

# RATS

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

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Transportation, Region 2*

## FY 2007 – UNIFIED WORK PROGRAM

May 18, 2006 Version

Adopted: May 25, 2006

This work program identifies activities to be conducted by RATS during the period from July 1, 2006 through June 30, 2007. Opportunities for public comment have been afforded at RATS Committee meetings from November 2005 through May 2006. Development of the RATS FY 2008 UWP for will begin in November 2006. Suggestions regarding RATS planning work may be direct to the RATS staff in the Lead Agency or to the RATS Technical Committee or Policy Committees at their respective monthly meetings. Contact RATS staff or view the RATS web site for exact meeting dates, times and locations at <http://www.cityofrockford.net/government/works/index.cfm?section=planning&id=977>

THIS REPORT WAS PREPARED IN COOPERATION WITH THE FOLLOWING AGENCIES:

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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RATS RESOLUTION 2006 – 6: ADOPTION OF THE FY 2007 UNIFIED WORK PROGRAM

ANNUAL MPO CERTIFICATION

## The FY 2007 Unified Work Program for Transportation Planning for the Rockford Metropolitan Planning Area

### PART 1 – INTRODUCTION

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 2007, July 1, 2006 through June 30, 2007. 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 815/987-5638) or from the RATS web site <http://www.cityofrockford.net/government/works/index.cfm?section=planning&id=977>

The earliest this proposed work program will be considered for adoption by the Policy Committee will be at their May 25, 2006 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. Comments can also be sent electronically using the RATS online comment card @ <http://www.cityofrockford.net/government/works/index.cfm?section=planning&id=977>. Please contact the RATS staff by phone or for exact meeting dates, times and locations. Preparation of the UWP is an annual activity of RATS. Consideration of the next UWP, the FY 2008 UWP, will begin in January of 2007.

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
IL Tm	Illinois Tomorrow
ISTEA	Intermodal Surface Transportation Efficiency Act
L RTP	Long-Range Transportation Plan
MPA	Rockford Metropolitan Planning Area

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 planning funds (federal)
SAFETEA-LU	Safe Accountable Flexible and Efficient Transportation Equity Act: A Legacy for Users
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TLHR	Total loaded hourly pay rate
TSM	Transportation System Management
UWP	Unified Work Program
WinGIS	Winnebago County Geographic Information System
5303 – funds	Planning funds provided through the FTA
5307 – funds	FTA - Urban Area formula funds
5309 – funds	FTA – Capital discretionary funds for Bus & Bus-Related Facilities and New Starts
5316- funds	FTA – Job Access and Reverse Commute (JARC) Urban Area formula funds
5317- funds	FTA – New Freedom Urban Area formula funds
5339- funds	FTA – Alternative Analysis Funding Program

## PART 2 – OVERALL UWP GOALS

Regional transportation planning in the RATS Metro Area is funded primarily with Federal funds stemming from the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The details of this funding are discussed in subsequent sections of this report. In accordance with SAFETEA-LU and the RATS Year 2035 Long-Range Transportation Plan (LRTP), the overall goals of this UWP are in concurrence with the overall goals of SAFETEA-LU and the LRTP, as listed in Chart 2, below.

<b>Chart 2 – MPO Planning Goals</b>	
1	Support the <b>economic vitality</b> of the Rockford Metro Planning Area, especially by enabling global competitiveness, productivity and efficiency.
2	Increase the <b>safety and security</b> of the transportation system for motorized and non-motorized users.
3	Increase the <b>accessibility and mobility options</b> available to people and for freight.
4	Protect and enhance the <b>environment, promote energy conservation and improve the quality of life</b> .
5	<b>Integrate and connect</b> the transportation modes for people and freight.

6	Promote <b>efficient system management and operation.</b>
7	Efficiently <b>preserve the existing transportation system.</b>

**PART 3 – 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.

<b>Chart 3 – UWP Participants</b>		
<b><i>RATS Technical Committee Members</i></b>		
1	Belvidere / Boone County Planning Department	BBCPD
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 Community Development Department - Planning Division	RCDP
12	Rockford Mass Transit District	RMTD
13	Roscoe, Village of	VROS
14	Winnebago County Planning & Economic Development Department	WCPD

15	Winnebago County Highway Department	WCHD
16	Winnebago, Village of	VWIN
<b><i>Other Frequent RATS Participants</i></b>		
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
21	Rockford Area Economic Development Council	RAEDC
22	Rock River Water Reclamation District	RRWRD
23	Growth Dimensions	GD

#### **PART 4 – 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 for the RATS MPO.

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 5 – 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.

<b>Chart 4 – Funding Sources for Planning</b>	
<b>FHWA PL</b>	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)
<b>FTA 5303</b> (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)
<b>FTA 5307</b> (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)
<b>FTA 5309</b> (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)
<b>FTA 5314</b>	Special Planning and Research Funds – funding earmarked by Congress for special studies. Administered by the FTA. (Local match varies from 0-20%)
<b>SPR</b>	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)
<b>Illinois Tomorrow (ILTM)</b>	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.)
<b>State funds</b>	Funds directly from the State of Illinois (IDOT or other State agencies) for planning purposes. (Local match varies)
<b>Local funds</b>	Funds provided by local RATS participants; typically the required 20% local match for the above funds.



**PART 6 – FUNDING AVAILABLE FOR FY 2007**

Funding allocations available to the Rockford Metro Area during FY 2007 are listed in the table below. Several items were awarded in previous years and are still in various stages of implementation.

<b>Chart 5 – Funds for FY 2007</b>			
<b>Source</b>	<b>Amount</b>	<b>Timeframe</b>	<b>Purpose</b>
<b><i>New Funds Assigned</i></b>			
PL	\$390,872	7/1/06-6/30/07	Regular RATS Planning Process
5303	\$105,842	7/1/06-6/30/07	
<b><i>Funds Carried over from Previous Years (may be partially expended)</i></b>			
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)
<b>\$496,714</b>		<b>Subtotal New Federal</b>	
<b>\$900,000</b>		<b>Subtotal Ongoing Federal (100%)</b>	
<b>\$1,396,714</b>		<b>Total Federal: New and Ongoing</b>	
<b>\$1,520,893</b>		<b>Total: Federal plus 20% State or Local match</b>	

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 7 – SUMMARY OF PRIORITY ACTIVITIES FOR FY 2007**

Chart 6, below, lists and summarizes the major activities scheduled for FY 2007 by Work Element. The activities listed therein are assigned the highest priority for FY 2007 but are not the only activities likely to be conducted in FY 2007. 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:

- The changes are within the context of one or more Work Element Scopes as described in greater detail in subsequent sections of this Program.
- 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.
- 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.
- The changes are not in conflict with the annual Intergovernmental 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 2006**

