



Rockford Area Transportation Study
Metropolitan Planning Organization

POLICY COMMITTEE

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 of Transportation, District 2

Meeting Minutes – RATS Technical Committee

Meeting Date: June 17, 1999 – Loves Park City Hall

Members Present: Carlos Molina, Winnebago County Highway Dept.; David Noel, Winnebago County Planning Dept.; Russ Petrotte, Rockford Community Development; Dan Jacobson, City of Loves Park; Bob Martin, Loves Park Transit System; Mary Allen Verdun, IDOT District 2; Bob Martin, Loves Park transit System; Michael Zonsius, Greater Rockford Airport Authority.

Others Present: Bob Soltau, Illinois Department of Transportation (Springfield); Gary McIntyre, RATS; Ginny Gregory, Rockford Planning Division; Joe Heck, State Line Area Transportation Study; Shawn Robinson, Belvidere Daily Republican.

1. CALL TO ORDER / APPROVAL OF MINUTES : At 10:02 AM, on behalf of Wayne Dust who would not be in attendance, Russ Petrotte called the meeting to order. A motion to approve the minutes of the April 22nd and the May 20th, 1999 meetings was made by Marry Allen Verdun, seconded by David Noel and approved unanimously without corrections.

2. AGENCY REPORTS: Agencies present reported on the progress of their ongoing highway projects. An updated TIP Status Report listing highway improvement projects is attached to these minutes reflecting the updated information.

3. FY 2000 TIP: Mr. Petrotte called attention to the June 11, 1999 version of the TIP that was mailed to all persons on the RATS mailing list. This draft includes the complete text of the proposed FY 2000 TIP and first draft of the transit tables. Mr. Petrotte explained that on June 15th, staff from RMTD, LPTS and RATS met

for the purpose of reviewing and refining this June 11th draft. As a result, the transit operators agreed that Tables 7 and 8 should be modified to reflect the following projects for FY 2000.

RMTD Projects & Total Costs	
Associated Maintenance Costs	\$468,300
In-bus Street Anncement System	\$400,000
In-bus Surveillance System	\$190,000
Forklift Truck (Replacement)	\$25,000
Paratransit Storage Bldg	\$1,250,000
Mobile Data Terminal for Pt Vehs	\$200,000
Public Info Sys for Transfer Cent	\$16,200
Drivers Seats (Replacements)	\$5,400
Pressure Washer (Replacement)	\$5,500
Whchair List Assembly (Spares)	\$38,000
Airless Paint Sprayer	\$1,600
Fire Prf Pnt/solvent Storage Cabs	\$2,200
Transmission Jack (Heavy Duty)	\$6,000
Engine Diagnostic System	\$6,000
Benches (Otdoor at Trnsfer Cent)	\$6,400
Information Kiosks	\$12,000
LPTS Projects and Costs	
Associated Maintenance Costs	\$93,382
Building Roof Reir & Reconst	\$55,000
Heating System Reno/correction	\$25,000
Fareboxes (Compact for Pt Vehs)	\$22,500
Tv/vcr & Lockable Cabinet	\$5,000
Portable Ladder/steps (8.5 Ft)	\$1,000
Scanner (Computer Peripheral)	\$600
Wheel Dolly, High Lift	\$5,000
Furniture (For Office/breakroom)	\$5,000

Fire Proof Cabinet/safe	\$2,000
Fire Proof Pnt/solvent Strg Cabs	\$3,300
Diesel Heating Systems	\$9,000
Pressure Washer (Replacement)	\$5,500
Mobile Jack (4-6 Tons)	\$2,000
Mobile Jack (10 Ton / Low Profile)	\$3,500
High Lift Axel Supports (Set)	\$2,200
Bus Stop Passenger Shelters	\$15,000
Information Kiosks	\$1,200

Mr. Petrotte noted that the last two projects for both RMTD and LPTS are “enhancement projects.”

Also, an additional project requested by LPTS is a replacement raised-roof paratransit van. This request was considered valid. However, RMTD suggested that one of their new but underutilized paratransit vehicles should be transferred to LPTS. The subject van is the type requested by LPTS and was recently awarded through the IDOT procurement program. Between the time when the vehicle was requested and when it was delivered (nearly two years), RMTD discovered that vehicles of this size were less cost-effective for them to operate (they have succeeded in considerable trip consolidation and the vehicle is too small). Also, the vehicle is gasoline powered while RMTD’s fueling facility is diesel. The vehicle will fit much better into LPTS’s smaller-scale paratransit operation. RMTD and LPTS will request that the vehicle be transferred to LPTS.

