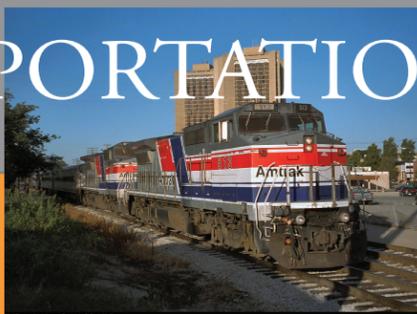




TRANSPORTATION: Mobility - Livability - Sustainability



2040 RMAP Long Range Transportation Plan

Rockford Metropolitan Agency for Planning
313 N Main Street
Rockford, Illinois 61101

Phone: 815-964-RMAP (8692)
Fax: 815-967-6913
Website: rmapil.org



2040 Long Range Transportation Plan

for the
Rockford Metropolitan Agency for Planning

Adopted July 29, 2010

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

Policy Committee

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Mayor Lawrence J. Morrissey - City of Rockford RMAP Vice Chairman
Mayor Darryl F. Lindberg - City of Loves Park
Board Chairman Scott H. Christiansen - Winnebago County
Mayor Tom Strickland - Village of Machesney Park
Board Chairman Bob Walberg - County of Boone
Deputy Director George F. Ryan - Illinois Department of Transportation, Region 2

Federal law requires this Plan to be updated every five years. This Plan can be amended or updated at any time. Comments and proposed refinements or changes should be directed as follows:

Rockford Metropolitan Agency for Planning

313 N Main St
Rockford, IL 61101
Phone: 815-964-RMAP (7627)
Fax: 815-967-6913
Web: rmapil.org

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INTRODUCTION

I n t r o d u c t i o n

Planning for the transportation needs of the Rockford Region is an ongoing process that has been performed by the Metropolitan Planning Organization (MPO) for the past 45 years. This Long Range Transportation Plan (LRTP) reflects the historic work of the Rockford Area Transportation Study and suggests how the Region will provide for its transportation needs over the next 30 years. This version of the LRTP is an update of the 2035 plan rather than an entirely new plan. This allows the MPO to reflect current Federal guidelines and regulations while being able to utilize comments from the public, information gleaned at publicly held meetings and other events, and comments from the various committees of RMAP made over the past five years as a foundation for the changes to the document. Additionally, this document utilizes data from the 2000 decennial census, as did the 2035 LRTP. Other data sources have been maintained or updated as necessary, and new national, regional and local planning initiatives have been incorporated in as appropriate. Even while the Plan is being prepared there are unforeseen events and factors occurring that create the necessity to update the LRTP every five years; thus this document is a constantly ongoing process of revision and refinement.

RESTRUCTURING

Until 2008, the MPO was known as the Rockford Area Transportation Study (RATS). In 2008, RATS was reorganized, relocated and renamed the Rockford Metropolitan Agency for Planning (RMAP). 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.

Historically, RATS was an arm of the Public Works Department of the City of Rockford. Located on the same floor of Rockford City Hall as many of the city employees whose work coincided with that of the MPO, communication was simple and streamlined. RMAP has now moved to the Pioneer Building at 313 N. Main Street, located on the West Side of the Rock River in Rockford's downtown River District; and though the physical distance may have increased a bit, the ties between RMAP and all of its local partners remain strong.

Until the reorganization, RATS was primarily able to manage only that which was required by law: federally mandated documents, allocation of federal funds to projects desired by the member organizations of the MPO, and other such duties. However, with the reorganization, RMAP staff was increased, allowing the potential for the MPO to partake in more planning activities than ever before. Corridor studies, independent research projects, and participation in the land use planning processes of the surrounding municipalities are just a few examples of the types of undertakings that RMAP is now capable of. As such, this LRTP is also expanded to include analyses and recommendations on a level that has not been seen in previous Long-Range Plans for the Rockford Region, thanks to the more numerous staff and

their diverse backgrounds and areas of concentration. As time goes on, RMAP intends to modernize and improve the quality and content of not only the LRTP itself, but the entire library of its documents and initiatives.

LRTP

Local, state and federal governments have the responsibility of constructing, operating, and maintaining most of the transportation systems in the Rockford Metropolitan Area (MPA). The movement of people and goods is an important function of government, as it affects the economic well-being of the Region. RMAP has the responsibility of planning for the future connectivity and integration of the transportation system. RMAP is also known as an MPO, which is a federal designation used for government agencies responsible for transportation planning in urban areas. MPO and RMAP are used interchangeably in this LRTP.

The Sections of the LRTP are as follows:

- Section 1 – Introduction
- Section 2 – Plan Definition

The primary elements of the LRTP involve the transportation components of the Region. While the emphasis is on the roadway system, the Plan addresses all transportation components and stresses the integration and connectivity of these components. These elements include:

- Section 3 – Rail
- Section 4 – Freight and Urban Goods Movement
- Section 5 – Airport
- Section 6 – Public Transit
- Section 7 – Roadway
- Section 8 – Bicycle and Pedestrian
- Section 9 – Land Use and Urban Form
- Section 10 – Regional Economic Development
- Section 11 – Technology
- Section 12 – Environmental and Green Planning

Section 13, Plan Refinement discusses the refining elements of the Plan. The refining elements are policy and emerging issues that will influence the transportation planning process in the future.

Section 14 compiles and responds to any and all Public Comments that were received by RMAP staff regarding the LRTP process.

GOAL AND OBJECTIVES

The overall goal of this Plan is to promote a safe and efficient transportation system for people and goods in the RMAP MPA. The intent is to provide a balanced multi-modal system that minimizes costs and impacts to the taxpayer, society and the environment. The Plan is a cooperative venture of RMAP, all area local governments, the Illinois Department of Transportation and

the public and private transit providers. The plan seeks to not only satisfy existing federal requirements for an MPO, but to look forward to looming issues and important topics to the region as a whole and better prepare the regional landscape for the challenges and needs of the future. The Plan adopts the following goals in meeting federal guidelines for transportation planning:

- Support the economic vitality of the Rockford MPA, especially by enabling global competitiveness, productivity and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase the accessibility and mobility options available to people and freight. Accessibility and mobility is discussed throughout this LRTP. Emphasis is placed on linking low-income households with employment opportunities, community services and community amenities through public transit. Transportation is a problem for low-income persons. They simply cannot afford to own, maintain and operate automobiles to the degree higher-income persons can. Low-income persons are typically public-transit dependent.
- Protect and enhance the environment, promote energy conservation, and improve the quality of life. These goals are discussed throughout the LRTP.
- Integrate and connect the transportation modes for people and freight. Integration and connectivity are major themes that are discussed throughout this LRTP.
- Promote efficient system management and operation. Again, the promotion of an efficient transportation system is a theme throughout this LRTP.
- Efficiently preserve the existing transportation system. It is important that the existing system be maintained and used in the fullest and most cost-effective manner before funds are used on new transportation facilities. Funding priority is assigned to maintaining existing facilities.

PLAN DEFINITION

Guidance

This section explains the elements that define the Long Range Transportation Plan (LRTP), including federal guidance, state guidance, the planning process of the Rockford Metropolitan Agency for Planning (RMAP), socio-economic trends and forecasts, local land use planning, transportation modeling, public funding, public participation, and environmental justice.

FEDERAL GUIDANCE

The federal government has a distinct and important role in the overall transportation planning process for the Rockford Metropolitan Planning Area (MPA). The federal government is the primary provider of funding for transportation planning and capital improvements. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the 1998 Transportation Efficiency Act for the 21st Century (TEA-21) and the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), require that the Rockford urbanized area, as a condition of federal financial assistance, have a continuing, cooperative and comprehensive transportation planning process. These laws provide policy and funding directives for multiple modes of transportation including aviation, automobiles, bicycles, pedestrian, rail, transit, and trucks.

SAFETEA-LU officially expired at the end of 2009, but the federal government has enacted a temporary extension extending its authority until December 31, 2010.

A new federal transportation act is still in the approval process. This new act is expected to continue to address congestion and inter-modal connectivity, as well as new challenges in the areas of safety, security, environmental impact mitigation, and a number of other topics.

The federal government provides ongoing guidance for the transportation planning process. For example, the Federal Highway Administration (FHWA) conducts certification reviews of the RMAP transportation planning process. The most recent certification review that was in 2007 (report dated March 2008) requested that RMAP put more emphasis on the following:

- The LRTP should include a financial plan for all public transit services, including complete revenue and expenditure forecasts for the full planning horizon of the LRTP. This has been included in Section 6, Transit.
- The LRTP should include discussion on operation and management strategies to improve the performance of existing transportation facilities to relieve congestion and maximize the safety and mobility of people and goods. RMAP has appended a document, the Management & Operations Plan, to the LRTP discussing such topics.
- The LRTP should include a discussion on potential environmental mitigation at the policy and/or strategic levels. This topic is a recurring theme

throughout the LRTP, but is mostly widely discussed in Section 12, Environmental and Green Planning.

- RMAP should refine its public participation strategy into a document called the Public Participation Plan. RMAP has accomplished this.
- RMAP should assume more of a regional leadership role in transportation policy and investment decisions. To this end, RMAP has taken a number of steps. In order to reduce the perception of having a single entity's will imposed over on other member agencies, RMAP has established its own identity in its own location separate from other agencies. Since the review, RMAP has also hired more planning staff in order to more effectively accomplish the task of assuming a leadership role in the region, allowing new areas heretofore not broached by the MPO to become mainstays of RMAP. Examples of these new areas include Land Use planning (see Section 9), environmental and green planning, (see Section 12) and technological advancement (see Section 11).
- RMAP should commit to a strategic planning effort that sets benchmarks and monitors the effectiveness of the transportation system based on a series of performance measures. Where possible, RMAP has begun implementation of this recommendation. Building on successes from the website dashboard monitoring system RMAP used for the American Re-

covery and Reinvestment Act (see Section 7 for more information on ARRA), as well as a number of other updated or newly created graphics, maps, and tables throughout this LRTP and other RMAP documents, the MPO is trending towards a more data-driven benchmarked analysis of the transportation system.

- The 1997 document, Congestion Management Activities, should be updated to address SAFETEA-LU CMP requirements. While this document itself has not at this time been updated to address such issues, a number of the issues in the SAFETEA-LU CMP requirements are addressed in the RMAP Management & Operations plan.
- The MPO should closely monitor potential changes to air quality standards that could result in a change in its conformity status with the CAAA. RMAP keeps track of the air quality monitoring occurring in the region for various substances. RMAP is also taking account of the need for green initiatives and thinking in its documents and implementation strategies. For more on this, see Section 12, Environmental and Green Planning.
- RMAP should work with IDOT and the Illinois MPO Association to devise a schedule so that the MPO annually has a formal opportunity to meet and discuss priorities with the State prior to the development of the Illinois Multi-Year Highway Program.

Each year, IDOT develops a Proposed Highway Improvement Program that is released in the spring and distributed for public comments. The program identifies the projects that are scheduled for the upcoming fiscal year (July 1-June 30) and the following six years. This program sets priorities for specific highway improvements in each of the nine IDOT Districts. The Rockford MPA is in District 2, which encompasses 12 counties in Northern Illinois. There have been a number of discussions between RMAP and IDOT regarding this matter, and at this time, nothing formal has been finalized. It is the goal of RMAP to have such a formal annual meeting arrangement finalized prior to the undertaking of the next 5 year update of the LRTP. In the interim, IDOT remains a close working partner and attends all technical and policy committee meetings as well as remaining in close contact via email and other means throughout the year.

- Further efforts should be made in conveying MPO information in clear and easily accessible formats such as through visualization techniques. RMAP has incorporated a number of visualization techniques throughout its documents and its website. The LRTP process itself has been a showcase for the mapping products produced by RMAP. Additionally, RMAP's website can play host to any number of visualization techniques, such as the ARRA dashboard, displaying a large quantity of information in easily comprehensible and accessible formats for the consumption of the public or any agency or organization wishing to view it.

STATE GUIDANCE

IDOT has responsibility for planning, construction and maintenance of its extensive transportation network,

which encompasses, highways, bridges, airports, public transit, rail freight and rail passenger systems. As such, IDOT has the following roles in transportation planning:

- IDOT is a voting member on both the RMAP Policy and Technical Committees.
- IDOT reviews and comments on the planning documents prepared by RMAP including the LRTP, the Unified Work Program and the Transportation Improvement Plan (TIP).
- Illinois is actively involved in the funding of transportation projects in the MPA (see Section 7, Roadway and Section 6, Transit).
- IDOT is responsible for the operation and maintenance of its roads in the Rockford MPA.
- The IDOT Bureau of Design and Environment Manual establishes uniform policies and procedures for the location, design and environmental evaluation of highway construction and reconstruction projects on the state highway system. While this manual is directed towards the state highway system, it provides standards that are used for many local roadways projects.

ROCKFORD METROPOLITAN AGENCY FOR PLANNING

RMAP is an organization of officials, planners, engineers and citizens that meet on an ongoing basis to study transportation needs and formulate transportation plans and programs. The laws of the Illinois allow multiple government jurisdictions to contract together for the purpose of

carrying out the federally mandated planning duties. The authority of RMAP and its responsibilities and duties are set forth in a Cooperative Agreement dated May 22, 2008. The government jurisdictions that are signatories to the Cooperative Agreement make up the RMAP Policy Committee. The Policy Committee is responsible for directing the activities and procedures of RMAP. The government ju-

Table 2-1 RMAP Policy Committee	
City of Belvidere – Mayor	
Boone County – Board Chairman	
Illinois Department of Transportation – Deputy Director, Region 2 Engineer	
City of Loves Park – Mayor	
Village of Machesney Park – Village President	
City of Rockford – Mayor	
Winnebago County – Board Chairman	

risdictions and their representatives are listed in **Table 2-1**.

The Cooperative Agreement also calls for a Technical Committee that provides advice and recommenda-

Table 2-2 RMAP Technical Committee	
Voting Members	
Belvidere Public Works Department	Machesney Park Planning Department
Belvidere – Boone County Planning Department	Rockford Community Development Department
Boone County Highway Department	Rockford Mass Transit District
Village of Cherry Valley	Rockford Public Works Department
Greater Rockford Airport Authority	Village of Roscoe
Illinois Department of Transportation, District 2	Winnebago County Highway Department
Loves Park Community Development Department	Village of Winnebago
Loves Park Public Works Department	Winnebago County Planning and Economic Development Department
Non-Voting Members	
Boone County Council on Aging	Illinois Department of Transportation, Division of Public Transportation
Federal Highway Administration, Illinois Division	Illinois Department of Transportation, Division of Urban Program Planning
Illinois Environmental Protection Agency	Ogle County Highway Department
Illinois Tollway	State Line Area Transportation Study

tions to the Policy Committee. **Table 2-2** lists the representatives that make up the Technical Committee.

RMAP Staff, consisting of four planning profession-

als, is assigned to perform day-to-day transportation planning staff functions, long-range planning, and a host of other duties as coordinated by the Executive Director at the behest of the Policy Committee.

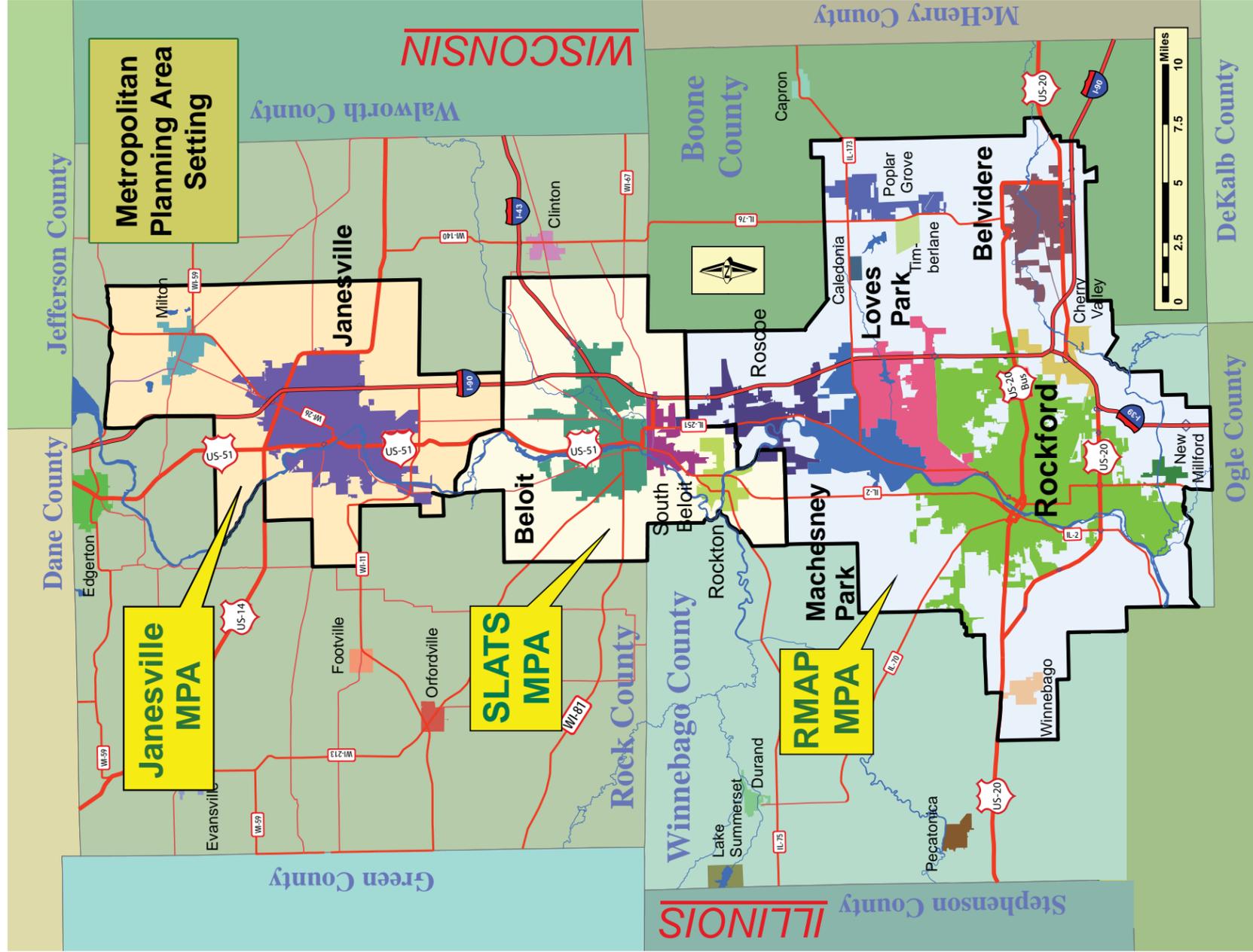
THE STUDY AREA

The area where RMAP performs transportation planning is called the Rockford MPA. The Rockford MPA has three parts:

- The urbanized area, as defined by the U.S. Bureau of the Census.
- The adjusted urbanized area includes other small areas that round off the irregular boundaries of the urbanized area. It also includes additional lands that are likely to be developed within the next five years and other abutting or nearby already developed lands.

- The forecasted area, which is expected to become included in the urbanized area in the next 30 years (through 2040). This area is determined through a consensus of the RMAP Technical and Policy Committee members and is based on growth trends, local land use plans and general planning judgment.

The Rockford MPA is smaller than the boundaries of Winnebago and Boone Counties (see **Map 2-1**). However, to a limited extent, RMAP coordinates planning and transpor-



Map based on Year 2000 Census & data from RMAP, SLATS & Janesville MPOs

Map 2-1: Metropolitan Planning Area Setting shows the 3 MPA areas that are adjacent to one another; RMAP, SLATS, and JAMPO.

tation improvement activities throughout both counties. This occurs voluntarily via the communication and cooperation of the Boone and Winnebago County officials serving on the RMAP Policy and Technical Committees.

SIGNIFICANT CHANGES IN THE PLANNING PROCESS

Since adoption of the 2005 LRTP, the following significant changes have occurred in the RMAP planning process:

- A number of new planning documents have been incorporated into RMAP's purview: the Coordinated Public Transit Human Services Transportation Plan, the Public Participation Plan, the Management and Operations Plan, the Bicycle/Pedestrian Plan and Environmental Justice/Title VI documents.
- The reorganization from RATS to RMAP, including the movement of the MPO's physical location and the growth to four planners, an executive assistant and an executive director. For more on this, see Section 1, Introduction.
- The adoption and subsequent extensions of SAFE-TEA-LU as the guiding transportation authorization document.