EL #	Activity	Lead Agency	Assisted By	Objectives	Time Frame	Funds
1	<b>Unified Work Program for Planning</b>	RPWD	All participants	Throughout the current FY, as necessary, monitor the progress of, change priorities in, or amend the current UWP.	FY07	All
				With efforts concentrated in the 2 <sup>nd</sup> 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.		
<b>2</b>	<b>Special Studies</b>					
2.1	<b>Morgan St Bridge / Barber Coleman &amp; vicinity</b>	RPWD	All	Refine bridge plans, develop/refine related intersection plans, land use and redevelopment / revitalization plans.	FY04+	R, L
2.2	<b>Greenways Plan</b>	RPWD	All	This plan was <b>COMPLETED IN FY 2006</b> . It will continue to be monitored and updated as the Rockford Urban Area continues to grow.	FY06+	R, L
2.3	<b>Transit East Side Transfer Center</b>	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.	FY07+	5309, IL
2.4	<b>Rockford to Chicago Passenger / Commuter Rail Feasibility Study</b>	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. <b>THIS STUDY WAS COMPLETED IN FY 2005</b> . The results of this study will continue to be presented in the community and to be used as a foundation for the next phase of study, the Alternatives Analysis / EIS phase.	FY05	5314

2.5	<b>Northern Illinois Commuter Transportation Initiative Alternatives Analysis</b>	RPWD & RMTD	All agencies & consultant	Funding was secured in SAFETEA-LU to begin the second step in the FTA New Starts Planning and Project Development Process. This step will review the Interstate 90 corridor current transportation methods, volumes, and routes for north central Illinois residents that are traveling to and from destinations and origins in the northwest suburbs and Chicago and the Rockford MPA for the development of several transportation alternatives. From this process, RATS will select a Local Preferred Alternative (LPA) so that a Project Management Plan can be developed to implement the LPA.	FY06+	FTA, 5309, 5339 & IDOT & L
2.6	<b>Belvidere-Rockford to Elgin Bus Rapid Transit Study</b>	RPWD Belv RMTD	All agencies & consultant	This study will take a recommendation from the Belvidere Transit Development Plan and expand on that to determine a potential transit / pre-rail connection to the Metra train station at Big Timber in Elgin. The scope and scale of this study will include determining (1) potential connections, and (2) estimating costs, ridership and revenues for each connections identified.	FY06	FTA, L
2.7	<b>Riverside Boulevard Corridor Planning</b>	LPPD RPWD WCHD	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	<b>Winnebago County IL-173 Corridor Transportation &amp; Land Use planning</b>	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	<b>Perryville Road extension</b>	WCHD WCPD SLATS	All	In conjunction w/SLATS, identify corridor for ROW & determine capacity needs in corridor between IL-251 and I-90.	FY03+	R, L
2.10	<b>Town Hall Road Corridor</b>	BDPW	RPWD & BCHD	Develop future traffic projections, alignment analysis, and capacity needs in corridor between US Bus 20 and I-90 (N.W. Tollway). To review scenarios with and without future interchange/connection to Irene Road at I-90 and possible connection to IL 76.	FY06 & FY07	PL, L

2.11	<b>Flora Neighborhood Plan</b>	BBCPD	BCHD, BPWD & RATS	The City of Belvidere wants to develop a more detail land use-transportation plan for the area surrounding the Toll-Way Station Point and Commuter Rail Stop location, a new interchange at I-90 and Irene Road, the expanding employment area around the Chrysler facility and other future development in this sub-area in Boone County. This study will include all surface transportation options, including public transportation and pedestrian and bicycle facilities to this area. <b>This study was started and completed in FY 2006.</b> The City of Belvidere and Boone County have adopted this plan as an amendment to their Land Use Plan.	FY06 & FY07	L
2.12	<b>Boone County IL-173 Corridor Transportation &amp; Land Use planning</b>	BBCPD	Belvidere, Boone County, Poplar Grove, Capron & RATS	Develop a more comprehensive corridor transportation and land use plan for this fast-growing corridor between Boone – Winnebago County Line and Boone – McHenry County Line.	FY07 & FY08	R,L
2.13	<b>RATS Bicycle – Pedestrian Study</b>	RPWD	All participants	Develop and identified a region-wide system of bicycle and pedestrian facilities (bike lanes / bike routes) to connect with existing and planned shared-use path facilities, existing and planned public transportation services and provide model development regulations and ordinances to promote and encourage bicycle and pedestrian friendly growth in the RATS area.	FY06, FY07 & FY08	R,L
2.14	<b>Northeast Boone County Transportation Study</b>	BCHD	BPWD, IDOT & RATS	Develop a more comprehensive corridor transportation and land use plan for this fast-growing corridor in Boone County. In the FY 2007 UWP, funds have been programmed to start this review and update and continue into FY 2008.	FY07 & FY08	R,L
3	<b>Administration</b>	RPWD	All participants	Maintain records, file reports, process contracts and reimbursement requests, and all other aspects of RATS administration	FY07	R,L
3.1	<b>Capital Equipment for RATS Planning</b>	RPWD	All	Monitor / evaluate computer and other data / planning equipment. Obtain new or replacements according needs & funding.	FY07	R,L

<b>4</b>	<b>Public Participation</b>	RPWD	All participants	Throughout FY07 and in conjunction with all Elements, inform and involve the general public, public officials, interested parties and the press and media in all parts of the RATS Planning Process in accordance with the RATS Public Involvement Process (PIP) Report. One of the requirements under SAFETEA-LU for RATS is to develop and utilize a public "Participation Plan" (PPP). The RATS PIP will be use as the foundation for the preparation of PPP.	FY07	All
<b>4.1</b>	<b>Public Transit-Human Services Transportation Plan</b>	RPWD	RATS, RMTD & All participants	In March 2001, RATS adopted a Resolution that designated RMTD as the Area's Coordinated Service Provider. One of the provisions of this policy was that all transit needs and services, both public and private, were to be monitored by RMTD and RATS to ensure services are being met for the human services agencies. In the Year 2035 LRTP, this issue was also addressed. With the passage of SAFETEA-LU, one of the planning areas that has been introduced is that MPOs are encouraged to become more involved in coordinated transportation planning efforts. RATS believes that our initial efforts meets the general intent of this planning requirement. However, as information becomes available from FHWA / FTA, RATS will continue to work to develop its already planning efforts in this area.	FY07+	R, L
<b>4.2</b>	<b>RATS Web Site Development / Maintenance</b>	RPWD	All participants	The web site for RATS planning documents, meeting information and members, contacting RATS Staff was completed in FY 2005. Work will continue in FY 2007 to further developing the site and maintaining accurate up-to-date information.	FY07	R, L

5	<b>Transportation Data and Traffic Forecasting</b>	RPWD	All participants	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.	FY07	R,S,L
				Conduct/complete 5-year traffic counts in Boone and Winnebago Counties. Traffic counts were completed in FY 2005 and FY 2006.		
				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. RATS purchase new software during FY 2006. RATS staff needs to upgrade its computers to fully use the VISION SUITE transportation demand modeling software. Recent changes in transportation planning software packages includes a multi-level approach to develop traffic projections. These new features allow for better interfacing with GIS software/information and traffic visual simulations. Also, public transportation routes and other amenities can be included and performed in the new software.		
6	<b>Land Use Planning, Data Collection and Forecasting</b>	RPWD	All participants, especially those with land use regulatory authority	Maintain basic land use and non-transportation infrastructure databases as needed to make intelligent land use and transportation planning decisions.	FY07	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 planning software programs and providing this information to other agencies in order to perform a more comprehensive view of planning and growth in the Rockford Urban and Metropolitan areas.		

