

RATS

*Rockford Area Transportation Study
Metropolitan Planning Organization*

POLICY COMMITTEE

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FY 2005

UNIFIED WORK PROGRAM

May 20, 2004 Version

Adopted: May 27, 2004

This work program identifies activities to be conducted by RATS during the period from July 1, 2004 through June 30, 2005. Opportunities for public comment have been afforded at RATS Committee meetings from January through May 2004. Development of the RATS 2006 UWP will begin in January 2005. Suggestions regarding RATS planning work may be directed to the RATS staff in the Lead Agency or to the RATS Technical or Policy Committees at their respective monthly meetings. Contact RATS staff for exact meeting dates, times and locations.

THIS REPORT WAS PREPARED IN COOPERATION
WITH THE FOLLOWING:

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

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

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The Unified Work Program for Transportation Planning for the Rockford Metropolitan Planning Area

PART I. OVERALL UWP GOALS

This report and attached tables comprise the Unified Work Program (UWP) for the Rockford, Illinois Metropolitan Planning Organization [otherwise know as the Rockford MPO or the Rockford Area Transportation Study(RATS)] for FY 2005, July 1, 2004 through June 30, 2005. Additional copies of this Work Program may be obtained at the RATS offices in the Rockford Public Works Department, 425 East State Street, Rockford, Illinois 61104 (Phone 815-987-5628). Copies will also be available at Rockford area libraries.

The earliest this proposed work program will be considered for adoption by the Policy Committee will be at their meeting in April 2005. A more likely adoption date will be at the Policy Committee's May meeting. Public comments will be accepted anytime before or after adoption and most aspects of this proposed program are amendable for reasonable cause. However, the public is encouraged to provide input as early as possible.

Written comments may be addressed to the RATS staff at the above address. Oral comments will be accepted at any RATS Technical or Policy Committee meeting or by phone to the RATS staff. Please contact the RATS staff by phone for exact meeting dates, times and locations. Preparation of the UWP is an annual activity of RATS. Consideration of the next UWP, the FY 2006 UWP, will begin in January of 2005.

First time readers of RATS Work Programs and other persons less familiar with the jargon of transportation planning may wish to make note of **Chart 1**. RATS regrets the need to use abbreviations and acronyms but without them we suspect the report would be even harder to read – it certainly would be considerably longer.

Chart 1 – Acronyms and Abbreviations	
ADA	Americans With Disabilities Act
CM	Congestion Management
DBE	Disadvantaged Business Enterprises
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
ILTm	Illinois Tomorrow funding (SPR plus 10% State)
ISTEA	Intermodal Surface Transportation Efficiency Act
LRP	Long-Range Plan
PL-funds	Planning funds provided through the FHWA
PIP	Public Involvement Process

PTMS	Public Transit Management System
RGIS	Regional Geographic Information System
SPR	Special Planning & Research funds (federal)
TEA-21	Transportation Equity Act for the 21 st Century
TIP	Transportation Improvement Program
TLHR	Total loaded hourly pay rate
TSM	Transportation System Management
UWP	Unified Work Program
WinGIS	Winnebago County (and others) regional GIS
5303-funds	Planning funds provided through the FTA
5307-funds	Transit subsidies provided through the FTA

PART II. OVERALL UWP GOALS

Regional transportation planning in the RATS Metro Area is funded primarily with Federal funds stemming from the Transportation Equity Act for the 21st Century (TEA-21). The details of this funding are discussed in subsequent sections of this report. In accordance with TEA-21, the overall goals of this UWP are in concurrence with the overall goals of TEA-21, as listed in **Chart 2**, below.

Chart 2 – MPO Planning Goals	
1	Support the economic vitality of the Rockford Metro Area, especially by enabling global competitiveness, productivity and efficiency.
2	Increase the safety and security of the transportation system for motorized and non-motorized users.
3	Increase the accessibility and mobility options available to people and for freight.
4	Protect and enhance the environment, promote energy conservation and improve the quality of life .
5	Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
6	Promote efficient system management and operation .
7	Emphasize the efficient preservation of the existing transportation system .

PART III. PARTICIPANTS

The following agencies do transportation planning in the Rockford area and their work is coordinated by the UWP. These agencies, hereafter referred to as the RATS Agencies, have agreed to cooperate and work toward completing the proposed products of this work program.

Chart 3 – UWP Participants		
RATS Technical Committee Members		
1	Belvidere/Boone Regional Planning Commission	BBRPC
2	Belvidere Public Works Department	BPWD
3	Boone County Highway Department	BCHD
4	Cherry Valley Planning Department	CVPD
5	Greater Rockford Airport Authority	GRAA
6	Illinois Department of Transportation	IDOT
7	Loves Park Planning Department	LPPD
8	Loves Park Public Works Department	LPPW
9	Machesney Park Planning Department	MPPD
10	Rockford Public Works Department	RPWD
11	Rockford Comm. Dev't. Dept. - Planning Div.	RCDP
12	Rockford Mass Transit District	RMTD
13	Roscoe, Village	VROS
14	Winnebago Co. Planning & Economic Dev't Dept.	WCPD
15	Winnebago County Highway Department	WCHD
16	Winnebago, Village	VWIN
Other Frequent RATS Participants		
17	Boone County Council on Aging	BCCA
18	Ogle County Highway Department	OCHD
19	Rockford Park District	RPD
20	State Line Area Transportation Study	SLATS

PART IV. LEAD AGENCY

The Rockford Public Works Department (RPWD) or simply, Rockford, is designated the "Lead Agency" and will coordinate the work and ensure compliance with State and federal requirements. The RPWD is also responsible for the majority of the administrative and record keeping needs of RATS. The Lead Agency is also assigned the responsibility of preparing and maintaining the principle documents required by Federal law: the annual Transportation Improvement Program, the Long-Range Transportation Plan (prepared every 5 years), the annual Unified Planning Work Program, and the assessment to ensure non-discrimination and Environmental Justice. The Lead Agency also maintains the Traffic Simulation Model.

In addition to the Lead Agency, several other agencies, among the RATS participants, are frequently assigned special responsibilities in the work program. The specific task assigned to these agencies varies from year to year. The agencies are allocated funding for these tasks, as discussed further below. Agencies that have been appointed to the Technical Committee must mandatorily attend Technical Committee meetings and participate in the decision-making of RATS.

PART V. TRANSPORTATION PLANNING FUNDING SOURCES

The transportation planning coordinated through RATS is typically funded through several subsidies and programs. These sources are identified in Chart 4.

Chart 4 – Funding Sources for Planning	
FHWA PL	Funds provided through the Federal Highway Administration (FHWA); annually allocated to RATS by the Illinois Department of Transportation (IDOT); used primarily for highway planning, but can be used for other related transportation planning work. (20% local match required)
FTA 5303 (formerly Section 8)	Funds provided through the Federal Transit Administration (FTA); annually sub-allocated to RATS and other MPOs throughout the State by IDOT; aimed primarily at planning needs related to public transit and paratransit. In most years, these funds are reserved for use by the RATS Lead Agency. The transit agencies typically use 5307 or other sources for their planning activities. (20% local match required)
FTA 5307 (formerly Section 9)	Funds annually allocated by the FTA to fixed-route public transit providers (Rockford Mass Transit District, RMTD). Used primarily capital needs, i.e., bus replacements and other equipment but also for transit research and planning activities. (20% local match required)
FTA 5309 (formerly Section 3)	Discretionary Federal funds allocated for special needs (usually capital) but sometimes awarded for planning work as with the RMTD East Side Transfer Center feasibility study. (20% local match required)
FTA 5314	Special Planning and Research Funds – funding earmarked by Congress for special studies. Administered by the FTA. (Local match varies from 0-20%)
SPR	Special Planning & Research funds; allocated to the States via TEA-21 for use on unique planning, research and feasibility studies. The funds are sometimes passed on to local governments for the same purposes. (20% local match required)
Illinois Tomorrow (ILTM)	A subgroup of SPR funds (above) earmarked by Illinois for special corridor studies, needs assessments and research studies. (Partially matched (10%) with State funds with the remaining match (10%) provided locally.)
State funds	Funds directly from the State of Illinois (IDOT or other State agencies) for planning purposes. (Local match varies)
Local funds	Funds provided by local RATS participants; typically the required 20% local match for the above funds.

PART VI. FUNDING AVAILABLE FOR FY 2005

Funding allocations available to the Rockford Metro Area during FY 2005 are listed in the table below. Several items were awarded in previous years and are still in various stages of implementation.

Chart 5 – Funds for FY 2005			
Source	Amount	Timeframe	Purpose
<i>New Funds Assigned</i>			
PL	\$385,000	7/1/04-6/30/05	Regular RATS Planning Process
5303	\$98,000	7/1/04-6/30/05	
<i>Funds Carried over from Previous Years (may be partially expended)</i>			
ILTm	\$100,000	1/1/03-6/30/04	Smart Growth Initiative - Phase 2
ILTm	\$50,000	1/1/03-?	IL-173 Corridor Transportation & Land Use Planning
5309	\$750,000	FY 02 - ?	RMTD East Side Transfer Study (and, if feasible, implementation)
5314	\$198,700	FY 04 - FY 05	Passenger Rail Feasibility to Chicago
SPR	\$100,000	7/1/02-12/31/03	WinGIS data development - Phs 2
\$483,000	Subtotal New Federal		
\$1,198,700	Subtotal Ongoing Federal		
\$1,681,700	Total Federal: New and Ongoing		
\$2,102,125	Total: Federal plus 20% State or Local match		
<i>Additional Funds being applied for:</i>			
SPR or PL	\$75,000 to \$100,000	FY05	Feasibility of removing Tolls in Rkfd area of Tollway

Greater details describing the above work is contained in the following text and the attached tables. With regard to the Regular RATS Planning Process, in many cases, several work products are lumped together because of uncertainties

regarding the time needed to accomplish single tasks.

