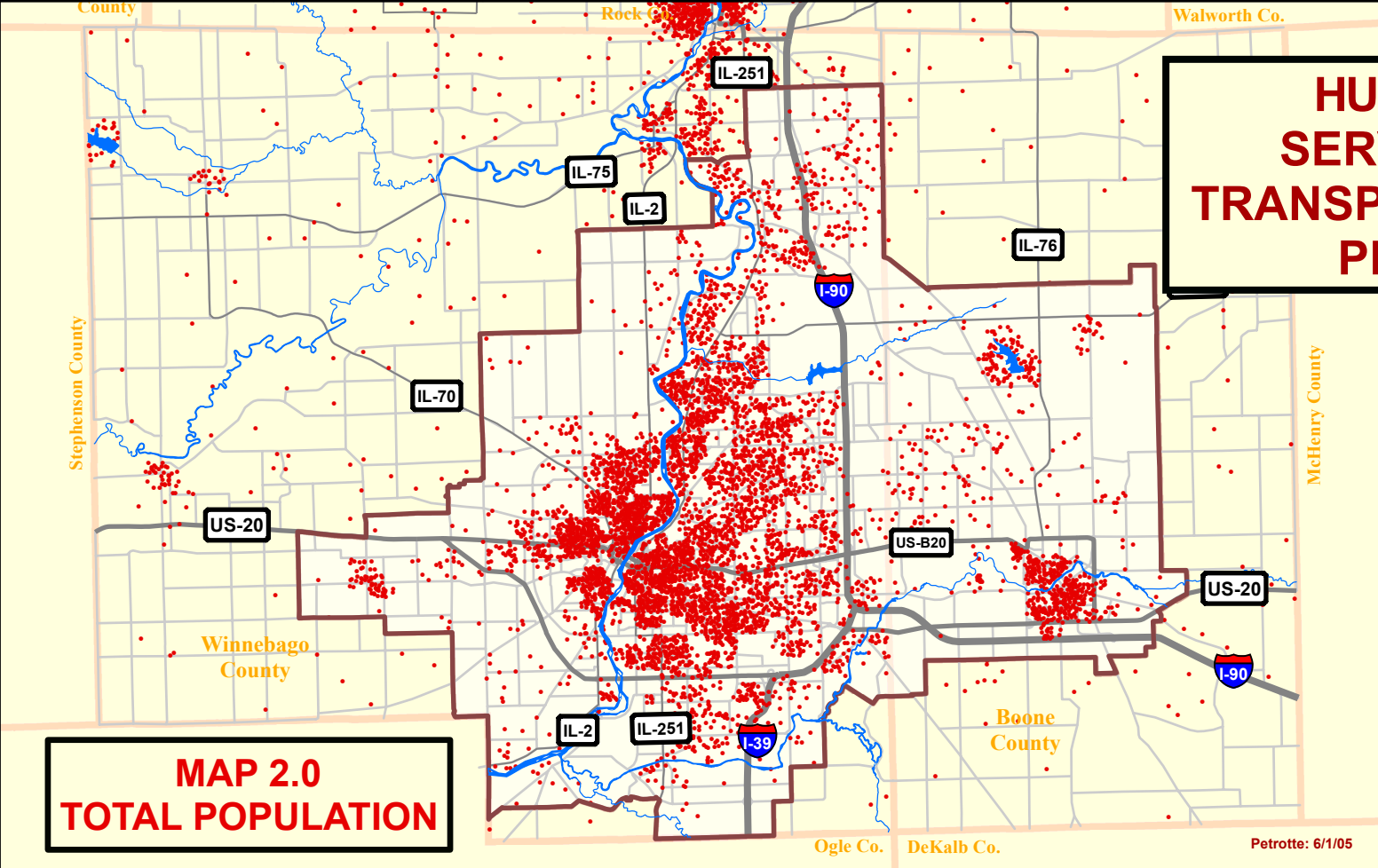
DENSITY OF INDIVIDUALS WHO ARE BELOW THE POVERTY LEVEL  
AND ARE AGE 65 YEARS AND OVER  
(Per Square Mile)



Number of Persons per Census Block Group who are  
Below the Poverty Level and are Age 65 and Over

- RMTD\_ROUTES
- ▬ RATS Metropolitan Planning Area
- 0.0 - 15.6
- 15.7 - 53.9
- 54.0 - 139.2
- 139.3 - 274.9
- 275.0 - 528.5

0 1 2 4 6 8 10 12 Miles

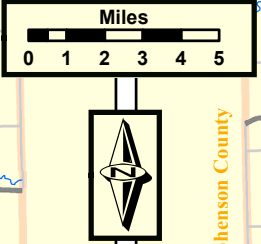


**MAPS 2.0 thru 2.3**

- Public Transit Routes (RMTD)
- Arterial & Collector Rds
- Rockford Metro Planning Area
- Counties

**1 RED DOT = 50 PERSONS**

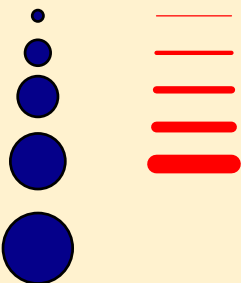
Source : US Census 2000 (block-level data)



MAP 2.4 SIGNIFICANT  
COMMERCIAL scaled  
by Vicinity ADT

Clustered

Strip

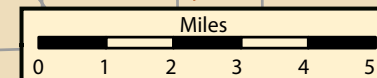


Arterials & Collectors  
Metro Planning Area

Winnebago  
County

Boone  
County

HUMAN SERVICES  
TRANSPORTATION  
PLAN



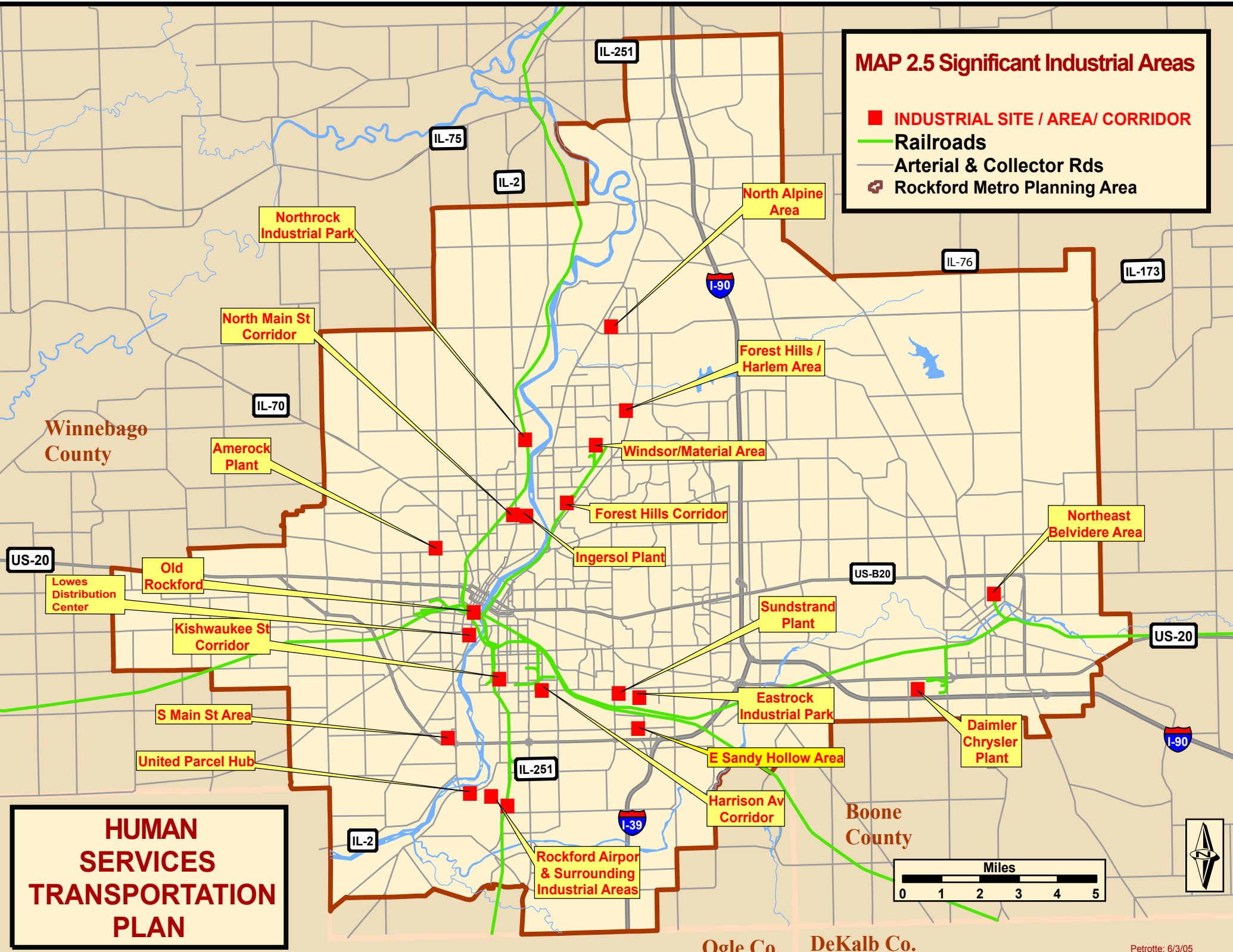
Ogle Co.

DeKalb Co.



## MAP 2.5 Significant Industrial Areas

- INDUSTRIAL SITE / AREA/ CORRIDOR
- Railroads
- Arterial & Collector Rds
- ⬢ Rockford Metro Planning Area



**HUMAN  
SERVICES  
TRANSPORTATION  
PLAN**

Ogle Co. DeKalb Co.

## **-SECTION 2-**

### **Existing Services in the RATS Metropolitan Planning Area:**

#### **The Rockford Mass Transit District (RMTD)**

The Rockford Mass Transit District (RMTD) provides weekday, Saturday and Sunday fixed route public bus service and demand response service to Rockford, Loves Park and Machesney Park. Weekday and Saturday buses operate along 17 fixed routes at 30-60 minute intervals, between the hours of 5:15 AM-5:45 PM. Weekday evening service is provided within Rockford along six fixed routes operating at 60 minute intervals between the hours of 5:45 PM-11:10 PM. Sunday service is provided in Rockford along five fixed routes operating on 60-minute intervals between the hours of 9:15 AM and 5:10 PM. The Sunday service began in September 2002 through funding provided by the Federal Transit Authority (FTA) Access to Jobs Program. RMTD also operates a trolley bus on a seasonal basis in downtown Rockford. RMTD routes are shown in **Maps 3.0** and **3.1**. (*Route Maps provided by RMTD*)

A three-person board appointed by Rockford oversees RMTD. The board is empowered through a 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 maintains a fleet of 40 full-sized buses and 29 demand response vehicles. The combined peak vehicle requirement to operate the system under current schedules is 40 vehicles (27 full-sized buses and 13 demand response). The RMTD annual ridership from 1995-2006 is shown in **Table 4**. Some decline in ridership was witnessed in 2003. In that year, RMTD implemented a route and schedule analysis that resulted in a significant restructuring of its fixed route service. It is fairly common for bus ridership to decline after a route restructuring occurs, but should return to the previous numbers as people get used to the new routes

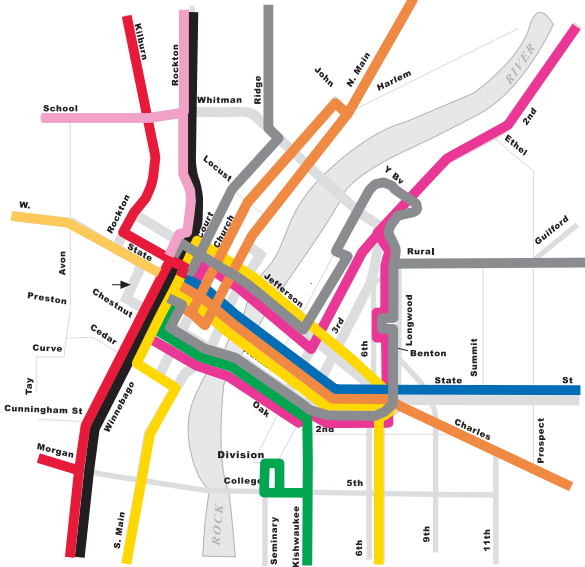
<b>Fiscal Year<sup>2</sup></b>	<b>Bus</b>	<b>Demand Response</b>
1995	1,541,119	76,418
1996	1,668,301	42,339
1997	1,531,870	43,943
1998	1,444,265	45,392
1999	1,496,579	41,297
2000	1,486,587	39,938
2001	1,533,123	50,051
2002	1,521,455	71,023
2003	1,390,429	100,921
2004	1,296,876	100,331
2005	1,269,156	94,833
2006	1,396,425	97,500

Demand response service is growing rapidly. Reportedly, some of the non-profit service providers have been providing less service and encouraging people to use the RMTD demand response service. The numbers in **Table 4** do not include the demand response service operated by the Boone County Council on Aging (BCCA). RMTD will address this increase with newer and larger demand response vehicles.

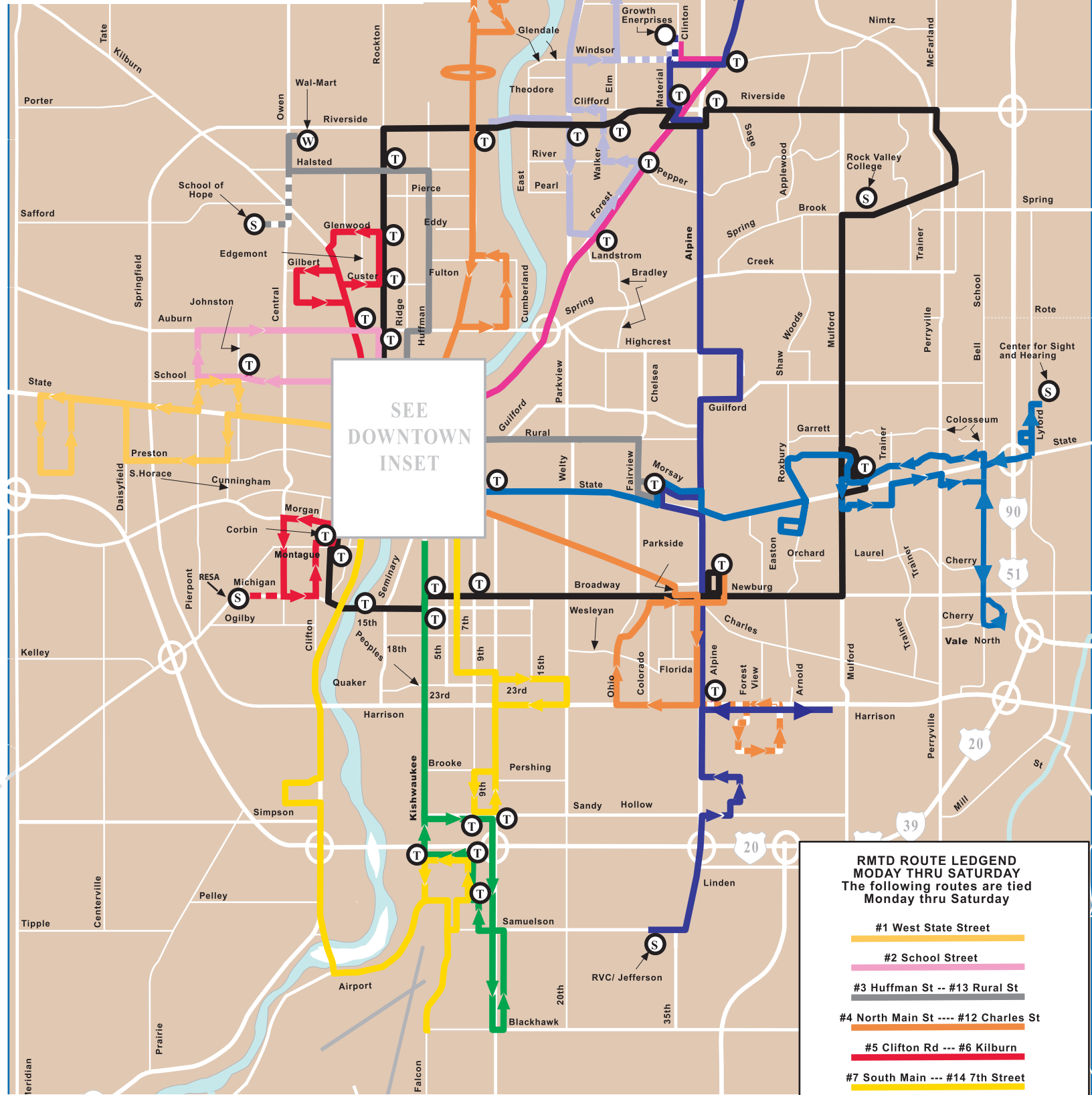
**Map 4.0** illustrates where most of the RMTD ridership originates. The map also shows that there are public transportation users in north Boone County. Most likely these residents are using the Metra Union Pacific Northwest line Station in Harvard, Illinois.

<sup>2</sup>Fiscal Year is from July to June.