6.1	<b>Comprehensive Land Use Planning</b>	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.	FY07	R,L
6.2	<b>Smart Growth Study, Phase 2</b>	WCHD	Consultants & All agencies	Using the Phase 1 report as a framework plan, this next phase will be divided into an education and an application of applying "smart growth" principals and philosophies to two areas in the County.	FY06 & FY07	IT, L
6.3	<b>Minority and Environmental Justice</b>	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.	FY06 & FY07	R,L
6.4	<b>Downtown Entry Corridor Planning</b>	RCDP	RPWD	Continue planning to improve all major entranceways to Rockford.	FY06 to FY08	L
6.5	<b>Springfield Corridor Development Study</b>	WCHD/ WCPD	RCDP	Develop a comprehensive plan for the overall improvement / development of the Springfield Corridor between IL-2 and Auburn Street. This plan will be completed in FY 2006.	FY04 to FY06	R,L
6.6	<b>Rockford 2020 Land-Use Plan Review</b>	RCDP	Consultant-assisted	The City of Rockford did adopted their 2020 Land Use Plan in FY 2005. This plan is consistent with the RATS Long Transportation Plan, with best practices and compliance with State law. City and RATS will monitor this newly adopted land use plan. This plan will continue to review with regards to the development of new land use control ordinances for the City of Rockford.	FY04 to FY 07	R,L
6.7	<b>Rockford Zoning Ordinance Review</b>	RCDP	Consultant-assisted	Review/critique zoning ordinance for consistency with best practices particularly along major transportation corridors. In the FY 2006 UWP, funds have been programmed to start this review and update and continue into FY 2007.	FY06 & FY07	R,L



<b>6.8</b>	<b>Geographic Information System development (continued)</b>	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 databases, and its mapping and info dissemination capabilities.	FY04 to FY08	S,L
<b>6.9</b>	<b>Winnebago County Land Use Plan - Update</b>	WCPD	In-house	Winnebago County will begin the process of updating its existing 2010 Land Use Plan and Guide.	FY07	L
<b>7</b>	<b>Transportation Improvement Program Development</b>	RPWD	All participants	Throughout the current FY, as necessary, monitor the progress of, change priorities in, or amend the current TIP.  With efforts concentrated in the 2 <sup>nd</sup> 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.	FY07	R,L
<b>8</b>	<b>Congestion and Systems Management Planning</b>	RPWD	All participants, particularly highway 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.	FY07	R,L
<b>8.1</b>	<b>Pavement and Infrastructure Management</b>	RPWD	All	Maintain and analyze data leading to the cost-effective maintenance of existing infrastructure, systems and equipment.	FY07	R,L

8.2	<b>Northwest School Dist. 100 Expansion Traffic Analysis</b>	BPWD BBCPD	Consultant assisted	School District 100 will be expanding its northwest campus by adding a new high school in the very near future. This analysis, led by the City of Belvidere, will review plans for the campus expansion, the existing surrounding land uses and the projected land use plan for additional potential impacts on the transportation network.	FY06+	L
8.3	<b>Chrysler Impact Traffic Analysis</b>	BRWP BBCPD	Consultant assisted	As a result of the recent announcement by the Chrysler Corporation to expanded their facility in the Belvidere area, the City of Belvidere will review the existing and projected traffic operations to and from this location and other nearby surrounding land uses.	FY06+	L
9	<b>Long-Range Transportation Plan</b>	RPWD	All participants	Throughout the FY, monitor public improvements proposals and private development to assure compliance with the Year 2035 LRTP. If necessary, modify and amended the LRTP as needed.	FY06 to FY2010	R,L

**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 and/or all local funds.

**PL** = isolated PL funds.

## **PART 8 – 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.

### **NEEDS PRIORITIES & ASSIGNMENTS .**

- 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 and other modes of transportation planning.
- 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.
- Third, the remaining Lead Agency funding needs are then funded with PL funds.
- Fourth, RATS is in a Metropolitan Planning Area (MPA). As a result of MPA designation, the transportation planning process of RATS is reviewed every four years by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). After an on-site review by FHWA and FTA, a report is issued which lists the results of the review and “offers recommendations for continuing quality improvements and enhancements to the planning process” of RATS. Accordingly, any FHWA/FTA “finding” that needs to be address to comply with the Certification report will receive additional PL and/or 5303 funds for that task.
- Fifth, 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:
  1. 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. For example, in FY05 the RATS Long-Range Transportation Plan was budgeted the remaining PL and 5303 funds to complete this prerequisite.
  2. 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.

3. A third priority is given to assisting other special studies or needs that provide valuable input for the RATS transportation planning process. Projects such as the development of a “Regional Greenways Plan” and the WinGIS orthophoto digital database are examples of work that has been produced in the past.
  4. In addition, assistance could be given to agencies to help them maintain their Comprehensive Plans. Transportation plans need to be coordinated with other infrastructure and socio-economic plans if they are to be cost-effectively implemented.
- Occasionally, a funding 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.

