

RATS

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

POLICY COMMITTEE

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of Transportation, Region 2*

FY 2009 – UNIFIED WORK PROGRAM

May 22, 2008 Version

Adopted: May 29, 2008

This work program identifies activities to be conducted by RATS during the period from July 1, 2008 through June 30, 2009. Opportunities for public comment have been afforded at RATS Committee meetings from November 2007 through May 2008. Development of the RATS FY 2010 UWP for will begin in November 2008. 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.rockfordil.gov/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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The FY 2009 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 2009, July 1, 2008 through June 30, 2009. Additional copies of this Work Program may be obtained at the RATS offices in the City of Rockford Public Works Department, 425 East State Street, Rockford, Illinois 61104 (Phone 815/987-5638) or from the RATS web site <http://www.rockfordil.gov/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 29, 2008 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.rockfordil.gov/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 2010 UWP, will begin in January of 2009.

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 st 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

On February 14, 2007, the U.S. Department of Transportation Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Final Rule for Statewide Transportation Planning and Metropolitan Transportation Planning regulations as a result of the passage of SAFETEA-LU in August 2005. As a result of these revised regulations governing the development of metropolitan transportation plans and programs for urbanized areas, like the Rockford, Illinois area, the RATS FY 2009 UWP will include and incorporate changes from the February 14th Final Rule. This final rule took effect July 1, 2007.

One of the on-going transportation planning processes for urbanized areas with populations over 200,000 persons is a statutory mandate for Transportation Management Area (TMA) to undergo a FHWA/FTA certification review process at least every four years. During September 18-19, 2007, representatives from FHWA and FTA conducted an on-site review and interviews of the RATS planning process and staff. During mid-March 2008, RATS received the draft report from FHWA and FTA on the September 2007 certification review. With the preparation of this and future UWPs, RATS will address the findings and recommendations that were cited in the final report. However, since this draft report was just received, the full ramifications need to be further discussed with members of the RATS Technical Committee and Policy Committee on how to incorporate and include the findings and recommendations of the certification report. For example, representatives of the FHWA and FTA are scheduled to present the results of this report at the RATS Policy Committee meeting on March 27, 2008. Depending on the discussions at that meeting, the final UWP will be changed to address the certification report.

At the same time the certification review process was occurring, the Policy Committee of RATS began having discussions regarding the possible reorganization of RATS staff. Currently, the staff and offices of RATS are located in Rockford City Hall on the 6th floor in the Public Works Department. Over the past 18-months, the Policy Committee has been having discussions/retreats to possibly re-locate the staff of RATS to a more accessible and visible location in the community. Based upon the most recent discussions that occurred at the February 2008 Policy Committee meeting, the Committee decided to (1) program all the annual FHWA-PL, FTA-5303 and local match funds to fund the operations of RATS and (2) to move to a location in the community that would increase the community presence of RATS, thus making the transportation planning process more inviting and accommodating to the general public and organizations to participate in RATS. For the past several years (going back to the 1970's) RATS annually sub-allocated some of its PL funds to assist several of the local communities on the RATS Technical Committee and Policy Committee. Beginning with

this FY 2009 UWP, the FHWA-PL and FTA-5303 funds will be programmed for all internal RATS personnel and program activities. In summary, the reorganization of RATS and findings of the March 2008 certification report for RATS are projects/activities that are in process.

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.

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

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.

Chart 3 – UWP Participants		
<i>RATS Technical Committee Members</i>		
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	Chicago / Rockford International Airport	CRIA
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

<i>Other Frequent RATS Participants</i>		
17	Illinois State Toll Highway Authority	ISTHA
18	Boone County Council on Aging	BCCA
19	Ogle County Highway Department	OCHD
20	Rockford Park District	RPD
21	State Line Area Transportation Study	SLATS
22	Rockford Area Economic Development Council	RAEDC
23	Rock River Water Reclamation District	RRWRD
24	Growth Dimensions	GD
25	Stateline Mass Transit District	SMTD