DOWNTOWN ROCKFORD



MAP 3.0



SEE  
DOWNTOWN  
INSET

DAY ROUTES



SCALE IN MILES



RMTD ROUTE LEDGEND  
MODAY THRU SATURDAY  
The following routes are tied  
Monday thru Saturday

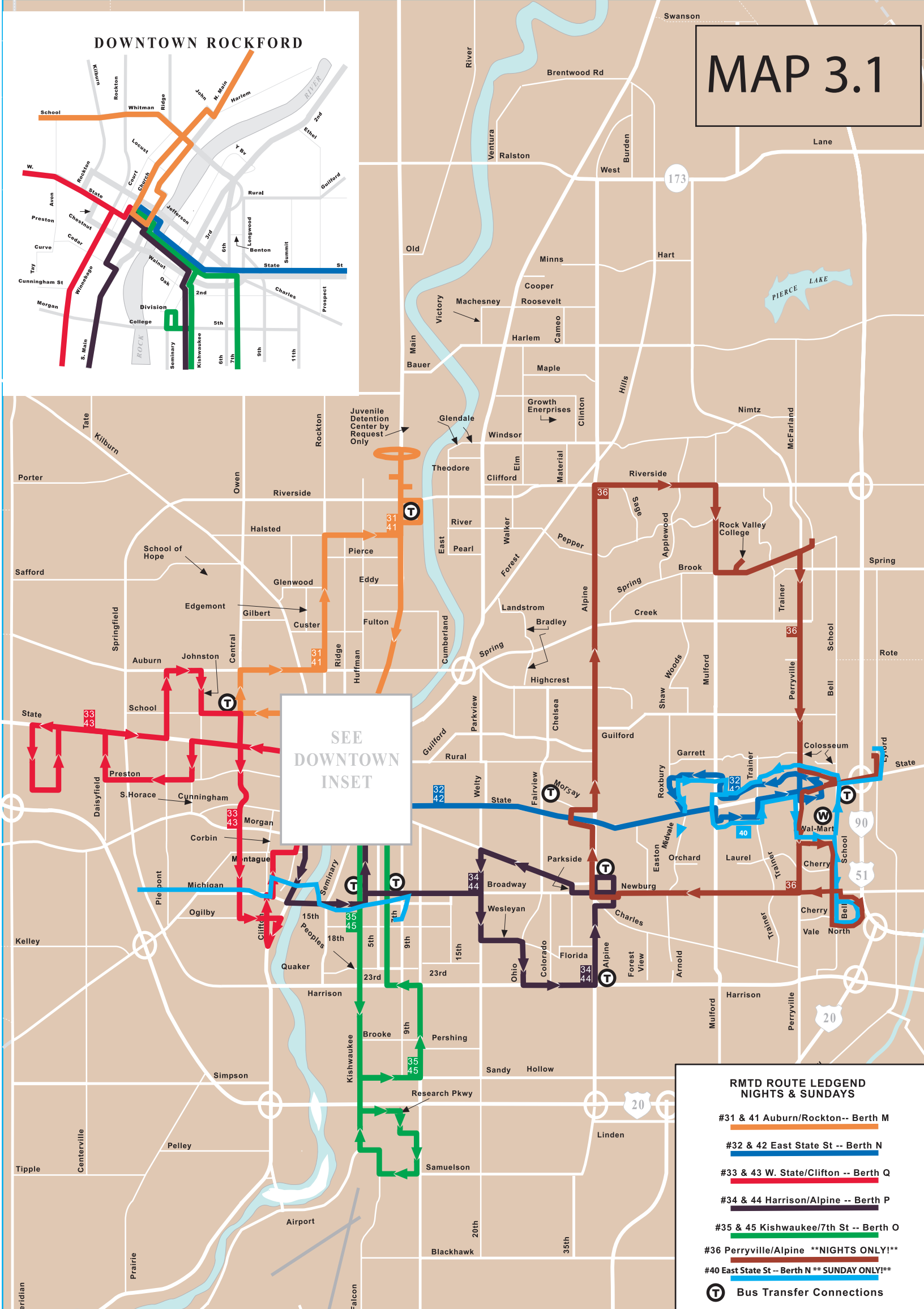
- #1 West State Street
- #2 School Street
- #3 Huffman St -- #13 Rural St
- #4 North Main St ---- #12 Charles St
- #5 Clifton Rd --- #6 Kilburn
- #7 South Main --- #14 7th Street
- #11 East State Street
- #15 Kishwaukee Street
- #16 Big Loop North --- #17 Big Loop South
- #20 Alpine Crosstown
- #22 North 2nd Street
- #23 Downtown/Growth Enterprise Express

Bus Transfer Connections

The service of RMTD and this map are financed in part through grants from the state of Illinois Department of Transportation, the Federal Transit Administration, and the City of Rockford. RMTD is an Equal Opportunity Employer.

\*RMTD supplemental schedules and schedules for the visually impaired are available in the RMTD Administration Office





# NIGHTS & SUNDAYS ROUTES

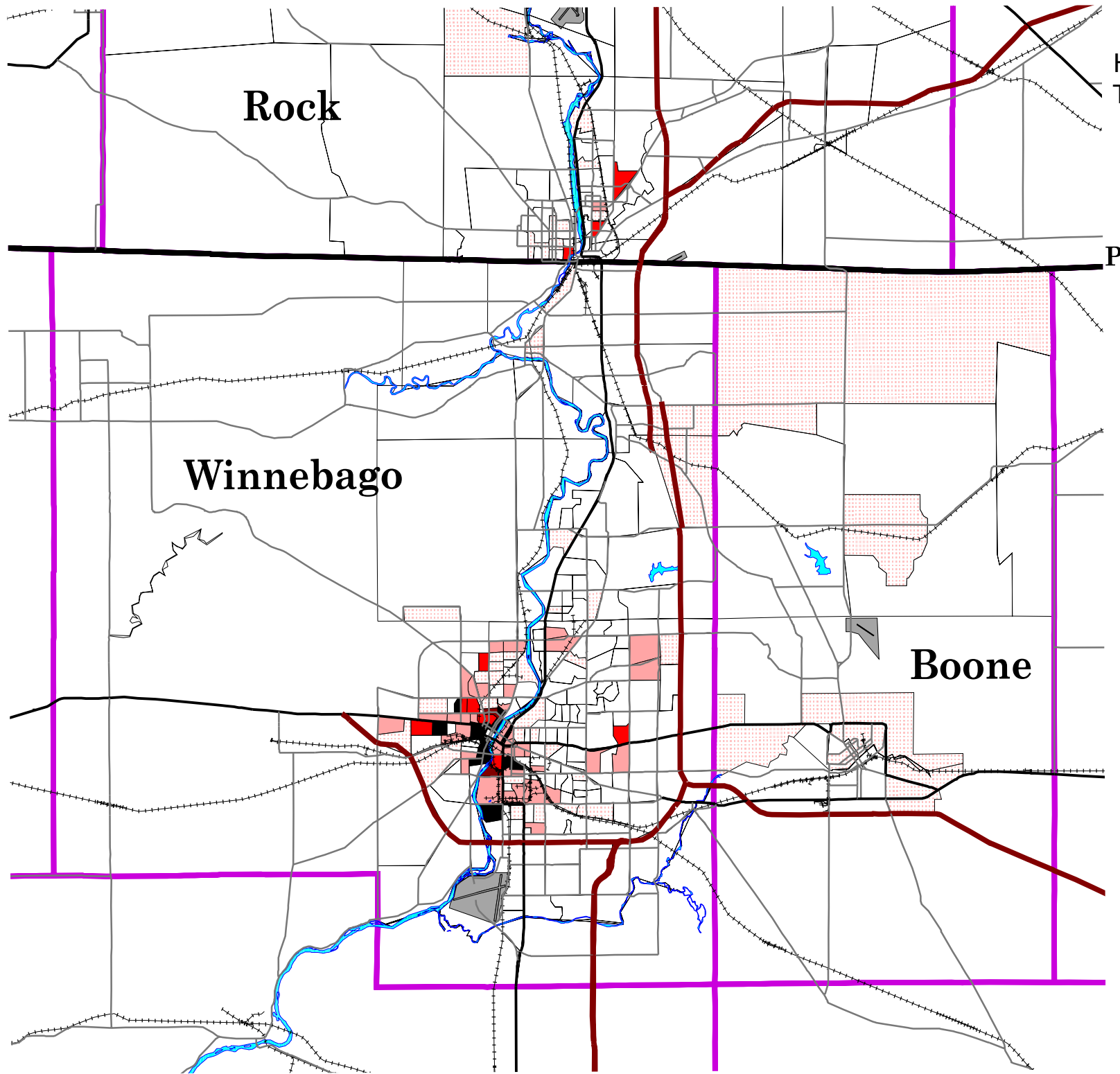


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**\*RMTD supplemental schedules and schedules for the visually impaired are available in the RMTD Administration Office**

# HUMAN SERVICES TRANSPORTATION PLAN

## Map 4.0 Percent Using Public Transportation



The bus service provided by the RMTD is an important means of transportation for minorities and low-income people. **Maps 2.0** through **2.3** illustrate the location of the RMTD routes in relation to minority populations. These maps show that the minority population is well served by the RMTD bus routes. The maps also illustrate that there is a minority population near Belvidere that does not seem to be served by fixed-route bus routes. However, the residents of Belvidere have demand response service available to them as discussed below. Also, as explained below, there is ongoing discussion about how the RMTD could best serve that area.

All fixed-route buses are wheel chair accessible as required by the Americans with Disabilities Act (ADA). Efforts to aid persons with disabilities (and the general public) in how to read transit schedules and use the transit system are conducted on a regular basis. Demand response service is provided in accordance with ADA guidelines in the RMTD service area. Fare for RMTD fixed route bus service is \$1.00 per ride.

### **Rockford Mass Transit District Demand-Response Paratransit Service**

RMTD has been designated the coordinated service provider for the Metropolitan Planning Area (MPA) by the Illinois Department of Transportation (IDOT). This requires that the RMTD monitor the demand response needs and services provided in the metropolitan area, both public and private. RMTD has the responsibility of improving coordination among demand response service providers, identifying unmet needs and maintaining and improving demand response service in the MPA. Private agency providers of demand response service that have also been recipients of federal subsidies include Lifescape Community Services, Boone County Council on Aging, Barbara Olsen Center of Hope and Booker Washington Community Center. RMTD is also the Regional Maintenance Center for publicly funded demand response vehicles operating throughout the North Central Illinois Area.

RMTD also provides fully accessible demand response paratransit service for the entire City of Rockford, surpassing the ¾-mile corridor from the fixed route system as required by the ADA. This service is provided for pre-certified persons with disabilities that limit their ability to use the fixed route service and who meet criteria established by the U.S. Department of Transportation under the ADA.

Service is provided daily in Rockford and six days a week in Loves Park and Machesney Park. Hours of operation for demand-response paratransit service are the same as those of fixed route service. Hours of operation are listed in **Table 5**.

<b>Table 5</b>	
<b>RMTD Demand Response Hours of Operation</b>	
<b>Day of the Week</b>	<b>Hours</b>
Monday-Friday	4:45am-11:45pm
Saturday	5:00 am-6:00pm
Sunday	9:05am-5:15pm

Peak times of the day for demand response paratransit service generally occur at 7:00am as well as 2:00pm. This is a result of regular demand response service and subscription service that is provided to such places as the Barbara Olson Center of Hope, etc.

Ridership service can be categorized into three different groups. Demand service is defined as service that is used within service hours, any day for various tasks that are needed (doctor's visits, trips to the grocery store, etc.). Subscription service is defined as service that provides the same trip to the same place at the same time Monday through Friday (i.e. Barbara Olsen Center of Hope, etc.). Seasonal Ridership is limited to the period of November 1 through April 1. This service is provided to individuals who have limited mobility in the winter months as well as for those who are temperature sensitive (latter condition must be verified by a health care professional). Also, the fare charged for RMTD paratransit service is \$2.00 per ride.

Currently, RMTD possess twenty-nine paratransit vehicles and is awaiting three more vehicles to be added to the fleet in the spring of 2008. The current capacity of the paratransit service is favorable and curb to curb rides are always provided to anyone with a disability who qualifies and requests demand-response paratransit service. RMTD demand-response paratransit on average receives between 75-100 telephone calls a day. Of those telephone calls, 70% are for scheduling service for the next day.

As with the information provided to the public for RMTD fixed route service, RMTD Demand/Response Paratransit also has informational materials printed in Spanish.

### **Belvidere/Boone Demand Response Service**

The Boone County Council on Aging (BCCA) offers public transportation service, equipped with wheel-chair lifts, to all residents of Boone County regardless of age. Priority is given to the medical and nutritional needs of older persons and persons with disabilities. Door-to-door services are provided on a demand-response basis. The service is provided Monday through Friday between 8:00 AM-4:30 PM. Reservations are required at least one day in advance. BCCA operates a fleet of seven minibuses and offers fully accessible demand response service as part of their demand response service.

To note, BCCA does provide limited service into the City of Rockford on a Monday-Friday basis. This service is provided to Rockford three times a day at 9:00am, 12:15pm and 3:30pm. Riders are dropped off at the Clock Tower Resort on East State Street and can meet back at the same location at the aforementioned times to receive transportation back into Boone County. This service is provided to accommodate individuals who need to address business, etc. within the City of Rockford.

A large part of Boone County, including Belvidere, was classified as “urbanized” as a result of the year 2000 U.S. Census. This had an impact on federal and state funding sources for demand response service and how the funds are disbursed. It was decided that for the short term Boone County would best be served by the existing BCCA demand response service. A Memorandum of Understanding between RATS, RMTD, Boone County, BCCA and the City of Belvidere allows BCCA to continue to provide the demand response service under contract to RMTD. This agreement was initially executed in 2004, and has been extended through 2009. RMTD and the BCCA will continue to work on developing transit service in Boone County for the future.

The current process in developing a more long-term solution to providing public transit in the urbanized portion of Boone County involves the City of Belvidere as well as Boone County preparing a proposal stating that they will have an agreement with RMTD to provide service. From that point, RMTD could agree to provide service with its existing capital and resources or opt to contract with another transportation provider to service the urbanized areas of Boone County.

Finally, BCCA still receives federal and state funding to provide demand response service to the non-urbanized parts of Boone County. BCCA will continue to provide these services.

### **Rockford Mass Transit District Capital Improvement Plans**

RMTD is in the process of constructing a new facility to house their demand response fleet and related equipment. This building in downtown Rockford will provide storage and maintenance facilities for the demand response fleet, and enhance the RMTD role in regional maintenance.

RMTD has also purchased land on which a bus transfer center on the east side of Rockford will be built. The purpose of this facility would be to increase operating flexibility to the employment and commerce centers along the East State Street commerce corridor, position the RMTD to provide fixed route transit to Belvidere, and accommodate transfer connections with BCCA flexible services and intercity through routes.

RMTD will need to make some improvements to the existing bus transfer facility in downtown Rockford as

well. The improvements will include a redesign of the facility so buses do not have to back out of stalls. RMTD has made accommodations for bicycles on buses to improve intermodal connectivity.

The life of the RMTD buses is approximately twelve years. The demand response vehicles will be replaced with vehicles that have a life expectancy of approximately eight years. RMTD will need to replace nine of their paratransit vehicles in 2007-2008 in order to continue effective and quality paratransit service in the area. Some of the demand response fleet would be replaced with super duty vehicles that have a life expectancy of ten years.

### **Intercity Private Bus Service**

Greyhound Bus Lines and the Van Galder Bus Company provide fixed-route intercity bus service to the Rockford Metropolitan Planning Area (MPA). Greyhound provides weekday and Saturday service from the Greyhound Terminal at 542 North Lyford Road. Two or three buses travel daily to and from Chicago and Madison, Wisconsin. A Greyhound affiliated carrier provides service to Dubuque, Iowa.

The Van Galder Bus Company, which is owned by Coach USA, provides regularly scheduled daily service to the MPA and Chicago O'Hare International Airport (ORD), Midway International Airport (MDW) and the Amtrak/Metra Union Station in downtown Chicago. The Van Galder Bus Terminal is at 7559 Walton Street on the east side of Rockford near East State Street and I-90. Stops are also made at the nearby Holiday Inn and Best Western Clock Tower Inn, both on East State Street. The Van Galder Terminal is accessible via the RMTD bus system.

Seventeen buses travel between Rockford and ORD. The bus service is available leaving Rockford between 3:30 AM-7:00 PM and leaving ORD between 6:00 AM-10:30 PM.

Eight buses a day travel between Rockford and MDW service. These buses also connect to Janesville, Wisconsin. Service is available leaving Rockford between 4:10 AM-6:20 PM, and leaving MDW between 6:30 AM-10:00 PM.

Four buses a day travel between Rockford and Chicago Union Station at Jackson and Canal. These buses also connect to the University of Wisconsin Memorial Union in Madison. Service is available leaving Rockford between 6:50 AM-3:45 PM, and leaving Chicago between 10:30 AM-8:30 PM.

### **Stateline Mass Transit District (SMTD)**

In December 2003, a transit feasibility study was completed for Roscoe and Rockton, IL and concluded that these communities could be served by developing a combination of local demand response service that would link with a limited bus stop service connecting Beloit to Rockford. The concept to have Roscoe and Rockton join with South Beloit to create a Mass Transit District was also developed.