SOCIO-ECONOMIC PROFILE

The socio-economic factors that primarily affect transportation are population, households or dwelling units, and employment. The jurisdictions within the Rockford MPA and their respective populations are listed in **Table 2-3** along with the population increase from 1990-2000. The Rockford MPA has had significant population increase;

this is due to population growth and expansion of the Rockford MPA boundaries. The ethnic and age profile of the population in the Rockford MPA is shown in **Table 2-4**. Attention to minority and low-income population distribution is important and the locations of those areas are shown in **Maps 2-2 through 2-6**. Population, households and employment are essential inputs to de-

Jurisdiction	1990	2000	Change	Percent
Rockford	142,815	150,115	7,300	5.10%
Unincorporated	NA	54,474	NA	NA
Machesney Park	19,042	20,759	1,717	9.00%
Loves Park	15,457	20,142	4,685	30.30%
Roscoe	2,079	6,241	4,162	200.20%
Winnebago	1,840	2,958	1,118	60.80%
Cherry Valley	1,615	2,191	576	35.70%
New Milford	463	541	78	16.80%
Belvidere	16,049	20,860	4,811	30.00%
Poplar Grove	743	1,368	625	84.10%
Timberlane	NA	234	NA	NA
Caledonia	NA	199	NA	NA
Total:	238,846	280,082	41,236	17.30%

	Population	Percent of Total
Total	320,204	
Ethnic Groups		
White	256,353	80.00%
African American	29,390	9.20%
Hispanic	24,425	7.60%
Asian	4,922	1.50%
Other	5,114	1.60%
Age Groups		
Youth (17 and under)	85,972	26.80%
Elderly (65 and over)	39,913	12.50%

termine regional transportation impacts and future needs.

The Rockford MSA is designated by the U.S. Bureau of the Census and includes all of Winnebago and Boone Counties. As shown in **Map 2-1**, the Rockford MSA is larger than the Rockford MPA. In comparison, the population of the Rockford MPA was 87.2% of the MSA in the Year 2000. For forecasting purposes, the MSA data provides a better tool since most forecasts are done on a county basis. The forecasts are then allocated to smaller transportation analysis zones for the purpose of using the transportation model to determine impact and needs on the transportation systems. (See Section 10, Regional Economic Development.)

Table 2-5 uses five separate methods of projecting the 2040 population and dwelling unit totals. The first is the RMAP Transportation Planning Study, which uses the local agencies' adopted Land Use Plans' existing and proposed zoning in order to forecast. The second is the data from Woods and Poole's National Database. The third is based upon the historical trend of persons per occupied dwelling unit ratios for each of Boone and Winnebago counties. The fourth is based upon the 2000 persons per total number of dwelling unit ratio, and the fifth is based upon the historical trend line of population and dwelling unit totals from 1960 to 2000.

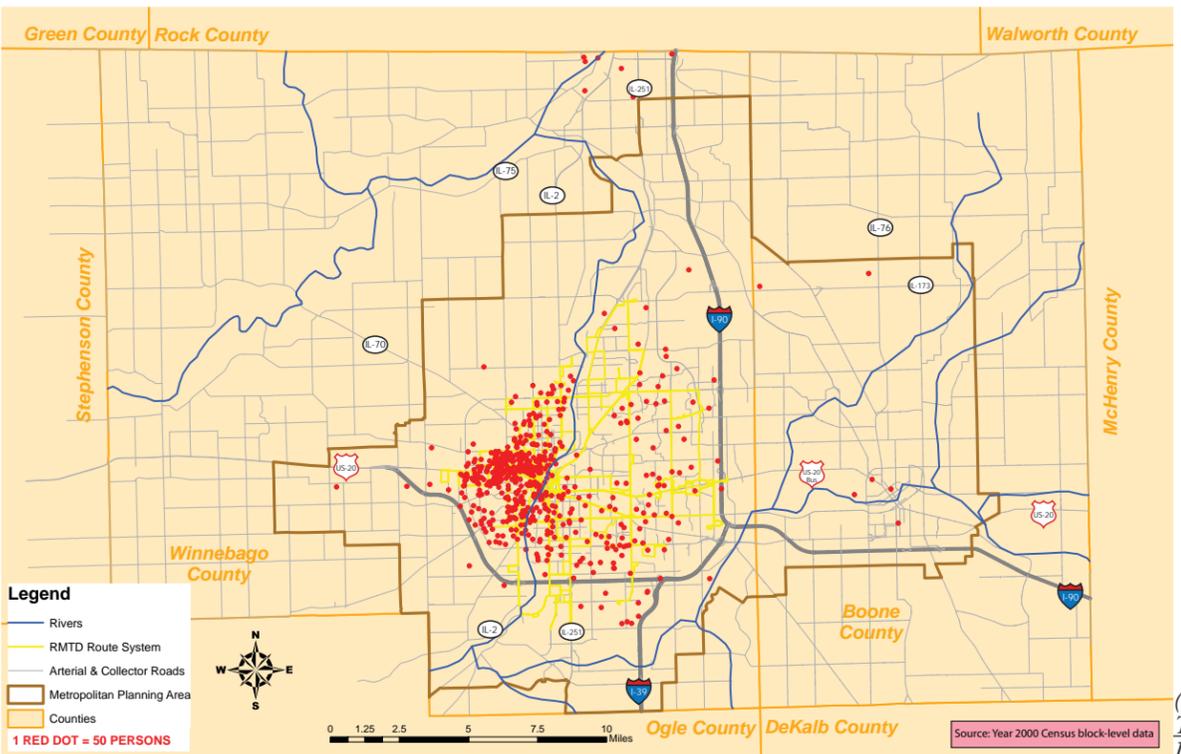
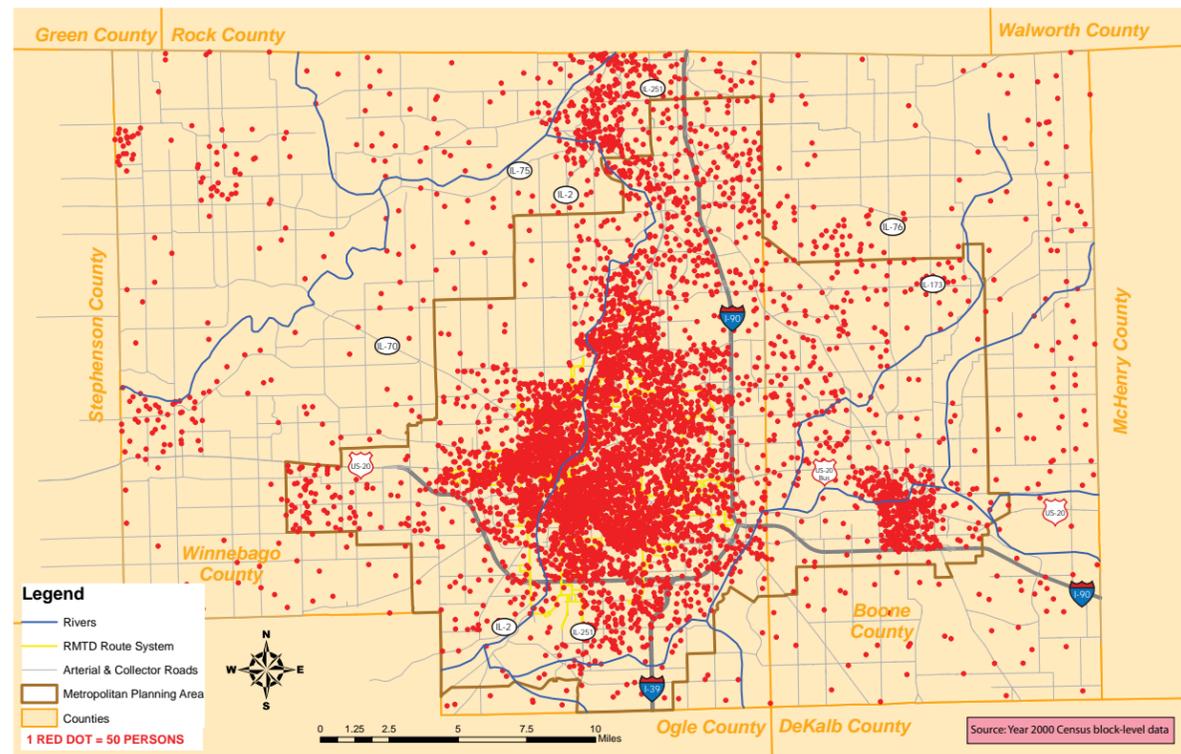
Each method has its own strengths and weaknesses as far as the projections are concerned. While Woods & Poole data is exhaustively researched, its high projection suggests that much of the data was gathered prior to the recent economic troubles that the entirety of the United States has undergone. While the method based on historical trends of persons per occupied dwelling unit ratio has its roots in empirical data intrinsically linked to the region's growth patterns, it fails to take into ac-

count the current activities that may have severe impacts upon the population or dwelling unit stock, such as issues raised by the American Recovery and Reinvestment Act of 2009, or the partnership between HUD, the EPA and the USDOT. As no single method can fully encompass all possible datasets, it is valuable to have a range of projections to compare and weigh which factors will most heavily impact the future growth patterns.

Table 2-6 shows employment projections for the time-frame of the LRTP. Future land use is used to allocate where the future employment will occur. This information is assigned to the transportation-modeling program along with existing land use to determine future transportation impacts and needs. Where this growth will occur will be dependent on the land use practices of the various government agencies in the Region. **Maps 2-7a through 2-10b** illustrate the Year 2000 dwelling units and employment and where the forecasted growth in dwelling units and employment is projected to occur.

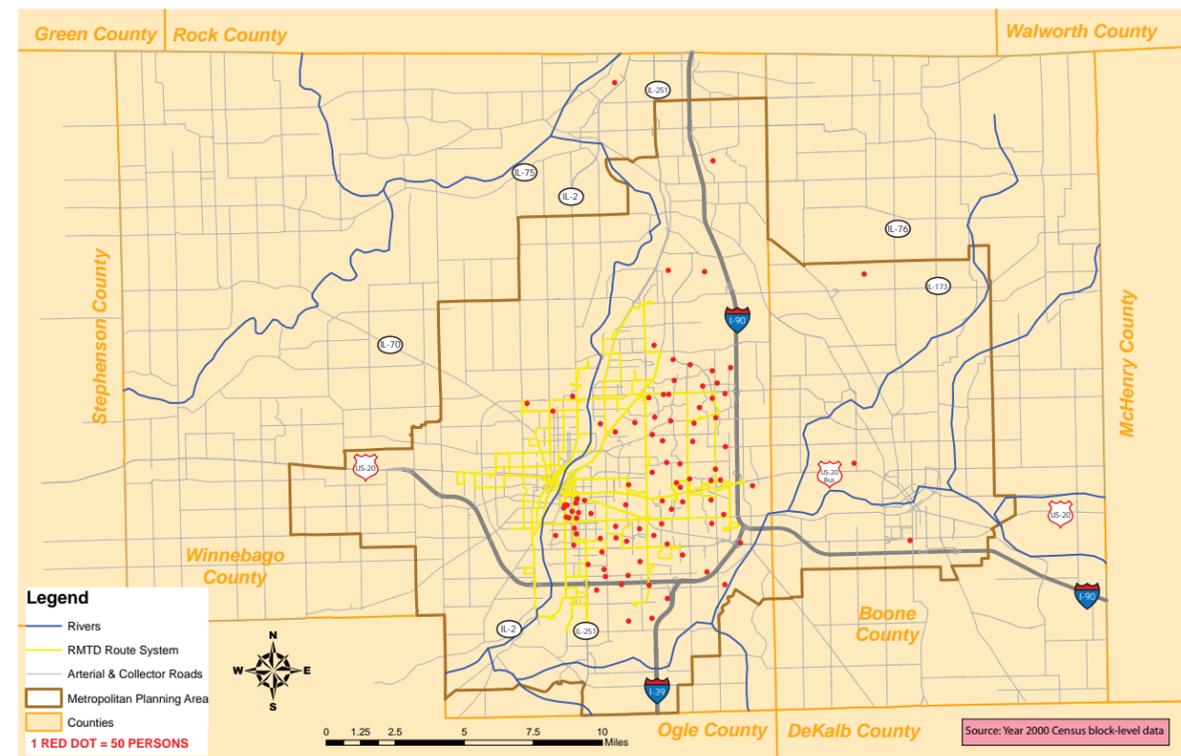
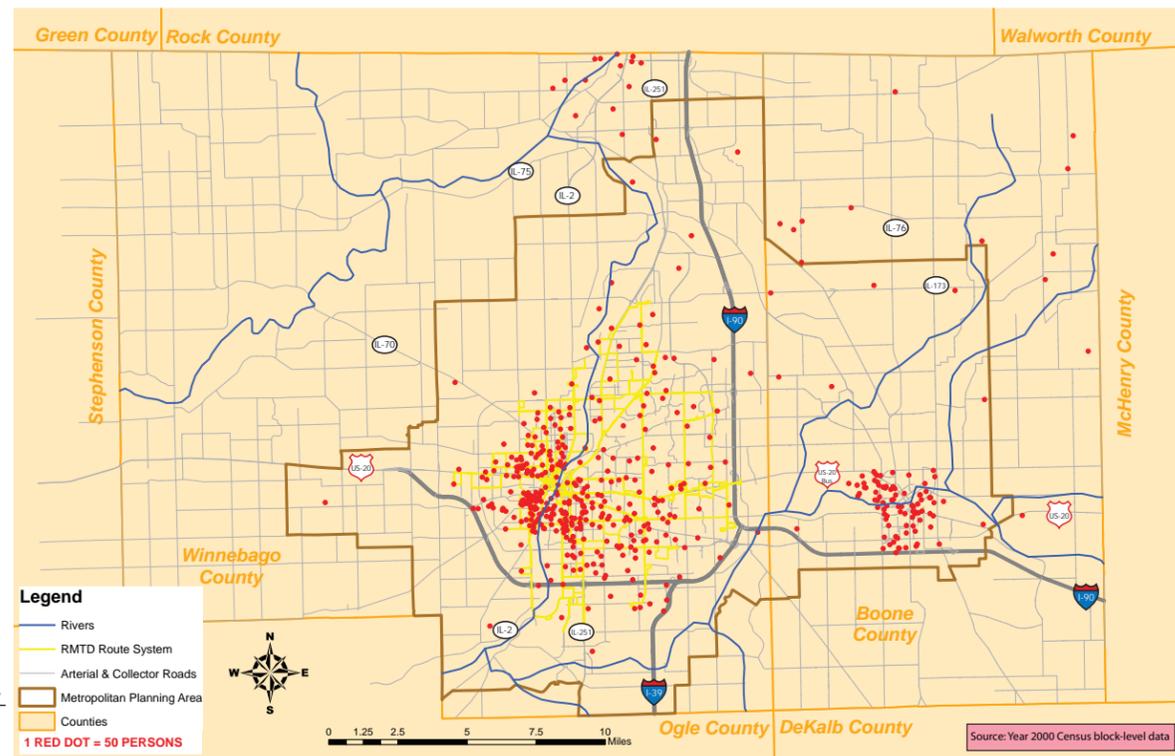
This LRTP raises several issues about future growth that are being reviewed by RMAP. Most of the new development has occurred in the outlying edges of the urban area. However, the Year 2040 LRTP anticipates that redevelopment will begin to show an increase in employment and dwelling units in the urban core. The Region is witnessing a greater growth rate than has been seen in the past. From 1970-1980, the population in the Rockford MSA grew 3.0% and from 1980-1990 grew only 1.7%. However, from 1990-2000 the growth rate accelerated to 12.8%. More detailed analysis will be possible upon the release of the 2010 census data.

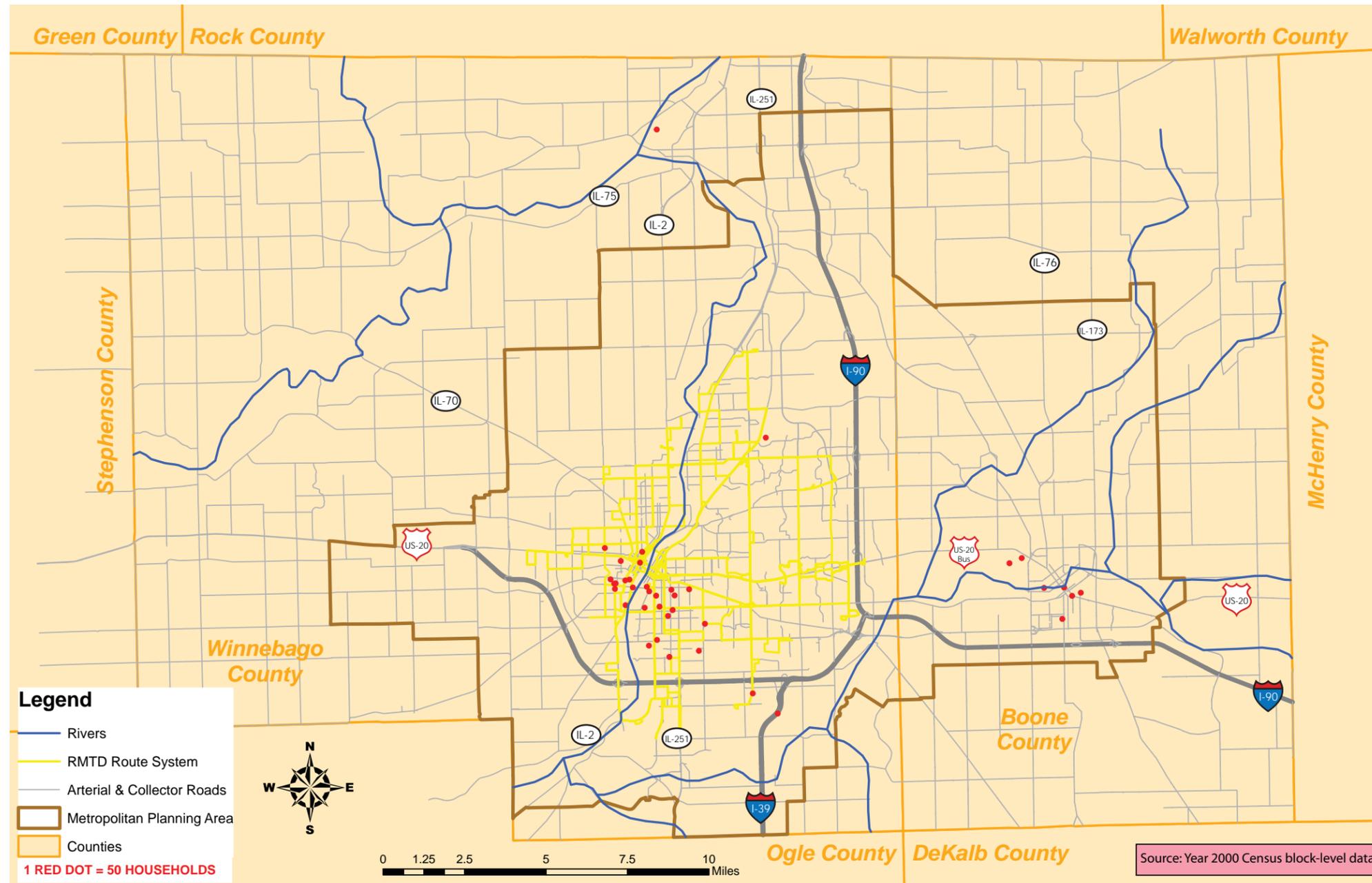
The growth occurring in the Region will place a strain not only on the transportation system but on other