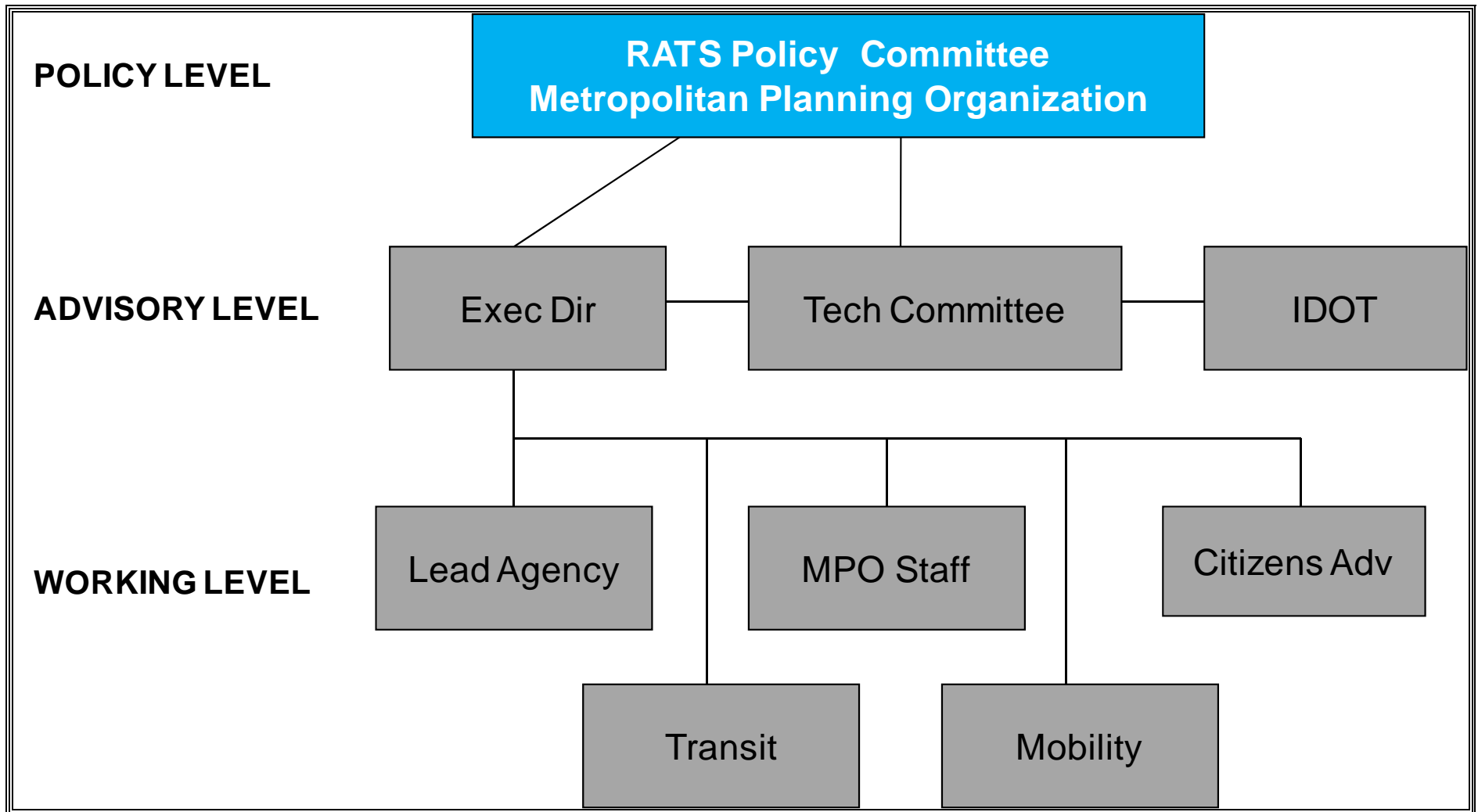
PART 4 – LEAD AGENCY

The City of Rockford, (or simply, Rockford) is designated the "Lead Agency" and will coordinate the work and ensure compliance with State and federal requirements. Rockford 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 (Title VI) and Environmental Justice. The Lead Agency also maintains the Traffic Simulation Model for the RATS MPO.

During February 2008, the Policy Committee of RATS decided to restructure the internal organization of RATS and how the annual planning funds that are allocated to the Rockford MPO would be altered to expand the staff of RATS to address the issues that RATS and other MPOs are facing nationally. As previously mentioned, the 2007 FHWA/FTA Certification Review report listed several findings and recommendations. To address these issues and to begin the task of preparing for the restructuring of RATS as expressed by the RATS Policy Committee following their discussions at their February 2008 meetings, the following diagram displays the proposed new organization of RATS staff.

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.

RATS ORGANIZATION STRUCTURE



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.

Chart 4 – Funding Sources for Planning	
FHWA PL	Funds provided through the Federal Highway Administration (FHWA); annually sub-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 and the Alternative Analysis. (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%)
FTA 5339	Bus and Bus Facilities Discretionary funds, used to perform Alternatives Analysis (AA). Under SAFETEA-LU, this new category was established so that AA can be done for projects prior to Final Design and Construction
SPR	Special Planning & Research funds; allocated to the States via SAFETEA-LU 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 Planning 1201 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 6 – FUNDING AVAILABLE FOR FY 2009

Funding allocations available to the Rockford Metro Area during FY 2008 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 2009 (80% amounts listed)			
Source	Amount	Timeframe	Purpose
<i>New Funds Assigned</i>			
PL	\$447,974	7/1/08-6/30/09	Regular RATS Planning Process
5303	\$135,639	7/1/08-6/30/09	
SPR	\$80,000	1/24/08 – 6/30/2010	Planning Funds for FY 2008 to FY 2010 for Regional Freight Study
State Planning 1201 Funds	\$378,416	7/1/2008 – 6/30/2009	Regular RATS Planning Process – this are funds from FY 2008 and FY 2009 (\$189,208 per year)
<i>Funds Carried over from Previous Years (may be partially expended)</i>			
IL Tomorrow	\$40,000	1/1/03 – ?	IL-173 Corridor Transportation & Land Use Planning
5309	\$750,000	FY 02 – ?	RMTD East Side Transfer Center study (and, if feasible, implementation)
5339	\$1,990,000	FY 06 – FY 09	Alternatives Analysis for North Central IL
5309	\$417,039	FY 09 – FY 09	Alternatives Analysis for North Central IL
SPR	\$240,000	FY 07 – FY 09	2030 Land Resource Management Plan for Winnebago County

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 2009

Chart 6, below, lists and summarizes the major activities scheduled for FY 2009 by Work Element. The activities listed therein are assigned the highest priority for FY 2009 but are not the only activities likely to be conducted in FY 2009. Other work activities may be conducted in any or all of the RATS FY 2009 UWP: May 22, 2008 Version --FINAL

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.