In February of 2007, a second study was initiated that examined the necessary steps to establish a transit service in the area of North Central Winnebago County which would include Rockton, Roscoe and South Beloit. This service would be provided through a newly formed Stateline Mass Transit District (SMTD). Rockton, Roscoe and South Beloit would be the founding members. Other municipalities could be provided service through contracting with SMTD.

Service provided by the SMTD would initially be in the form of a demand response transit system that would operate Monday through Friday with limited hours of operation on Saturday and Sunday. Areas that will be covered through this new mass transit district would be The Village of Rockton, The Village of Roscoe and the City of South Beloit. While the service would initially be started as demand/response, service provided might eventually include fixed route service.

Rockford Mass Transit District (RMTD) has contracted with Stateline Mass Transit District to provide the demand response service. Additionally, SMTD is in the process of selecting a candidate for the position of a part-time Executive Director.

It is important to acknowledge this new mass transit district for potential future connectivity. In time, it may be possible to coordinate with SMTD services. This option will be open for future public transit planning improvements. The fare for service is \$3.00 per person. Seniors, persons with disabilities and students have a discounted fare of \$1.50.

### **CAREVAN Demand Response Service**

Careavan Inc. is a demand response transportation service based in Loves Park, IL and covers a service area that includes Loves Park, Machesney Park, Cherry Valley, New Milford and the metropolitan area of Rockford. Careavan also services part of Wisconsin, which includes the Beloit and Janesville metropolitan areas with extended service available to Rock and Walworth counties. There are no eligibility requirements that an individual must meet in order to receive service from Careavan. Prior to using its service, Careavan requires that passengers register with the organization.

The service is available Monday through Saturday between the hours of 5:15am until 9:15pm and service can be provided on Sunday with prior special arrangement. Careavan operates a daily fleet of 18-20 vehicles and provides transportation to approximately 300 individuals per day. The base rate fee for a one way trip is \$24.50. Additional costs are defined in **Table 6**.

<b>Table 6 Careavan Service Charges</b>	
Base Rate	\$24.50
<b>-Additions-</b>	
Companion or Escort	\$8.00
Wheel Chair Lift	\$5.00
Wheel Chair provided	\$5.00
Inter-city rate	Request basis

Careavan offers demand and subscription service. Demand service can be scheduled in advance (up to thirty days prior) or on the day of travel if space permits. Subscription service is made for frequent trips for the same purpose on a routine basis. Reservations for service can have up to a fifteen minute gap period either before or after the scheduled departure time, so it is encouraged that riders be ready at least 15 minutes in advance of their departure time.

Careavan does offer client assistance in the form of door to door service meaning that if a client needs assistance from their doorway to the vehicle and from the vehicle to the destination, drivers will assist passengers in doing so.

### **Rockford Public School District #205-Department of Transportation**

The Rockford Public Schools District #205 Department of Transportation provides transit services for more than 21,000 students. As required by Illinois law, transit service is provided to those students who reside 1.5 miles away from the school that they attend. Students that fall within a 1.5 mile distance from the school that they attend must have transportation provided through other means such as public transit, parent(s) taking them to school, etc.

Exceptions within the 1.5 mile distance limit are made for students with special needs. These students participate through an Individual Education Plan (IEP), which is set up through a process involving the school district, parents/guardians, medical providers, etc. Outside of the 1.5 mile mark, transportation for

students with special needs is provided by Septran Inc., which is a transportation provider contracted through the RPS Department of Transportation.

Funding for the transportation of school children within the RPS #205 is provided mainly from State funds as well as from local funding.

### **OSF Lifeline Ambulance**

OSF Lifeline Ambulance is currently a for-profit division of OSF St. Anthony Medical Center. The organization operates 6 ambulances 24 hours a day, 7 days a week. All ambulances are Paramedic staffed and provide ALS emergency and non-emergency care. Lifeline operates in Boone and Winnebago Counties and will also conduct out of town transfers. Lifeline also has 911 contracts with North Park Fire and Blackhawk Fire and responds with other suburban departments such as West Suburban, New Milford and Win-Bur-Sue Fire Departments. Lifeline is also a backup for Rockford and Cherry Valley Fire Departments and has a contract with Harlem-Roscoe Fire Department to supply Paramedic staffing for their ambulance. In Boone County, Lifeline is responsible for all the 911 medical calls in the southern half of the county, which is approximately 144 square miles. This includes the City of Belvidere and Boone County District #2 Fire, which services the unincorporated areas of the county and I-90.

Lifeline Ambulance has a Wheelchair Division that operates four lift equipped wheelchair vans Monday through Friday from 7:30am to 6:00pm and 7:30am to 5:00pm on Saturday. These vans service Winnebago and Boone counties and are for the purpose of medical transports. These transports may include hospital discharges, transfers to or from nursing homes or private residences for doctor appointments or other medical reasons.

### **Human Services Organizations:**

#### **Lifescape Community Services, Inc.**

The mission statement of Lifescape Community Services, Inc is, *"To promote independent living and enhance the quality of life for individuals by providing affordable nutrition and other services, with an emphasis on the aging population"*. The organization offers numerous services for elderly individuals which include home delivered meals through Meals on Wheels and Mobile Meals, a Retired and Senior Volunteer Program, senior dining, case management services in coordination with the Rockford Housing Authority for senior housing projects and transportation for various activities. Among other things, transportation is provided taking elderly individuals to senior dining sites, medical appointments, pharmacies, social service appointments, shopping, social activities, etc.

Lifescape Community Services, Inc. operates transportation services for its clients Monday through Friday from 8:00am until 2:00pm. The center operates four vehicles, three of which have been supplied by IDOT and one that was purchased through fundraising efforts in the early 1990's. To note, the center is anticipating the arrival of two more vehicles from IDOT that were awarded through 5310 funding. With the addition of the new vehicles, a new route will be put in place that will assist in providing service to adult day centers as well adding more vehicles to the current lift equipped fleet.

In addition to the center providing transportation to clients with their vehicles, Lifescape Community Services, Inc has a working relationship with the Rockford Mass Transit District. Lifescape offers senior citizens that **are** physically able to used fixed route mass transit Senior Bus Passes and offers those who **are not** able to utilize fixed route service Paratransit tickets. For each instance, recipients must be at least 60 years in age and complete an application for service. In the case of the Paratransit Ticket program, individuals who qualify are those who are not able to physically take regular fixed route service and who require assistance in boarding and leaving transit vehicles. Lifescape transports clients to and from the center daily 250 days per year.

**Northwestern Illinois Area Agency on Aging (NIAAA)**

The Northwestern Illinois Area on Aging (NIAAA) is an organization that provides services for elderly individuals in nine Illinois counties (Boone, Carroll, DeKalb, Jo Daviess, Lee, Ogle, Stephenson, Whiteside and Winnebago Counties) and has been doing so since 1974. Services the NIAAA provide for elderly individuals include providing general information, education and assistance through its resource center, pharmaceutical and caregiver services, employment assistance, assisted living guides, workshops etc. The organization is also a member of the “aging network” which is a grouping of organizations that include the Illinois Department on Aging, the Federal Administration on Aging and other local organizations which provide services to elderly individuals.

NIAAA along with 12 other area agencies in Illinois will soon be developing a statewide assessment tool that will be used in selected communities to assess “aging readiness” of selected communities. Transportation along with other aspects will be included in the survey. Zip code area 61104 will be a focus in Winnebago County.

The agency’s hours of operation are Monday through Friday from 9:00am until 5:00pm.

**The Crusader Clinic**

The Crusader Clinic is a community based not for profit organization that provides health services to all members of the community. As stated by the organization, their mission is to “*serve the Rockford area with quality, primary health care for all people in need*”.

The Crusader Clinic offers services at three locations; two of which are located in the City of Rockford and one in the City of Belvidere. Medical service range from pediatrics, family and internal medicine, women’s health and specialty services (i.e. optical, podiatry, infectious disease, etc.). The clinic provides service to anyone in the community; however, particular attention is focused towards those who are “medically under-served”.

To better illustrate the impact that the Crusader Clinic has within the area as well as the clientele serviced, the clinic annually serves over 42,000 persons and nearly 97% of those serviced have incomes at or below 200% of the federal poverty level. 35% of individuals serviced do not have health insurance and another 50% are Medicaid recipients.\*

Regarding transportation, a majority of the persons who utilize services from the Crusader Clinic rely on public transit fixed route service through RMTD. The Crusader Clinic also provides transportation through an agreement with Careavan (Public Aid funding compensates for trip charges) as well as through local taxi providers. In addition, RMTD supplies paratransit service for paratransit eligible riders to the Crusader Clinic.

**Barbara Olson Center of Hope**

The Barbara Olson Center of Hope is an organization that has served Rockford since 1948. Originally named the School of Hope, the organization provided educational services to children with special needs. Today, the organization provides employment and vocational services for teens and adults with developmental disabilities.

The Barbara Olson Center of Hope offers a vast array of services and programs for those who utilize the center. Among many other things, participants can be involved in workshops, contribute to the community through a volunteer center or through the community employment center, take part in educational courses or work through a variety of employment opportunities offered.

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\* Information available on the Crusader Clinic webpage: <http://www.crusaderclinic.org/>



The center services approximately 260 persons per day. Transportation is provided to the center through the organization itself as well as through RMTD fixed route and paratransit as well as through self provided transport (i.e. persons coming to the center through personal transportation, etc.). The Barbara Olson Center of Hope has a total of twelve vehicles, ten of which can be used to provide transportation services with. The remaining two vehicles are utilized for moving materials and boxes that are produced from the Center's Super Shredders program, which is a service that provides employment for Center of Hope clients and that destroys documents containing confidential personal and business information.

Payment for RMTD paratransit service is provided by the Center of Hope for those individuals who are eligible for and require paratransit transportation to reach the center. RMTD paratransit provides transportation services for approximately 65 people daily to the Barbara Olson Center of Hope.

The Barbara Olson Center of Hope itself provides transportation to and from the center from 7:30am-10:00am and from 1:30pm-4:00pm. Clients are transported from Rockford, Machesney Park, Loves Park, South Beloit, Roscoe, and Rockton. At the current time, the center is unable to transport clients who live in the City of Belvidere, Poplar Grove and Stillman Valley due to limits in funding and capacity. However, it is a future goal of the organization to expand transportation into these areas.

### **Milestone, Inc.**

Milestone, Inc is a non-for profit organization that provides services to adults and children with developmental disabilities. These services include vocational and life skills training, employment opportunities, social services for families, various activities through their Downtown Community Services Center as well as from their community center. Also, Milestone provides residential facilities for both children and adults with developmental disabilities

Milestone, Inc does also provide transportation for its clients. Transportation is provided to day training centers as well as throughout the community.

### **Illinois Growth Enterprises**

Illinois Growth Enterprises is a not-for-profit corporation that provides vocational training and services to persons with disabilities.

A main goal of Illinois Growth Enterprises is to assist individuals who participate in programs in the building and retainment of skills that will assist them in working within the Illinois Growth Enterprises environment as well as in outside work environments. The organization serves more than 200 individuals. Transportation is provided to Illinois Growth Enterprises through RMTD fixed route and paratransit service.

### **Shelter Care Ministries**

Shelter Care Ministries is an organization that provides services to homeless individuals and individuals with mental illnesses. The organization provides such services as emergency and transitional housing as well as a soup kitchen. Services for those with mental illnesses are provided through the Jubilee Center. The center provides services five days a week to promote a safe environment for individuals with mental illnesses.

Shelter Care Ministries also provides transportation services for individuals who utilize their programs for activities and special events. In addition, the organization provides some transportation assistance through gas vouchers and through RMTD bus tickets or passes.

**Regional Accessibility and Mobility Project (RAMP)**

The Regional Accessibility and Mobility Project (RAMP) is a non-profit Center for Independent Living (CIL). RAMP provides services to individuals that are located in several counties, which include Boone, DeKalb, Stephenson and Winnebago counties and has offices that are located in Belvidere, DeKalb, Freeport and Rockford, IL.

The goal of RAMP is to increase the ability of people with disabilities to become productive, contributing and self-directing members of society. The organization also provides educational services to businesses, service providers and public entities on disability issues and helps them to comply with the technical requirements of the Americans with Disabilities Act and other disability related laws. In addition, RAMP also provides such services as accessibility assessments. This is a service that determines the level of accessibility to a facility such as a school, business, etc for individuals with disabilities and if needed, provides suggestions as how to increase accessibility to those facilities.

Additionally, RMTD contracts with RAMP to provide bus training to their passengers

**The Workforce Connection**

The Workforce Connection is a partnership of state and federally funded employment and training programs, economic development agencies and educational entities committed to providing a workforce that meets the needs of the business community, now and in the future. Included in the partnership are the Rock River Training Corporation, Rock Valley College and the Illinois Department of Employment Security with oversight from the Boone and Winnebago Counties Workforce Investment Board. The One-Stop Centers operated by the Workforce Connection partners in Rockford and Belvidere serve both job-seekers looking for employment and training opportunities and businesses seeking to hire or train their workers.

**Careers, etc.**

Careers etc. is an organization that assists individuals with finding employment opportunities in the Rockford area. The agency offers various programs which include a transitional job program for individuals who are coming out of the Department of Corrections as well as job programs that assist the economically disadvantaged, veterans and the homeless. Careers, etc. also provides job assistance programs for the general public as well.

## **-SECTION 3-**

### **Identified Transit Gaps and Needs :**

In discussing the Coordinated Public Transit-Human Services Transportation Plan with the aforementioned organizations and the RATS Mobility Subcommittee, transportation issues/concerns have been identified. The following section lists these concerns as they were voiced by their respective organization.

#### **RATS Mobility Subcommittee**

Prior to the organization becoming an official subcommittee of RATS, the Getting to Work in Greater Rockford organization developed an executive summary of identified transportation needs and suggestions for possible service improvement. This report was released in September of 2005 and was the result of several outreach efforts taken by the organization that included a half-day community forum and a report back session as well as surveying of local residents.

The main findings of the report were that there was a need for increased flexibility in transportation options and services and that there was a need for information and education about transportation options and use of the transit system.

The report also included a listing of recommended improvement projects. As stated in their executive summary, the listing of possible improvement projects is as follows:

#### **I. Establish van shuttle services**

Several community locations currently lacking access to public transit can be linked to RMTD's Big Loop via 7- or 15- passenger vans. Initially schedules can be developed at peak travel times for employment. The new services will require promotional efforts, targeted at both employers in affected areas and potential employees. Though JARC funding can be used for the purchase of capital equipment, the 50% match requirement may make other funding sources more attractive for investment in vehicles. JARC funding can also be used for operating expenses and can be matched to other state and federal funding.

The written survey results indicate a way to improve transportation options is to encourage local entrepreneurs to offer transit (34% - 3<sup>rd</sup> highest choice to improve transportation). Local government, RMTD, Rockford Area Transportation Study (RATS) and employers in the designated regions should be engaged to determine need, timing and resources for van/shuttle services. Job developers and business services representatives from the WIB and Rock River Training are sources of information about entry level jobs, workers and employers. In addition Rockford Jobs Council, a consortium of providers of employment-related services and training, is a source of both information and advocacy on behalf of the local workforce. Preliminary data collected indicate the following areas could benefit from the service:

- **(A) Boone/Belvidere Routes:** Run service along US Business 20 to connect with Big Loop Routes at /State Street & Mulford Road transfer center (Mulford Village). Recent economic development in the region in the auto industry is a key opportunity for transportation providers, and Boone & Winnebago County government to engage the new employers and Chrysler Corporation in planning transportation that enables workers to get to and from these job sites.
- **(B) CherryVale Mall Route:** Run service to- and from- Colonial Village transfer point to CherryVale Mall. New mayoral leadership in Cherry Valley and Rockford offers an opportunity to facilitate productive discussions with transit providers and the Mall Association.
- **(C) East State Street Route:** Extend hours of service beyond 11 PM to provide access to third shift jobs at hospitals, retail, hospitality and eating/drinking establishments.

- **(D) Machesney Park Industrial Centers Route:** Extend hours of service beyond 6 PM for IL173 corridor to industrial parks and key retail sites by running from Big Loop transfer point at Riverside Boulevard & Alpine Road. \*

## II. Develop and implement a strategic communications plan

The plan should include the following components:

1. easily accessible information on bus service
2. outreach and awareness to employers and potential transit users
3. integrated strategies to educate potential riders about how to effectively use the transit system

The redeveloped RMTD system offers riders improved access and less travel time between destinations. At \$1 per ride (and a free, one-stop transfer) or \$35 per 30-day period for an unlimited ride pass, mass transit offers affordable transportation around the community, especially for youth and low-income people. However, a very small percentage of the public currently uses mass transit in the community (less than 1% of the population, *American Community Survey*, 2003).

The promotion of current and new transit options is a fundable activity under JARC guidelines. The workforce development system and nonprofits serving low-income populations are likely partners to develop a strategic communication and education plan.

A strategic communications plan should target residents, employers, service providers and youths. The messages should highlight both the benefits of using transit and education about the effective use of the system. Good entry points for education activities could be employment training organizations, One Stop employment partners and local high schools. Developing employer transit cards would create an opportunity to energize communications and outreach.