### **SUBALLOCATIONS FOR FY 2007**

The funding suballocations of FY 2007 PL and 5303 funds are listed by name of the special task/study and agency in Charts 8 – 12, which are located at the end of this document. Chart 7, below, provides a basic summary

<b>Chart 7 – Regular RATS Planning Process – Funding Suballocation Summary for FY 2007</b>					
<b>Entity/ Activity</b>	<b>FHWA PL</b>	<b>FTA 5303</b>	<b>Total Federal</b>	<b>Local</b>	<b>TOTAL</b>
Lead Agency for Minimum Basic MPO Planning	\$109,095	\$77,246	\$186,341	\$45,000	\$231,341
Rockford for Pavement Management System	\$29,200	\$10,800	\$40,000	\$10,000	\$50,000
Rockford Comp Planning & Zoning (2 <sup>nd</sup> Year of 2)	\$56,929	\$5,659	\$56,588	\$14,147	\$70,735
Boone County – City of Belvidere – IDOT: Central / Northeast Boone County Transportation-Land Use Study (1 <sup>st</sup> Year of 2)	\$40,000	\$0	\$40,000	\$10,000	\$50,000
Boone County IL-173 Corridor Transportation & Land Use planning	\$36,000	\$0	\$36,000	\$9,000	\$45,000
RATS – MPO Bicycle / Pedestrian (2 <sup>nd</sup> Year of 3)	\$37,419	\$10,000	\$47,419	\$13,440	\$60,859
Computer equipment for RATS staff	\$5,943	\$2,137	\$8,080	\$2,020	\$10,100
Other RATS participants	\$82,286	\$0	\$82,286	\$20,572	\$102,858
TOTALS	\$390,872	\$105,842	\$496,714	\$124,179	\$620,893

## **PART 9 – 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 Unified Work 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 2007 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 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 unexpected 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 ISTEAs, TEA-21 and SAFETEA-LU, 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 RATS staff, it is difficult to predict in advance the amount of transit planning versus highway planning that will be involved in many planned 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 RPWD.

#### 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. Vacation 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 2004 and was approved by the FTA on March 30, 2004. The next update is currently underway and will be forwarded to the FTA by April 2007.

The most recent assessment of roadway improvements and the overall planning process were conducted in FY 2006. 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 November 2002, 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 scheduled for the summer of 2006, 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 (U.S. Business 20), South Main Street (IL 2) and the RMTD Route and Schedule Analysis (the routes was just adjusted in March 2005, after the initial implementation was done in March 2004). The Environmental Justice & Title VI report relating to the Transportation Planning and Transportation Improvements in the Rockford Metropolitan Area will be submitted to FHWA, FTA and IDOT by April 4, 2006.

## I. CONSULTANT-ASSISTED STUDIES

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

1. 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.
2. 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.
3. 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.
4. 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.
5. The FLA must formally request IDOT approval of the selected consultant and the final study scope before signing the consultant contract.
6. If different from the RATS Lead Agency, the FLA will forward all proposed contracts, executed contracts and grant reimbursements 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.
7. 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.
8. The RPWD report all activities related to these arrangements as part of the Federally funded annual signal audit.
9. The FLA 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.



10. Contract for consultant services funded via PL and/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 30<sup>th</sup> unless other arrangements are pre-approved by IDOT. Failure to comply will result of loss of funding.

## **PART 10 – 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 2006 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 2006. 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:

1. Assistance to participants and governmental agencies and the public in using the data, resources and plans of RATS.
2. Traffic impact analyses.
3. Jurisdictional coordination work.
4. Feasibility, environmental impact, and minority / neighborhood impact studies.
5. General research, transit needs assessment, route segment analysis, transit facility planning, Section 15 data reporting, ADA, DBE & private sector encouragement, and fare structures research.
6. Pre-procurement research and comparative pricing / shopping for computer and other equipment.
7. Other research, memoranda, technical reports, correspondence, and adjutant services as necessary.
8. The development and calibration of the computerized traffic / transportation simulation model.
9. The feasibility planning and development of the organizational framework for geographic information systems such as WinGIS.
10. The development of data layers for input into WinGIS and other geographic information systems.
11. Special work involving the gathering and analysis of data to assure non-discrimination (Title VI) and Environmental Justice.
12. Special demographic / spatial analysis in conjunction with the U.S. Census.
13. Assistance to the U.S. Census Bureau in preparation for the Census.
14. 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 (U.S. Business 20) study, Springfield Avenue Corridor Study and the planned IL 173 Corridor Study for Boone County.
15. 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.
16. Special intermodal studies such as the Rockford Rail Consolidation Study, the NICRI Commuter Rail Feasibility Study and the Alternative Analysis.
17. Other special studies that are requested, such as:
  - Interstate 90/39 interchanges in the RATS MPA
  - Meridian Rock Bridge over the Rock River
  - Roadway design standards and requirements
  - Traffic calming analysis
  - Town Hall Road corridor study
  - Chrysler Impact Traffic Analysis
  - Transit assistance to planning for coordination between the different entities within the RATS MPA
  - Bicycle and pedestrian planning and preparation of grants to implement these projects

### **ELEMENT 3 – ADMINISTRATION (AD)**

Under this element, the general administration work necessary for the operation of the RATS MPO is conducted and adjutant services are provided to the RATS Policy and Technical Committees and their subcommittees. 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 contract administration and certification. Other participants requesting reimbursements will supply information to the Lead Agency in an appropriate time frame but will not request or seek reimbursement for such administration work.

As stated in the past, this work can involve the following, as needed:

1. Administering and coordinating the RATS/IDOT Intergovernmental Agreement (sometimes called the IDOT Planning Services Contract).
2. 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.
3. 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.
4. Hiring and supervising employees.
5. Managing, employee benefits, performing employee evaluations, setting and disbursing salaries. Conducting similar activities necessary to maintain the MPO but not readily accountable to other specific work elements.
6. Assisting public transit providers in conjunction with the FTA 5307 grant process.
7. Maintaining and preparing records and documentation necessary for Certifying the Planning Process for conformance with applicable State and Federal guidelines and regulations.
8. Assuring equal opportunities to Disadvantaged Business Enterprises (DBE) and minorities in contracts and subcontracts.
9. Maintenance of the Cooperative Agreement empowering RATS as the MPO for the Rockford Urban Area.

## ELEMENT 4 – PUBLIC INVOLVEMENT (PI)

Work in the Public Involvement Process (under ISTEA and TEA-21) and Public Participation Process (now under SAFETEA-LU) provides for the public input into all elements of the RATS transportation planning process. 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.

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:

1. Forming, assisting, informing and seeking advice from citizen advisory committees and task forces.
2. Attending meetings of, seeking advice from, and disseminating transportation planning information to existing community groups representing citizens and public officials.
3. Holding and attending public hearings and informational open houses / meetings.
4. Preparing and using citizen surveys and questionnaires.
5. Developing and disseminating non-technical or informational reports and seeking feedback from these reports.
6. Developing “press releases” and notifying the press of all meetings, agendas, and important transportation issues prior to decisions on these issues.
7. Maintaining an open meeting format for all RATS meetings and allowing input from the general public on all issues during those meetings.
8. Maintaining open, accessible offices and, from these offices, answering questions and requests in person or by telephone from the general public, the press and other special groups.
9. Continuing to develop and maintain the RATS web site, which is <http://www.cityofrockford.net/government/works/index.cfm?section=planning&id=977> .

