

RMAP

Coordinated Public Transit-Human Services Transportation Plan



Coordinated Public Transit-Human Services Transportation Plan

FOR THE

Rockford Metropolitan Agency for Planning

This plan was prepared by RMAP Staff in collaboration with its member agencies, partnership organizations, and local stakeholders

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Gaps at a Glance

Financial Gaps are all related to lack of and/or limited funding resources, and the cost of transportation services.

- Provider Financial Needs
- User Affordability

Service Gaps are related to services that do not currently meet the needs of the region for one reason or another.

- Long Headways
- Long Travel Times
- Unserved/Underserved Areas
- Service between this Region & External Areas
- Early Morning/Night/Weekend Service

Education Gaps are related to information and perception about public transportation services in the region.

- Information
- Transit Use Perceptions

Infrastructure Gaps are related to the state of conditions, equipment & data.

- Sidewalks and other pedestrian facilities
- Signage and Shelters
- Road Conditions
- Bus Turnouts
- Data

Coordination Gaps are related to transportation providers, local governments, and other partners involved in the delivery of public transit services.

- Asset Coordination
- Service Coordination
- Planning Coordination

Goals at a Glance

Maintain or Enhance Existing Service Levels

- Acquisition of Data
- Expand & Enhance Service to Unserved and Underserved Areas; Improve Headways
- Enhancement of Night Service
- Enhancement of Weekend Service
- Increase Connection to External Areas
- Increase Service to Cultural/Recreational Destinations

Improve Coordination and Communication; Seek Efficiencies in Service Delivery

- Resource Sharing Opportunities
- Coordination between Public and Private Transportation
- Encourage Participation in Mobility Subcommittee
- Improve Communication of Known Transit Needs

Improve Educational Outreach of Transit Providers and Services

- Increase Awareness & Education of Public Transit Service
- Increase Promotion of BCCA Demand-Response Service
- Hold more Training Sessions on Transit-Related Topics



SECTION I: INTRODUCTION

Introduction

The Rockford Metropolitan Agency for Planning (RMAP) is responsible for planning and addressing the transportation needs of the Metropolitan Planning Area (MPA), which consists of urbanized parts of Winnebago, Boone, and Ogle Counties. For a more thorough explanation of the MPA, refer to the RMAP Long-Range Transportation Plan (LRTP), Section 2. There are service gaps in the network of public transportation providers and human service agencies due to constrained resources and limitations in fixed-route and demand-response services. With a shortage in funding from local municipalities to the broader statewide funding shortfalls in Illinois, finding areas of coordination and partnership can assist in reducing the impact of those gaps by utilizing the strengths and resources of multiple agencies and partners to address common issues.

The RMAP Coordinated Human Services Transportation Plan (Coordinated Plan) fulfills the federal requirements of the current federal transportation legislation, the Fixing America's Surface Transportation (FAST) Act. This legislation is built upon the four previous transportation bills:

- The Moving Ahead for Progress in the 21st Century (MAP-21) Act;
- The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU);
- The Transportation Equity Act for the 21st Century (TEA-21);
- The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA).

The RMAP Coordinated Plan is intended to identify needs and gaps in public transportation services, particularly for seniors, individuals with disabilities, individuals with low incomes, and other transit-dependent populations in the RMAP MPA. The

RMAP Coordinated Plan and attachments will be used to guide the expenditure of regionally allocated Federal Transit Administration (FTA) funds for eligible Job Access and Reverse Commute (JARC) projects, New Freedom eligible projects, as well as funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. In accordance with best planning practices, this Coordinated Plan at times discusses issues outside of the mandated planning boundaries to ensure that coordination and future needs are considered at the most appropriate time.

The RMAP Coordinated Plan was first created in 2008 and has been the subject of a number of amendments since then, but has not been fully updated in that time. Federal regulations require the creation and maintenance of the Coordinated Plan, but do not provide a schedule by which to accomplish updates for areas designated in air quality attainment. At the most recent Federal Certification Review with the FTA and the Federal Highway Administration (FHWA), RMAP and federal partners agreed that future updates of the Coordinated Plan would be best served by occurring on the same schedule as the update of RMAP's LRTP every five years. The next update of the LRTP is due for adoption in 2020. RMAP will review necessary changes at that time and will update the Coordinated Plan as appropriate.

In 2008, RATS was reorganized, relocated, and renamed the Rockford Metropolitan Agency for Planning.

Evolution of RMAP

Until 2008, RMAP was known as the Rockford Area Transportation Study (RATS). The RMAP offices are at 313 N. Main Street, on the west side of the Rock River in Rockford's downtown River District. Please note that throughout this and other documents, the legacy term RATS may be used for historical accuracy. The terms RATS and RMAP are meant to be interchangeable, and should be viewed as such.

Until the reorganization from RATS to RMAP, the organization was only able to manage that which was required by federal transportation law. However, with the reorganization, RMAP staff was increased, allowing the potential for it to partake in more planning activities than before. RMAP's primary task is still transportation planning, being provided with transportation funding through FHWA, FTA, and the Illinois Department of Transportation (IDOT). With the larger staff, RMAP has been involved in corridor studies, independent research projects, and participation in the land use and environmental planning processes of the surrounding municipalities, among other activities. It was determined in 2013-2014 that the most prudent way for RMAP to aid the region with the development of sustainable practices, and strengthening and subsequent furthering of regional economic development and coordinated infrastructure investments would be to develop a regional governance model. This structure would be fashioned through a regional planning council (RPC). As the development of the RPC moves forward, the MPO will play a key role in the transportation planning elements of its overall regional planning initiatives, including provision of technical assistance for the Mobility Subcommittee.

The Mobility Subcommittee

The RMAP Mobility Subcommittee originated from the Getting to Work in Greater Rockford (GTW) organization, which was part of the larger statewide Work, Welfare and Families coalition. The GTW organization began in 2005 and met to discuss transportation options for transit dependent populations. The RMAP Mobility Subcommittee was made a formal subcommittee of RATS on July 26, 2007. The RMAP Mobility Subcommittee currently consists of human services and transportation agencies, governmental entities, workforce investment organizations, public and private transit

providers, assisted living facilities, and ambulance providers. To note, new organizations can be added to the Mobility Subcommittee through the process outlined in the RMAP Cooperative Agreement.

It is important to note that the organizations involved in the Mobility Subcommittee have daily contact with individuals from public transit-dependent populations. This interaction is essential because it informs the organizations of transportation needs that transit-dependent individuals face. Thus, by having these organizations take part in the Mobility Subcommittee, transit-dependent populations' concerns are represented and stated at Mobility Subcommittee meetings. Improvements in transportation services will therefore better reflect the concerns of citizens who use public transportation on a consistent basis, and this will be represented in the Coordinated Plan.

The duties of the Mobility Subcommittee are to facilitate public participation and involvement to recognize transportation data, gaps, and needs, and identify and work with resource agencies to develop strategies addressing the transportation needs of transit-dependent populations. The Mobility Subcommittee also advocates for enhancements, expansion, and new services that improve the wellbeing of transit-dependent populations. While the primary charge of the Mobility Subcommittee is to assist and provide information related to the Coordinated Plan, the subcommittee will also assist in exploring other possible transportation services and mode choices to adjacent areas to RMAP as well as address and act upon associated issues as identified by the RMAP Technical and Policy Committees.

The RMAP Mobility Subcommittee meets the second Tuesday of each month at 10:00AM at the RMTD East Side Transfer Center (ESTC) in Rockford, IL (725 N. Lyford Road) and all its meetings are open to the public for comment and participation. Special meetings of the Mobility Subcommittee occur on an as-needed basis. Prior to

RMAP Mobility Subcommittee meetings, agendas are distributed to members on the RMAP mailing list, posted on the RMAP website, and sent to local media outlets.

FTA requirements for the Coordinated Plan

The Coordinated Plan is a required document that RMAP maintains at the direction of the FTA. The FTA requires that the Coordinated Plan contain, at a minimum, each of the following elements:

- i. An assessment of available services that identifies current transportation providers (public, private, and nonprofit);
- ii. An assessment of transportation needs for individuals with disabilities and seniors;
- iii. Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and,
- iv. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Additionally, the plan must be developed and adopted with representation from seniors; individuals with disabilities; representatives of public, private, and nonprofit transportation and human services providers; and other members of the public. Recipients of funding under the FTA Section 5310 Program must certify that projects were selected from this process and must make reference to the Coordinated Plan in the program of projects.

History of the Coordinated Plan in the Region

The Coordinated Plan was first adopted in this region in 2008 by the

RATS Policy Committee. At the time, the Coordinated Plan was known as the Human Services Transportation Plan, or HSTP. The terms “Coordinated Plan” and “HSTP” are meant to be interchangeable in this and other RMAP documents. The 2008 plan identified four primary areas of focus with respect to gaps between existing services, as well as needs and opportunities to achieve efficiencies in service delivery. Updates on each of the four primary areas from the 2008 plan are discussed in further detail below.

Boone County/City of Belvidere Routes

Due to the connectedness of the region’s services and economy, it was determined that providing fixed-route transit between the City of Belvidere/Boone County and Winnebago County was a valuable priority. In October of 2011, the Rockford Mass Transit District (RMTD) began fixed-route service into Boone County, providing 10 daily trips from the RMTD East Side Transfer Center along State Street/U.S. 20 Business into the City of Belvidere and back. The East Side Transfer Center then connects to other routes that travel to the City of Loves Park, the Village of Cherry Valley, and the City of Rockford, including the Downtown Transfer Center west of the Rock River. Passengers can connect to the rest of the RMTD fixed-route system through transfers.

The City of Belvidere fixed-route service was funded partially by Job Access and Reverse Commute (JARC) funds. Those JARC funds allocated to this route have been expended for service. Due to funding shortfalls, on July 18, 2016 RMTD reduced the route to stop near Belvidere City Hall, and reduced the number of trips per day from ten to four. Those needing transportation service to get to a final destination in Belvidere or Boone County can schedule a ride with demand-response service provided by the Boone County Council on Aging (BCCA). RMTD, BCCA, and communities in Boone County recognize the value of the route to residents and are continuing to work towards finding funding for the route to effectively and efficiently provide fixed route public transportation

options within the City of Belvidere/Boone County.

CherryVale Mall Route

The CherryVale Mall is a regional mall located in Cherry Valley, IL. As the only regional mall in the area, CherryVale is a major attraction for shopping as well as a major center for employment. In Fiscal Year 2007, service was funded through the JARC program to run a route to the mall and the vicinity, which includes the Magic Waters waterpark and Wal-Mart. RMTD has indicated that the CherryVale Route is among the most successful additions to their network. In order to maintain the route, a Zone Fare of \$0.25 was implemented that any passengers boarding or alighting in the designated Cherry Valley Zone are required to pay.

Machesney Park Industrial Centers Route

The Illinois 173 corridor is the fastest-growing retail corridor in the region. Of particular importance in this area are a number of industrial parks and key retail sites. Access to these key retail establishments and manufacturing sites via public transit was deemed a priority by the Mobility Subcommittee's survey during the creation of the original Coordinated Plan. From this initiative, a fixed-route loop service known as the Burden Loop was created utilizing JARC funds. The initial intention was to then extend the service to nights in order to assist night-shift workers. However, the direction from Machesney Park in coordination with RMTD indicated that there was not enough businesses that would benefit from the night service at the time due in large part to employment declines. Transit expansions such as these were planned before the Great Recession and had to be adjusted in light of it.

The JARC funding that was originally slated for the night service was reprogrammed to assist with the Boone/Belvidere fixed route service as well as demand-response to fixed route connection service.

The demand-response to fixed-route connection serves persons in need of transit from an Illinois Department of Veteran's Affairs service center near IL-173 and the Burden Loop. These persons would otherwise be unable to reach the traditional fixed-route system, due in part to a narrow road with low-hanging trees that fixed route buses have difficulty navigating. RMTD has indicated that the Burden Loop is a well-traveled addition to their network, with notable numbers of users of the routes coming from a call center and factories along IL-173.

East State Street Route Hours of Service

The goal to extend hours of service for the Rockford East State Street route in order to provide for the transportation needs of late-shift employees in that corridor remains unmet. The Mobility Subcommittee indicated in preliminary discussions of updating this Coordinated Plan that this item should be revised to include all of RMTD's services rather than just one corridor. These preliminary discussions were consistent with the results of the Transit User Survey (discussed in more detail in Section 4), and night service for the system as a whole is discussed in both Sections 5 and 6 as a gap and a priority for implementation.

Improving transportation for seniors and persons with disabilities is a priority for the entire region.

Connection to Regional Planning

The goals of this Coordinated Plan are not exclusive to this document, nor even to RMAP. Improving transportation for seniors and persons with disabilities, as well as the overall transportation network of the region, is a priority for a number of plans, agencies, and the public. The Coordinated Plan has taken into account suggestions, planning activities, goals, and proposed initiatives from a number of partners and has incorporated research from existing planning efforts. Among the agencies and plans that were consulted and

referenced, in no particular order, were:

- The Comprehensive Economic Development Strategy, (CEDS);
- The RMAP Long-Range Transportation Plan: Transportation for Tomorrow (2040);
- The Northern Stateline regional workforce development plan;
- Transform Rockford;
- The Economic Development District of Northern Illinois;
- Human Service Agencies including but not limited to Wesley Willows, Lifescape Community Services, the Barbara Olson Center for Hope, and Rockford Housing Authority;
- Public Transit Agencies such as the Rockford Mass Transit District, the Boone County Council on Aging, and the Stateline Mass Transit District;
- Best practices from Coordinated Plans in regions of similar characteristics to that of the RMAP MPA

Changes to Funding Structures since 2008

Since the initial adoption of the Coordinated Plan by the RMAP Policy Committee, federal transportation law has changed. The current governing legislation is the Fixing America's Surface Transportation (FAST) Act. The FAST Act and its predecessor MAP-21, both passed since 2008, affect how various sources of funding are eligible to be used for transportation and specifically transit needs. The most notable of these changes are detailed below.

5307 & Job Access and Reverse Commute:

The Job Access and Reverse Commute (JARC) program (formerly FTA section 5316) was repealed by MAP-21; however, JARC projects are eligible under the Section 5307 program of the FAST Act. A JARC project is defined as, "a transportation project to finance planning, capital and operating costs that support the development and maintenance of transportation services designed to transport welfare

recipients and eligible low-income individuals to and from jobs and activities related to their employment, including transportation projects that facilitate the provision of public transportation services from urbanized areas and rural areas to suburban employment locations." Through FTA circular FTA C 9030.1E, "development of transportation services" is defined to mean new projects that were not in service on October 1, 2012. New JARC projects may include the expansion or extension of an existing service, so long as the new service was designed to support the target population consistent with the definition above. Maintenance projects are those that continue funding of services that were previously funded by Section 5316 funds.

5310 & New Freedom:

Under SAFETEA-LU, the FTA 5310 funding source occasionally contributed to the overall transit services provided by RMTD and BCCA. FTA 5310 funds are available to public or private not-for-profit agencies serving those persons who, for reasons of age or disability, cannot be adequately served by traditional transit. As part of the IDOT discretionary process to award 5310 funding, Metropolitan Planning Organizations reviewed each applicant's submittal to determine that the projects applied for are derived from a "locally coordinated human services transportation plan" as initially stipulated by SAFETEA-LU.

With the passage of MAP-21, and continued by the FAST Act, Section 5310 funds are referred to as The Enhanced Mobility of Seniors and Individuals with Disabilities Program and provide formula funding to States and Designated Recipients of Urbanized Areas with populations of 200,000 or more to improve mobility of seniors and individuals with disabilities. These funds have been expanded in eligibility to be used for operating expenses, in addition to capital, for transportation services that address the needs of seniors and individuals with disabilities. Not less than 55% of the apportioned funds available for this program must be used for projects planned,

designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate (or unavailable), which is typically carried out by non-profit agencies. Recipients may use more or all of their section 5310 funds for these purposes. Remaining funds may be used for: public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complimentary paratransit; or alternatives to public transportation that assist seniors and individuals with disabilities.

These expanded eligibility provisions are a result of consolidation of the section 5317 New Freedom Program, which was repealed by MAP-21, into the section 5310 program. New Freedom type projects must be derived from a Human Services Transportation Plan.

The Illinois Department of Transportation

5310 Local Process:

The changes to the section 5310 program also refocused the local process of application for 5310 dollars. In previous years, it was possible for an agency within the RMAP MPA to apply for both statewide and local programs in the attempt to fulfill public transportation needs. Recently, it has been determined by IDOT that agencies in the RMAP MPA and in other Transportation Management Areas (TMAs) statewide are no longer eligible to apply for statewide 5310 dollars and may only apply for the regionally allocated funding.

In response to this change, the RMAP Mobility Subcommittee requested an assessment of the needs of agencies to meet the criteria of the 5310 program. This culminated in a survey of needs showing that, consistent with previous practices, funding for capital acquisition of rolling stock to meet paratransit demand was the most critical and best use of 5310 funds. The Mobility Subcommittee then created a program of projects for 5310 funding, to better plan

for the future with respect to the projected funding that the region is anticipated to receive. This program of projects is scheduled to be updated on a yearly basis. This process takes place prior to the yearly review of 5310 funding applications, ensuring that the needs taken into account by the program of projects reflect the most accurate needs of the region. At the present time, the program of projects covers the current year and the next year of needs.

Projects identified in the program are given priority consideration when the RMAP Mobility Subcommittee is evaluating requests for 5310 funding. Applications for funding utilize the IDOT Consolidated Vehicle Procurement Program application. This is done for multiple reasons. In the event that statewide applications for 5310 dollars are determined to be permitted for regions or TMAs receiving direct allocations, the Mobility Subcommittee feels it is advantageous to have applications in the proper format ready to be processed. If such a determination were made, the RMAP Mobility Subcommittee and its constituent participants would be able to be among the most prepared to submit quick and accurate proposals for that funding, giving this region the best possible chance for additional state transit funds to update and expand services for seniors and individuals with disabilities. Additionally, RMTD and IDOT are the Co-Designated Recipients for FTA 5310 funding allocated to the Rockford Urbanized Area. This permits RMTD to purchase and handle its own vehicles without requiring its oversight of the other agencies with 5310 capital. IDOT has agreed to purchase and oversee 5310 vehicles once awarded for the other agencies with 5310 needs in the Rockford Region. Using IDOT's Consolidated Vehicle Procurement application as the regional template satisfies IDOT's needs without placing the burden of multiple applications on local agencies. For more details, see Appendix A.



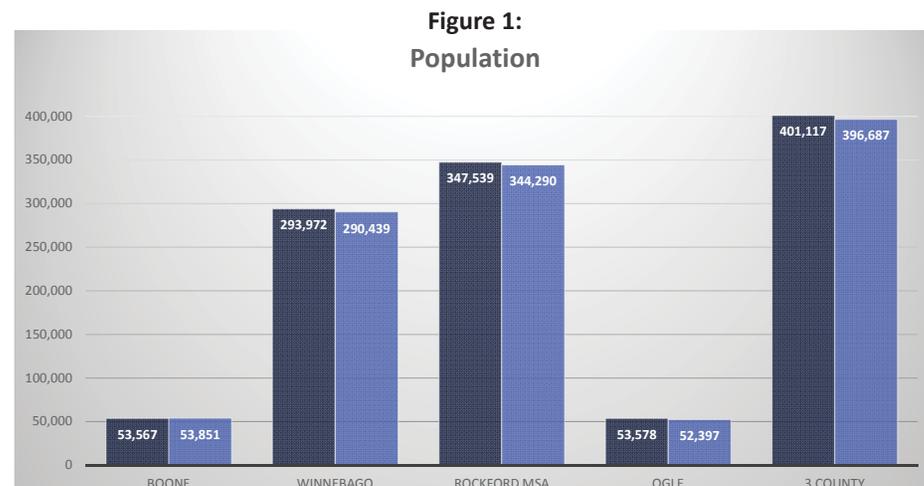
SECTION 2: DEMOGRAPHICS OF THE REGION

Demographics of the Region

When discussing the demographics of the Region, there are a number of boundaries that can be used to define it. In previous iterations of the Coordinated Plan, data on the Rockford Metropolitan Statistical Area (MSA) had been used. Since the creation of the Coordinated Plan however, the Metropolitan Planning Area (MPA) of RMAP has expanded to include portions of Ogle County, which is not in the MSA. Because data is not collected at the MPA level for nationally comparable datasets such as the U.S. Census American Community Survey (ACS), and because using datasets for only urban-area populations leaves out rural residents within the MSA and MPA whose needs are valuable to consider, this section will discuss MSA data, and will also consider county-level data of all three counties. Although the limits of Ogle County expand beyond the area that RMAP is presently required to analyze (such places as Oregon and Rochelle), having an understanding of the demographics of Ogle County as a whole is helpful in moving forward with regional planning of many kinds. While fixed-route transit services do not at this point run between Ogle County and the RMAP MPA, some origin-destination demand-response services do, and RMAP intends to be prepared for additional coordinating of planning initiatives with Ogle County in the future as urban areas grow together.

Recent population trends have been varied within the RMAP region. From the early 1990s until the Great Recession of 2008 all three counties saw growth, with Boone County seeing the most rapid. Since the Great Recession, all three counties saw population decline mirroring the statewide trend. Thus far only Boone County has shown signs of recovery.

Using the 2011-2015 ACS data, the most recently available at the time of this publication, the Rockford MSA has a total population of 344,290 people; the total population of the three counties (Boone, Ogle and Winnebago) in the RMAP planning area is 396,687. Winnebago County is ranked the 7th most populated county in Illinois, behind only Cook and its Collar Counties; Boone County ranks 26th with Ogle County at 28th.



However, compared to the data from the 2006-2010 ACS, the overall MSA and the combined three counties have lower populations than five years ago. This declining population indicates that the region has not yet recovered fully from the Great Recession of 2008.

The median age of all three counties and the MSA as a whole are higher than both the State of Illinois and the United States. Though Boone County's median age remains the lowest of the three counties, and lower even than the MSA median age of 39, it had the most drastic upward change since the 2006-2010 ACS, suggesting a rapidly aging population base. The regional change was also more pronounced than either the state or the national changing in median age. As elderly individuals tend to have more needs for transportation services, this will have an impact on the amount of transit-dependent individuals in the region.

Figure 2:

Median Age

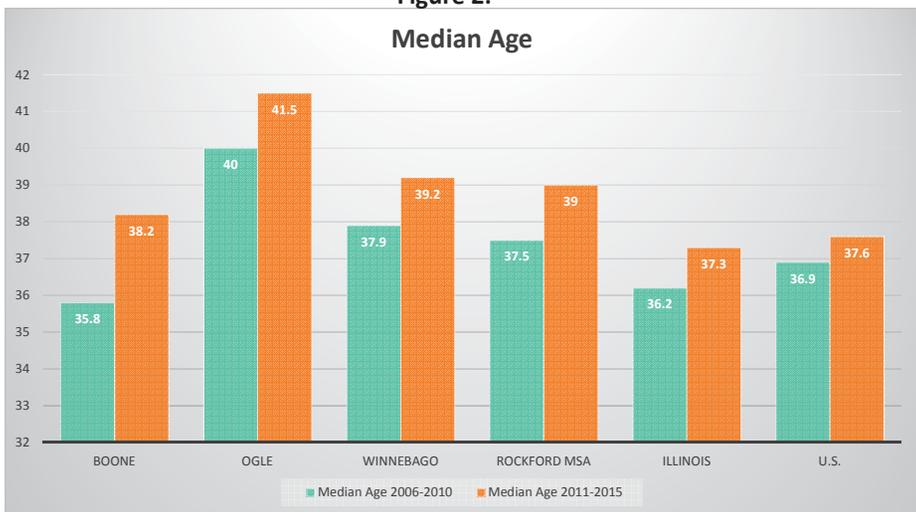
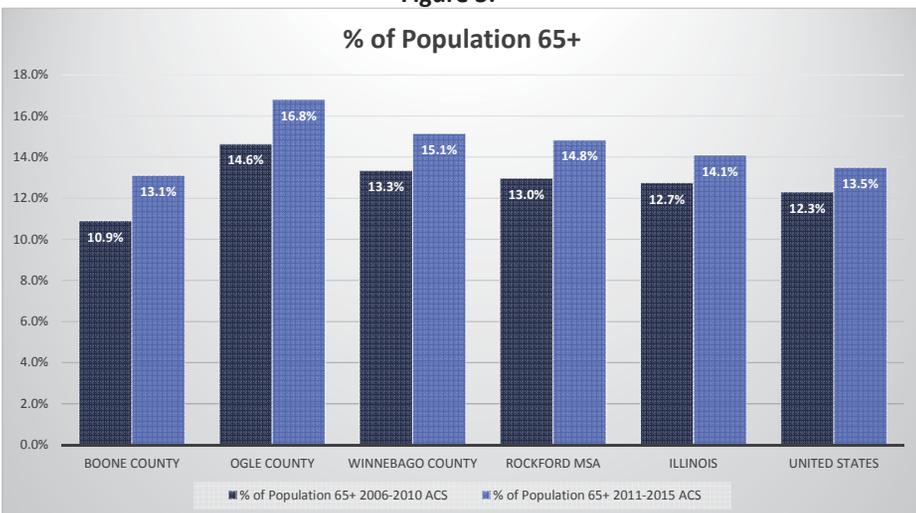


Figure 3:

% of Population 65+



Consistent with the rise in median age, seniors aged 65 and over have risen to 14.8% of the population of the MSA, and as high as 16.8% of Ogle County, higher ratios than for Illinois or the U.S. Moreover, the change from the 2006-2010 ACS period is more pronounced in all three counties and the MSA, with Boone County having the highest change. Seniors are a faster-growing group in this region than in the state or the nation, and to support this surge in aging population, transportation infrastructure and service needs must be considered

in order to accommodate the projected increased demand for services.

It is also important to note that one in five people (20.4%) in the MSA and in Ogle County (21.7%) are between the ages of 50 and 64, nearing the age at which retirement becomes more likely, and when demand for transportation services increases. These aging trends in the region need to be considered carefully, particularly as they relate to the mobility of seniors.

Of the three counties, Winnebago County has the highest percentage of Black or African American residents, which is still slightly below the nation's. Winnebago County's population of Native Hawaiians and other Pacific Islanders matches the state trend, while Boone and Ogle have none. Winnebago and Boone have higher than state averages of American Indian and Alaska Native populations, while Ogle has a much smaller percentage. All three counties lag behind state and national averages for Asian populations, persons of some other race, and persons of two or more races. For Hispanic persons, which are considered an ethnicity rather than a race, Boone County has the highest percentage, higher than both the State of Illinois and the nation.

Figure 4:

Ethnicity

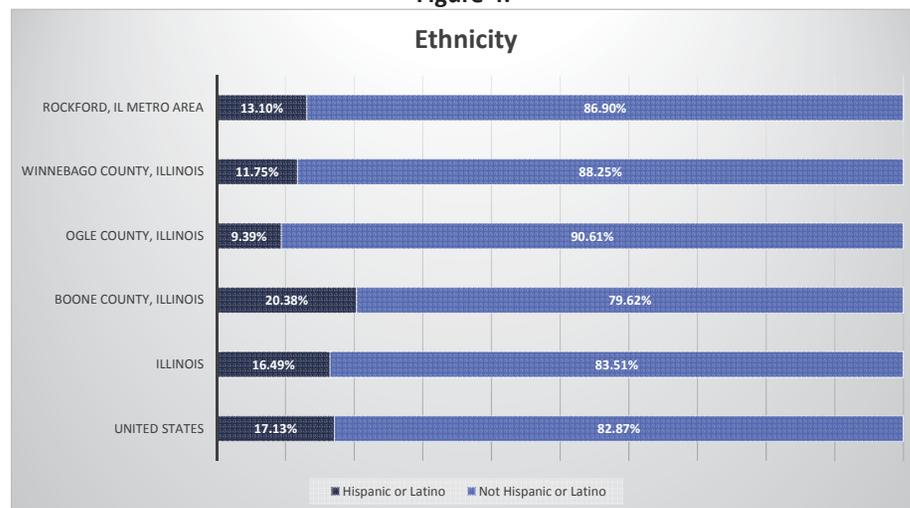


Figure 5:
United States

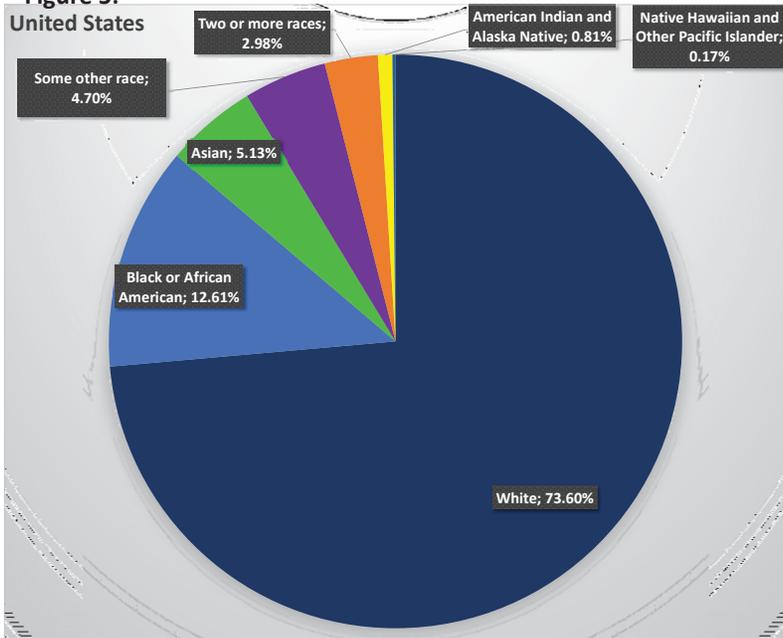


Figure 7:
Winnebago County

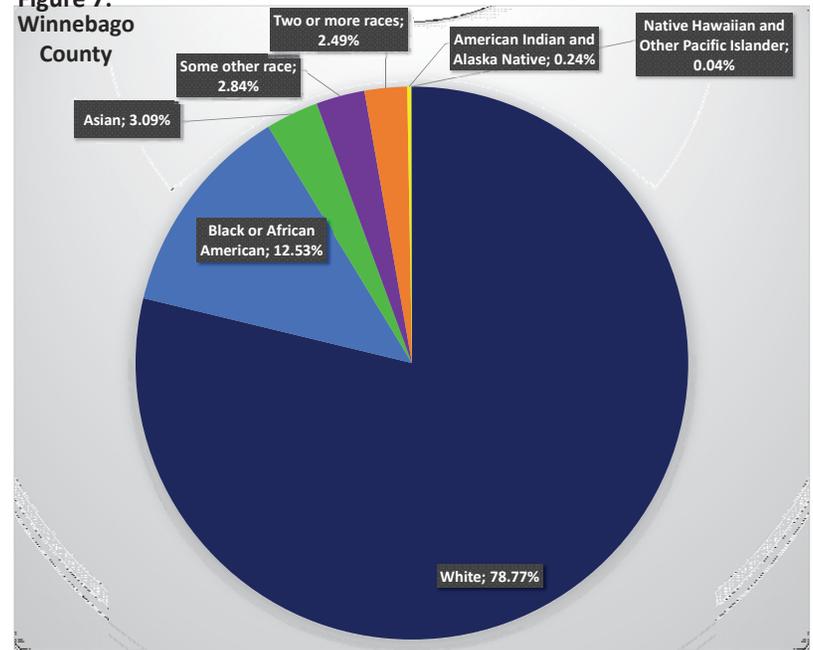


Figure 6:
Illinois

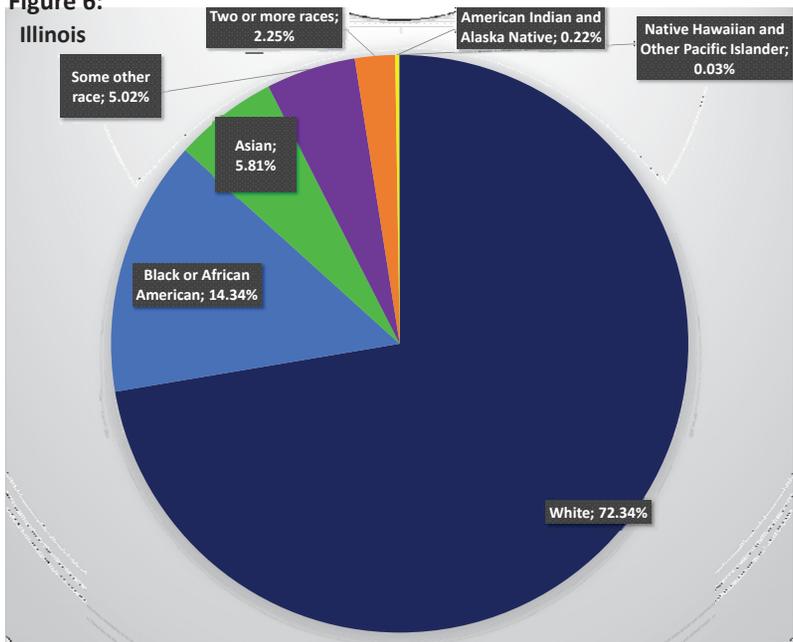


Figure 8:
Rockford Metro Area

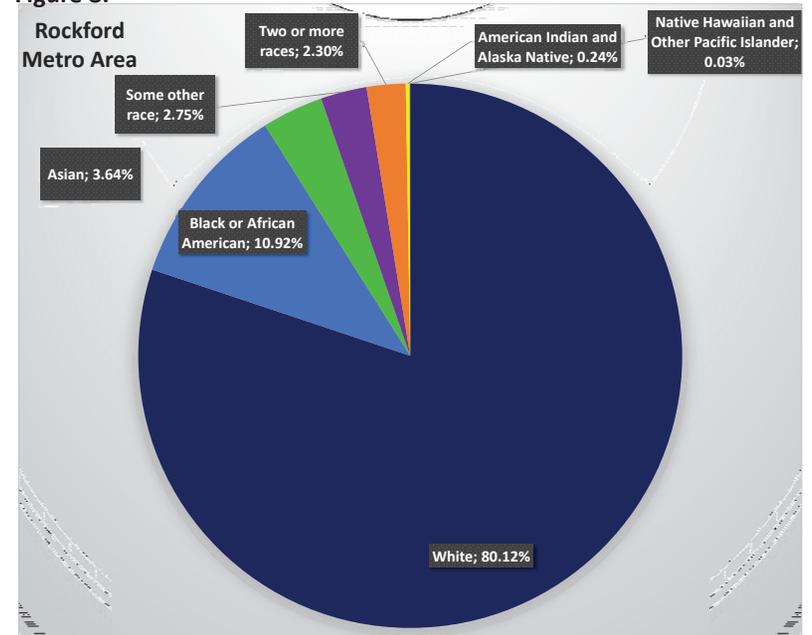


Figure 9:

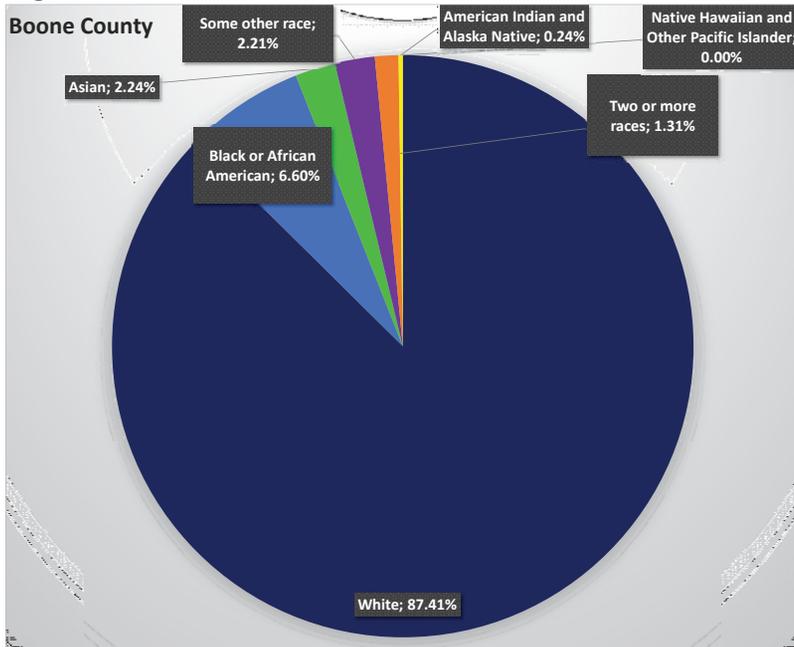
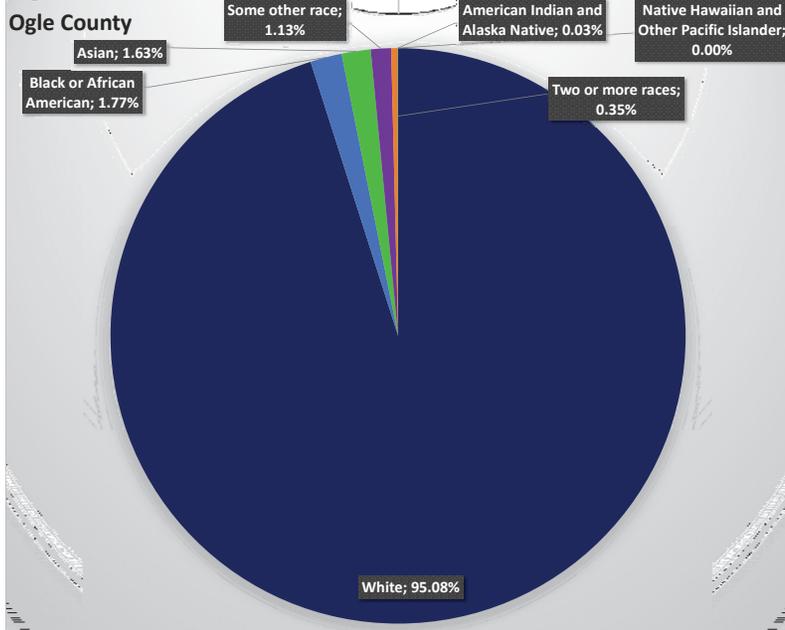


Figure 10:



In the following pages are several population and demographic density maps, each overlaid with the RMTD Fixed-Route Transit system (bus routes). These maps are intended to visually represent populations, especially those with particularly acute transit and mobility needs, in relationship to the existing fixed-route transit system. By comparing the location of the populations to the location of the fixed-route system, useful information toward the formation of an analysis of the needs and gaps of the overall transit system can be gleaned.

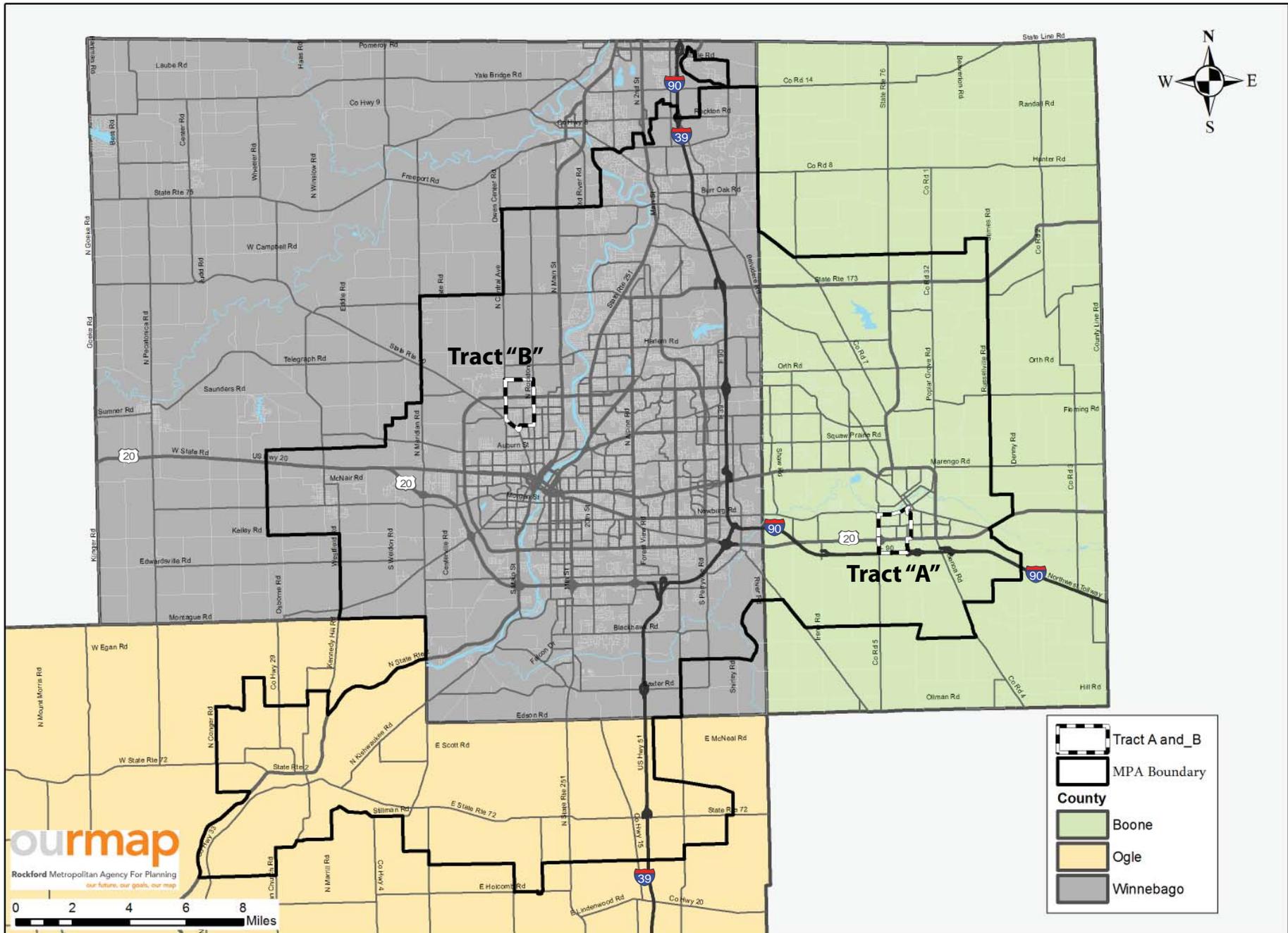
RMTD's fixed-route network (shown in purple) has strong presence in urbanized areas, with the greatest coverage in areas with the most densely populated census tracts (shown in reds and oranges), significant coverage of the medium densities (shown in yellow), and lesser coverage of the lower densities (shown in greens). Both the larger maps and the Downtown Rockford inset maps show that there is solid coverage of densely populated tracts. The transit lines in these tracts frequently traverse them and offer many opportunities for residents to access fixed-route transit. Yellow tracts more often have coverage around their borders, providing reasonable access to these areas of average densities. In addition to the shown fixed routes, RMTD provides Paratransit service in Winnebago County. In northern Winnebago County, the Stateline Mass Transit District also provides Origin-Destination Demand-response Service, and in Boone County, the Boone County Council on Aging (BCCA) provides these services.

The tract marked 'A' in Belvidere is the only tract without any direct access to fixed-route transit that does not fall within one of the lower-density areas. Tract A represents a significant population density overall, and also has notable concentrations of transit-dependent populations. These include non-white, non-black or African American races; Hispanic or Latino individuals of any race; individuals with a disability; individuals below the poverty level; and

particularly individuals 65 years and over. This area was served by RMTD Bus Route 24 until July 18, 2016. That route can be seen to the north of tract 'A', but due to funding shortfalls, in July of 2016 the route was shortened to turn around near Belvidere City Hall. Those needing public transportation service to get to a final destination in the City of Belvidere or Boone County outside of the range of the fixed-route bus system can still schedule a ride with demand-response service provided by BCCA. This service, unlike Paratransit service, is available to anyone regardless of age or disability status. RMTD, BCCA, and communities in Boone County recognize the value of connecting more residents to transit, and are continuing to work towards identifying funding for extending the route while continuing to analyze if the current alignment is reaching the most people that the available funding permits. Any further funding sources that become available could improve the fixed route's service back into Tract A.

Tract 'B' in the northwestern part of Rockford also has a notable population density, particularly of individuals 65 years and over, as well as those both 65 years and over who also have a disability. Tract B is served on the southern portion by fixed routes. It is also the location of Wesley Willows, a senior living community. The density of elderly populations, particularly those with disabilities, is in part due to those populations being served in this tract by Wesley Willows. Wesley Willows is a consistent participant on the Mobility Subcommittee, working with RMTD and other partners to both coordinate the service of their resident populations' needs and to secure funding for its own vehicles through the 5310 Program of Projects when necessary. Based on this information, the RMAP Mobility Subcommittee believes that the needs of that area are met at this time.

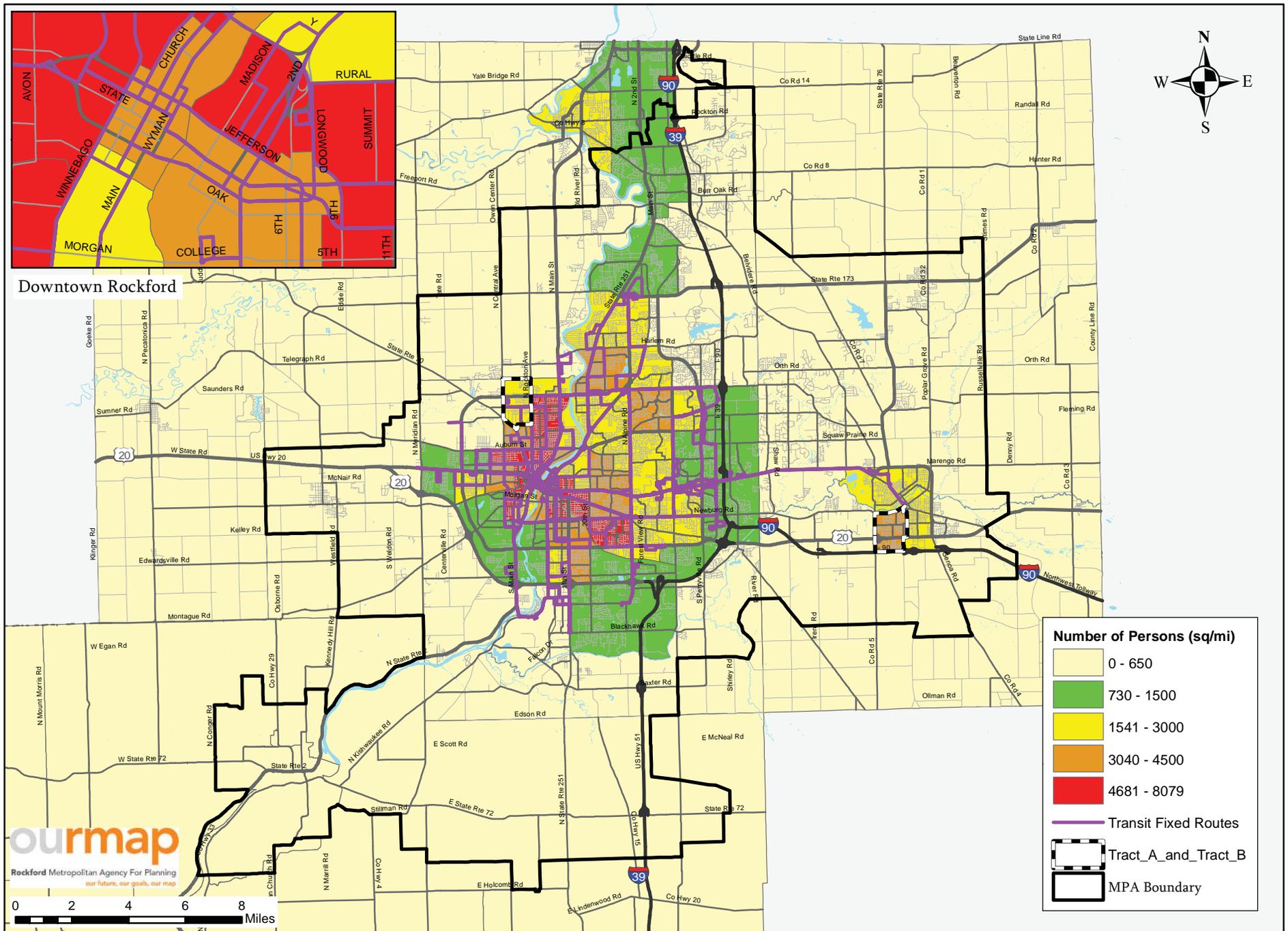
Please note that, due to the different sizes of populations per dataset, the scaling on these maps is not uniform. The maps show census tracts in terms of persons per square mile. This helps to account for tracts of widely varying sizes and makes the data more easily comparable between tracts.



Reference Map for Tracts "A" and "B"

RMAP Human Services Transportation Plan

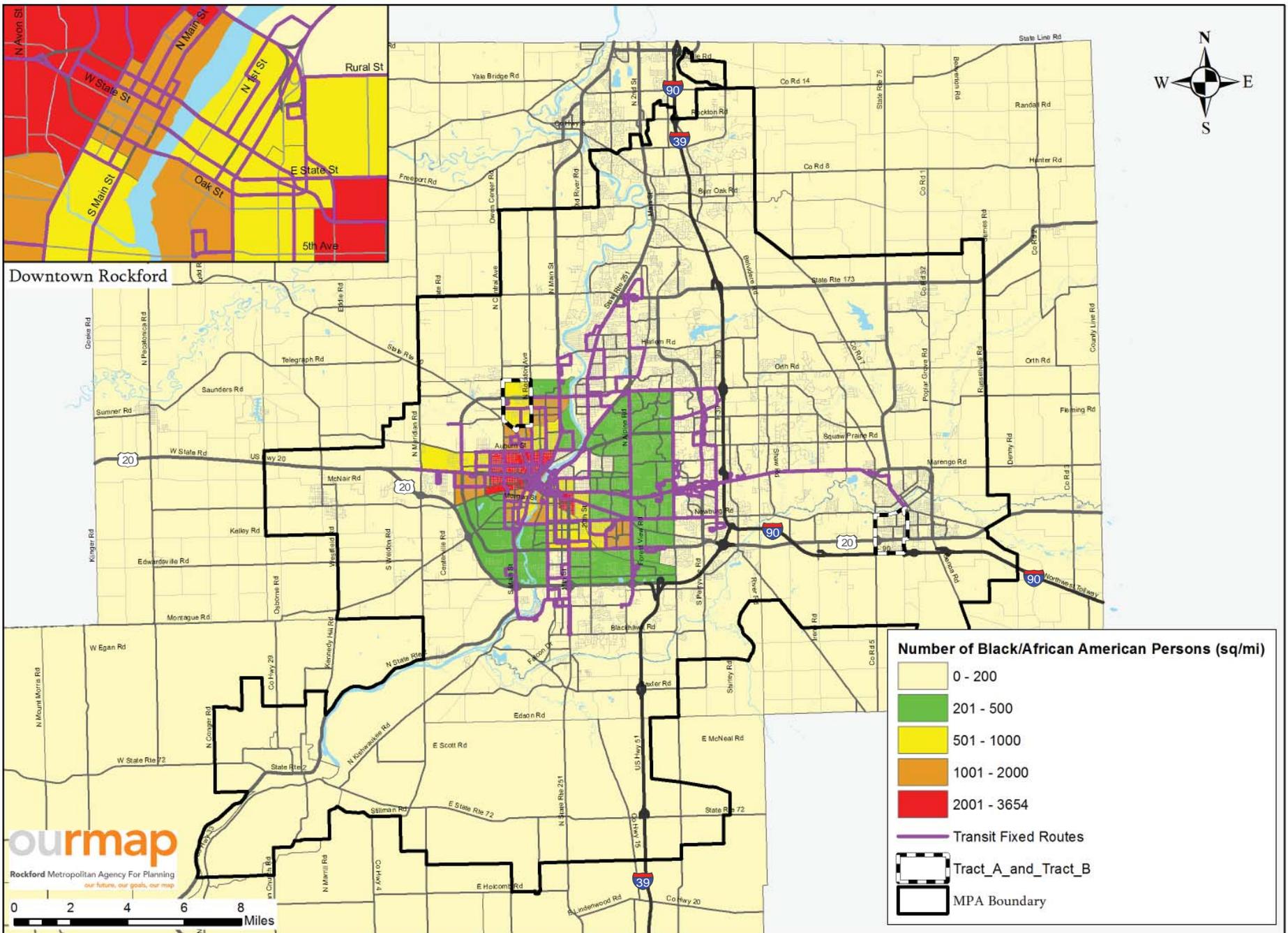
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Density of Total Population by Census Tract (Per Square Mile)

RMAP Human Services Transportation Plan

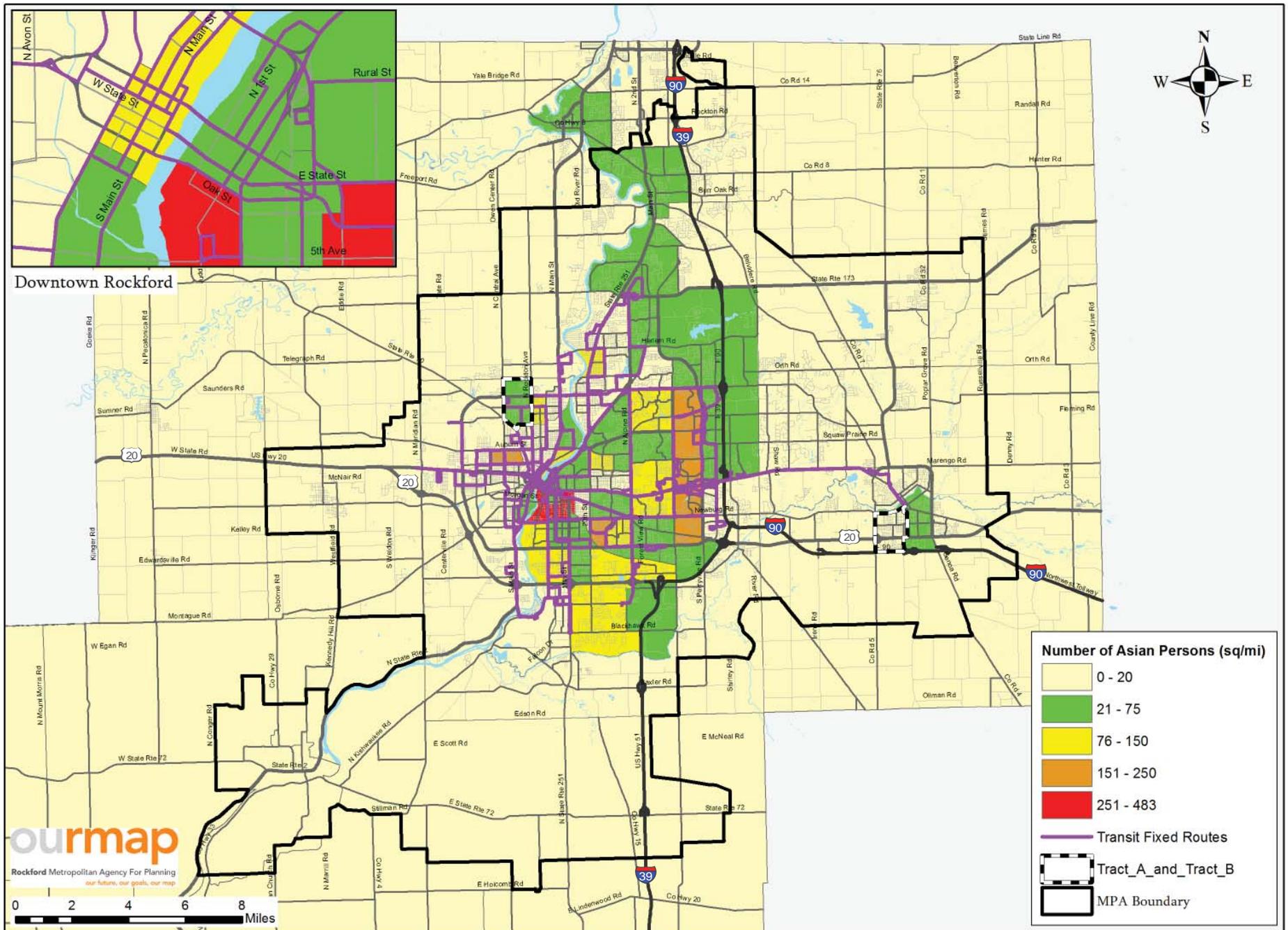
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Density of Black or African American Individuals by Census Tract (Per Square Mile)

RMAP Human Services Transportation Plan

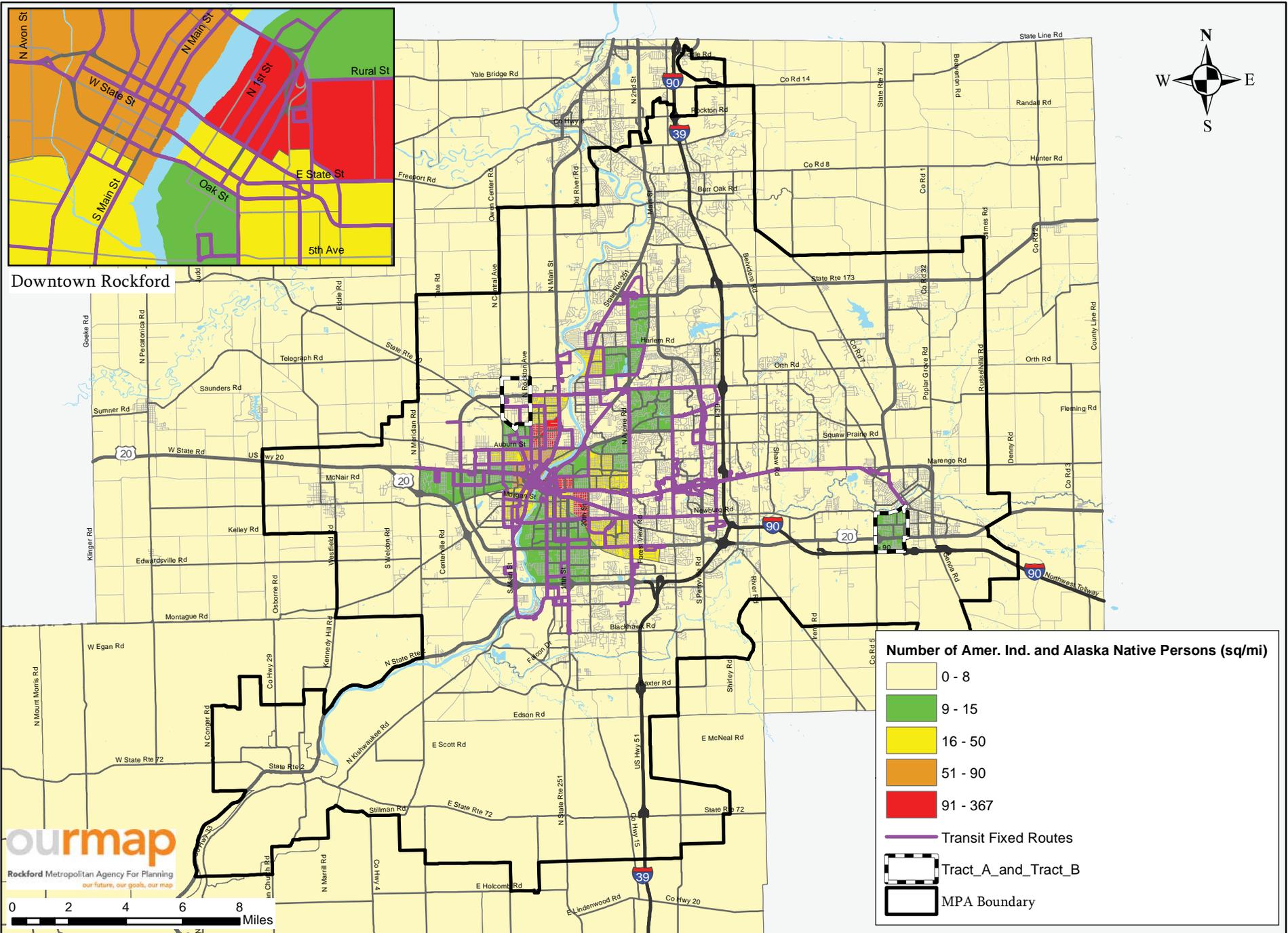
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Density of Asian Individuals by Census Tract (Per Square Mile)

RMAP Human Services Transportation Plan

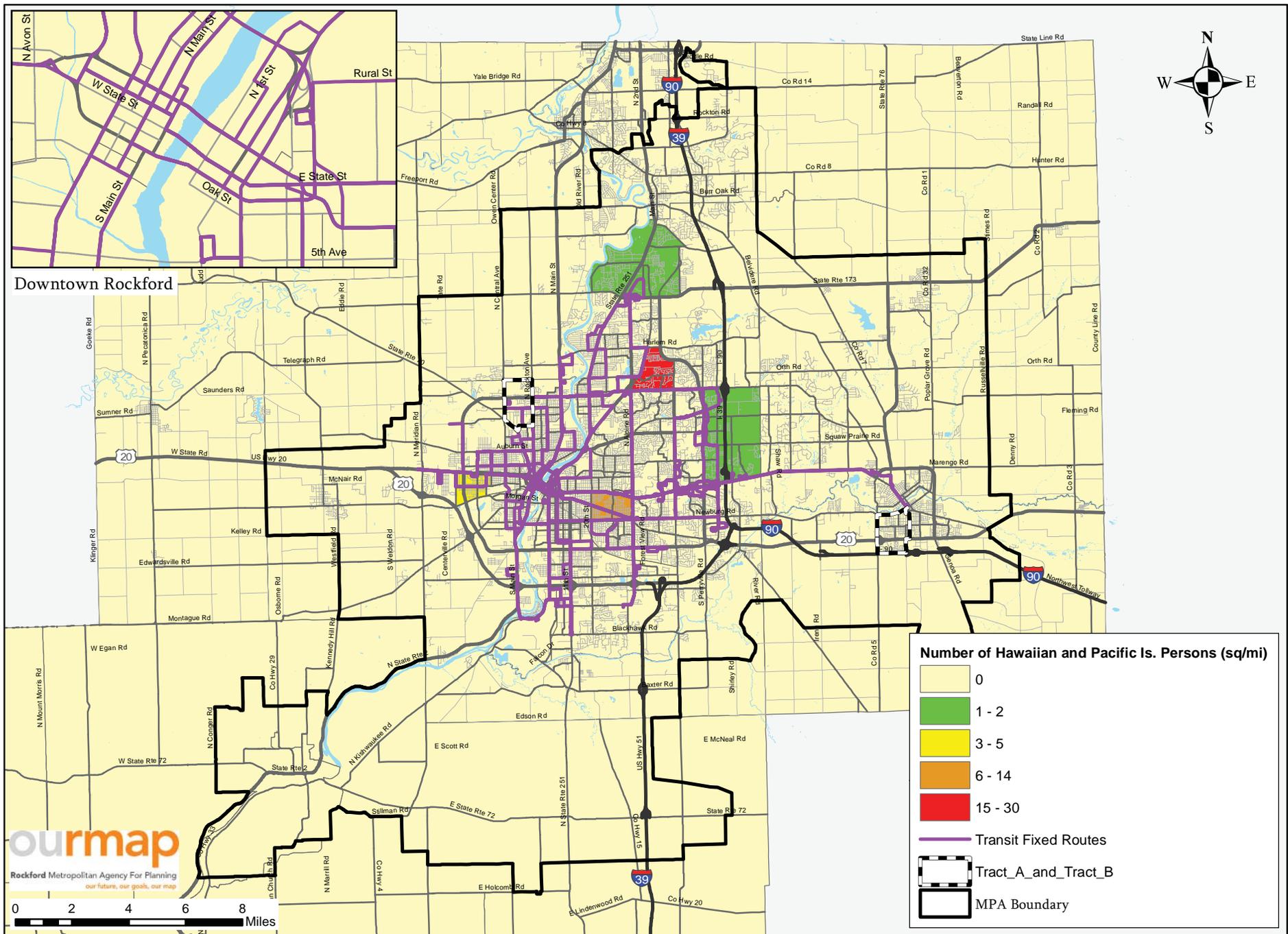
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Density of American Indian and Alaska Native Individuals by Census Tract (Per Square Mile)