In addition, an error was noted on page 13 of the TIP text (second column, first paragraph). TEA-21 specifies that one percent of Section 5307 funds be spent on “enhancements”; not ten percent, as stated. Also, both operators stated that the exact costs for various projects were still being researched. Further corrections were likely over the next few weeks, especially with regard to “Associated Maintenance Costs.”

With regard to the Highway Element, it was noted that the funding type called High Priority Projects (HPP) should be added to the funding sources for roadway improvements on page 16 of the draft.

Michael Zonsius noted that Table 2 should be corrected to reflect the correct spelling of his name and the address is 60 Airport Drive, 61109.

Also, at the suggestion of Bob Soltau a “certification resolution” regarding the Metropolitan Transportation Planning Process Certification will be added. A sample of this resolution was circulated to the Committee for review.

With the above corrections, the proposed FY 2000 TIP will be laid over for another month to allow for further public comments and possible changes.

After the completion of the discussion of the FY 2000 TIP, Gary McIntyre turned the Committee’s attention to the need to amend the FY99 TIP. Specifically, the Independence Avenue Bridge over the South Branch of Kent Creek is in need of reconstruction. \$40,000 has been made available from the Federal HBRR Program for this purpose. \$10,000 in matching funds will be provided by the City of Rockford. The project number is 3-99-7. Mr. McIntyre distributed copies of draft Resolution 99-9 and asked that the Committee recommend approval of this resolution by the Policy Committee. A motion was made to that effect by David Noel and seconded by Mary Allen Verdun. With no further comments the motion was approved unanimously.

4. WinGIS: Russ Petrotte made a brief presentation regarding the WinGIS proposal. He distributed copies of a 4-page summary of the proposal and talked about the highlights. The proposal has six main points:

- a. The creation of a formal partnership among eight core participants (Rockford, Loves Park, Machesney Park, Cherry Valley, Winnebago County, Rock River Water Reclamation, Rockford Park District and the North Park Public Water District). This partnership would form, fund and operate the regional GIS.
- b. The hiring of a core of WinGIS staff.
- c. The purchase of a new digital aerial orthophoto map and digital terrain model of all of Winnebago county.
- d. The creation of a database warehouse.
- e. The purchase of computer hardware and software.

- f. The development of an area-wide computer network.

Costs for WinGIS are divided into two categories: Shared Costs (those costs to be shared and funded by a set formula by the above eight jurisdictions) and Dedicated Costs (those costs internal to each individual participant). The Shared Costs would for the eight items mentioned above. The Dedicated Costs will be for internal computer hardware, software and database development unique to each participant. For example, each of the municipalities would be expected to digitize their zoning and planning maps; those costs would be borne individually. Another example of Dedicated Costs would be the costs for individual end-user workstations and copies of the GIS software.

The estimated total of the Shared Costs over the initial 4-year Proof of Concept Phase would be \$4.4 million. These costs would be divided on the basis of a formula that takes into account population, area, and gross revenues of the participants. The end result of the recommended formula is that the \$4.4 million would be split 28.2% Rockford, 29.5% Winnebago County, 15.8% Rock River Water Reclamation, 19.2% Rockford Park District, 2.6% Loves Park, 2.1 % Machesney Park; 2.0% North Park Water, and 0.6% Cherry Valley. The Dedicated Costs would vary for each jurisdiction depending upon their size and how aggressively each jurisdiction decided to implement internal database development and staff utilization of the GIS. Over the initial 4-year period, the cost would likely be the highest for the City of Rockford (over a half-million dollars) and smallest for Cherry Valley (likely less than \$20,000).

The recommended course of action to proceed with the development of WinGIS has 7-10 steps or components as follows:

- a. Approval of the concept by RATS.
- b. Development of a formal intergovernmental agreement.
- c. Development of specifications for ground control, aerial photography and the digital terrain model.
- d. Development of promotional and educational materials.

The above activity would be conducted over a 3-4 year period (the Proof of Concept Phase) (shorter or longer depending on funding availability).

- e. Refinement of the startup funding request.
- f. Formation of a staff search and selection committee.
- g. Grant search and solicitation.