As previously discussed in this UWP, the March 2008 FHWA/FTA certification report was recently received by RATS. Based upon their review, “FHWA and FTA jointly acted to conditionally certify the transportation planning process of this region (RATS) subject to the following corrective actions:

1. Prior to any Federal approval of STIP amendments for projects in the Rockford TMA, the Rockford MPO shall amend the LRTP to include an acceptable financial plan for all public transit services. The financial plan shall include complete revenue and expenditure forecasts for the full twenty year planning horizon.
2. Prior to any Federal approval of STIP amendments for projects in the Rockford TMA, the Rockford MPO shall amend the LRTP to,
 - A. Include discussion on operational and management strategies to improve the performance of existing transportation facilities to relieve congestion and maximize the safety and mobility of people and goods.
 - B. Include a discussion on potential environmental mitigation activities at the policy and/or strategic levels.
3. Prior to any Federal approval of STIP amendments for projects in the Rockford TMA, the Rockford MPO shall adopt a Public Participation Plan that satisfies all applicable regulations including:
 - Providing adequate, timely public notice and reasonable access
 - Listing of “interested parties”
 - Documenting process of consultation with other agencies
 - Employing visualization techniques
 - Making information available in electronic formats
 - Holding meetings at convenient and accessible locations and times
 - Developing Participation Plan in consultation with interested parties
 - Providing a minimum forty-five day comment period before Participation Plan adoption”

Chart 6 – Focus of Planning Activities & Major Corridor Studies for FY 2009

W E #	P G #	Activity	Lead Agency	Assisted By	Objectives	Time Frame	Funds
1	All	Unified Work Program for Planning	RATS	All participants	Throughout the current FY, as necessary, monitor the progress of, change priorities in, or amend the current UWP.	FY09	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		Technical Assistance's on Special Studies and Other Planning Efforts Currently Underway or Planned					
2.1	1,2, 4, 8	Morgan St Bridge / Barber Coleman & vicinity	RPWD	All	Refine bridge plans, develop/refine related intersection plans, land use and redevelopment / revitalization plans.	FY04+	R, L
2.2	1,5	Greenways Plan	RATS	All	This plan was COMPLETED IN FY 2006 . It will continue to be monitored and updated as the Rockford Urban Area continues to grow.	FY06+	R, L
2.3	2,3, 4,6, 7	RMTD's East Side Transportation Center	RMTD	Consultant, RPWD, All	Determine need, feasibility, function and location of an East Side Public Transportation Center. If appropriate, use remaining funds to begin design, land acquisition, and/or construction.	FY07+	5309, IDOT
2.4	2,3, 4,6, 7	Rockford to Chicago Passenger / Commuter Rail Feasibility Study	RPWD Belvidere 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. THIS STUDY WAS COMPLETED IN FY 2005 . 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	2,3,4,6,7	Northern Illinois Commuter Transportation Initiative Alternatives Analysis	RATS & 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 suburbans 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	2,3,4,6,7	Belvidere-Rockford to Elgin Bus Rapid Transit Study	RATS Belvidere 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	1,4,8	Riverside Boulevard Corridor Planning	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	4,5,8	Winnebago County 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	1,6	Perryville Road extension	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	1,4,6,7	Town Hall Road Corridor	BDPW	RATS & 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. IDOT-District 2 staff is currently reviewing this plan. Accordingly, this plan is a draft document.	FY06, FY07 & FY08	PL, L

2.11	4,5,6,7	Flora Neighborhood Plan	BBCPD	BCHD, BPWD & RATS	The City of Belvidere wants to develop a more detailed 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. This study was started and completed in FY 2006. The City of Belvidere and Boone County have adopted this plan as an amendment to their Land Use Plan.	FY06 & FY07	L
2.12	4,5,8	Boone County IL-173 Corridor Transportation & Land Use planning	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. The draft plan was completed by the consultant in fall of 2007.	FY07 & FY08	R,L
2.13	2,3,4,5	RATS Bicycle – Pedestrian Study	RPWD	All participants – Consultant assisted	Develop and identify 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. It is anticipated that this plan will be done by June 2008. Once the draft plan has been completed, RATS will host public informational meetings for public review and comments. After the public comments have been reviewed, a response will be prepared and an addendum to the final report will be included. The RATS Bike/Ped Study was amended to the Year 2035 RATS LRTP on January 24, 2008. As the first part of implementing this plan by the local jurisdictions, the City of Rockford announced that approximately eight (8) miles of public streets will be signed and striped in 2008. This will be the first year of a multi-year program.	FY06, FY07 & FY08 FY09+	R,L
2.14	1,4,5,6,7	Northeast Boone County Transportation Study	BCHD	BPWD, BBCPD, IDOT, RATS & Consulted-assisted	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. A request-for-proposals has been issued by Boone County. It is anticipated that this study will began in May 2008 and continue into FY 2009.	FY08 & FY09	R,L

2.15	1,2, 3,6, 8	IL 251 / Kishwaukee Street Corridor Plan	RPWD	IDOT, CRIA, RATS & Consultant- assisted	Develop a more comprehensive corridor plan to improve the current and projected travel demand and land use along an existing poorly designed, planned and functional highway between the Whitman Street / IL 251 interchange and the Chicago / Rockford International Airport. A major emphasis of this plan will be working with the citizens, businesses and other neighborhood / community organizations to reaching a solution for improvements in this corridor (using CSS techniques). This study is currently underway.	FY08 & FY09	R, S, L
2.16	1,2, 3,4, 6,7, 8	RATS Regional Transportation Freight Study & Model Conversion	RATS	IDOT, ISTHA, WisDOT, County / Local participants, & Consultant- assisted	This study is divided into two phases. The first phase will be to upgrade the existing RATS model from TM2 software to PTV – Vision software. The second phase will be to conduct a wide-ranging analysis of freight movement to / from / through the RATS Metro Planning Area (MPA). Emphasis will be placed upon determining the current and projected interaction between the different modes of transportation in the RATS MPA, with special interest upon the CRIA, Global 3 facility in Rochelle and locally known commercial, industrial, and manufacturing employment areas. A request-for-proposals has been issued by the City of Rockford. It is anticipated that this study will began in May 2008 and continue into FY 2009.	FY08 & FY09	R, S, L
2.17	1,7, 8	RATS & MPOs Statewide Gap Analysis	State- Wide	IDOT, MPOs & Consultant- assisted	As a result of input from the State's MPOs and the overall planning objectives under SAFETEA-LU, IDOT has hired a consultant to review the MPOs planning documents to determine if each MPO planning process is meeting SAFETEA-LU guidelines for compliance. The results of this analysis lead to RATS adopting Resolution 2007-7, which amended the RATS Year 2035 LRTP. Three of the attachments to this resolution identified a planning approach to address issues discussed in Part 7 – #2, findings that are listed in the FHWA/FTA certification report of March 2008.	FY07, FY08 & FY09	R, L
2.18	1,2, 3,6, 8	IL 2 / North Main Street Envision Plan	RPWD	IDOT, RATS & Consultant- assisted	The City of Rockford will continue to lead a planning effort on a land use – transportation study along a section of North Main Street in northwest Rockford. This planning project will provide an implementation strategy to guide the City and IDOT with street / streetscape improvements within the public right-of-way that would create a safe and attractive multi-modal environment, and that would also help to generate private-public economic redevelopment opportunities. This plan was completed in 2007.	FY07 & FY08	L
2.19	1,2, 3,5, 6	Downtown Rockford Riverwalk	RPWD	RATS & Consultant- assisted	The City of Rockford received an Illinois Enhancement grant in 2005 for its Downtown Riverwalk plan. As part of the region overall bicycle and pedestrian plan, RATS staff prepared this enhancement application. Currently, a consultant is preparing engineering plans for the first phase of this project.	FY07, FY08 & FY09	R,L