RMAP Human Services Transportation Plan

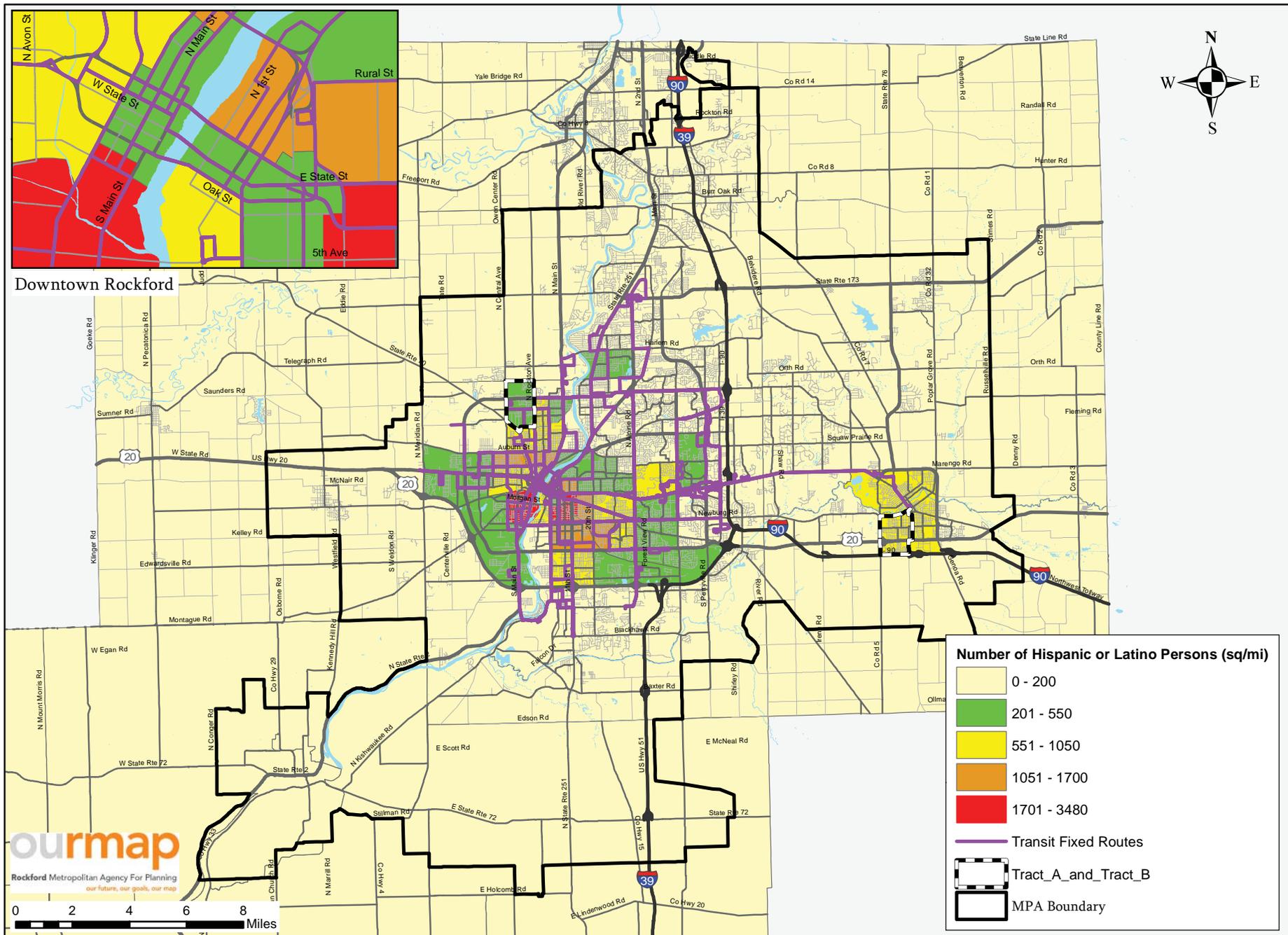
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Density of Native Hawaiian and other Pacific Islander Individuals by Census Tract (Per Square Mile)

RMAP Human Services Transportation Plan

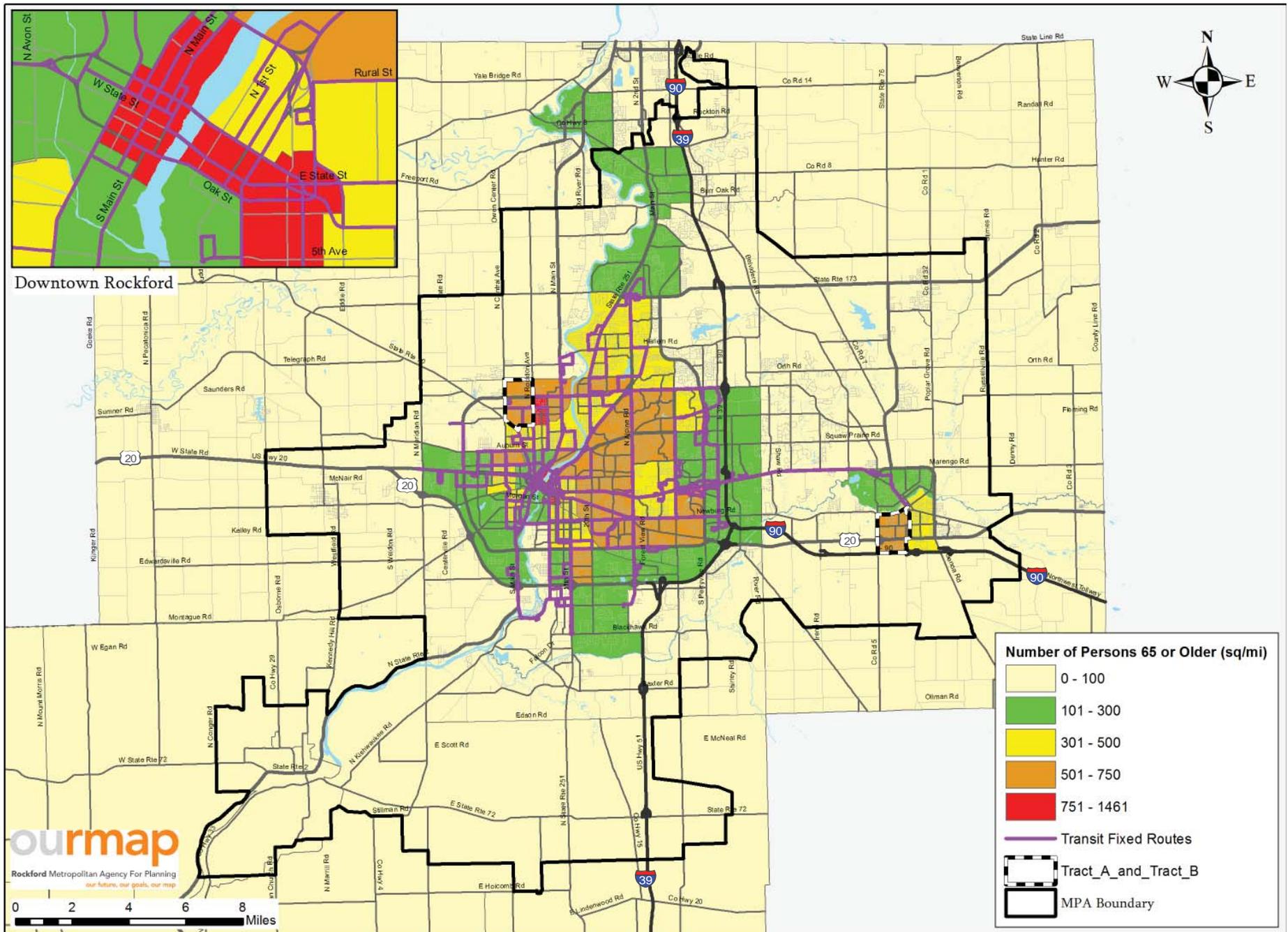
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Density of Hispanic or Latino Individuals of any Race by Census Tract (Per Square Mile)

RMAP Human Services Transportation Plan

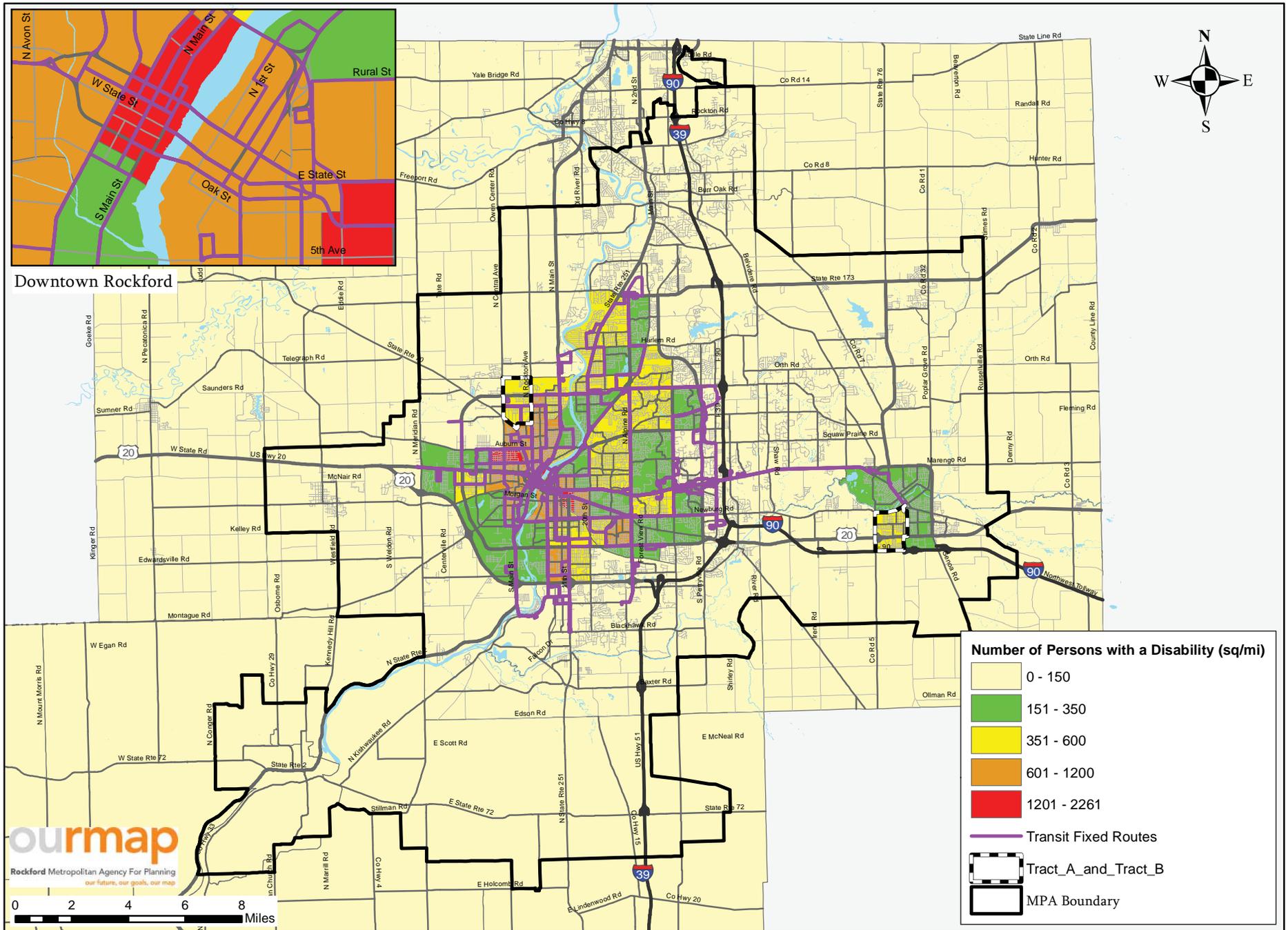
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Density of Persons 65 years or Older by Census Tract (Per Square Mile)

Rockford Metropolitan Agency For Planning
our future, our goals, our map
Rockford Metropolitan Agency For Planning
our future, our goals, our map
Rockford Metropolitan Agency For Planning
our future, our goals, our map

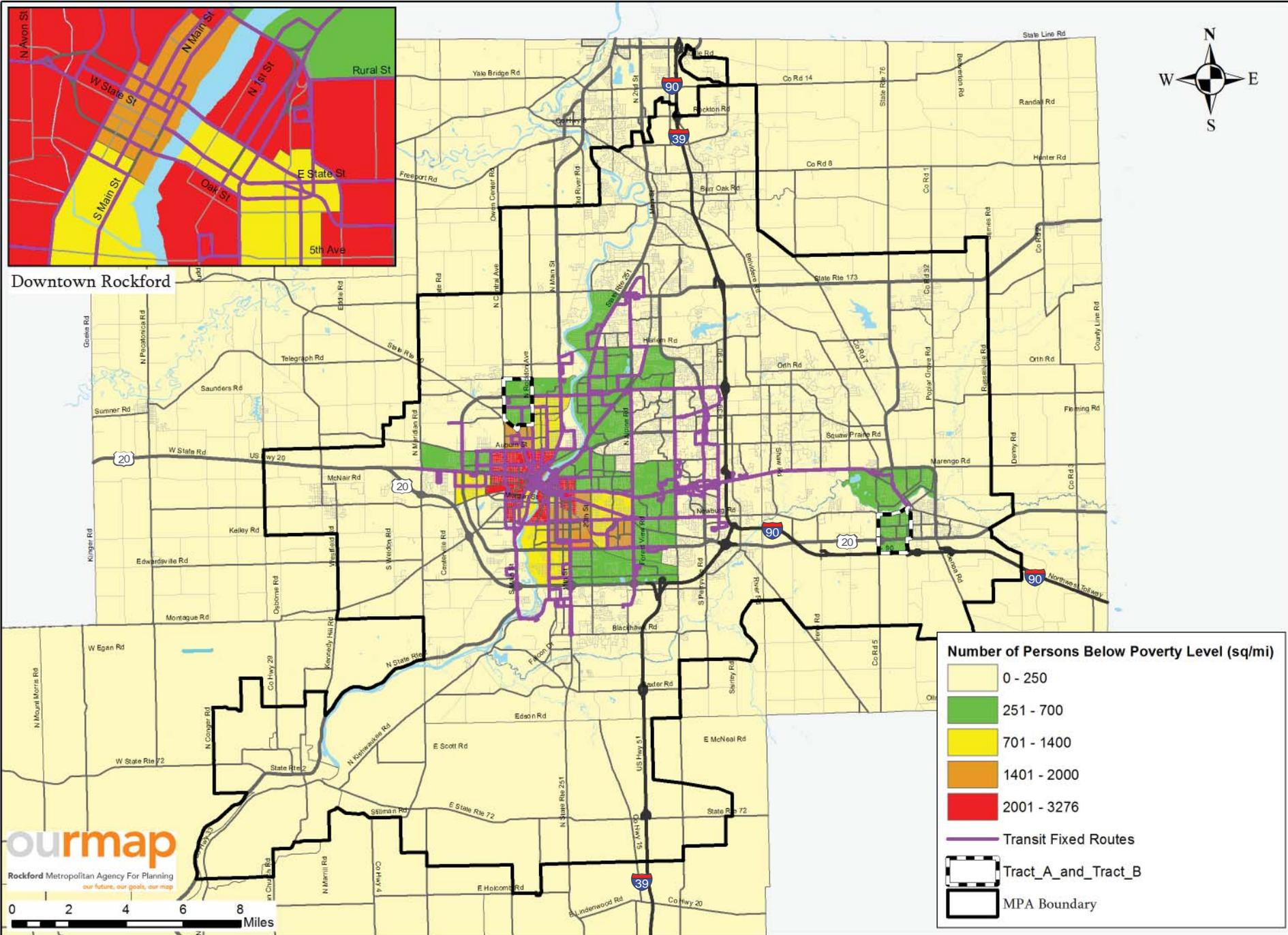
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Density of Persons with Disability by Census Tract (Per Square Mile)

RMAP Human Services Transportation Plan

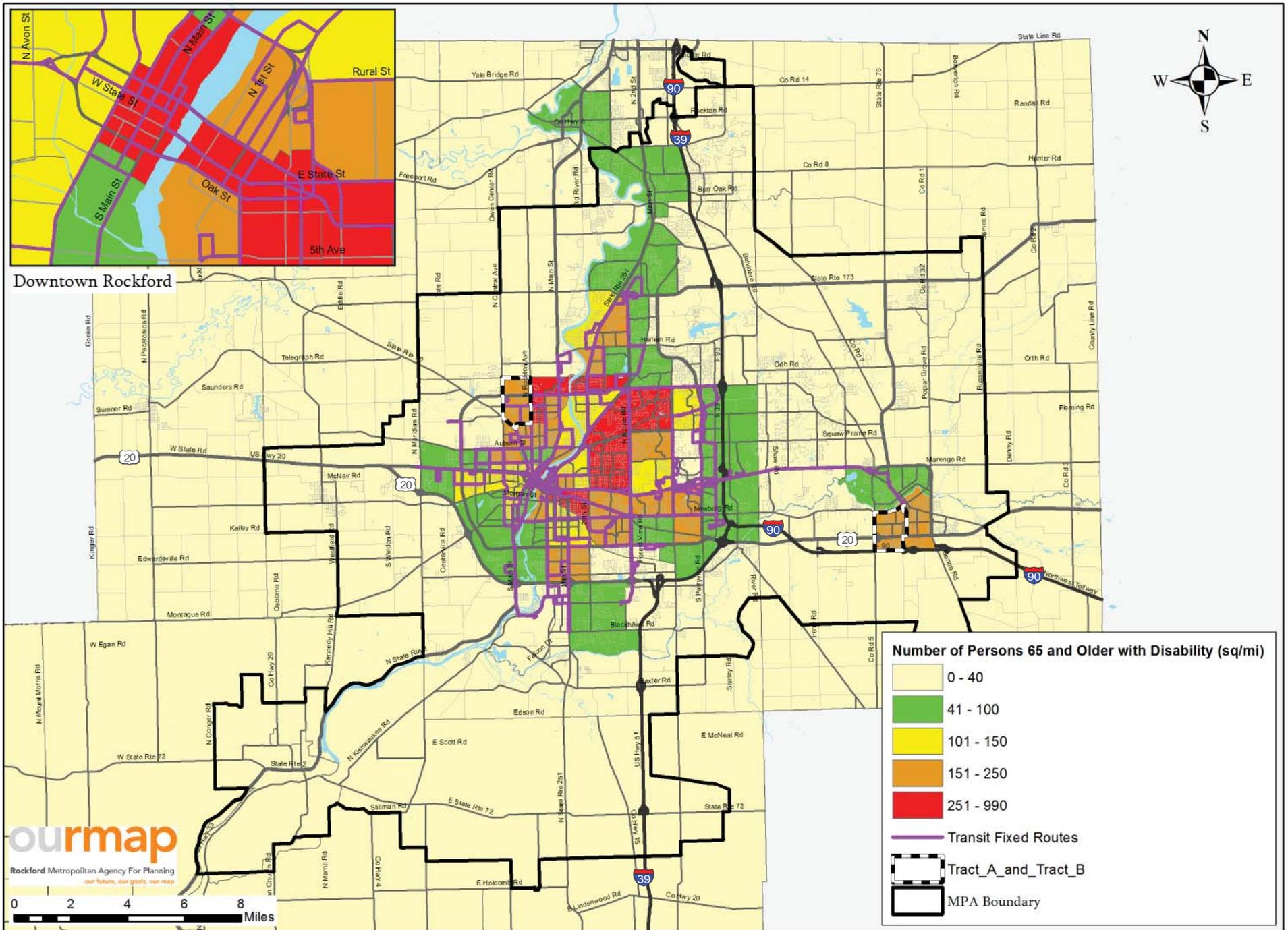
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Density of Persons Below Poverty Level by Census Tract (Per Square Mile)

RMAP Human Services Transportation Plan

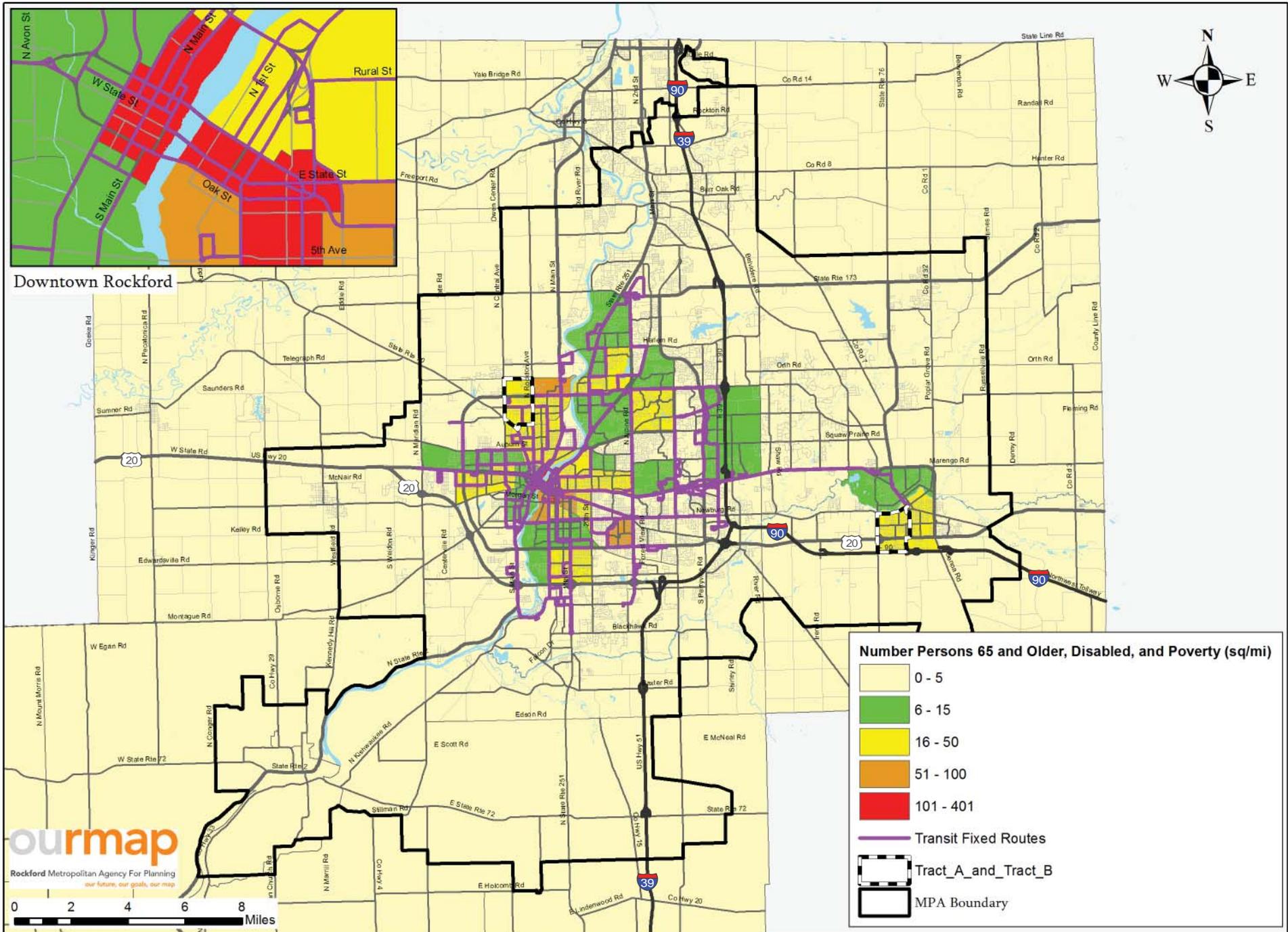
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Density of Individuals 65 or Older with a Disability by Census Tract (Per Square Mile)

RMAP Human Services Transportation Plan

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Density of Individuals 65 Years and Older, With a Disability & Past 12 Months of Income Below Poverty Level by Census Tract (Per Square Mile)

RMAP Human Services Transportation Plan

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SECTION 3: EXISTING SERVICES IN THE RMAP METROPOLITAN PLANNING AREA

Existing Services in the RMAP Metropolitan Planning Area

Transportation Organizations

The Rockford Mass Transit District (RMTD)

The Rockford Mass Transit District (RMTD) provides weekday, Saturday, and Sunday fixed-route public bus service and demand-response service to Rockford, Loves Park, Machesney Park, and Belvidere. Weekday buses operate along 17 fixed routes at 30 to 60-minute intervals, between the hours of 5:15AM and 6:15PM (Service to Belvidere operates exclusively on weekdays, and makes four trips between 8:40 AM and 5:20 PM). Saturday buses operate from 5:15AM to 6:45PM. Weekday evening service is provided within Rockford along six fixed routes operating at 60-minute intervals between the hours of 6:15PM-11:15PM. Sunday service is provided in Rockford along five fixed-routes operating on 60-minute intervals between the hours of 9:15AM and 5:15PM. The Sunday service began in September 2002 through funding provided by the Federal Transit Administration (FTA) Access to Jobs Program.

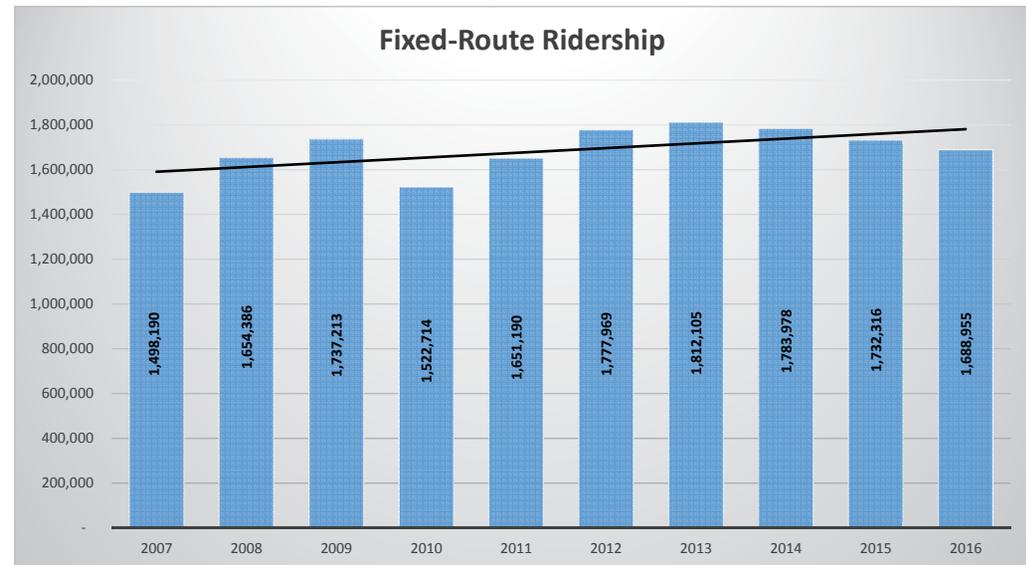
RMTD maintains a fleet of 41 full-sized buses, 33 demand-response vehicles, and a trolley.

RMTD also operates a trolley bus on a seasonal basis in downtown Rockford.

A three-person board appointed by the City of Rockford oversees RMTD. The board is empowered through the Downstate Transportation Act of 1971. RMTD is funded through a combination of federal, State and local subsidies or contractual payments. The combined peak vehicle requirement to

operate the system under current schedules is 47 vehicles (24 full-sized buses and 23 demand-response). The RMTD annual ridership from 2007-2016 is shown in the chart below. These RMTD charts include SMTD.

Figure 11:



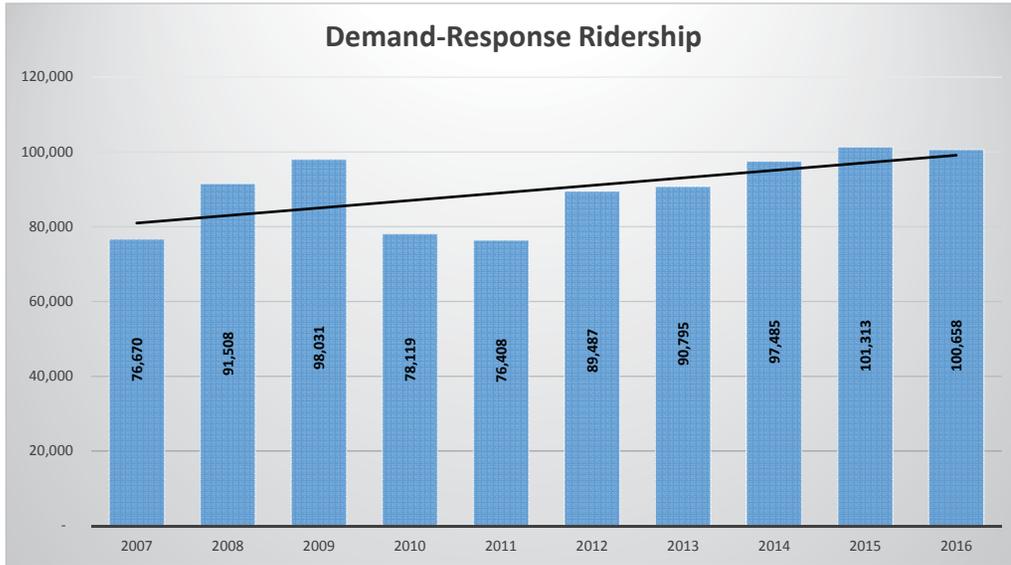
Fixed-route usage reached its highest level since the 1980s in 2013. Demand-response service continues to show growth. Reportedly, some of the non-profit service providers have been providing less service and encouraging people to use the RMTD demand-response service. The numbers in the chart do not include the demand-response service operated by the Boone County Council on Aging (BCCA).

The bus service provided by the RMTD is an important means of transportation for minorities and individuals with low-incomes. The maps at the end of Section 2 illustrate the location of the RMTD routes in relation to minority populations. These maps show that the minority population is well served by the RMTD bus routes.

All RMTD buses are wheelchair accessible as required by the

Americans with Disabilities Act (ADA). Efforts to aid persons with disabilities (and the general public) in how to read transit schedules and use the transit system are conducted on a regular basis. Demand-response service is provided in accordance with ADA guidelines in the RMTD service area. Fare for RMTD fixed route bus service is \$1.50 per ride.

Figure 12:



RMTD Demand-Response/Paratransit Service

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

for publicly funded demand-response vehicles operating throughout the North Central Illinois Area.

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

Figure 13:

RMTD Demand-Response/Paratransit Hours of Operation	
Day of the Week	Hours
Monday-Friday	5:15AM-11:15PM*
Saturday	5:15AM-6:45PM
Sunday	9:15AM-5:15PM*
*Service to Loves Park and Machesney Park ends at 10PM on weekdays and is not available on Sundays.	

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

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

Ridership service can be categorized into three different groups. Demand service is defined as service that is used within service hours, any day for various tasks that are needed (doctor’s visits, trips to the grocery store, etc.). Subscription service is defined as service that provides the same trip to the same place at the same time Monday through Friday (i.e. Barbara Olsen Center of Hope,

Davita, etc). Seasonal Ridership is limited to the period of November 1 through April 1. This service is provided to individuals who have limited mobility in the winter months as well as for those who are temperature sensitive (latter condition must be verified by a health care professional). Also, the fare charged for RMTD paratransit service is \$3.00 per ride.

Currently, RMTD possess 33 paratransit vehicles. The current capacity of the paratransit service is favorable and origin to destination rides are always provided to anyone with a disability who qualifies and requests demand-response/paratransit service. RMTD demand-response/paratransit on average receives between 75-100 telephone calls a day. Of those telephone calls, 70% are for scheduling service for the next day.