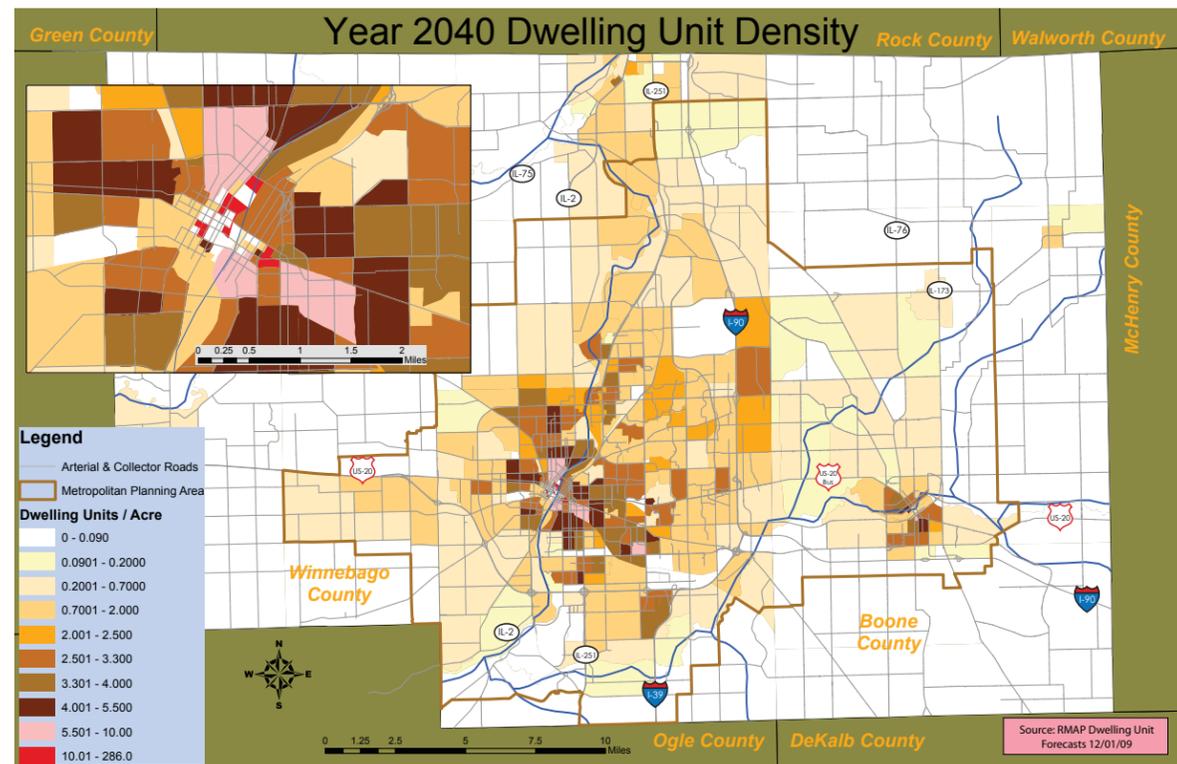
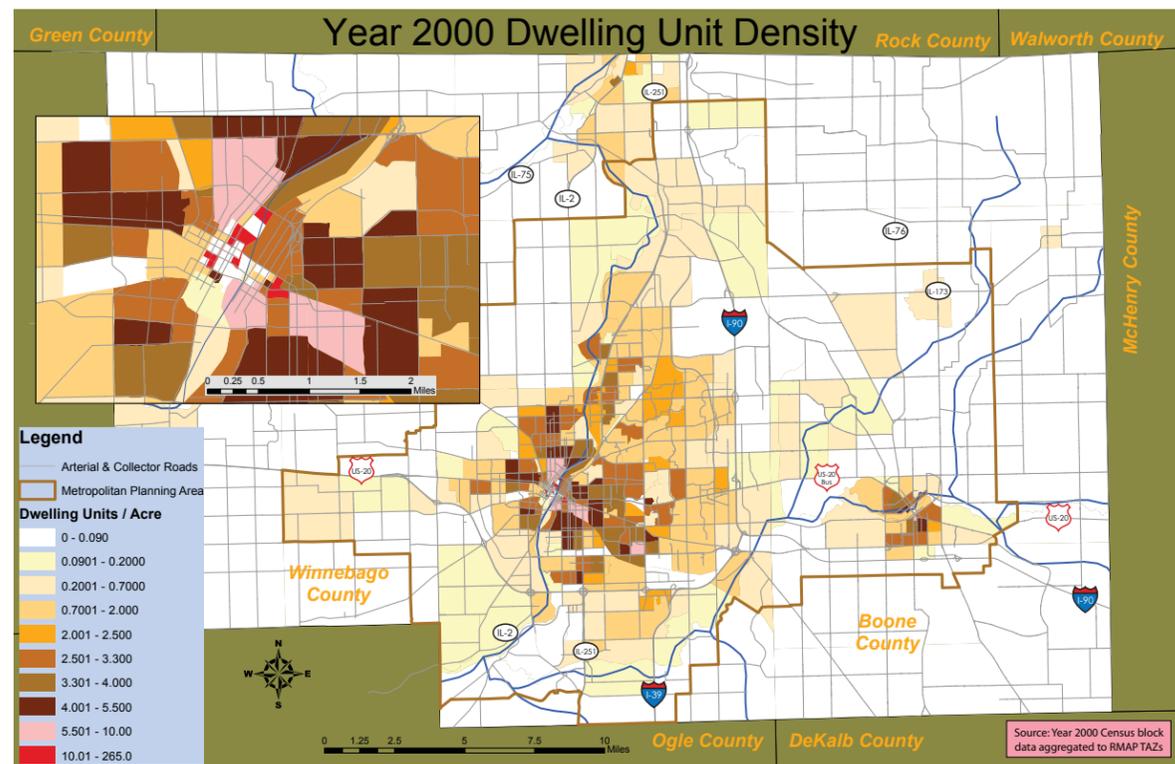
(Left) Map 2-2: Total Regional Population & (Right) Map 2-3: Regional Black Population shows the demographic makeup of the regional as well as illustrating where minority populations are concentrated.

(Left) Map 2-4: Regional Hispanic Population & (Right) Map 2-5: Regional Populations of Other Minorities shows the demographic makeup of the regional as well as illustrating where minority populations are concentrated.

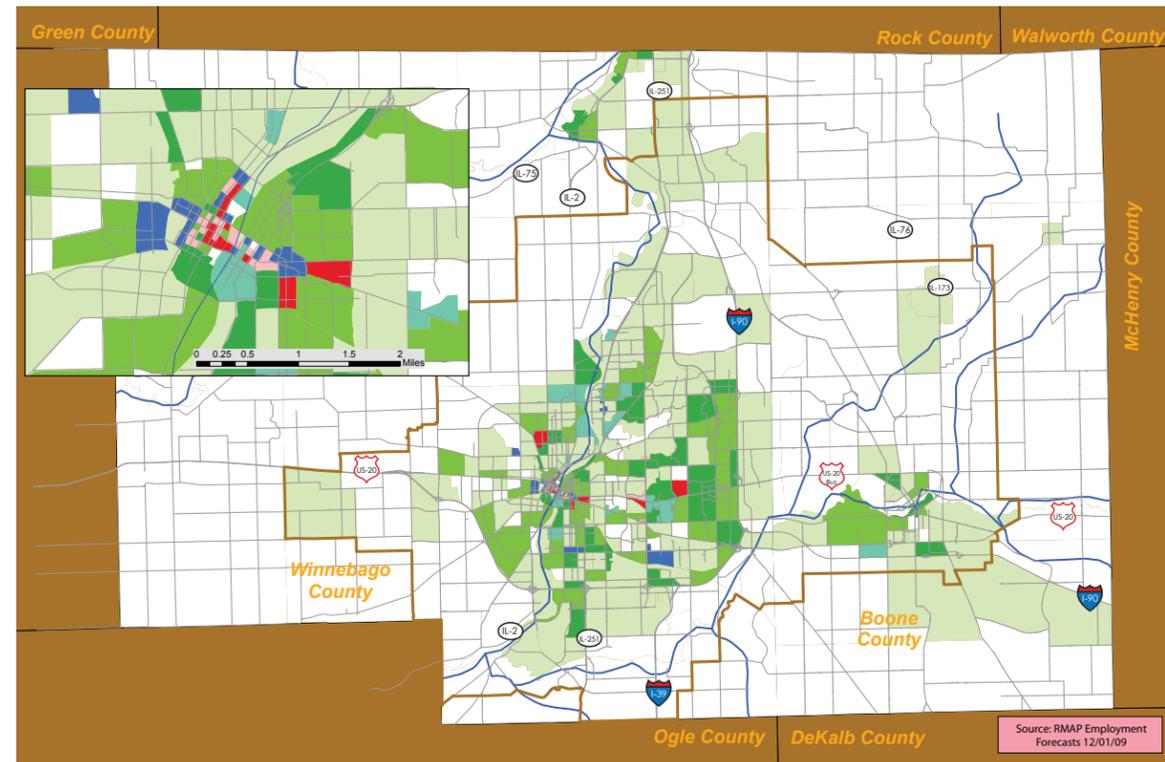
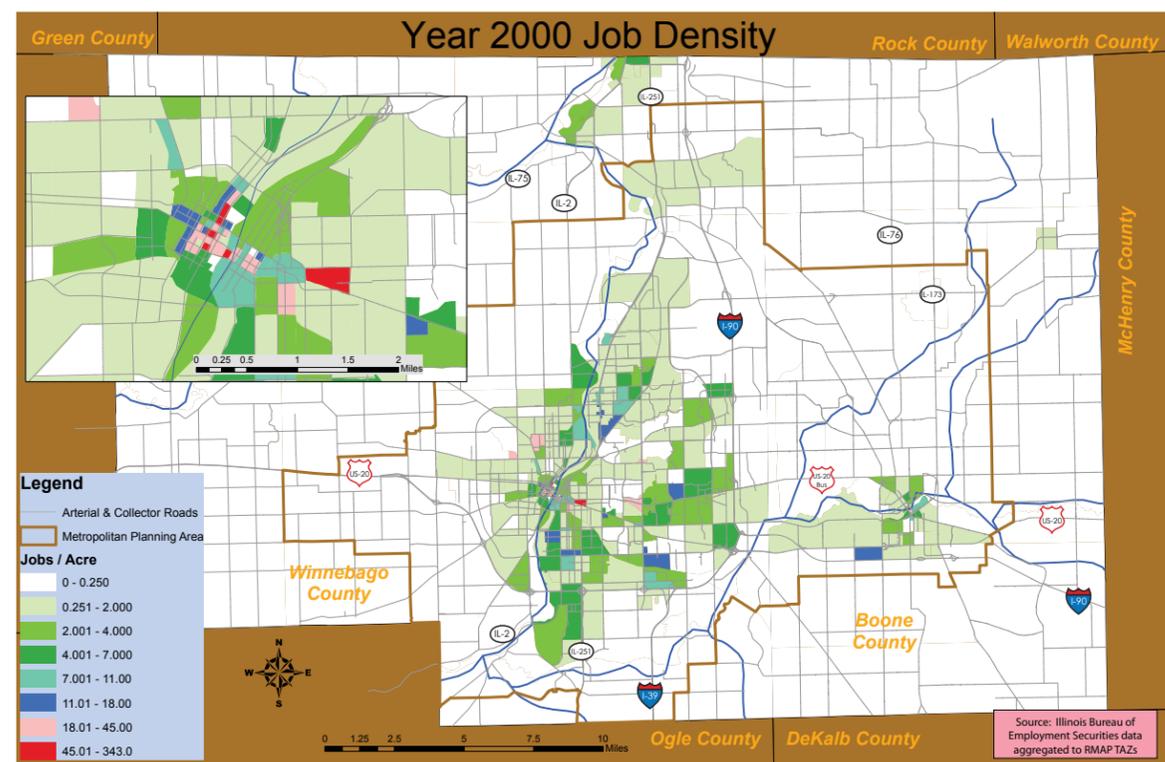




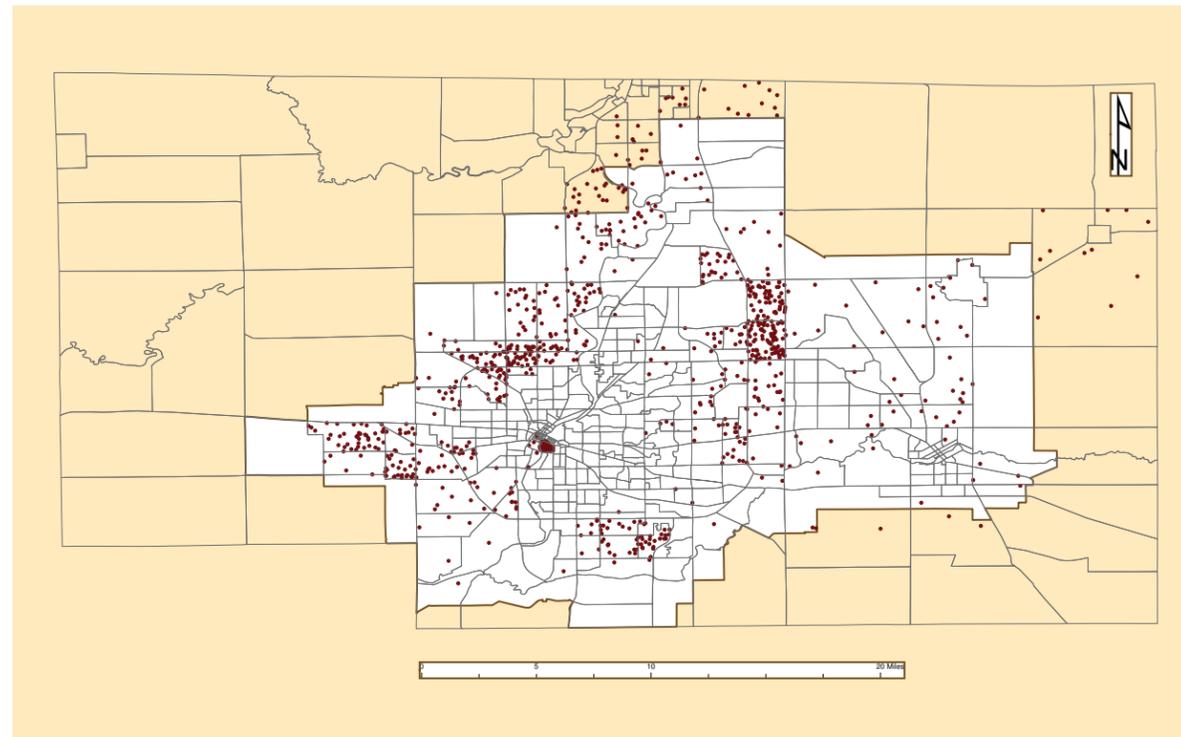
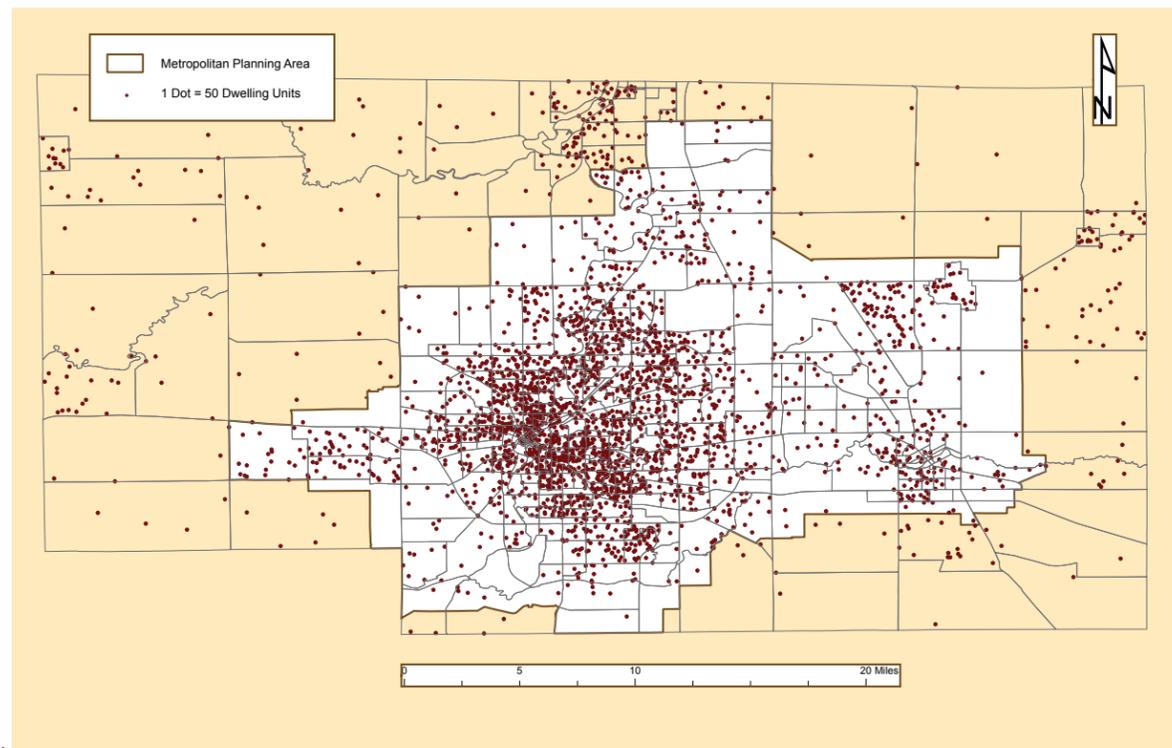
Map 2-6: *Limited English Proficient Populations* gives RMAP an idea of where area of limited english proficiency are in order to effectively communicate when issuing notices or doing work in those communities.



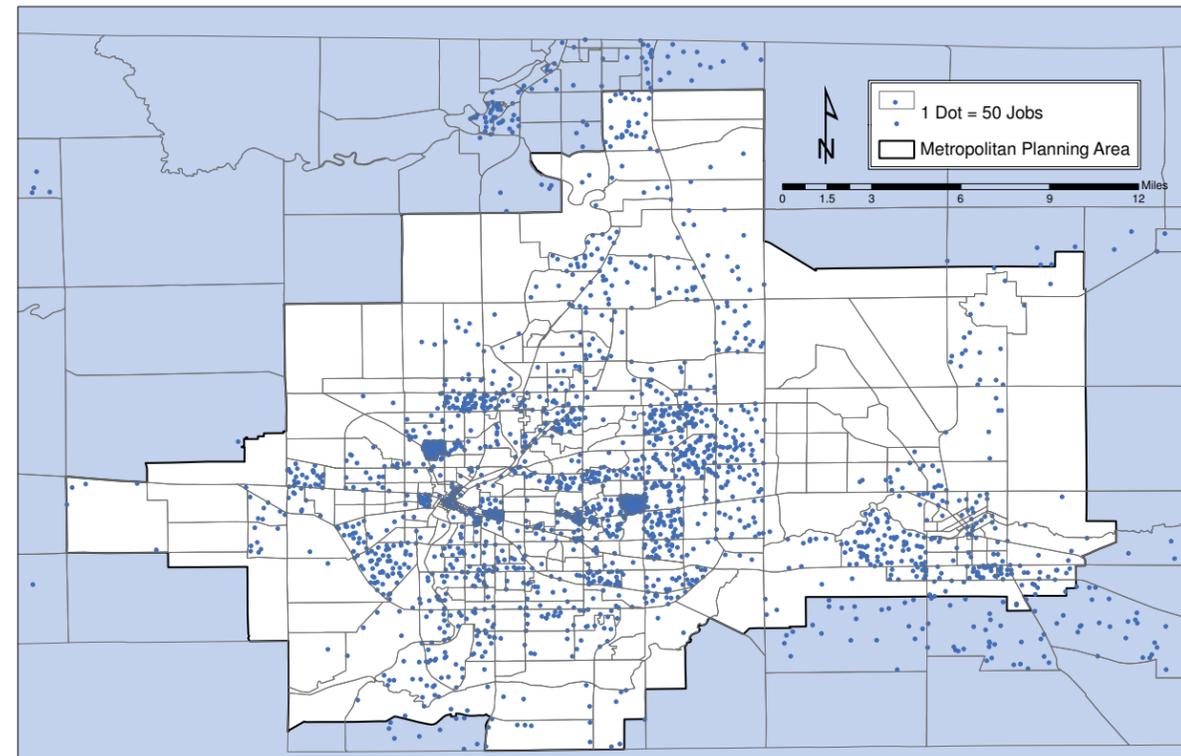
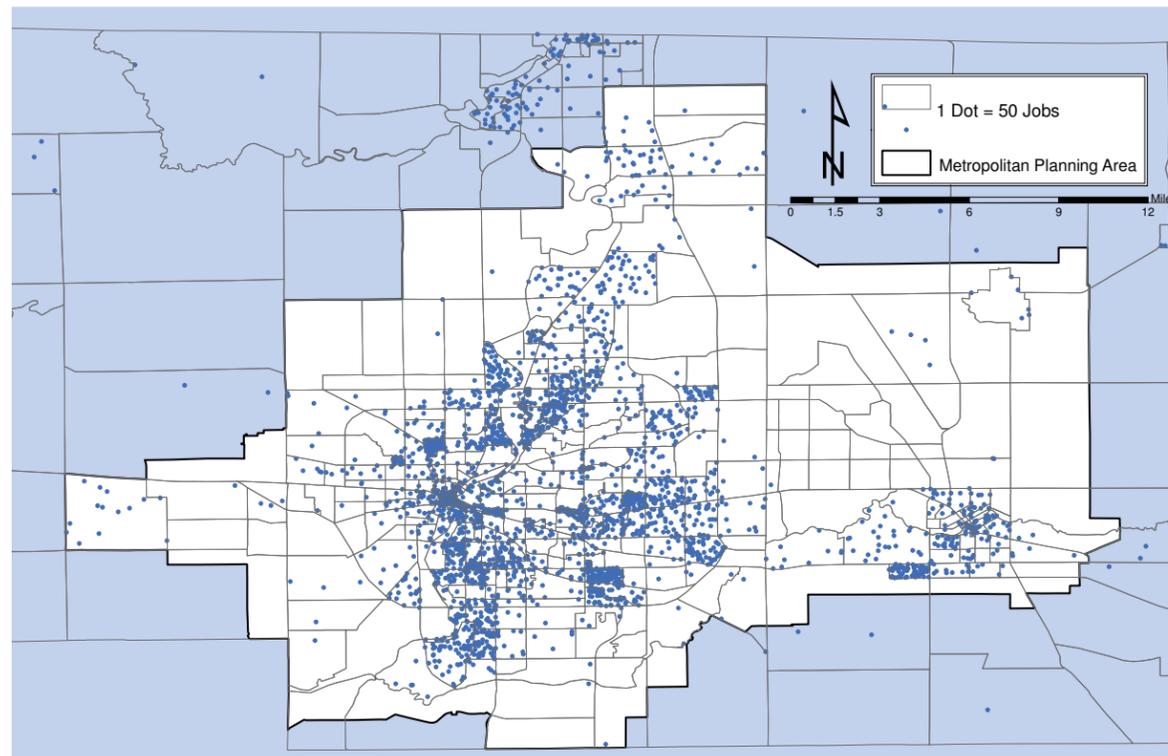
(Left) Map 2-7a:
2000 Dwelling
Unit Density &
(Right) Map 2-7b:
2040 Projected
Dwelling Unit
Density shows the
density factor of de-
velopment within
the region.