## ELEMENT 5 – TRANSPORTATION DATA & FORECASTING (TDF)

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. All participating RATS agencies typically have substantial responsibilities in the Work Element. IDOT and RPWD are primarily responsible for coordinating these activities and which 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 Boone County Highway Department and the Belvidere – Boone County Regional Planning Department in Boone County.
2. The maintenance of the RATS Traffic simulation model, and its use in the development of the traffic forecasts is the primary responsibility of the Lead Agency, RPWD. In last year's UWP, funds were budgeted and spent to update the existing demand model into VISION SUITE software. This new computer program includes VISSIM (a new multi-modal simulation program), VISUM (a new travel demand model) and integration with a GIS software program. The complete conversion from the existing software program into VISION SUITE was to occur during FY 06. However, RATS staff needs an additional computer power to fully utilize this new software program. Accordingly, funds have been budgeted into the FY 07 UWP to purchase new computers for RATS staff to perform this function and other related work. The completed conversion from the existing software program into VISION SUITE will take several years and UWPs.
3. Special base maps unique to the RATS planning process are maintained by the RPWD and 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.

As in the past, this can include the following and similar information and activities:

- Accident location and severity data
- The Highway Record Data Bank
- Bridge condition data
- Roadway traffic count data and speed data, including the 5-Year Traffic Counts
- Turning movement and similar intersection count data
- A computerized data base of maps including traffic analysis zones maps for traffic / transportation model / planning, functionally classified network maps and numerous other street, roadway and base maps necessary for transportation planning
- Transit travel information to evaluate system performance
- Transit service standards and performing indicators
- Other maps, records, and computer files as needed for storing and displaying the transportation plans and other pertinent information
- A generalized Functional Classification System Map
- Transportation information maps of the CBD, the urban area and the Metro planning area
- Traffic analysis zone maps for the computerized traffic simulation model
- 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 inventory data used by the model
- Base maps, data, and aerial photography necessary for the maintenance of the Pavement Management System

#### **ELEMENT 6 – LAND USE PLANNING, DATA & FORECASTING (LUPDF)**

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 LRTP. Considerable socio-economic data is needed for monitoring growth, urban decay and spatial changes in the area and, in turn, for forecasting travel demand and the transportation improvement needs. As in the past, this can include the following and similar information and activities:

1. The development and maintenance of socio-economic data and forecasts including data on dwelling units, population, employment statistics, car and truck registrations, and total travel mileage and fuel consumption, as examples.
2. Monitoring area construction, demolition and land use changes. Comparing census data, monitored counts and other data with forecasts.
3. Comparing Illinois Bureau of the Budget forecasts with local forecasts.
4. Maintaining data in formats that facilitate traffic forecasting.

5. The development and maintenance of comprehensive land use plans including plans for other major infrastructure improvements such as sanitary sewer, storm sewer, stormwater detention, public water, public parks and other public facilities and services.
6. Smart Growth / controlled growth planning, education and promotion.
7. Monitoring changes in local land use plans, laws and ordinances regarding their impact on transportation.
8. Analysis and planning to assure transportation decisions and services are not discriminatory to minorities (Title VI).
9. 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).
10. Monitoring goods movement and terminals.
11. Coordination with the Rockford Area Economic Development Council, Growth Dimensions, several of the areas Chamber of Commerce and other area entities engaged in visioning and promoting the future of the Rockford Metro area.
12. Using and modifying Illinois Department of Employment Security data for the purpose of making employment projections.

All participating RATS agencies typically have substantial responsibilities in this Work Element. The Local Lead Agency (RPWD) is 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:

- 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 respective jurisdictions, but RPWD has the responsibility for monitoring those plans for the purpose of pointing out inconsistencies between jurisdictions or conflicts with the RATS LRTP.
- The Lead Agency is responsible for maintaining the land-use and socio-economic data necessary for the traffic simulation model.
- All agencies, but particularly the Lead Agency, are responsible for coordinating and cooperating with the U.S. Census Bureau.
- Downtown entry corridor planning and other major corridor planning will be coordinated by RPWD and RCDP.
- The Lead Agency is primarily responsible for Minority and Environmental Justice assessments.

## ELEMENT 7 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Prepared annually, the Transportation Improvement Program (TIP) coordinates the highway, transit, bicycle, and pedestrian and other transportation improvements of the RATS agencies over the next four years.

- 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.
- 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 four 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
- Work to assure conformance with federal requirements including project priority setting, adherence to financial constraints and public participation.
- Work involving the publication and distribution of the TIP document, and any modifications or amendments.
- Work involving coordination with private transit providers.
- Work involving the monitoring and reporting of progress of the implementation of projects in the TIP.

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 RATS LRTP.



## ELEMENT 8 – CONGESTION & SYSTEMS MANAGEMENT (CMS)

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 [ITS] 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, development of a bicycle network (using both on- and off-street facilities, 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:
  - An activities as suggested in the FY 1998 "Congestion Management Activities" report that was prepared for RATS by the consultant, TransCore, including:
    - (a) maintaining, modernizing and timing traffic signals
    - (b) making geometric improvements at key intersections and roadway segments
    - (c) managing (scheduling) construction projects to avoid blockage across broad corridors
    - (d) access management (controlling access as part of the development process)
    - (e) completing key segments of critical roadways
    - (f) grade separation at key locations
    - (g) timely vehicle management and replacement by public transit
    - (h) constructing and maintaining bicycle and pedestrian facilities
    - (i) considering, developing and deploying ITS measures
    - (j) considering and deploying all of the above as part of all reconstruction and redevelopment projects
  - Special congestion management studies such as the Riverside/Alpine/Forest Hills Study.

- Other corridor studies that comprehensively look at land use and access management along heavily-used or fast-developing corridors such as East State Street, West and East Riverside Boulevards, IL 173, Perryville Road, Harrison Avenue, Springfield Avenue, US Bus 20, US 20, Morgan Street Bridge and other corridors.
- 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 Street / Auburn Street intersection.
- Concentrated efforts in regard to special traffic generators such as roadways in the vicinity of the Greater Rockford Airport, Sportscore 1 & 2, the CBD of both Rockford and Belvidere and the Daimler-Chrysler facility in Boone County.
- Analysis of accidents and incidents to determine if system characteristics or limitations are contributing factors.
- System-wide Pavement Management as a means to determine the most cost-effective priorities for pavement repair and roadway reconstruction.
- Staff training including technical training, training related to new innovative approaches, and training related to State and Federal laws and programs.
- Development, maintenance and promotion of Bicycle / Pedestrian plans (including the Boone and Winnebago Regional Greenway Plan), which will include an MPO-wide study of current and planned facilities. This study will also include study the possible interfacing and coordinating with existing and planned transit routes and facilities, including a bus – bike program in the future.
- Truck and Hazardous cargo routes planning including over-sized or over-dimensional truck route planning.
- Planing to promote, encourage and improve the use of public transit as a safe, smart alternative to automobile travel. In the FY 2006 and continuing in this year's UWP, PL and 5303 funds are budgeted to complete a bicycle – pedestrian study for the RATS Metro Planning Area. One of the elements of this study will be to investigate a bus – bike program.
- Transit improvement planning including periodic independent analyses of transit routes and schedules, and feasibility studies of new transfer centers, as well as new bus and rail connections, both inter- and intra-urban.
- Encouraging private sector participation in transit.
- Efforts to refine and improve plans, procedures and services pertaining to persons with disabilities.