As with the information provided to the public for RMTD fixed route service, RMTD Demand/Response Paratransit also has informational materials printed in Spanish. Further information about this service can be found at RMTD's website, www.rmtd.org.

Rockford Mass Transit District Capital Improvement Plans

The life expectancy of RMTD's fixed route buses is approximately 12 years.

RMTD is beginning the renovation and expansion project to the existing bus transfer facility in downtown Rockford. The renovations will include additional passenger amenities as well as added energy efficiencies. RMTD has made accommodations for bicycles on buses to improve intermodal connectivity.

Demand-response vehicles will be replaced with vehicles that have a life expectancy of approximately eight years. RMTD has the need to replace 13 of their paratransit vehicles in 2017 in order to continue effective and quality paratransit service in the area.

Belvidere/Boone Demand-Response Service

Boone County Public Transportation, operated by the Boone County Council on Aging (BCCA), offers demand-response public transportation to all residents of Boone County, regardless of age. Buses equipped with wheelchair lifts provide door-to-door service Monday through Friday between 8:00 AM-4:30 PM. Reservations are required at least one day in advance. BCCA operates a fleet of seven medium duty vans and offers fully accessible demand-response service, and provides origin-destination Paratransit services within 3/4 of a mile of RMTD fixed routes.

BCCA does provide connection service to Rockford Mass Transit District Bus Service on a Monday-Friday basis. This service is provided to accommodate individuals who need to address business, etc. within the City of Rockford.

As a result of the 2010 U.S. Census, 65% of Boone County is now classified as urban. This change in classification has impact on funding sources and how funds are disbursed. As a result, RMTD contracts with BCCA for urban transportation. The change also contributes to limitations on services, in that vehicles purchased with rural funds are required to operate in rural areas and urban funds in urban areas. It is important to BCCA that the process for developing and operating urban and rural transportation in Boone County should involve all governmental agencies: county, city and township.

Provided that adequate funding levels for transportation are available, the Boone County Council on Aging will continue to provide such service. For more information call 815-544-9893.

Intercity Private Bus Service

Burlington Trailways is a private bus service available to individuals and business entities, which serves locations in Illinois, Iowa,

Colorado, Missouri, Nebraska, and Indiana. The Trailways bus terminal is located at the East Side Transfer Center at 725 N. Lyford Road in Rockford. Trailways has a variety of terminal locations in the areas they serve. Trailways can provide services on a regional, nationwide, or international scale. Within Illinois, customers can travel to Freeport, Chicago, Macomb, Bloomington/Normal, Danville, Moline, Champaign, Galesburg, and a number of locations that are Pick Up and Drop-Only: Quincy, Peru, Galena, Naperville, Ottawa, Augustana College, and Monmouth, which requires 24 Hour Advance Pick Up notice. A few popular Trailways destinations outside of Illinois include Des Moines, IA; Denver, CO; Omaha, NE; St. Louis, MO; and Indianapolis, IN.

Services include scheduled intercity passenger and package express service, chartered bus service to individual or company preferred destinations, and all-inclusive escorted tours which provide transportation, accommodations, and special activities for groups/tours. Trailways is also a full-service travel agency. For group tours and charter trips, applicants can submit a brief form online and receive a quote within 48 hours, Monday-Friday. Pricing for tickets varies according to destination and type of transport. Pricing for a one-way trip to Chicago averages approximately \$22 to \$25. For more detail on pricing, visit burlingtontrailways.com. Burlington Trailways also connects to Greyhound Bus Services.

Van Galder private bus service provides scheduled transportation in

Figure 14:

Van Galder Routes, Fees and Schedule

Van Galder Routes, Fees and Schedule					
Round-Trip Fare Rockford to Downtown Chicago		Round-Trip Fare Rockford to O'Hare Airport		Round-Trip Fare Rockford to Madison	
Adult \$44		Adult \$42		Adult \$22	
Child \$20		Child \$20		Child \$22	
Daily Schedule Rockford to Downtown Chicago		Daily Schedule Rockford to O'Hare		Daily Schedule Rockford to Madison	
First Departure- Van Galder Terminal	Last Departure- Van Galder Terminal	First Departure- Van Galder Terminal	Last Departure- Van Galder Terminal	First Departure- Van Galder Terminal	Last Departure- Van Galder Terminal
4:20AM	7:20PM	3:30AM	6:30PM*	9:10AM	10:40PM
Departures leave every hour		Departures leave every hour		Departures leave every 90 minutes	

*There is also an 8:50PM Departure for the O'Hare Route

Illinois and Wisconsin from Rockford, Illinois (primarily to Chicago or Madison from this region).

The Van Galder Terminal is located at 7559 Walton Street on the east side of Rockford near East State Street and I-90. The Van Galder Terminal is accessible via the RMTD bus system. More information can be found at www.vangalderbus.com

Stateline Mass Transit District (SMTD)

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

In February of 2007, a second study was initiated that examined the necessary steps to establish a transit service in the area of north central Winnebago County. SMTD formed and began providing transportation services in February 2008; SMTD contracted with RMTD to provide the demand-response service. Since that time SMTD has provided demand-response service to Rockton, Roscoe, South Beloit, and Rockton Township.

In May 2016, service was expanded to include the unincorporated areas of Roscoe Township. Current ridership is over 1,200 rides per month. Registered clients may ride anywhere within the service area, and can connect with the Rockford Mass Transit District transfer location at Target on Illinois 173, or at the Beloit Transit transfer center at 225 Shirland Avenue, in Beloit, WI. SMTD also provides special service stops to businesses along the Illinois 173 corridor, not farther west than Illinois 251, nor farther east than Mitchell Road. In addition, SMTD serves some pre-approved medical facilities outside of the service area, including Rockford, Loves Park, Machesney Park, City of Beloit, and Town of Beloit; however, one end of each trip

must begin or end within the SMTD service area. The fare for service is \$3.00 per person. Seniors, persons with disabilities and students have a discounted fare of \$1.50.

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

In 2016 SMTD introduced a “Ticket to Ride” program, which allows patrons the ability to purchase advance ride coupons. Additionally, a new TEXT program and website enhancements, allow patrons the ability to receive updated and current information about the transportation service. It is important to acknowledge this mass transit district for potential future connectivity and growth within the region. More information can be found at www.smtbd.biz

Lee-Ogle Transportation System (LOTS)

The Lee-Ogle Transportation System (LOTS) offers public transportation service, equipped with wheelchair lifts, to the general public and those who are transportation disadvantaged, which include but are not limited to seniors, persons with disabilities, and low-income residents who reside independently within the Lee-Ogle Rural Communities.

Curb-to-curb services are provided on a demand-response basis. Rides can be scheduled to community resources including hospitals, educational resources, employment, and senior centers. Service is provided Monday through Friday between 6:00AM-6:00PM, except on observed holidays. Additionally, LOTS will not provide service in the event of weather-induced unsafe driving conditions.

LOTS requests that reservations be made at least one business day in advance and before 2:00PM, or for out of town ride requests, that reservations be made at least two business days in advance before 2:00PM. Reservations can be made Monday – Friday during office hours from 6:00AM to 5:00PM by dialing 888-239-9228. All transportation is based on space and vehicle availability. LOTS requests that those seeking a reservation provide the following information for the riding passenger: name, ride date and time for the request, address, whether the ride is a One-Way or Multi – Way Trip, telephone number, and address of destination (including zip code).

Lee County is the Grantee for Lee-Ogle Transportation System. The program is funded through the Federal Transportation Administration 5311 Program and the State of Illinois Downstate Operating Assistance Program. Lee-Ogle Transportation System relies on local matching dollars to fulfill the Grant requirements, which can be accumulated through local agency partnerships as well as individual donations.

Figure 15:

Lee-Ogle Transportation Service (LOTS) Fee Schedule			
Fares: Within Dixon, IL Boundary		Fares: Outside of Dixon, IL Boundary	
Children 5 Years & Under	\$1 per way	Children 5 Years & Under	\$0.35 per mile
Persons 6-59 Years	\$2 per way	Persons 6-59 Years	\$0.35 per mile
Persons 60 Years +	\$1 per way	Persons 60 Years+	\$1 per way
Disabled persons, regardless of age	\$1 per way	Disabled persons, regardless of age	\$1 per way
Aides assisting passengers	Free	Aides assisting passengers	Free

Taxi Services

The Rockford MSA is served by a number of private taxi services. Spee-Dee Transportation serves Rockford and surrounding area, and is available 24/7, and specializes in offering airport transportation, accommodating non-emergency medical transportation, and providing accommodations for wheelchairs. The company can be contacted at 815-963-3322; via their website at speedetaxirockford.com; or in person at 1919 11th Street, Rockford, IL 61104.

Checker Cab provides local and long distance passenger or courier services for the Rockford area, and is available 24/7. Checker Cab company also offers the unique option of Medical and Corporate accounts, and flat out-of-town rates. The company can be contacted at 815-961-8888; or via their website at www.checkercabusa.com.

City Cab provides services in Freeport and Rockford, and advertises taxi cabs specialized for non-emergency medical transportation, as well as regular passenger service. Customers can choose from service in any of the following communities: Freeport, Rockford, Roscoe/Rockton, Belvidere, Rochelle, Sterling/Rock Falls. The company also offers a unique Go-Ride card program, which allows customers to load a card and budget appropriately for their transportation costs, and offers a 10% discount each time a customer loads \$50 or more at one time. The company can be contacted at 815-977-7552; or via their website at www.callcitycab.com.

Jack's Taxi provides passenger service in Rockford, Loves Park, Machesney Park, Cherry Valley, Belvidere, Freeport, Roscoe/Rockton, South Beloit, and throughout Winnebago County. The company offers 24/7 service, and specializes in transportation to the airport, local, and out of town locations. The company can be contacted at 779-771-0243; via their website at www.taxiservicerockford.com; or via e-mail contact to: jacks2474u@gmail.com.

303 Taxi Rockford provides passenger service in the greater Chicagoland area, and also specializes in Youth Transit and Business Transportation Cards, and provides small courier services. The company can be contacted at 815-303-0303; or via their website at www.303taxi.com/local/rockford.html. Customers can also reserve service on their WebHail page, api.taxihail.com/FlashCab.

Uber is a taxi service that uses private drivers from around the community and a phone application to perform scheduling. Uber service covers Winnebago, Boone, and Ogle Counties. Fares are approximately \$6-\$35, and increase slightly if passengers need the Uber XL or Van Service. However, because Uber drivers use their personal vehicles, this service is unlikely to meet ADA requirements for Paratransit service. Uber notes that, "We are piloting several models in various cities across the country to determine which wheelchair accessible vehicle options best meet the needs of our riders and driver-partners." Uber has VoiceOver iOS and Android TalkBack technology adaptability for users who are blind or have low vision, as well as wireless braille display capability, and vibration and flash adaptations in the application for users who are deaf or hard-of-hearing.

Uber launched in this region in early 2015 and covers Winnebago, Boone, and Ogle Counties.

Rockford Public School District #205

The Rockford Public Schools District #205 Department of Transportation provides transit services for more than 18,000 students. As required by Illinois law, transit service is provided to those students who reside 1.5 miles away from the school that they attend. Students that fall within a 1.5 mile distance from the school that they attend must have transportation provided through other means such as public transit, parent(s) taking them to school, etc.

Exceptions within the 1.5 mile distance limit are made for students with special needs. These students participate through an Individual

Education Plan (IEP), which is set up through a process involving the school district, parents/guardians, medical providers, etc. Outside of the 1.5 mile mark, transportation for students with special needs is provided by Sunrise, which is a transportation provider contracted through the RPS Department of Transportation.

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

OSF Lifeline Ambulance

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

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

Human Services Organizations

Lifescape Community Services, Inc.

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

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

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

fixed -route service and who require assistance in boarding and leaving transit vehicles. Lifescape transports clients to and from the center daily 250 days per year.

Northwestern Illinois Area Agency on Aging (NIAAA)

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

NIAAA, along with 12 other area agencies in Illinois, will soon be developing a statewide assessment tool that will be used in selected communities to assess the “aging readiness” of selected communities. Transportation, along with other aspects, will be included in the survey. Zip code area 61104 will be a focus in Winnebago County. NIAAA develops and administers an Area Plan for aging services, which is a comprehensive planning, management, and funding document.

The agency’s hours of operation are Monday through Friday from 8:00AM until 4:00PM.

The Crusader Clinic

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

The Crusader Clinic offers services at five locations: one in Loves Park and Belvidere, and three in the City of Rockford; a sixth location is scheduled to open on North Alpine Road in Rockford in spring of 2017. Medical services include pediatrics, family and internal medicine, women’s health, and specialty services (i.e. optical, podiatry, infectious disease, etc.). The clinic provides service to anyone in the community; however, particular attention is focused towards those who are “medically under-served”.

Crusader Clinic served over 50,000 persons making 213,616 visits in 2016. ~40% of the area’s uninsured use it and 70% of its patients are Medicaid recipients.

Regarding transportation, a majority of the persons who utilize services from the Crusader Clinic rely on public transit fixed-route service through RMTD. In addition, RMTD supplies paratransit service for paratransit eligible riders to the Crusader Clinic. Many Crusader Clinic staff speak Spanish, and translation is available for all languages. Crusader Community Connections is available to call at (815) 490-1680 from 8:00AM to 5:00PM Monday through Friday for patients seeking help or additional information, including transportation resources, information and referrals.

Barbara Olson Center of Hope

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

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

The center services approximately 260 persons per day. Transportation is provided to the center through the organization itself as well as through RMTD fixed-route and paratransit service. The Barbara Olson Center of Hope has a total of 12 vehicles, 10 of which can be used to provide transportation services. The remaining two vehicles are utilized for moving materials and boxes that are produced from the Center's Super Shredders program, which is a service that provides employment for Center of Hope clients and that destroys documents containing confidential personal and business information.

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

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

Fish-Abled Foundation

The Fish-Abled Foundation is a non-profit organization dedicated in improving the lives of people with disabilities in the Rockford community. Fish-Abled wants to improve the quality of life for persons with disabilities by organizing events and providing transportation to places that they thought they would never be able to go due to their disability. Fish-Abled was also nominated for the Spirit of Caring award in 2016.

Milestone, Inc.

Milestone, Inc is a not-for profit organization that provides services to adults and children with developmental disabilities. These services include vocational and life skills training, employment opportunities, social services for families, and various activities through their Downtown Community Services Center as well as from their community center. Also, Milestone provides residential facilities for both children and adults with developmental disabilities.

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

Bridgeway

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

A main goal of Bridgeway is to create opportunities for persons with disabilities so they can enjoy the same full range of life experiences that others enjoy. The organization assists individuals who participate in programs in the building and retention of skills that will assist them in working within the Bridgeway environment and in outside work environments. The organization serves more than 200 individuals. Transportation is provided to Bridgeway through RMTD fixed-route and paratransit service.

Shelter Care Ministries

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

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

Regional Accessibility and Mobility Project (RAMP)

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

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

Wesley Willows

Wesley Willows is a continuing care retirement community on Rockford's northwest side and is currently home to over 625 residents age 55 and above. Transportation services for residents include transportation to medical appointments and transportation that supports activities of daily life, such as grocery shopping, etc. Wesley Willows transportation for medical services is available by reservation Monday-Friday from 7:30AM to 3:00PM. Additional on-campus transportation is available Monday-Friday from 8:30AM to 6:00PM with hours being flexible to meet the needs of residents and provide personalized care. Additional hours are added as needed to meet demand.

RMTD contracts with RAMP to provide bus training to their passengers.

The Workforce Connection

The Workforce Connection is a partnership of 20 state and federally funded employment and training programs and educational entities serving individuals and businesses in the region. The Workforce Connection is the front door to the publically funded workforce development system and is committed to providing a workforce that meets the needs of the business community. The Workforce Connection Board, the local workforce innovation board, and the Chief Elected Officials (CEOs) establish policy and provide oversight and guidance. The Workforce Connection Centers, operated by a consortium that includes Rock Valley College, Goodwill Industries, and the Illinois Department of Employment Security, serve both job-seekers looking for employment and training opportunities and businesses seeking to hire or train workers and are located in Rockford, Belvidere, and Freeport.

Rock River Training Corporation

Rock River Training Corporation (RRTC) is a non-profit agency which aims to help people reach their employment goals through resources provided under the Workforce Innovation and

Opportunity Act (WIOA). RRTC is committed to helping people find substantial employment through job training and employment assistance programs. The agency provides job search assistance, resume writing, payment assistance for education and educational supplies among other programs.

The organization serves Boone, Stephenson, and Winnebago Counties and has locations in Belvidere, Freeport, and Rockford, and can be reached at 815-966-2436 or at rockrivertraining.org.



SECTION 4: TRANSIT USER SURVEY

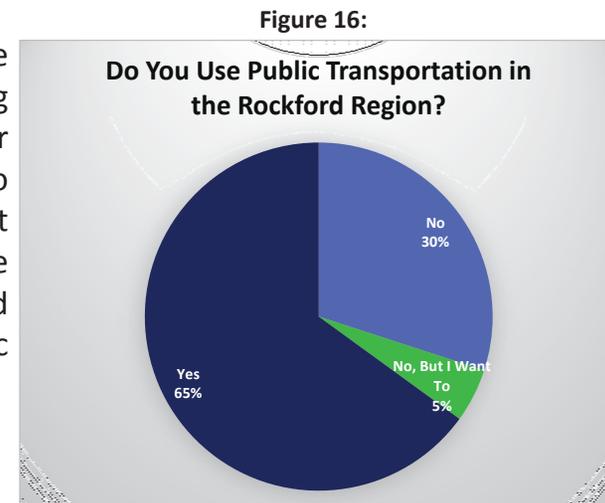
Transit User Survey

Between September and December, 2016, RMAP created and distributed a survey to collect information from transit users, potential transit users, and those who have an interest in improving transit within the region. These surveys were available online via the RMAP website, and they were provided to users by the transportation agencies participating on the Mobility Subcommittee. Please note while this data has been incredibly useful in determining the views and needs of the transit-dependent population, the results of this survey cannot be fully generalized to the transit-interested public due to distribution methodology. As one of the goals in distributing the survey was to reach populations of transit-dependent persons such as elderly and persons with disabilities, the answers and needs are not directly representative of the overall population. This conscious choice of the survey distribution led to more information being gathered from sources familiar with particular aspects of the transit system, such as paratransit service or human service and demand-response providers.

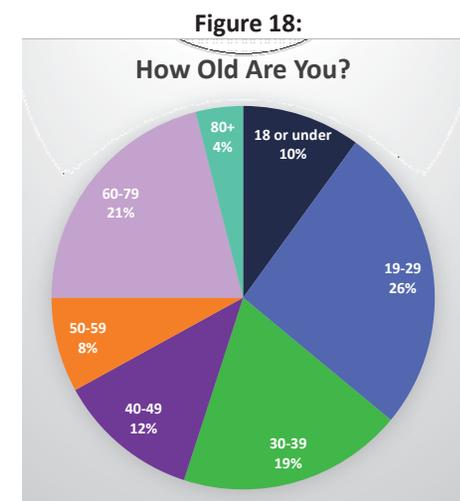
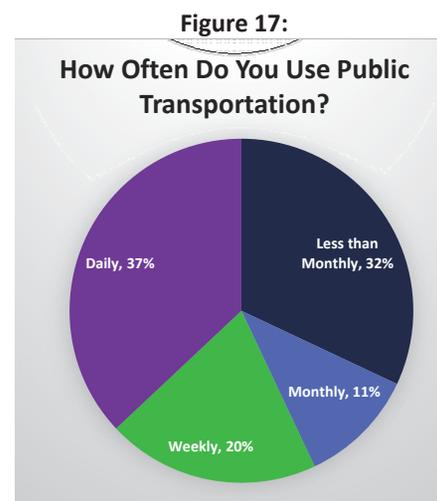
In total, RMAP received 105 survey responses. For the analysis of survey results, RMAP included each response that mentioned any category, and left blank or incomprehensible results out. This means that each question has a different total number of responses. Graphics detailing the answers to each of the questions are shown throughout this section.

Nearly two-thirds of survey respondents use public transportation in the Rockford region. Five percent of respondents stated that they do not currently use public transportation, but that they would like to. This distribution shows that, while the majority of respondents took interest in the survey because they currently use public transportation,

a significant number are interested in improving the system, either because they want to use the system once it improves, or they have some other vested interest in seeing public transportation succeed.



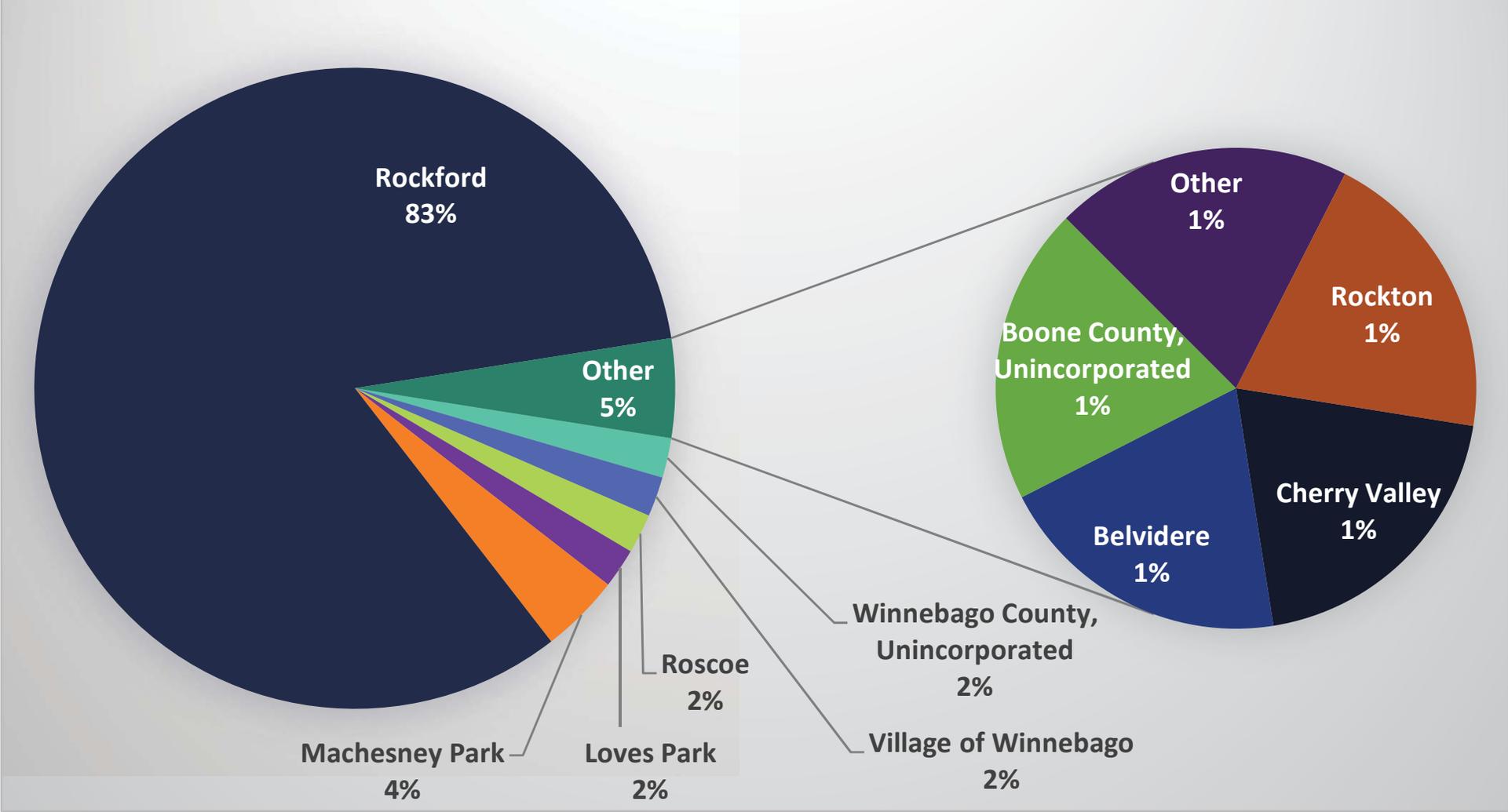
The questions for frequency of public transportation use and age saw a spread of responses, suggesting that the survey did cover a fairly diverse group.



Most respondents (83%) reside in the City of Rockford, which is consistent with the user base of public transportation in this region. Machesney Park (4%) saw the second-largest response, and a wide variety of other locations had 1-2% of responses. The chart displaying this data can be found on the next page.

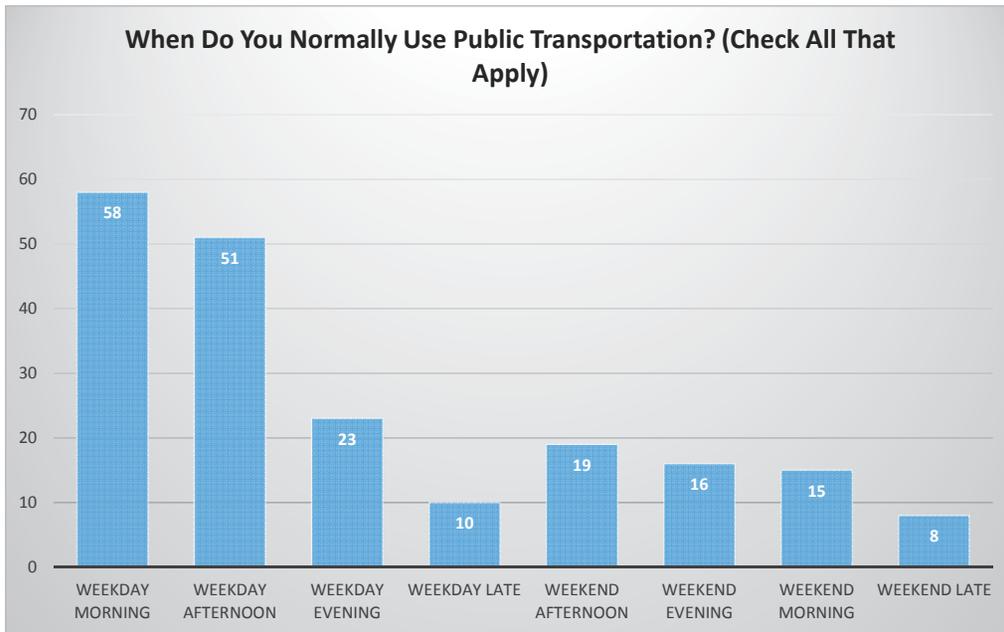
Figure 19:

Where Do You Live?



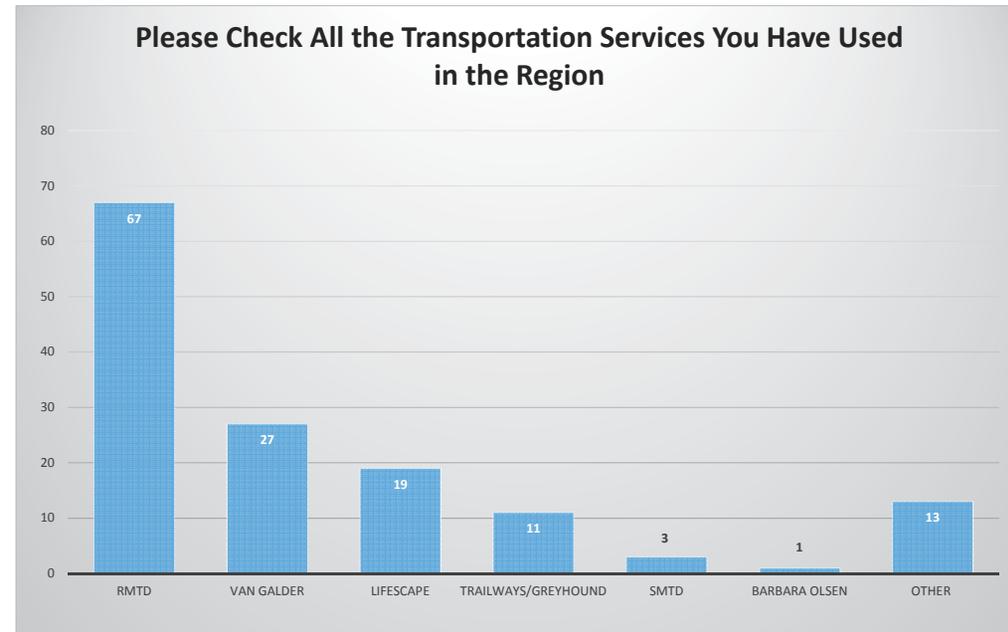
Weekday mornings and afternoons were by far the most common responses for when people normally use public transportation. Weekday evenings and weekend mornings, afternoons, and evenings had a fair number of responses, and late hours for both weekday and weekend were lowest. This makes sense considering the RMTD service provides more routes and shorter headways during the times people responded as using public transportation the most. However, this data also shows the first glimpse of some recurring points throughout the rest of the responses; night and weekend service is a needed service for a significant number of respondents.

Figure 20:



The question on transportation services that each respondent has used showed a vast majority of respondents have used RMTD. The next highest was Van Galder, a private transportation provider connecting this region to Chicago, Janesville, Madison, and other areas. Another highly used service from this question was Lifescape Community Services. The data provided from those responses is a valuable part of ensuring that the needs and opinions of Lifescape's clients, who are primarily elderly, are represented and analyzed.

Figure 21:

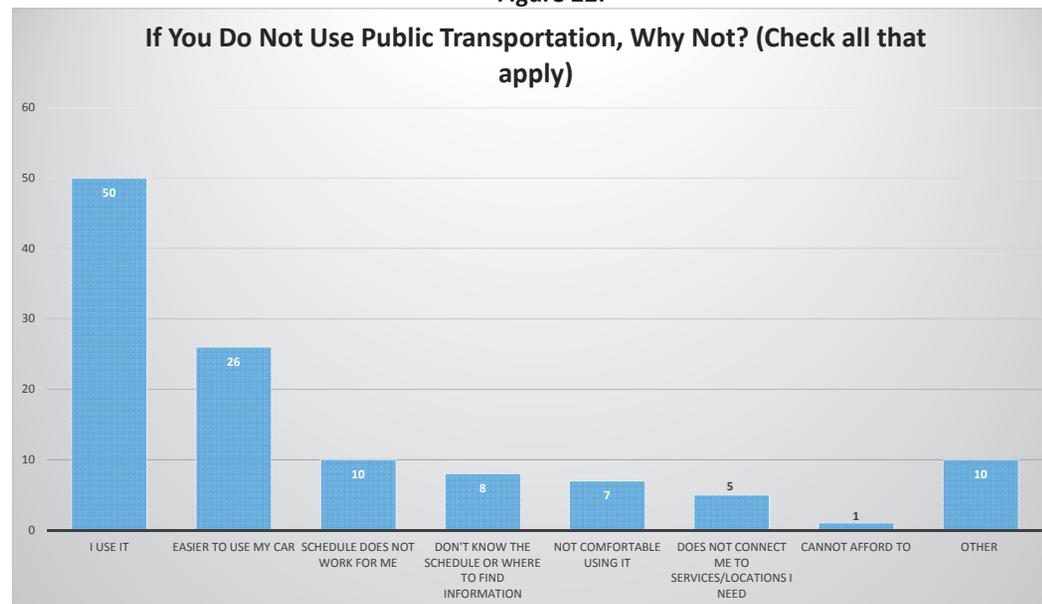


For the question asking why respondents do not use public transportation, the most common response for non-users (26 responses) was that it is easier to use their personal vehicle. Based on the current funding realities for RMTD, it seems unlikely that this issue will change in the near future. Creation of a public transit system that is more convenient and attractive than personal vehicle use requires expenditures that are simply not feasible at this time in this area. However, some of the other answers are more readily accessible to be addressed.