2.20	2,3,4	Auburn Street / N Main Street – IL 2 Roundabout Traffic Analysis	RPWD	RATS, IDOT & Consultant-assisted	The City of Rockford completed a “Strategic Revitalization Plan” for the North Main & Auburn Street Business District. Two pieces of the cornerstones of this plan were the marketing analysis of the immediate area and construction of a multi-lane roundabout at this intersection. RATS staff prepared the initial traffic analysis for this intersection. Currently, a consultant is preparing a detail engineering plan for this intersection/roundabout. During the plan phase of this study, the City worked very closely (using CSS techniques) with the adjacent businesses and nearby neighborhoods in reaching a consensus on the recommendations included in the final report. The engineering analysis for this project is progressing through IDOT’s review process. Public meetings were held in fall 2007 to listen and receive comments from the public on this project.	FY07, FY08 & FY09	R,L
2.21	5	Rockford Whitewater River Park	RPWD	Consultant-assisted	The City of Rockford is conducting a feasibility study to determine if a section of the Rock River can be converted into a whitewater course / park. Included in the concept design would be a system of shared-use path facilities that would be connected to the Downtown Rockford Riverwalk system, thus being connected to the region’s overall bikeway / pedestrian system	FY07+	L
2.22	5	City of Rockford’s Green Community Initiatives	RPWD	RATS	The City of Rockford is starting a program that would lay out goals and efforts to enhance its management, conservation, and preservation of natural resources. The effort in this program is currently underway by the City. The major initiatives are inventorying the existing programs to determine future changes, if necessary. A major component of any Green Initiatives is the transportation system within the Rockford Urban Area and surrounding environs.	FY08+	R,L
3		Administration	RATS	All participants	Maintain records, file reports, process contracts and reimbursement requests, and all other aspects of RATS administration	FY09	R,L
3.1	All	Capital Equipment for RATS Planning	RATS	All	Monitor / evaluate computer and other data / planning equipment. Obtain new or replacements according to needs & funding.	FY09	R,L
4		Public Participation	RATS	All participants	Throughout FY08 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 used as the foundation for the preparation of PPP. As mentioned in this UWP, this is one of the findings of the certification report received by RATS.	FY09	All

4.1	4,6,7,8	Public Transit-Human Services Transportation Plan	RATS	RATS, RMTD & All participants	<p>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 meet the general intent of this planning requirement. The information that is already published in the 2035 LRTP and the FY07 TIP established the framework and an initial process for this planning effort. However, as information becomes available from FHWA / FTA, RATS will continue to further work to develop its already planning products in this area.</p> <p>The RATS HSTP Plan was amended to the Year 2035 RATS LRTP on January 24, 2008. As part of our on-going planning activities, this plan will be monitored and updated as new projects and funds become available.</p>	FY07 to FY08	R, L
4.2	All	RATS Web Site Development / Maintenance	RATS	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 2009 to further develop the site and maintain accurate up-to-date information.	FY09	R, L
5.1	2,3,7,8	Transportation Data and Traffic Forecasting	RATS	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.	FY09	R, L
5.2	7	Average Daily Traffic (ADT) Counts	RPWD, IDOT & WCHD	All participants	<p>Conduct/complete 5-year traffic counts in Boone and Winnebago Counties. Traffic counts were completed in FY 2005 and FY 2006. As part of a continuing program, IDOT and local agencies conducted ADT counts on a regular basis throughout the RATS MPA.</p> <p>Boone County is scheduled to have a county-wide count conducted in 2008.</p>	FY09	R, L

5.3	2,3,4,5,6,7,8	Traffic Modeling, Forecasting & Analysis	RATS	All participants	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 purchased 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 include 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. See Work Element # 2.16 for more information in this work effort. This effort is included in the RATS Regional Freight Study and Model Conversation that will begin in May 2008	FY09	R, S, L
6	1,2,3,5,7,8	Land Use Planning, Data Collection and Forecasting	RATS	All participants, especially those with land use regulatory authority	<p>Maintain basic land use and non-transportation infrastructure databases as needed to make intelligent land use and transportation planning decisions.</p> <p>Participate and assist in the development of WinGIS.</p> <p>Participate in the US Census and maintain and analyze Census and similar socio-economic data.</p> <p>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.</p>	FY08	R, L
6.1	5	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.	FY08	R,L
6.2	5	Smart Growth Study, Phase 2	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 "smart growth" principals and philosophies in two areas in the County.	FY06 & FY07	IT, L