PART VII. SUMMARY OF PRIORITY ACTIVITIES FOR FY 2005

Chart 6, below, lists and summarizes the major activities scheduled for FY 2005 by Work Element. The activities listed therein are assigned the highest priority for FY 2005 but are not the only activities likely to be conducted in FY 2005. Other work activities may be conducted in any or all of the Work Elements at the discretion of the RATS Technical Committee, or the RATS Study Director in accordance with changes in planning priority, opportunity or need throughout the year in accordance with the following conditions:

1. The changes are within the context of one or more Work Element Scopes as described in greater detail in subsequent sections of this Program.
2. The changes are substantially similar to items described in the Work Element Scopes as described in subsequent sections of this Program and are ordered by the RATS Policy Committee.
3. The changes are for “planning” studies or “planning” work that is eligible for funding under Federal guidance and are not preliminary engineering-, engineering-, or construction-related.
4. The changes are not in conflict with the annual Inter-governmental Agreement between the Lead Agency (acting on behalf of RATS) and the Illinois Department of Transportation.

More elaborate changes to this Work Program will require the direction of the RATS Policy Committee, the concurrence of IDOT, and possibly, formal amendment to this Work Program and/or the Intergovernmental Agreement between the Lead Agency (on behalf of RATS) and IDOT.

Chart 6 – Focus of Planning Activities & Major Corridor Studies for FY 2005

El #	Activity	Lead Agency	Assisted By	Objectives	Time Frame	Funds
1	Unified Work Program for Planning	RPWD	All participants	Throughout the current FY, as necessary, monitor the progress of, change priorities in, or amend the current UWP.	FY05	All
				With efforts concentrated in the 2 nd half of the FY, develop a comprehensive planning work program for the next fiscal year, and beyond, as needed, that coordinates the transportation planning of the RATS participants, avoids duplication of efforts, and accomplishes the long- and short-range goals of RATS.		
2	Special Studies					
2.1	Morgan St Bridge / Barber Coleman & vicinity	RPWD RCDP	All	Refine bridge plans, develop/refine related intersection plans, land use and redevelopment/revitalization plans.	FY04+	R, L
2.2	Greenways / Bikeways Plan	RPWD	All	Update area plans.	FY05	R, L
2.3	Transit East Side Transfer Center	RMTD	Consultant, RPWD, All	Determine need, feasibility, function and location of an East Side Public Transit Center. If appropriate, use remaining funds to begin design, land acquisition, and/or construction.	FY05	5309, IL
2.4	Rockford to Chicago Passenger / Commuter Rail Feasibility Study	RPWD Belv RMTD	All agencies & consultant	Consultant-assisted work underway to study the feasibility, viability, alternative alignment and relative merits of a commuter rail connection between the Rockford and Chicago Metro Areas, including communities in between.	FY04+	5314
2.5	Passenger Rail to Chicago Alternatives Analysis	RPWD Belv RMTD	All agencies & consultant	Seek funding to evaluate, in detail, rail and non-rail alternative for passenger rail service between Rockford and Chicago Metro Areas, including communities in between. If possible begin such study	FY05	?, L
2.6	Rockford to Elgin Bus Rapid Transit Study	RPWD Belv RMTD	All agencies & consultant	Alternative to or sub-part of above alternatives analysis	FY05	?, L
2.7	Riverside Boulevard Corridor Planning	LPPD RPWD	All	Monitor / refine corridor plans, access plans, and land use plans, as needed in stretch between Forest Hills and the Boone County Line.	FY03+	R, L
2.8	IL-173 Corridor Transportation & Land Use planning	MPPD, LPPD	IDOT, All	Develop a more comprehensive corridor transportation and land use plan for this fast-growing corridor between IL-251 and the Boone County Line.	FY03+	IL-Tm, L
2.9	Perryville Road extension	WCHD WCPD SLATS	All	In conjunction w/SLATS, identify ROW & additional capacity needs in corridor between IL-251 and I-90.	FY03+	R, L
3	Administration	RPWD	All participants	Maintain records, file reports, process contracts and reimbursement requests, and all other aspects of RATS administration	FY05	R,L
3.1	Capital Equipment for RATS Planning	RPWD	All	Monitor/evaluate computer and other data/planning equipment. Obtain new or replacements according needs & funding.	FY05	
4	Public Involvement	RPWD	All participants	Throughout FY and in conjunction with all Elements, inform and involve the general public, public officials and the press and media in all parts of the RATS Planning Process in accordance with the RATS Public Involvement Process (PIP) Report. Update the PIP as needed.	FY05	All
4.1	RATS Web Site Development / Maintenance	RPWD	All	Continue to develop site & maintain accurate up-to-date information.	FY05	R, L

El #	Activity	Lead Agency	Assisted By	Objectives	Time Frame	Funds
5	Transportation Data and Traffic Forecasting	RPWD IDOT	All participant	Maintain basic transportation databases as needed to make intelligent decisions – including infrastructure data, equipment data, operations data, accident data, incident data, and transit data. As necessary analyze and interpret said data.	FY05	R,S,L
				Conduct/complete 5-year traffic counts in Boone and Winnebago Counties.		
				Maintain and utilize the RATS Computerized Traffic Simulation Model to forecast traffic and analyze alternative improvements and plans., including evaluation of situations in Northeast Winnebago County.		
6	Land Use Planning, Data Collection and Forecasting	RPWD	All participants, especially those w/land use regulatory authority	Maintain basic land use and non-transportation infrastructure data bases as needed to make intelligent land use and transportation planning decisions.	FY05	R,S,L
				Participate and assist in the development of WinGIS.		
				Participate in the US Census and maintain and analyze Census and similar socio-economic data.		
				Develop land use forecasts for input in transportation and other forecasting.		
6.1	Comprehensive Land Use Planning	All	All	Maintain, develop and update area comprehensive land use plans and other public infrastructure plans and social service plans that have a relationship to transportation planning	FY05	R,L
6.2	Smart Growth Study, Phase 2	WCHD	Consultants & All agencies	Followup on recommendations of Phase 1. Refine, educate and concentrate efforts in high growth areas.	FY05	IT, L
6.3	Minority and Environmental Justice	RPWD	All participants, particularly transit agencies	Analyze / monitor Census and socioeconomic data to determine the distributions of minorities, persons of low income, and persons “traditionally underserved.” Compare data with positive and negative impacts of transportation services and decisions. Make findings and recommendations to further minority and environmental justice.	FY05	R,L
6.4	Downtown Entry Corridor Planning	RCDP	RPWD	Continue planning to improve all major entrance-ways to Rockford.	FY05	L
6.5	Springfield Corridor Development Study	WCHD/ WCPD	RCDP	Develop a comprehensive plan for the overall improvement / development of the Springfield Corridor between IL-2 and Auburn Street.	FY04	R,L
6.6	Rkfd 2020 Land-Use Plan Review	RCDP	Consultant-assisted	Review proposed Comp Land Use Plan for consistency with best practices & compliance with State law.	FY04 +	R,L
6.7	Rkfd Zoning Ordinance Review	RCDP	Consultant-assisted	Review/critique zoning ordinance for consistency with best practices particularly along major transportation corridors.	FY04 +	R,L
6.8	Geographic Information System development (continued)	WinGIS	In-house & consultant-assisted	WinGIS will apply for its share of additional SPR funds that IDOT has set aside for GIS development by counties in Illinois. WinGIS will expand its data bases, and its mapping and info dissemination capabilities.	FY04+	S,L

El #	Activity	Lead Agency	Assisted By	Objectives	Time Frame	Funds
7	Transportation Improvement Program Development	RPWD	All participants	Throughout the current FY, as necessary, monitor the progress of, change priorities in, or amend the current TIP.	FY05	R,L
				With efforts concentrated in the 2 nd half of the FY, develop a comprehensive Transportation Improvement Program for the next fiscal year, and beyond, as needed, that coordinates the infrastructure and equipment improvement projects of the RATS participants, avoids duplication of efforts, and accomplishes the long- and short-range goals of RATS.		
8	Congestion and Systems Management Planning	RPWD	All participants, particularly high-way agencies	Analyze traffic flow data and traffic forecasts to determine the present and expected future extent of traffic congestion. Make findings and recommendations to manage or lessen congestion. Develop plans / strategies to make the best use of existing facilities. Explore and employ Intelligent Transportation System alternatives to improve use of the existing and future systems and to reduce congestion. Make special efforts to comply with ITS Architecture.	FY05	R,L
8.1	Pavement and Infrastructure Management	RPWD	All	Maintain and analyze data leading to the cost-effective maintenance of existing infrastructure, systems and equipment.	FY05	R,L
8.2	Feasibility of toll removal	RPWD	All	Analyze the feasibility of removing the tolls from the segments of I-90 in the vicinity of Rockford and, possibly, Belvidere	FY05	PL or SPR
9	Long-Range Transportation Plan Development	RPWD	All participants	Throughout the FY, as necessary, monitor public improvement proposals and private development to assure compliance with the existing Long-Range Transportation Plan. Modify the current Plan as needed.	FY05	R,L
				Comprehensively update of the Plan. See text for further elaboration.		

Other eligible transportation planning work or studies may be conducted in accordance with changes in planning priority or the occurrence of special opportunities. Other eligible activities are described in Part XII of this Work Program. Activities in addition to those described in Part XII may also be eligible but will require the concurrence / approval of the Lead Agency, the Policy Committee and/or IDOT.