Ten respondents indicated that the schedule does not work for them, with an additional five indicating that public transportation does not connect them to services or locations that they need. RMTD is continually evaluating routes and schedules, and has done full network-wide route analysis as well. RMTD has frequently modified existing routes based on rider feedback. The continued conversation between RMTD and its users on scheduling priorities and route locations is a necessary component of a successful transit system. Users with needs other than what is currently in practice should contact RMTD with their suggestions and determine the best possible way for their needs to be met. In the cases of elderly and persons with disabilities, use of the Paratransit demand-response system can help with meeting these needs. For travel in Boone County, demand-response service is available for all users through the Boone County Council on Aging.

Eight respondents stated that they do not know the schedule or where to find information on public transportation. Increasing the awareness of transit service is an opportunity to improve user experience and expand the user base. RMTD currently has a route schedule book available, and posts this information to its website. RMTD is also updating their website to be more user-friendly and accessible to the public. More details on this initiative, the RMTD phone application, and other initiatives that RMTD is taking to improve their informational presence can be found in the Section 6.

Figure 22:



Each of the next seven questions proposed a potential improvement to the transit system, and asked respondents to answer whether it would greatly increase their transit use, slightly increase it, or would not change it significantly. The potential improvements that received the weakest 'would greatly increase' response from users were:

- More training to use buses
- Lower cost
- More information about routes and services

That "lower cost" received an underwhelming response here is an indicator that the price of public transit is not a primary barrier to use for most respondents. Transit providers have done what is possible to minimize the cost of their services while still maintaining as much service as possible, and that effort is reflected in this response.

While it had a low 'would greatly increase' response, the improvement "provide more information about routes and services" had the highest 'would slightly increase' response out of all proposed improvements. This indicates that while pursuing improvements in the informational output of transit providers may not bring a large number of users who would not otherwise have used transit at all, it may increase the use and improve the experience for existing passengers. However, because the majority of respondents were transit users, the impact on those who do not use the system is not easily understood from these results.

Figure 23:

Lower Cost

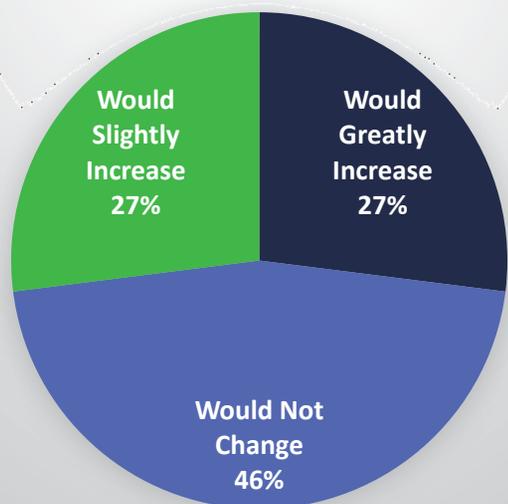


Figure 24:

More Training to Use Buses

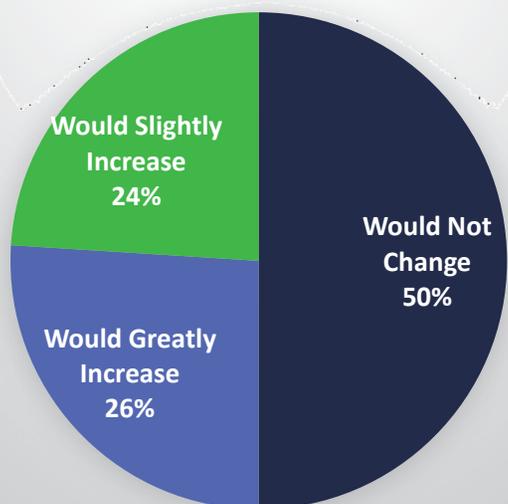
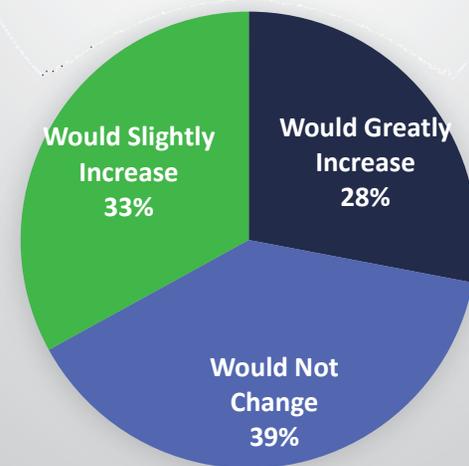


Figure 25:

More Information about Routes and Services



The potential improvements that receive stronger ‘would greatly increase’ responses, indicating a more favorable stance from respondents, were:

- More night/early morning service
- Shorter time between bus arrivals or headways
- More weekend service
- Expansion of service to new areas

The significant gap between these options and the weaker response group discussed above shows that there is support in terms of potential ridership for these options. Shorter headways is a common suggestion that appears in a number of other questions as well. The data from this survey is available to public transit agencies for their use, and respondent desire for more buses on the existing route network is a potentially valuable data point for them. The strong support from respondents on night/morning service, weekend service, and expansion of service to new areas is also repeated throughout the survey as a whole.

With regard to the question on days and times that respondents would like to use public transportation but it is not available, the responses mirror the previous group of questions. Weekends and nights have the two most popular responses, with specific mentions of Sunday a close third.

Figure 26:

More Night/Early Morning Service

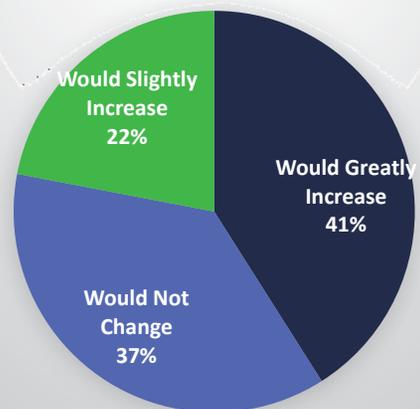


Figure 27:

Shorter Time Between Bus Arrivals (Headways)

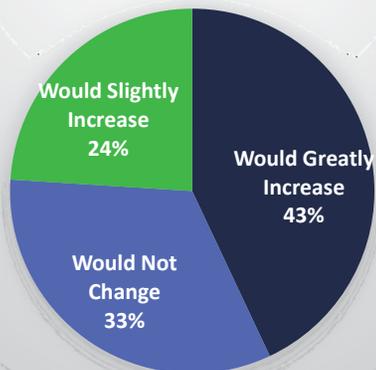


Figure 28:

More Weekend Service

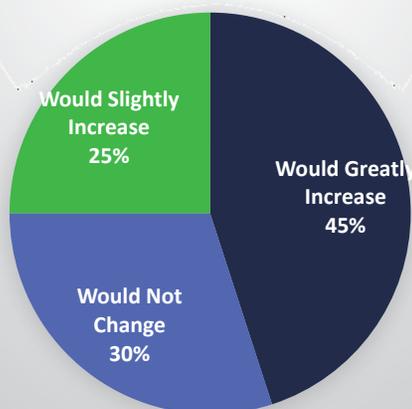
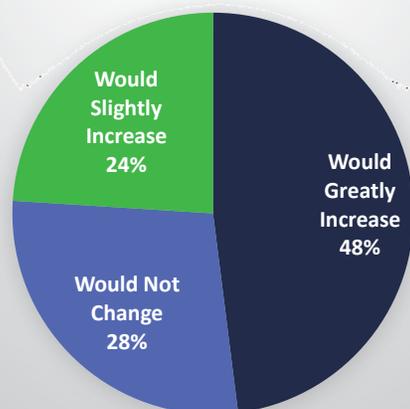


Figure 29:

Expansion of Service to New Areas



The open-ended question asking for concerns and desired improvements regarding public transportation in the region had similar results. Route Scheduling, Improved Headways, Expand Night Service, and Expand Weekend Service had the most responses. These answers continue to show that respondents have a strong interest in additional transit services, and continue to reiterate the need for night and weekend service that has been shown in other areas of this Coordinated Plan.

When asked if there are places or services that public transportation does not serve that respondents think it should and where, the most popular response was 'No'. However, the next most numerous response was 'Belvidere'. RMTD does have a single fixed-route that provides service to Belvidere, and BCCA does provide demand-response service in all of Boone County, but respondents still feel that public transit requires additional coverage. This response shows an interest in service to and from Belvidere even from residents who do not live there, especially considering that only 1% of respondents live in Belvidere. This answer continues to show an interest from the public in interregional connectivity beyond what is presently available. There were also responses calling for connections to other cities and towns in Illinois: Chicago, Elgin, and Mount Morris were some of the specific places mentioned.

Figure 30:

What Days and Times Would You Like to Use Public Transportation, But it is not Available?

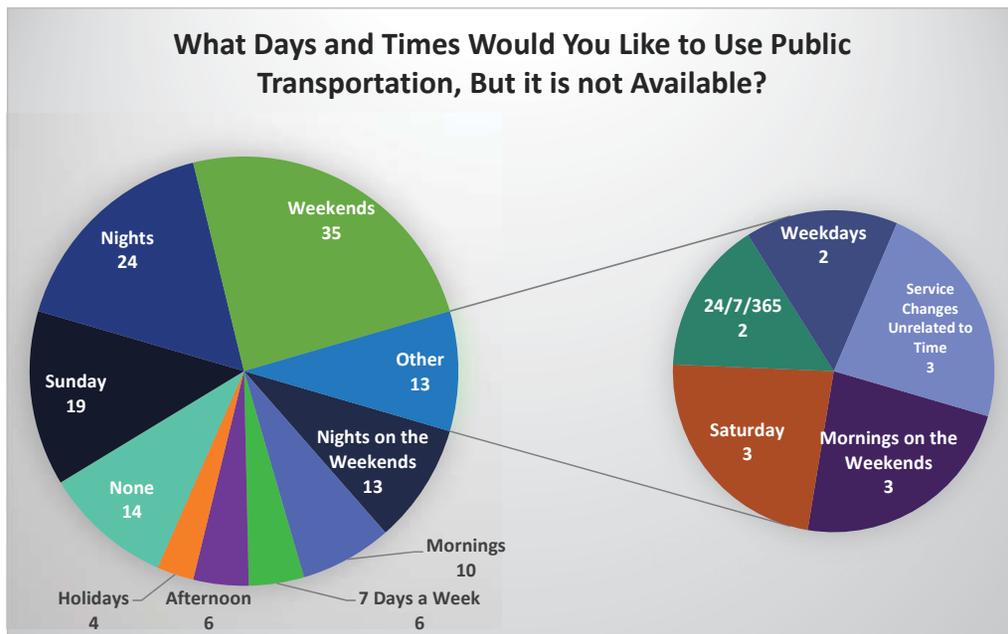
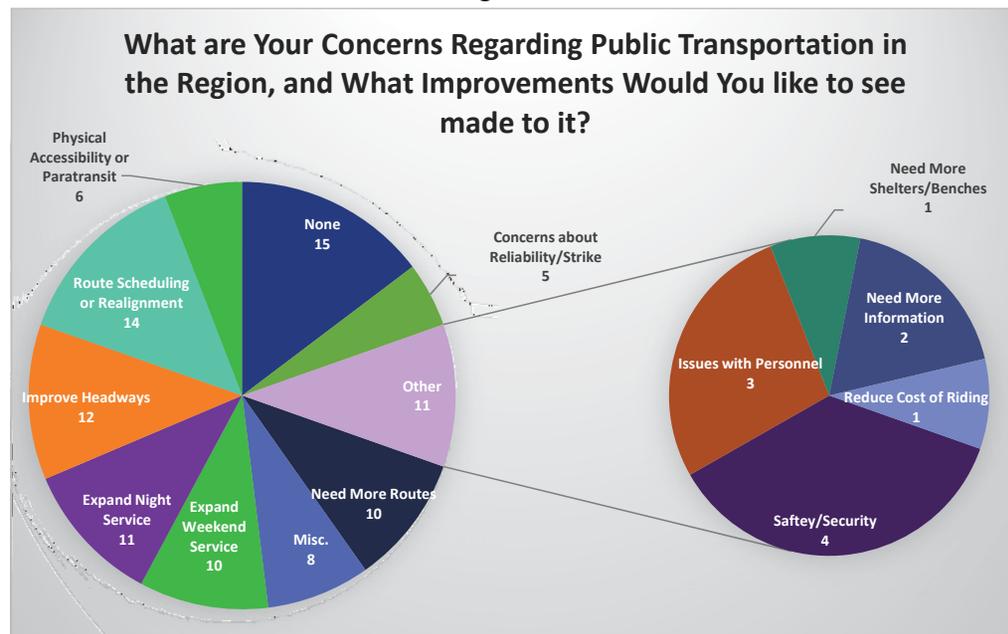


Figure 31:

What are Your Concerns Regarding Public Transportation in the Region, and What Improvements Would You like to see made to it?



The survey also asked where respondents travel to most often when riding public transportation. Grocery Shopping and Medical tied atop the list of responses. Education was the next highest response rate, followed by Human Services. Shopping Other than Grocery, Work, and Recreational/Social Activities were less frequent, but still common responses. Local educational institutions are among the best-covered facilities by public transit in the region, and users tend to be of a younger demographic that is more willing to use public transit when available. Additionally, some younger schoolchildren in the region use public transit to reach school.

Figure 33:

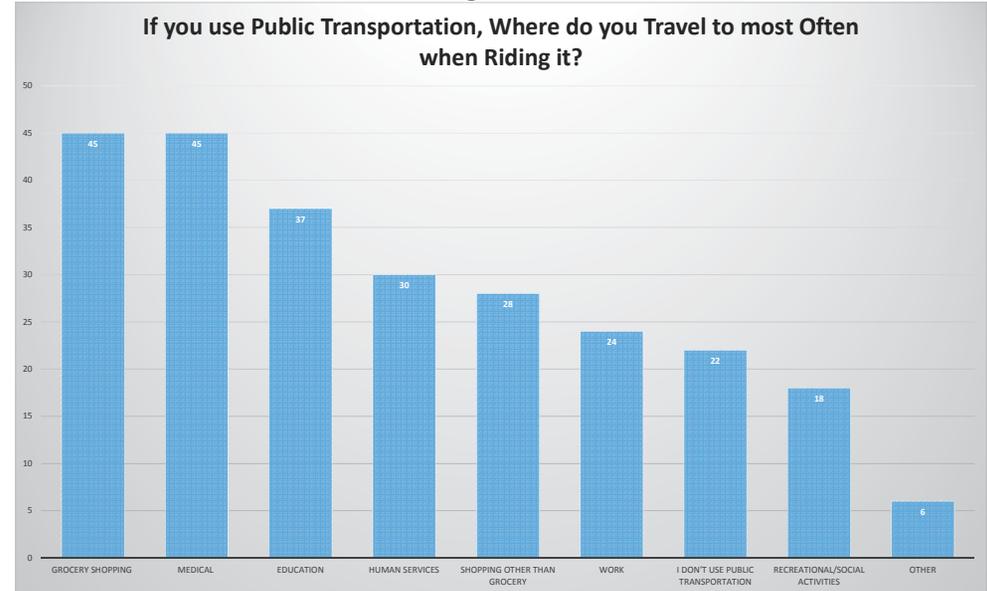
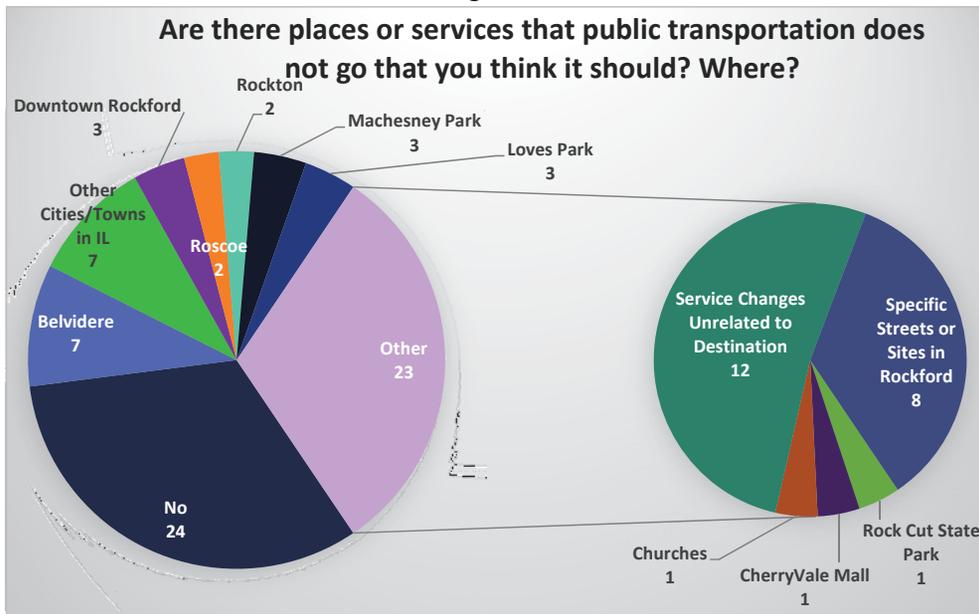


Figure 32:



These results indicate that respondents use transportation primarily for essential trips: grocery and doctor visits or school. However, work trips are among the more infrequent items on the list. Workers with higher income jobs have more ability to provide their own transportation, reducing their use of public transit.

Asked about whether they were aware that Paratransit service, able to pick up and drop off elderly and disabled persons at destinations of their choice, 66% answered that they did not know did not know how to use it, including 36% who did not know what it was at all. This lack of knowledge could pose a gap between users and the services that are already in place if they are unaware of them.

The additional comments obtained from the survey were varied. The most common responses were general positive comments about public transit in the region. Concerns about Headways and continued/increased access to Human Services/Demand-Response providers were the next most common responses. Even though multiple questions had already specifically addressed these areas,

Increased Night and Weekend services had additional responses in these comments as well.

The results of this survey were useful for providing information on service gaps in the region, and the survey information will continue to be useful as the region plans future improvements and projects. Section 5 of this document in part draws from responses to this survey to inform the gaps and needs of the transportation system in the region.

Figure 34:

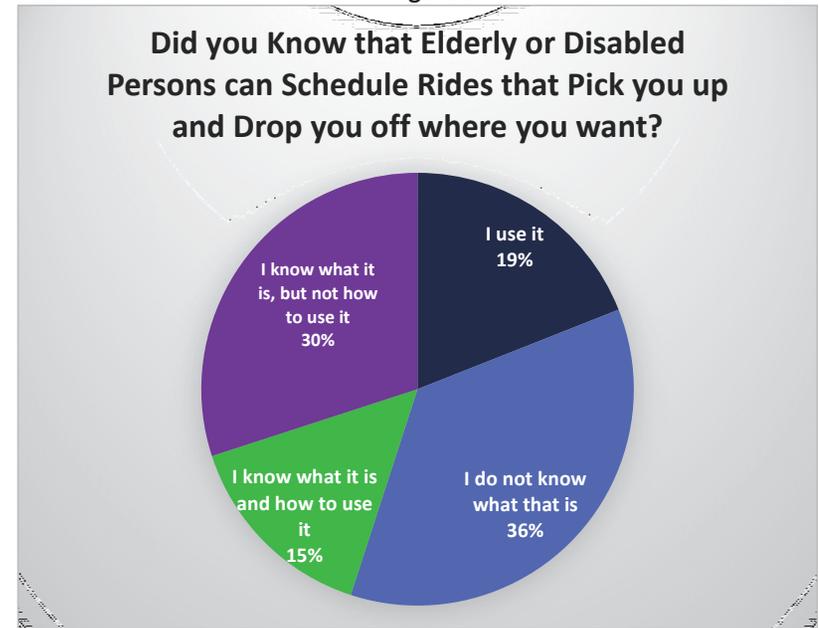
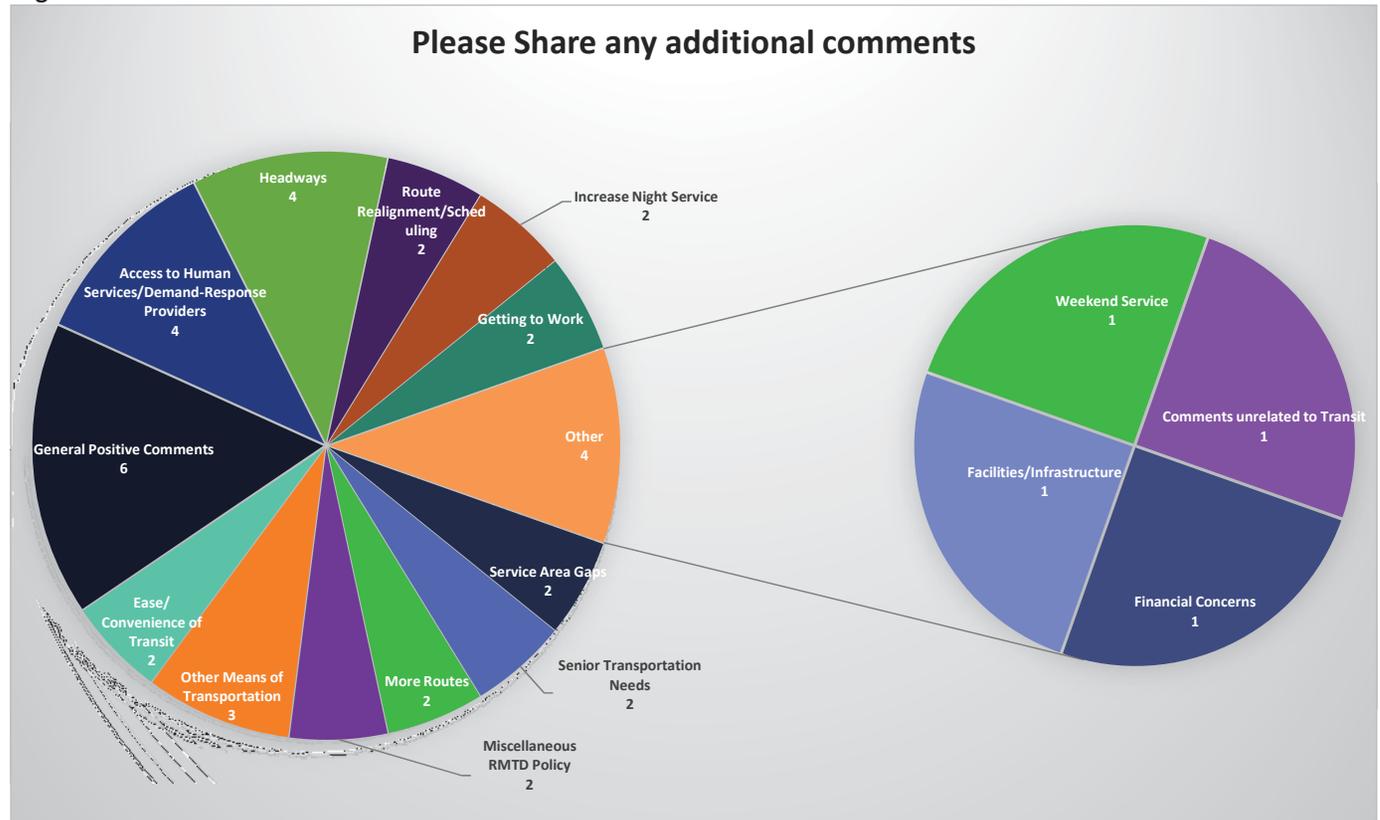


Figure 35:





**SECTION 5:
ASSESSMENT OF
TRANSPORTATION
NEEDS AND GAPS**

Assessment of Transportation Needs and Gaps

In coordination with the RMAP Mobility Subcommittee, and including the results of the 2016 Transit User Survey, this list of transportation needs and gaps has been created. The gaps are divided into five categories: financial, service, education, infrastructure, and coordination. This section of the Coordinated Plan describes gaps and calls attention to particular unmet needs in the region.

Financial Gaps

These gaps are all related to limited funding resources, and the cost of transportation services, both for the providers and for the users.

Provider Financial Needs

The lack of sufficient funding for public transportation services is a major barrier to fulfilling transportation needs for the region covered by this Coordinated Plan. In many respects, this gap itself is a barrier to the addressing of a number of the other gaps; were additional funding readily available, it would be easier to implement services or buy rolling stock that would address other areas of concern. The revenue from the farebox on buses amounts to only about 10% of RMTD's funds.

Even with State funding, there remains a shortfall compared to what could be available. In fact, with the proper amount of local matching funds, RMTD could receive over \$10.8 million more than currently

available for transit operations. These funds could be applied towards addressing any number of issues, but are currently left on the table due to a lack of available funding from local matching sources. Local matching funds are a needed component of any successful transit route in the region. Not only are 35% of funds for transit operations required to be funded through the local match (State funds will only pay for 65%), but certain state and federal programs only fund projects for a limited time. Programs like the Job Access and Reverse Commute (JARC) in past years provided a limited-time funding stream to start a project that would improve transit access for the region. For a project like the Belvidere fixed-route service, that money was a valuable incentive to getting a much-needed fixed route with limited funding options started. However, without sustained local funding sources and due to shortfalls, on July 18, 2016 RMTD contracted the route and reduced the number of trips per day to four from ten.

The lack of sufficient funding for public transportation services is a major barrier to fulfilling transportation needs

RMTD, BCCA, the City of Belvidere, and Boone County recognize the value of the route to residents, and are continuing to work towards finding funding for it, and to effectively and efficiently provide public transportation options within the City of Belvidere/Boone County. The Mobility Subcommittee believes that the need to improve the quality of service provided by the transit system as a whole is too great to continue to rely on limited-time funding from state and federal sources without sustainable funding planning in place. This will require additional commitments and funding considerations from local agencies when proposing new routes to use limited-time state and federal funding streams for programming.

Near the end of 2016, due to the overall issues regarding the State of Illinois' budgetary concerns, RMTD was forced to create a contingency plan in the event that the funding from the State of Illinois was not received in a timely fashion to continue operation at

normal standards. This contingency included potential reductions in service down to the point where only Paratransit services would be running, suspending the fixed-route services entirely. In that scenario, the ability of non-elderly, non-disabled persons to use public transit in Winnebago County would have been significantly reduced. While funding from the State of Illinois was received in time to prevent these drastic service cutbacks, the future of the State’s budget has yet to be fully resolved, and the threat of these funding delays persists into the future. Without State funds, RMTD would be unable to operate at the established levels of service.

Some funding sources have restrictions on their uses, limiting what local agencies are able to provide. For example, funds received through the rural 5311 program (currently utilized in this region by BCCA) are required to serve rural locations: the origin or destination of each must be in a rural area, as defined by the U.S. Census Bureau. Similar regulations require that Origin-Destination Demand-Response service originating in Boone County must also have a destination in Boone County, preventing customers from traveling across county lines using that service; even while the same buses, when used for Paratransit service, can make trips into other counties. This causes bottlenecks of the demand-response customers into very narrow areas of access to Winnebago County.

In particular, the CherryVale Mall in Winnebago County is a popularly requested destination for BCCA, and while Paratransit clients are able to take BCCA’s fleet directly to their destination and be picked up later to return to Boone County, Demand-Response clients must take a much more circuitous route. They must be transferred to the single fixed-route line of RMTD that travels into Boone County, then transfer again at the East Side Transfer Center on Lyford Road, and then pay a Zone Fare in addition to the normal RMTD fare to alight at CherryVale Mall. Then, to return home, they must pay another Zone Fare to board from the mall, and repeat the transfer process

in reverse only to eventually be picked up by the same bus that can take Paratransit riders directly to their destination. This causes frustration for users who simply see that the bus they are told they cannot ride to their destination clearly goes there for other customers. This limiting factor creates a gap as users are sometimes unwilling or unable to transfer several times, through multiple providers requiring several steps of payment. Further education about the different types of public transportation services could assist the public in understanding these issues until state and federal regulations permit more seamless coordination between these services.

Other funding sources that the region was formerly able to apply for are no longer available in previous capacities. In 2015, IDOT determined that TMA areas covered by a regional allocation of 5310 funding, such as the Urban Area covered by this Coordinated Plan, were ineligible to apply for the Statewide funding pool of 5310 dollars through the statewide call for projects. Instead, agencies within a TMA were only permitted to apply for the regionally allocated funding. This change, still in effect today, has limited the ability of the region to replace vehicles intended for Paratransit service, and decreased its ability to expand those fleets.

As shown by the table at the left, the need for replacement of

Figure 36:

Gaps in Demand-Response/Paratransit Vehicle Needs		
Fiscal Year	Estimated Vehicles Needed to be Replaced	Estimated Vehicles Afforded by 5310 Funding
2016	15	3
2017	8	3
2018	7	3
Total	30	9
21 vehicles will be in need of replacement without funding based on current estimates		

the region’s demand-response vehicle rolling stock far outpaces the funding to do so. Were the state to reverse its decision on local agencies applying for the statewide pool of 5310 funds, that could begin to ease the burden of outdated rolling stock, but even then, the competitive process would not guarantee

funding to the region.

Transportation is cited as a major barrier for low-income and unemployed residents, as noted in the Illinois Northern Stateline Economic Development Region Workforce Innovation and Opportunity Act Regional Plan. However, there are also federal and state policy implications for maintaining and increasing transit funding. Stakeholders noted a disconnect between the state's emphasis on providing employment opportunities for more residents and budget decisions that cut their means to get to work. Additionally, policy changes could make it easier for demand-response transit providers to share vehicles and maximize resources.

User Affordability

The cost of using transportation services can be unaffordable for some riders, especially seniors, individuals with disabilities and those in poverty. The maps at the end of Section 2 show the concentration of those groups, and the relative proximity of fixed-route transit service to them.

As mentioned in Section 4, the results of the Transit User Survey indicated that the cost of service was not a commonly prohibitive factor in regular transit use for respondents. Fares to ride fixed-route transit are \$1.50 on the RMTD system. RMTD continues to monitor the affordability of its services, and has done its best to avoid fare increases, undergoing a \$0.50 increase in 2009 - its first increase in over 13 years - due in part to the provider financial issues described above. During this fare increase, RMTD also underwent public hearings, taking the public's input into account when determining how best to continue to provide services. RMTD also maintains the Senior Free Ride and Circuit Breaker Free Ride programs, even though state legislation requiring free rides on public transit for seniors over a certain income level ended in 2011. These programs allow access to transportation with reasonable mobility options.

Public Transit Service Gaps

These gaps are related to services that do not currently meet the needs of the region for one reason or another. These gaps can relate to areas that are unserved or underserved, how long it takes for a bus to arrive, travel time from one destination to another, and other similar concerns.

Long Headways

When headways are long, potential users can become frustrated and less willing to use the transit system, as it may not meet their scheduling needs. This can be extremely important for users needing to use public transit for medical appointments or other health-related destinations, particularly seniors and persons with disabilities. This can also make planning a trip with multiple destinations more difficult.

The time it takes between one bus leaving a stop and the next one arriving is known as a headway.

Responses to the Transit User Survey show that a number of users agree that the fixed-route system would benefit from less time between headways. The solution to long headways is most often to add buses to routes, which in the absence of additional funding both for the extra buses and drivers, would mean that buses would need to be pulled off of other routes, reducing the service area. The balancing act between reasonable headways and coverage of areas of need is a complex one. When funding for new vehicles and drivers does become available, the choice between improving headways on routes that already exist and adding routes to new destinations and users that were otherwise unable to reach fixed-route service must be made. RMTD has expressed an interest in shortening the headways on existing routes system-wide, with specific attention to the loop routes that serve Rock Valley College.

Long Travel Times

Traveling between certain parts of the transit system can take a long time. Particularly when trying to make a trip from the west side of the Rock River to the area around I-90, travel times can become long. The extra time it takes can cause residents to avoid public transit.

Commuters and those looking for work, including users of workforce development and human services, have often cited transportation as a barrier to their employment and training, reporting long commute

Long travel times are tied to the way the region developed. In particular, commercial developments grew near I-90, farther from established residential neighborhoods.

times that conflict with inflexible work schedules. In addition, there is a spatial gap between the populations of lower income residents and the types of jobs that would be the most likely sources of employment. The largest groups of lower-income residents are near the

Rock River or west of it, and retail, healthcare, service, and call center positions are largely located on the east side of Winnebago County, especially near I-90 and E. State Street. While the fixed-route system does provide service to and from where workers would need to go, the long travel times make frequent use of public transit difficult. Another trend has been the establishment and expansion of health facilities and services on the east side of Winnebago County, with the recent construction of the Swedish American Regional Cancer Center and Mercy Health System's planned expansion to a new campus in 2019. Residents who need to access those centers, whether for employment or medical care, will have a long trip to reach them from the west side of the Rock River.