(Left) Map 2-8a: 2000 Job Density & (Right) Map 2-8b: 2040 Projected Job Density shows location and density of job centers which tend to be major traffic generators.



*(Left) Map 2-9a
Current Dwelling
Units &
(Right) Map 2-9b:
Projected New
Dwelling Units
show where current
dwelling units are
located through-
out the region as
well as where new
dwelling units are
predicted bases on
past housing trends.*



(Left) Map 2-10a: Total Jobs Within the Region & (Right) Map 2-10b: Projected 2040 Jobs shows the difference between employment in the region now and what is projected in the future. With the reliance on the manufacturing sector in this region, many of those jobs will be lost due to the current economic situation and the shift to a service based economy.

municipal infrastructure as well. Municipal and county land use regulations will impact how and where growth will occur. The various land use practices of the government agencies in the Region will play an important part in this growth. It is important that consideration be given to linking land use and transportation. For more on these concerns, please see Section 9, Land Use.

TRANSPORTATION MODEL

RMAP utilizes two computerized transportation models to analyze street and intersection congestion and forecast the need for future roadway improvements. RMAP also performs transportation modeling for SLATS in an effort to coordinate planning activities between the two MPOs and agencies within each of the MPOs. RMAP recently used the model to complete a Transportation Planning Study, which expanded the modeling

area to include Winnebago and Boone Counties as well as those parts of SLATS in Rock County, Wisconsin.

The computerized transportation models that RMAP uses are called PTV-VISUM and TMODEL 2. RMAP is in the process of moving into the VISION Suite Software programs of PTV. This conversion process is in the earlier stages and is included as a component in the RMAP Regional Freight Study, which is still underway.

The roadway projects listed in Section 7, Roadway, are based on the results of these modeling efforts and recent updates to both modeling programs. As part of the modeling results shown in this LRTP, different land use scenarios and modeling outputs based upon the results from (1) existing, (2) existing-committed and (3) existing-committed-planned highway networks were used to identify future roadway improvements.

The transportation model involves numerous mathematical equations to analyze large amounts of data. The model is a mathematical representation of the transportation process used to forecast where travel will occur and determine what roadway improvements will be needed. Demographic and land use forecasts are a major source of data input for the model.

Forecasted population and employment is tied into future land use to determine how the population, dwelling units and employment will be distributed in the study area. The study area is divided into zones for the purpose of the modeling effort and utilizes trip generation, trip distribution and trip assignment in the modeling process.

Trip generation is a prediction of the number of person trips that are generated by and attracted to each de-

defined zone. Residential land uses “produce” trips, and the non-residential land uses “attract” trips. There are certain variables that are used to forecast the trip production. These include such socioeconomic variables as the number of households, household size, number of automobiles owned, and income. As the number of households, automobiles and income increase, so does the trip production. On the other hand, the type of non-residential land use (e.g. industrial, commercial, office, or education) will attract different numbers of trips.

Trip distribution connects the zones that “produce” with the zones that “attract” trips. In other words, for each trip that originates in a zone, a destination zone is found. The trip distribution part of the model is determined by “attractiveness” between the zones. Most of the trips produced in a given zone will be attracted to a surrounding or nearby zone; some will be attracted to moderately dis-

Table 2-5

from: TPS/RMAP	2000	2040	from: WOODS & POOLE	2000	2040	Based Upon Historical Trend of Persons/Occupied Dwelling Unit Ratio	2000	2040	Based Upon 2000 Persons / Dwelling Unit Ratio	2000	2040	Based Upon Historical Trendline			
POPULATION			POPULATION			POPULATION			POPULATION			POPULATION			
BOONE	41,786	52,262	BOONE	42,060	79,530	BOONE	41,786	55,519	BOONE (2.71)	41,786	52,262	1960	20,326	209,765	230,091
WINNEBAGO	278,418	329,438	WINNEBAGO	278,970	368,830	WINNEBAGO	278,418	297,550	WINNEBAGO (2.43)	278,418	383,031	1970	25,440	246,623	272,063
TOTAL	320,204	381,700	TOTAL	321,030	448,360	TOTAL	320,204	353,069	TOTAL	320,204	435,293	1980	28,630	250,884	279,514
												1990	30,806	252,913	283,719
												2000	41,786	278,418	320,204
DWELLING UNITS			DWELLING UNITS			DWELLING UNITS			DWELLING UNITS			<i>Projected</i>			
BOONE	15,414	19,285	BOONE	14,710	28,170	BOONE	14,597	18,263	BOONE	15,414	19,285	2010	44,050	290,000	334,050
WINNEBAGO	114,404	157,626	WINNEBAGO	108,310	149,680	WINNEBAGO	107,980	148,775	WINNEBAGO	114,404	157,626	2020	48,800	305,000	353,800
TOTAL	129,818	176,911	TOTAL	123,020	177,850	TOTAL	122,577	167,038	TOTAL	129,818	176,911	2030	53,700	319,500	373,200
												2040	58,200	333,150	391,350
Based upon adopted Land Use Plans' existing and proposed zoning			From National Database			Based Upon Historical Trend of Persons / Occupied Dwelling Unit Ratio for each County			Based Upon 2000 Persons / Total # of Dwelling Unit Ratio			Based Upon Historical Trendline, using data from 1960 - 2000			

of service for the base year, which is 2000, and for 2040. The base year is 2000 because the model incorporates the most census data for traffic analysis zones and employment data from the Illinois Department of Employment Security. For the 2040 projections, employment data and dwelling unit data is essentially based upon the adopted land use plans of all the local and county jurisdictions located in the Boone County, Winnebago County and SLATS MPO (Rock County, Wisconsin) area.

As can be seen in the tables, the percentage of roadways in the RMAP Region at a ratio of 0.9 or higher in 2000 was approximately 0.01%, or 0.25 miles of roadway. The change by 2040 will be to approximately 0.1% or 3.48 miles of roadway, an extremely minimal amount of congested roadways. RMAP will continue to monitor the traffic volumes on the roadways, the changes in the land and economic development in the area and other related information. Based upon those findings, RMAP will consult with our planning partners in the RMAP area to determine what type of improvements need to be programmed in either this document and/or the MPO's Transportation Improvement Program. **Maps 2-11 and 2-12** detail the same information found in **Table 2-6 and 2-7**.

PUBLIC FINANCE

The LRTP must be based on reasonable financial commitments and constrained based on the available public funding. Four steps are taken in order to fulfill this:

- Projections are made of future funding sources that are expected to be available for transportation uses.
- Estimates are made of the cost of constructing, maintaining and operating the total (existing plus planned)

transportation system over the period of the plan.

- Projects are prioritized.
- Only projects that can meet the financial constraint are listed; this is in accord with federal guidance on financial constraints.

The constrained approach is applied at two levels – Transportation Improvement Plan (TIP) and LRTP. The TIP, which is updated annually, is a much more precise method of applying the financial constraint. As would be expected, projecting funding sources and estimating project costs for a 30-year period is difficult at best. It should also be noted that projects, which cannot be funded with the 30-year forecasted revenues may still be listed in this Plan, but will be programmed more than 30 years from the present.

The projection of future funding sources is provided in various sections of the LRTP, which discuss the transportation mode elements: aviation, bikeways/pedestrian, rail, roadways and transit. Each one of these sections discusses the proposed projects, estimates the associated project costs, prioritizes the projects and determines the projects that can be funded within the 30-year timeframe of the LRTP.

PUBLIC PARTICIPATION

Public participation is an integral part of the transportation planning process in the Rockford MPA. Securing input from the public is an important means of obtaining feedback on the transportation system. Obtaining public input, however, is not an easy task. An agency such as RMAP cannot assume that the public will provide feedback. The public needs to be provided with the opportunity to comment on transportation

plans and programs. The Rockford MPO has prepared a document that outlines the Public Participation Plan.

The preparation of this LRTP provides another opportunity to secure input from the public on the transportation planning and systems in the Rockford MPA. The following public participation activities have been followed in the preparation of this LRTP.

- Main Mailing List – The Rockford MPO maintains a mailing list of more than 200 people who have expressed interest in the transportation planning process. These people were notified that the LRTP would be updated prior to the start of the process. They were also provided notification when the LRTP was in draft format and available for review and comments.
- Rockford MPO Policy, Technical and Mobility Subcommittee Meetings – These are open meetings where the public is encouraged to attend and provide input. The meeting agendas and notices are annotated with the comment that “Opportunities for public comment will be afforded.” The agenda and meeting notices are sent to all those on the Rockford MPO mailing list. The mailing list includes community organizations and newspapers.
- Public Notice – Annually, the Rockford MPO publishes a public notice in the Rock River Times announcing the planning activities for the year. Specific mention was made in September of 2009 describing the initiation of the LRTP process. In March of 2010, the public notice mentioned that this LRTP process was underway and invited the public to provide input on the plan. In May of 2010, another public notice mentioned the continuation of the LRTP process, and

invited the public to comment on the plan, as well as inviting the public to the open houses (see below).

- Seven public information open houses were conducted on the draft LRTP. These open houses were used to discuss the LRTP and solicit comments from the general public.
 - o The first grouping was done in early March of 2010. On March 10, they were held at the RMAP Offices in downtown Rockford. On March 11, they were held at the Belvidere City Hall and the Machesney Park Village Hall.
 - o The second grouping was done in late May of 2010. On May 25, they were held in Cherry Valley Village Hall and on the Boone County Administration Campus. On May 26, they were held in the Village of Winnebago Village Hall and Loves Park City Hall.
- Response to Public Input – The Rockford MPO policy is to explicitly respond to all public input received during the planning and program development process. The public comments and responses are compiled later in this LRTP.
- Website – The Rockford MPO has developed a website that provides extensive information about transportation planning activities in the region. The website address is: <http://www.rmapil.org/> and the LRTP is posted on the website. For more on the website, see Section 11, Technology

ENVIRONMENTAL JUSTICE

Environmental justice refers to federal guidance pertaining to non-discrimination in regard to transportation improvements. The intent of the federal guidance and rules are to allow all members of society full participation in any program or activity receiving federal financial assistance. It is also intended to ensure that federal programs, policies and activities do not have an adverse impact on minority and low-income populations. The Rockford MPO has a long-standing tradition of applying the environmental justice doctrine to the transportation planning process. Since the last long-range plan, the Rockford MPO completed two documents that describe the efforts to ensure environmental justice is applied to transportation in the Rockford MPA. Their activities can be summarized as follows:

- Determine where minority and low-income populations are located.
- Provide a bus transit system that can serve low-income persons.
- Determine during the planning phase any projects, programs or regulations that affect these populations.
- Support projects with regional significance as opposed to just neighborhood significance.
- Ensure that minority and low-income areas receive a proportionate share of transportation funding based on population.
- Ensure that minority and low-income areas do not receive an inappropriate share of the adverse impacts

of transportation projects.

- Make every attempt to involve minority and low-income groups during the public participation process.
- Periodically review and analyze past actions to determine if, in fact, all groups are being treated equitably.

As previously stated, an important part of the environmental justice process involves determining the location of minority and low-income populations. **Maps 2-3 through 2-5** show the locations of minority persons and **Map 6-3 (Transit Section)** shows the location of low-income persons. The maps also show the routes of the transit system. The maps help to illustrate that these populations are adequately served by the transit system.

PARTICIPANT STATISTICAL AREAS PROGRAM

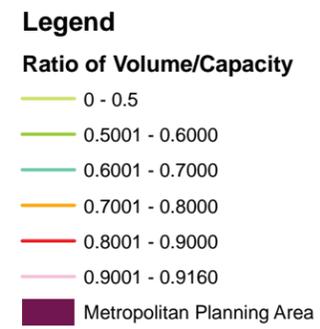
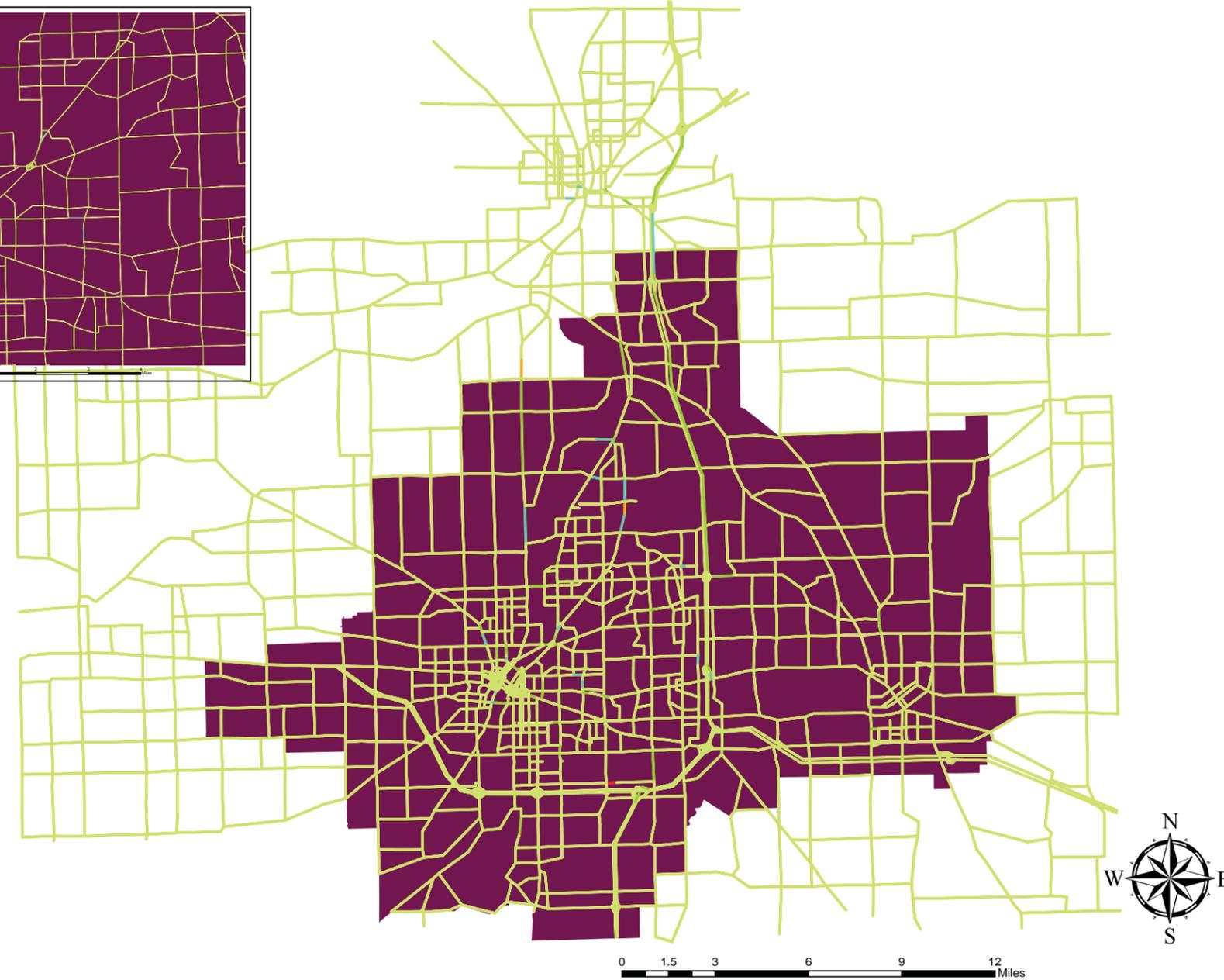
The 2010 Participant Statistical Areas Program (PSAP) allowed designated participants, following Census Bureau guidelines, to review and suggest modifications to the boundaries for block groups, census tracts, census county divisions, and census designated places for reporting data from the 2010 Census. This process allowed RMAP to assist the Census Bureau in tracking census-defined areas outside the new regulations set for them.

RMAP participated in the PSAP for Winnebago County; however, the portions of RMAP's MSA in the County of Boone were handled by Boone County. In Winnebago County, RMAP noted three sets of block groups that fell beneath the recommended population and/or housing totals and would benefit from being conjoined with adjacent block groups. RMAP also noted one block group that ex-

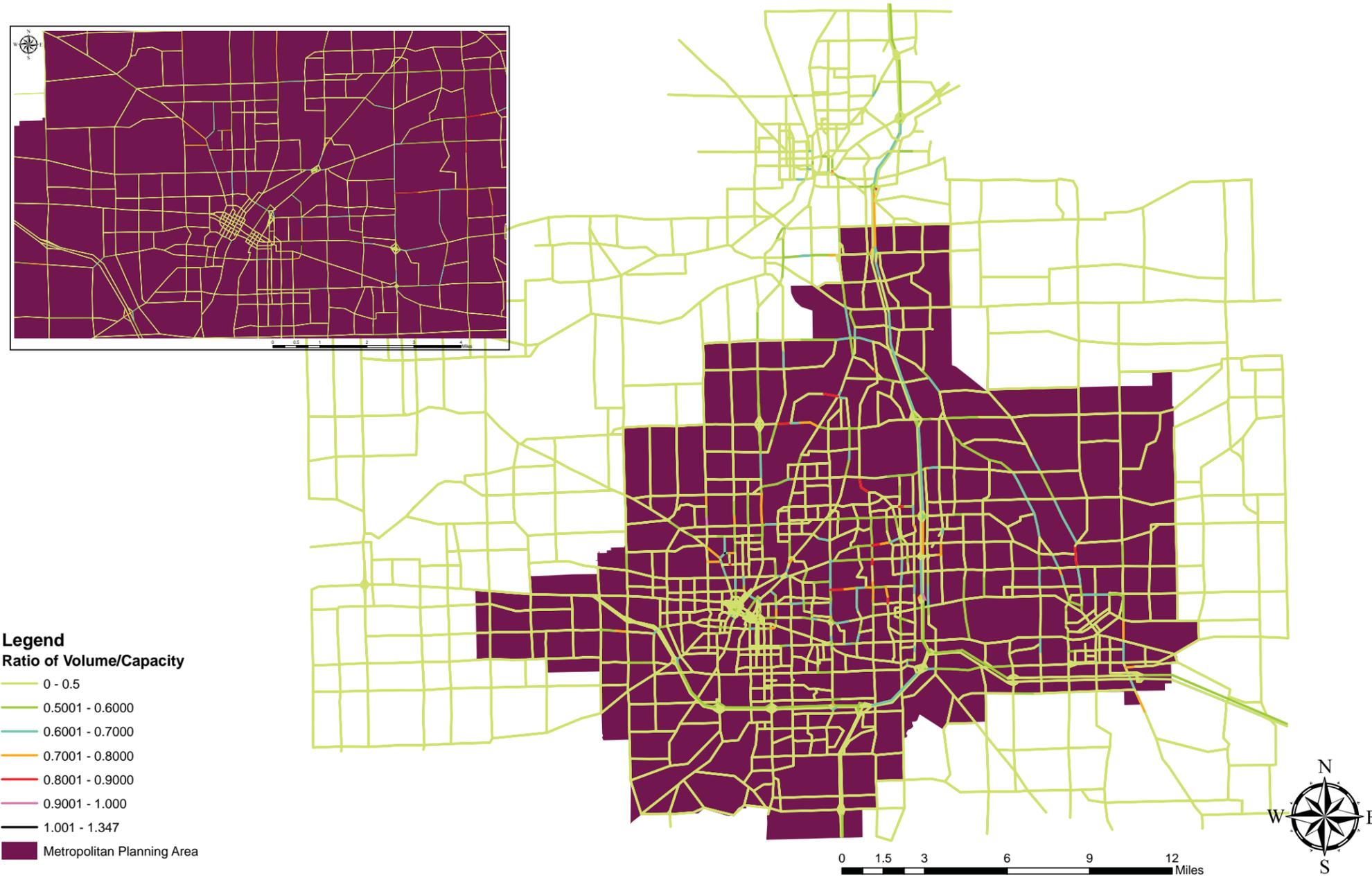
ceeded the recommended population and/or housing totals and would benefit from being split into two block groups.