- Planning to improve transit facilities and “enhancements” to transit service.
- Innovative transit opportunities such as the “Regional Maintenance Center”

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

### **ELEMENT 9 – LONG RANGE TRANSPORTATION PLAN (LRTP)**

The goal of this work Element is to maintain and refine the comprehensive Year 2035 Long-Range Transportation Plan (LRTP). On July 28, 2005 the RATS Policy Committee adopted this LRTP for the purpose of coordinating transportation improvements and the delivery of public transportation services over the next 30-year period (2005 – 2035).

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.

Maintaining the LRTP 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 LRTP. When necessary, the LRTP must be amended to accommodate changes in the community priorities and goals or changes resulting from new subdivisions and developments. All activities in that regard are eligible under this work element. As in the past, eligible activities can include the following and similar work:

1. The Lead Agency (RPWD) is primary responsible for maintaining the LRTP. 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 LRTP before making changes to their respective plans that will impact the RATS LRTP.
2. RPWD (the RATS Lead Agency) is primary responsible for developing the required LRTP 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 LRTP proposals and by aiding and assisting the Lead Agency or consulting in developing the LRTP.

Because the next update of the LRTP is not due until July 28, 2010, it is envisioned that a comprehensive update will not be need until that time. In August 2005, the United States Department of Transportation enacted new surface transportation legislation. Based upon the preliminary information RATS has received on the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), we believe our LRTP is in compliance with the goals and objections (intent) of SAFETEA-LU.

## PART 11 – PUBLIC COMMENTS

The 1<sup>st</sup> draft version of the FY 2007 UWP was made available on March 23, 2006 when it was distributed at the RATS Technical Committee meeting. On March 24<sup>th</sup> this same draft was made available on the RATS web site at:

<http://www.cityofrockford.net/government/works/index.cfm?section=planning&id=977>

- The Belvidere / Boone County Planning Department submits comments pertaining to the Flora Neighborhood Plan. This planning effort was completed in FY-2007. Item 2.11 (in Chart 6) and Tables 8,9 and 10 have been updated to correct their comments.
- Technical corrections / updates were made to Chart 6 to reflect the “Funds” column.
- Element 9 – Long Range Transportation Plan (LRTP) has been updated to stated that the RATS Year 2035 LRTP is in compliance with SAFETEA-LU preliminary information.
- Item 4.1 (in Chart 6) – additional information was added to this section to explain what RATS has already done with regards to the Human Service Transportation Plan, which is a planning effort that has been listed in SAFETEA-LU has an area that FHWA / FTA wants MPOs to become more involved.

**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		
	FTA-5303	PL	PL	PL	PL	PL	PL	PL	PL		
1-UWP	\$ 1,165	\$ 2,560	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,560	\$ 3,725
2-SS	\$ 12,701	\$ 27,910	\$ -	\$ -	\$ 40,000	\$ -	\$ 36,000	\$ -	\$ -	\$ 103,910	\$ 116,611
3-AD	\$ 10,055	\$ 22,097	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 22,097	\$ 32,152
4-PI	\$ 5,715	\$ 12,560	\$ 3,044	\$ 1,502	\$ 1,454	\$ 1,443	\$ 652	\$ 420	\$ 214	\$ 21,289	\$ 27,004
5-TDF	\$ 21,168	\$ 46,516	\$ 3,044	\$ 1,502	\$ 1,454	\$ 2,886	\$ 1,304	\$ 420	\$ 214	\$ 57,340	\$ 78,508
6-LUPDF	\$ 4,233	\$ 9,303	\$ 16,305	\$ 10,510	\$ 5,816	\$ 2,886	\$ 1,304	\$ 2,104	\$ 641	\$ 48,869	\$ 53,102
7-TIP	\$ 11,642	\$ 25,584	\$ 3,044	\$ 1,502	\$ 5,817	\$ 2,886	\$ 1,304	\$ 420	\$ 427	\$ 40,984	\$ 52,626
8-CSM	\$ 21,169	\$ 46,516	\$ -	\$ -	\$ -	\$ 2,886	\$ 1,304	\$ 420	\$ 427	\$ 51,553	\$ 72,722
9-LRTP	\$ 17,994	\$ 39,540	\$ -	\$ -	\$ -	\$ 1,442	\$ 654	\$ 420	\$ 214	\$ 42,270	\$ 60,264
Total	\$ 105,842	\$ 232,586	\$ 25,437	\$ 15,016	\$ 54,541	\$ 14,429	\$ 42,522	\$ 4,204	\$ 2,137	\$ 390,872	\$ 496,714

**Part 2 Other New or Continued Special Studies needing special mention**

Item #	Description	Lead Agency	Status	\$Source	Amount
1	5-Year Traffic Counts throughout Boone County	IDOT	Completed	IDOT	
2	5-Year Traffic Counts throughout Winnebago County	IDOT	Completed	IDOT	
3	Passenger Rail Feasibility to Chicagc	Rkfd,Belv	Completed	FTA Section 5314, local match not required	\$198,700
4	Alternatives analysis for North Central IL	Rkfd	Starting in FY 06	FTA Section 5309, 5339 & IDOT (IDOT is providing the local match)	\$2,400,000
5	Transp. in Vicinity of Winn. Co. Jail & Fed. Courthse.	Rkfd	Completed		
6	Boone County - City of Belvidere - IDOT Central/Northeast Transportation/Land Use Study	Belvidere & Boone Co	Starting in FY 07 and continuing in FY 08	PL from Belvidere & Boone County above	\$40,000
7	IL-173 Corridor Transportation & Land Use Plan	Machesney Pk	Start Spring 03	Illinois Tomorrow (80% SPR, 10% State & 10% Local)	\$50,000
8	Smart Growth Phase 2	Winn. Co	Start Spring 03	Illinois Tomorrow (80% SPR, 10% State & 10% Local)	\$100,000
9	RMTD East Side Transfer Center	RMTD	Started in FY 05	FTA 5309 funds	\$600,000
10	Springfield Ave Development Study	Winn.Co	Started in FY 04	PL from Winnebago County alloc. Above; approx. 50% in FY04, 50% in FY05 & \$5,000 in FY06	
11	Evaluation of Rockford and other area land use plans & zoning ordinances for adequacy& compatibility with LRP including development of modifications to current ordinances to improve compatibility	Rkfd	Starting in FY 06 and continuing in FY 07	PL and 5303 from Rockford above	\$56,588
12	RATS MPO Bike/Ped Study	Rkfd	Starting in FY 06 and continuing in FY 07 & FY 08	PL and 5303 from Rockford above	\$47,419
13	Long-Range Transportation Plan Update	Rkfd	Completed	PL and 5303 from Rockford in FY 2005 funds	
14	Boone County IL 173 Corridor Transportation & Land Use Planning Study	Boone Co	Starting in FY 07	PL from Boone County Above	\$36,000
15	Town Hall Road Corridor Study	Belvidere	Underway		
16	RATS TMODEL2 Conversation	Rkfd	Starting in FY 06 and continuing in FY 07	PL and 5303 from Rockford above	\$11,000
17	Toll-Way Neighborhood Plan	Belvidere	Underway		