Funds Column Abbreviations: **R** = Work to be accomplished in the regular RATS work program with the annually-allocated FHWA PL & FTA 5303 funds and local match from participating agencies. **S** = Work funded with Special Planning & Research Funds awarded specifically for that purpose. **IT** = Work funded with Illinois Tomorrow Funds awarded specifically for that purpose. **IL** = Matching funds from State of Illinois. **L** = Matching funds from participating Local agencies. **PL** = isolated PL funds.

PART VIII. FUNDING
SUBALLOCATION AMONG RATS
PARTICIPANTS

The division of Federal or State planning funds, other than the 5307 funds noted above, among the various participating agencies is not accomplished by a set formula but is based on the annually discussed/negotiated needs of the participants. The method of suballocating funds among the participants follows five basic steps.

A. NEEDS PRIORITIES & ASSIGNMENTS.

1. First, the needs of the Lead Agency, the RPWD, are assessed and sufficient planning funds are assigned to that agency to meet the basic planning requirements to comply with Federal laws. Past experience dictates that a minimum of two full-time planners must be funded, along with funding for sufficient support staff, capital equipment and supplies. Past experience and assigned responsibilities also dictate that the Lead Agency and RMTD do considerable transit planning for the MPO. Other participants do primarily highway planning.
2. Second, because 5303 funds are in always in short supply and RMTD accomplishes their planning work with 5307 funds or as part of their normal operating budgets, 100 percent of the 5303 funds are assigned to the Lead Agency. Occasionally, some 5303 funds are allocated to RMTD for special studies but, in most years, RMTD uses 5307 funds for these purposes.
3. Third, the remaining Lead Agency funding needs are then funded with PL funds.
4. Fourth, the remaining PL funds are then assigned to the other participating agencies and/or dedicated to a special needs deliberated before the Technical Committee. Four considerations are weighed in suballocating these remaining funds:
 - a. Funds are allocated first to work that is necessary to meet a specific Federal requirement or is necessary to gather and maintain some type of data that is essential to other parts of the overall RATS planning process. The Comprehensive Long-Range Transportation Plan update (proposed this year) is an example of such a need.
 - b. The second priority is for transportation studies or work that is unique to a given entity but will not be accomplished by the Lead Agency through the normal planning process. Corridor studies and special, location specific, congestion management studies are good examples.

- c. A third priority is given to assisting the participants in maintaining their Comprehensive Plans. Transportation plans need to be coordinated with other infrastructure and socio-economic plans if they are to be cost-effectively implemented.
- d. Last but not least, other special studies or needs are unique to entities such as the Rockford Park District and WinGIS. Projects such as the development of a "Regional Greenways Plan" and the WinGIS ortho-photo digital data base are examples of work conducted by those agencies that provide valuable input for transportation planning.
5. Occasionally, a funding FTA need beyond the levels initially allocated by IDOT is identified. Sometimes, IDOT is able to respond to this need by reallocating funds from a previous year's unexpended balance or by allocating State planning funds or available Federal SPR funds. Part III of Tables 1 - 4 shows these special funds.

B. SUBALLOCATIONS FOR FY 2005

The funding suballocations of new PL and 5303 funds for FY 2005 are spelled out in detail in **Charts 8 – 12**. **Chart 7**, below, provides a basic summary

Chart 7 – Regular RATS Planning Process – Funding Suballocation Summary for FY 2005					
Entity/ Activity	PL	FTA 5303	Total Federal	Local	TOTAL
Lead Agency for Minimum Basic MPO Planning	\$124,100	\$45,900	\$170,000	\$42,500	\$212,500
Rockford for Pavement Management maint.	\$29,200	\$10,800	\$40,000	\$10,000	\$50,000
Rockford Comp Planning & Zoning research	\$14,600	\$5,400	\$20,000	\$5,000	\$25,000
Continued Springfield Av Corridor planning	\$20,000		\$20,000	\$5,000	\$25,000
Comprehensive Long-Range Transportation Plan update	\$98,400	\$36,400	\$134,800	\$33,700	\$168,500
Totals	\$286,300	\$98,500	\$384,800	\$96,200	\$481,000

All figures rounded to nearest \$100

Chart 8 Federal Suballocations by Work Element											
Part 1 Agency Specific Suballocations											
Regular Work Element #	RATS Participant and Federal Funding Source									Subtotal PL	Total
	City of Rockford	City of Rockford	Winnebago County	Village of Machesney Park	City of Belvidere	City of Loves Park	Boone County	Village of Roscoe	Village of Winnebago		
	5303	PL	PL	PL	PL	PL	PL	PL	PL		
1-UWP	\$ 821	\$ 2,826	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,826	\$ 3,647
2-SS	\$ 4,927	\$ 16,957	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,957	\$ 21,884
3-AD	\$ 4,944	\$ 17,016	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,016	\$ 21,960
4-PI	\$ 4,955	\$ 17,054	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 17,054	\$ 22,009
5-TDF	\$ 12,319	\$ 42,398	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,398	\$ 54,717
6-PDF	\$ 7,789	\$ 26,807	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 46,807	\$ 54,596
7-TIP	\$ 8,212	\$ 28,263	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,263	\$ 36,475
8-CSM	\$ 12,319	\$ 42,398	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 42,398	\$ 54,717
9-LRP	\$ 25,838	\$ 88,928	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 88,928	\$ 114,766
Total	\$ 82,124	\$ 282,647	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 302,647	\$ 384,771
Part 2 Other New or Continued Special Studies needing special mention											
Item #	Description	Lead A	Status	\$Source						Amount	
1	5-Year Traffic Counts throughout Boone County	IDOT	Start Summer 03	IDOT						TBD	
2	5-Year Traffic Counts throughout Winnebago County	IDOT	Start Summer 04	IDOT						TBD	
3	Passenger Rail Feasibility to Chicago	Rkfd,Belv	Started FY 04	FTA Section 5314, local match not required						\$ 198,700	
4	Passenger Rail to Chicago, Alternatives analysis	Rkfd,Belv	Start FY 05	TBD						TBD	
5	Transp. in Vicinity of Winn. Co. Jail & Fed. Courthouse.	Rkfd	Start FY 04	TBD						TBD	
6	Northwest ByPass Need/Feasibility	Rkfd/Win Co	Start FY 04	TBD						TBD	
7	IL-173 Corridor Transportation & Land Use Plan	Machesney Pk	Start Spring 03	Illinois Tomorrow (80% SPR, 10% State)						\$ 50,000	
8	Smart Growth Phase 2	Winn. Co	Start Spring 03	Illinois Tomorrow (80% SPR, 10% State)						\$ 100,000	
9	RMTD East Side Transfer Center	RMTD	Start FY 05	FTA 5309 funds						\$ 750,000	
10	Springfield Ave Development Study	Winn.Co	Start in FY 04	PL from Winnebago County alloc. Above; approx. 50% in FY04, 50% in FY05						\$ 20,000	
11/12	Evaluation of Rockford and other area land use plans & zoning ordinances for adequacy& compatibility with LRP including development of modifications to improve compatibility	Rkfd	Initiated in FY04, continue in FY 05, possibly prt of LRP Update	PL and 5303 from Rkfd above						\$ 20,000	
13	Geographic Information System development	WinCo/WinGIS	Start in FY03/04	80% SPR, 20% local						\$ 80,000	
14	Long-Range Transportation Plan Update	Rkfd	Rkfd	PL and 5303 from Rkfd above						\$ 114,771	
15	Study of feasibility of removing tolls on Rkfd area section of Tollway	Rkfd	Start in 05	SPR or PL to be determined by IDOT						\$75-100,000	

- Notes:
1. Funding allocations among work elements are estimates based on past experience and priorities at the start of the fiscal year. These allocations may be adjusted at the discretion of the Lead Agency or agencies to which the funds are assigned based upon priorities and needs that develop throughout the year and in accordance with the criteria specified in Part VII of the UWP.
 2. Allocations to the above name entities may be used by any department or legally authorized agent of the entity provided the work is within the context described within this work program.
 3. Funding allocated but not expended by an agency may be expended by another agency with the approval of the Lead Agency.
 4. This Work Program does not suballocate to specific departments within the above entities. Within any given entity, who does the eligible work is left to the discretion of the entity.

Chart 9 Required Local Match											
Part 1 Agency Specific Suballocations											
Regular Work Element #	RATS Participant and Required Local Match									Subtotal PL	Total
	City of Rockford	City of Rockford	Winnebago County	Village of Machesney Park	City of Belvidere	City of Loves Park	Boone County	Village of Roscoe	Village of Winnebago		
	5303	PL	PL	PL	PL	PL	PL	PL	PL		
1-UWP	\$ 205	\$ 707	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 707	\$ 912
2-SS	\$ 1,232	\$ 4,239	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,239	\$ 5,471
3-AD	\$ 1,236	\$ 4,254	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,254	\$ 5,490
4-PI	\$ 1,239	\$ 4,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,264	\$ 5,502
5-TDF	\$ 3,080	\$ 10,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,600	\$ 13,679
6-PDF	\$ 1,947	\$ 6,702	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,702	\$ 13,649
7-TIP	\$ 2,053	\$ 7,066	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,066	\$ 9,119
8-CSM	\$ 3,080	\$ 10,600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,600	\$ 13,679
9-LRP	\$ 6,460	\$ 22,232	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,232	\$ 28,692
Total	\$ 20,531	\$ 70,662	\$ 5,000	-	-	-	-	-	-	\$ 75,662	\$ 96,193
Part 2 Other New or Continued Special Studies needing special mention											
Item #	Description	Lead A	Status	\$Source		Amount					
1	5-Year Traffic Counts throughout Boone County	IDOT	Start Summer 03			TBD					
2	5-Year Traffic Counts throughout Winnebago County	IDOT	Start Summer 04			TBD					
3	Passenger Rail Feasibility to Chicago	Rkfd,Belv	Started FY 04			\$ -					
4	Passenger Rail to Chicago, Alternatives analysis	Rkfd,Belv	Start FY 05			TBD					
5	Transp. in Vicinity of Winn. Co. Jail & Fed. Courthouse.	Rkfd	Start FY 04			TBD					
6	Northwest ByPass Need/Feasibility	Rkfd/Win Co	Start FY 04			TBD					
7	IL-173 Corridor Transportation & Land Use Plan	Machesney Pk	Start Spring 03			\$ 12,500					
8	Smart Growth Phase 2	Winn. Co	Start Spring 03			\$ 25,000					
9	RMTD East Side Transfer Center	RMTD	Start FY 05			\$ 187,500					
10	Springfield Ave Development Study	Winn.Co	Start in FY 04			\$ 5,000					
11/12	Evaluation of Rockford and other area land use plans & zoning ordinances for adequacy& compatibility with LRP including development of modifications to improve compatibility	Rkfd	Start in FY 04			\$ 5,000					
13	Geographic Information System development	WinCo/WinGIS	Start in FY03/04			\$ 20,000					
14	Long-Range Transportation Plan Update	Rkfd	Start in FY05			\$ 28,693					
15	Study of feasibility of removing tolls on Rkfd area section of Tollway	Rkfd	Start in 05	Rockford		\$18,750 - \$25,000					