**New resources and tools** are needed to “get the message out” and should include redesigned, simplified brochures in addition to the schedule book, perhaps an interactive website, and presentations to targeted groups.

Some specific promotional ideas include:


- Poster-size bus system maps and a user-friendly take-away bus schedule – on display throughout the city where targeted populations go, such as :


Employment training sites  
 Department of Public Aid  
 IETC One Stop  
 Crusader Clinic  
 Public library sites  
 Grocers  
 Shelters and homeless providers  
 High schools-

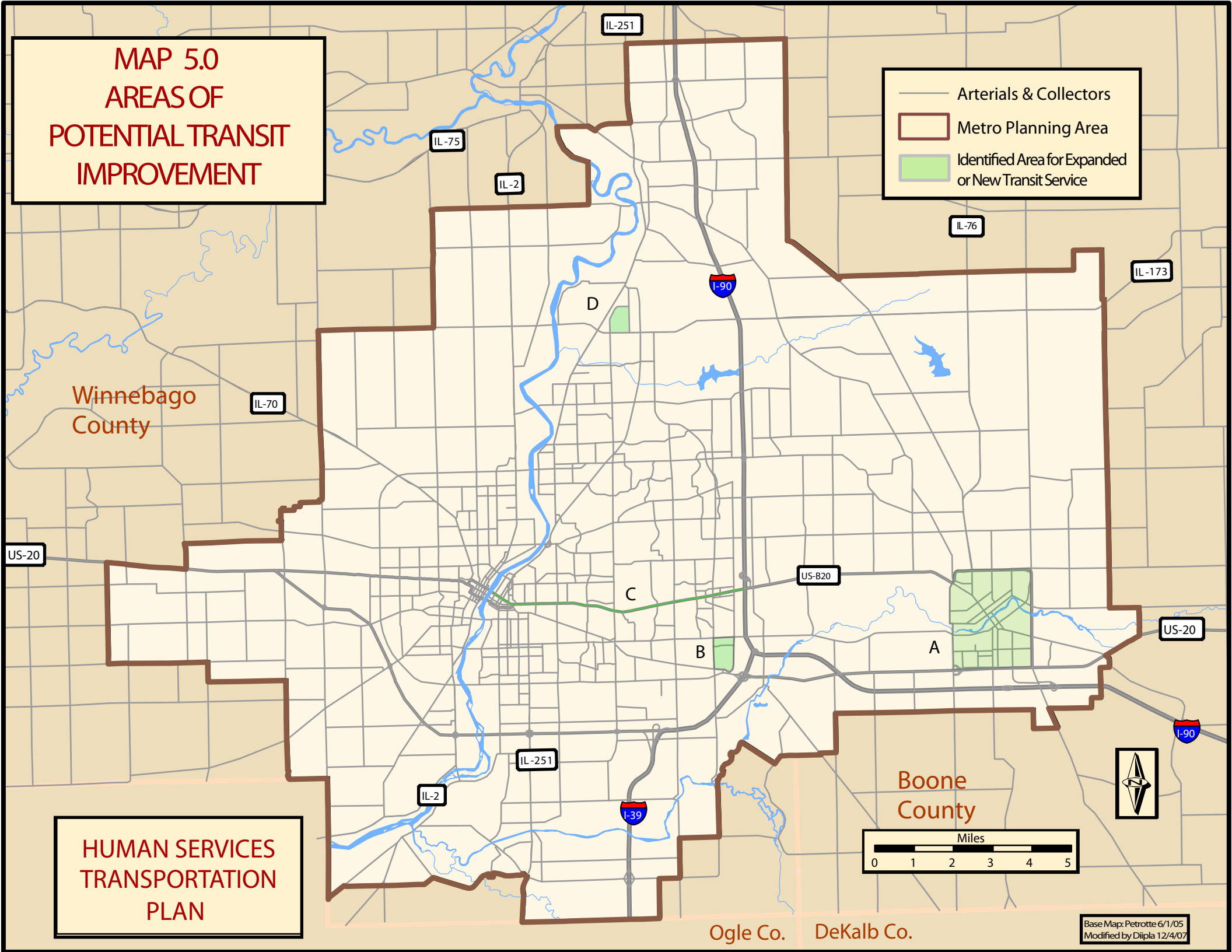
**\*Map 5.0, *Areas of Potential Transit Improvement***, displays the locations of the four areas that were described above.

# MAP 5.0 AREAS OF POTENTIAL TRANSIT IMPROVEMENT

— Arterials & Collectors

 Metro Planning Area

 Identified Area for Expanded or New Transit Service



HUMAN SERVICES  
TRANSPORTATION  
PLAN

Boone  
County

Ogle Co. DeKalb Co.

Base Map: Petrotte 6/1/05  
Modified by Dipla 12/4/07

**RATS Mobility Subcommittee Survey Results**

In order to build upon the already diverse group of participants involved in the RATS Mobility Subcommittee, an invitation letter and survey was mailed out to various human service, public and private transportation providers, workforce investment boards, governmental agencies and assisted living facilities in the RATS Metropolitan Planning Area. Refer to Appendix A for a listing of the organizations that responded to the survey.

According to the surveys that were returned, identified transportation needs and gaps include the following:

- Coordination of services to better serve the good of the client
- Individuals living in rural areas lack access to adequate transportation
- Transportation is needed to jobs outside of the immediate Rockford area
- Connection of the City of Belvidere to the City of Rockford
- Concern of continued operation of public transportation within Boone County with the aspiration of eventually including fixed route transit service
- Availability of early morning service
- Extended night service is necessary for individuals who work 2<sup>nd</sup> and 3<sup>rd</sup> shifts
- Need to provide transportation for employees who work along the I-173 corridor and industrial areas in Machesney Park, IL
- Length of trips on bus routes to reach a destination
- Need for greater availability of handicap available transportation
- Wheelchair van accessibility
- Accessibility and affordability of transit for immigrants and refugees
- Need for extended commuter passenger rail service from Big Timber through Huntley, Marengo, Belvidere and Rockford
- Need for a possible express route from the West side of Rockford to Rock Valley College at selected times during the day to transport students more quickly to the college

**Boone County/Boone County Council on Aging**

One of the primary concerns that BCCA has regarding transportation is maintaining and securing funding for, as well as, establishing fixed route transportation service within the defined urban area of Boone County. As mentioned in the previous section discussing BCCA, Boone County is in the process of determining how to implement fixed route service for the area.

One *potential* avenue of having fixed route service provided to Boone County would be through the Northern Illinois Commuter Transportation Initiative (NICTI) study. This study follows the Alternative Analysis planning process as required by the Federal Transit Administration (FTA) and is examining the feasibility of determining four alternatives in addition to the Transportation System Management (TSM) and no-build scenarios. Depending on the selected Locally Preferred Alternative (LPA), one of the options being considered might include a fixed route service into the City of Belvidere from the RMTD service area. As previously mentioned in this document, the current agreement between RATS, RMTD, BCCA, Boone County and the City of Belvidere expires in June of 2009; therefore, the NICTI study is *one possible* option for service after the agreement expires.

In order to provide fixed route service to Boone County/City of Belvidere, RMTD would need to purchase two more fixed route buses.

**Rockford Public School District #205- Department of Transportation**

Bringing RMTD routes in closer proximity to where schools are located is a transportation issue that has been identified by the RPS Department of Transportation. As referred to earlier in this document, transportation is provided to students who live 1.5 miles further from the school that they attend in a given

district. If a student lives under 1.5 miles from the school of attendance, then transportation must be provided by other means, i.e. public transportation, etc.

Identified schools that have RMTD fixed route bus service in proximity, but not in front of schools or within very short walking distances, i.e. one block, are Eisenhower, Guilford, Jefferson and Reese. The RPS Department of Transportation does acknowledge RMTD's continuing efforts to provide efficient transportation in the Rockford area, however one possible transportation improvement would be to slightly alter routes at certain times of the day to better assist in getting Rockford Public School students closer to schools.

### **Lifescape Community Services, Inc.**

Concerns that have been identified by the organization regarding service for their clientele pertain to timing of trips, conditions of clients and the number of vehicles currently in operation. Transportation services provided by Lifescape fill in certain gaps that other transit providers are not yet able to address. For instance, the organization is able to provide paratransit service for elderly citizens who do not meet the ADA requirements for RMTD as well as provide transportation for individuals who are outside of the RMTD service range.

While there are four vehicles currently in use, and another two scheduled to be received from IDOT shortly, the organization has identified that demand for their services is greater than what they can accommodate with the vehicles/equipment they currently possess. To help offset some of this demand, as previously mentioned, Lifescape works with RMTD to address this need. However, it is the goal of the organization to increase the size of their vehicle fleet to address this demand and also increase capacity to reach more individuals throughout the area.

### **Northwestern Illinois Area Agency on Aging (NIAAA)**

Transportation issues identified by this organization include unmet transit needs, which are the result of high demand for service on a continual basis, not having all nursing homes and medical facilities on mass transit routes and infrastructure improvements which would include improvements to signage, street lighting and bus shelters (this would enhance safety for elderly individuals). Transportation costs for low-income elderly citizens are also a concern for the organization as well as eligibility for demand response paratransit service for those elderly individuals who require curb-curb/door-door service. However, some of these concerns are offset by services that are provided through other organizations such as Lifescape Community Centers, which works with RMTD to provide bus passes to low income elderly individuals, and paratransit operations such as RMTD Demand Response Paratransit and Careavan, Inc.

In addition, NIAAA strongly recommends use of 5311 funds for expansion of senior transportation into the outlying portions of Winnebago County particularly Rockton, Roscoe and South Beloit.

### **The Crusader Clinic**

General access to transportation for individuals who reside in rural areas is a primary concern that the organization has identified. As previously mentioned, the mission and goal of the Crusader Clinic is to provide health care and services to all individuals who require it, with particular attention to those who are under-served or are unable to afford medical services. Medical service is based on need and is not defined by geography. However, geography **does** have an affect on being able to reach service.

It is appropriate to note that the Mobility Subcommittee will continue to monitor transit needs in the RATS Metropolitan Planning Area to assist in updating a listing of transportation gaps/needs. This will be accomplished through further identification of transit needs through communication and coordination of agencies active in the RATS Mobility Subcommittee as well as continuing to outreach to organizations not actively or currently involved.

## **-SECTION 4-**

### **Description of Eligible Projects for Federal Transit Administration Funding:**

As stated in SAFETEA-LU and Federal Circulars pertaining to 5310, 5316 and 5317 funding sources, “projects selected for funding under the Elderly Individuals and Individuals with Disabilities (5310), JARC (5316) and New Freedom (5317) programs must be derived from a locally developed, coordinated public transit-human services transportation plan and that the plan be developed through a process that includes representatives of public, private and non-profit transportation and human services providers and participation by members of the public.” Below is a summary of what each federal program provides funding for as well as listings of eligible projects for each funding source. For further information regarding these funding sources, please refer to Federal Transit Administration Circulars **FTA C 9045.1**, **FTA C 9050.1**, **FTA C 9070 1F**.\*

- **5310 Elderly Individuals and Individuals with Disabilities** - Funds for the Section 5310 program are available for capital expenses to support the provision of transportation services to meet the special needs of elderly persons and persons with disabilities. Examples of capital expenses include but are not limited to the following:
  - buses
  - vans
  - radios and communication equipment
  - vehicle shelters
  - wheelchair lifts and restraints
  - vehicle rehabilitation, manufacture or overhaul
  - preventative maintenance, as defined in the National Transit Database (NTD)
  
- **5316 Job Access and Reverse Commute (JARC)** - Funds from the JARC program are available for capital, planning and operating expenses that support the development and maintenance of transportation services designed to transport low-income individuals to and from jobs and activities related to their employment and to support reverse commute projects. Examples of projects that would qualify for JARC funding include but are not limited to:
  - Late-night and weekend service
  - Guaranteed ride home service
  - Shuttle service
  - Expanding fixed-route public transportation service
  - Ridesharing and carpooling activities
  - Transit related aspects of bicycling (such as adding bicycle racks to vehicles to support individuals that bicycle a portion of their commute or provide bicycle storage at transit stations)
  
- **5317 New Freedom** – New Freedom Program funds area available for capital and operating expenses that support new public transportation services beyond those required by the Americans with Disabilities Act of 1990 (ADA) and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services.

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\* The Federal Transit Administration circulars can be accessed at [http://www.fta.dot.gov/laws/leg\\_reg\\_circulars\\_guidance.html](http://www.fta.dot.gov/laws/leg_reg_circulars_guidance.html)



“New” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP.

It is important to note that recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as “new” and then receive New Freedom funds for those services.

It is also important to note that eligible projects funded with New Freedom funds may continue to be eligible for New Freedom funds indefinitely as long as the project(s) continue to be part of the coordinated plan.

Examples of projects that would qualify for New Freedom funding includes, but are not limited to:

- Enhancing paratransit beyond minimum requirements of the ADA
  - ✓ Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA
  - ✓ Expansion of current hours of operation for ADA paratransit services that are beyond those provided on the fixed-route service
  - ✓ The incremental cost of providing same day service
  - ✓ The incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system
  - ✓ Enhancement of the level of service by providing escorts or assisting riders through the door of their destination
- Providing new “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail and intercity bus stations, for which complementary paratransit service is not required by the ADA.
- Making accessibility improvements to transit and intermodal stations not designated as key stations.

The above listings pertaining to the uses of funds are in no way exhaustive. For further information please refer to the **FTA Circulars** previously cited.

## **-SECTION 5-**

### **Strategies to Address Identified Gaps/Needs:**

Developing strategies to address identified transit gaps/needs is essential in providing more efficient services to transit dependent populations in the Rockford Metropolitan Planning Area. The following is a listing of possible strategies that could be pursued to promote better transit service. (*Note: This is a listing of potential strategies. As the process continues, new project initiatives, public transportation service enhancements and other options could be explored*).

#### **❖ Increase membership in the RATS Mobility Subcommittee**

While there are numerous organizations that are currently involved in the RATS Mobility Subcommittee, the addition of other organizations would prove useful. By increasing the number of agencies that are involved, the total amount of agencies present at meetings would increase therefore allowing more area agencies to interact. This interaction could prove useful given the fact that one element of the Mobility Subcommittee meetings is to afford agencies the opportunity to discuss any transportation issues (i.e. gaps, needs, etc.) that they are encountering. Having more agencies participate would increase coordination efforts because there is a possibility that multiple agencies may be facing the same issue, or an agency may be working on developing a solution to an issue that another agency is experiencing. By having more participants at the “table”, a greater number of agencies would be aware of what other organizations are facing in terms of transit issues and could better coordinate to resolve these issues.

As previously mentioned in this document, efforts have been undertaken to expand the number of agencies involved in the RATS Mobility Subcommittee. Invitation letters as well as surveys have been distributed to organizations within the Metropolitan Planning Area. In addition, RATS keeps a mailing list of interested parties, Mobility Subcommittee meetings are open to the public and agendas are also sent to media outlets prior to Mobility Subcommittee meetings. While these current outreach efforts will continue, other methods of outreach may be included as ways to involve more participants in the process.

#### **❖ Develop a service plan that would increase the availability of transit service to more elderly individuals in the Metropolitan Planning Area**

As noted previously in this document, there is a need for increased service for elderly individuals. One possible solution to this issue could be to expand RMTD paratransit service to include elderly individuals who do not have a disability, or who do have a disability but do not qualify as ADA. Another possibility would be to expand the service range that transit providers in the area cover to include elderly individuals who do not have direct access to transit options (i.e. rural areas, etc.).

#### **❖ Increase the availability of accessible transportation for Individuals with Disabilities through coordination efforts and addition of paratransit vehicles**

Increased availability of accessible transportation for individuals with disabilities in the area could be achieved through further coordination of transit operators that provide service to individuals with disabilities. The addition of more paratransit vehicles or the replacement of older paratransit vehicles with newer larger vehicles could also assist in creating more available transportation.

❖ **Create fixed service routes that would increase accessibility to employment centers not yet serviced**

Supporting and implementing new routes that provide service to the region's employment centers, such as the Machesney Park Industrial Centers, Cherry Vale Mall and Boone County/ City of Belvidere, as well as having those routes include coverage for 2<sup>nd</sup> and 3<sup>rd</sup> shifts would be one method to remedy this identified need. The creation of these routes would provide easier access to employment opportunities in the area as well as provide a means for workers to travel to and from their residences to their place of employment

❖ **Coordinate with rural areas to enhance the availability of transit service**

Transit accessibility for individuals who live in rural areas is a concern. One method to address this concern would be for the Urban and Rural HSTP coordinators to compare their respective Human Services Transportation Plans to determine what type of service could be provided. By examining the available resources and services provided in each respective area, an efficient solution to better connecting the two areas and providing service would be feasible.

## **APPENDIX A**

Below is Table 1A, which lists the organizations in the Metropolitan Planning Area who received a survey regarding participation in the RATS Mobility Subcommittee. Those who responded to the survey are denoted by an "X" in the "Responded to Survey" column.