Unserved/Underserved Areas

While the fixed-route transit system is designed to provide access to as many locations as possible, there are areas that are either underserved or have no direct access at all. These issues are especially noticeable in rural areas of Winnebago County and Boone County. Even some locations nearer to the existing fixed-route system could benefit from additional service. For seniors and individuals with disabilities, these gaps are major barriers to mobility as alternative transportation options may not be available.

Some factors that contribute to the problem of unserved or underserved areas include when new housing developments and employment centers are sited without consideration for the existing transit system. This creates gaps where the transit service is either unavailable or inadequate, and creating new routes or updating existing ones to serve these areas is an expensive or, in the case of rerouting, disruptive process. This issue is discussed in more detail in the Coordination gap section.

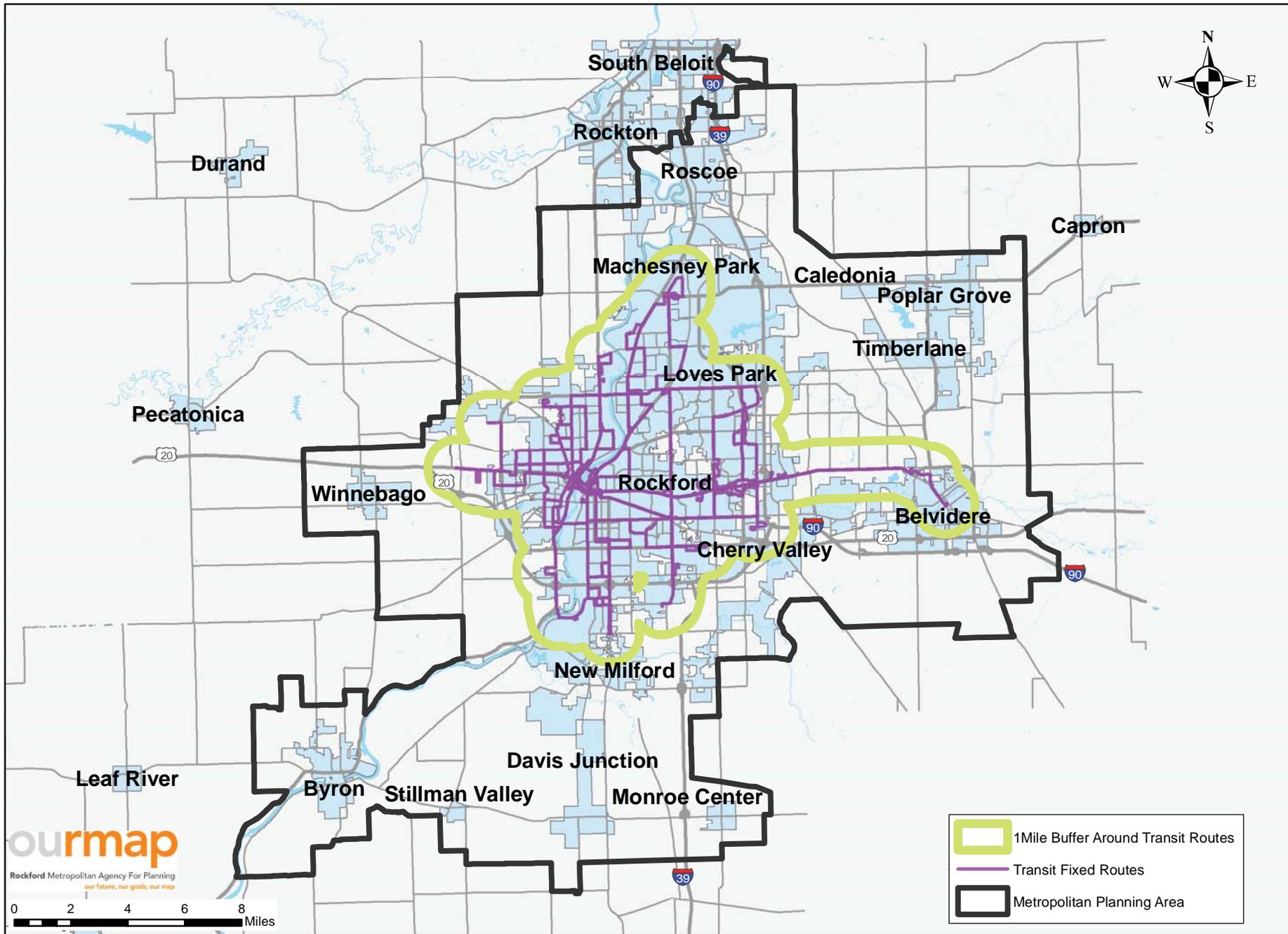
While the City of Rockford has approximately 90% of its incorporated area within a mile of the fixed-route transit system, some of the other municipalities in Winnebago County have more gaps. More than half of both Loves Park and Machesney Park are within a mile of a fixed route (58% and 66% respectively), but have gaps on the eastern portions. Those areas have a reasonably high population, but very low density, making it a more difficult area to properly and efficiently serve. In Machesney Park in particular, this affects some major destinations including Meijer and the OSF PromptCare facility. This area is only reached by call-to-connect services, rather than having fixed routes directly available. In the responses to the Transit User Survey (see Section 4 for more details), Loves Park and Machesney Park each had 3 responses call them out as areas that public transportation does not adequately serve. Cherry Valley is served primarily by a route to CherryVale Mall, on which RMTD

presently charges a Zone Fare for passengers boarding and alighting in the Cherry Valley Zone due to lack of other funding streams to support this popular route. Approximately 31% of Cherry Valley is within a mile of the fixed-route system.

Rockton, Roscoe, and South Beloit are all outside the service area of the RMTD fixed-route network, but benefit from the Stateline Mass Transit District, which serves those communities. SMTD services Rockton Township and the unincorporated areas of Roscoe Township with demand-response transit. Rockton and Roscoe were specifically called out by two responses each in the Transit User Survey as areas public transit should serve. SMTD has noted that, while there is presently only the capability to provide demand-response service, there might be an opportunity in the future to provide fixed-route service as well, provided enough funding and demand. More information on SMTD can be found in Section 3 of this Coordinated Plan. Roughly 20% of New Milford is within a mile of a fixed route, but no route actually enters the limits of the municipality itself. Other communities in Winnebago County are unserved by transit, such as the Village of Winnebago, Pecatonica, and Durand.

Boone County currently only has access to one route on the RMTD fixed-route system, with four trips per day traveling between Belvidere City Hall and the RMTD East Side Transfer Center on Lyford Road in Rockford. Roughly 48% of the incorporated limits of the City of Belvidere are within a mile of a fixed-route transit line. Belvidere was mentioned in seven responses to a question asking where public transportation does not go but should in the Transit User Survey as well, and was the most frequently cited single location. With only 1% of respondents hailing from Belvidere, this shows an interest in traveling to and from Belvidere even from non-residents.

Other communities in Boone County are unserved by fixed-route transit. Poplar Grove, Caledonia, Timberlane, and Capron are all entirely more than a mile from a fixed route. While all of Boone County is covered by Paratransit service and origin-destination demand-response service available to all persons regardless of age or ability, other gaps including financial and awareness gaps contribute to the underutilization of these services.



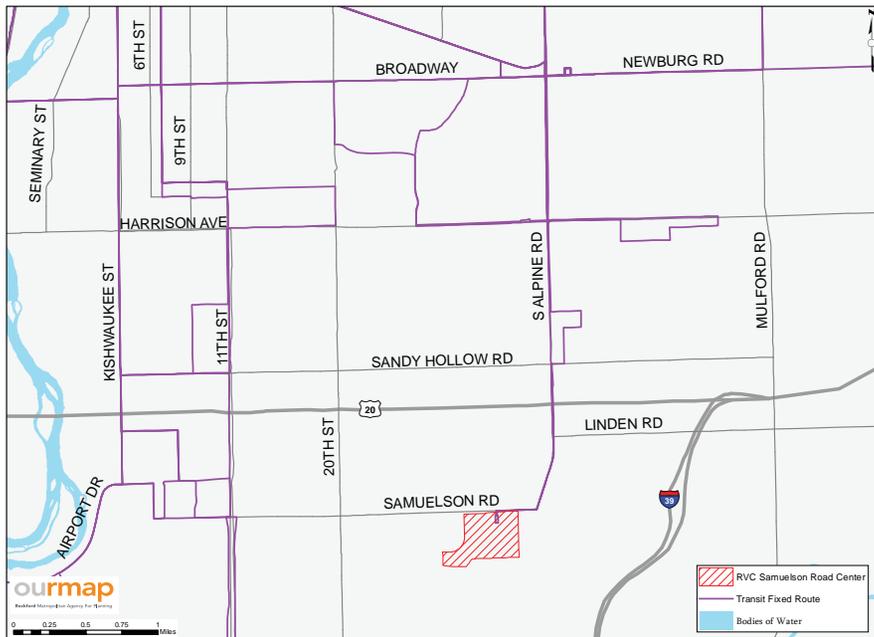
Areas Within 1 Mile of a Fixed Transit Route, Overlaid on Municipal Boundaries

RMAP Human Services Transportation Plan

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A number of more specific gaps exist within the fixed-route system. For example, east of 11th Street on Sandy Hollow Road in Rockford there is a significant void, especially to the far east side of the City. In this particular quadrant, there are a number of apartment complexes and light industrial zones which would benefit from service on Sandy Hollow. The Rock Valley College Samuelson Road Center is also located in this area. Service to this campus is only during the traditional work day hours with the last bus leaving at 6:05PM during the week and 4:05PM on Saturdays. RMTD has received requests for improved service in this area by RVC students and the general populace.

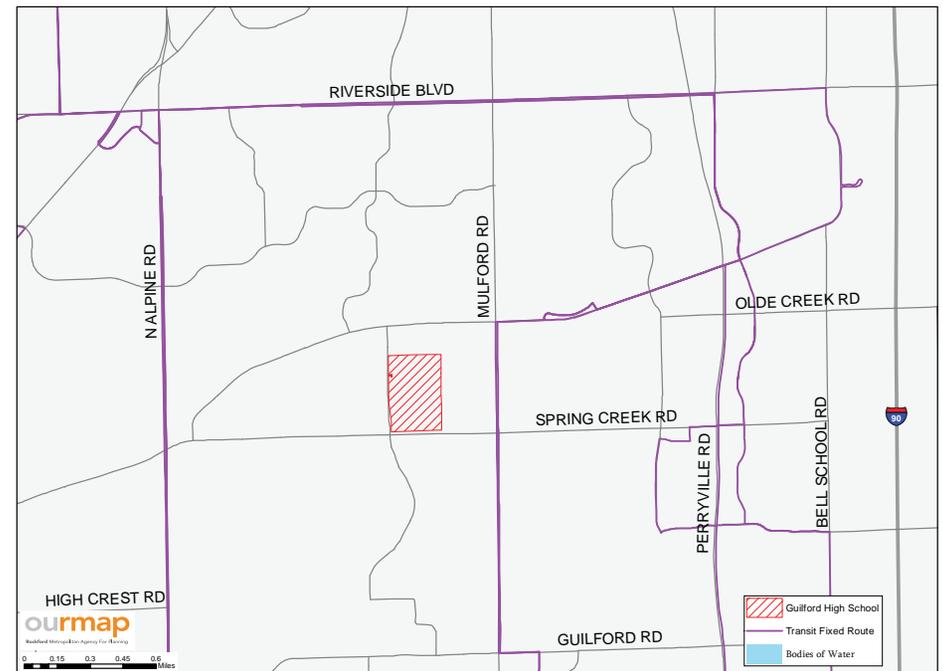
RVC Samuelson Road Center



Guilford High School is another underserved facility, a fair distance from the closest bus stop at Mulford and Spring Creek roads. Additional service on Spring Creek would enable high school students to have a shorter, safer, and more comfortable commute after alighting from the bus, particularly because of the lack of sidewalks in this corridor. Service on Spring Creek Road could also enable transportation to middle school students going to Eisenhower Middle School to the west.

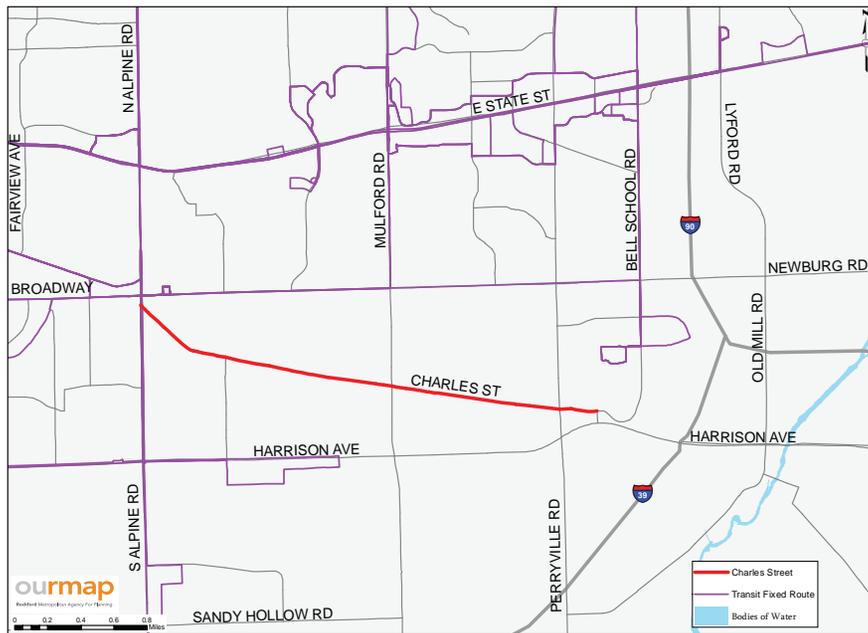
Service in this corridor is also needed on Sunday as there are several churches with individuals needing transportation for worship services. RMTD has reviewed several options for these requests, including demand-response and van pooling, but as of yet funding has not been secured to implement any solutions for this identified gap.

Guilford High School



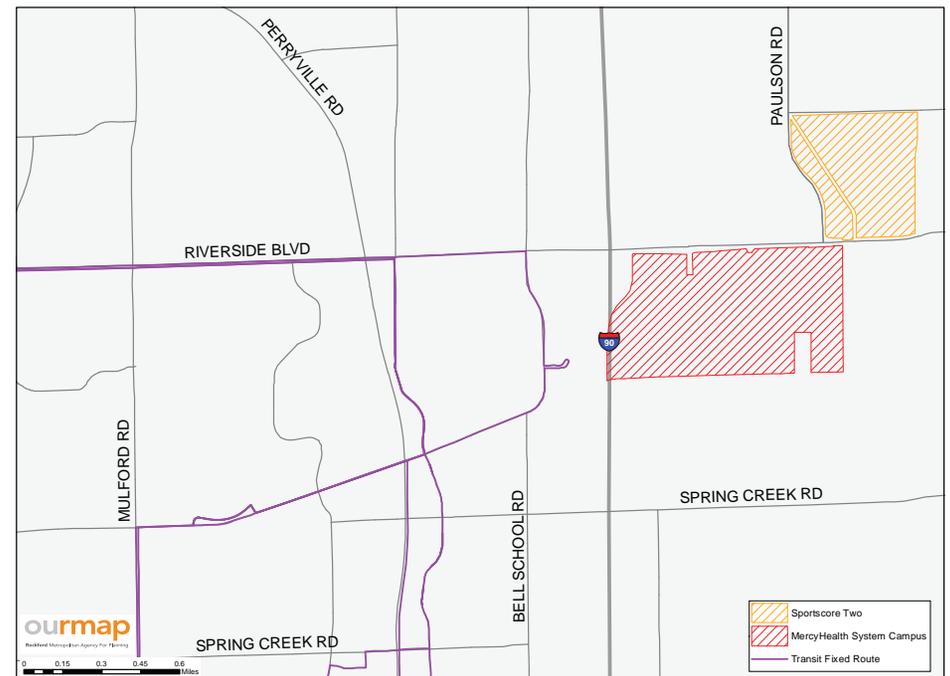
Another underserved area is on Charles Street between Alpine and Perryville roads. This is a predominantly residential neighborhood with several apartment buildings for low-income families. Improved service to this corridor would encourage ridership for those residents and allow them easier access to educational facilities and jobs. Residents wanting to use transit in this corridor have a significant walk via a shared-use path on the south side of Charles Street to access the closest bus stops on Newburg Road.

Charles Street Corridor



Sportscore Two, a 180 acre facility that hosts over 1.4 million visits per year including tournaments, leagues, trade shows, and other annual events, is not directly served by transit. While a portion of the campus is within a mile of a fixed route, that route is on the opposite side of Interstate 90, leaving this facility underserved by fixed-route transit. Nearby, at the intersection of Riverside and I-90, Mercy Health System has begun the process of expanding, with the plan of opening a new hospital and medical center campus in 2019. RMTD has been brought into the conversation early in the process regarding the need for transit service, and is working with Mercy Health, the City of Rockford, and other partners to determine the best solution in advance of the opening. This collaboration is also discussed later in the Coordination gap as a model for future practice.

Mercy Health System Campus and Sportscore Two



Service between the RMAP Region and External Areas

*“External Areas”
are places outside the
RMAP Metropolitan
Planning Area*

Traveling between this region and external areas by transit is not easy. Private buses travel to major destinations such as Chicago and Madison, but not all intercity bus stop locations are coordinated with public transit hubs. Other options, like passenger rail to other communities, are currently unavailable.

The Transit User Survey asked, “Are there places or services that public transportation does not go to that you think it should?” The locations outside of the region that were mentioned included Chicago, Elgin, Mount Morris, and Freeport.

In 2014, \$223 million of state funding was announced to restore the Chicago to Rockford Amtrak service. The route would travel through Elgin, Huntley, and Belvidere, and was scheduled to begin in 2015. This would link the two major metropolitan areas for the first time since 1981. However, in 2015, discretionary spending was frozen and state spending projects including the Amtrak service were suspended pending review. As of this writing, there has been no update as to the status of the project. Existing rail service from Chicago terminates in two locations within potential reach of the region: Harvard and Elgin. Whether through Bus Rapid Transit Routes, vanpools, or some other means, connections to stations in those communities could significantly improve the region’s access to Chicago and other stops along the rail network.

Access to closer communities via public transportation is also limited. For example, while the Lee-Ogle Transportation System provides riders from its counties the ability to travel into Rockford and other cities at a per-mile rate, there is not a service that provides the opportunity to travel into those counties from Winnebago or Boone. Even the limited portion of Ogle County that is in the RMAP

MPA is not currently connected to the fixed-route or demand-response transportation options in Winnebago or Boone. This topic is discussed further in the Coordination gap section below. Opportunities for connection to external communities through partnerships with those communities’ governments, through public-private partnerships, or through other means should be pursued in order to help connect residents to needed destinations.

Early Morning/Night/Weekend Service

Traveling at night, on the weekend, or in the early morning is much more difficult than during the day on weekdays. Some fixed routes continue into the evenings, but not all, and some providers do not operate at all on nights and weekends. This makes it much more difficult to get around, particularly for late-night workers, seniors and persons with disabilities who may not have other transportation options available to them.

RMTD service for fixed-route buses runs at its full capacity from 5:15AM until 6:15PM Monday through Friday. Night service begins at 6:15PM on weekdays and has a more limited number of routes available. Night routes run until 11:15PM, when service ends until the next day, other than four late night shuttles that run on specific routes until 11:45PM. Saturday hours are from 5:15AM until 6:45PM for most routes, and Sunday hours are from 9:15AM until 5:15PM, using a limited number of routes similar to the night schedule on weekdays. Neither night routes nor weekend routes operate in Machesney Park or Loves Park. Fixed-route service and Paratransit service are not provided by RMTD outside these hours. There are also six holidays on which RMTD does not provide fixed-route or Paratransit service. See the RMTD website (rmtd.org) or the Route and Schedule handbook for further information.

SMTD provides demand-response service from 6:00AM to 10:00PM Monday through Friday, from 8:00AM to 6:00PM on Saturday, and

from 8:30AM to 4:30PM on Sunday. There are also six holidays on which SMTD does not provide service. See the SMTD website (smt.d.biz) for further information.

BCCA provides demand-response and Paratransit service from 8:15AM until 4:00PM Monday through Friday. BCCA does not operate on Saturdays or Sundays. There are also seven holidays on which BCCA does not provide service. See the BCCA website (keenage.org) for further information.

Education

These gaps are related to education about public transportation services in the region. When services exist, but people do not know about them, those services are not being fully used to get people to their destinations. When people have incorrect information or are unaware of transit options, their willingness to use public transportation services lessens.

Informational

When people do not know what services exist, when they are available, how to access them, or who can use them, they are unlikely to use public transportation. Finding new and effective ways to communicate with users and potential users is an important goal for providers.

In response to a question about how improvements would change their use of the transportation system, 61% of respondents to the Transit User Survey indicated that more information about routes and services would either slightly or greatly increase their use of public transportation. In response to a question about Paratransit service, 66% of respondents either do not know what it is, or do not know how to use it. More details about the Transit User Survey can

be found in Section 4 of this Coordinated Plan. Materials explaining the details of the transit system should be made available in multiple forms in both printed and electronic formats to allow for more widespread coverage and for users with different levels of access, knowledge, and available technology to be able to use them.

BCCA has also noted that there is a gap in potential users' knowledge about their services specifically. Users of the BCCA demand-response service frequently are confused about the differences between demand-response and Paratransit service, particularly to where each can provide services. Further, BCCA services are not well-known, with some people unaware of the demand-response service at all, even as a potential connection to the fixed-route service that RMTD provides to Belvidere.

Even when information is available and the public is aware of it, information about transportation options can be complex and hard to navigate, making it difficult to understand what options are available and preventing potential users from taking a trip on public transportation. Other people are uncertain how to ride and navigate the public transit system correctly, with concern over schedules and transfers keeping them from using the system. More information or training on how to properly navigate the system could help more people to become regular transit users.

Transit Use Perceptions

Some people do not feel comfortable using public transit because they believe it is unsafe. Elderly persons or those with disabilities may hold this belief because of physical limitations. Providers have noted that some businesses and destinations are managed by persons with negative perceptions of people who use transit as solely low-income, which can lead to difficulty in obtaining funding for routes and shelters, and to transit providers being unable to locate stops near those destinations' property.

When providers must locate transit stops without direct access to destinations, riders must travel additional distance from the stop to the destination. This is particularly challenging for the elderly and persons with disabilities and even more problematic during winter months, when snow and ice become dangerous obstacles, especially in areas which are not well-maintained.

Finding a way to change the negative perceptions of public transit is not a simple prospect. One of the ways that progress can be made is by convincing a broader base of users, particularly people with the means to use other forms of transportation, to instead use public transit. With a car-centric culture in the United States, and particularly in the Midwest, this is not an easy task. Encouraging demographics that are more interested in using public transportation, particularly young professionals, and ensuring that their needs are met by using public transit may help. However, care needs to be taken to balance the needs of transit-dependent populations as well as new users. Other options include raising the awareness level of public transit as a whole. The more positive press that public transit and the benefits it provides to people from all socio-demographic categories, the better the overall perception of it will be. People that see public transit as a routine part of their lives are less likely to stereotype and malign it.

Infrastructure

These gaps are related to the state of conditions, capital equipment, data, and facilities.

Sidewalks and Crossings

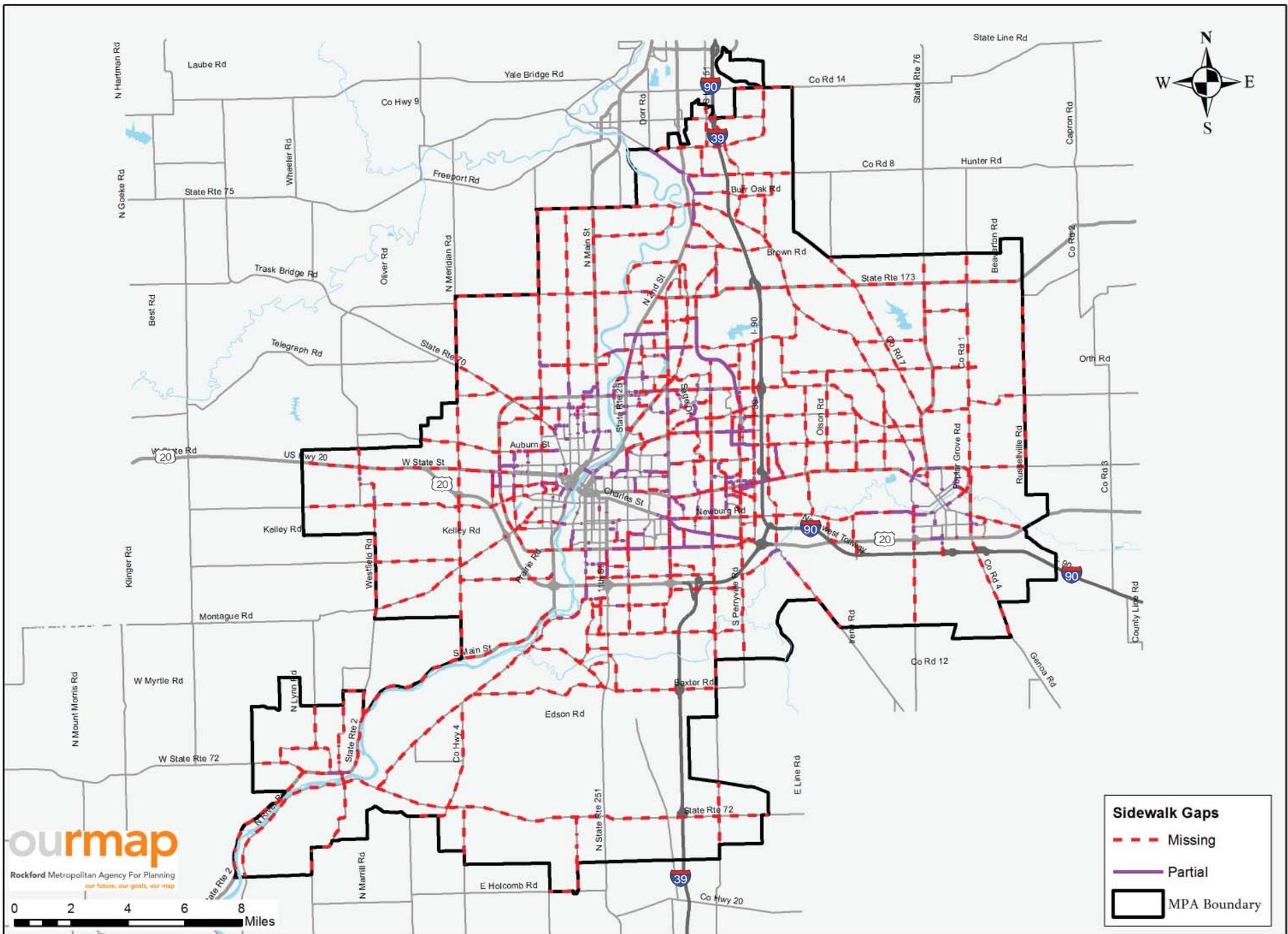
When an area lacks sidewalks, it becomes much harder for people to access public transit services effectively. In particular those with mobility impairments have a much harder time reaching fixed-route

stops without sidewalks to help them travel safely away from automobile traffic.

Some corridors lack pedestrian facilities and amenities to allow effective use of transit. An example of this is East State Street in Rockford, with large amounts of shopping and restaurants to attract customers. Large portions of the corridor lack sidewalks. In some places where there is some sidewalk coverage, there are gaps in the system, reducing its effectiveness. Even the RMTD East Side Transfer Center on Lyford Road is not connected to a complete sidewalk network that allows access to nearby State Street. Though RMTD has taken steps to create pedestrian pathways since the transfer center's creation, gaps between it and the surrounding destinations are still a concern. For users with physical limitations, particularly those needing personal mobility assistance from devices like walkers, wheelchairs or electric scooters, these gaps represent a challenge to navigate. Even in places with some sidewalk infrastructure, there are improvements that can significantly increase the accessibility to pedestrians and transit-users. A number of major corridors have partial sidewalk access on only one side of the roadway. See the map on the following page for more detail on where sidewalk gaps occur. Maintenance of sidewalks is another concern. Cracked and damaged sidewalks provide little assistance to users with mobility limitations. Sidewalks covered in overgrown weeds, snow, or ice are also hazardous to users.

Crosswalks and other infrastructure help move pedestrians across busy roads and connect transit users to the fixed-route system.

Other problems include lack of designated crossing facilities/equipment near major shopping centers. With strip malls and other retail outlets across major arterial roads with significant traffic, a lack of pedestrian-friendly facilities and equipment effectively limits transit users from reaching those destinations.



Sidewalk Gaps

RMAP Human Services Transportation Plan

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Equipment like countdown timers for pedestrians at intersections, audible countdown signals for the visually impaired, and paint or retroreflective striping for crosswalks can add to the safety of transit users and pedestrians. Whether they need to cross a busy street to reach a bus stop or their final destination, transit users can be discouraged when there is not an obvious, safe way to do so. Maintenance of that equipment and infrastructure is also important. Burnt-out bulbs, deteriorated paint, and crosswalks covered in snow lessen the usage and effectiveness of pedestrian features.

Signage and Shelters

Of the slightly over 1,000 designated stops on the RMTD fixed route network, approximately half have signage and under 70 have shelters present. If people cannot find transit stops, or they are not comfortable waiting for services to arrive at the stops, they may become discouraged from using transit at all. Clear and obvious signage, along with well-maintained shelters, are important features of a robust and healthy transit system.

Signs indicate to persons who may not be aware where the routes are, this is critical on the 7th Street route where flag-stopping is not permissible, and in the future if RMTD phases out flag-stopping on more routes. Once users are waiting at designated routes, they must be comfortable and feel safe. For these purposes, shelters and benches are important equipment. Benches allow riders waiting for transit to wait without needing to stand for long periods of time, and shelters provide protection from the elements; wind, rain, cold, and snow can all cause discomfort. Seniors and those with disabilities are particularly at risk to these adverse weather conditions. Designated stops should also be well-lit to provide visibility and safety at night for riders. Where possible, additional features like heated shelters can provide much more comfortable conditions for those waiting for transit. When designated stops are near commercial and large business destinations, securing indoor waiting areas for transit can

serve a similar purpose to shelters. This requires collaboration and participation from private businesses.

Road Conditions

Poor road conditions can damage or add wear and tear to transit vehicles. When road maintenance is backlogged, it can make it more difficult and costly for providers to offer transit services to users. Particularly for providers with small fleets, it can cause interruptions in services when vehicles need to be taken in for repair.

Public transportation providers typically have little or no control over the condition of the roadways, and must use them like every other vehicle. This means that when there are roads in poor condition, with potholes, cracked surfaces, and other similar issues, the transit fleet suffers for it. Maintenance on transit vehicles is not easy, particularly for smaller providers that do not have in-house maintenance facilities. Further, most standard repair facilities are not familiar with larger vehicle maintenance, and may have to charge extra or take extra time to complete repairs on them. Frequently, the parts needed for replacement of damaged transit vehicle parts are not readily available and must be specially ordered, adding even more time to the process. Providers with small fleets and not many or any reserve vehicles must interrupt services when these maintenance needs arise. While standard maintenance will always be a necessity, having roadways that are in a consistent state of good repair would save time, money and difficulties to both transit providers and users.

Bus Turnouts

Bus turnouts, also known as bus pullouts or bus bays, are designated places on the side of the road where buses may exit the flow of traffic to pick up and drop off passengers. The goal of bus turnouts is to avoid blocking traffic while the bus is stopped for boarding and alighting. Success implementing bus turnouts on state road projects

such as West State Street have shown that they are valuable tools to improve the transit experience in the region, though they are not currently common practice.