- 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.

<b>Chart 9 Required Local Match</b>												
<b>Part 1 Agency Specific Suballocations</b>												
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	\$ 291	\$ 640	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 640	\$ 931
2-SS	\$ 3,175	\$ 6,978	\$ -	\$ -	\$ 10,000	\$ -	\$ 9,000	\$ -	\$ -	\$ -	\$ 25,978	\$ 29,153
3-AD	\$ 2,514	\$ 5,524	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,524	\$ 8,038
4-PI	\$ 1,429	\$ 3,140	\$ 761	\$ 376	\$ 364	\$ 361	\$ 163	\$ 105	\$ 54	\$ 54	\$ 5,322	\$ 6,751
5-TDF	\$ 5,292	\$ 11,629	\$ 761	\$ 376	\$ 364	\$ 722	\$ 326	\$ 105	\$ 54	\$ 54	\$ 14,335	\$ 19,627
6-LUPDF	\$ 1,058	\$ 2,326	\$ 4,076	\$ 2,628	\$ 1,454	\$ 722	\$ 326	\$ 526	\$ 160	\$ 160	\$ 12,217	\$ 13,276
7-TIP	\$ 2,911	\$ 6,396	\$ 761	\$ 376	\$ 1,454	\$ 722	\$ 326	\$ 105	\$ 107	\$ 107	\$ 10,246	\$ 13,157
8-CSM	\$ 5,292	\$ 11,629	\$ -	\$ -	\$ -	\$ 722	\$ 326	\$ 105	\$ 107	\$ 107	\$ 12,888	\$ 18,181
9-LRTP	\$ 4,499	\$ 9,885	\$ -	\$ -	\$ -	\$ 361	\$ 164	\$ 105	\$ 54	\$ 54	\$ 10,568	\$ 15,066
Total	\$ 26,461	\$ 58,147	\$ 6,359	\$ 3,754	\$ 13,635	\$ 3,607	\$ 10,631	\$ 1,051	\$ 534	\$ 534	\$ 97,718	\$ 124,179
<b>Part 2 Other New or Continued Special Studies needing special mention</b>												
Item #	Description	Lead Agency	Status	\$Source		Amount						
1	5-Year Traffic Counts throughout Boone County	IDOT	Completed	IDOT								
2	5-Year Traffic Counts throughout Winnebago County	IDOT	Completed	IDOT								
3	Passenger Rail Feasibility to Chicago	Rkfd,Belv	Completed	FTA Section 5314, local match not required		\$0						
4	Alternatives analysis for North Central IL	Rkfd	Starting in FY 06	FTA Section 5309, 5339 & IDOT (IDOT is providing the local match)		\$600,000						
5	Transp. in Vicinity of Winn. Co. Jail & Fed. Courthouse.	Rkfd	Completed									
6	Boone County - City of Belvidere - IDOT Central/Northeast Transportation/Land Use Study	Belvidere & Boone Co	Starting in FY 07 and continuing in FY 08	PL from Belvidere & Boone County above		\$10,000						
7	IL-173 Corridor Transportation & Land Use Plan	Machesney Pk	Start Spring 03	Illinois Tommorrow (80% SPR, 10% State & 10% Local)		\$5,000						
8	Smart Growth Phase 2	Winn. Co	Start Spring 03	Illinois Tommorrow (80% SPR, 10% State & 10% Local)		\$10,000						
9	RMTD East Side Transfer Center	RMTD	Started in FY 05	FTA 5309 funds		\$150,000						
10	Springfield Ave Development Study	Winn.Co	Started in FY 04	PL from Winnebago County alloc. Above; approx. 50% in FY04, 50% in FY05 & \$5,000 in FY06								
11	Evaluation of Rockford and other area land use plans & zoning ordinances for adequacy& compatibility with LRP including development of modifications to currenet ordinances to improve compatibility	Rkfd	Starting in FY 06 and continuing in FY 07	PL and 5303 from Rockford above		\$14,147						
12	RATS MPO Bike/Ped Study	Rkfd	Starting in FY 06 and continuing in FY 07 & FY 08	PL and 5303 from Rockford above		\$13,440						
13	Long-Range Transportation Plan Update	Rkfd	Completed	PL and 5303 from Rockford in FY 2005 funds								
14	Boone County IL 173 Corridor Transportation & Land Use Planning Study	Boone Co	Starting in FY 07	PL from Boone County Above		\$9,000						
15	Town Hall Road Corridor Study	Belvidere	Underway									
16	RATS TMODEL2 Conversation	Rkfd	Starting in FY 06 and continuing in FY 07	PL and 5303 from Rockford above		\$2,750						
17	Toll-Way Neighborhood Plan	Belvidere	Underway									

**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	\$ 1,456	\$ 3,200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,200	\$ 4,656
2-SS	\$ 15,876	\$ 34,888	\$ -	\$ -	\$ 50,000	\$ -	\$ 45,000	\$ -	\$ -	\$ 129,888	\$ 145,764
3-AD	\$ 12,569	\$ 27,621	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,621	\$ 40,190
4-PI	\$ 7,144	\$ 15,700	\$ 3,805	\$ 1,878	\$ 1,818	\$ 1,804	\$ 815	\$ 525	\$ 268	\$ 26,611	\$ 33,755
5-TDF	\$ 26,460	\$ 58,145	\$ 3,805	\$ 1,878	\$ 1,818	\$ 3,608	\$ 1,630	\$ 525	\$ 268	\$ 71,675	\$ 98,135
6-LUPDF	\$ 5,291	\$ 11,629	\$ 20,381	\$ 13,138	\$ 7,270	\$ 3,608	\$ 1,630	\$ 2,630	\$ 801	\$ 61,086	\$ 66,378
7-TIP	\$ 14,553	\$ 31,980	\$ 3,805	\$ 1,878	\$ 7,271	\$ 3,608	\$ 1,630	\$ 525	\$ 534	\$ 51,230	\$ 65,783
8-CSM	\$ 26,461	\$ 58,145	\$ -	\$ -	\$ -	\$ 3,608	\$ 1,630	\$ 525	\$ 534	\$ 64,441	\$ 90,903
9-LRTP	\$ 22,493	\$ 49,425	\$ -	\$ -	\$ -	\$ 1,803	\$ 818	\$ 525	\$ 268	\$ 52,838	\$ 75,330
Total	\$ 132,303	\$ 290,733	\$ 31,796	\$ 18,770	\$ 68,176	\$ 18,036	\$ 53,153	\$ 5,255	\$ 2,671	\$ 488,590	\$ 620,893