**TABLE 1A: SURVEY DISTRIBUTION AND RESPONSE LISTING**

<b>AGENCY</b>	<b>RESPONDED TO SURVEY</b>	<b>PARTICIPATING Y/N</b>
ACTION TAXI SERVICE		
ALDEN ALMA NELSON MANOR		
ALDEN PARK STRATHMOOR		
ALPINE FIRESIDE HEALTH CENTER	X	Y
AMBERWOOD CARE CENTER		
AMERICAN MEDICAL RESPONSE		
ANAM CARE, INC.		
ASTA CARE CENTER OF ROCKFORD	X	N
ATS MEDICAL SERVICES INC		
BARBARA OLSON CENTER OF HOPE		
BELVIDERE COMMUNITY UNIT SCHOOL DIST. 100		
BELVIDERE PUBLIC WORKS		
BELVIDERE-BOONE COUNTY PLANNING DEPT.	X	N
BEST SHUTTLE		
BICKFORD HOUSE		
BOOKER WASHINGTON COMMUNITY CENTER		
BOONE COUNTY		
BOONE COUNTY	X	Y
BOONE COUNTY COUNCIL ON AGING	X	Y
BOONE COUNTY HEALTH DEPARTMENT	X	N
BOONE/WINNEBAGO COUNTIES WORKFORCE INVST	X	Y
BOONE/WINNEBAGO COUNTIES WORKFORCE INVST	X	Y
CAREAVAN, INC		
CAREERS ETC	X	Y
CENTER FOR TAX AND BUDGET ACCOUNTABILITY		
CHICAGO / ROCKFORD INTERNATIONAL AIRPORT		
CITY OF BELVIDERE	X	Y
CITY OF ROCKFORD		
CITY OF ROCKFORD HUMAN SERVICES	X	Y
CRUSADER CLINIC		
DISLOCATED WORKER PROGRAM		
EAST BANK CENTER		
FAIR OAKS REHAB AND HEALTHCARE CENTER		
FAIRVIEW NURSING PLAZA		
FAIRVIEW RESIDENCES		
FARIHAVEN CHRISTIAN RETIREMENT CENTER	X	N
GREYHOUND BUS LINES		
GROWTH DIMENSIONS INC		
HARLEM SCHOOL DISTRICT 122 DEPT. OF TRANSPORTATION	X	N
HERITAGE WOODS		
HIGHVIEW IN THE WOODLANDS		
HONONEGAH HIGH SCHOOL DIST. 207	X	N
IDOT-DPIT	X	Y
KINNIKINNICK CSSD #131		
LIFEHOUSE-THE ATRIUM		
LIFELINE AMBULANCE SERVICE	X	Y
LIFESCAPE COMMUNITY SERVICES, INC.	X	Y
LOVE INC. OF GREATER ROCKFORD	X	Y
LOVES PARK	X	Y
LOVES PARK PW DEPT		
LOYALTON OF ROCKFORD		
LUTHER CENTER		
METRO MEDICAL SERVICES	X	Y

TABLE 1A: SURVEY DISTRIBUTION AND RESPONSE LISTING (cont.)

<b>AGENCY</b>	<b>RESPONDED TO SURVEY</b>	<b>PARTICIPATING Y/N</b>
MILESTONE, INC.	X	Y
NCICG		
NEED-A-LIFT SHUTTLE		
NORTH BOONE TRANSPORTATION DEPT.		
NORTH POINTE TERRACE		
NORTHWESTERN ILLINOIS AGENCY ON AGING	X	Y
OREGON COMMUNITY UNIT SCHOOL DIST. 220		
P.A. PETERSON HOME	X	Y
PECATONICA SCHOOL DIST. 321	X	N
PETERSON MEADOWS RETIREMENT COMMUNITY		
PROVENA COR MARIAE CENTER	X	Y
PROVENA ST. ANNE CENTER		
RAMP	X	Y
RELIABLE CAB	X	N
RIVER BLUFF NURSING HOME	X	Y
RMTD	X	Y
ROCK RIVER TRAINING CORPORATION	X	Y
ROCK VALLEY COLLEGE	X	Y
ROCKFORD AREA ECONOMIC DEVELOPMENT COUNCIL		
ROCKFORD CD DEPT		
ROCKFORD HOUSING AUTHORITY	X	Y
ROCKFORD SUPPORTIVE LIVING	X	Y
ROCKFORD TOWNSHIP		
ROCKFORD YELLOW CAB		
ROCKFORD YWCA		
ROCKTON SCHOOL DISTRICT 140	X	N
ROSEWOOD CARE CENTER		
RPS-DEPARTMENT OF TRANSPORTATION		
SEPTRAN INC.		
SHELTER CARE MINISTRIES	X	Y
SOUTH BELOIT SCHOOL DISTRICT 320		
SPEE-DEE TAXI CAB SERVICE		
SPRINGWOOD NURSING AND REHABILITATION		
ST. ANNE PLACE		
SUPERIOR AMBULANCE	X	N
UNITED WAY OF ROCK RIVER VALLEY		
VAN GALDER BUS	X	Y
VICTORIAN COURTS		
VILLAGE OF CALEDONIA		
VILLAGE OF CHERRY VALLEY	X	N
VILLAGE OF MACHESNEY PARK	X	Y
VILLAGE OF NEW MILLFORD		
VILLAGE OF NEW MILLFORD		
VILLAGE OF POPLAR GROVE		
VILLAGE OF ROSCOE		
VILLAGE OF ROSCOE PUBLIC WORKS		
VILLAGE OF TIMBERLANE		
VILLAGE OF WINNEBAGO		
WCS-TRANSPORTATION DEPARTMENT #323	X	Y
WESLEY WILLOWS		
WILLOWS ARBOR HEALTH CENTERS		
WINNEBAGO COUNTY HEALTH DEPARTMENT	X	N
WINNEBAGO COUNTY PLANNING		
YELLOW LINE CAB & LIMOUSINE		

**TABLE 2A: ORGANIZATIONS THAT HAVE ATTENDED RATS MOBILITY SUBCOMMITTEE MEETINGS**

<b><i>Organization</i></b>
Boone County
Boone County Council on Aging
Careers, Etc.
Center for Tax and Budget Accountability
City of Belvidere
City of Loves Park
City of Rockford Human Services Department
Council of Neighborhood Organizations
Illinois Department of Transportation (IDOT)
Lifescape Community Services
Love Inc.
Milestone, Inc.
North Central Illinois Council of Governments
Northwest Illinois Area on Aging
OSF Lifeline Ambulance
Regional Access and Mobilization Project (RAMP)
River Bluff Nursing Home
Rock River Training Corporation
Rock Valley College
Rockford Area Transportation Study (RATS)
Rockford Housing Authority (RHA)
Rockford Mass Transit District (RMTD)
Rockford Public School District #205
Rockford Supportive Living
Shelter Care Ministries
State Line Area Transportation Study (SLATS)
The Crusader Clinic
The Workforce Connection
Van Galder Bus Company
Village of Machesney Park
Winnebago County Health Department
Winnebago School District CUSD #323

TABLE 3A: SERVICE PROVIDER CONTACT INFORMATION

<b>ORGANIZATION</b>	<b>TELEPHONE</b>	<b>ADDRESS</b>	<b>CITY/ZIP</b>
Boone County Council on Aging	815-544-9893	2141 Henry Luckow Lane	Belvidere, IL 61008
Careavan Inc.	815-633-8461	7117 Clinton Road	Loves Park, IL 61111
Rockford Mass Transit District	815-961-9000	520 Mulberry	Rockford, IL 61101
Septran Inc.	815-874-8999	4760 American Rd	Rockford, IL 61109
Barbara Olson Center of Hope	815-964-9275	3206 North Central Ave	Rockford, IL 61101
Booker Washington Community Center	815-968-8861	524 Kent St	Rockford, IL 61102
Illinois Growth Enterprises	815-962-8333	7200 Clinton Rd	Loves Park, IL 61111
Lifescape Community Services	815-963-1609	705 Kilburn Ave	Rockford, IL 61101
Milestone, Inc.	815-654-6100	4060 McFarland Rd	Rockford, IL 61111
Northwestern Illinois Area on Aging	815-226-4901	2576 Charles St	Rockford, IL 61108
Regional Access & Mobilization Project	815-968-7467	202 Market St	Rockford, IL 61107
Rockford Public Schools #205 -DOT	815-966-3706	2000 Christina St	Rockford, IL 61104
Shelter Care Ministries	815-964-5520	412 N. Church St	Rockford, IL 61103
The Crusader Clinic	815-490-1600	1200 West State St	Rockford, IL 61102
Winnebago School District CUSD #323	815-335-2903	302 E. McNair Road	Winnebago, IL 61088
Careers, Etc	815-964-3491	5301 E. State Street	Rockford, IL 61108
The Workforce Connection (Belvidere)	815-547-9616	998 Belvidere Road	Belvidere, IL 61008
The Workforce Connection (Rockford)	815-395-6638	3134 11th St	Rockford, IL 61109
Action Taxi Service	815-961-3333	2252 11th Street	Rockford, IL 61104
Best Shuttle	815-639-1010	1915 Windsor Rd	Loves Park, IL 61111
Love, Inc	815-282-4384	P.O. Box 1633	Rockford, IL 61110
Need-a-Lift Shuttle	815-874-0371	4401 11th Street	Rockford, IL 61109
Reliable Cab	815-968-2227	150 N. Fourth St	Rockford, IL 61107
Rockford Yellow Cab	815-962-5511	521 15th Ave	Rockford, IL 61104
Spee-Dee Taxi Cab Service	815-963-3322	522 15th Ave	Rockford, IL 61104
Yellow Line Cab & Limousine	815-962-5511	523 15th Ave	Rockford, IL 61104
Greyhound Bus Lines	815-399-7725	542 N. Lyford Rd.	Rockford, IL 61107
Van Galder Bus/ Coach USA	815-399-0092	715 S. Pearl St	Janesville, WI 53545
American Medical Response	815-964-0911	PO BOX 8003	Rockford, IL 61126
ATS Medical Services Inc	815-963-5001	4811 W State St	Rockford, IL 61104
Lifeline Ambulance Service (Belvidere)	815-544-5221	1005 Julien St	Belvidere, IL 61008
Lifeline Ambulance Service (Rockford)	815-395-6039	318 Roxbury Rd	Rockford, IL 61107
Metro Medical Service	815-964-5432	5112 Forest Hills Ct.	Loves Park, IL 61111
Superior Ambulance	815-968-8800	6822 Forest Hills Rd	Loves Park, IL 61111



**TABLE 4A: FEDERAL TRANSIT FUNDING ASSISTANCE**

<b><i>Program</i></b>	<b><i>Fiscal Year 2006</i></b>	<b><i>Fiscal Year 2007</i></b>
5310 Elderly Individuals and Individuals with Disabilities*	\$4,324,704	\$4,581,777
5316 Job Access and Reverse Commute (JARC)**	\$112,551	\$117,454
5317 New Freedom**	\$70,023	\$77,674

\*Note: The apportionment for 5310 Elderly Individuals and Individuals with Disabilities is received by the State, and not directly to the RATS Urbanized Area; Therefore, the state determines the amounts to be distributed. Amount listed above is the amount that the State of Illinois received for each respective year. For more information on the FTA 5310 program, please refer to FTA Circular, **FTA C 9045.1**

\*\*Note: Rockford Mass Transit District is the Designated Recipient for 5316 Job Access and Reverse Commute (JARC) and 5317 New Freedom apportionments. Federal Apportionments for Fiscal Year 2008 are not listed in the above table due to the fact that apportionment amounts for Fiscal Year **2008** were not released at the time of this plan's completion.

**NOTICE OF TRANSPORTATION PLANNING for ROCKFORD URBAN AND METROPOLITAN AREA****PUBLIC COMMENTS FOR THE RATS COORDINATED PUBLIC TRANSIT HUMAN SERVICES  
TRANSPORTATION PLAN**

Notice is hereby given that the Rockford Area Transportation Study (RATS), the federally-designated Metropolitan Planning Organization for the Rockford Urban and Metropolitan area, is seeking public comments on the RATS Coordinated Public Transit Human Services Plan. RATS coordinates publicly funded transportation planning and improvements among the various jurisdictions in Winnebago and Boone Counties.

**RATS COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN (HSTP):**

The HSTP is a locally developed plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes. The purpose of the Human Services Transportation Plan is to assess the needs and concerns of public transit users in the Metropolitan Planning Area and to develop strategies that will address and remedy these concerns. The overall goal of the plan is to increase the efficiency of services provided to public transit dependent populations. The Human Services Transportation Plan is also a prerequisite, as stipulated by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), to receiving any Federal Transit Administration funding under the 5310 (Elderly Individuals and Individuals with Disabilities), 5316 (Job Access and Reverse Commute) and 5317 (New Freedom) programs. The HSTP contains the following elements:

- 1) An inventory of available transportation services
- 2) An assessment that lists transportation needs and gaps within the RATS Metropolitan Planning Area
- 3) Strategies that address the identified transportation needs and gaps

The Draft RATS Human Service Transportation Plan can be viewed at

<http://rockfordil.gov/government/works/index.cfm?section=planning&id=977> or you can receive a draft copy by contacting RATS Staff. Staff contact information is provided below. The objective of this public comment period will be to seek comments on the proposed Human Services Transportation Plan.

Therefore, public comment will be afforded for the Human Services Transportation Plan **from November 28<sup>th</sup>, 2007 until January 4<sup>th</sup>, 2008**. Comments can be submitted by (a) electronic format at the RATS website (b) mailing in your comments to RATS staff at the address provided below (c) faxing in your comments (d) or by attending one of the four public sessions on the HSTP listed below.

The objective of these public informational open houses will be to seek comments on the above-mentioned planning document and to allow informal discussions between RATS staff and the general public.

**DATES AND LOCATIONS**

<b>December 5<sup>th</sup>, 2007</b>	<b>December 5<sup>th</sup>, 2007</b>	<b>December 6<sup>th</sup>, 2007</b>	<b>December 6<sup>th</sup>, 2007</b>
<b>11:00am-1:30pm</b>	<b>3:30pm-6:30pm</b>	<b>11:00am-1:30pm</b>	<b>3:30pm-6:30pm</b>
Rockford Mass Transit District	Village of Machesney Park	Boone County Council on Aging	The Workforce Connection
Conference Room, 2 <sup>nd</sup> Floor 520 Mulberry Rockford, IL 61101	300 Machesney Park Rd Machesney Park, IL 61115	2141 Henry Luckow Lane Belvidere, IL 61008	3134 11 <sup>th</sup> Street Classroom #4 Rockford, IL 61109

Public comments are welcomed on the above document and other planning documents of RATS, at all RATS meetings or by contacting RATS by telephoning, e-mailing or writing. The RATS Technical Committee meetings at which comments by the public can be made regarding the HSTP will be the December 20<sup>th</sup>, 2007 and January 17<sup>th</sup>, 2008 meetings which will both be held at 10:00am at Loves Park City Hall (100 Heart Blvd. Loves Park, IL 61111). Comments can also be made at the RATS Mobility Subcommittee meeting, which will take place on December 11<sup>th</sup>, 2007 at 10:00am at the YWCA of Rockford (4990 E. State Street, Rockford, IL 61108). The RATS HSTP is to be tentatively adopted by the RATS Policy Committee at their meeting on January 24<sup>th</sup>, 2008.

A Call for Projects has also been issued by RATS for (5316) Job Access and Reverse Commute funds as well as for (5317) New Freedom Funds. The call for projects, as well as scoring criteria, are available on the RATS website as listed above.

Jon Paul Dipla, Transportation Planner  
City of Rockford / RATS  
425 East State Street, Rockford, IL 61104  
815/987-5628 (voice); 815/967-7058 (fax)  
email: [jonpaul.dipla@rockfordil.gov](mailto:jonpaul.dipla@rockfordil.gov)

Gary W. McIntyre, RATS Planner  
City of Rockford / RATS  
425 East State Street, Rockford, IL 61104  
815/987-5638 (voice); 815/967-7058 (fax)  
email: [gary.mcintyre@rockfordil.gov](mailto:gary.mcintyre@rockfordil.gov)

**Date of notice: November 28<sup>th</sup>, 2007**

# **RATS**

**Rockford Area Transportation Study  
Metropolitan Planning Organization**

City of Rockford, Public Works Department

425 East State Street, Rockford, IL 61104

<http://rockfordil.gov/government/works/index.cfm?section=planning&id=977>**POLICY COMMITTEE**

Mayor Lawrence J. Morrissey, City of Rockford

Mayor Darryl F. Lindberg, City of Loves Park

Board Chairman Scott H. Christiansen, Winnebago County

President Linda M. Vaughn, Village of Machesney Park

Mayor Frederic C. Brereton, City of Belvidere

BOARD CHAIRMAN CATHERINE H. WARD, BOONE COUNTY

Deputy Director George F. Ryan, Illinois Department  
of Transportation, Region 2**CALL FOR PROJECTS*****JOB ACCESS AND REVERSE COMMUTE (JARC) and  
NEW FREEDOM PROGRAMS***

To: All Interested Parties

From: The Rockford Area Transportation Study

Notice is hereby given that the Rockford Area Transportation Study (RATS), the federally-designated Metropolitan Planning Organization for the Rockford Urban and Metropolitan Area, is seeking projects for both Federal Transit Administration (FTA) Funding Sections 5316 and 5317, respectively Job Access and Reverse Commute funds and New Freedom funds. RATS coordinates publicly funded transportation planning and improvements among the various jurisdictions in Winnebago and Boone Counties.