Bus turnouts require the curb to be set back to bring the bus vehicle out of the flow of traffic, and can be used only in the middle of a block. By allowing buses to turn out of the travel lane for passenger boarding and alighting, the potential for rear-end collisions is reduced. Buses are also able to merge back into traffic at higher speeds when exiting a bus turnout. Bus turnouts are not without their own challenges, however. The cost of constructing them is typically high, they can cause conflict with on-street bicycle lanes, and turnouts are not utilized pavement space between scheduled stops. In some cases, where communities are considering road diets on existing roadways, conversion of extra lanes to bus turnouts may be a valuable synergy to mitigate overall cost and loss of space. The Illinois Department of Transportation's Bureau of Local Roads and Streets Manual provides a guide to when bus turnouts are most effective.

Data

Knowing what users of the transportation system need, where they are going and need to go, why people do not use transit, and other data points is critically important to improving the transit system. Having the infrastructure to collect that data needs to be prioritized, through technology such as Automatic Vehicle Location services and through more traditional means such as survey work to determine user patterns, needs and preferences.

In particular, opinions of persons who do not use public transportation are difficult to gather. It is hard to gather interest in taking a survey for a service a person does not use, even if that information would shed light on why they do not use it. Other obstacles include reaching users of the fixed-route network who do not travel to the transfer centers. Providing personnel to perform survey work on the bus

routes is expensive and time-consuming, but provides valuable data.

Technology improvements are many and varied, but depend even more significantly on up-front financial investments. Trip planning applications can be mined for frequent destination data, smartphone applications can provide the providers with valuable data about how clients are using the system, and vehicle locators can provide real-time information on where individual vehicles are in relationship to where they are scheduled to be. Some of these improvements, such as vehicle locators, are used in the region already; some others such as online trip planner are in progress or need further development. The more data that can be collected, the more prepared transportation providers can be in determining the next steps to improve the system and better serve the region. Transit providers have noted that specific boarding and alighting data would be among the most useful data to acquire in order to best evaluate user patterns and efficiently structure routes.

Coordination Gaps

These gaps are related to coordination of transportation providers, local governments, and other partners involved in making the delivery of public transit services possible. Whether by unified service delivery, best use of resources, or general coordination, improving communication and partnership efforts can improve the experience for transit users.

Asset Coordination

Using pooled resources is more cost-effective than needing to individually purchase every resource. Where possible, it would reduce costs for transit providers to jointly share resources. Some agencies have vehicle fleets that are not in use at all times. If two agencies each need vehicles but do not operate at the same times, it could be possible for the agencies to share those vehicles through

legal agreements.

Similarly, with the right agreements in place, it might be possible for transit providers to use the same software programs, drivers, maintenance facilities, and other such assets in order to reduce costs. The specifics of each asset would need to be individually tailored to ensure legal, contractual, and insurance issues are properly handled, but this is an area of cost-savings and increased service provision that should not be overlooked.

Service Coordination

Many agencies and partners in the region provide, manage, or otherwise have an impact on transportation service delivery. These services do not always work together in a simple manner. Where possible, providers should coordinate services to allow for users to experience connections between systems seamlessly and easily.

Mentioned in multiple gaps above, traveling between counties via demand-response service can be particularly difficult for the users. While these issues are frequently caused by funding regulations and requirements, finding ways to avoid time, cost, and comprehension burdens on users is an important step toward making regional transit use more attractive. Finding ways to connect users to their destinations without the need for multiple transfers, extra fees, and delays is a critical gap to fill. In the absence of more dedicated fixed routes traveling between counties, with currently only one between Winnebago and Boone, coordination between existing systems is paramount in order to ensure that users can reach their destinations. Looking to future needs, with growing metropolitan areas in southern Winnebago County bordering on Ogle County, it may be the right time to consider what linkages can exist between agencies like LOTS and RMTD, as well as BCCA and SMTD, where possible.

Coordination also needs to occur between providers of public transit and private transit. Presently, the RMTD East Side Transfer Center facility could provide additional services to the community. RMTD feels that while the public fixed-route transit services hub provides an immense benefit to users, there are improvements that would come with additional private transit provider use of the facility. Were all major intercity providers to use the transfer center as a stop, coordination for users would be increased. RMTD also believes that the transfer center has the capacity to serve as a hub for those private transit providers to further connect users of all systems.

Coordinating these private providers with public transit hubs would be a major link in the chain for users to connect from anywhere within the region to external areas. To travel to the nearest private bus stop from the ESTC is presently very difficult on a pedestrian, as the sidewalk system and crossings in that area are incomplete or nonexistent. Even if those were fully implemented, requiring users to travel between the two locations on foot is a barrier to entry for a number of users, particularly the elderly and persons with disabilities.

Planning Coordination

Coordination efforts need to take place towards the beginning of a development, rather than after its completion. Working together on planning for the future needs of the transit system, between providers, city governments, riders, and other partners is an important element that can save time, money, and make the overall results of investment into the transit network better through efficient transit service delivery.

When new developments come into the region, whether they are housing subdivisions, major employment centers, medical facilities, or other developments that will generate a potential transit impact, transportation providers have not historically been brought into

the conversation early. This has meant that providers were unable to compare the development's needs to the available services and determine improvements would be necessary to serve the development properly.

While this sort of communication between developers and providers of public transit has not always been the case in this region, recent examples have shown that it can be an effective tool to get out ahead of user needs. The new Mercy Health System hospital near

The new Mercy Health System hospital is scheduled to open in 2019, but plans for its transit needs and those of nearby underserved locations were underway in 2016. Proactive coordination of this type ought to serve as the example for future developments.

the intersection of I-90 and Riverside Boulevard is scheduled to open in 2019, but plans for the transit needs of that facility, and also nearby underserved locations such as Sportscore Two, are already underway. This type of proactive coordination needs to serve as the example for future developments. In the past, some developments have opened before public transit need was considered, and as a result, some of these facilities have had limited access to public transportation.

Additionally, continued participation by transportation providers both public and private, along with municipal partners, members of the transit-using public, and members of the public who do not presently use transit in planning activities is critical. Whether for ridership surveys similar to the one that helped to inform this Coordinated Plan, for the allocation of funding resources such as FTA Section 5310 dollars, or for other planning tasks, continued partnership and planning in coordination only increases in importance. Coordination between transportation planning and other community efforts such as Transform Rockford and The Workforce Connection should

also be considered a need for the future, to ensure that there is no unnecessary duplication of effort, and to connect all interested parties to the work that is already occurring.



**SECTION 6:
GOALS, PRIORITIES,
& STRATEGIES**

Goals, Priorities & Strategies

The following three goals and their priorities, along with strategies to accomplish those priorities, were developed in coordination with the Mobility Subcommittee, and are intended to address the Gaps in transportation from Section 5. Future projects seeking funding through sources considered by the Mobility Subcommittee should be responsive to the following goals and priorities. In contrast to the previous iteration of the Coordinated Plan, this plan has a focus on broader goals to make it responsive to the dynamic needs of the transportation system and users. This will also improve stakeholders' ability to sustainably plan and implement.

Goal: Maintain or Enhance Existing Service Levels

Focusing investment and efforts on maintaining existing services will ensure that the transportation system continues to provide needed services as effectively as it has in the past, enhancing them where possible and practicable to improve service to people and locations that have more needs than the system presently handles.

Highest Priorities

ACQUISITION OF DATA

In order to most effectively improve the transportation system, it will be necessary to gather more information about the

system and its users to enhance the existing route studies and other data that transportation providers in the area undertake. Any results of this Priority should inform and shape other Priorities and Strategies intended toward the fulfillment of this Goal; data that results from this Priority should be considered as responsive towards this Goal even if it proposes further action not explicitly described in this Coordinated Plan.

Strategy: Gather additional current and potential user data

In order to better understand current and potential user needs and preferences, the region should perform additional survey and research work. By better understanding those needs, enhancing and expanding services can be better prioritized in the future. Acquisition of technology and tools to assist in the gathering of data is also an important aspect of implementing this strategy. Preliminary data shows that there is an interest in expanded night and weekend services, with Belvidere, Loves Park, and Machensey Park as potential areas of opportunity. Future inquiries should attempt to refine to what extent and in what locations new and expanded services would best serve the community.

Determining the purpose of trips for current and potential users of all transit systems could reveal whether current routes are meeting the projected user populations' needs, and what destinations would be most valuable to connect when extending services. For example, if many users indicated that they needed to use services to reach their place of work, prioritizing routes that connected to unserved major employment destinations and hubs would be of critical importance. Outreach to major employers outside of the current fixed-route system to determine their workers' needs should be continued and broadened to see whether there are large groups who would use transit for commuting if it were made available.

Another area of useful information to gather would be the timing

of desired trips for current and potential users. This information could assist in determining at what times service needs to be expanded. For example, whether users seek more service on both Saturdays and Sundays, or whether increased service on one day or the other is specifically needed. The Transit User survey had 19 specific mentions of Sunday services, but only three mentions of Saturday services. While this cannot be generalized to the entire system without more research, it does indicate that needs may not be equal between the two days.

Any overall analysis should include an attempt to anticipate areas where added service could generate demand from potential users that are not currently able to access their intended destinations. Reaching persons who currently do not use the transportation system has historically been a challenge, and more data about where those persons would take transit were the option available would be valuable in future planning efforts.

Strategy: Gather and use more operational data for system improvements

Operational data, including usage of specific routes, boarding and alighting data, and usage of night and weekend routes can help providers understand trends and facts about the system in order to make updates to the efficiency of the existing system and better prioritize future improvements. Data is currently gathered to the extent that available resources permit through means such as automatic vehicle locators. Further investment in technology and research to aid in the understanding of the system as it exists will benefit any future improvement plans. Boarding and alighting data in particular is not presently available, and has been acknowledged by transportation providers as a critical dataset for informed planning.

Data indicating that certain routes consistently have buses at capacity, i.e., full of passengers, may indicate a need for additional

coverage. Boarding and alighting data would reveal the location of stops along routes that have particularly high or low usage trends, indicating a need to update fixed stops. If research does show a need to restructure existing routes to better use the limited resources available, this option should be carefully considered. While restructuring existing routes is not an action to be taken lightly because of the disruptions it can cause, finding the most effective ways to deliver services should always be a priority, and even more so when funding is limited.



EXPAND AND ENHANCE SERVICE TO UNSERVED AND UNDERSERVED AREAS; IMPROVE HEADWAYS

Improving service to underserved areas and adding service to unserved areas increases the opportunity for residents and visitors to use transit to and from those locations. Improving headways reduces the amount of time users must wait at stops or stations, and makes scheduling needs easier to meet.

Strategy: Reestablish longer Belvidere route

The initial route that connected the RMTD East Side Transfer Center to the City of Belvidere extended one and a half miles further into Belvidere, including a stop at the Swedish American Medical Center in Belvidere and a stop at the turnaround on West Chrysler Drive south of U.S. 20. The route also had 10 trips per day, rather than the current four. While funding for the route remains a major obstacle, returning this route to its original service or expanding it to further serve other new locations is a commonly-discussed strategy in the region.

Strategy: Establishment of new routes

Adding further coverage to underserved or unserved locations can encourage further use of the public transportation system. Areas

already identified as gaps in the Service Gaps portion of Section 5 of this Coordinated Plan should be considered strong candidates for new fixed route service. Finding communities or other partners that are interested in participating in the funding for these and other routes will be a key component of this process due to the many funding challenges affecting transit. General best planning practice suggests that meeting unserved and underserved populations' needs should occur with a vision toward future urbanization patterns. Communities or destinations outside of the MPA would be more difficult to connect via fixed routes, but would not necessarily be out of the question with the right circumstances.

Strategy: Improve headways

Through transit ridership comments directed to providers and the Transit User Survey, users of public transportation in the region have indicated that shorter headways on existing routes would be an important improvement to the fixed-route system. RMTD has expressed an interest in tightening the headways on existing routes, with specific mention of improvement to the loop routes that serve Rock Valley College, as well as system-wide. RMTD believes that RMAP, local municipalities, and organizations such as Transform Rockford and The Workforce Connection can be valuable partners in assisting with the system-wide analysis, bringing some of their unique assets to the table in order to leverage community input and determine the areas of most need for headway improvements, balancing these needs with the resources available to the entire system. Continuing to leverage such regional partners and coordination is in the best interests of the future of the transit system.

Strategy: Increase the usage of bus turnouts

Bus turnouts allow buses to exit the flow of traffic to pick up and drop off passengers. The goal of turnouts is to avoid blocking traffic while the bus is stopped for boarding and alighting. This also reduces potential automobile collisions with stopped buses and allows buses to return into the traffic lane at a higher speed, causing

fewer merging problems. More widespread use of bus turnouts in accordance with the IDOT Bureau of Local Roads and Streets Manual could improve the overall transit efficiency of the fixed-route system.

ENHANCEMENT OF NIGHT SERVICE

Improving night service provides riders with more opportunities to reach their destinations. When night services have larger coverage areas, they allow for riders that work late-shift jobs to use public transit as a regular commuting route. Night services also allow users to access venues open at hours that would otherwise be unavailable to them, bringing new clients to those businesses.

Strategy: Extend hours and/or improve headways for existing night routes

Presently, fixed-route night service stops running at 11:15PM, with four shuttles that run until 11:45PM. Between then and 5:15AM the next day, fixed-route service is not available. For the existing routes, extending the hours to accommodate travel during these times would assist users in need of reaching their destinations during dark hours, when pedestrian travel is difficult. Improving the headways to night routes would mean that users waiting to board would spend less time at the stops, and would generally improve the experience of using nighttime transit.

Strategy: Add more night routes

With a daytime system of nearly twenty fixed routes, there are areas unserved or underserved at night, as there are only six routes currently running between the hours of 6:15PM and 11:15PM. While those services cover a broad area, there are pockets of population without service at night in Rockford. Loves Park, Machesney Park and Boone County are unserved by fixed-route transit at night.

Expanding the number of routes that run at night would reach more locations and populations in need of transit. If research supports combining existing routes or adding new ones for night service purposes, providers should pursue those changes.

Strategy: Expand BCCA hours of service

Users of the demand-response and Paratransit services in Boone County through BCCA are currently limited to operating hours between 8:15AM and 4:00PM, with rural clients having 15 minutes less on both sides for scheduling purposes. Expanded hours of service would allow more flexibility for clients to plan and take trips to other parts of Boone County, and to connect to the fixed route that runs between Belvidere and the RMTD East Side Transfer Center in Rockford.



ENHANCEMENT OF WEEKEND SERVICE

Improving weekend service allows more opportunities for users to reach their destinations. Weekend services allow transit access to a number of destinations, connecting people with limited or no other transportation options to places they need to go, including shopping, entertainment and employment destinations.

Strategy: Extend hours and/or improve headways for existing weekend routes

Saturday routes are currently available between the hours of 6:00AM to 5:45PM for most routes. Sunday, routes are available from 9:15AM until 5:15PM, but have fewer active routes, more similar to the night schedule for weekdays than the day schedule. In the Transit User Survey, night service on the weekends came up in 13 separate responses to a question about days and times that transit service should be available. Improving headways on weekend routes might be valuable due to the different forms of activity with more frequent trip needs, such as retail shopping and dining.

Strategy: Add more weekend routes

With only limited hours on Saturdays and seven routes available on Sundays, increased transit service could respond to meet the needs of users on weekends. Expanding the number of routes that are offered would reach more locations and populations in need of transit. Results from the data-gathering strategy will be valuable in selecting what routes to prioritize, as weekend transit trips may have significantly different users, and those users may have different needs. Taking transit to places of worship, retail shopping and entertainment trips may be more likely on weekends, for example.

Strategy: Expand BCCA hours of service to include weekends

BCCA currently does not operate on Saturdays or Sundays. Service provision during the weekend would allow Boone County residents greater mobility options through public transportation than currently provided.

Other Priorities



INCREASE CONNECTION TO EXTERNAL AREAS

Connecting users from this region to places outside the MPA allows access to more opportunities. Those options come in the form of access to jobs via commuter networks, access to shopping and leisure activities in other cities, access to services, ability to visit relatives, and many other quality of life amenities. Connecting to other areas also has the benefit of bringing potential workers, tourists and visitors from those areas into this region.

Strategy: Seek partnerships with interested communities and agencies to help with the implementation and financing of operations of new transit routes

Similar to the above discussion on funding issues for regional fixed routes, any transportation connections between this region and external areas will need to secure funding commitments from more than just this region's available sources. By sharing the cost burden between multiple partners, potentially including private investments as well, connections between this region and others can become a reality.

A project in the beginning stages of planning that exemplifies this sort of collaboration is the potential for Boone and McHenry counties to coordinate or otherwise share demand-response service. While the fine details of this structure are not yet determined, the provision of intercounty demand-response service would be a strong step forward in connecting the counties. This possibility arose as a function of an economic development meeting between stakeholders in the two counties, which continues to show the need for a variety of stakeholders at the table in the planning phase of transit needs.

Strategy: Support the establishment of intercity/commuter rail connections to Chicago

While the challenges for intercity and commuter rail to Chicago remain (see Section 5, Service Gap 4: Service Between this Region and External Areas for more details), continued support for the completion of a connection between Chicago and Rockford via passenger rail is vital. Speaking with one voice to see the restoration of rail service between two of the most significant metropolitan areas in the state will help to further its realization.

Strategy: Connect transit network to Elgin, improving access to Metra and Pace services to Chicago

Connecting the transit network to Elgin, likely through a route stemming from the RMTD East Side Transfer Center, could be a valuable connection for people wanting to access the existing Pace and Metra systems into Chicago. With the additional benefits of connecting users to Elgin itself, this strategy has a large amount of potential to improve the transportation options of users in both directions.

RMTD has been in discussion with a number of partners about potential options to create this service. One of the options includes partnering with a private transportation company to provide Bus Rapid Transit service to the Elgin Station, which both Metra and Pace serve. This partnership would potentially allow the private transportation company to make use of shoulders on Interstate-90 in times of congestion, as discussed with the Illinois Toll Highway Authority, and would reduce costs to RMTD by utilizing the private partner's rolling stock and potentially drivers as well.



INCREASE SERVICE TO CULTURAL/RECREATIONAL DESTINATIONS

In addition to providing transportation to locations of employment, medical care, and other places of necessity, it is important that public transportation be available to conveniently take users to cultural and recreational destinations as well. A public transit service that does not take these types of locations into account is more likely to be viewed with negative stigmas that transit is only for travel to places by those with no other options. By connecting to destinations of cultural and recreational importance, the potential user base is broadened and all users have better quality of life through the ability

to reach these destinations via public transportation.

Strategy: Connect routes to unserved and underserved entertainment and cultural venues, particularly movie theaters

Entertainment and cultural venues provide entertainment suitable for individuals or groups, and have options and appeal for many demographics. The region's two largest movie theaters are currently unserved. Similarly, museums and art galleries are cultural institutions that are approachable by all. Public transportation should be available directly to these venues where possible.

Strategy: Connect routes to gardens and parks, further collaborate with park districts

This region has a well-deserved reputation for providing one of the best park systems in the state. Connecting users to these parks and gardens will give users more recreation opportunities. When special events and exhibits at parks have the potential to generate exceptional transportation demand, providers can work in concert to find ways to meet that demand. A good example of this practice is an upcoming Park District Exhibit at the Nicholas Conservatory that RMTD has agreed to assist by providing park and ride shuttle service availability into evening hours. This exhibit coincides with the Rockford City Market, so RMTD has elected to combine the service provided to the City Market itself with the exhibit shuttle to connect the large group of people already traveling downtown to the Conservatory. These collaborations continue to strengthen the community and provide needed support to recreational and cultural activities.

Goal: Improve Coordination and Communication; Seek Efficiencies in Service Delivery

With multiple transportation service providers in the region, coordination and communication between them becomes increasingly important. Finding ways to easily transition users between systems through seamless transfers only becomes possible with this kind of cooperation. Similarly, the planning process requires a large amount of coordination between agencies, ensuring that the priorities and needs of all are properly represented and understood. Also, particularly in light of the financial difficulties of the state and transit systems around the country, efficient use of existing funding by working together and sharing assets should be common practice.

Highest Priorities

RESOURCE SHARING OPPORTUNITIES

Finding opportunities to pool resources to best provide transportation service is becoming more important as funding limitations become more common. Where assets can be shared without limiting their uses by the agencies sharing them, these opportunities should be seized.

Strategy: Vehicle sharing

Particularly for agencies where transportation provision is not their primary mission, rolling stock can sit unused for hours at a time. Where possible, agencies with schedule gaps in their transportation needs should coordinate their service hours and share vehicles. This will take advantage of those resources already available in

the community not being used to their fullest capacity. Certainly, for these arrangements to take place there must be legal, financial, and insurance frameworks taken into account. While the first of these arrangements may bear a time and cost burden to create these frameworks, it may serve as a model for future partnerships moving forward. The State of Illinois' previous initiative of regional maintenance garages shows precedent of their agreement with this strategy, and it is hoped that future statewide transportation funding sources support the efficient use of rolling stock through schedule coordination and vehicle sharing initiatives.

COORDINATION BETWEEN PUBLIC AND PRIVATE TRANSPORTATION

Where feasible, public and private transportation providers are encouraged to further coordinate to better serve the transit-using public. Both types of organizations have the same goal, to transport people to their destinations. Finding ways to coordinate between the two types of providers provide an enhanced system for users.

Strategy: Increase private transportation providers' use of East Side Transfer Center (ESTC)

The ESTC on Lyford Road on Rockford's east side near the I-90/Business US-20 exit provides many passenger amenities including a heated and air conditioned terminal, a canopied bus berthing area, a public telephone, restrooms, and a vending area for passengers. The ESTC serves as the connection point for RMTD service between Rockford and Belvidere and is also the arrival and departure terminal and ticketing agent for Trailways intercity service. It also serves as the Sixteenth District Northern Office for Congressman Adam Kinzinger. However, the facility is also capable of serving more providers and clients. Other private transportation providers are encouraged to

co-locate and find ways to use the facility so that passengers of all systems have a point of connection between routes. Coordinating these private providers with public transit improves a transit hub that would be a major link for users to connect from anywhere within the region to these private providers that often provide service to external areas.

Additionally, pedestrian travel to the nearest private bus stop location from the ESTC is presently difficult, as the sidewalk system and crossings in that area are incomplete. Even if fully implemented, requiring users to travel on foot between the two locations across State Street/Business US-20, one of the most heavily trafficked arterials in the region, is a barrier for a number of users, particularly the elderly and those with disabilities. Locating a stop or hub for private transportation providers at the ESTC would be an effective way to coordinate services and reduce those barriers to transportation access to all transit users.

Strategy: Public-Private Partnerships for transit projects

One of the greatest challenges of public transportation providers in recent years has been securing adequate funding to provide service beyond existing systems. While some funding can be gathered from state and federal partners, these sources are frequently either competitive grants, one-time funding sources that will not provide money over the life of a new service, or both. Finding new sources of funding through partnerships with private agencies is recommended for transportation providers in order to sustainably provide for new services without reliance on funding sources that may not continue to exist.

Strategy: Links between agency web pages

Linking private and public transportation providers' web pages is a simple, cheap and effective way to connect users of one service with information about another providers' services.

Other Priorities



REACH OUT TO MORE HUMAN SERVICE AGENCIES TO DETERMINE THEIR NEEDS AND INTEREST IN PARTICIPATION ON THE MOBILITY SUBCOMMITTEE

Transportation Agencies are well represented and their needs understood by the Mobility Subcommittee. However, other Human Service Agencies whose main focus is not public transportation, but whose clients and users need to interact with transportation are not as frequently represented. Even for agencies uninterested or unable to attend the Mobility Subcommittee itself, having more frequent coordination and communication with them throughout the planning process would be beneficial. Active members of the Mobility Subcommittee should continue to utilize their existing relationships with organizations not represented to encourage them to join or provide input.

Strategy: Host transit-related events at or near human service agency headquarters to encourage their clients' participation.

When transit-related meetings, training sessions, events, open houses, or other gatherings need to take place, scheduling them at or near to the location of Human Service Agencies may help improve the turnout and overall impact of those meetings. Particularly agencies with clients and users with limited mobility may have difficulty attending meetings outside the typical locations they frequent; holding meetings in those locations would allow them access to participate, comment on, and learn from processes and meetings that they might otherwise be unable to attend.



IMPROVE COMMUNICATION REGARDING KNOWN FUTURE TRANSIT NEEDS EARLY IN THE PLANNING PROCESS

When new developments come into the region that will generate a potential transit impact, transit providers need to be brought into the conversation early. Municipal, workforce, and economic development partners are the most likely candidates to be aware of these developments in early stages, and should bring the appropriate transit providers into the conversation as early as possible. This allows the providers to compare the development's needs to the already-available services, see where minor and low-cost improvements to the system can be made, and determine what major and higher-expense improvements would be necessary to serve the development properly.

Strategy: Increase participation by the public, as well as municipal and economic development partners on the Mobility Subcommittee.

Meetings of the Mobility Subcommittee are open to the public, and agendas for its meetings are posted on the RMAP website (rmapil.org) in advance. Members of the public are welcomed and encouraged to attend in order to express their opinions and needs, or discuss matters of public transportation.

Municipal and economic development partners are encouraged to attend and participate in the monthly meetings of the Mobility Subcommittee. Municipal and economic development staff will be at the forefront regarding potential developments in their jurisdictions that could affect transportation demand or the transportation network. Regular participation from those partners on the Mobility Subcommittee would help ensure that transportation providers

and other Human Service agencies are made aware of those developments well in advance of the need for changes in service, should they arise.

This participation would also be an opportunity for information to be provided from transit providers to municipal partners. A number of factors that are beyond the scope of transit providers cause difficulties in service delivery; municipal partners may have the ability to assist with these issues if they are consistently and comprehensively involved in the process. One such item that requires continued attention from municipal partners is the sidewalk network, and the gaps in it. While the transportation providers are aware of locations of particular need, they cannot implement any changes in the pedestrian infrastructure system; municipal partners may benefit from some of the information from transit providers in assessing how best to move forward with filling these gaps in the sidewalk network or other infrastructure under their purview.

Strategy: Prepare for 2019 opening of Mercy Health new campus

Mercy Health System's new campus near the intersection of I-90 and Riverside Boulevard is scheduled to open in 2019. Plans for the transit needs of that facility are already underway and will continue, with the goal of having public transportation needs covered before the facility is opened. This type of proactive planning should serve as an example for future developments regarding timing and consideration of transportation providers during the lead-up to a major development.

Strategy: Encourage siting of transit-requiring developments on existing transit lines where possible; work with transit providers to determine options when infeasible

Where possible, developments that require access to transit should be sited along existing transit routes. The process of adding or reconfiguring routes is an expensive and time-consuming one. Adding a stop or increasing the number of riders boarding and alighting at an existing stop is a much less intensive and disruptive process. When it is not possible to site a development requiring public transit along a transit route, early coordination with transit providers is strongly encouraged to determine the best way to serve transportation needs.

Goal: Improve Educational Outreach of Transit Providers and Services

In order to ensure that people know what transit services are available, when and where they need to go to use them, and how to use them properly, transit providers need to increase their educational outreach, including using new and innovative methods. Use of electronic and digital tools such as websites and phone applications should be explored but should not be the only methods available, thus ensuring that those without access to computers and smartphones are able to obtain the same information.

Highest Priority



INCREASE AWARENESS AND EDUCATION OF PUBLIC TRANSIT SERVICE

When people are unaware of services, schedules, or other facts about the transportation system, they do not use public transit services available. Creating and publicizing information about routes, schedules, and user policies can help users effectively navigate the system.

Strategy: Promote Paratransit services

Many users are unaware that Paratransit service is available, let alone how to use it. The region should create a simple, easy-to-find explanation of what Paratransit is, how to use it, and who is eligible to use it. This information would include who to contact in order to participate in the program, and would be available wherever users go to find information about transit options.

Strategy: Promote origin-destination demand-response services

Many users are unaware that Origin-Destination demand-response services are available in the region. Creation of an informational guide would provide necessary information and educate users about transit programs available. This guide should contain an easy-to-find explanation of what Origin-Destination demand-response service is, how to use it, where it is available, and the differences between it and Paratransit, as well as who to contact in order to schedule trips. This guide should be available wherever users go to find information about transit options.

Strategy: Improve available tools, internet-based or otherwise, to assist users with gathering information about transportation options

Linking transportation-providing and transportation-utilizing agencies together via their websites is a simple and effective way to connect users with all of the agencies they might encounter while navigating the transportation system.

RMTD has begun the process of creating a new website, tentatively scheduled for release in late summer 2017. The new website will feature a trip planner on the home page which will allow users to enter starting and ending points to determine which bus to take. The new website will also be designed to display data in the best format possible depending on the user's device, making a better experience for mobile users than was possible before. These updates represent strong examples of the types of information-based tools that this strategy seeks to promote.

Another good example of a recently developed information tool is the Route Shout and Route Match applications for RMTD riders. Passengers can use the application to determine when the next bus will arrive with real-time information. The Route Shout application allows for text messaging to the real-time data for bus arrival information. The Route Shout Alert system enables any rider with a cell phone to subscribe to the alert system and receive alerts for route delays, route changes/detours and weather related incidents. RMTD has been marketing the Route Shout applications via rail cards on the vehicles, print ads in the Smart Living magazine and through broadcast commercials both on TV and radio.

Strategy: Create a list of area transit and service providers

The list would help connect people to the right agency for their desired trip. This would include contact information, a brief explanation of the services provided and service area of each agency. This resource would help users get in touch with the proper provider, and would help agencies direct users to other providers.

Other Priorities



INCREASE PROMOTION OF BCCA DEMAND-RESPONSE SERVICE AS A MEANS TO CONNECT TO RMTD FIXED TRANSIT ROUTES AND OTHER IN-COUNTY DESTINATIONS

The demand-response service provided by BCCA could further be promoted, both as a stand-alone service for traveling in Boone County and as a means to connect to the fixed-route RMTD system through the East Side Transfer Center to Belvidere route.



HOLD MORE TRAINING SESSIONS ON TRANSIT-RELATED TOPICS

Encouraging current users or potential users to attend a training session and learn about a transit-related topic has multiple benefits. It helps with the subject matter of the training, and it also brings interested users into additional contact with the system. Potential topics include, but are not limited to use of the RMTD Route Shout Application, Paratransit Use and Certification, and Bus Use Training.



**APPENDIX A:
5310 FUNDING &
PROGRAM OF PROJECTS**

5310 Programming

The RMAP region annually receives an allocation of FTA Section 5310 funds. These funds are made available for award through a call for projects each year. That call for projects uses the IDOT Consolidated Vehicle Procurement Program application form as its form as well. This is done for a number of reasons.

First, the CVP Program is a comprehensive listing of the forms and information needed to make an appropriate determination of what projects are most fitting for this process. Were the region to create its own form from scratch, largely the same items would be included. Second, because RMTD and IDOT act as co-designated recipients of funds in the region, using the IDOT form makes later stages of the process simpler for smaller transit providers. When a transit provider other than a designated recipient in the region is awarded 5310 funds, IDOT acts as purchasing agent and subsequently as oversight for the capital that those funds acquired. In order for IDOT to do these things, they would require the completion of the CVP form in any case. By using that form as the region's application, smaller transit providers are saved the effort and time of completing separate forms with duplicative information.

The third reason for the use of the CVP form as the region's 5310 application form relates to the statewide pool of 5310 funding. In 2015, IDOT determined that areas covered by a regional allocation of 5310 funding, such as the Urban Area covered by this Coordinated Plan, were ineligible to apply for the Statewide funding pool of 5310 dollars. Instead, agencies within an area with a regional allocation are only permitted to apply for the regional funding pool. This decision and its impacts are discussed in further detail in Section 5. Were this decision to be reversed at some point, entities within an urbanized area receiving an allocation of 5310 funds would again be eligible for the statewide pool; should this reversal occur, having

the regional 5310 application identical to the CVP application would enable providers in this region to be immediately prepared to submit a statewide application without lead time. In the event that a limited time window is available to apply for state funds, this region will be positioned as effectively as possible to receive competitive awards.