Chart 10 Total Funding (Federal/State and Local)												
Part 1 Agency Specific Suballocations												
Regular Work Element #	Total Funding by RATS Participant										Subtotal PL	Total
	City of Rockford	City of Rockford	Winnebago County	Village of Machesney Park	City of Belvidere	City of Loves Park	Boone County	Village of Roscoe	Village of Winnebago			
	5303	PL	PL	PL	PL	PL	PL	PL	PL			
1-UWP	\$ 1,026	\$ 3,533	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,533	\$ 4,559
2-SS	\$ 6,159	\$ 21,196	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,196	\$ 27,355
3-AD	\$ 6,180	\$ 21,270	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,270	\$ 27,450
4-PI	\$ 6,194	\$ 21,318	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,318	\$ 27,511
5-TDF	\$ 15,399	\$ 52,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,998	\$ 68,396
6-PDF	\$ 9,736	\$ 33,509	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,509	\$ 68,245
7-TIP	\$ 10,265	\$ 35,329	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,329	\$ 45,594
8-CSM	\$ 15,399	\$ 52,998	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 52,998	\$ 68,396
9-LRP	\$ 32,298	\$ 111,160	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 111,160	\$ 143,458
Total	\$ 102,655	\$ 353,309	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 378,309	\$ 480,964
Part 2 Other New or Continued Special Studies needing special mention												
Item #	Description	Lead A	Status	\$Source							Amount	
1	5-Year Traffic Counts throughout Boone County	IDOT	Start Summer 03								TBD	
2	5-Year Traffic Counts throughout Winnebago County	IDOT	Start Summer 04								TBD	
3	Passenger Rail Feasibility to Chicago	Rkfd,Belv	Started FY 04								\$ 198,700	
4	Passenger Rail to Chicago, Alternatives analysis	Rkfd,Belv	Start FY 05								TBD	
5	Transp. in Vicinity of Winn. Co. Jail & Fed. Courthse.	Rkfd	Start FY 04								TBD	
6	Northwest ByPass Need/Feasibility	Rkfd/Win Co	Start FY 04								TBD	
7	IL-173 Corridor Transportation & Land Use Plan	Machesney Pk	Start Spring 03								\$ 62,500	
8	Smart Growth Phase 2	Winn. Co	Start Spring 03								\$ 125,000	
9	RMTD East Side Transfer Center	RMTD	Start FY 05								\$ 937,500	
10	Springfield Ave Development Study	Winn.Co	Start in FY 04								\$ 25,000	
11/12	Evaluation of Rockford and other area land use plans & zoning ordinances for adequacy& compatibility with LRP including development of modifications to improve compatibility	Rkfd	Start in FY 04								\$ 25,000	
13	Geographic Information System development	WinCo/WinGIS	Start in FY03/04								\$ 100,000	
14	Long-Range Transportation Plan Update	Rkfd		Start in FY05							\$ 143,464	
15	Study of feasibility of removing tolls on Rkfd area section of Tollway	Rkfd	Start in 05								\$93,750-\$125,000	

Chart 11 Approximate Hours to be Devoted by Task or Element											
Part 1 Agency Specific Suballocations											
Regular Work Element #	RATS Participant Approx Hrs. based on past Work Programs									Subtotal PL	Total
	City of Rockford	City of Rockford	Winnebago County	Village of Machesney Park	City of Belvidere	City of Loves Park	Boone County	Village of Roscoe	Village of Winnebago		
	5303	PL	PL	PL	PL	PL	PL	PL	PL		
1-UWP	29	101	-	-	-	-	-	-	-	101	130
2-SS	176	605	-	-	-	-	-	-	-	605	781
3-AD	177	607	-	-	-	-	-	-	-	607	784
4-PI	177	609	-	-	-	-	-	-	-	609	786
5-TDF	440	1,514	-	-	-	-	-	-	-	1,514	1,953
6-PDF	278	957	TBD	-	-	-	-	-	-	957	1,235
7-TIP	293	1,009	-	-	-	-	-	-	-	1,009	1,302
8-CSM	440	1,514	-	-	-	-	-	-	-	1,514	1,953
9-LRP	TBD	TBD	-	-	-	-	-	-	-	-	-
Total	2,009	6,916	-	-	-	-	-	-	-	6,916	8,925
Part 2 Other New or Continued Special Studies needing special mention											
Item #	Description			Lead A	Labor Source				Amount		
1	5-Year Traffic Counts throughout Boone County			IDOT	In house and consultant assisted				TBD		
2	5-Year Traffic Counts throughout Winnebago County			IDOT	In house and consultant assisted				TBD		
3	Passenger Rail Feasibility to Chicago			Rkfd,Belv	Consultant assisted				TBD		
4	Passenger Rail to Chicago, Alternatives analysis			Rkfd,Belv	Consultant assisted				TBD		
5	Transp. in Vicinity of Winn. Co. Jail & Fed. Courthse.			Rkfd	To be determined				TBD		
6	Northwest ByPass Need/Feasibility			Rkfd/Win Co	To be determined				TBD		
7	IL-173 Corridor Transportation & Land Use Plan			Machesney Pk	Consultant assisted				TBD		
8	Smart Growth Phase 2			Winn. Co	Consultant assisted				TBD		
9	RMTD East Side Transfer Center			RMTD	Consultant assisted				TBD		
10	Springfield Ave Development Study			Winn.Co	Consultant assisted				TBD		
11/12	Evaluation of Rockford and other area land use plans & zoning ordinances for adequacy& compatibility with LRP including development of modifications to improve compatibility			Rkfd	In house and consultant assisted				TBD		
13	Geographic Information System development			WinCo/WinGIS	In house and consultant assisted				TBD		
14	Long-Range Transportation Plan Update			Rkfd	Consultant assisted				TBD		
15	Study of feasibility of removing tolls on Rkfd area section of Tollway			Rkfd	To be determined				TBD		

Notes: 1. Hourly rates base on previous year's reimbursement submittals plus 3% for inflation.

Chart 12 Object Class Budget (\$)							
DESCRIPTION / FUNDING SOURCE	TOTAL \$	FHWA-PL		FTA-5303		IDOT	
		Fed \$	Local \$	Fed \$	Local \$	IDOT \$	Local \$
Full Program Totals	\$ 480,964	\$ 302,647	\$ 75,662	\$ 82,124	\$ 20,531	NA	NA
Breakdown by Expense Class		62.93%	15.73%	17.07%	4.27%		
Travel / Education	\$ 850	\$ 535	\$ 134	\$ 145	\$ 36		
Capital Equipment / Supplies							
Misc. Equipment & Supplies	\$ 950	\$ 598	\$ 149	\$ 162	\$ 41		
Office Rent & related expenses	\$ 8,000	\$ 5,034	\$ 1,259	\$ 1,366	\$ 341		
Computer-related expenses	\$ 8,000	\$ 5,034	\$ 1,259	\$ 1,366	\$ 341		
Duplication / Postage	\$ 2,300	\$ 1,447	\$ 362	\$ 393	\$ 98		
Telephone & Related Fees	\$ 3,700	\$ 2,328	\$ 582	\$ 632	\$ 158		
Contractual fees							
Audits	\$ 1,200	\$ 755	\$ 189	\$ 205	\$ 51		
Consultant fees	\$ 168,458	\$ 106,002	\$ 26,501	\$ 28,764	\$ 7,191		
Sub-total	\$ 193,458	\$ 121,733	\$ 30,433	\$ 33,033	\$ 8,258		
Indirect Charges	NA	NA	NA	NA	NA		
Salary & Benefits (Local agencies only)	\$ 287,506	\$ 180,914	\$ 45,228	\$ 49,091	\$ 12,273		
Lead Agency (RPWD) Totals (lab/non-lab)	\$ 455,964	\$ 286,916	\$ 71,729	\$ 77,855	\$ 19,464		
Jointly Funded Work Task ratios	1.0000	0.6293	0.1573	0.1707	0.0427		

Note: The above does not include special contractual studies that have been or will be funded out of funding sources or through funding contracts that are separate from that specified in the FY 2005 RATS (RPWD) / IDOT Intergovernmental Agreement.

PART IX. SPECIAL CONSIDERATIONS IN ADMINISTRATION & PLANNING

A. INTERGOVERNMENTAL AGREEMENT

The Federal and State funds referred to in this Work Program will be awarded via Intergovernmental Agreements (contracts) between the Illinois Department of Transportation and the Lead Agency or Agencies as specified in this Program. The terms of those Agreements supercede this Work Program and govern the use of all Federal and State funds and the procedures for obtaining reimbursements for expenses incurred under the terms of the Agreement and this Work Program.