In addition to the above, RMAP noted that a portion of one census tract, tract 003701 specifically, deserved to be broken out into a separate census tract. Because the Chicago-Rockford International Airport (RFD) is an area of no housing or population, it is recommended that its area become its own census tract for better estimation of the densities of housing and population within the area. The surrounding block groups also changed slightly in order to accommodate the breakout of RFD.

Maps detailing RMAP's recommendations to the Census Bureau are available online at http://www.rmapil.org/assets/documents/psap_changes.pdf and more information regarding the 2010 PSAP process as a whole can be found online at: http://www.census.gov/geo/www/psap2010/psap2010_main.html.



Map 2-11: 2000 Roadway Volume Divided by Capacity shows current roadway restrictions that could be defined as congestion within the region.



Map 2-12: 2040 Projected Roadway Volume Divided by Capacity shows roadway congestion in the future given the current roadway system and operational standards are maintained at their current levels and given a rise in traffic volumes.

RAIL TRANSPORTATION

I n t r o d u c t i o n

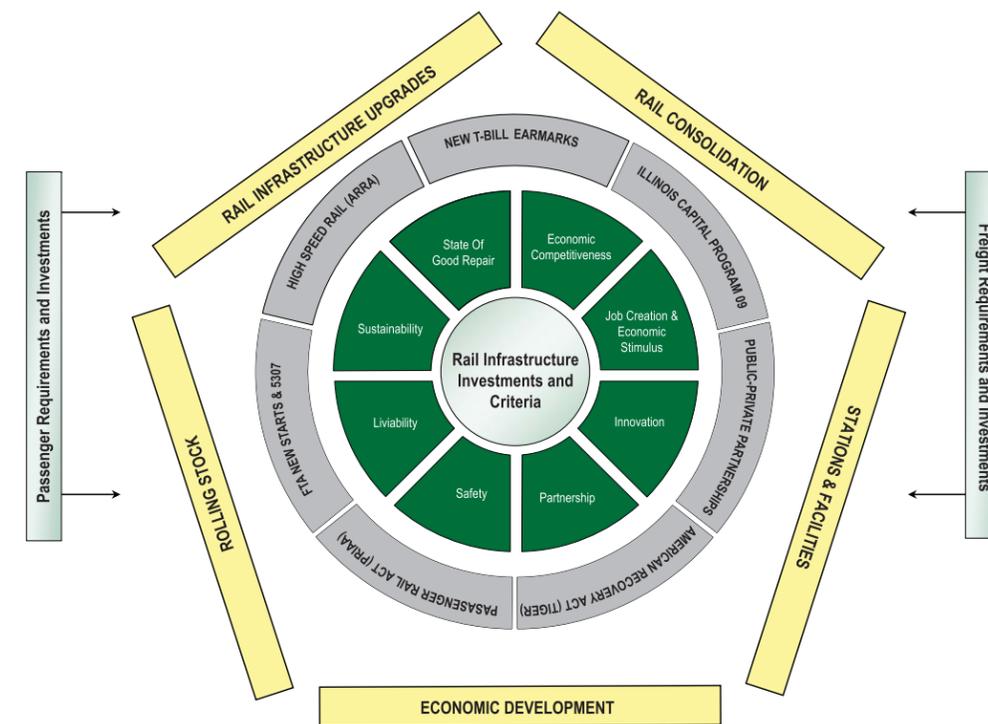
Rail transportation, both freight and passenger, provides the region with the most promising opportunities for economic development, job creation, and return on investment. Freight and passenger rail transportation in the region is intricately linked and must be planned together. Much planning work has been devoted to rail transportation since the 2035 LRTP was completed in 2005. This section describes those work products, projects and investment options that capture the benefits of the Rockford region's industrial legacy and transportation geography. The regional TIGER application that was submitted under the American Recovery and Reinvestment Act provides an excellent summary of the opportunity to invest in rail transportation, and can be viewed at the following weblink: (www.rmapil.org/assets/documents/tiger_grant_application.pdf)

The planning and investment process is described graphically in the figure on this page and highlights the criteria that can be used to measure the return on investment. These measures are consistent with the new federal strategies for transportation investment.

The regional partners have made a considerable effort to plan, invest and construct significant components of the transportation system, paying particular attention to the key economic drivers at RFD and the Chrysler Assembly facility. Most of the documentation of these activities was included as appendices to the TIGER application. The timeline in **Figure 3-1** highlights these activities.

Both public and private sectors have made recent commitments to the development of rail transportation, highlighted by:

- The acquisition by the Canadian Pacific (CP) Railroad of the Dakota, Minnesota & Eastern Railroad (DM & E) and the subsidiary holding of the Iowa, Chicago & Eastern (IC & E) Railroad.
- Legislation approved by the Illinois General Assembly in 2007 to create the Winnebago County Rail Authority under the auspices of the airport board at the Greater Rockford Airport (RFD).
- Approval of a 2009 Capital Program by the Illinois General Assembly that allocates significant funding to rail infrastructure upgrades, with \$60 million targeted for the restoration of inter-city service Chicago to Dubuque.
- Significant private investment by the four railroad companies that serve the Rockford region - Canadian Pacific (CP), Canadian National (CN), Union Pacific (UP) and Illinois Railway (IR). All four railroads have agreed to cooperate in a rail consolidation program that enhances key rail components, and eliminates redundant and non-critical rail assets.
- The explosive growth in air cargo and freight



activity at RFD and the prominence of RFD to regional economic development.

- The Rockford Global TradePark, which surrounds RFD, brings together a multitude of economic development tools such as Foreign Trade Zone #176, US Customs Port of Entry and, three economic recovery TIF districts.
- New regional private investment in distribution and

logistics, such as the \$40 million air cargo center by Tandem Development Group of Hoffman Estates, IL (see <http://www.rockfordil.com/success-stories>) are taking advantage of the added value of RFD and the Rockford Global TradePark. Regional investment by private sector transportation and logistics companies are willing partners in long term economic growth, especially given the crushing economic conditions of the region in 2009 and 2010.

- The purchase of the Belvidere Assembly Plant by the Fiat Corporation from Daimler-Chrysler that will help to capitalize on the over \$400 million dollar investment made by Chrysler prior to the current economic downturn.
 - Direct foreign investment by companies such as Wanxiang America Corporation (see <http://www.areadevelopment.com/newsitems/3-25-2009/illinois-rockford-wanxiang-solar-panels.shtml>) have been targeted for the Rockford Global TradePark.
 - Large regional distribution centers, such as the Lowe's Distribution center in Rockford (see <http://www.rr-star.com/homepage/x1910578202>) are strategically positioned to take advantage of the transportation investments and the resultant benefits to the supply chain for their \$80 million home hardware inventory.
 - The implementation of regional comprehensive land use plans that call for transit-oriented development around passenger rail service as a prominent component of a regional economic development strategy. The proposed improvements are key drivers to the future sustainability and livability of the region.
 - The Rockford Global TradePark's track record of success as the region's premier public-private partnership (3P). Public investment in infrastructure to date has been concentrated on core needs (sewer, water, roads) and development assistance for projects in the air cargo and roadway trucking industry. Current plans target the rail portion of the freight industry as the next business cluster ready to be developed.
- Successful integration of freight and passenger rail transportation investments with land use and housing can:
- Save infrastructure cost, both initial cost and life-cycle cost
 - Reduce congestion, improve mobility and increase access to transportation choices and important destinations
 - Reduce household spending on transportation, which now consumes roughly 20% of a household budget (as much as 40% for low income residents)
 - Significantly assist in the revitalizing and character of town centers or urban cores by promoting mixed use, mixed income development
 - Have a profound impact on development patterns which can and should lead to more sustainable communities
 - Improve the efficiency of goods movement
 - Elevate the supply and location of affordable housing available to all persons
 - Promote transit-oriented development and location-efficient development near job centers and public transportation centers



Figure 3-1: Regional Timeline of Major Planning Events shows major events in the last 2 decades related to economic development, planning, and funding decisions that have had significant impacts on this region.

Analysis of Logistics & Industry Linkage in the MSA

The Rockford region is located strategically with respect to regional and national markets. The City of Rockford is 136 miles from Bloomington-Normal; 89 miles from Chicago; 75 miles from Madison; 89 miles from Milwaukee; 295 miles from St. Louis; and 123 miles from the Quad Cities. To take full advantage of this location requires a multimodal transportation system. The Rockford region has a good basic network of highways as well as multiple rail lines, a successful airport, public transit, and a growing system of pathways. Its most significant gap in service lies with passenger and/or commuter rail – there is none in the region at this point.

Especially interesting is that the Rockford region exported to a diversity of countries with the highest exports in 2007 to the Free Trade Areas of the Americas and the European Union. In 2007, for instance, the Rockford MSA exported \$525,000,646 to E.U. countries, \$526,299,663 to the FTAA Region (IFA), and \$403,489,547 to NAFTA countries.

According to the recently completed CEDS (<http://www.rmapil.org/assets/documents/ceds.pdf>), the ten industries listed below seem especially well suited for targeting in the Rockford MSA. This conclusion is based on the results of a regional SWOT analysis, a Targeted Industry Cluster Study by Carter-Burgess in 2006, studying existing plans from the region, and the results of the focus groups conducted with key industries for the Rockford region. There are multiple reasons for concluding that these ten industries

represent the region's best opportunity for developing a stronger economy in the near future. The Rockford region lies in the heart of the Midwest. Its central time zone location allows companies to reach its customers from coast to coast during normal business hours. The 45 institutions of higher learning within a 75-mile radius of Rockford provide a skilled and readily available workforce. The Rockford region's low cost of living and competitive wage rates benefit both employers and employees.

INDUSTRIES TARGETED

- Aerospace Production, Research, and Development
- Logistics
- Industrial Machine Manufacturing
- Metals Manufacturing
- Customer Service Centers
- Chemical Manufacturing
- Food Processing and Ag-Tech
- On and Off Road Transportation Equipment Manufacturing
- Green Industries and Alternative Energy
- Health Care

The Rockford MSA is uniquely situated in terms of geography in relation to its history of industrial and transportation investment. The regional strengths for existing and future industries include its central US location with proximity to Canada, Mexico and the points in the US between the Appalachians and the Rockies. The region

exists along the major highway, air and rail networks that exist within the Midwest, and connections to points beyond. The residents and public authorities have endeavored to sustain the region's existing quality of life metrics. The traditional areas of weakness seen by industry in selecting areas to locate are being addressed by the administrative jurisdictions with the MSA. Intergovernmental coordination has been advanced by the cooperation seen among the regional team members. The most crucial area of concern, poor and inadequate rail infrastructure, is addressed by the plans underlying the TIGER application and external resource programs, as well as the legacy of work in the region. Opportunities arise with manufacturing industries, followed by aerospace, transportation and logistics industries as a direct result of the combination of existing resources and rail transportation investment. Healthcare is considered the second most important opportunity to result from the industrial investment and employment that takes place, followed by green/environmental industries and alternative energy.

The transportation investments portrayed in the TIGER application are anticipated to extend the emerging industrial / business park investment trends characteristic of the Rockford and US legacies. The US has shifted toward distribution, order fulfillment and value added manufacturing, representative of an integration of diverse functions. As a direct result, innovations in supply chain management and logistics can only be enabled through infrastructure capacity and adaptability improve-

ments. Rockford area industries, from furniture through automotive to hydraulic and aeronautical sectors, have long recognized that several stages of manufacturing add incremental value to goods, and these stages take place over varying distances. Labor intensive and concentrated manufacturing industries have been replaced by value added companies whose contributions take place through transportation. Retailers are linking on-line and in store businesses through shared transportation networks and the multiple avenues afforded by transportation networks linked to information technology. Supplier staging, every two hours with a 99% reliability, become adaptable investment models for the Rockford region.

US transportation infrastructure has not kept pace with the vast increases in shipping and changing industry structure with its inherent operational adaptability. Today and in the future, supply chains are strategic with logistics as a tactical element for future survival. Supply chains are nested, with diverse lengths and transportation functions. As the industrial sector changes, distribution surpasses warehousing, timing and cost management lead to logistics built upon the supply chains that operate across the multiple transportation modes available. Industry continually evaluates its supply chains and logistics operations over the available and proposed infrastructure networks and capacity.

3PLs continue to expand their role to optimize freight modes, carrier loading schedules, warehouse manage-

ment, while optimizing facility design, customs clearance, and outsourcing business functions. Each type of industrial facility, industrial site and building must be adaptable for building near transportation modes, for their continued general use, special use, and single use functions. Industrial space is less specialized on the outset fostering a greater opportunity in distribution and transportation. The facility to transportation connection leads to a demand for increased tradability among industrial properties. Therefore transportation infrastructure enables municipalities and the public sector to shape/guide growth and industrial participation. Adaptable industrial real estate enables this greater customization if connected to transportation infrastructure. Globalization trends and advances in supply chain management have moved industrial real estate to be part of a larger system. New business models, time value, schedule, production and distribution models, together with the transportation system interface, are more important to business and employment decisions in the competitive global marketplace.

The state's rail transportation industry experienced strong growth, doubling over the time period from 2001-2007. Winnebago County's rail transportation industry fared almost as well, increasing from \$3.7 million in total output to over \$7 million. In both 2001 and 2007, power generation is the number one customer of rail transportation firms—by a wide margin. In 2001, it represented 25 percent of intermediate (business) spending on rail transportation, or three times higher than the next-nearest industry, motor vehicle parts manufacturing. Power generation firms in this county consume goods such as oil, natural gas, coal, petroleum, and wind turbines. These firms spend most of their transportation dollars on pipeline and rail transportation. From 2001 to 2007, motor vehicle parts manufacturers went from representing 8

percent of rail firms' business revenues to 3 percent. They went from the second-largest source of rail revenue to the seventh-highest, as they contributed just \$1.5 million in output in 2007, as compared with \$2.2 million in 2001.

Truck transportation firms are customers of rail transportation firms. This relationship is part of the region's intermodal linkages and network resources. In 2001, truck transportation firms represented about 4 percent of the rail firms' business inputs; by 2007, that had risen to 6.6 percent. The food production industry is also a key customer of rail transportation firms. The top twelve industries for rail transportation firms include candy (non-chocolate confectionary) manufacturers; cookie, cracker, and pasta manufacturers; snack food manufacturers; and dog and cat food manufacturers. The MSA is host to more than 30 food processing companies with over 2,500 employees. Paint and coating manufacturers are also a key customer of this industry. The Rockford MSA includes 119 trucking companies, 28 trucking operations, and 5 warehouses with a combined workforce of over 8,500 employees. There are 325,000 candidate employees within 30 miles of the MSA core.

Supply-demand ratio levels in the area are generally lower than those at the state level indicating less economic industry integration in the region compared with the state benchmark. This is not surprising considering the State of Illinois is considered well-integrated in these sectors. It does point out that further economic integration may be possible necessitating adequate transportation, especially in rail. The economic integration and closer supply chains would likely increase the efficiency of the goods movement system and decrease the costs to shippers and consumers, and may foreshadow a growth in local employment. Warehousing & Storage also was a growth industry

for the region. Boone County's industry blossomed from \$1.6 million of business in 2001 to over \$10 million in 2007. The industry in Winnebago County also more than doubled. Boone County's primary contribution to the logistics industry is in truck transportation, and, more recently, support activities for transportation. Almost every sector gained relative importance in the economy in Winnebago and Boone County. The transportation industries as a group gained as a percentage of the state economy, but gains in warehousing and rail transportation were offset by losses in the five other sectors.

Expenditures on transportation and logistics services in the Rockford area come from a variety of local, regional, and external industries. One significant industry that purchases transportation services is the motor vehicle parts manufacturing industry. Power generation and food production companies are both significant purchasers of rail and other modal forms of transportation within the study area. Intermodal linkages between truck and rail transportation modes have increased over the study period 2001 to 2007. Warehousing and storage firms and employment experienced consistent high growth rates across all of the case study areas, resulting from efforts to expand freight transportation capacity. Winnebago County exhibited the lowest number of transportation employees per thousand total employees compared with several documented case studies. This is an indication that increased freight transportation industry integration is achievable in the near-term and could have significant positive efficiency and cost results.

The Aerospace Research and Development (R&D) Industry sector serves as a major employer in the region, with complementary supply chains and shared use of transportation infrastructure. Manufacturing contrib-

utes to 21% of all jobs in the region, exhibiting diversity, as well as a clustering of advanced manufacturing capability, where supply chains are critical. The human resource side of the Rockford MSA indicates opportunities for training and R&D collaboration. In the area there are two major Tier I aerospace supply companies, eighty Tier II and III companies, with a total of 6,000 employees. There are more than 4,000 engineers in the Rockford MSA, with over 500 in the aerospace sector alone.

The research from the ongoing Regional Freight Transportation Study, on behalf of the MPO, and the Rail Engineering and Planning Study, on behalf of Winnebago County and the Winnebago County Rail Authority, has examined the degree of linkage between area industries (see http://www.rmapil.org/assets/documents/rkfd_econ_link.pdf). Combined with the Rail Consolidation Study completed in 2003 (http://www.rmapil.org/assets/documents/rail_consolidation.pdf) a framework has been created that details the critical nature of rail consolidation and infrastructure upgrades that will foster the entry of passenger rail transportation into revenue service and lead to the economic rebirth of the rail freight industry.

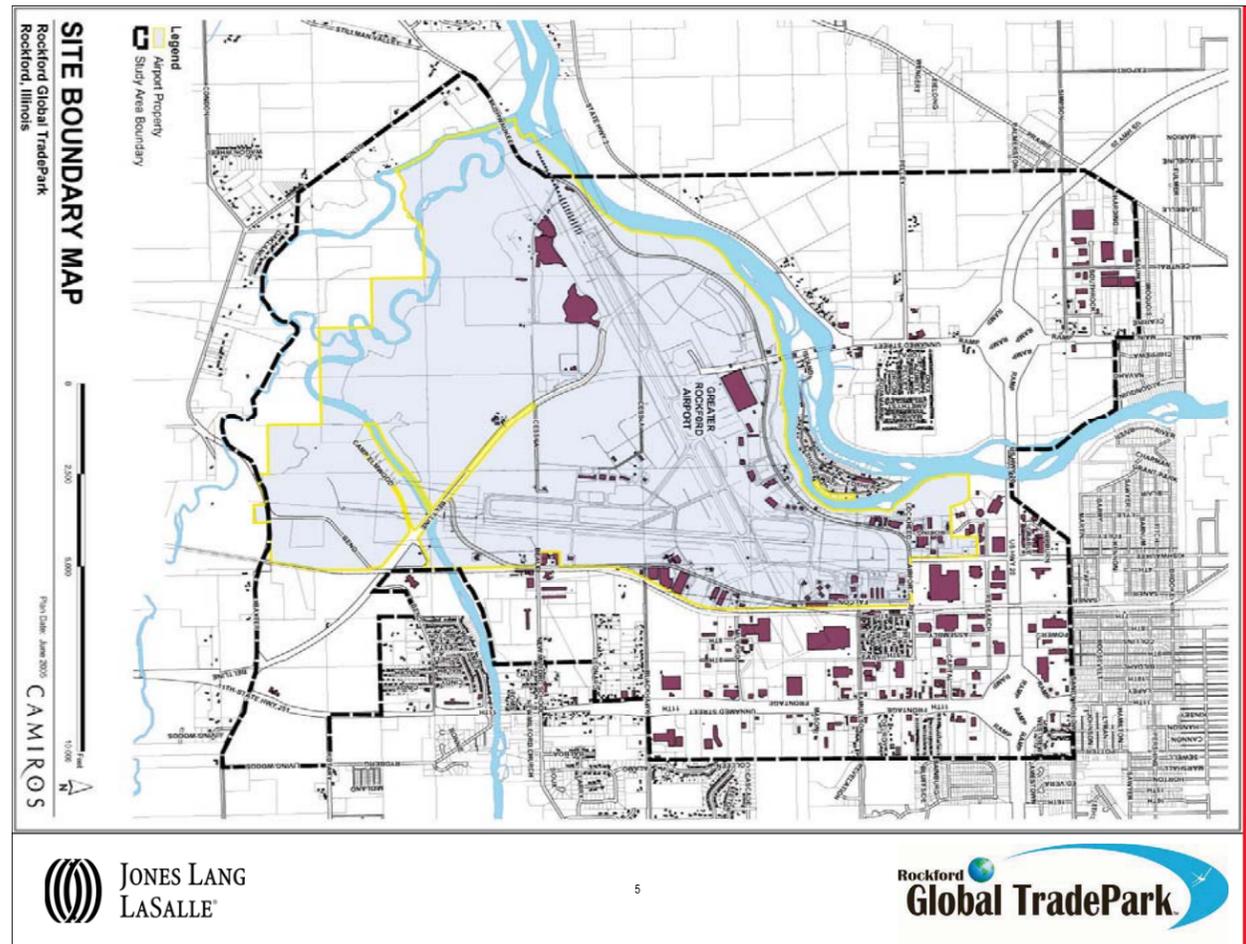
THE WINNEBAGO COUNTY RAIL AUTHORITY

Legislation was introduced in the Spring 2007 Session of the Illinois General Assembly to authorize the Greater Rockford Airport Authority (governing board of RFD) to establish a Rail Authority. The legislation, which ended up as House Bill 4, was adopted in October 2007. Under existing Illinois statute, the Transportation Cooperation Act of 1971, a path is provided to have the Rail Authority established by having units of local government execute an interagency agreement. This airport authority govern-

ing board adopted a resolution unanimously on June 26, 2008 to create the Authority and name an Executive Director. The Winnebago County Rail Authority fosters the growth of rail transportation alignment with industrial development. The Rail Authority's roles and responsibilities continue to evolve in response to regional challenges

and opportunities. The Rail Authority's management platform guides investment and operations to link area industries with Class I railroads consistent with the practices for the state of the industry in Illinois. The Winnebago County Rail Authority reflects the commitment of the regional community to support transportation and

industrial development. The Authority shares a bonding capacity linked through the existing powers of RFD.