Projects for these funding sources must be developed from and address identified transit gaps and needs as cited in the RATS Coordinated Public Transit-Human Services Transportation Plan (HSTP).

The draft plan is available on the City of Rockford website at

<http://rockfordil.gov/government/works/index.cfm?section=planning&id=977> or you can receive a copy by contacting RATS staff. RATS staff contact information is provided below.

The following is a brief description of what each funding source supports:

The goal of the Job Access and Reverse Commute (JARC) program is to improve access to transportation services to employment and employment related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban locations. The program requires coordination of Federally assisted programs and services in order to make the most efficient use of Federal resources.

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The New Freedom formula grant program seeks to reduce barriers to transportation services and to expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990.

For more information including eligible activities, etc for JARC and New Freedom programs, please refer to FTA Circulars: **FTA C 9050.1 (JARC)** and **FTA C 9035.1 (New Freedom)**. These circulars can be obtained through the FTA webpage [http://www.fta.dot.gov/laws/leg\\_reg\\_circulars\\_guidance.html](http://www.fta.dot.gov/laws/leg_reg_circulars_guidance.html) or by contacting the FTA at (202) 366-4043 or (800) 877-8339 (TTY).

(continued on next page)

Applicants seeking consideration for these funds are required to submit a proposal, which details the following:

### **GENERAL INFORMATION**

- Name of the Agency Applying
- Name of the Project
- Overview of the project which includes the coverage area as well as the type of service to be provided

### **PROJECT RELATIONSHIP TO IDENTIFIED TRANSIT NEEDS AND GAPS LISTED WITHIN THE RATS HSTP**

- Specify which identified need or gap is to be addressed by the proposed project
- List what target populations will benefit from this project (i.e. elderly individuals, individuals with disabilities, individuals with low income).
- Identify which funding source, either JARC or New Freedom, from which the proposed project will be derived from
- Identify how the target population will benefit from this proposed service

### **ANTICIPATED PROJECT SCHEDULE**

- Detail project phasing (i.e. intended duration of the project as well as implementation schedule)
- Detail the costs of the projects

\* *Projects that will apply for JARC funding must provide services to at least one of areas listed in the HSTP which are CherryVale Mall, the Machesney Park Industrial Centers, Boone County/City of Belvidere or East State Street in Rockford, IL.*

Selection criteria for potential projects can be obtained by visiting the City of Rockford website or by contacting RATS staff. Contact information is listed below.

Proposed projects can be submitted by contacting RATS staff through the U.S. mail, e-mailing or faxing project proposals. Also, applicants could present the proposed project (which includes the above mentioned proposal items in hard copy format) at the RATS Mobility Subcommittee meeting, which will take place on December 11<sup>th</sup>, 2007 at 10:00am at the YWCA of Rockford (4990 E. State Street, Rockford, IL 61108). Comments can also be made at the RATS Technical Committee meeting on December 20<sup>th</sup>, 2007 which will be held at 10:00 am at Loves Park City Hall (100 Heart Blvd. Loves Park, IL 61111) or at any of the four open houses listed below.

#### ***Dates and Locations***

<b>December 5<sup>th</sup>, 2007 11:00am-1:30pm</b>	<b>December 5<sup>th</sup>, 2007 3:30pm-6:30pm</b>	<b>December 6<sup>th</sup>, 2007 11:00am-1:30pm</b>	<b>December 6<sup>th</sup>, 2007 3:30pm-6:30pm</b>
Rockford Mass Transit District	Village of Machesney Park	Boone County Council on Aging	The Workforce Connection
Conference Room, 2 <sup>nd</sup> Floor 520 Mulberry Rockford, IL 61101	300 Machesney Park Rd Machesney Park, IL 61115	2141 Henry Luckow Lane Belvidere, IL 61008	3134 11 <sup>th</sup> Street Classroom #4 Rockford, IL 61109

Projects to be considered for JARC and New Freedom funding **must** be submitted to the Rockford Area Transportation Study **no later** than **5:00PM** on **December 28<sup>th</sup>, 2007**.

Jon Paul Dipla, Transportation Planner  
City of Rockford / RATS  
425 East State Street, Rockford, IL 61104  
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email: [gary.mcintyre@rockfordil.gov](mailto:gary.mcintyre@rockfordil.gov)

**Date of notice: November 28<sup>th</sup>, 2007**

**JOB ACCESS AND REVERSE COMMUTE PROJECT CRITERIA (JARC)**

<b>PROJECT EVALUATION CRITERIA</b>	<b>YES</b>	<b>NO</b>
<b>Project addresses a transportation gap or need as identified in the RATS Human Services Transportation Plan</b> <i>(If "Yes" then continue with scoring sheet. If "No" project is not eligible for funding)</i>		

<b>PROJECT EVALUATION CRITERIA</b>	<b>Maximum Points</b>	<b>Points Awarded</b>
<b>Project increases mobility options for target population</b> <ul style="list-style-type: none"> <li>➤ Increases service levels (hours of day/ days of week) (5)</li> <li>➤ Expanded/ new service to targeted population (5)</li> <li>➤ Introduces mobility management techniques (5)</li> </ul>	15	
<b>Project links high concentrations of the targeted population with key destinations, activity centers, or key employers or concentrations of employers</b>	10	
<b>Project identifies one or more local funding sources and evidences those sources are committed to supplying the necessary local match for the duration of the project.</b> <ul style="list-style-type: none"> <li>➤ Strong Evidence of local match, no TRC requested (20)</li> <li>➤ Some evidence of local match, some TRC requested (15)</li> <li>➤ No evidence of local match, TRC needed to implement project <u>but good faith effort put forward to obtain local funds</u> (10)</li> <li>➤ No evidence of local match, TRC needed to implement project <u>no effort to put forward to obtain local funds</u> (0)</li> </ul>	20	
<b>Project expands on an existing successful pilot project or otherwise provides continued operating funding for an existing service.</b> <ul style="list-style-type: none"> <li>➤ Existing project achieved projected ridership (20)</li> <li>➤ Ridership has increased (compared to pre-project ridership) but has not achieved projected ridership (10)</li> <li>➤ Marketing plan to increase ridership to targeted groups (5)</li> </ul>	20	
<b>Project is derived from a listed strategy within the RATS HSTP or displays innovation</b>	10	
<b>Project utilizes or coordinates with existing public and private human service agency transportation providers or existing public / private transportation providers; or reflects partnerships with non-transit entities and/or private non-profit / for-profit operators</b>	10	
<b>Project promotes likely economic opportunities for persons with low income.</b>	10	
<b>Project will be operational within a reasonable timeframe</b> Project is operational within <ul style="list-style-type: none"> <li>➤ 6 months (20)</li> <li>➤ 6-12 months (10)</li> <li>➤ over 12 months (5)</li> </ul>	20	
<b>Agency personnel or contractors are qualified and have appropriate experience to implement project.</b> <ul style="list-style-type: none"> <li>➤ Agency and/or contractor qualifications and experience (including key personnel) demonstrate that they have the technical and managerial capabilities and experience to conduct the project/operate the service <ul style="list-style-type: none"> <li>✓ 10+ years experience (15)</li> <li>✓ 5+ years experience (10)</li> <li>✓ 1+ years experience (0)</li> </ul> </li> </ul>	15	
<b>Estimate the number of trips that will be generated by the project for the target population</b> <ul style="list-style-type: none"> <li>➤ 500 or more new customers (20)</li> <li>➤ 100-500 new customers (10)</li> <li>➤ 0-100 new customers (5)</li> </ul>	20	
<b>TOTAL</b>	<b>150</b>	

**NEW FREEDOM PROJECT CRITERIA**

<b>Project Evaluation Criteria</b>	<b>YES</b>	<b>NO</b>
<b>Project addresses a transportation gap or need as identified in the RATS Human Services Transportation Plan</b> (If "Yes" then continue with scoring sheet. If "No" project is not eligible for funding)		

<b>Project Evaluation Criteria</b>	<b>Maximum Points</b>	<b>Points Awarded</b>
<b>Project increases mobility options for target population</b> <ul style="list-style-type: none"> <li>➤ Increases service levels (hours of day/ days of week) (5)</li> <li>➤ Expanded/ new service to targeted population (5)</li> <li>➤ Introduces mobility management techniques (5)</li> </ul>	15	
<b>Project links high concentrations of the targeted population with key destinations, activity centers, or key employers or concentrations of employers</b>	10	
<b>Project identifies one or more local funding sources and evidences those sources are committed to supplying the necessary local match for the duration of the project.</b> <ul style="list-style-type: none"> <li>➤ Strong Evidence of local match, no TRC requested (20)</li> <li>➤ Some evidence of local match, some TRC requested (15)</li> <li>➤ No evidence of local match, TRC needed to implement project <u>but good faith effort put forward to obtain local funds</u> (10)</li> <li>➤ No evidence of local match, TRC needed to implement project <u>no effort to put forward to obtain local funds</u> (0)</li> </ul>	20	
<b>Project expands on an existing successful pilot project or otherwise provides continued operating funding for an existing service.</b> <ul style="list-style-type: none"> <li>➤ Existing project achieved projected ridership (20)</li> <li>➤ Ridership has increased (compared to pre-project ridership) but has not achieved projected ridership (10)</li> <li>➤ Marketing plan to increase ridership to targeted groups (5)</li> </ul>	20	
<b>Project is derived from a listed strategy within the RATS HSTP or displays innovation</b>	10	
<b>Project utilizes or coordinates with existing public and private human service agency transportation providers or existing public / private transportation providers; or reflects partnerships with non-transit entities and/or private non-profit / for-profit operators</b>	10	
<b>Project promotes likely economic opportunities for persons with disabilities.</b>	10	
<b>Project will be operational within a reasonable timeframe</b> <p>Project is operational within</p> <ul style="list-style-type: none"> <li>➤ 6 months (20)</li> <li>➤ 6-12 months (10)</li> <li>➤ over 12 months (5)</li> </ul>	20	
<b>Agency personnel or contractors are qualified and have appropriate experience to implement project.</b> <ul style="list-style-type: none"> <li>➤ Agency and/or contractor qualifications and experience (including key personnel) demonstrate that they have the technical and managerial capabilities and experience to conduct the project/operate the service <ul style="list-style-type: none"> <li>✓ 10+ years experience (15)</li> <li>✓ 5+ years experience (10)</li> <li>✓ 1+ years experience (0)</li> </ul> </li> </ul>	15	
<b>Estimate the number of trips that will be generated by the project for the target population</b> <ul style="list-style-type: none"> <li>➤ 500 or more new customers (20)</li> <li>➤ 100-500 new customers (10)</li> <li>➤ 0-100 new customers (5)</li> </ul>	20	
<b>TOTAL</b>	<b>150</b>	

## **PROJECTS SELECTED FOR JOB ACCESS AND REVERSE COMMUTE AND NEW FREEDOM FUNDS**

On November 28<sup>th</sup>, 2007, the Rockford Area Transportation Study (RATS) published a notice for public comments as well as a Call for Projects regarding the RATS Coordinated Public Transit-Human Services Transportation Plan. Public comments regarding the HSTP are always welcome, however a “cut off” date for this version of the HSTP was set for January 4<sup>th</sup>, 2008. Proposals for the Call for Projects were due by 5:00pm December 28<sup>th</sup>, 2007.

As of the due date for the Call for Projects, two proposals from the Rockford Mass Transit District (RMTD) were submitted for the 5316 Job Access and Reverse Commute (JARC) and 5317 New Freedom funds. These were the only two projects submitted to RATS for consideration. The following is a listing of projects with explanations from RMTD for the 5316 JARC and 5317 New Freedom funds:

### **Job Access and Reverse Commute (JARC):**

Throughout the last two years RMTD has worked closely with the Getting to Work Committee identifying needs for service throughout the Northern Illinois area. To that end, the committee, now identified as the Mobility Subcommittee, a subcommittee of the Rockford Area Transportation Study (RATS), has identified four major initiatives which it will continue to research in the coming months. However, for the immediate future, RMTD is proposing using the 2007 and 2008 allotment of 5316, or JARC funding to:

- Continue providing service to the Cherry Vale Mall
- Begin extended service to the 173 retail/light industrial corridor in Machesney Park

RMTD began service to Cherry Valley in May of 2007. Due to significant opposition on the part of the Cherry Vale Mall, the number one requested destination of RMTD passengers, current service still does not make it convenient for passengers to access the mall itself. RMTD is of the opinion that there is still considerable work to do before we can say our goal of providing **sustainable** service to the mall has been met.

Additionally, RMTD would request that the Mobility Subcommittee proceed on its #2 priority of providing service to Machesney Park 173 corridor. This idea has been discussed as an area in need due to the employment opportunities popping up in the light industrial park just beyond the RMTD service area. Conversations with Machesney Park decision-makers have also indicated that this area is one that needs service and will be supported by the Village once the JARC seed money has been used. Finally, RMTD can easily provide service to this area within the confines of the JARC dollars allotted.

### **New Freedom:**

The Rockford Mass Transit District through the Rockford Paratransit division has provided paratransit service in accordance with the Americans with Disabilities Act (ADA) for the community since 1995 when the District assumed the services of Winnebago County Paratransit Service. The District's service dictates that passengers on Rockford Paratransit must be medically certified by a physician in order to ride on the curb-to-curb service.

Recently, it has come to the District's attention that there are many individuals in our community who are not qualified for paratransit service, which could indeed ride the fixed route service, but are currently limited because they live too far from a fixed route bus stop. Many times these passengers have a disability that is not limiting enough to enable them to qualify for paratransit service. Therefore, they are forced to find other means of transportation, or navigate getting to the bus stop as best they can, which is extremely difficult and not safe.

It is for this reason and this group of citizens that RMTD/Rockford Paratransit is proposing a new vehicle purchase and a limited shuttle service for the 5317 New Freedom dollars.

RMTD is requesting the purchase of two paratransit vehicles with the 2006 and 2007 New Freedom funds. Once secured, these vehicles will be used as a curb-to-curb shuttle service for those passengers with disabilities, who would not

normally qualify for our (RMTD) paratransit service, but who would use the RMTD fixed route service if they could easily get to the nearest bus stop. The vehicles would pick up these passengers and drop them off at the nearest bus stop on their route, where they would then take the fixed route service to their final destination.

It is important to acknowledge that these projects are based upon the information and needs that have been identified through the Getting to Work in Greater Rockford organization and subsequently, the RATS Mobility Subcommittee. The areas that will be provided service through these projects have also been selected from the four areas identified by the aforementioned organizations and the RATS HSTP. Therefore, upon review of these proposed projects, the Rockford Area Transportation Study endorses the projects submitted by the Rockford Mass Transit District for Job Access and Reverse Commute and New Freedom. These projects address needs that are stated within the RATS Coordinated Public Transit-Human Services Transportation Plan and will benefit transit dependent groups.



## **APPENDIX B**

# **RATS**

**Rockford Area Transportation Study  
Metropolitan Planning Organization**  
City of Rockford, Public Works Department  
425 East State Street, Rockford, IL 61104

## **POLICY COMMITTEE**

Mayor Lawrence J. Morrissey, City of Rockford  
Mayor Darryl F. Lindberg, City of Loves Park  
Board Chairman Scott H. Christiansen, Winnebago County  
President Linda M. Vaughn, Village of Machesney Park  
Mayor Frederic C. Brereton, City of Belvidere  
BOARD CHAIRMAN CATHERINE H. WARD, BOONE COUNTY  
Deputy Director George F. Ryan, Illinois Department  
of Transportation, Region 2

## **PUBLIC COMMENTS AND RESPONSES**

### **RATS COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN JANUARY 2008: AMENDMENT TO THE YEAR 2035 LONG-RANGE TRANSPORTATION PLAN**

#### **INTRODUCTION:**

Public comments and input for the RATS Year 2035 Long-Range Transportation Plan (LRTP) and all other RATS planning documents is an on-going and continuous process. It is a policy of RATS that the public is always welcome to submit comments to the transportation planning process at any time. All RATS Policy, Technical Committee and Subcommittee meetings are open to the public and comments are welcome during those meetings.

The RATS Coordinated Public Transit-Human Services Transportation Plan (HSTP) will become an amendment to the RATS LRTP, which was adopted by the RATS Policy Committee on July 28<sup>th</sup>, 2005. The public involvement process for the HSTP began with the initial meeting of the RATS Mobility Subcommittee on September 11<sup>th</sup>, 2007. Subsequent meetings have been open to the public for participation and comment on the plan.

During the preparation of the RATS HSTP, regular updates regarding the process and progress of this plan were given at all RATS meetings. As the HSTP was being developed, an important step was to identify the process to inform and involve the public as well as to follow the RATS Public Involvement Plan to seek public input. Therefore, the draft document was made widely available to the general public by all means of communication. This involved:

1. Publishing a notice in the Rock River Times on November 28<sup>th</sup>, 2007 stating that the draft HSTP was available for public comment.
2. Posting a copy of the Draft HSTP on the RATS website at <http://rockfordil.gov/government/works/index.cfm?section=planning&id=977>
3. Making the draft HSTP document available to the public through contacting RATS staff.
4. Holding four Public Informational Open Houses. Two of the open houses were held on December 5<sup>th</sup>, 2007 and two were held on December 6<sup>th</sup>, 2007 to seek public input on the draft HSTP as well as to answer any questions that the public might have regarding the HSTP and other RATS documents.