B. AUDITS

An audit of all contracts and awards will be prepared to comply with OMB Circular A-102, Attachment P.

C. COST ALLOCATION PLAN

The cost allocation methodology for FY 2005 will be the same as used and approved in previous years. In the interest of simplifying the accounting, it is the practice of RATS, the RATS lead agency (RPWD) and all participants to submit only those charges for reimbursement that can be defined as direct costs. In other words, only tangible expenses or charges that can be traced directly to RATS and documented as such are charged to the program. Incidental use of building space, general office equipment and similar less-definable indirect cost items are provided at no charge to the MPO by the Lead Agency and participating agencies. The net effect is a local overmatch (beyond the 20% minimum) of federal funds.

D. PLANNING GRANTS TO RMTD

When applied for, RMTD administers their FTA-awarded planning grants (5307 and 5309 sources) separately and independently from this work program. While the scope of work to be conducted by RMTD is broadly defined in this work program, the suballocation of funding to specific work tasks will be defined by RMTD, independently. Only the total amounts applied for are shown in the tables of this program. RMTD may carry over and continue to utilize unexpended funds applied for in previous years.

E. FUNDING ALLOCATION FOR JOINTLY-FUNDED WORK TASKS

A "jointly-funded" work task is one that is funded from more than one federal or State funding source. In this UWP, Rockford, the Lead Agency, is the only participant assigned tasks that are jointly-funded (funded with FHWA PL funds and

FTA 5303 funds). In the past, there was a strong distinction between work that was PL-funded (highway-related) and 5303-funded (transit related). In recent years, with new emphasis on intermodal planning stemming from the ISTEA and TEA-21, the distinction between transit-related and highway-related planning has blurred. This, coupled with the structure of this work program and the nature of the work assigned to Rockford, now results in a more equal balance between roadway planning and transit planning in all work elements. For example, although the proposed work in Element 43 (LRP) leans toward future roadway needs, the need for public transit will also be a part of these activities (i.e., as a means to reduce roadway needs and as a means to serve those persons who are not served well by automobiles). Further, within the work assigned to the Rockford, it is difficult to predict in advance the amount of transit planning versus highway planning that will be involved in many work tasks. Moreover, as the new Federal emphasis encourages the integration of land use planning with transportation planning, nearly all transportation planning tasks have both highway and transit aspects. Therefore, in this work program, all jointly funded work tasks are funded at the ratio of total FTA 5303 funds to total PL funds, as allocated to Rockford.

F. COMPUTATION OF TOTAL LOADED HOURLY WAGE RATES

Labor charges will be based on "total loaded hourly" rates that include fringe benefits, independently computed for each employee. The rates for each employee are recomputed each time there is a change in any of the components. The rates are verified for each Quarterly Reimbursement Report.

Note that some RATS agencies waive the complicated loaded wage computations and charge only the base hourly rate, thereby ignoring all fringe benefit costs and resulting in a local over-match. Generally, the loaded wage computational method is as follows:

1. Annual salary plus longevity, if any, is divided by 2,080 hours per year to arrive at an "hourly rate." Pension benefits are added at a percent of the hourly rate and Social Security is added at a percent of the hourly rate up to an annual salary of \$60,000 (total 17.02%). Life insurance is added at the expected annual cost/2,080 (\$24.00/year). Unemployment insurance is added at the expected annual cost/2,080 (\$36/year). Workman's compensation is added at a percent of the base hourly rate and varies depending on employment category (0.0016% to 0.0383%). Medical contributions are computed at the annual costs per year (\$2,808 single non-union, \$2,808 single union, \$6,396 for non-union dependent, or \$6,396 union dependent coverage) divided by 2,080. The hourly rate plus the previous amounts are summed to give a "loaded hourly rate." Holiday credits are then added by computing the number of holiday hours given annually (currently 96) times the loaded hourly rate, divided by 2,080. Vaca-

tion credits are added by computing the number of vacation hours given annually (80 to 200 hours, depending on longevity) times the loaded hourly rate, divided by 2,080. Sick leave and personal day credits are then added through a computation similar to the holiday and vacation credits. The holiday, vacation and sick rates are then added to the loaded hourly rates to give "total loaded hourly rates (TLHR)." Again, all employee rates are computed each time there is a significant change in any of the above factors.

2. It is not possible to convert all the above factors into simple percentages because some (life insurance, unemployment insurance, and medical contributions) are fixed amounts that apply equally to all employees regardless of differing base pay rates. For example, unemployment insurance at \$9/year is more for a person with a \$10/hour base pay than for a person with a \$15/hour base pay. Similarly, holiday, vacation and sick leave credits can be converted to simple percentages but may vary depending on the year or the individual's allocation. However, on the average, the total fringe benefit package for employees at the RPWD is usually not lower than 46% of base pay nor higher than 74% of base pay.

G. SUBMITTAL OF REIMBURSEMENT REQUESTS

1. All reimbursement requests from participant agencies should be submitted to the Lead Agency (RPWD) within 1-2 weeks following the end of each Quarter (September 30, December 31, March 31, and June 30). Submittals should be accompanied by a brief written description of the work accomplished and the names, hours worked, and wages of all persons activities for which reimbursement is being requested. Expenditures for capital purchases or professional/consultant services must be pre-approved by the Lead Agency and IDOT.
2. The Lead Agency will summarize all activity/ reimbursement requests, prepare the required documentation and submit the requests to IDOT in a timely fashion.
3. Reimbursements from IDOT are sent to the Lead Agency in lump sums. The Lead Agency then disburses the funds to the respective participants. Participants are advised to keep their own account of requests and funds received as a check to assure that items are not inadvertently lost.

H. MINORITY & ENVIRONMENTAL JUSTICE

A significant goal of RATS is to assure that the delivery

of public transportation services and the priority setting for transportation improvements does not disproportionately distribute the benefits of these publicly-funded activities away from minority persons or groups (racial or ethnic) or persons or groups with low income or economic status. Conversely, these efforts also seek to assure that the adverse or detrimental consequences of transportation services or improvements are disproportionately burdened upon minorities or low-income persons or groups.

To maintain progress toward this goal, RATS, for most of the past two decades, has monitored the delivery of public transportation services, the implementation of transportation improvement projects, and the conduct of transportation planning activities. With regard to public transit, this work was conducted under specific long-standing guidance issued by the FTA. With regard to improvement project prioritization and planning, assessment guidance has been less specific, and RATS' assessment techniques have been more anecdotal, but still has involved the assessment of where work was being planned or programmed in comparison to the spatial demographics of the community.

The most recent assessment of area public transit services was conducted in early January of 2001 and was approved by the FTA on February 11, 2001. The next update is currently underway and will be forwarded to the FTA by April 1, 2004.

The most recent assessment of roadway improvements and the overall planning process were conducted in September 2003. The assessment considered both minority and environmental justice and concluded that both the planning process and the priority setting for roadway improvement did not disproportionately impact nor neglect minorities and/or low-income groups or persons in the Rockford Area, especially with respect to expenditures of Federal funds. This conclusion is supported by the fact that the single largest expenditure of transportation funds in decades, completed in 2003, was on the Springfield/Harrison Connection, a project that has been regarded as a boon to the minority and low-income area it transverses. The next improvement project, the Reconstruction of Harrison Avenue will also be of great benefit to minorities and low-income persons. Further, a number of Federally-funded planning projects have also been targeted at minority and low-income areas, the most notable being the West State Street Corridor Study and the RMTD Route and Schedule Analysis (both recently completed).

I. CONSULTANT-ASSISTED STUDIES

The contractual employment of professional consultants is appropriate whenever a work task is beyond the expertise or work capacity of the staff of the RATS Lead Agency or any of the RATS participants that have been suballocated funds in this Work Program. The following conditions apply to consultant-assisted studies or work:

- a. A functional lead agent (FLA) shall be designated for the work or study. The FLA can be either the RATS Lead Agency (RPWD) or any of the other duly authorized RATS participants as approved by the RATS Lead Agency and IDOT.
- b. If the study affects multiple jurisdictions, a Steering Committee should be formed for the purpose of assisting the FLA in developing the study scope, reviewing consultant proposals, recommending consultant selection, and generally overseeing the progress of the study, including any mid-study scope change orders.
- c. Usually, the FLA will have the responsibility of disseminating the RFP, negotiating the contract and entering into the contract with the consultant, providing the full up-front funding for the consultant services, signing off on and paying consultant invoices, and other responsibilities as defined in the study scope.
- d. The local match for the study (usually 20% of the negotiated contract) shall be provided by the FLA unless proportioned in accordance with an agreement with other participants. Proportioned matches must be agreed upon before the consultant is hired.
- e. The FLA must formally request IDOT approval of the selected consultant and the final study scope before signing the consultant contract.
- f. If different from the RATS Lead Agency, the FLA will forward all proposed contracts, executed contracts and grant reimbursement requests to the RATS Lead Agency. The RATS Lead Agency will review all administrative aspects to assure compliance with the IDOT / RATS Interagency Agreement and related IDOT or Federal guidance.
- g. Only FLA fully approved and paid consultant invoices can be forwarded to the Lead Agency (RPWD) for reimbursement. The RPWD will file for reimbursements via the IDOT/RATS contract in timely fashion and, when approved and paid by IDOT, will forward the reimbursements back to the FLA.
- h. The RPWD will report all activities related to these arrangements as part of the Federally-required annual single audit.
- i. The FLA will keep RATS fully informed of all major decisions with regard to consultant-assisted studies and periodically make progress reports to the RATS Technical and Policy Committees.
- j. Contract for consultant services funded via PL or 5303 funds awarded as part of the regular annual IDOT allocation to the RATS MPO have a time limit. Generally all contractual work and expenditures must be completed by end of the RATS fiscal year June 30th unless other arrangement are pre-approved by IDOT. Failure to comply will result in loss of funding.