Freight Rail Asset Consolidation

Each of the four railroad companies operating in the region have a role in the consolidation of redundant rail assets, the elimination of legacy rail facilities that are not designed for modern operation, the assembly of land that can lead to urban core redevelopment of blighted rail properties, and the creation of new, modern rail facilities that directly serve the key economic drivers of the region (RFD and the Chrysler Assembly Plant). In addition the rail consolidation program has significant safety benefits and allows the adaptive reuse of rail assets along the Rock River.

The Morgan Street Bridge project scheduled to go to letting in early 2011 funds the first key components of the rail consolidation program. The figure on this page shows the project area.

RAIL CONSOLIDATION PROJECTS

- The Illinois Railway (IR) tracks, which run along the east bank of the Rock River and are grade-separated from Morgan Street, will no longer be used for rail operations. The IR traffic will use the Canadian National (CN) Bridge over the Rock River and then switch over to the Canadian Pacific (CP) to access their yard facilities.
- The IR Bridge over the Rock River will be retired and transferred to the jurisdiction of the City of Rockford. The City intends to apply for an ITEP grant to transform this river cross-

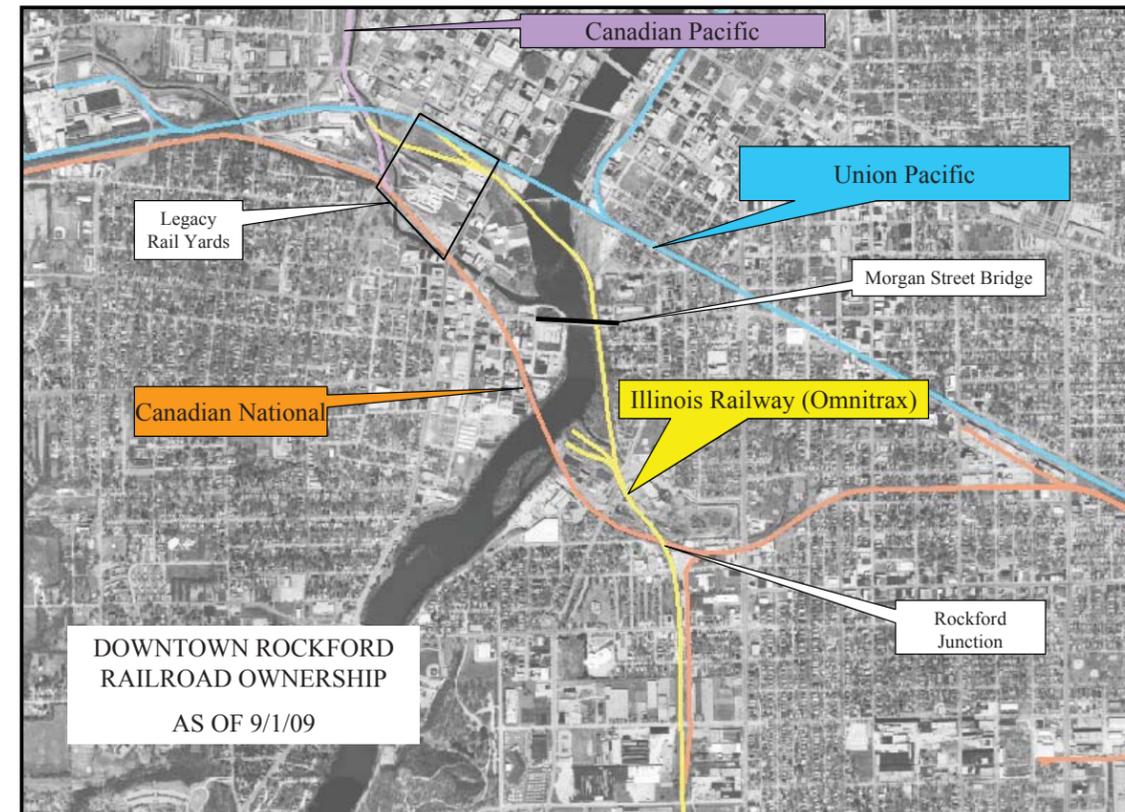
ing for use by bicycles and pedestrians. It could also provide a viewing area for a whitewater park should that facility implementation move forward.

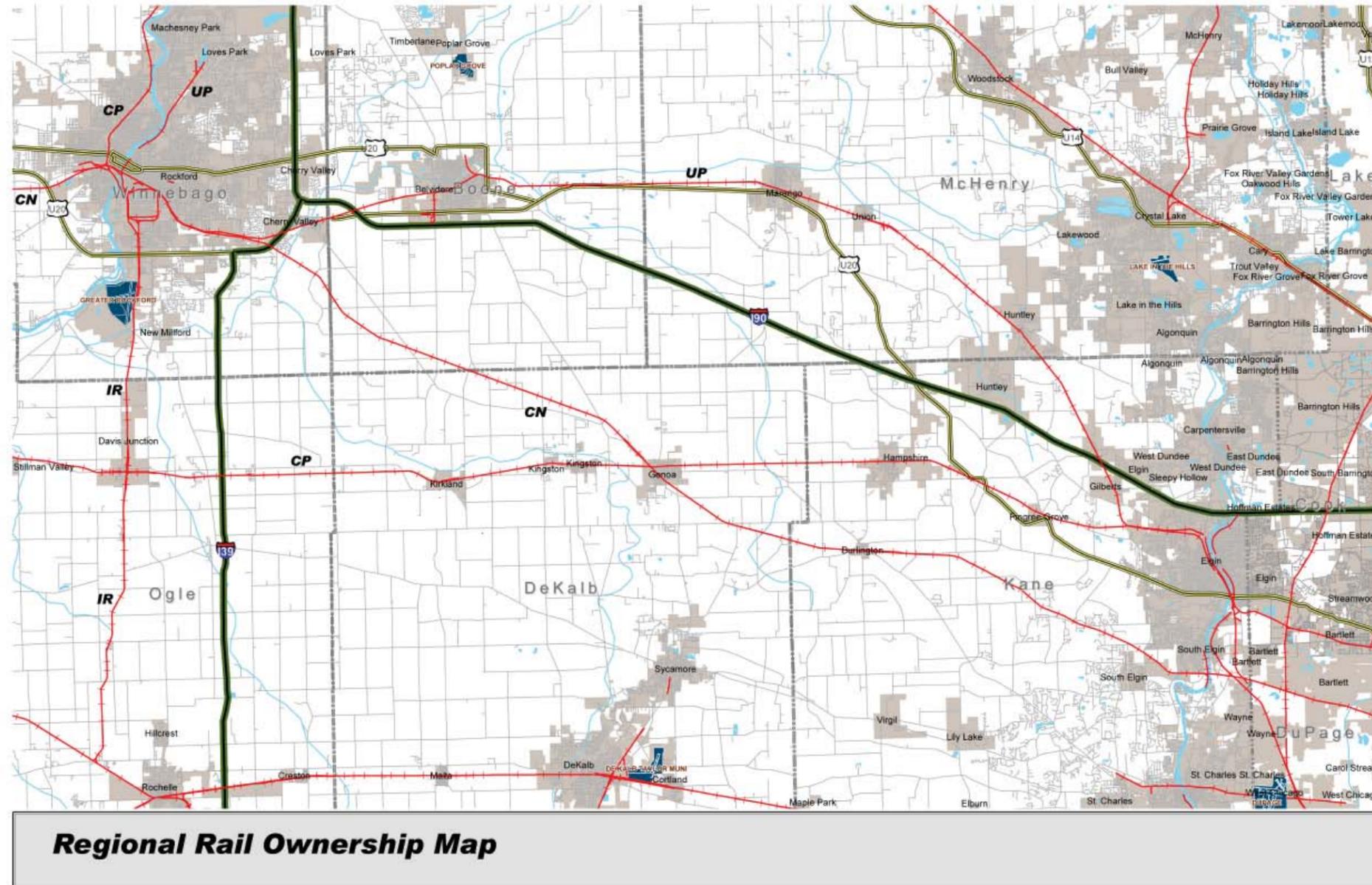
- The at-grade rail-to-rail crossing of the CN and IR at Rockford Junction, just south of Behr Metals, will be removed. This represents a significant safety benefit to the railroads. New turnouts and connections will be built to allow the IR to switch over to the CN thus allowing them to continue across the Rock River to the legacy rail yards.
- The CN spur that goes south from Rockford Junction (approximately Buckbee Street) to serve the Gunitite Foundry facility (approximately Peoples Avenue) will no longer remain in service. Each of the CN rail-highway crossings in the section will be removed. The IR will provide trackage rights to the CN to allow them to serve their customers in the Kishwaukee Street corridor. This will remove the duplicate rail-highway crossings at Buckbee Street, 15th Avenue, 16th Avenue, and 18th Avenue. The existing IR rail-highway crossings at Buckbee Street, 15th Avenue, 16th Avenue, 18th Avenue, and Blackhawk Park Avenue will be upgraded as they are currently in need of significant repair.
- Permanent relocation of the IR will allow the design and construction of a safer and more sustainable river bridge on Morgan Street. Bridge piers will be

moved out of the Rock River eliminating the high velocity scour problems of the existing bridge. The 23'-0" railroad vertical clearance requirement will be removed resulting in a flatter and safer roadway profile on Morgan Street. In addition the constructability of the new Morgan Street Bridge will be

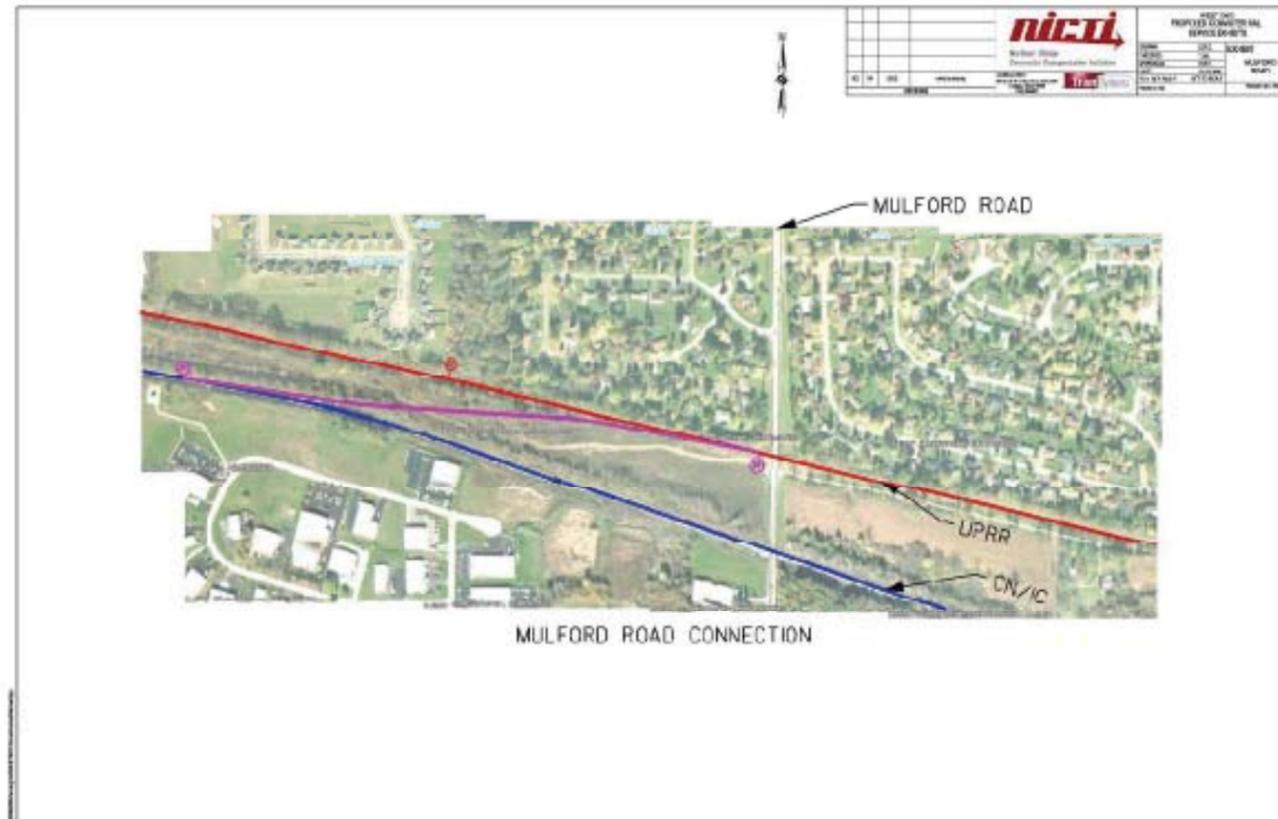
enhanced and reduces issues and potential conflicts with ComEd 69kV electric power transmission lines.

- The at-grade IR crossing of South Main Street could be eliminated in the future if additional connections and trackage rights agreements can be crafted





Map 3-1: Regional Rail Ownership shows the rail lines that run through the region and the owners of those rail assets.



that allows the IR to connect to the UP west of Corbin Street, most likely in the vicinity of Central Avenue and the City Yards. Additional detail is available in the 2003 Rail Consolidation Plan.

The regional railroad ownership map is shown in **Map 3-1**. Details of the rail consolidation components are discussed further with a section devoted to each railroad. These details describe activities and benefits to both passenger and freight operations, including the inter-city, commuter and high speed rail programs on the passenger side. While not

shown on the regional map future connections between the CP and the Wisconsin & Southern Railroad in Rock County, WI could facilitate passenger operations between RFD, downtown Rockford, Beloit, Janesville and Madison.

THE UNION PACIFIC RAILROAD

Previously known as the Chicago & Galena Union Railroad and the Chicago & Northwestern Railroad, the Union Pacific trackage in the region (known as the Belvidere Subdivision) consists of a single track between the

West Chicago Yard at milepost 30.5 to the end of the line at milepost 93.5 just west of downtown Rockford. The Belvidere Subdivision has the following stations:

<u>Stations</u>	<u>Milepost</u>
West Chicago Yard	30.5
Elgin Junction	41
West Elgin	41.8
Gilberts	50.8
Huntley	55.5
Union	62.7
Marengo	66.1
Garden Prairie	72.1
Belvidere	80.5
Rockford	92.4
End of Track	93.5

The UP also operates a short spur (known as the Kenosha-Davenport or K-D spur) along the east side of the Rock River between downtown Rockford and Windsor Road in Loves Park. The UP currently has few customers west of the Chrysler Assembly Plant most of which are located on the K-D spur in Loves Park. A section of the UP trackage is directly adjacent and parallel

to CN trackage in the southeast quadrant of Rockford, starting at approximately Mulford Road and continuing westerly to approximately 9th Street. The rail consolidation plan envisions that the entirety of the Belvidere Subdivision west of Mulford Road would be retired from future freight operations in favor of another use. Potential uses are bicycle and pedestrian, streetcar or "closed corridor" high speed rail. At the eastern end of this section of track a connection would be constructed that would allow passenger trains to switch from the UP Belvidere Subdivision to the CN Freeport Subdivision. The UP could also de-

liver freight cars and store them on the short section of residual track between the new connector and Alpine Road, similar to a storage track that might be found in a rail yard. Another railroad company could then pick up the UP rail cars from the storage track and deliver them to customers. This connection is depicted graphically in figure to the left.

The reuse of the corridor west of Mulford Road potentially has significant benefits to the roadway system. Grade separated crossings at 20th Street, Broadway, 9th Street, Kishwaukee Street, 2nd Street and 1st Street could be modified, improved or completely removed without the need to meet current freight railroad standards. The current viaduct that exists at 20th Street restricts roadway travel to a single direction at a time with traffic signals at each end alternately controlling northbound and southbound 20th Street traffic. The viaducts at Broadway and 9th Street are narrow and require roadway depressions to allow limited commercial traffic to use these arterial corridors. The bridge at 1st Street is a timber structure with a timber riding surface for vehicles on 1st Street.

The connection at Mulford Road also provides for UP traffic crossing the Rock River to be able to use the CN Rock River Bridge crossing, similar to the IR situation described above.

The reuse of the K-D spur, which currently allows a Rockford Park District trolley operation for leisure trips along the Rock River, could include streetcars or other urban circulator applications.

The UP tracks east of Mulford Road are planned to be upgraded as the passenger rail corridor for both inter-city and commuter connections to Chicagoland. Described later in this chapter, the UP track-

age is known as the “locally preferred alternative”, or LPA for passenger service to the Rockford region.

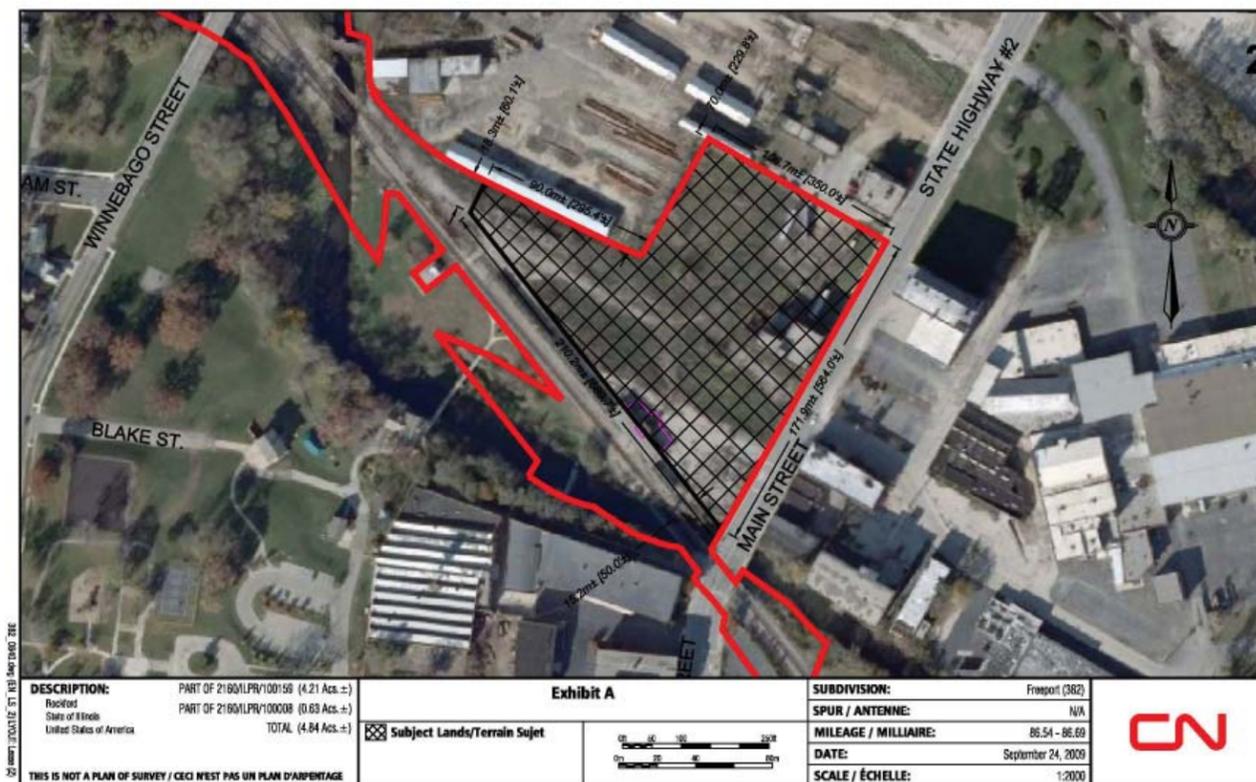
THE CANADIAN NATIONAL RAILROAD

Previously known as the Illinois Central Railroad and the Chicago, Central & Pacific Railroad, the Canadian National trackage in the region (known as the Freeport Subdivision) consists of a single track between Munger Junction at milepost 35.7 and Freeport at milepost 115.6 . The Freeport Subdivision has the following stations:

Stations	Milepost
Munger Junction	35.7
Coleman	39
Plato Center	46.8
Burlington	53
Genoa	61.4
Hart	62.6
Colvin Park	67
Irene	73.7
Perryville	79.1
Buckbee	84.6
Rockford	86.6
Seward	100.1
East Junction	115.1
Freeport	115.6

The CN operates the only east-west through rail line in the region and handles significant rail freight volume. The CN’s yard facility is west of the South Main rail yards in the vicinity of Corbin Street, and therefore, has few elements of rail consolidation associated with it except the changes at Rockford Junction that are described above. The CN provides the rail framework that allows the other pieces of the rail consolidation program to happen. The CN’s Rock River Bridge is a facility that is capable of being double-tracked, and therefore provides the best opportunity to serve both freight and passenger traffic crossing the Rock River. There is ample opportunity to grow freight business in the Rockford region from the CN, especially since the CN’s purchase of the EJ & E Railroad in Chicagoland cemented their ability to be a freight leader in the Midwest and in North America.