6.3	1,4, 6,7, 8	Minority and Environmental Justice	RATS	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 aforementioned data with impacts of transportation services and decisions. Make findings and recommendations to further minority and environmental justice.	FY06, FY07 & FY08	R,L
6.4	All	Downtown Entry Corridor Planning	RCDP	RPWD	Continue planning to improve all major entranceways to Rockford.	FY06 to FY08	L
6.5	All	Springfield Corridor Development Study	WCHD/ WCPD	RCDP & RATS	Develop a comprehensive plan for the overall improvement / development of the Springfield Corridor between IL-2 and Auburn Street. This plan was completed in FY 2006.	FY04 to FY06	R,L
6.6	1,5, 6,7	Rockford 2020 Land-Use Plan Review	RCDP	Consultant-assisted	The City of Rockford did adopt 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 be reviewed with regards to the development of new land use control ordinances for the City of Rockford.	FY04 to FY 07	R,L
6.7	1,5, 6,7	Rockford Zoning Ordinance Review	RCDP	Consultant-assisted	Review/critique zoning ordinances for consistency with best practices particularly along major transportation corridors. In the FY 2006 UWP, funds were programmed to start this review and updates continued into FY 2008. As part of FY08, this effort continued by the City of Rockford, but without financial assistance from PL and 5303 funds. Currently, the City of Rockford Community Development Department is shepherding this effort through City Council. However, RATS staff will continue to provide technical assistance.	FY06 & FY07	R,L
6.8	2,3, 5,6	Geographic Information System development	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 information dissemination capabilities.	FY04 to FY09	L

6.9	1,5,7	Winnebago County Land Use Plan - Update	WCPD	In-house & consultant-assisted	<p>Winnebago County will begin the process of updating its existing 2010 Land Use Plan and Guide.</p> <p>As part of its 2030 Land Resource Management Plan, Winnebago County has begun an inventory process to identify existing private or public natural resources that may not have been previously recorded by local, state, federal, or private agencies, but which are still considered great assets of the residents of Winnebago County. This inventory will be used to help protect and manage these precious assets in the future.</p> <p>In developing the framework for this effort, RATS assisted WinGIS in drafting the scope of work and objectives for this planning effort. Since this inventory process will require coordination with affected agencies and parties, RATS views this effort as a means to use our planning approach to continue and maintain an on-going and continuous dialogue to coordinate with Federal, State and local resource agencies in the environmental area.</p>	FY08 – FY09	R, S, L
6.10	1,5,7	City of Loves Park	LP	In-house	The City of Loves Park will begin a multi-year effort to update their comprehensive land use plan.	FY09+	L
6.11	1,5,7	Village of Machesney Park	MP	In-house & consultant-assisted	The Village of Machesney Park has begun a multi-year effort to update their comprehensive land use plan.	FY09+	L
6.12	1,5,7	Village of Caledonia	CAL	In-house & consultant-assist	The Village of Caledonia will begin a multi-year effort to update their comprehensive land use plan.	FY09+	L
6.13	1,5,7	Village of Cherry Valley	CV	In-house	The Village of Cherry Valley has begun a multi-year effort to update their comprehensive land use plan.	FY09+	L
6.14	1,5,7	Village of Poplar Grove	PG	In-house & consultant-assist	The Village of Poplar Grove has begun a multi-year effort to update their comprehensive land use plan.	FY09+	L
7	All	Transportation Improvement Program Development	RATS	All participants	Throughout the current FY, as necessary, monitor the progress of, change priorities in, or amend the current TIP.	FY08	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	All	Congestion Management Process, Transportation Management Systems, Congestion Initiative & Congestion Management Systems	RATS	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.	FY09	R,L
8.1	2,3,6,7	Pavement and Infrastructure Management	RPWD	All	Maintain and analyze data leading to the cost-effective maintenance of existing infrastructure, systems and equipment.	FY09	R,L
8.2	2,3,6,7	Northwest School Dist. 100 Expansion Traffic Analysis	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 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	All	Chrysler Impact Traffic Analysis	BPWD BBCPD	Consultant assisted	As a result of the recent announcement by the Chrysler Corporation to expand their facility in Belvidere, 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
8.4	All	Congestion Management Process	RATS	All participants	As part of the new planning initiative under SAFETEA-LU, RATS and the local and state agencies are working on several "Congestion Initiatives" currently. As a result of new information and guidelines from U.S. DOT, RATS will continue to work with these agencies to better promote the Congestion Management Process (CMP) into the overall RATS transportation planning process. One of the initial efforts under the CMP will be to perform a more in-depth analysis of accidents in the RATS MPA.	FY08 to FY2010	R,S, L

9.1	All	Long-Range Transportation Plan (LRTP)	RATS	All participants	Throughout the FY, monitor public improvement proposals and private developments to assure compliance with the Year 2035 LRTP. If necessary, modify and amend the LRTP as needed.	FY06 to FY2010	R,L
9.2	All	RATS Bicycle – Pedestrian Study	RATS	RPWD & Consultant-assisted	<p>Develop and identify 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. It is anticipated that this plan will be done by June 2008. Once the draft plan has been completed, RATS will host public informational meetings for public review and comments. After the public comments have been reviewed, a response will be prepared as an addendum to the final report will be included.</p> <p>The RATS Bike/Ped Study was amended to the Year 2035 RATS LRTP on January 24, 2008. As the first part of implementing this plan by the local jurisdictions, the City of Rockford announced that approximately eight (8) miles of public streets will be signed and striped in 2008. This will be the first year of a multi-year program.</p>	FY06, FY07 & FY08 FY09+	R,L
9.3	All	Year 2035 LRTP: Section 3 – Public Funding	RATS	RMTD	To comply with one of the findings in the March 2008 FHWA/FTA certification report, a financial plan for all public transit services in the Rockford TMA should be completed and amended to the LRTP. Section 3.5 of the RATS LRTP will be amended to address this finding.	FY09	R,L
9.4	All	Year 2035 LRTP: Section 10 – Plan Refinement	RATS	All participants	To comply with one of the findings in the March 2008 FHWA/FTA certification report, further discussion on how environmental mitigation activities will be considered at the policy and/or strategic levels needs to be expended upon in this section of the LRTP. One of the approaches that RATS is currently involved with is Winnebago County's project to inventory natural areas as part of its 2030 Land Use Plan effort.	FY09+	R,L
9.5	All	Year 2035 LRTP:	RATS	All participants	To comply with one of the findings in the March 2008 FHWA/FTA certification report, a Transportation System Management and Operations planning supplement needs to be completed. This planning effort seeks operational and management strategies to improve performance of existing transportation facilities to relieve congestion and maximize the safety and mobility of people and goods.	FY09+	R,L