PART X. EXPANDED DESCRIPTIONS OF WORK ELEMENTS

As already stated, **Chart 6** listed the Work Elements and subparts that will be the initial focus of the FY 2005 Work Program. However, as the year progresses, priorities shift, opportunities arise, and/or unforeseen obstacles occur that necessitate minor changes in Work Program activities. **The following expanded descriptions of the Work Elements is intended to provide guidance regarding the types of activities that can be conducted and that are eligible for possible reimbursement under the IDOT/RATS Intergovernmental Agreement for FY 2005. Activities as described below are likely to be eligible but participants are advised to consult with the Lead Agency and/or IDOT to assure any new proposed activities are eligible.**

ELEMENT 1 – UNIFIED WORK PROGRAM DEVELOPMENT (UWP)

The Unified Work Program (UWP) is prepared annually to coordinate and direct transportation planning in the urban area. The UWP coordinates planning related to transit, highways and other surface transportation modes. The program suballocates the various funding sources described above among the various work elements and studies proposed for the year, and among the various RATS participants and/or consultants are hired, as needed, to perform the work. The UWP identifies responsibilities and expected work products (as printed in bold type) throughout this report.

During the fiscal year a UWP for the following fiscal year is prepared and published. The Lead Agency (RPWD) is primarily responsible for this task. The other RATS participants will provide information on the scope, time and cost of their proposed planning work. Also, during any given year, amendments may be necessary to the current UWP to compensate for changes in priority or need. The Lead Agency (and IDOT) are responsible for advising all RATS participants regarding possible eligible activities and for preparing formal amendments to the current year UWP when needed.

ELEMENT 2 – SPECIAL STUDIES (SS)

The RATS Work Program provides for special technical transportation studies and planning assistance within the Rockford Metropolitan Planning Area, as needed. Such studies include planning work that does not readily fit into other areas of the work program but which requires special technical skills, planning knowledge, research, time or

funding. Normally, these special studies are conducted by staff from the RATS Lead Agency (RPWD) or IDOT but occasionally other RATS participants are assigned work under this Element in accordance with their special needs and/or abilities to conduct the work. Often, private consultants are employed. Generally speaking, this work has involved transportation planning-related work such as:

- a. Assistance to participants and governmental agencies and the public in using the data, resources and plans of RATS.
- b. Traffic impact analyses.
- c. Jurisdictional coordination work.
- d. Feasibility, environmental impact, and minority/ neighborhood impact studies.
- e. General research, transit needs assessment, route segment analysis, transit facility planning, Section 15 data reporting, ADA, DBE & private sector encouragement, and fare structures research.
- f. Pre-procurement research and comparative pricing/shopping for computer and other equipment.
- g. Other research, memoranda, technical reports, correspondence, and adjutant services as necessary.
- h. The development and calibration of the computerized traffic simulation model.
- i. The feasibility planning and development of the organizational framework for geographic information systems such as WinGIS.
- j. The development of data layers for input into WinGIS and other geographic information systems.
- k. Special work involving the gathering and analysis of data to assure non-discrimination (Title VI) Environmental Justice.
 - l. Special demographic / spatial analysis in conjunction with the US Census.
 - m. Assistance to the US Census Bureau in preparation for the Census.
 - n. Special "corridor studies" that comprehensively evaluate and plan improvements in key growth corridors or high traffic corridors. An example is the recent West State Street Corridor Study.
 - o. The Winnebago County Smart Growth Initiative and similar work seeking to maximize public investments and provide the highest possible living standards while conserving resources and the environment.
 - p. Special intermodal studies such as the Rockford Rail Consolidation Study, the Intercity Commuter / Passenger Rail Feasibility Study (initiated in FY 2004 and continuing this year).
 - q. Other Special Studies have or can include such things as:
 - (1) 5th/Prospect/Ethel, alignment/connection reevaluation;
 - (2) Cherry Valley, Village of, roadway network planning in developing areas;
 - (3) Elmwood/Trask Bridge/Meridian, intersection improvement needs;
 - (4) Greater Rockford Airport, peripheral roadways ;

- (5) Highcrest/Guilford, alignment/connection reevaluation;
- (6) I-90, wide load needs;
- (7) I-90, frontage road considerations;
- (8) I-90, Interchanges in the Metro Area;
- (9) IL-251, (Harrison Av. to US 20) capacity/expansion options;
- (10) Meridian Road Bridge, over the Rock River;
- (11) Meridian Road, ROW and access control considerations;
- (12) North Main Street, (Whitman to Riverside) capacity / expansion options;
- (13) South Main Street, (City Limits to Cedar Street) capacity / expansion options;
- (14) Ogle County, expansion of the traffic simulation model into contiguous urbanizing areas;
- (15) Riverside Boulevard, improvement needs between Forest Hills and IL-2;
- (16) Roadway design standards and requirements;
- (17) State Street, (downtown to Fairview) capacity / expansion options;
- (18) Traffic calming, needs and alternatives;
- (19) Winnebago, Village of, roadway network planning in developing areas.

- g. Maintaining and preparing records and documentation necessary for Certifying the Planning Process for conformance with applicable State and federal guidelines and regulations.
- h. Assuring equal opportunities to Disadvantaged Business Enterprises (DBE) and minorities in contracts and subcontracts.
- i. Maintenance of the Cooperative Agreement empowering RATS as the MPO.

B. Responsibilities:

The RPWD, as the designated MPO Lead Agency, will have the bulk of the responsibility for work under this Element. However, IDOT and RPWD will share some of the work, particularly related to contract administration and certification. Other Participants Requesting Reimbursements will supply information to the Lead Agency in a timely fashion but will not request reimbursement for such administrative work.

ELEMENT 4 – PUBLIC INVOLVEMENT (PI)

A. Eligible Activity:

Work in the Public Involvement Element provides for public input into all elements of the transportation planning process. During FY 2003, the federally-required document describing the RATS Public Involvement Process (PIP) was updated and republished in accordance with TEA-21 guidelines. This document prescribes and schedules the primary RATS public involvement activities. Any activity prescribed in the PIP is an eligible activity under this Element. However, as in the past, public involvement can be accomplished in a wide variety of ways, including:

- a. Forming, assisting, informing and seeking advice from citizen advisory committees and task forces.
- b. Attending meetings of, seeking advice from, and disseminating transportation planning information to existing community groups representing citizens and public officials.
- c. Holding and attending public hearings and informational meetings.
- d. Using citizen surveys and questionnaires.
- e. Developing and disseminating non-technical or informational reports and seeking feedback from these reports.
- f. Developing "press releases" and notifying the press of all meetings, agendas, and important transportation issues prior to decisions on these issues.
- g. Maintaining an open meeting format for all RATS meetings and allowing input from the general public on all issues during those meetings.
- h. Maintaining open, accessible offices and, from these offices, answering questions and requests in person or by telephone from the general public, the press and

ELEMENT 3 – ADMINISTRATION (AD)

A. Eligible Activity:

Under this element, the general administrative work necessary for the operation of the MPO is conducted and adjunct services are provided to the RATS Policy and Technical Committees and their subcommittees. As in the past, this work can involve the following, as needed:

- a. Administering and coordinating the RATS/IDOT Intergovernmental Agreement (sometimes called the IDOT Planning Services Contract).
- b. Preparing quarterly progress reports, financial statements and annual completion reports, where necessary, for State and federal contracts, and related record keeping and other documentation for audit purposes. Preparing reports and maintaining records to meet the accounting requirements of the local participants.
- c. Procuring necessary supplies, office space and capital equipment such as computer equipment (hardware and software) and similar equipment necessary for gathering, displaying, or disseminating information.
- d. Hiring and supervising employees.
- e. Managing employee benefits, performing employee evaluations, setting and disbursing salaries. Conducting similar activities necessary to maintain the MPO but not readily accountable to other more specific work elements.
- f. Assisting public transit providers in conjunction with the FTA 5307 planning grants.

other special groups.

- i. The development and maintenance of a RATS World Wide Web Page.

B. Responsibilities:

The RPWD, the Lead Agency, has the primary responsibility for MPO public involvement, in accordance with the procedures and schedules approved in the PIP. Secondly, the agencies directly responsible for highway construction will notify and involve the public about highway projects and the providers of public transit services (RMTD and BCCA) are responsible for notifying and involving the public, including disabled persons and groups, about important transit planning, service or fare changes.

ELEMENT 5 – TRANSPORTATION DATA & FORECASTING (TDF)

A. Eligible Activity:

Work in this Element involves the gathering, maintenance, monitoring and forecasting of a wide variety of data and information needed for the comprehensive transportation planning process. As in the past, this can include the following and similar information and activities:

- a. Accident location and severity data.
- b. The Highway Record Data Bank.
- c. Bridge condition data.
- d. Roadway traffic count data and speed data, including the 5-Year Traffic Counts.
- e. Turning movement and similar intersection count data.
- f. A computerized data base of maps including traffic analysis zone maps for traffic modeling, functionally classified network maps and numerous other street, roadway and base maps necessary for transportation planning.
- g. Transit travel information to evaluate system performance.
- h. Transit service standards and performance indicators.
- i. Other maps, records, and computer files as needed for storing and displaying the transportation plan and pertinent information.
- j. A generalized Functional Classification System Map.
- k. Transportation information maps of the CBD, the urban area, and the Metro Area
- l. Traffic analysis zone maps for the computerized Traffic Simulation Model.
- m. Maintenance of the Traffic Simulation Model itself, including monitoring and maintaining the data parameter essential to the calibration of the model, as well as the roadway geometric data used by the model.
- n. Base maps, data, and aerial photography necessary for the maintenance of the Pavement Management System.