In 2009 the CN negotiated an agreement with the City of Rockford for 5.5 acres of land surrounding the old Illinois Central passenger terminal at South Main Street. The land is shown in the graphic at the left. This agreement allows for the full development of a passenger station capable of handling inter-city passengers and commuters. More information on the passenger station can be found in later sections of this chapter.



THE CANADIAN PACIFIC RAILROAD

Previously known as the Chicago, Milwaukee, St. Paul & Pacific, the Soo Line, the Milwaukee Road, the Iowa Chicago & Eastern and the Dakota, Minnesota & Eastern, the Canadian Pacific trackage in the region consists of two distinct pieces; (a) an east-west corridor between Chicago and Davis Junction, IL and thence west to Savanna, and (b) a north-south corridor between Janesville, WI and Rockford. The east-west corridor is referred to in this report as the IC & E. The north-south corridor is referred to in this report as the DM & E. The IC & E is also known as the Davenport Subdivision and has the following stations:

<u>Stations</u>	<u>Milepost</u>
Big Timber Road	39.8
Randall Road	40.3
Pingree Grove	41.9
Hampshire	50.9
Genoa	57.9
Davis Junction	79.9
Adeline	101.3
Kittredge	118.5
Plum	136.1
Savanna	138.3

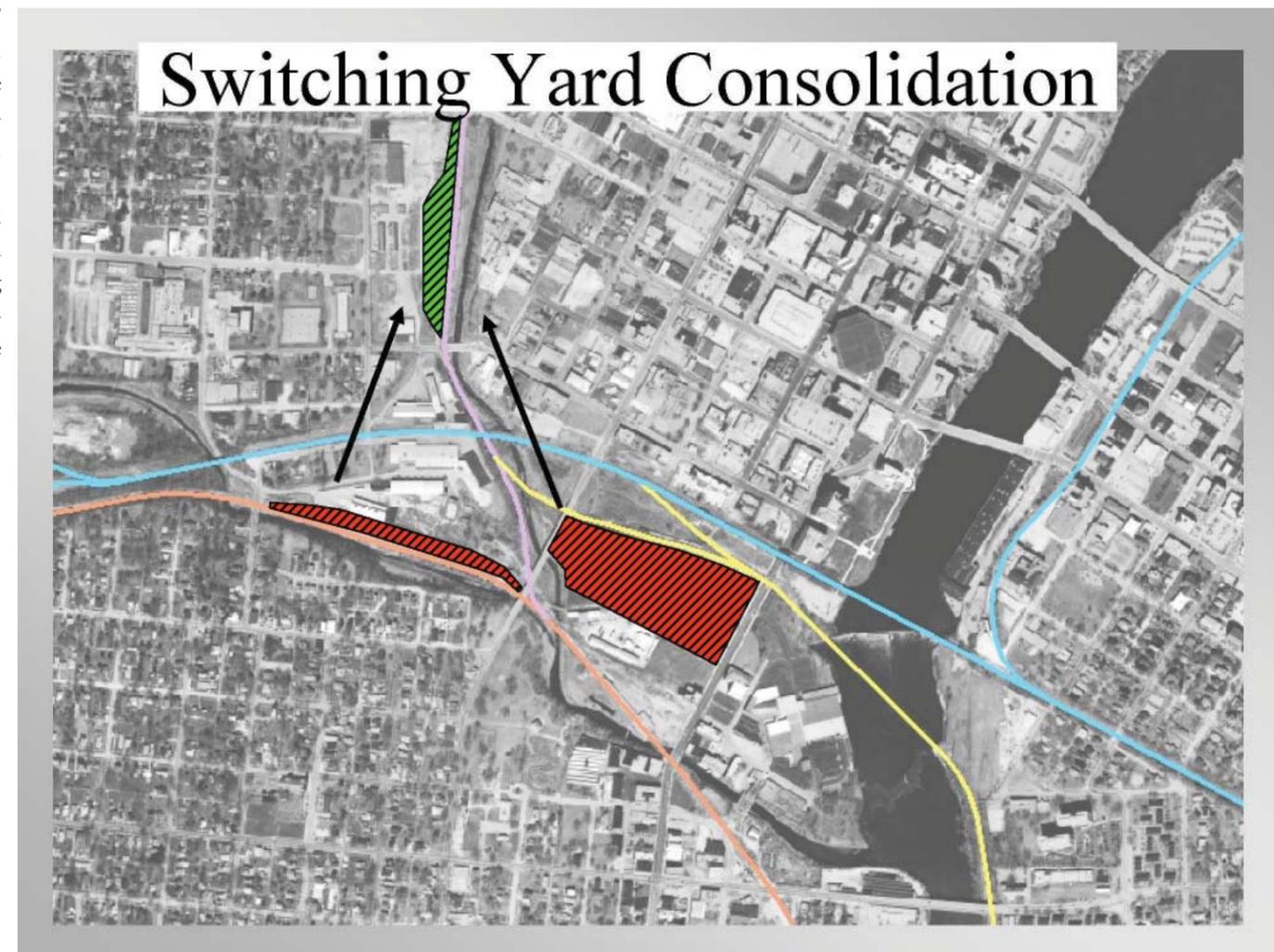
The IR provides trackage rights to the CP that allows freight traffic to connect between the IC & E section and the DM & E section. The rail consolidation pieces described above as part of the Morgan Street Bridge project also benefit the CP because the rail-highway crossings of the IR along Kishwaukee Street will be upgraded, the diamond will be removed, and the CN bridge over the Rock River will carry the freight traffic. As described in detail in the TIGER application (<http://rmapil.org/assets/docu->

[ments/tiger_grant_application.pdf](http://rmapil.org/assets/documents/tiger_grant_application.pdf)) the CP / IR combination provides a premier opportunity to the CP as a 2nd entry to Chicago and provides connections for freight to and from Kansas City. Because the CP / IR corridor travels through the Rockford Global TradePark and RFD economic development opportunities in freight are enhanced. The Rail Planning and Engineering Study that was completed in 2009 (www.rmapil.org/assets/documents/rail_planning_engineering.pdf) provides significant detail on the cost and benefits of transportation investment related to this rail corridor.

The CP plays a significant role in the rail consolidation of assets in the S. Main Street rail yards. The concept drawing shown in this figure illustrates conceptually how the Cedar Street yard of the

CP could be expanded to include those operations now performed in the S. Main Street location. This would provide a significant component of the future land assembly to allow the redevelopment of the entire legacy rail yard area along S. Main Street. This was described in detail in the TIGER application and will be the subject of future planning efforts, including the regional sustainability plan.

The relocation of the CP assets as described in this figure could be an interim step, or provide a secondary facility, to the creation of a new, modern facility at RFD. This is described in detail in the Rail Planning & Engineering Study.



THE ILLINOIS RAILWAY, INC.

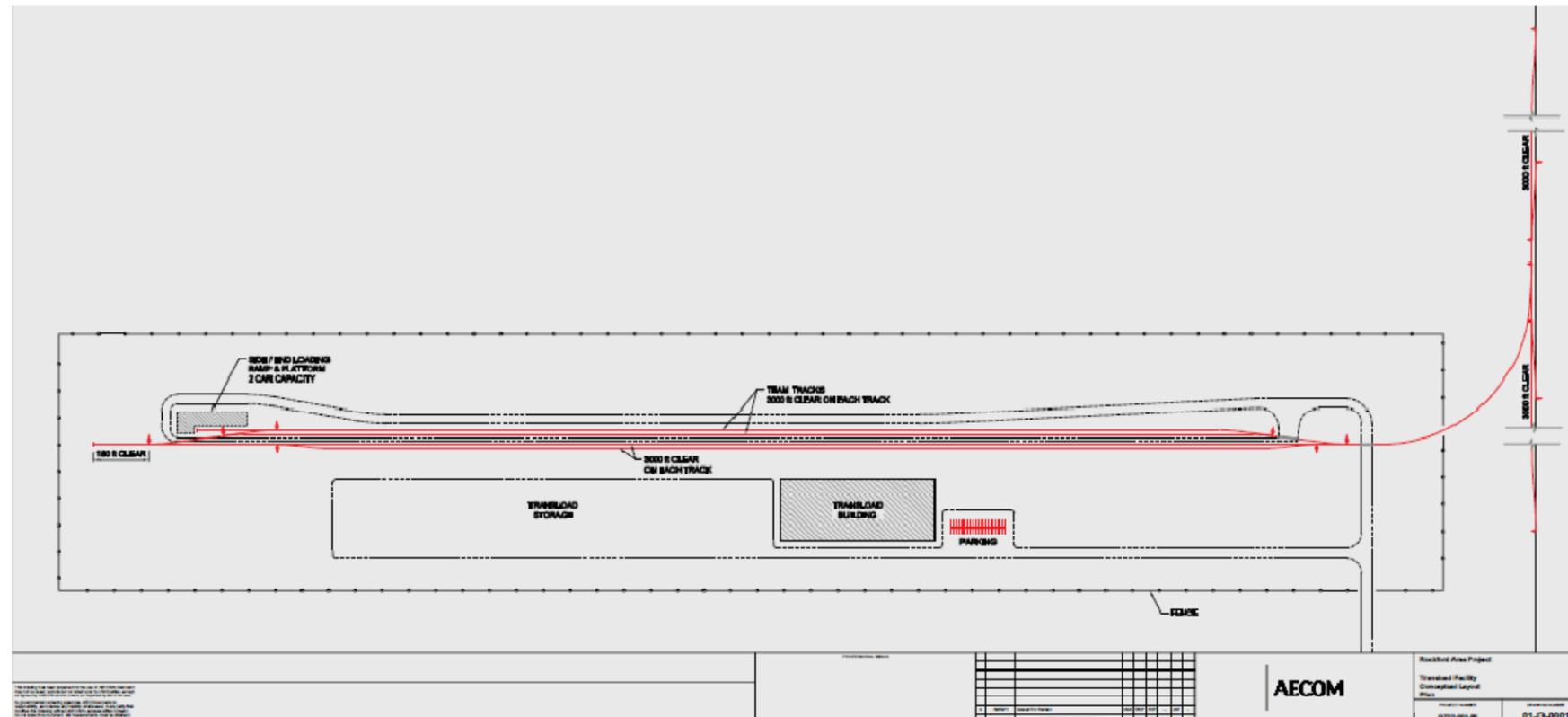
The Illinois Railway, a subsidiary of Omnitrac, commenced operations on May 1, 2005 after purchasing the Illinois Railnet from owner North American Railnet. Illinois Railway operates four separate ex-BNSF lines in Northern Illinois. The Rockford Line has the following stations:

<u>Stations</u>	<u>Milepost</u>
Flagg Center	0.2
Kings	4.8
Davis Junction	11.7
Camp Grant (RFD)	18.5
Rockford	23.5

The IR station at Flagg Center provides interchange with the BNSF Railroad. The IR station at Davis Junction provides interchange with the CP and initiates the trackage rights agreement with the CP to connect the IC & E portion and the DM & E portion. The Camp Grant station at RFD, and the surrounding environs, provides the opportunity to introduce a modern rail facility that can be used to supplement, and hopefully replace, the legacy rail yards in downtown Rockford. This concept was explored in detail in the Rail Planning & Engineering Study and was a core component of the TIGER application.

One of the key deliverables of the Rail Planning & Engineering Study was the concept plan for new industrial tracks and service as part of a new transload or intermodal freight facility at RFD, as shown in the figure included on this page. The proposed rail yard depicted in the diagram has the capability of performing several functions most notably:

1. Transloading – from one mode of transport to another
2. Connecting traffic / Intermodal Alignment – interchanging from carriers of the same mode of transport
3. Industrial Service / Storing product – allowing for goods to be stored for just in time furtherance



1. Transloading – from one mode of transport to another

P a s s e n g e r R a i l

Easily the most discussed topic of the RMAP's ongoing work plan, passenger rail provides tremendous opportunity for the region to have a significant impact on local, regional and statewide trends in transportation-related infrastructure quality, safety, congestion, access, affordability, greenhouse gas emissions reduction and air quality. Successful integration of passenger rail transportation with land use and housing can:

- Save infrastructure cost, both initial cost and life-cycle cost
- Reduce congestion, improve mobility and increase access to transportation choices and important destinations
- Reduce household spending on transportation, which now consumes roughly 20% of a household budget (as much as 40% for low income residents)
- Significantly assist in the revitalizing and character of town centers or urban cores by promoting mixed use, mixed income development
- Strategically prioritize improvements that respond to the growing demand for public transportation
- Have a profound impact on development patterns which can and should lead to more sustainable communities
- Improve the efficiency of goods movement
- Provide equal and equitable access to essential community and human service destinations for all individuals at all income levels
- Elevate the supply and location of affordable housing

available to all persons

- Promote transit-oriented development and location-efficient development near job centers and public transportation centers

Regional planning for passenger rail includes inter-city passenger rail, commuter rail, high speed rail and urban circulators. Each of these travel modes is discussed below. Inter-city and commuter rail transportation are intricately linked in the Rockford region and much planning work has been devoted to it, led by the work of NICTI. High speed rail planning is intricately linked to work through the State of Illinois and the Midwest and provides a premier opportunity to connect RFD to O'Hare Airport. The high speed rail efforts are led by the State of Illinois (IDOT), Midwest High Speed Rail Association (MWHRSR) and the Midwest Regional Rail Initiative (MWRRI). The graphic presented in **Map 3-2** shows the geography and details of conventional passenger rail options for the region. The following chronology lays the groundwork for the discussion in this section.

PASSENGER RAIL CHRONOLOGY

September 30, 1981 - Amtrak service on the Blackhawk route ends.

June 1989 - IDOT publishes report to General Assembly from a rail task force titled "Potential for Upgrade and Expansion of Rail Passenger Service in Illinois"

November 1999 - Boone County & the City of Belvidere approve a new Comprehensive Plan that has passenger rail as a major focal point of downtown development and the Flora Neighborhood Plan for transit-oriented development near Interstate 90 (the Jane Addams Tollway).

July 2002 - Belvidere Mayor Fred Brereton & Rockford Mayor Doug Scott gather over 50 elected officials from the region to advocate for passenger rail.

September 2002 - US Senator Richard Durbin & US Congressman Donald Manzullo provide a \$200,000 earmark of transit dollars to fund a commuter rail feasibility study. The Northern Illinois Commuter Rail Initiative (NICRI) is created.

November 2004 - NICRI releases the final report on commuter rail feasibility. The report overwhelmingly demonstrates the need and sustainability of commuter rail for the region.

Jan-Dec 2005 - 35 agencies representing local governments, chambers of commerce and economic development agencies pass resolutions of support for the continued funding and development of commuter rail in northern Illinois. A letter containing the agency support package is sent to the US delegation.

March 2006 - US Senator Richard Durbin & US Congressman Donald Manzullo provide a \$3 million earmark for a formal Alternatives Analysis in the Federal Transit Administration's (FTA) New Starts program. The steering group is changed to the Northern Illinois Commuter Transportation Initiative (NICTI) to reflect the New Starts guidance.

August 2006 - Many local government agencies pass resolutions supporting the effort to restore passenger rail service to the Rockford region.

March 2007 - Illinois DOT releases an Amtrak Feasibility Study for inter-city passenger rail service Chicago to Dubuque. 3 route alignments are considered. Route A through Belvidere and Route C are the best performing routes. Genoa is not included as a station stop along Route C.

April 2007 - Representative Jack Franks sends a letter to the US delegation from Illinois advocating for the return of passenger rail service to northern Illinois specifically using the Route A alignment through Belvidere, Marengo and Huntley.

June 2007 - Illinois DOT releases a revised Amtrak Feasibility Study. 4 routes are analyzed. Genoa is added as a station stop on Route C. Route C receives favorable consideration because of a lower capital cost and only one railroad company is involved (CN). The analy-

sis is based on existing freight rail timetable speeds.

July 2007 - RMAP Chairman Linda Vaughn sends a letter to Representative Julie Hamos advocating passenger rail investments in northern Illinois and offers support to statewide elected officials considering a capital program in Illinois.

May 2008 - NICTI and RMAP select the Union Pacific Belvidere Subdivision route (CR6) as the Locally Preferred Alternative. Amtrak and IDOT are asked to co-locate inter-city passenger service and commuter service in the same rail corridor to match the regional planning consensus. Regional leaders call for co-location as the most prudent expenditure of public funds.

May 2008 - Senator Durbin and Congressman Manzullo meet in downtown Rockford with local elected officials to discuss the idea of co-locating passenger rail services. A briefing paper is presented which details the salient facts pertaining to investments in commuter and inter-city rail.

July 2008 - Representative Jack Franks sends a letter to Senator Richard Durbin advocating for Route A as the most prudent expenditure of public funds for restoration of passenger rail service in northern Illinois.

September 2008 - The Rockford MPO (RMAP) approves Resolution 2008-11 officially amending the long range transportation plan for the region to include Route A as the “Locally Preferred Alternative” for commuter rail service and recommends that all passenger rail services co-locate in the Route A corridor to maximize the benefit to the citizens of the region.

December 2008 - RMAP Chairman Fred Brereton, Mayor of Belvidere, sends a letter to Senator Richard Durbin which includes a comprehensive list of projects developed by regional consensus of over 40 public agencies that can be used for the likely “economic stimulus” program. Passenger rail is designated as the #1 regional priority.

Jan-March 2009 - Northern Illinois officials meet with IDOT – Bureau of Railroads and Amtrak to discuss and compare engineering cost estimates for the NICTI and Amtrak passenger rail projects. A summary sheet is prepared by NICTI which shows that proposed Route A and Route C capital cost estimates are the same order of magnitude. These revised capital costs reflect a difference of opinion of the superior nature of Route C, as was detailed in the revised Amtrak Feasibility Study.

February 2009 - RMAP Chairman Fred Brereton, Mayor of Belvidere, sends a letter to Governor Patrick Quinn expressing support for passenger rail investments in northern Illinois, and specifying the Union Pacific corridor as the preferred passenger rail corridor.

April 2009 - Rockford Mayor Larry Morrissey sends a letter to Congressman Manzullo detailing the regional support for passenger rail investments and requests that funding for preliminary engineering and land acquisition be considered as a “Member-Designated Surface Transportation High Priority Project”.

April 2009 - US Congressman Don Manzullo (IL) and Bruce Braley (IA) send a letter to US Secretary of Transportation Ray LaHood requesting that the Chicago to Dubuque cor-

ridor be considered for Recovery Act funding.

April 2009 - Belvidere Mayor Fred Brereton sends letters to the Congressional delegation for northern Illinois requesting that they support a High Priority Project designation for passenger rail in northern Illinois.

May 2009 - Rockford region leaders travel to Washington DC and speak to Senator Durbin, Congressman Manzullo and FRA Administrator Joe Szabo on the regional consensus of Route A-Metra-UP-CN. The leaders sign a letter to Governor Patrick Quinn asking for an update to the State Rail Plan to reflect the consensus.

May 2009 - Several regional local governments pass resolutions indicating a unified voice from Winnebago, Boone and McHenry counties for Route A as the passenger rail corridor which maximizes the benefits to the northern Illinois region.

July 2009 - The IL General Assembly approves a \$31 billion Capital Program, called Illinois Jobs Now! Substantial funds are committed for the upgrade of rail assets in several corridors.