The public comment period for the HSTP was open until January 4<sup>th</sup>, 2008. At the conclusion of the time period, one comment was received. Listed below is the name of the individual(s), organization and subject of the comment.

<b>Name of Person</b>	<b>Date</b>	<b>Organization</b>	<b>Comment Subject</b>
Arthur Ohinsk	12/6/2007	Citizen	Service to the City of Belvidere

The comment made pertained to the need of providing transit service to the City of Belvidere/Boone County area. Listed on the next page is the response to this comment.

Connecting the City of Belvidere with fixed route transit is an issue that has been brought to the attention of RATS, the Rockford Mass Transit District, Boone County Council on Aging, Boone County and the City of Belvidere. This concern was also a topic that the Getting to Work in Greater Rockford organization addressed in their work.

Currently, RATS and RMTD staff are examining various operational scenarios. Providing transit to the City of Belvidere would potentially fall under the Job Access and Reverse Commute (JARC) category.

The current HSTP does include service to the Belvidere area as one of the options. This, as well as other transit service needs will be monitored by the RATS Mobility Subcommittee. As stated in a previous section of this document, tasks of the RATS Mobility Subcommittee are to monitor transportation needs in the RATS Metropolitan Planning Area, assist in updating the HSTP as well as to act upon any other related transit issues as identified by the RATS Technical and Policy Committees.

RATS, the RATS Mobility Subcommittee, RMTD, BCCA and the City of Belvidere/Boone County will continue to explore options to extend service to the Boone County/City of Belvidere area. In addition, the information resulting from the Alternative Analysis will assist the MPO in their analysis.

ROCKFORD AREA TRANSPORTATION STUDY

ATTENDANCE LIST

MEETING: RATS HSTP Public Open House

DATE / TIME: December 5, 2007 11:00am-1:30pm

LOCATION: Rockford Mass Transit District

Name: Organization Address: Phone # e-mail address:

1	Jon Paul Diipia	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 987-5628	jonpaul.diipia@rockfordil.gov
2	Gary W. McIntyre	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 987-5638	gary.mcintyre@rockfordil.gov
3	Steve Ernst	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 967-6734	steve.ernst@rockfordil.gov
4	Steve Haight	Careers, Etc., RATS Mobility Subcommittee	5301 E. State, 61108	815-964-3441	stevch@careersetc.org
5	Dennis Henderson	RMTD	520 MULBERRY ST. 61101	815-961-2238	DMHENDR@KIC.RMTD.ORG
6	Lisa J Brown	RMTD	570 Mulberry, 61101	815-964-2226	LBrown@RMTD.org
7	Chris Jas	IDOT	2302 S. Dickson Pkwy	217-85-2448	Chris.jas@illinois.gov
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ROCKFORD AREA TRANSPORTATION STUDY

ATTENDANCE LIST

MEETING: RATS HSTP Public Open House

DATE / TIME: December 5, 2007 3:30pm-6:30pm

LOCATION: Village of Machesney Park

Name:	Organization	Address:	Phone #	e-mail address:
1 Jon Paul Dipla	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 987-5628	jonpaul.dipla@rockfordil.gov
2 Gary W. McIntyre	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 987-5638	gary.mcintyre@rockfordil.gov
3 Steve Ernst	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 967-6734	steve.ernst@rockfordil.gov
4 Curtis Jones	RDOT	2700 S. Duane Hwy, SPEIGHT	(815) 785-2595	curtis.jones@illinois.gov
5 Linda Vaughn	Machesney Park	300 Machesney Rd	(815) 877-5432	on file
6 Chad Hunter	Machesney Park	300 Machesney Rd	(815) 877-5432	chad.hunter@rockfordil.gov
7 Levi Mitchell	Machesney Park	300 Machesney Rd	(815) 877-5432	levi.m@rockfordil.gov
8 Chad Atkinson	Machesney Park	300 Machesney Rd	8775432	chada@rockfordil.gov
9 Paula Hughes	RMTD	520 Mulberry, RMTD	961-1227	phughes@rmtd.org
10 DENNY HENDRICKS	RMTD	"	961-3228	DENNYHENDRICKS@RMTD.ORG
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ROCKFORD AREA TRANSPORTATION STUDY

ATTENDANCE LIST

MEETING: RATS HSTP Public Open House

DATE / TIME: December 6, 2007 11:00am-1:30pm

LOCATION: Boone County Council on Aging

Name:	Organization	Address:	Phone #	e-mail address:
1 Jon Paul Dipla	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 987-5628	jonpaul.dipla@rockfordil.gov
2 Gary W. McIntyre	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 987-5638	gary.mcintyre@rockfordil.gov
3 Steve Ernst	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 967-6734	steve.ernst@rockfordil.gov

4	Margie Housh	Boone County Courthouse	815-544-9843	j.slatton@housh.com
5	John Slatton	2141 Home Luchow	815-547-9291	John.Slatton@housh.com
6	Ch. Olanek	280 Highway	N/A	
7		Bellevue		
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# ROCKFORD AREA TRANSPORTATION STUDY

## ATTENDANCE LIST

MEETING: RATS HSTP Public Open House

DATE / TIME: December 6, 2007 3:30pm-6:30pm

LOCATION: The Workforce Connection

Name:	Organization	Address:	Phone #	e-mail address:
1 Jon Paul Diipia	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 987-5628	jonpaul.diipia@rockfordil.gov
2 Gary W. McIntyre	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 987-5638	gary.mcintyre@rockfordil.gov
3 Steve Ernst	City of Rockford / RATS	425 East State St., Rockford, IL 61104	(815) 967-6734	steve.ernst@rockfordil.gov
4 John S.				
5 Darcy B.				
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## APPENDIX C



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Rockford Metropolitan Agency For Planning

## RESOLUTION 2009-10

**RE: YEAR 2035 LONG-RANGE TRANSPORTATION PLAN – AMENDMENT: COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN PROJECT APPLICATION AND EVALUATION CRITERIA**

- WHEREAS** the Rockford Metropolitan Agency for Planning (RMAP) is the Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Area (RMA), and the RMAP Policy Committee is responsible for transportation planning within the area; and
- WHEREAS** the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and its predecessors, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), require a Long-Range Transportation Plan; and
- WHEREAS** the Year 2035 Long-Range Transportation Plan for the Rockford Metropolitan Agency for Planning was adopted by the Policy Committee on *July 28, 2005* and makes reference to the Coordinated Public Transit-Human Services Transportation Plan for the Rockford Metropolitan Planning Area (MPA); and
- WHEREAS** the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires a “locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs and prioritizes transportation services for funding and implementation” ; and
- WHEREAS** a Coordinated Public Transit-Human Services Transportation Plan (HSTP) is required to utilize Federal Transit Administration Section 5310, 5316 and 5317 funds (respectively Elderly Individuals and Individuals with Disabilities; Job Access and Reverse Commute; New Freedom); and
- WHEREAS** a Coordinated Public Transit-Human Services Transportation Plan, which assesses the transit needs and gaps for transit dependent populations, has been adopted (January 17<sup>th</sup>, 2008 / RATS Resolution 2008-2) by RMAP in the interest of promoting, developing and maintaining, safe, efficient and viable transportation options for individuals with disabilities, individuals with low income and elderly individuals within the RMAP MPA; and
- WHEREAS** the RMAP HSTP is a continuing and cooperative document and is reviewed by RMAP staff, the RMAP Mobility Subcommittee and RMAP Technical Committee on an annual basis to determine and assess transit needs and gaps (which include, but are not limited to, transportation options to employment centers/locations, etc.) for transit dependent populations; and
- WHEREAS** the RMAP HSTP Project Application and Selection Criteria have been produced by the RMAP Mobility Subcommittee to assist interested parties in submitting projects and applying for Job Access and Reverse Commute/JARC (FTA Section 5316) and New Freedom (FTA Section 5317) funds; and
- WHEREAS** the RMAP HSTP Project Application and Selection Criteria make note of the importance of sustainability in projects that are submitted for either the JARC or New Freedom programs; and
- WHEREAS** the RMAP Mobility Subcommittee and the RMAP Technical Committee have reviewed the RMAP HSTP Project Application and Selection Criteria and has recommended amending the January 17<sup>th</sup>, 2008 version of the RMAP HSTP as well as to the RMAP LRTP subsequent adoption by the RMAP Policy Committee;

**our future, our goals, our map** 313 North Main Street, Rockford, IL 61101 **815.964.RMAP** direct **815.967.6913** fax [rmapil.org](http://rmapil.org)

Mayor Frederic C. Brereton,  
City of Belvidere, Chairman  
Mayor Lawrence J. Morrissey,  
City of Rockford, Vice-Chairman

Mayor Darryl F. Lindberg,  
City of Loves Park  
Mayor Tom Strickland,  
Village of Machesney Park

Chairman Scott H. Christiansen,  
County of Winnebago  
Chairman Bob Walberg,  
County of Boone

Deputy Director George F. Ryan,  
Illinois Department of Transportation,  
Region 2



Rockford Metropolitan Agency For Planning

**NOW, THEREFORE, BE RESOLVED**

That the RMAP Policy Committee adopts the Coordinated Public Transit-Human Services Transportation Plan **Project Application and Evaluation Criteria**, (June 25, 2009 version) as an *amendment* to the **RMAP HSTP** and to the **RATS/RMAP Year 2035 Long Range Transportation Plan**.

Dated this twenty-fifth day of June 2009

Frederic C. Brereton, Chairman – RMAP Policy Committee  
Mayor,  
City of Belvidere

Lawrence J. Morrissey, Vice-Chairman – RMAP Policy Committee  
Mayor,  
City of Rockford

Tom Strickland,  
Mayor,  
Village of Machesney Park

Scott H. Christiansen,  
Winnebago County Board Chairman,  
Winnebago County

Darryl F. Lindberg,  
Mayor,  
City of Loves Park

Bob Walberg,  
Boone County Board Chairman,  
Boone County

George F. Ryan,  
Deputy Director, Illinois Department of Transportation, Region 2

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City of Rockford, Vice-Chairman

Mayor Darryl F. Lindberg,  
City of Loves Park  
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Village of Machesney Park

Chairman Scott H. Christiansen,  
County of Winnebago  
Chairman Bob Walberg,  
County of Boone

Deputy Director George F. Ryan,  
Illinois Department of Transportation,  
Region 2



Rockford Metropolitan Agency For Planning

313 NORTH MAIN STREET

ROCKFORD, IL 61101

815.964.RMAP

(FAX) 815.967.6913

# Coordinated Public Transit - Human Services Transportation Plan (HSTP)

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Section 5316 – Job Access and Reverse Commute (JARC)  
and  
Section 5317 – New Freedom

## -Application Form-

(June 25, 2009 version)

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*Completed applications along with TWO (2) copies are required to be submitted  
by (DATE) at (TIME) to:*

Jon Paul Diipla  
Rockford Metropolitan Agency for Planning  
313 North Main Street  
Rockford, IL 61101  
E-mail: [jonpaul.diipla@rockfordil.gov](mailto:jonpaul.diipla@rockfordil.gov)

## I. Eligible Applicants

For the Rockford, IL Urbanized Area, the Rockford Mass Transit District (RMTD) is the Designated Recipient for Job Access and Reverse Commute (JARC) and New Freedom funding. There are three categories of eligible subrecipients of JARC and New Freedom funds:

- 1) Private non-profit organizations within the RMAP Urbanized Area.
- 2) Local governmental bodies located within the RMAP Urbanized Area; and
- 3) Operators of public transportation services, including private operators of public transportation services within the RMAP Urbanized Area.

## II. Eligible Projects

Funding under the two programs is limited; therefore the intent of these funds is for new and innovative projects to meet the unmet transportation needs of people with disabilities and individuals with low incomes (New Freedom) and/or Job Access and Reverse Commute services for low income individuals (JARC). Funding may be used for capital or operating projects that meet the JARC and New Freedom Program goals and respond to one or more of the goals identified in the [RMAP Coordinated Public Transit-Human Services Transportation Plan \(HSTP\)](#).

## III. Federal/Local Match Requirements

The Federal share of eligible capital expenses may not exceed 80% of the net project costs. The Federal share of eligible operating expenses may not exceed 50% of the net operating costs.

Match Requirements		
<i>Type of Funding</i>	<i>Federal Share</i>	<i>Local Share</i>
Capital	80%	20%
Operating	50%	50%

All of the local share *must* come from sources other than Federal Department of Transportation (DOT) funds. Federal DOT program funds cannot be used as a source of local match for other FTA programs, even when used to contract for service. Some examples of sources for local match monies that may be used for any or all of the local share include local appropriations, other non-DOT Federal funds, dedicated tax revenues, private donations, revenue from human service contracts, and net income generated from advertising and concessions. Income from contracts to provide human service transportation may be used to either reduce the net project cost (treated as revenue) or provide local match for JARC and/or New Freedom operating assistance. In either case, the cost of providing the contract service is included in the total project cost.

Project sustainability is also of importance. Commitment stating that there is support for the project in the years after the JARC or New Freedom funds are exhausted is a significant element of projects submitted.



#### IV. Planning and Coordination Requirements

To be eligible for funding, SAFETEA-LU requires that projects funded through the JARC and New Freedom Programs “must be derived from a locally developed, coordinated public transit-human services transportation plan”. This plan, the [RMAP Coordinated Public Transit-Human Services Transportation Plan](#) is available at <http://rmapil.org>

Applicants are encouraged to familiarize themselves with this document to ensure their project is consistent with the Plan. Applicants are also encouraged to coordinate with other private, public, and non-profit and human services transportation providers. All awarded projects are *required* to be derived from the Human Services Transportation Plan. Additionally, those interested in applying for JARC or New Freedom funds are *encouraged* to attend the RMAP Mobility Subcommittee. An annual meeting calendar is posted on the RMAP website, [www.rmapil.org](http://www.rmapil.org). Interested applicants are welcome to participate in this forum and receive assistance with any questions they might have regarding this application or the HSTP process in general.

#### V. Certifications and Assurances

Applicants whose projects are selected for JARC and/or New Freedom Programs funds will be required to comply with all FTA requirements. Specifically, the applicant will need to sign FTA’s Certifications and Assurances for the specific funding programs for which your organization is applying. Because they are based on Federal and State requirements, they may not be altered in any way. They must be signed and dated by the local attorney and the applicant’s agency’s authorized official. Organizations unable to complete these certifications and assurances will not receive funding and should not apply for funding. These aforementioned certifications and assurances are provided at [http://www.fta.dot.gov/documents/2009-Certs-Appendix\\_A.pdf](http://www.fta.dot.gov/documents/2009-Certs-Appendix_A.pdf).

#### VI. Award Requirements

Applicants (i.e. subrecipients) selected for funding under the JARC and New Freedom Programs will enter into a grant agreement with the Rockford Mass Transit District.

## APPLICATION INSTRUCTIONS

Applications will be reviewed to ensure that all required information has been provided and that the application is complete. Incomplete applications or those submitted after the application deadline will not be considered for funding. If requesting funding for multiple projects, complete separate forms for each project for which you are seeking funds.

The application contains information that will be circulated to the RMAP Mobility Subcommittee for their review, evaluation, and scoring. The deadline for submitting applications is **(DATE)** at **(TIME)**.

## APPLICATION CHECKLIST

The following checklist represents all of the information and attachments required to be considered for funding. Incomplete applications and those submitted after the deadline will not be considered for funding.

- ☐ Cover Letter – include name, address and phone number of applicant as well as contact person. The letter should be signed by the individual(s) with authority to execute contracts on your organization's behalf.
- ☐ Applicant Overview (Part I)
- ☐ Application (Parts II & III) – Two (2) copies of completed application, including:
  - ☐ Completed forms
  - ☐ Appropriate attachments
- ☐ Letter of commitment to project. Letter of commitment stating that there is support for the project in the years after the JARC or New Freedom funds are exhausted. Also, indicate if matching funds are coming from a source other than the applicant's own budget (i.e. local municipality, employment center, etc.). This letter of commitment must be signed by the agency's official who is authorized to grant matching funds to the applicant, and must state the amount of matching funds available.

Applications may also be submitted *electronically* to RMAP. If your organization so chooses to submit this application electronically, the following steps **must** be completed:

- ☐ Submit all application material as listed above
- ☐ Mail a letter to Rockford Metropolitan Agency for Planning (RMAP) notifying the MPO that the application will be / or has been submitted electronically to RMAP. In letter, please indicate the date in which the application was submitted to RMAP. The letter should be signed by the individual(s) with authority to execute contracts on your organization's behalf.