B. Responsibilities:

All participating RATS Agencies typically have substantial responsibilities in this Work Element. The IDOT and the Local Lead Agency (RPWD) are primarily responsible for coordinating these activities and these activities are frequently discussed at Technical Committee meetings to assure coordination and avoidance of effort duplication. Some specific responsibilities are worth of special note:

1. Responsibility for general area base maps is coordinated by WinGIS in Winnebago County and by the County Highway Department and the Regional Planning Commission in Boone County.
2. The maintenance of the RATS Traffic Simulation model, and its use in the development of traffic forecasts is the responsibility of the Lead Agency, RPWD.
3. Special base maps unique to the RATS planning process are maintained by the RPWD and the RCDP.
4. The 5-year Traffic Count program is primarily the responsibility of IDOT. However, the preparation and distribution of an area wide map of the count data is also the responsibility of the RPWD. Traffic counting related to specific incidents or projects will be the responsibility of the particular agency having jurisdiction over those incidents or projects.
5. The responsibility for coordinating the maintenance of maps and data essential to the MPO Planning Process is the responsibility of the RPWD.
6. All participating agencies, but especially the RPWD, WCHD, and BCHD, will continue gathering data and reporting information as needed for the Highway Record Data Bank and required bridge condition data.
7. Monitoring Transit Service and transit ridership data will continue to be the responsibility of the public transit providers (RMTD and BCCA).
8. The Lead Agency and IDOT are generally responsible for the coordination of all data collection.

ELEMENT 6 – LAND USE PLANNING, DATA & FORECASTING (PDF)

A. Eligible Activities:

Work in this Element consists of a wide variety of land use and socio-economic planning activities that are intermingled or co-dependent on the transportation planning process. This

work is essential for determining future transportation needs, coordinating transportation improvements with other public improvements and private development, and for the development / maintenance of the Long-Range Transportation Plan. Considerable socioeconomic data is needed for monitoring growth, urban decay and spatial changes in the area and, in turn, for forecasting travel demand and transportation improvement needs. As in the past, this can include the following and similar information and activities:

- a. The development and maintenance of socioeconomic data and forecasts including data on dwelling units, population, school enrollments, employment statistics, car and truck registrations, and total travel mileage and fuel consumption, as examples.
- b. Monitoring area construction, demolition and land use changes. Comparing census data, monitored counts and other data with forecasts.
- c. Comparing Illinois Bureau of the Budget forecasts with local forecasts.
- d. Maintaining data in formats that facilitate traffic forecasting.
- e. The development and maintenance of comprehensive land use plans including plans for other major infrastructure improvement such as sanitary sewer, storm sewer, stormwater detention, public water, public parks and other public facilities and services.
- f. Smart Growth / controlled growth planning, education and promotion.
- g. Monitoring changes in local land use plans, laws and ordinances regarding their impact on transportation.
- h. Analysis and planning to assure transportation decisions and services are not discriminatory to minorities (Title VI).
- i. Analysis and planning to assure transportation decisions and services do not disproportionately impact or neglect persons of lower economic status in the community (Environmental Justice).
- j. Monitoring goods movement/terminals.
- k. Coordination with the Chamber of Commerce Transportation Committee, the Council of 100 and other area entities engaged in visioning and promoting the future of the Rockford area.
- l. Using and modifying Illinois Department of Employment Security data for the purpose of making employment projections.

B. Responsibilities:

All participating RATS Agencies typically have substantial responsibilities in this Work Element. The Local Lead Agency (RPWD) are primarily responsible for coordinating these activities and these activities are frequently discussed at Technical Committee meetings to assure coordination and avoidance of effort duplication. Some specific responsibilities are worth of special note:

1. The agencies with land use planning authority, the

general purpose governments, have the primary responsibility for the development and maintenance of data and plans within their respective jurisdictions, but the Lead Agency (RPWD) has the responsibility for monitoring those plans for the purpose of pointing out inconsistencies between jurisdictions or conflicts with the Long-Range Transportation Plan.

2. The Lead Agency is responsible for maintaining the land-use and socioeconomic data necessary for the Traffic Simulation Model.
3. All agencies, but particularly the Lead Agency, are responsible for coordinating and cooperating with the US Census Bureau.
4. Downtown Entry Corridor Planning and other major corridor planning will be coordinated by the RCDP and the RPWD.
5. The Lead Agency is primarily responsible for Minority and Environmental Justice assessments.

ELEMENT 7 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

A. Eligible Activities:

Prepared annually, the Transportation Improvement Program (TIP) coordinates the highway, transit, and other transportation improvements (including enhancement projects) of the RATS Agencies over the next three years.

- a. The TIP lists, categorizes, and sets priorities for transportation improvements and assures they are financially feasible, and coordinated with each other and with other governmental improvements and private developments.
- b. It is important to note that The TIP has 11 goals and that work toward any of these goals is encouraged: (1) Set priorities for all major transportation improvements over the next three years. (2) Assess the financial needs and resources of the RATS Agencies. (3) Account for all proposed uses of federal highway, transit and enhancement funds. (4) Reaffirm realistic State and local revenue projections. (5) Provide a fair balance of highway, transit and enhancement interests. (6) Emphasize planning and cost-effective projects. (7) Evaluate alternative cost/revenue scenarios for local transit in light of revenue uncertainties. (8) Update transit operating and financial management plans. (9) Emphasize transportation projects that have minimal adverse impact on the environment and the community. (10) Provide opportunities for participation by the private sector. (11) Provide better services for those

persons traditionally under served by existing transportation systems, including persons with disabilities.

- c. Work to assure conformance with Federal requirements including project priority setting, adherence to financial constraints and public participation.
- d. Work that reaffirms, documents or analyzes financial resource data, as needed.
- e. Work involving the publication and distribution of the TIP document, and any modifications or amendments.
- f. Work involving coordination with private transit providers.
- g. Work involving the monitoring and reporting of progress of the implementation of projects in the TIP.

B. Responsibilities:

The agency primarily responsible for the development and dissemination of the TIP document itself and for the coordination of all TIP work is the Lead Agency, the RPWD. All agencies, however, are responsible for providing timely information on their proposed projects and activities, keeping all others informed of the progress of their projects, and developing project priorities that are in concert with the other agencies and the Long-Range Transportation Plan.

ELEMENT 8 – CONGESTION & SYSTEMS MANAGEMENT (CSM)

A. Eligible Activities:

Congestion and Systems Management involves a broad spectrum of work related to improving the function, efficiency, and longevity of the existing transportation system and transportation services. Five broad areas can be identified: (1) Cost-effectively maintaining existing infrastructure, equipment and facilities. In general, make the existing system last as long as possible without major reconstruction. (2) Employing time-tested conventional ways to improve the utilization and efficiency of the existing system without resorting to significant expansions of the system. (3) Employing innovative, technological means to improve the utilization, efficiency and safety of the existing system (intelligent transportation system strategies). (4) Carefully managing additions and changes to the existing system, particularly the arterial roadway network, so that the system is not degenerated by uncontrolled access and bad geometrics. The careful review of new developments and land subdivisions is particularly important. (5) Encouraging alternatives including the use of pedestrian / non-motorized systems, intermodal opportunities, telecommuting, carpooling, public transit, staggered work hours, "Smart Growth" principles, and other techniques to

reduce peak and overall travel demand. As in the past, eligible activities can include the following and similar work:

- a. Any activities as suggested in the FY 1998, "Congestion Management Activities" report that was prepared for RATS by the consultant, TransCore, including: (1) Maintaining, modernizing and timing traffic signals. (2) Making geometric improvements at key intersections and roadway segments. (3) Managing (scheduling) construction projects to avoid blockage across broad corridors. (4) Access management (controlling access as part of the development process). (5) Completing key segments of critical roadways. (6) Grade separation at key locations. (7) Timely vehicle management and replacement by public transit. (8) Constructing and maintaining bicycle and pedestrian facilities. (9) Considering, developing and deploying Intelligent Transportation System (ITS) measures. (10) Considering and deploying all of the above as part of all reconstruction and redevelopment projects.
- b. Special Congestion Management corridor studies such as the Riverside/Alpine/Forest Hills Study.
- c. Other corridor studies that comprehensively look at land use and access management along heavily-used or fast-developing corridors such as the East State Street Corridor, the East Riverside Boulevard Corridor, the IL-173 Corridor, the Perryville Road Corridor, the Harrison Avenue Corridor, and the Morgan Street Bridge Corridor
- d. Special intersection studies where existing land use is a major obstacle to improving intersection capacity such as the State Street / Alpine Road Intersection, and the North Main / Auburn Street Intersection.
- e. Concentrated efforts in regard to special traffic generators such as roadways in the vicinity of the Greater Rockford Airport, the Sports Core, and the Central Business District.
- f. Analysis of accidents and incidents to determine if system characteristics or limitations are contributing factors.
- g. System-wide Pavement Management as a means to determine the most cost-effective priorities for pavement repair and roadway reconstruction.
- h. Staff training including technical training, training related to new innovative approaches, and training related to new State and Federal laws and programs.
- i. Development, maintenance and promotion of Bike-way/Pedestrian Plans.
- j. Truck and Hazardous Cargo Route planning including over-sized or over-dimensional truck route planning.

- k. Planning to promote, encourage and improve the use of public transit as a safe, smart alternative to automobile travel
- l. Transit improvement planning including periodic independent analyses of transit routes and schedules, and feasibility studies for new transfer centers, as well as new bus and rail connections, both inter- and intra-urban.
- m. Encouraging private sector participation in transit.
- n. Efforts to refine and improve plans, procedures and services pertaining to persons with disabilities.
- o. Planning to improve transit facilities and “enhancements” to transit service.
- p. Innovative transit opportunities such as the "Regional Maintenance Center."