<p>Other eligible transportation planning work or studies may be conducted in accordance with changes in planning priorities or the occurrence of special opportunities. Other eligible activities are described in Part 12 of this Work Program. Activities in addition to those described in Part 12 may also be eligible but will require the concurrence / approval of the Lead Agency, the Policy Committee and/or IDOT.</p>							
<p>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.</p>							

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, RATS/City of Rockford, are assessed and sufficient planning funds are assigned to that agency to meet the basic planning requirements to comply with Federal laws. As previously discussed in this UWP, RATS is in the very early stages of reorganizing. One of the changes (as discussed and presented in the FY 2009 UWP) is that RATS will retain, program and manage all the FHWA-PL and FTA-5303 funds to begin the process of implementing the desires of the Policy Committee to increase our position and role in the Rockford TMA.
- Second, 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 addressed to comply with the Certification report will receive additional PL and/or 5303 funds for that task.
- Third, if there are any remaining PL/5303 funds, those funds will be assigned to the other planning efforts that might require special needs.

- 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 3 of Tables 1 - 4 shows these special funds. In January 2008, RATS received an additional \$100,000 (or \$80,000 [80% amount]) in SPR funds for the Regional Freight and Model Conversation Study. These SPR funds / separate contract will expire in June 2010.

OVERALL BUDGET FOR FY 2009

The funding allocations of FY 2009 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. For the local match of the FHWA-PL and FTA-5303 funds, each local jurisdiction amount is shown.

Chart 7 – Regular RATS Planning Process – Funding Summary Budget for FY 2009							
Entity/ Activity	FHWA PL	SPR	FTA 5303	Total Federal	Local Match	STATE PLANNING 1201 FUNDS	TOTAL
RATS – Lead Agency for MPO Planning	\$407,974		\$135,639	\$543,613	\$135,903		\$679,516
City of Rockford					\$75,327		
City of Loves Park					\$10,014		
Village of Machesney Park					\$10,421		
Winnebago County					\$25,523		
City of Belvidere					\$10,092		
Boone County					\$4,526		
Boone County – City of Belvidere – IDOT: Central / Northeast Boone County Transportation-Land Use Study (2 nd Year of 2)	\$40,000		\$0	\$40,000	\$10,000		\$50,000
RATS Regional Transportation Freight Study & Model Conversion (2 nd Year Study, to be completed by 2010)		\$80,000		\$80,000	\$20,000		\$100,000
Computer equipment for RATS staff							
TOTALS	\$447,974	\$80,000	\$135,639	\$663,613	\$165,903		\$829,516
RATS – Lead Agency for MPO Planning						\$189,208	\$189,208
SUMMARY TOTALS	\$447,974	\$80,000	\$135,639	\$663,613	\$165,903	\$189,208	\$1,018,724

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 2009 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, 5309 & 5339 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 ISTEA, 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 9 (LRTP) 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 FHWA PL funds, as allocated to RATS/City of 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 semi-annually / quarterly Reimbursement Report. Note that some RATS agencies wave 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 (total 9.59%) of the hourly rate. Social Security at 6.2% up to an annual salary of \$102,000. For Medicare, benefits are added at a percent (1.45%) of the hourly rate. Life insurance is added at the expected annual cost/2,080 (\$78.00/year total). Unemployment insurance is added at the expected annual cost/2,080 (\$63/year total). Parking Cost benefit is at \$360/year divided by 2080 hours. Workman's compensation is added at a percent of the base hourly rate and varies depending on employment category (0.002 to 0.0479). Medical contributions are computed at the annual costs per year (\$6,448 single, \$12,896 for single + 1 dependent, or \$19,370 for family coverage) divided by 2,080 hours. 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, medical contributions, and parking cost) are fixed amounts that apply equally to all employees regardless of differing base pay rates. 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.

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 May 31, 2005. This approval expires on May 1, 2007. Based upon the existing demographics of the community between spring 2007 and when the census was conducted in April 2000, it appears very little population and economical factors have caused a shift in minority persons or groups within the RATS MPA. Similarly, RMTD routes have not been changed during this same time period. Therefore, RATS believes the information submitted in the March 2004 submittal to FTA is still valid as of May 2009. A letter will be submitted to FTA inform of this issue.

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 were 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 was submitted to FHWA, FTA and IDOT on March 29, 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/City of Rockford or any of the other duly authorized RATS participants as approved by the RATS 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/City of Rockford , the FLA will forward all proposed contracts, executed contracts and grant reimbursements requests to the RATS. The RATS/City of Rockford 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 RATS/City of Rockford for reimbursement. RATS 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. RATS/City of Rockford will report all activities related to these arrangements as part of the Federally funded annual signal audit.
9. 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.
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 30th 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 2009 Work Program. However, as the year progresses, priorities shift, opportunities arise, and/or unforeseen obstacles occur that may 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 2009. 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 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 – TECHNICAL ASSISTANCE'S ON SPECIAL STUDIES & OTHER PLANNING EFFORTS CURRENTLY UNDERWAY OR PLANNED (TA & 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, the planned IL 173 Corridor Study for Boone County

and a “windowing in” planning effort on the north – central and –eastern section of the City of Belvidere, the Village of Poplar Grove and Boone County with the rapidly changing land use patterns and the impacts on the transportation systems in that area of the RATS MPA.