No later than the meeting of the Mobility Subcommittee prior to the scheduled review of 5310 applications, the Mobility Subcommittee will annually update the Program of Projects for current and future 5310 funding dollars. Prior to this update, a Rolling Stock and Needs Analysis Survey will be distributed to providers and partners by RMAP staff to allow the committee to assess the current needs of the region, particularly as it relates to existing rolling stock. The Mobility Subcommittee has stated that the replacement of outdated, dilapidated, damaged, and out of service rolling stock is a critical need for these 5310 funding dollars. In recent years, the demand for replacement vehicles has far exceeded the supply of funding to do so. See Section 5, the Financial Gap, for a further review of this issue. The results of this Survey will be brought before the Mobility Subcommittee and the Program of Projects will be updated accordingly to current needs and realities. The Program of Projects, when updated, shall take into account at a minimum the current year and the following year in order to continue the commitment towards planning for future needs.

Applications for the regional allocation of 5310 funds that coincide with the Program of Projects will be given preference during the Mobility Subcommittee's review over any application not on the 'Program of Projects'. However, the application process is an open one, and any applicant may make the case for their application's need to the Mobility Subcommittee. Applications seeking funding to support a New Freedom project will be judged according to the scoring rubric below. The determination of the recommendation of funding allocation is to be completed by majority vote of the Mobility

Subcommittee in attendance at the scheduled meeting to review 5310 applications. This recommendation is to then be submitted to the RMAP Technical Committee for its recommendation to the RMAP Policy Committee for adoption. Once a Resolution has been passed by the RMAP Policy Committee, staff will prepare a memorandum to the appropriate contacts at the Illinois Department of Transportation and update all existing documentation to reflect the Resolution’s contents.

Program of Projects for current and future 5310 funding dollars

As per the voting consensus of the Mobility Subcommittee at its April 17, 2017 meeting, please find below a table for the Region’s use of currently allocated and future 5310 funding dollars (hereinafter referred to as the Program of Projects).

Applications for 5310 funds that are on the Program of Projects will be given preference during the Mobility Subcommittee’s review over any application not on the Program of Projects. In any year in which remaining funding exists after the programmed projects’ unit costs have been considered, and that funding is not capable of supporting an additional vehicle, said funding may, at the Mobility Subcommittee’s discretion, be prioritized to provide for surveillance and other necessary equipment to the vehicles from the Program of Projects, as appropriate.

Amendments to the Program of Projects may be made by a majority vote of the Mobility Subcommittee at a meeting for which the agenda includes such an action item in advance. The Program of Projects will be reviewed at the meeting of the Mobility Subcommittee

immediately prior to the meeting in which the subcommittee reviews 5310 Applications, if not sooner. During this review, the Mobility Subcommittee will take action as appropriate to bring the Program of Projects into alignment with current needs and realities. This will include the prioritization of the next year’s Program of Projects.

The FY 2016 allocation is \$267,481.

	Barbara Olson	Boone County/ BCCA	RMTD	Lifescape	Wesley Willows
FY 2016	1 Medium Duty	-	2 Medium Duty Diesel	-	-
FY 2017	-	1 Medium Duty	1 Medium Duty Diesel	1 Super Medium Duty	See Note*

* If the combination of funding totals for FY 2017 beyond those needed to meet other programmed needs and any funds remaining from the FY 2016 allocation are sufficient to support it, the committee has prioritized a MiniVan for Wesley Willows.

A rubric for the scoring of any New Freedom project submissions for funding under the 5310 program can be found on the next page.

New Freedom Project Evaluation Form

<i>Project Evaluation Criteria: Requirements</i>	YES	NO
Project addresses a Transportation Gap or Need as identified in the Coordinated Plan.		
Project includes a Sustainability Plan for the continuation of services beyond the timeframe of 5310 funding.		
<i>If any of the above items are marked "No" the project is ineligible for funding.</i>		

<i>Project Evaluation Criteria: Scoring Items</i>	<i>Maximum Points</i>	<i>Points Awarded</i>
<p>Project increases mobility options for target population. 2 points awarded for a project meeting multiple of the following criteria. 1 point awarded for a project that meets one of the following criteria.</p> <ul style="list-style-type: none"> • Increases service levels (hours of day/days of week) • Expanded/new service to targeted population • Introduces mobility management techniques 	2	
Estimated number of trips generated by the project for the target population is substantial. 2 points awarded for 500 or more new customers. 1 point awarded for 100-499 new customers.	2	
Project identifies one or more local funding sources and demonstrates those sources' commitment to supplying the necessary local match for the duration of the project. 2 points awarded for full required matching amount or more. 1 point awarded for 25% to 99% of local match requirement.	2	
Project links high concentrations of the targeted population with key destinations, activity centers, or key employers/concentrations of employers.	1	
Project expands on an existing successful pilot project or otherwise provides continued operating/capital funding for an existing service.	1	
Project will be operational within 12 months.	1	
Significant support is shown for the project in the form of letters of support from key stakeholders identifying their participation and commitment to the project.	1	
<i>TOTAL</i>	<i>10</i>	



APPENDIX B: FUNDING SOURCES AND ELIGIBLE PROJECTS

FTA 5303, 5304, 5305: Metropolitan & Statewide Planning and Non-Metropolitan Transportation Planning

Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities. These funds are annually sub-allocated to RMAP and other MPOs throughout the State by IDOT and are aimed primarily at planning needs related to public transit and paratransit. In most years, these funds are reserved for use by the RMAP Lead Agency. The transit agencies typically use 5307 or other sources for their planning activities.

FTA 5307: Urbanized Area Formula Grants

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Eligible Recipients

Funding is made available to designated recipients that are public bodies with the legal authority to receive and dispense federal funds. Governors, responsible local officials and publicly owned operators of transit services shall designate a recipient to apply for, receive, and dispense funds for urbanized areas pursuant to 49 U.S.C. 5307(a)(2). The governor or governor's designee acts as the designated recipient for urbanized areas between 50,000 and 200,000.

For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas

under 200,000 in population, the funds are apportioned to the governor of each state for distribution.

Eligible Activities

Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

For urbanized areas with populations less than 200,000 operating assistance is an eligible expense. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under the Special Rule.

Statutory Reference

49 U.S.C. 5307

Funding Availability

Funds are available the year appropriated plus five years.

Allocation of Funding

Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue

vehicle miles, and fixed guideway route miles as well as population and population density.

Match

The federal share is not to exceed 80 percent of the net project cost for capital expenditures. The federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The federal share may not exceed 50 percent of the net project cost of operating assistance.

FTA 5309: Capital Investment Grants

This is FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. It is a discretionary grant program unlike most others in government. Instead of an annual call for applications and selection of awardees by the Federal Transit Administration (FTA), the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding. For New Starts and Core Capacity projects, the law requires completion of two phases in advance of receipt of a construction grant agreement – Project Development and Engineering. For Small Starts projects, the law requires completion of one phase in advance of receipt of a construction grant agreement – Project Development. The law also requires projects to be rated by FTA at various points in the process according to statutory criteria evaluating project justification and local financial commitment. For a complete discussion of the CIG process and the evaluation criteria, visit: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FAST_Updated_Interim_Policy_Guidance_June%20_2016.pdf for further FTA Policy Guidance.

FTA 5310: Enhanced Mobility of Seniors & Individuals with Disabilities

This program (49 U.S.C. 5310) provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient,

or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. Formula funds are apportioned to direct recipients; for rural and small urban areas, this is the state Department of Transportation, while in large urban areas, a designated recipient is chosen by the governor. Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan. The selection process may be formula-based, competitive or discretionary, and subrecipients can include states or local government authorities, private non-profit organizations, and/or operators of public transportation.

The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both “traditional” capital investment and “nontraditional” investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Section 3006(b) of the FAST Act created a discretionary pilot program for innovative coordinated access and mobility -- open to 5310 recipients -- to assist in financing innovative projects for the transportation disadvantaged that improve the coordination of transportation services and non-emergency medical transportation (NEMT) services; such as: the deployment of coordination technology, projects that create or increase access to community, One-Call/One-Click Centers, etc. In the first year of the discretionary program (2016) Congress appropriated \$2 million, followed by \$3 million in 2017, \$3.25 million in 2018, and \$3.5 million in 2019. For more information about the 2016 competitive program for innovative coordinated access and mobility grant, visit the Rides to

Wellness Demonstration and Innovative Coordinated Access and Mobility Grants program 2016 Notice of Funding Opportunity.

Eligible Recipients

States and designated recipients are direct recipients; eligible subrecipients include private nonprofit organizations, states or local government authorities, or operators of public transportation.

Eligible Activities

Traditional Section 5310 project examples include:

- buses and vans
- wheelchair lifts, ramps, and securement devices
- transit-related information technology systems, including scheduling/routing/one-call systems
- mobility management programs
- acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- travel training
- volunteer driver programs
- building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- improving signage, or way-finding technology
- incremental cost of providing same day service or door-to-door service
- purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- mobility management programs

Note: Under MAP-21, the program was modified to include projects eligible under the former Section 5317 New Freedom program, described as capital and operating expenses for new public transportation services and alternatives beyond those required by

the ADA, designed to assist individuals with disabilities and seniors. Those modifications persist into the FAST Act.

Statutory References

49 U.S.C. Section 5310 / Fixing America's Surface Transportation Act 3006 (FAST)

Funding Availability

Section 5310 funds are available to the states during the fiscal year of apportionment plus two additional years (total of three years).

Allocation of Funding

Section 5310 funds are apportioned among the states by a formula which is based on the number of seniors and people with disabilities in each state according to the latest available U.S. Census data.

Match

The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance. The 10 percent that is eligible to fund program administrative costs including administration, planning, and technical assistance may be funded at 100 percent federal share. No more than 45% of the funds may be used towards nontraditional projects, including New Freedom.

FTA 5311: Formula Grants for Rural Areas

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

Eligible Recipients

Eligible recipients include states and federally recognized Indian Tribes. Subrecipients may include state or local government authorities, nonprofit organizations, and operators of public transportation or intercity bus service.

Eligible Activities

Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

Funding and Match

The federal share is 80 percent for capital projects, 50 percent for operating assistance, and 80 percent for Americans with Disabilities Act (ADA) non-fixed route paratransit service. Section 5311 funds are available to the States during the fiscal year of apportionment plus two additional years (total of three years). Funds are apportioned to States based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas.

Intercity Bus Program

Each state must spend no less than 15 percent of its annual apportionment for the development and support of intercity bus transportation, unless it can certify, after consultation with intercity bus service providers, that the intercity bus needs of the state are being adequately met.

Technical Assistance Resources

Training and Technical Assistance is available through the National Rural Transit Assistance Program.

Statutory References

49 U.S.C. 5311

FTA 5339: The Bus and Bus Related Equipment and Facilities and Low-No Programs

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program, the Low- or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Eligible Recipients

Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally recognized Indian tribes that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311.

Subrecipients include eligible recipients that receive grant funding under the formula or discretionary programs may allocate amounts from the grant to subrecipients that are public agencies or private nonprofit organizations engaged in public transportation.

Eligible Activities

Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Statutory References

49 U.S.C. Section 5339 / FAST Act Section 3017

Funding Availability

Funds remain available for obligation for three fiscal years. This includes the fiscal year in which the amount is made available or appropriated plus two additional years.

Allocation of Funding

There are three components to this program. The first is a continuation of the formula bus program established on under MAP-21. The remaining two components include the bus and bus facilities competitive program based on asset age and condition, and a low or no emissions bus deployment program. A solicitation of proposals for competitive funding including requirements and procedures was published in an annual Notice of Funding Opportunity (NOFO) on March 29, 2016.

A pilot provision allows designated recipients in urbanized areas between 200,000 and 999,999 in population to participate in voluntary state pools to allow transfers of formula funds between designated recipients during the period of the authorized legislation.

Match

The federal share of eligible capital costs is 80 percent of the net capital project cost, unless the grant recipient requests a lower percentage. The Federal share may exceed 80 percent for certain projects related to the ADA, the Clean Air Act (CAA), and certain bicycle projects.

Low- or No-Emission Vehicle Program

The Low or No Emission Competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Under the FAST Act, \$55 million per year is available until fiscal year 2020.

Eligible Applicants

Eligible applicants include direct recipients of FTA grants under the Section 5307 Urbanized Area Formula program, states, and Indian Tribes. Except for projects proposed by Indian Tribes, proposals for funding eligible projects in rural (non-urbanized) areas must

be submitted as part of a consolidated state proposal. States and other eligible applicants also may submit consolidated proposals for projects in urbanized areas.

Eligible Activities

Eligible projects include:

- purchasing or leasing low- or no-emission buses
- acquiring low- or no-emission buses with a leased power source
- constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses
- constructing new public transportation facilities to accommodate low- or no-emission buses
- rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses

Statutory Reference

49 U.S.C. 5339 (c)/FAST Act Section 3017

Funding Availability

Funds are available the year appropriated plus three years.

Allocation of Funding

Funding is allocated to projects on a competitive basis, from proposals submitted to FTA in response to a Notice of Funding Opportunity (NOFO).

Match

All eligible expenses under the Low-No Program are attributable to compliance with the Clean Air Act and/or the Americans with Disabilities Act. Therefore the Federal share of the cost of leasing or purchasing a transit bus is not to exceed 85 percent of the total transit bus cost. The federal share in the cost of leasing or acquiring low- or no-emission bus-related equipment and facilities is 90 percent of the net project cost.



**APPENDIX C:
LIST OF FIGURES &
MAPS**

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APPENDIX D: PUBLIC COMMENT

Changes to the document since the start of the public comment period:

RMAP staff has updated the document during the public comment period to improve upon the stylistic aesthetics of the document, as well as the content flow. These changes do not have major impact upon the content of the document, and include:

- Changes to the formatting of the document, including text and graphics;
- Improvements of the flow of the document by reordering and modifying text in various places;
- Spelling and grammar corrections to the text of the document; and
- Technical Corrections.

The document has also been updated to include a number of appendices to better support the narrative and provide context to it. These appendices include:

- Appendix A: 5310 Funding & Program of Projects;
- Appendix B: Funding Sources & Eligible Projects;
- Appendix C: List of Figures & Maps
- Appendix D: Public Comment
- Appendix E: Acronym Table
- Appendix F: Resolution

Public Comment

RMAP did not receive any formally submitted written public comment for the draft of the Coordinated Plan during the public comment period from April 21, 2017 - May 31, 2017.

A public notice listing the location and intent of the open houses was published in the regionally distributed newspaper, the Rock River Times on April 26, 2017. A copy of the proof of publication of the notice from the Rock River Times can be found within this section. A copy of the notice which was posted to the RMAP website can also be found within this section.

The draft plan was made available on the RMAP website for review by the public. Draft materials were also discussed at the RMAP Mobility Subcommittee and at the Technical and Policy Committee meetings throughout the development process.

RMAP held public meetings during the public comment period to provide interested parties with the opportunity to learn about and discuss the plan, as well as provide feedback. Oral comments from these meetings included:

- A desire to focus on the populations seeking to use public transportation for commuting purposes; and
- Agreement with the document's proposal to increase the awareness of BCCA, specifically, and public transit options, generally.

Records of the attendants of the four public meetings held on the Coordinated Plan are contained within this section. At each of these meetings, Mr. Michael Hren, AICP and Ms. Ivy Hood were in attendance as representatives of staff for the MPO/RPC.

NOTICE OF TRANSPORTATION PLANNING for the ROCKFORD URBAN AND METROPOLITAN AREA PUBLIC COMMENTS FOR THE RMAP COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN DRAFT

Notice is hereby given that the Rockford Metropolitan Agency for Planning (RMAP), the federally-designated Metropolitan Planning Organization for the Rockford Urban and Metropolitan Area, is seeking public comments on its Draft of the Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan). RMAP coordinates publicly funded transportation planning and improvements among the various jurisdictions in its Metropolitan Planning Area (MPA).

RMAP Coordinated Plan: The RMAP Coordinated Plan is intended to identify needs and gaps in public transportation services, particularly for seniors, individuals with disabilities, individuals with low incomes, and other transit-dependent populations in the RMAP MPA. The RMAP Coordinated Plan and attachments will be used to guide the expenditure of regionally allocated Federal Transit Administration (FTA) funds for Job Access and Reverse Commute (JARC), New Freedom eligible projects, as well as funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. The Coordinated Plan contains the following elements:

- i. An assessment of available services that identifies current transportation providers (public, private, and nonprofit);
- ii. An assessment of transportation needs for individuals with disabilities and seniors;
- iii. Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and,
- iv. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

The Draft RMAP Coordinated Plan can be viewed at:

www.rmapil.org/wp-content/uploads/hstp_draft_for_public_comment.pdf or by contacting RMAP staff via the contact information provided below. The objective of this public comment period will be to seek comments on the proposed Coordinated Plan.

Public comment will be afforded for this Coordinated Plan from April 21, 2017 until May 31, 2017. Comments can be submitted electronically by emailing RMAP staff, by sending written comments to the address provided below or by attending an RMAP public meeting. The RMAP Technical Committee will be open for public comments regarding the Coordinated Plan at its May 18, 2017 meeting.

RMAP will also be holding several public informational open houses during the public comment period. Details about the timing and location of those public meetings is forthcoming. For more information about RMAP activities, including meetings, visit www.rmapil.org. The RMAP Coordinated Plan is tentatively scheduled for adoption, with the inclusion of comments made during the public comment period, at the June 29, 2017 meeting of the RMAP Policy Committee.

Michael Hren, AICP
Metropolitan Planner
Rockford Metropolitan Agency for Planning
313 N. Main Street, Rockford, IL 61101

Michael.Hren@RockfordIL.gov
(779) 348-7628

Date of notice: April 21, 2017
7420R TRRT 4/26

Certificate of publication

State of Illinois

County of Winnebago

City of Rockford

The Rock River Times certifies that it is a publisher of legal notices; that such paper is a secular newspaper of general circulation in said county; that it is published in the city, county and state aforesaid. It hereby further certifies that a notice, of which the attached notice is a true copy, has been legally published in said newspaper 1 time(s) for 1 consecutive week(s); that the first publication was on the 26th day of April, 2017; that the last publication was on the 26th day of April, 2017. It further certifies that The Rock River Times has been regularly published for one year prior to the first publication of said notice and is a newspaper as defined in the "Illinois Notice by Publication Act" 715 ILCS 5/0.01 et seq. In witness whereof The Rock River Times, publisher aforesaid, has hereunto caused its name to be signed on this 26th day of April, A.D. 2017, by any of its following duly authorized officers or agents and that a Corporate Resolution has been passed that the signature of said officer or agent may be represented by rubber stamp facsimile as his true and original signature:

By



Joshua Johnson

Publisher, The Rock River Times



Rockford Metropolitan Agency For Planning

The format of these open houses is to allow an informal discussion regarding the draft planning document between the public and RMAP staff. The dates, times, and locations are as follows:

DATES, TIMES, AND LOCATIONS OF OPEN HOUSES

May 17 th , 2017 – Wednesday 11:00 AM to 2:00 PM Keen Age Center* 2141 Henry Luckow Lane Belvidere, IL 61008	May 17 th , 2017 – Wednesday 5:00 PM to 7:00 PM North Suburban Public Library 6340 N 2 nd Street Loves Park, IL 61111
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*The Open House at the Keen Age Center will also feature an available lift-equipped bus for attendees to board and a supervisor from the Boone County Council on Aging will be on hand to answer questions about buses or the Boone County Council on Aging itself.

May 18 th , 2017 – Thursday 11:00 AM to 2:00 PM YWCA Northwestern Illinois 4990 E State Street Rockford, IL 61108	May 18 th , 2017 – Thursday 4:00 PM to 7:00 PM Regional Design Center 315 N Main Street Rockford, IL 61101
--	---

FOR IMMEDIATE RELEASE:
May 12th, 2017

CONTACT INFORMATION:
Michael Hren, AICP; mhren@r1planning.org

Public Open House
RMAP Draft Coordinated Public Transit Human Services Transportation Plan

A public informational open house will be held at four area locations to obtain comment on the **Draft Coordinated Public Transit Human Services Transportation Plan** (Coordinated Plan) for the Rockford Metropolitan Agency for Planning (RMAP). A copy of the Draft Coordinated Plan is available on the RMAP website at www.rmapil.org.

The RMAP Coordinated Plan is intended to identify needs and gaps in public transportation services, particularly for seniors, individuals with disabilities, individuals with low incomes, and other transit-dependent populations in the RMAP Metropolitan Planning Area. The RMAP Coordinated Plan and attachments will additionally be used to guide the expenditure of regionally allocated Federal Transit Administration funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

The Coordinated Plan contains the following elements:

- i. An assessment of available services that identifies current transportation providers (public, private, and nonprofit);
- ii. An assessment of transportation needs for individuals with disabilities, seniors, individuals with low incomes and other transit dependent populations;
- iii. Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and,
- iv. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

The Draft RMAP Coordinated Plan can be viewed at: www.rmapil.org/wp-content/uploads/hstp_draft_for_public_comment.pdf or by contacting RMAP staff via the contact information provided below. The objective of these public open houses is to allow for the public to participate in the process and provide feedback on the draft document during the public comment period. The public comment period for this draft Coordinated Plan began on April 21, 2017 and is open until May 31, 2017.

PURPOSE:

View Graphic Displays, Discuss Draft Document, Ask Questions, and Obtain Public Comments/Input

For questions or comments about the Coordinated Plan, the Public Open Houses, or other related matters, please contact:

Michael Hren, AICP
Metropolitan Planner
Region 1 Planning Council
313 N. Main Street
Rockford, IL 61101
815-319-4183
mhren@r1planning.org

Note: Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation service (free of charge) should contact RMAP at 815-319-4189 at least two days before the need for such services or accommodations.

our future, our goals, our map	313 North Main Street, Rockford, IL 61101	direct 815.967.6913	fax 815.967.6913	rmapil.org	our future, our goals, our map	313 North Main Street, Rockford, IL 61101	direct 815.967.6913	fax 815.967.6913	rmapil.org
Mayor Mike Chamberlain City of Belvidere, RMAP Chair	Mayor Greg Jury City of Loves Park	Mayor Tom McNamee City of Rockford	Gary L. Mizzoroli, Board Chair Rockford Mass Transit District		Mayor Mike Chamberlain City of Belvidere, RMAP Chair	Mayor Greg Jury City of Loves Park	Mayor Tom McNamee City of Rockford	Gary L. Mizzoroli, Board Chair Rockford Mass Transit District	
Chairman Frank Haney Winnebago County	Mayor Steve Johnson Village of Madhesney Park	Chairman Karl Johnson Boone County	Deputy Director Kevin Marchak Illinois Department of Transportation Region 2		Chairman Frank Haney Winnebago County	Mayor Steve Johnson Village of Madhesney Park	Chairman Karl Johnson Boone County	Deputy Director Kevin Marchak Illinois Department of Transportation Region 2	



Rockford Metropolitan Agency For Planning

HSTP OPEN HOUSE
Wednesday, May 17, 2017 11AM-2PM
Boone County Council on Aging: Keen Age Center
2141 Henry Luckow Lane, Belvidere, IL

NAME	BUSINESS/ORGANIZATION	ADDRESS, CITY ZIP	PHONE	EMAIL
Joanne Rouse	Boone Co. Administration	[REDACTED]	[REDACTED]	[REDACTED]
Susan Simon	general public	[REDACTED]	[REDACTED]	[REDACTED]
JOE FORTMAYN	BCC A	[REDACTED]	[REDACTED]	[REDACTED]

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Mayor Mike Clark City of Belvidere & RR&P Chair	Mayor Greg Jank City of Loves Park	Mayor Tom O'Connell City of Rockford	Carol Wapinski, Board Chair Boone County Board of Directors
Chairman Jack Porter Winnipeg Church	Mayor Steve Johnson Village of MacArthur Park	Chairman Neil Johnson Boone County	Deputy Director Kevin Paschal Illinois Department of Transportation Region 3



Rockford Metropolitan Agency For Planning

HSTP OPEN HOUSE
Wednesday, May 17, 2017 5PM-7PM
North Suburban Public Library
6340 N. 2nd Street, Loves Park, IL

NAME	BUSINESS/ORGANIZATION	ADDRESS, CITY ZIP	PHONE	EMAIL
SPITTY TATA	Transform Rockford	[REDACTED]	[REDACTED]	[REDACTED]
Lee HARTSFIELD	Unemployed	[REDACTED]	[REDACTED]	[REDACTED]

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313 North Main Street, Rockford, IL 61101

direct 815.967.6913

fax 815.967.6913 mapil.org

Mayor Mike Chamberlain
 City of Belvidera, RMAP Chair

Mayor Greg Jury
 City of Loves Park

Mayor Tom McNamee
 City of Rockford

Gary L. Marzorati, Board Chair
 Rockford Mass Transit District

Chairman Frank Haney
 Winnebago County

Mayor Steve Johnson
 Village of Machesney Park

Chairman Karl Johnson
 Boone County

Deputy Director Kevin Marchek
 Illinois Department of Transportation
 Region 2



Rockford Metropolitan Agency For Planning

HSTP OPEN HOUSE
Thursday, May 18, 2017 4PM-7PM
Regional Design Center
315 N. Main Street, Rockford, IL

NAME	BUSINESS/ORGANIZATION	ADDRESS, CITY ZIP	PHONE	EMAIL
Sydney Turner	RMAP			
Colin Belle	RMAP			

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Mayor Mike Chamberlain City of Belvidere, RMAP Chair	Mayor Greg Jury City of Loves Park	Mayor Tom McNamara City of Rockford	Gary L. Marzorati, Board Chair Rockford Mass Transit District
Chairman Frank Haney Winnebago County	Mayor Steve Johnson Village of Machesney Park	Chairman Karl Johnson Boone County	Deputy Director Kevin Marchek Illinois Department of Transportation Region 2



APPENDIX E: ACRONYMS

Acronyms

ACS	United States Census American Community Survey
ADA	Americans with Disabilities Act
BCCA	Boone County Council on Aging
CEDS	Comprehensive Economic Development Strategy
CEO	Chief Executive Officer
CIL	Center for Independent Living
ESTC	East Side Transfer Center
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GTW	Getting to Work in Greater Rockford
IDOT	Illinois Department of Transportation
IEP	Individual Education Plan
ISTEA	Intermodal Surface Transportation Efficiency Act
JARC	Job Access and Reverse Commute
LOTS	Lee-Ogle Transportation Service
MAP-21	Moving Ahead for Progress in the 21st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
NIAAA	Northwestern Illinois Area Agency on Aging
RAMP	Regional Accessibility and Mobility Project
RATS	Rockford Area Transportation Study
RMAP	Rockford Metropolitan Agency for Planning
RMTD	Rockford Mass Transit District
RPC	Regional Planning Council
RPS	Rockford Public Schools
RRTC	Rock River Training Corporation
RVC	Rock Valley College
SAFETEA-LU	The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SMTD	Stateline Mass Transit District
TEA-21	Transportation Equity Act for the 21st Century
TMA	Transportation Management Area
WIOA	Workforce Innovation and Opportunity Act



APPENDIX F: RESOLUTION

ROCKFORD METROPOLITAN AGENCY FOR PLANNING
POLICY COMMITTEE

RMAP RESOLUTION 2017-6

RE: ADOPTION OF THE RMAP COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN & AMENDMENT TO THE RMAP TRANSPORTATION FOR TOMORROW (2040): A LONG RANGE TRANSPORTATION PLAN FOR THE ROCKFORD REGION.

WHEREAS the Rockford Metropolitan Agency for Planning (RMAP) is the Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Area, and the RMAP Policy Committee has the specific responsibility to direct and administer the continuing urban transportation planning process; and

WHEREAS the Fixing America's Surface Transportation (FAST) Act requires a "locally developed, coordinated transportation plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs and prioritizes transportation services for funding and implementation"; and

WHEREAS a Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) is required to utilize Federal Transit Administration Section 5310, (Elderly Individuals and Individuals with Disabilities / New Freedom eligible projects); and

WHEREAS FTA encourages public transit systems in all areas to continue to participate in the coordinated public transit-human service transportation planning process in order to identify and develop job access and reverse commute projects for funding under Section 5307; and

WHEREAS a Coordinated Public Transit-Human Services Transportation Plan, which assesses the transit needs and gaps for transit dependent populations, has been prepared by RMAP in the interest of promoting, developing and maintaining, safe, efficient and viable transportation options for individuals with disabilities, individuals with low income and elderly individuals within the RMAP MPA; and

WHEREAS in response to the above, RMAP has developed a document entitled, "Coordinated Public Transit-Human Services Transportation Plan" and the RMAP Mobility Subcommittee, the RMAP Technical Committee and the RMAP Policy Committee have reviewed said document and found it reasonable, appropriate and consistent with the goals and requirements of the FAST Act; and

WHEREAS part of the MPO planning process, RMAP (1) considered a wide range of citizen, community and technical input in accordance with the adopted RMAP Public Participation Plan; (2) provided opportunities for public input and comment at all RMAP Mobility Subcommittee, Technical and Policy Committee meetings and other informational public engagement meetings; and (3) made the draft of the update available via the RMAP website and also upon request; and

WHEREAS the Transportation for Tomorrow (2040): a Long-range Transportation Plan for the Rockford Region was adopted by the RMAP Policy Committee on July 30, 2015 and makes reference to the Coordinated Public Transit-Human Services Transportation Plan for the Rockford Metropolitan Planning Area (MPA); and

WHEREAS the RMAP Mobility Subcommittee and the RMAP Technical Committee have reviewed the RMAP Coordinated Public Transit-Human Services Transportation Plan and have recommended adopting the July 20th, 2017 version of the "Coordinated Plan"; and

WEREAS the RMAP Mobility Subcommittee and the RMAP Technical Committee have reviewed the RMAP Coordinated Public Transit-Human Services Transportation Plan and has recommended amending the "Coordinated Plan" (July 20th, 2017 version) to the RMAP LRTP, subsequent adoption of the Coordinated Plan by the RMAP Policy Committee; and

WHEREAS the RMAP "Coordinated Public Transit-Human Services Transportation Plan" (July 20th, 2017 version) and RMAP Resolution 2017-6 supersedes the "RATS Coordinated Public Transit-Human Services Transportation Plan" (January 17th, 2008 version) and RATS Resolution 2008-2;

NOW, THEREFORE, BE IT RESOLVED THAT:

that the RMAP Policy Committee adopts the RMAP COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN [dated July 20th, 2017], along with the changes, if any, as to be documented in the minutes of this July 20, 2017 meeting.

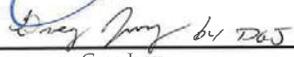
BE IT FURTHER RESOLVED

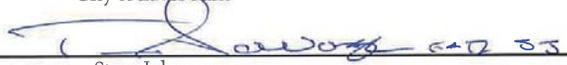
That the RMAP Policy Committee adopts the RMAP Coordinated Public Transit-Human Services Transportation Plan, (July 20th, 2017 version) *as an amendment* to the RMAP Transportation for Tomorrow (2040): A Long-range Transportation Plan for the Rockford Region [July 30th, 2015 Version].

Dated this 20th day of July, 2017.

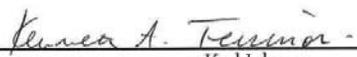

Mike Chamberlain, RMAP Chairman
Mayor
City of Belvidere


Frank Haney, RMAP Vice-Chairman
Chairman
Winnebago County

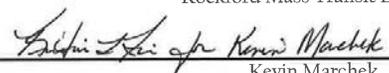

Greg Juty
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City of Loves Park


Steve Johnson
Mayor
Village of Machesney Park


Tom McNamara
Mayor
City of Rockford


Karl Johnson
Boone County Board Chairman
Boone County


Gary Marzorati, Board Chair
Rockford Mass Transit District


Kevin Marchek
Deputy Director
Illinois Department of Transportation, Region 2

--End of Document--