B. Responsibilities:

All RATS participants are involved in some aspects of this Work Element. The primary coordination responsibility is with the Lead Agency (RPWD). However, all participants are encouraged to engage in as many aspects of this Work Element as time and funding permits.

FEASIBILITY OF TOLL REMOVAL. During FY 2005, RPWD will apply for funding assistance from IDOT for the purpose of studying the feasibility of removing the tolls from the sections of I-90 in the vicinity of Rockford and, possibly, Belvidere. Removing these tolls could have positive benefits of relieving congestion on these segments of I-90. Other benefits would be the elimination of the diversion of over-dimensional interstate vehicular traffic onto local roads in the Rockford Metropolitan Area. Such vehicles currently cannot pass through the toll facilities. These diversions create congestion and safety problems on local roads.

ELEMENT 9 – LONG-RANGE PLAN (LRP)

A. Eligible Activities:

The goal of this work element is to maintain and refine the comprehensive Long-Range Transportation Plan (LRP) for the RATS Metropolitan Planning Area, in accordance with federal guidelines. To achieve this goal, it is necessary to bring together the work products of many of the previous work elements into a concise but encompassing document. Ideally, this document is a public consensus of the transportation needs of the community. Minimally, it is achieved through a melding of public input, political realities and technical expertise.

In July of the Year 2000, the Long-Range Transportation Plan (LRP) for the Rockford Metro Area was comprehensively updated, extended in time frame to the Year 2025, and adopted by the RATS Policy Committee. The process of updating the Long-Range Plan can be lengthy and complicated. Therefore, typically RATS begins the update process 12-18 months before the next update is due.

Maintaining the Long-Range Plan is a constant endeavor. Subdivision plans, development plans and proposals and alternative transportation plans are constantly being proposed. These proposals must be evaluated both for their own merit and with respect to the LRP. When necessary, the LRP must be amended to accommodate changes in community priorities and goals or changes resulting from new subdivisions and developments. All activities in that regard are eligible under this Work Element

B. Responsibilities:

1. The Lead Agency, the RPWD, is primarily responsible for the LRP maintenance responsibilities. All entities are expected to participate by keeping RATS fully informed of land use and development plan proposals and changes within their respective jurisdictions. In addition, participants are expected to consult with RATS and the LRP before making changes to their respective plans that will impact the RATS LRP.
2. The Lead Agency is primarily responsible for developing the required **LRP comprehensive updates** in a timely fashion. Such updates may be done internally or via professional consultant assistance. All participants are expected to assist in the update by providing copies of their plans, by reviewing LRP proposals and by aiding and assisting the Lead Agency or consultant in developing the LRP.

Because the next comprehensive update of the LRP is due by the end of July 2005, RATS has already initiated the update process. As part of the development of this Work Program, RATS staff and all RATS participants have agreed that all available PL and FTA planning funds, beyond those needed for other essential RATS planning functions and previously committed projects, will be directed toward the LRP update in FY 2005. Consequently, several participant agencies that received suballocations of planning funds in previous years, will not receive similar allocations in FY 2005.

Further, for this update, the participants have determined that the services of an outside professional consultant will be solicited. Previously, for the last 20 years or more, the technical aspects of updating the LRP has been accomplished in-house by RATS staff. For this update, a fresh approach by an unbiased consultant is being sought.

A draft Scope of Services is under development. This scope will be finalized and developed as part of an RFQ/RFP process with the goal of selecting a consultant and beginning the actual Plan development within the first 30 days of FY 2005.

3. Long-Range Project Conceptualization is an ongoing process that will also be continued, as needed. This involves the development and evaluation of alternatives to various elements of parts of the LRP. All participants are expected to participate. Such evalua-

tions may involve the use of the RATS Traffic Simulation Model, solicitation of public opinions or preferences, the services of professional consultants and/or any combination of these inputs. Possible conceptualizations to be considered in the near future, depending on availability of time, funding, and the proper tools for evaluation include the Northwest ByPass proposal, the Commuter Rail to Chicago proposal, and the Bus-Rapid Transit to Elgin proposal. Parts or all of some or all of these may also be carried out under other Elements of the Work Program.

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RATS

Rockford Area Transportation Study
Metropolitan Planning Organization

POLICY COMMITTEE
Mayor Douglas P. Scott, City of Rockford
Mayor Darryl F. Lindberg, City of Loves Park
Mayor Frederic C. Brereton, City of Belvidere
District Engineer Gregory Mounts, IDOT, District 2
Board Chairman Susan L. Anderson, County of Boone
President Linda M. Vaughn, Village of Machesney Park
Board Chairman Scott Christiansen, County of Winnebago

RESOLUTION 2004-5

UNIFIED WORK PROGRAM FOR FY 2005

1 WHEREAS the Rockford Area Transportation Study (RATS)
2 is the federally designated Metropolitan Planning
3 Organization for the Rockford Metropolitan Area and
4 the RATS Policy Committee is responsible for directing
5 transportation planning within the area; and

6 WHEREAS, the Federal Highway Administration (FHWA)
7 and the Federal Transit Administration (FTA) require
8 a Unified Work Program for the purpose of assisting
9 and programming transportation planning throughout
10 the area; and

11 WHEREAS, the FY 2005 Unified Work Program (May 20,
12 2004 Version) was developed, announced and
13 distributed to the public in accordance with federal
14 guidelines and the RATS Public Involvement Process;
15 and

16 WHEREAS, no comments resulting in changes to the May
17 20, 2004 Version have been put forth; and

18 WHEREAS, the RATS Technical Committee has reviewed
19 the Work Program (May 20, 2004 Version) and
20 unanimously recommends approval; **NOW THERE-**
21 **FORE BE IT**

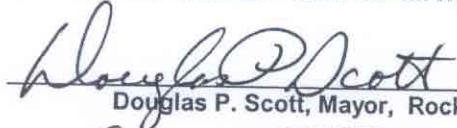
22 **RESOLVED**, that the Policy Committee:

- 23 1. adopts the FY 2005 Unified Work Program (May 20,
24 2004 Version);
- 25 2. directs the RATS Study Director to submit said FY
26 2005 Unified Work Program (May 20, 2004 Version)
27 and this Resolution to the State of Illinois, the
28 FHWA and the FTA;
- 29 3. directs the Rockford Public Works Department,
30 acting as the lead agency on behalf of RATS, to
31 pursue and enter into an Intergovernmental

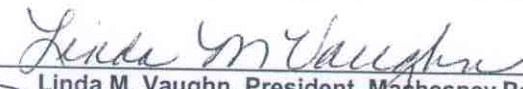
32 Agreement with the State of Illinois for the
33 purpose of funding and conducting the activities
34 set forth by the Program;

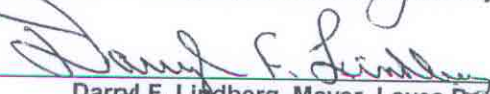
- 35 4. directs the agencies designated within this work
36 program to pursue and enter into contracts with
37 professional consultants, as needed, for the pur-
38 pose of carrying out various sub-elements of
39 work as specified in the Program.


40 DATED THIS 27th DAY OF MAY, 2004.


41 
42 Douglas P. Scott, Mayor, Rockford

43 
44 Scott Christiansen, Chairman, County of Winnebago

45 
46 Linda M. Vaughn, President, Machesney Park

47 
48 Darryl F. Lindberg, Mayor, Loves Park

49 
50 Frederic C. Brereton, Mayor, Belvidere

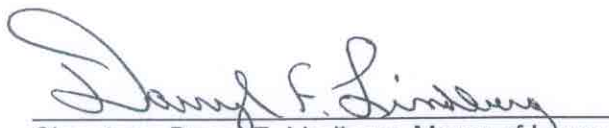
51 
52 Susan L. Anderson, Chairman, County of Boone

53 
54 Gregory Mounts, District 2,
55 Illinois Department of Transportation

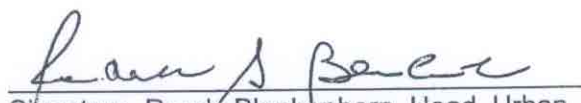
ANNUAL MPO CERTIFICATION

In accordance with 23 CFR 450.334, **BE IT RESOLVED**, the Illinois Department of Transportation (IDOT) and the Rockford Area Transportation Study (RATS), the Metropolitan Planning Organization for the Rockford urbanized area and Metropolitan Planning Area, hereby certify that the metropolitan planning process is addressing major issues facing the Rockford Metropolitan Planning Area and is being conducted in accordance with all applicable requirements of:

1. 23.U.S.C. 134 and 49 U.S.C. 5303-5306;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended [42 U.S.C. 7504, 7506 (c) and (d)];
3. Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State of Illinois under 23 U.S.C. 324 and 29 U.S.C. 794;
4. Section 1101 of the Transportation Equity Act for the 21st Century [Public Law 105-178] regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects [Sec. 105 (f), Public Law 97-424, 96 Stat. 2100, 49 CFR part 23]; and
5. The provisions of the Americans with Disabilities Act of 1990 [42 U.S.C. 12101 *et seq.*] and U.S. DOT regulations "Transportation for Individuals with Disabilities" [49 CFR Parts 27, 37, and 38].


Signature, Darryl F. Lindberg, Mayor of Loves Park, Chairman, RATS Policy Committee or other Authorized Representative of the Rockford Area Transportation Study

Dated: May 27, 2004


Signature, Randy Blankenhorn, Head, Urban Program Planning or other Authorized Representative of the Illinois Department of Transportation

Dated: May 28, 2004