**Part 2 Other New or Continued Special Studies needing special mention**

Item #	Description	Lead Agency	Status	\$Source	Amount
1	5-Year Traffic Counts throughout Boone County	IDOT	Completed	IDOT	
2	5-Year Traffic Counts throughout Winnebago County	IDOT	Completed	IDOT	
3	Passenger Rail Feasibility to Chicago	Rkfd,Belv	Completed	FTA Section 5314, local match not required	\$198,700
4	Alternatives analysis for North Central IL	Rkfd	Starting in FY 06	FTA Section 5309, 5339 & IDOT (IDOT is providing the local match)	\$3,000,000
5	Transp. in Vicinity of Winn. Co. Jail & Fed. Courthouse.	Rkfd	Completed		
6	Boone County - City of Belvidere - IDOT Central/Northeast Transportation/Land Use Study	Belvidere & Boone Co	Starting in FY 07 and continuing in FY 08	PL from Belvidere & Boone County above	\$50,000
7	IL-173 Corridor Transportation & Land Use Plan	Machesney Pk	Start Spring 03	Illinois Tomorrow (80% SPR, 10% State & 10% Local)	\$50,000
8	Smart Growth Phase 2	Winn. Co	Start Spring 03	Illinois Tomorrow (80% SPR, 10% State & 10% Local)	\$100,000
9	RMTD East Side Transfer Center	RMTD	Started in FY 05	FTA 5309 funds	\$750,000
10	Springfield Ave Development Study	Winn.Co	Started in FY 04	PL from Winnebago County alloc. Above; approx. 50% in FY04, 50% in FY05 & \$5,000 in FY06	
11	Evaluation of Rockford and other area land use plans & zoning ordinances for adequacy & compatibility with LRP including development of modifications to current ordinances to improve compatibility	Rkfd	Starting in FY 06 and continuing in FY 07	PL and 5303 from Rockford above	\$70,735
12	RATS MPO Bike/Ped Study	Rkfd	Starting in FY 06 and continuing in FY 07 & FY 08	PL and 5303 from Rockford above	\$60,859
13	Long-Range Transportation Plan Update	Rkfd	Completed	PL and 5303 from Rockford in FY 2005 funds	
14	Boone County IL 173 Corridor Transportation & Land Use Planning Study	Boone Co	Starting in FY 07	PL from Boone County Above	\$45,000
15	Town Hall Road Corridor Study	Belvidere	Underway		

**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	40	88	-	-	-	-	-	-	-	88	129
2-SS	438	963	-	-	1,726	-	1,553	-	-	4,242	4,680
3-AD	347	762	-	-	-	-	-	-	-	762	1,109
4-PI	197	433	134	88	63	49	28	18	9	822	1,019
5-TDF	730	1,605	134	88	63	97	56	18	9	2,070	2,800
6-LUPDF	146	321	716	614	251	97	56	91	28	2,174	2,320
7-TIP	402	883	134	88	251	97	56	18	18	1,545	1,947
8-CSM	730	1,605	-	-	-	97	56	18	18	1,795	2,525
9-LRTP	621	1,364	-	-	-	49	28	18	9	1,468	2,089
<b>Total</b>	3,651	8,024	1,116	877	2,353	487	1,835	181	92	14,966	18,617



<b>Chart 12 Object Class Budget (\$)</b>							
DESCRIPTION / FUNDING SOURCE	TOTAL \$	FHWA-PL		FTA-5303		IDOT	
		Fed \$	Local \$	Fed \$	Local \$	IDOT \$	Local \$
<b>Full Program Totals</b>	<b>\$ 620,893</b>	<b>\$ 390,872</b>	<b>\$ 97,718</b>	<b>\$ 105,842</b>	<b>\$ 26,461</b>	NA	NA
<b>Breakdown by Expense Class</b>		62.95%	15.74%	17.05%	4.26%		
<u>For City of Rockford (RATS Lead Agency - RPWD)</u>							
Travel / Education	\$ 850	\$ 535	\$ 134	\$ 145	\$ 36		
Capital Equipment / Supplies							
Misc. Equipment & Supplies	\$ 950	\$ 598	\$ 150	\$ 162	\$ 40		
Office Rent & related expenses	\$ 8,000	\$ 5,036	\$ 1,259	\$ 1,364	\$ 341		
Computer-related expenses	\$ 10,100	\$ 6,358	\$ 1,590	\$ 1,722	\$ 430		
Duplication / Postage	\$ 2,300	\$ 1,448	\$ 362	\$ 392	\$ 98		
Telephone & Related Fees	\$ 3,700	\$ 2,329	\$ 582	\$ 631	\$ 158		
Contractual fees							
Audits	\$ 1,200	\$ 755	\$ 189	\$ 205	\$ 51		
Consultant fees	\$ 131,594	\$ 82,843	\$ 20,711	\$ 22,433	\$ 5,608		
Sub-total	\$ 158,694	\$ 99,902	\$ 24,977	\$ 27,054	\$ 6,762		
Salary & Benefits (RPWD -Lead Agency only: lab/non-lab)	\$ 264,341	\$ 199,269	\$ 49,820	\$ 78,788	\$ 13,488		
Sub-total	\$ 423,035	\$ 299,171	\$ 74,797	\$ 105,842	\$ 20,250		
Indirect Charges	NA	NA	NA	NA	NA		
Salary & Benefits (other Local agencies only)	\$ 102,858	\$ 82,286	\$ 20,572	NA	NA		
Consultant fees	\$ 95,000	\$ 76,000	\$ 19,000				
Sub-total	\$ 197,858	\$ 158,286	\$ 39,572				
	\$ 423,035	\$ 266,314	\$ 66,579	\$ 72,114	\$ 18,028		
Jointly Funded Work Task ratios	1.0000	0.6295	0.1574	0.1705	0.0426		

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 2007 RATS (RPWD) / IDOT Intergovernmental Agreement.