## Section 5316 (JARC) and Section 5317 (New Freedom) Project Application

### Part I – Applicant Overview

<b>Applicant Information</b>			
Legal Name:			
Contact Person:			
Address:			
City/State/Zip Code:			
Telephone:		Fax:	
Email:		Website:	
List the name(s) and titles of persons authorized to enter into contract(s) and amendments with RMTD:			
Name: _____		Title: _____	
Name: _____		Title: _____	
Applicant Status:			
<input type="checkbox"/> Private Non-Profit Organization <input type="checkbox"/> Local Government <input type="checkbox"/> Private			
List of Project Partners (if applicable):			
<u>Organization</u>	<u>Contact</u>	<u>Address</u>	<u>Phone/Email</u>
1.			
2.			
3.			
<i>(If necessary, continue list on a separate page and attach to this document)</i>			
<b>Program</b>			
<input type="checkbox"/> Section 5316 – JARC Capital (80/20)		<input type="checkbox"/> Section 5316 – JARC Operating (50/50)	
<input type="checkbox"/> Section 5317 – New Freedom Capital (80/20)		<input type="checkbox"/> Section 5317 – New Freedom Operating (50/50)	
<b>Project Information</b>			
Project Name:			
Specific Service Area:			
Estimated Number of People to be Served (monthly):			
<input type="checkbox"/> Low-Income _____	<input type="checkbox"/> Elderly _____	<input type="checkbox"/> Disabled _____	
Budget:	JARC	New Freedom	
Total Cost of Project	\$	\$	
Federal Funds	\$	\$	
Local Funds	\$	\$	



## Section 5316 (JARC) and Section 5317 (New Freedom) Project Application

### Part II – Project Narrative

#### Project Description:

#### Goals & Objectives:

- A) Describe the targeted population to be served.
- B) Describe the unmet transportation need that the proposed project seeks to address and indicate how the project addresses the need. Explain how the project increases or enhances availability of transportation of the targeted population.
- C) Identify which goals within the Human Services Transportation Plan this project responds to.
- D) Estimate the number of people within the target population the project will serve and briefly describe the rationale for the projection – total number of individuals to be served and average number of one-way trips provided (if applicable) per month. In addition, please include an explanation of how the number of trips has been determined (i.e. past requests for service, etc.).

#### Coordination:

- A) Describe if and how the project will be coordinated with other social service agencies and/or public transportation providers. (Ex. sharing vehicles, dispatching, scheduling, maintenance, coordinating client trips, training, etc.)
- B) Identify partners/stakeholders and indicate any private sector involvement. (Attach letters of support for each stakeholder)
- C) Indicate how stakeholders will be involved throughout the project.

### Implementation:

- A) Provide an operational plan for providing service. (Include time table, route map, and/or service map if applicable)
- B) Describe how the agency intends to implement the project. Also, please provide a timeline for implementation of the project
- C) Explain how the project relates to other services or programs provided by your agency and express how it can be achieved within the agency's technical ability.

### Managerial Capability:

- A) Describe the agency's ability to manage the project and the number of years the agency has worked with this targeted population.
- B) Describe key personnel assigned to the project. Will the agency need to hire additional personnel to support the project?
- C) Describe how the agency will manage risk and provide for safe delivery of services (i.e. driver training and safety, vehicles used, vehicle safety and maintenance and insurance).

### Fiscal Capability:

- A) Provide a complete budget indicating project revenues and expenditures in the format provided in *Part III*.
- B) Describe how the project relates to any other programs that the agency operates, and *if applicable* how these resources can be coordinated for the project.
- C) Describe any potential long-term efforts or funding sources (i.e. local municipal, business, private, etc.) that will sustain the project should the JARC and/or New Freedom funding be no longer available in future years.

### Program Effectiveness:

- A) Identify performance measures to track the effectiveness of the service in meeting the identified goals.
- B) Describe the agency's plan for monitoring and evaluating the project.
- C) Briefly describe any new or innovative solutions demonstrated by the project and whether it could be replicated elsewhere in the region or state.

Section 5316 (JARC) and Section 5317 (New Freedom) Project Application  
Part III – Project Budget

Operations Budget

	Project Budget
Vehicle Operations	_____
Personnel	_____
Administration	_____
Maintenance	_____
Vehicle Insurance	_____
Other Expenses _____	_____
<b>Total Operating Expenses</b>	_____
Fares	_____
Other _____	_____
<b>Total Operating Revenue</b>	_____
<b>Net Project Cost</b>	_____
Local Funding _____	_____
Local Funding _____	_____
Local Funding _____	_____
<b>Total Local Funds (50%)</b>	_____
<b>Federal Funds (50%)</b>	_____

(continued on next page)

Capital Budget

Capital Equipment	Type of Service	Cost	Federal Share (80%)	Local Share (20%)	Source of Local Share
Total Cost					

**JOB ACCESS AND REVERSE COMMUTE PROJECT CRITERIA (JARC)**

<i>Project Evaluation Criteria</i>	<i>YES</i>	<i>NO</i>
Project addresses a transportation gap or need as identified in the RMAP Human Services Transportation Plan <i>(If "Yes" then continue with scoring sheet. If "No" project is not eligible for funding)</i>		

<i>Project Evaluation Criteria</i>	<i>Maximum Points</i>	<i>Points Awarded</i>
<b>Project increases mobility options for target population</b> <ul style="list-style-type: none"> <li>➤ Increases service levels (hours of day/ days of week) (5)</li> <li>➤ Expanded/ new service to targeted population (5)</li> <li>➤ Introduces mobility management techniques (5)</li> </ul>	15	
<b>Project links high concentrations of the targeted population with key destinations, activity centers, or key employers or concentrations of employers</b>	10	
<b>Project identifies one or more local funding sources and evidences those sources are committed to supplying the necessary local match for the duration of the project.</b> <ul style="list-style-type: none"> <li>➤ Strong Evidence of local match, no TRC requested (20)</li> <li>➤ Some evidence of local match, some TRC requested (15)</li> <li>➤ No evidence of local match, TRC needed to implement project <u>but good faith effort put forward to obtain local funds</u> (10)</li> <li>➤ No evidence of local match, TRC needed to implement project <u>no effort to put forward to obtain local funds</u> (5)</li> </ul> <p>(* TRC= Toll Revenue Credit (can only be applied towards capital) )</p>	20	
<b>Project expands on an existing successful pilot project or otherwise provides continued operating/capital funding for an existing service.</b> <ul style="list-style-type: none"> <li>➤ Existing project achieved projected ridership (20)</li> <li>➤ Ridership has increased (compared to pre-project ridership) but has not achieved projected ridership (10)</li> <li>➤ Marketing plan to increase ridership to targeted groups (5)</li> </ul>	20	
<b>Project is derived from a listed strategy within the RMAP HSTP or displays innovation</b>	10	
<b>Project utilizes or coordinates with existing public and private human service agency transportation providers or existing public / private transportation providers; or reflects partnerships with non-transit entities and/or private non-profit / for-profit operators</b>	10	
<b>Project promotes likely economic opportunities for persons with low income.</b>	10	

<b>Project will be operational within a reasonable timeframe</b>  Project is operational within ➤ 6 months (20) ➤ 6-12 months (10) ➤ over 12 months (5)	20	
<b>Agency personnel or contractors are qualified and have appropriate experience to implement project.</b>  ➤ Agency and/or contractor qualifications and experience (including key personnel) demonstrate that they have the technical and managerial capabilities and experience to conduct the project/operate the service ✓ 10+ years experience (15) ✓ 5+ years experience (10) ✓ 1+ years experience (5)	15	
<b>Estimate the number of trips that will be generated by the project for the target population</b>  ➤ 500 or more new customers (20) ➤ 100-500 new customers (10) ➤ 0-100 new customers (5)	20	
<b>Project is sustainable past identified project period</b> ➤ Applicant-identified sources have committed to continue their levels of funding and have stated that the levels of support may increase if project is successful (25) ➤ Applicant has in place plans to monitor and evaluate project (15) ➤ Applicant does not have set plans to monitor and evaluate or has not identified sources committed to continue funding levels (0)	25	
<b>Significant support is shown for the project</b> ➤ Project applications include letters of support from key stakeholders (25) ➤ Letters define the specific nature of participation in project (15) ➤ There is not significant defined support for the project (0)	25	
<b>.TOTAL</b>	<b>200</b>	

# NEW FREEDOM PROJECT CRITERIA

<i>Project Evaluation Criteria</i>	<i>YES</i>	<i>NO</i>
Project addresses a transportation gap or need as identified in the RMAP Human Services Transportation Plan <i>(If "Yes" then continue with scoring sheet. If "No" project is not eligible for funding)</i>		

<i>Project Evaluation Criteria</i>	<i>Maximum Points</i>	<i>Points Awarded</i>
<b>Project increases mobility options for target population</b> <ul style="list-style-type: none"> <li>➤ Increases service levels (hours of day/ days of week) (5)</li> <li>➤ Expanded/ new service to targeted population (5)</li> <li>➤ Introduces mobility management techniques (5)</li> </ul>	15	
<b>Project links high concentrations of the targeted population with key destinations, activity centers, or key employers or concentrations of employers</b>	10	
<b>Project identifies one or more local funding sources and evidences those sources are committed to supplying the necessary local match for the duration of the project.</b> <ul style="list-style-type: none"> <li>➤ Strong Evidence of local match, no TRC requested (20)</li> <li>➤ Some evidence of local match, some TRC requested (15)</li> <li>➤ No evidence of local match, TRC needed to implement project <u>but good faith effort put forward to obtain local funds</u> (10)</li> <li>➤ No evidence of local match, TRC needed to implement project <u>no effort to put forward to obtain local funds</u> (5)</li> </ul> <p>(* TRC= Toll Revenue Credit (can only be applied towards capital) )</p>	20	
<b>Project expands on an existing successful pilot project or otherwise provides continued operating/capital funding for an existing service.</b> <ul style="list-style-type: none"> <li>➤ Existing project achieved projected ridership (20)</li> <li>➤ Ridership has increased (compared to pre-project ridership) but has not achieved projected ridership (10)</li> <li>➤ Marketing plan to increase ridership to targeted groups (5)</li> </ul>	20	
<b>Project is derived from a listed strategy within the RMAP HSTP or displays innovation</b>	10	
<b>Project utilizes or coordinates with existing public and private human services agency transportation providers or existing public / private transportation providers; or reflects partnerships with non-transit entities and/or private non-profit / for-profit operators</b>	10	

<b>Project promotes likely economic opportunities for persons with disabilities.</b>	10	
<b>Project will be operational within a reasonable timeframe</b>  Project is operational within ➤ 6 months (20) ➤ 6-12 months (10) ➤ over 12 months (5)	20	
<b>Agency personnel or contractors are qualified and have appropriate experience to implement project.</b>  ➤ Agency and/or contractor qualifications and experience (including key personnel) demonstrate that they have the technical and managerial capabilities and experience to conduct the project/operate the service ✓ 10+ years experience (15) ✓ 5+ years experience (10) ✓ 1+ years experience (5)	15	
<b>Estimate the number of trips that will be generated by the project for the target population</b>  ➤ 500 or more new customers (20) ➤ 100-500 new customers (10) ➤ 0-100 new customers (5)	20	
<b>Project is sustainable past identified project period</b> ➤ Applicant-identified sources have committed to continue their levels of funding and have stated that the levels of support may increase if project is successful (25) ➤ Applicant has in place plans to monitor and evaluate project (15) ➤ Applicant does not have set plans to monitor and evaluate or has not identified sources committed to continue funding levels (0)	25	
<b>Significant support is shown for the project</b> ➤ Project applications include letters of support from key stakeholders (25) ➤ Letters define the specific nature of participation in project (15) ➤ There is not significant defined support for the project (0)	25	
<b>.TOTAL</b>	<b>200</b>	



## POLICY COMMITTEE

### RESOLUTION 2010-7

**RE: COORDINATED PUBLIC TRANSIT-HUMAN SERVICES  
TRANSPORTATION PLAN – AMENDMENT:**

- WHEREAS** the Rockford Metropolitan Agency for Planning (RMAP) is the Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Area, and the RMAP Policy Committee is responsible for transportation planning within the area; and
- WHEREAS** the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and its predecessors, the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), require a Long-Range Transportation Plan; and
- WHEREAS** the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires a "locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs and prioritizes transportation services for funding and implementation"; and
- WHEREAS** a Coordinated Public Transit-Human Services Transportation Plan is required to utilize Federal Transit Administration Section 5310, 5316 and 5317 funds (respectively Elderly Individuals and Individuals with Disabilities; Job Access and Reverse Commute; New Freedom); and
- WHEREAS** a Coordinated Public Transit-Human Services Transportation Plan, which assesses the transit needs and gaps for transit dependent populations, has been adopted by the RMAP Policy Committee in the interest of promoting, developing and maintaining, safe, efficient and viable transportation options for individuals with disabilities, individuals with low income and elderly individuals within the RMAP MPA; and
- WHEREAS** the MPO created the RMAP Mobility Subcommittee, which has provided and continues to provide both technical and public insight as to the transit needs for public transit dependent populations in the RMAP MPA; and
- WHEREAS** part of the continuing and comprehensive transportation planning process it may be necessary to update/amend specific RMAP planning documents to address planning emphasis or form comments received from a public participation process which warrant inclusion into specific planning documents of RMAP; and
- WHEREAS** The Mobility Subcommittee has identified the need for bus shelters as an additional need for inclusion in the HSTP and that this information is listed in "Addendum A"; and
- WHEREAS** the RMAP Technical Committee has reviewed "Addendum A" to the RMAP Coordinated Public Transit-Human Services Transportation Plan and has recommended amending the January 17<sup>th</sup>, 2008 version to the RMAP HSTP subsequent adoption by the RATS Policy Committee;



Rockford Metropolitan Agency For Planning

## NOW, THEREFORE, BE RESOLVED

That the RMAP Policy Committee amends the **RMAP Coordinated Public Transit-Human Services Transportation Plan**, (January 17<sup>th</sup>, 2008 version) as stated in "Addendum A".

Dated this 20<sup>th</sup> day of May 2010.

Frederic C. Brereton, Chairman – RMAP Policy Committee  
Mayor,  
City of Belvidere

Lawrence J. Morrissey, Vice-Chairman – RMAP Policy Committee  
Mayor,  
City of Rockford

Tom Strickland,  
Mayor,  
Village of Machesney Park

Scott H. Christiansen,  
Winnebago County Board Chairman,  
Winnebago County

Darryl F. Lindberg,  
Mayor,  
City of Loves Park

Bob Walberg,  
Boone County Board Chairman,  
Boone County

George F. Ryan,  
Deputy Director,  
Illinois Department of Transportation, Region 2

our future, our goals, our map 313 North Main Street, Rockford, IL 61101 815.964.RMAP direct 815.967.6913 fax rmapil.org

Mayor Frederic C. Brereton,  
City of Belvidere, Chairman  
Mayor Lawrence J. Morrissey,  
City of Rockford, Vice-Chairman

Mayor Darryl F. Lindberg,  
City of Loves Park  
Mayor Tom Strickland,  
Village of Machesney Park

Chairman Scott H. Christiansen,  
County of Winnebago  
Chairman Bob Walberg,  
County of Boone

Deputy Director George F. Ryan,  
Illinois Department of Transportation,  
Region 2



Rockford Metropolitan Agency For Planning

-Addendum A-

Through the continuing process of monitoring transit needs throughout the RMAP planning area, the RMAP Mobility Subcommittee has determined that the need for bus shelters is an important element to place within the HSTP. Additional bus shelters and maintenance of existing (and future) bus shelters will help to improve conditions for and assist in the safety and security of passengers as they utilize the Rockford Mass Transit District buses.

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Mayor Frederic C. Brereton,  
City of Belvidere, Chairman

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Village of Machesney Park

Chairman Scott H. Christiansen,  
County of Winnebago

Chairman Bob Walberg,  
County of Boone

Deputy Director George F. Ryan,  
Illinois Department of Transportation,  
Region 2

## **References**

### **Federal Guidance:**

- Federal Transit Administration Circular FTA C 9070 1F: *Elderly Individuals and Individuals with Disabilities Program Guidance and Application Instructions*. Section 5310. May 1, 2007.
- Federal Transit Administration Circular FTA C 9050.1: *The Job Access and Reverse Commute (JARC) Program guidance and Application Instructions*. Section 5316. May 1, 2007
- Federal Transit Administration Circular FTA C 9045.1: *New Freedom Program Guidance and Application Instructions*. Section 5317. May 1, 2007.
- Federal Register (Volume 71, Number 23). *FTA Fiscal Year 2006 Apportionments*; Notice, February 3, 2006.
- Federal Register (Volume 72, Number 56). *Federal Transit Administration Fiscal Year 2007 Apportionments and Allocations and Program Information*; Notice, March 23, 2007.
- Federal Register (Volume 72, Number 206). *Federal Transit Administration Fiscal Year 2008 Annual List of Certifications and Assurances for Federal Transit Administration Grants and Cooperative Agreements*; Notice October 25, 2007

### **Planning Process:**

- Rockford Area Transportation Study. *Year 2035 Long-Range Transportation Plan*. July 28, 2005.
- Rockford Area Transportation Study. *Cooperative Agreement Forming and Empowering the Rockford Area Transportation Study*. July 24, 2003.
- Vlecides Schroeder Assoc. Inc. Roscoe/Rockton Transit Feasibility Study. December 2003.

### **Identified Transit Needs and Gaps**

- Getting to Work in Greater Rockford: A Transportation -to-Work Project. *Findings and Recommendations for Job Access and Reverse Commute (JARC) Funding*. September 2005.