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 Transportation Feasibility Study and the Alternative Analysis.
17. A major planning effort will be dedicated in the IL 251 / Kishwaukee Street corridor between the Whitman Street interchange and the Chicago / Rockford International Airport.
18. The further development of the RATS 2035 Long-Range Transportation Plan (LRTP) will be the model conversion from TModel 2 software to PTV – Vision software and the investigation into the region’s freight transportation. This planning initiative is also part of Work Element 8 and 9.
19. 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 plan for coordination between the different entities within the RATS MPA
 - Bicycle and pedestrian plan 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. RATS/City of Rockford, as the designated MPO Lead Agency, will have the bulk of the responsibility for work under this element. However, IDOT and RATS 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, 5310, 5316 & 5317 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 (CA) empowering RATS as the MPO for the Rockford Urban Area.
10. As part of the reorganization effort of RATS, the current adopted CA will have to be updated to reflect the possible changes in the internal structure of RATS. At this time, the existing make-up/membership of the RATS Policy Committee and Technical Committee will stay as is. Accordingly, it is not envisioned that RATS will need to go through the re-designation process of our MPO as a result of these forthcoming changes.

ELEMENT 4 – PUBLIC PARTICIPATION (PP)

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. RATS/City of Rockford, 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. As a result of the February 14, 2007, Final Rule of MPO and Statewide Planning regulations, RATS reviewed the PIP report and issued/updated another report to reflect the current guidance from FHWA/FTA and other possible resources to seek public input into the transportation planning process. The current PIP 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.rockfordil.gov/government/works/index.cfm?section=planning&id=977>.
10. One of the findings in the March 2008 FHWA/FTA certification report was that our current PIP needs to be updated to reflect the principles of the new planning guidelines issued under SAFETEA-LU. As a result of this finding, RATS will be developing a new Public Participate Plan (PPP) to complete and satisfy this planning effort.

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 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, RATS. In the FY08 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 and FY07. However, RATS staff needs additional computer power to fully utilize this new software program. Accordingly, funds have been budgeted into the FY08 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. As the initial step to begin this conversion process and to address a planning concern of RATS, funds have been programmed into this year’s UWP to implement this planning goal. As part of the RATS Regional Transportation Freight Study, the model conversion will be one of the initial steps in this analysis.

3. Special base maps unique to the RATS planning process are maintained by the RPWD and RATS.
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 RATS. Traffic counting related to specific incidents or projects will be the responsibility of the particular agency having jurisdiction over those incidents or projects. Boone County will be conducting their traffic count program in 2008.
5. The responsibility for coordinating the maintenance of maps and data essential to the MPO planning process is the responsibility of the RATS/City of Rockford.
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, BCCA and SMTD).
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 COLLECTION & FORECASTING (LUPDCF)

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 demands 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 and U.S. Census Bureau 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 (RATS/City of Rockford) 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 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 RATS/City of Rockford 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.
- Winnebago County in 2006 received some SPR funds to update their Year 2010 Land Use Guide. Their new initiative, entitled the 2030 Land Resource Management Plan, will update the 2010 Guide, but also result in a thorough revision of the zoning codes and subdivision ordinances. RATS staff has been provided support and its planning resources in this effort. This emphasis will continue into FY09 and until Winnebago County 2030 Plan is completed.

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, RATS. 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 MANAGEMENT PROCESS, TRANSPORTATION SYSTEM MANAGEMENT, CONGESTION INITIATIVE & CONGESTION MANAGEMENT SYSTEMS (CMP, TSM, CI & CMS)
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Congestion, Transportation 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. Six 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 activity 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 (in both Winnebago County/Machesney Park/Loves Park and Boone County), Perryville Road, Harrison Avenue, Springfield Avenue, IL 251 / Kishwaukee Street, US Bus 20, US 20, IL 2 (both North Main Street and South Main Street sections) 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 Chicago / Rockford International 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 the possible interfacing and coordination 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.
- Planning to promote, encourage and improve the use of public transit as a safe, smart alternative to automobile travel. In the FY 2006 and 2007, PL and 5303 funds were budgeted to complete a bicycle – pedestrian study for the RATS Metro Planning Area. One of the elements of this study was to investigate a bus – bike program. This study was amended into the RATS LRTP in January 2008. Accordingly, monitoring the process and implementation of this study will be an activity of RATS staff.
- 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”
 - As part of the new planning initiative under SAFETEA-LU, RATS and the local and state agencies are working on several “Congestion Initiatives” currently. As a result of new information and guidelines from U.S. DOT, RATS will continue to work with these agencies to better promote the Congestion Management Process (CMP) into the overall RATS transportation planning process. One of the initial efforts under the CMP will be to perform a more in-depth analysis of accidents in the RATS MPA.
6. Mounting and expected growth in freight transportation over a wide network of transportation options and facilities. To address this issue, RATS will undertake a special planning effort to investigate this area and regional issue.

All RATS participants are involved in some aspects of this work Element. The primary coordination responsibility is the Lead Agency (RATS). 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 primarily 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 primarily 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 needed 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 objectives (intent) of SAFETEA-LU.

One of the activities that was completed during FY 08 was the RATS Bicycle / Pedestrian Plan. This plan was amended to our existing RATS 2035 LRTP.