Mr. Petrotte said this course of action was presented to the RATS Policy Committee at their last meeting in the form of Resolution 99-7. The Policy Committee had laid the item over for comment and the Technical Committee may want to make a recommendation at this time.

Jon Olson said he has some problems with the proposed resolution. Specifically, he said the timing was too fast and that we may want to give the various legislative bodies of the participants more time to think about this proposal before we take action. He said he believed in the concept but he feared that forcing action too quickly on an item as expensive as this could cause some of the jurisdictions to balk. He also noted that his agency has already expended considerable effort and funding toward their own GIS and he was not sure if his Board would authorize additional expenditures of this magnitude.

Mr. Petrotte said that the Resolution, as proposed, does not commit any of the participants to funding WinGIS. That level of commitment will not come until the Cooperative Agreement is prepared and proposed. The Resolution mainly endorses the concept and authorizes RATS staff to continue working toward refining the concept into something that is mutually acceptable to all the eight core participants.

Mr. Olson said he was also concerned about staffing for WinGIS. He said his own agency's search for qualified GIS technicians has led him to believe that the demand is far greater than the supply.

Mr. Petrotte said he would convey Mr. Olson's concerns to the Policy Committee. The Technical Committee decided to take no action on Resolution 99-7 at this time.

5. Progress Reports on Special Projects:

- a. **RATS/SLATS Modeling Study.** Gary McIntyre reported that the Request For Proposal (RFP) was mailed out to 54 consulting firms on June 3, 1999. A pre-proposal meeting is scheduled for June 22nd to address questions from the consultants. The cooperation agreement between Rockford, Winnebago County and Boone County has been signed. An agreement between RATS and SLATS will be forthcoming.
- b. **The Springfield/Harrison Project.** Carlos Molina said the property acquisition for the project is proceeding. Eighteen properties are in the negotiation stage and seven appraisals are underway.
- c. **IDOT's Enhancement Program.** Dan Jacobson and Gary McIntyre reported that the visit by IDOT and Department of Commerce and Community Affairs officials on June 9th was a success. The group toured the four locations that were submitted by the County.
- d. **Sun & Fun Pass.** Mr. Petrotte reported that RMTD has implemented the Sun & Fun Pass program this Summer. The program provides free bus service for area school age children. LPTS will be implementing a similar program in cooperation with RMTD in the very near future.
- e. **Northwest ByPass.** No report.
- f. **Truck and Hazardous Cargo Routing.** Mr. McIntyre reported that the Truck and Hazardous Cargo Subcommittee has been meeting on a regular basis on this topic. The third draft of a truck route map has been developed.

One major problem the Subcommittee is faced with is the routing of over-sized / over-weight vehicles that are forced to leave the Interstate system in the sections controlled by the Toll Highway Authority. The Authority does not allow such vehicles. I-39 cargo must be routed on the arterial system through the urban area.

Hazardous cargo routing is a separate issue. Only the City of Rockford designates hazardous cargo routes. This was done back in the mid-80s in response to "right-to-know" legislation. The other communities in the urban area, and throughout most of the State, did not interpret this legislation in the same way and does not designate such routes. The Subcommittee is still debating whether to: (1) suggest that the other communities in the area pass similar routing legislation, (2) suggest that Rockford drop its requirements and routings, or (3) simply leave the matter unchanged.

6. COMMUNICATIONS: None

7. OTHER BUSINESS: Gary McIntyre reported that IDOT's annual Fall Planning Conference is scheduled

for October 6th and 7th at the Holiday Inn in Collinsville, Illinois. Rooms are set aside at a rate of \$59 for a single. Reservations should be made by calling 800-551-5133 no later than September 15th. The Conference fee is \$50 per person, payable to "IDOT Fall Planning Conference" and made prior to September 28th. The fee should be mailed to IDOT, Attention: Barb Whitlow, Office of Planning and Programming, Room 307, 2300 South Dirksen Parkway, Springfield, Illinois 62764. The conference will start at 1:00 PM on October 6th and end at noon on the 7th. Attire is business casual.

Mr. McIntyre distributed copies of IDOT's most recent ADT map for Boone County. Dan Jacobson asked if he could also get a copy of the 1993 map so that he could make comparisons. Mr. McIntyre noted that traffic on State Street and the Tollway has picked up.

8. ADJOURNMENT: With no further business to conduct the meeting was adjourned at 12:12 PM.