An emerging issue is the dramatic growth in freight transportation demand. As mentioned in the FHWA Freight Analysis, “the mix of goods and the way they are moved has changed. System improvements have not kept pace with the growth in freight transportation demands, resulting in congestion on our nation’s highways and straining other freight modes as well.” To address this issue, RATS will undertake a two-phase study on freight flows, commodity movements, examining the relationships between freight transportation and the economy and other relating issues in this challenging area of transportation planning. It is anticipated that this planning effort might be complete in FY09. If it is, the results of this planning process will assist the RATS TMA to address several of the subjects that were included in the FHWA/FTA March 2008 certification report. These issues include such topics as CMP, TIP project selection and Public Participation.

PART 11 – PUBLIC COMMENTS

The 1st draft version of the FY 2009 UWP was made available on March 27, 2008 when it was distributed at the RATS Policy Committee meeting. On March 31, 2008, this same draft was made available on the RATS web site at:

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

Also, a Public Notice was published in the Rock River Times (RRT) on April 9, 2008, announcing the RATS planning process and solicitation of public involvement/comments on the UWP and TIP (the two major planning efforts required for FY09). The schedule for these two planning efforts was included in this notice. This newspaper is published weekly and is available at hundreds of locations for a full seven days following its initial publication. Also, the RRT has a web-site at <http://www.rockrivertimes.com>

Listed below are the changes made to the March 27, 2008, draft UWP:

1. In Chart 6, section number 6.3 (page 20) was updated to clarify the purpose of this planning document / effort.
2. Tables 8 to 12 were completed (pages 41-1 to 41-5).
3. The State Planning 1201 Funds amount on page 11 was updated to reflect two fiscal years of funding for a total of \$378,416 (\$189,208 per year).
4. Planning Goals from Chart 2 (page 6) were identified for all planning activities and major corridor studies for Chart 6 (pages 13 – 23).
5. In Chart 7 (page 25), each local jurisdiction share of the local match is listed.

Chart 8: Federal Suballocations by Work Element

Chart 9: Required Local Match

Chart 10: Total Funding (Federal/State/Local)

Chart 11: Approximate Hours to be Devoted by Task or Element

Chart 12: Object Class Budget

These charts will be inserted at this location in the FY 2008 UWP

RATS

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

POLICY COMMITTEE

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

ROCKFORD AREA TRANSPORTATION STUDY POLICY COMMITTEE

RATS RESOLUTION 2008-5

RE: ADOPTION OF THE FY-2009 RATS UNIFIED WORK PROGRAM

- WHEREAS** the Rockford Area Transportation Study (RATS) is the designated Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Area, and the Policy Committee has the specific responsibility to direct and administer the continuing urban transportation planning process; and
- WHEREAS** the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require a Unified Work Program for the purpose of assisting and programming transportation planning throughout the area; and
- WHEREAS** the FY-2009 Unified Work Program (March 27, 2008 version) was developed, announced and distributed to the public in accordance with federal guidelines and with the RATS Public Involvement Process; and
- WHEREAS** comments have been received and technical corrections have changed the March 27th version that was made available for public comment; and
- WHEREAS** the RATS Technical Committee has reviewed the FY-2009 Unified Work Program (May 22, 2008 version) and recommends approval;

NOW, THEREFORE, BE IT RESOLVED

that the RATS Policy Committee

- 1. Adopts the FY-2009 Unified Work Program (May 22, 2008 version);**
- 2. Directs the RATS Study Director to submit the FY-2009 Unified Work Program (May 22, 2008 version) and this Resolution to the State of Illinois, the FHWA and the FTA;**
- 3. Directs the City of Rockford, acting as the lead agency on behalf of RATS, to pursue and enter into an Intergovernmental Agreement with the State of Illinois for the purpose of funding and conducting the activities set forth by the Program;**
- 4. Directs the agencies designated within this work program to pursue and enter into contracts with professional consultants, as needed, for the purpose of carrying out various sub-elements of work as specific in the Program.**

Dated this twenty-ninth day of May, 2008.

Linda M. Vaughn, Chairman – RATS Policy Committee
Village President,
Village of Machesney Park

Frederic C. Brereton, Vice-Chairman – RATS Policy Committee
Mayor,
City of Belvidere

Darryl F. Lindberg,
Mayor,
City of Loves Park

Catherine H. Ward,
Boone County Board Chairman,
Boone County

Lawrence J. Morrissey,
Mayor,
City of Rockford

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

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

Metropolitan Transportation Planning Process Certification

In accordance with 23 CFR 450.334 (b), the planning process in the Rockford Urbanized Area was certified by USDOT on January 30, 2004.

In accordance with 23 CFR 450.334, the Illinois Department of Transportation and the Rockford Area Transportation Study Metropolitan Planning Organization for the Rockford urbanized area hereby certify the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- 1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450 Subpart C;
- 2) (*Only applicable to nonattainment and maintenance areas*) Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c)) and (d)) and 40 CFR part 93;
- 3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21; Executive Order 13166(Limited English Proficiency) and Executive Order 12898(Environmental Justice);
- 4) 49 U.S.C. 5332, Section 324 of title 23 U.S.C. and the Older Americans Act(as amended 42 U.S.C. 6101) prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- 5) Section 1101(b) of the SAFETEA–LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- 6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- 7) The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37 and 38, and Section 504 of the Rehabilitation Act of 1973(29 U.S.C. 794) regarding discrimination against individuals with disabilities.

Signature, Linda M. Vaughn,
Village President – Village of Machesney Park, and
Chairman – RATS Policy Committee or
other Authorized Representative of the
Rockford Area Transportation Study
May 29, 2008

Signature,
Bureau Chief, Urban Program Planning
Illinois Department of Transportation or
other Authorized Representative of the
Illinois Department of Transportation
Date_____

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