July 2009 - Representative Chuck Jefferson and the Rockford Chamber of Commerce announce the Blackhawk Express Rail Coalition as a grass roots campaign to collect 10,000 signatures in support of restoring inter-city passenger rail service to include a Belvidere stop. The coalition collects more than 14,000 signatures in the 3-month campaign.

July 2009 - The RMAP Policy Committee sends a letter to Governor Quinn detailing the importance

of passenger rail as a cornerstone of the Comprehensive Economic Development Strategy for the Rockford region and a complementary investment to the Chrysler-Fiat Assembly Plant in Belvidere.

September 2009 - The statewide elected officials from northern Illinois send a letter to Governor Quinn requesting that IDOT select Route A as the preferred route for restored Amtrak service Chicago to Dubuque. It is noted that the elected officials that represent both Belvidere and Genoa (Senator Burzynski and Representative Wait) have committed their advocacy to the Belvidere route (Route A).

October 2009 - RMAP staff prepare a “fact sheet” for proposed Amtrak service Chicago to Dubuque in response to IDOT’s concern that they had received some letters and petitions of opposition from rail advocates in Genoa and DeKalb. A meeting was held in Genoa City Hall to discuss the differing viewpoints. No consensus was obtained.

October 2009 - RMAP, on behalf of the regional rail partners, submits an application for \$71.4 million for the TIGER program, part of the Recovery Act. Approximately \$20 million of the request is to support the entry into revenue service of passenger rail. The TIGER grant request is not funded by the USDOT.

November 2009 - IDOT and their rail consultants host a meeting to explain that Route C has been selected for submittal for Recovery Act funds for the restoration of inter-city passenger rail service Chicago to Dubuque. Discussion centers on the eventuality of not receiving Recovery Act funds and utilizing Illinois Capital program dol-

lars. The Recovery Act application for the HSIPR Track 2 program is not funded by the USDOT.

January 2010 - Governor Pat Quinn announces the award of \$60 million in state capital funds to establish passenger rail service from Chicago to Dubuque. The route segment between Chicago and Rockford is announced as Amtrak Route A through Belvidere.

NEW STARTS / SMALL STARTS

The Federal Transit Administration's discretionary New Starts program is the federal government's primary financial resource for supporting locally planned, implemented, and operated major transit capital investments. The New Starts program funds new and extensions to existing fixed guideway transit systems in every area of the country. These projects include commuter rail, light rail, heavy rail, bus rapid transit, streetcars, and ferries. SAFETEA-LU authorizes \$6.6 billion in total funding for fiscal years 2006, 2007, 2008, and 2009. This includes funding for more than 330 projects for proposed, pending, and existing Full Funding Grant Agreements (FFGA). FFGAs are multi-year contractual agreements between the FTA and project sponsors that formally define the project scope, cost and schedule. They also establish the maximum level of federal financial assistance and outline the terms and conditions of federal financial participation. Future assistance from the FTA in the New Starts program is anticipated for the initiation into revenue service of commuter rail for the region, and will be a complement to intercity rail by sharing capital expenditures on rail infrastructure upgrades.

New Starts projects, like all transportation investments in metropolitan areas, must emerge from a regional, multi-modal transportation planning process. The pro-

cess is based upon rational decision making that benefits from the information developed during the following three phases of New Starts project development:

Phase I – Alternatives Analysis:

Local project sponsors are required to perform an alternatives analysis that evaluates the mode and alignment options for a particular corridor in the community. This analysis informs local officials and community members on the benefits, costs and impacts of transportation options, so that the community can identify a preference. This phase is complete when local and regional decision makers select a locally preferred alternative, and it is adopted by the metropolitan planning organization (MPO) into the region's long-range transportation plan.

Phase II – Preliminary Engineering:

During the preliminary engineering (PE) phase of project development for New Starts investments, local project sponsors consider their design options to refine the locally preferred alternative and complete the National Environmental Policy Act (NEPA) process. Preliminary engineering hones the estimates of project costs, benefits, and impacts. In addition, during the PE phase of project development, local sponsors finalize management plans, demonstrate their technical capabilities to develop the project, and commit local funding sources.

Phase III – Final Design:

Final design is the last phase of project development and includes the preparation of final construction plans, detailed specifications and bid documents.

New Starts projects must undergo evaluation by the FTA throughout the entire project development process. Projects are evaluated according to a variety of criteria. As required by SAFETEA-LU, which amends 49 USC §5309(d)(5)(B), the FTA assigns ratings of "high," "medium-high," "medium," "medium-low," or "low" throughout the project development process as information concerning costs, benefits, and impacts is refined. Based on these evaluations, the FTA makes decisions about moving projects forward, from preliminary engineering to final design, to annual funding recommendations to Congress, and to the execution of a FFGA. In the Annual Report on New Starts, FTA applies these evaluations to recommend funding for projects anticipated to be ready for an FFGA before the end of the budget fiscal year, and to recommend funding for other meritorious projects. 49 USC §5309(d) establishes the criteria under which proposed New Starts projects are evaluated. The FTA evaluates the project justification and the local financial commitment according to the following measures:

- Mobility Improvements - measured by travel time benefits per project passenger mile, low-income households served, and employment near stations.
- Environmental Benefits - measured by change in regional pollutant emissions, change in regional energy consumption, and EPA air quality designation
- Cost Effectiveness - measured as the cost per hour of travel time saved.
- Operating Efficiencies - measured by system operating cost per passenger mile.
- Transit Supportive Land Use & Future Patterns

- measured by existing land use, transit supportive plans and policies and performance, and impacts of policies.

- Other - includes a number of optional factors, including the projected economic impact of project.

In addition, SAFETEA-LU adds two criteria - Economic Development and the Reliability of Forecasts. The region must also demonstrate substantial local financial commitment and capacity for both capital and operating funding. Superior applications for New Starts include the ability to demonstrate:

- The proposed share of total project costs from sources other than 49 USC §5309 New Starts, including federal formula and flexible funds, the local match required by federal law, and any additional capital funding.
- The stability and reliability of the proposed capital financing plan.
- The ability of the sponsoring agency to fund operations and maintenance of the entire transit system (including existing service) as planned, once the project is built.

To assign overall project ratings to each proposed New Starts project, FTA considers the individual ratings for each of the project justification and local financial commitment measures. FTA combines this information into summary "finance" and "project justification" ratings for each prospective New Starts project. Individual measures, summary criteria ratings, and overall project ratings are designated as "high," "medium-

high,” “medium,” “medium-low” or “low.” The FTA New Starts program has additional criteria that allow certain projects to qualify for Small Starts with streamlined evaluation criteria. Small Starts is categorized by:

- Grants are for capital costs associated with new fixed guideway systems, extensions, and bus corridor improvements. Requests must be for under \$75 million in New Starts funds and total project costs must be under \$250 million.
- Small Starts has a separate funding category for a total of \$200 million per year.
- Streamlined criteria and approval process.
- Non-fixed guideway corridor improvements (e.g. Bus Rapid Transit) are allowed under Small Starts.
- Exemption for projects under \$25 million will be eliminated once Small Starts regulation is final.

THE NICTI ALTERNATIVES ANALYSIS

The Northern Illinois Commuter Transportation Initiative, NICTI, was created as a subcommittee of the MPO to steer and guide the passenger rail vision for the region. Originally called the Northern Illinois Commuter Rail Initiative, NICRI, the name was changed to reflect the importance of looking at all alternatives, modes and routes. NICTI created the following timeline for the work on the Alternatives Analysis.

To arrive at the Draft Environmental stage (pending FTA review as of 2040 LRTP plan adoption) NICTI and its project management team created the following guidance docu-

ments, available at <http://www.nicti.net/IC-Reports.htm>.

- Feasibility Study - November 2004
- Public Involvement Plan - August 2006
- Purpose & Need - January 2007
- Initial Alternatives - January 2007
- Evaluation Methodology - January 2007
- First Level Screening - February 2007
- Development of Detailed Alternatives - May 2007
- Final Draft Detailed Alternatives Report - March 2008
- Second Level Screening Report - April 2008
- LPA Briefing Paper - May 2008
- NICTI Survey (conducted by U of I) - March 2009
- Final Draft Environmental Assessment - March 2009

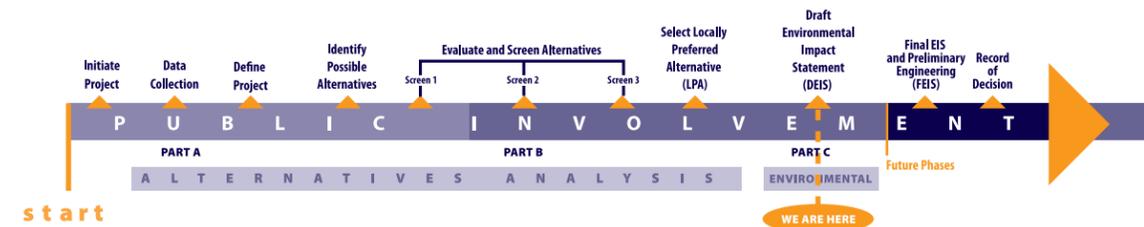
The Elgin to Rockford Project study area is undergoing major transformation, changing from a generally rural area to a suburban environment with the coming of new residential, commercial, and industrial development. This trend is addressed in positive terms in past and recent Long Range Transportation Plans of the Rockford MPO (RATS and RMAP) and the Comprehensive Plans and development plans of many other jurisdictions within the study area. A call to action by area elected leaders, key area stakeholders, planning technicians, and the public is the next critical step in defining problems, needs, and effective solutions. NICTI is a subcommittee of the MPO responsible for coordinating the transportation plans, projects, and services for the Rockford region. Its makeup consists of representatives from county and municipal governments and related agencies of the Illinois North Central Region. As its primary object,

NICTI focuses on implementing strategic improvement of the transportation network linking the Rockford region with the Chicagoland Region. The coordinated efforts of the Rockford MPO and the Chicago Metropolitan Agency for Planning (CMAP) are to articulate the relationship between positive community and economic growth and an efficient transportation system. Collectively and individually, each entity has successfully solicited continued support from the public, community leaders, and elected officials at the local, state, and federal levels. The positive and continuing activities and transportation analysis of

this long-term situation by both entities are described in the NICTI planning documents and form the basis of understanding for the Elgin to Rockford Project study area.

The purpose of the Elgin to Rockford Alternatives Analysis is to address the current and projected growth of Rockford region and its effect on development and travel patterns in northwestern Illinois. The NICTI planning documents introduce, explain, and substantiate the benefits that can be derived and the problem(s) that can be solved by the Locally Preferred Alternative (LPA). The Purpose and

Project Timeline



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Need Report serves as the basis from which alternatives believed capable of achieving the project's purpose will be defined and evaluated. The Elgin to Rockford Alternatives Analysis is implemented in a manner that recognizes and focuses on optimizing changes in development and travel patterns that have occurred over the preceding decades between the two major population and business centers in the study area. The Alternatives Analysis identifies, evaluates, and recommends transportation improvements that accomplish this goal by improving connectivity between activity centers while avoiding or minimizing adverse community and environmental impacts.

THE LOCALLY PREFERRED ALTERNATIVE (LPA)

A formal component of the FTA's New Starts process, the LPA for the Rockford region is designated as alternative CR6 and uses the UP Belvidere Subdivision. The LPA was formally approved and amended into the LRTP in September 2008 through RMAP Resolution 2008-11. The CR6 corridor connects the region to the existing Metra station at Elgin Big Timber. The LPA includes commuter stops at Downtown Rockford, Alpine Road, Tollway Station Point, Downtown Belvidere, Marengo and Huntley. The LPA includes the concept of a medium-build alternative (less than full build-out) that eliminates the Tollway Station Point stop, plus other refinements, to lower the initial capital cost to better position the region for the New Starts / Small Starts program. The LPA documentation suggests that co-location of commuter and intercity service would be the most prudent expenditure of public funds, and suggests the Rockford, Alpine Road, Belvidere and Bensenville Stations be designed (or redesigned) as dual commuter / intercity stations. There are many benefits to be realized if commuter

and intercity service were to co-locate on the NICTI Locally Preferred Alternative / Amtrak Route A alignment. More information is available at www.nicti.net.

- Benefits to intercity service would be improved speed, frequency, ridership and reliability.
- The commuter service would benefit from capital cost savings.
- Both the intercity and commuter service would see reduced operating costs.

Metra has done some preliminary analysis of extending their service beyond Big Timber to Huntley and Marengo. While this is not currently under active consideration, the prospect of a partnership between NICTI, Amtrak and Metra could be an impetus to reconsider this extension if the right benefits or influence can be demonstrated. The following table summarizes the benefits that could be realized from intercity and commuter service operating on the same line. Improvements are noted by an upward arrow. A horizontal arrow is denotes no change.

Benefit	Amtrak	NICTI
Frequency	↑	↔
Speed and Reliability	↑	↔
Ridership	↑	↔
Operating Cost Savings	↑	↑
Capital Cost Savings	↔	↑

Frequency

The additional frequencies that the commuter service provides (at least as far as Rockford) would be expected to create ridership enhancements on the Amtrak train, and possibly the commuter train as well. This effect would be similar to the Amtrak / Metrolink synergies that were experienced when the Rail2Rail program was implemented in the Los Angeles region. By honoring each other's tickets, the ridership on both lines grew based on the fact that riders perceived more options to meet their travel needs. The Chicago to Rockford intercity corridor would undoubtedly benefit from additional frequencies beyond the single inbound and outbound trips currently proposed.

Speed and Reliability

Co-locating on a common alignment provides the opportunity for the Amtrak service to achieve speed increases from the higher quality track bed that the commuter service requires. The commuter rail service would upgrade track to FRA Class IV, allowing for higher operating speeds. The NICTI Locally Preferred Alternative estimates a travel time of 1 hour 35 minutes between Bensenville and Rockford. This is compared to an Amtrak travel time estimate between the same locations of 2 hours 19 minutes. This time savings comes from higher quality track and signal system.

Reliability of intercity service would also be enhanced. The current Amtrak proposal provides for one passing siding, while the commuter service plan provides for 3-4 passing sidings. This allows for more reliable travel times because train conflicts are reduced with more sidings. Addition-

ally, this alternative for Amtrak provides Union Station access from the north versus the south which will also enhance speed and reliability.

Ridership

This route travels through key population centers between Chicago and Rockford, serving the fast growing Boone County area as well as southern McHenry County communities of Huntley and Marengo. This provides a stronger potential market to the Amtrak service as compared to the alternative that has currently been selected. This market alone should provide additional ridership, but increased ridership is virtually assured when paired with the frequency and speed improvements that would come from co-location with the commuter service. It is estimated that Amtrak ridership would increase to nearly 42,000 annually due to the faster travel times that the higher quality track would provide if co-located with commuter service. Additional ridership would also be realized due to the enhanced frequencies available to the intercity commuter between Chicago and Rockford.

Operating Cost Savings

There are operating cost savings that could be realized through co-location of commuter and intercity rail service. The commuter rail service could start service with fewer trains than are currently budgeted, and have the Amtrak train provide late AM inbound service and late evening outbound service. The same level of service would be provided to customers, but there would be two providers 'sharing' the operating costs. Both Amtrak and NICTI would be able to share operating costs such as station maintenance and other on-going operating expenses. Co-location would also make it easier for Amtrak to be

the potential contract operator for NICTD service.

Capital Cost Savings

Co-location of the Amtrak service on the Locally Preferred Alternative alignment (UP Belvidere Subdivision/CN) for the commuter service would serve to defray capital costs that are currently anticipated to be borne by the commuter service alone. It would be a strong example of coordinating scarce public funding to serve a greater market. Benefits of co-location on capital

costs are further address in Section 6 of this paper.

Tourism

The CR6 route also would allow excursion trains to serve the Illinois Railway Museum in Union, IL. This popular railroad tourist destination would add off-peak ridership during the tourism season.

Environmental Justice

The LPA maximizes the opportunity for disadvantaged populations to use the additional mobility options

provided by intercity and commuter trains. More Environmental Justice information can be found at the RMAP website, www.rmapil.org. One of the maps, shown in the figure on the left, displays Households With No Vehicles overlaid by the LPA route.

INCREMENTAL PASSENGER RAIL VISION

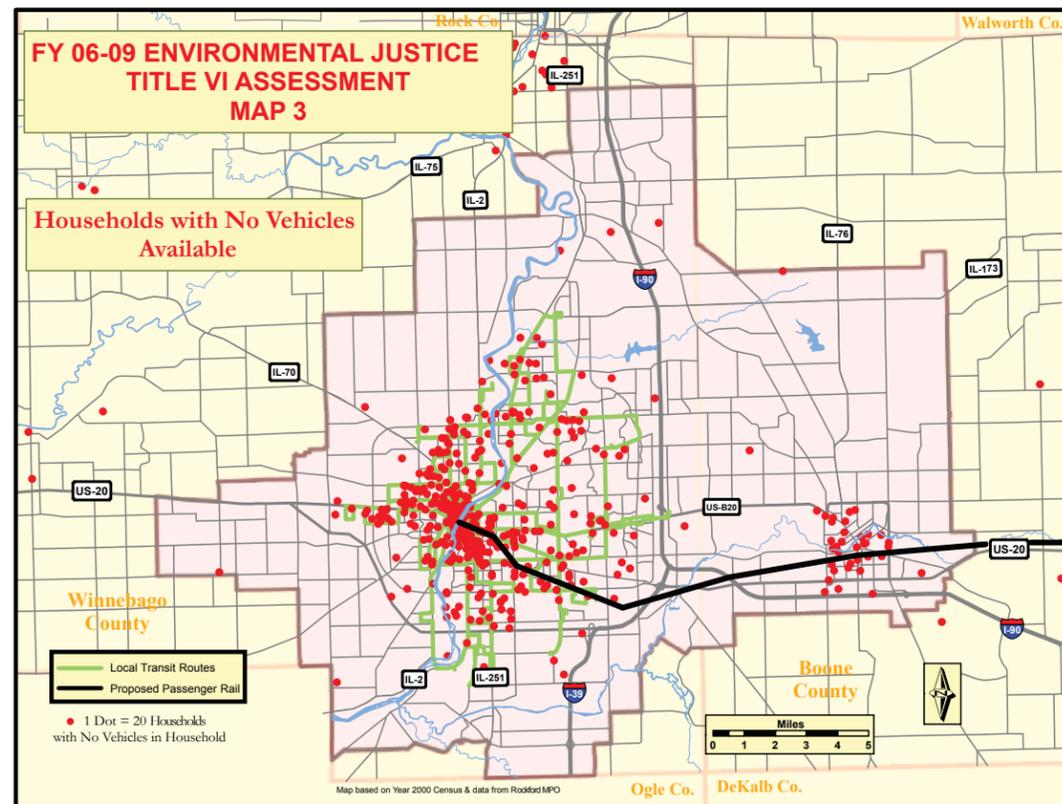
Step 1 - The first step in the incremental approach to providing passenger rail options is intercity passenger rail. Intercity service will reestablish passenger rail transportation to the Chicago – Dubuque Corridor and improve freight rail transportation by upgrading the railroad infrastructure. The overall project area lies along the 300-kilometer (180-mile) Chicago – Dubuque rail corridor, which extends in a northwest direction across the State of Illinois between Chicago, Illinois, and Dubuque, Iowa. The intercity service will utilize the Metra / Canadian Pacific Elgin Subdivision between Chicago Union Station and Big Timber Road station in Elgin, IL. This first segment is the same segment as the Metra Milwaukee District / West Line. The second segment will utilize the Union Pacific Belvidere Subdivision between Elgin, IL and the eastside of Rockford. A connector track will be built between the CP Elgin Subdivision and the UP Belvidere Subdivision. The third segment will utilize the Canadian National Freeport Subdivision between the east side of Rockford and Dubuque, IA. A connector track will be built between the UP Belvidere Subdivision and the CN Freeport Subdivision between Mulford Road and Alpine Road.

The initial service will consist of two (2) trains per day, (one daily round trip) with the eastbound trip departing Dubuque in the early morning and arriving in Chicago by late morning, and the westbound trip departing Chi-

cago in the early evening and arriving in Dubuque before midnight. It is desirable to have the initial service consist of two daily round trips although current funding has not been identified to provide the added level of service. Initial service might also consist of a hybrid mix where one daily round trip is provided between Chicago and Dubuque and the 2nd round trip is provided between Chicago and Rockford. Actual ridership may dictate the need to add additional service within a short time of service initiation.

A single 4-car train set would operate in push-pull mode with a locomotive on one end, and a cab control car or locomotive on the other. It would be serviced by Amtrak in Chicago during the day and would remain on a storage track in Dubuque overnight. It is desired that the rehabilitation of existing rail infrastructure to restore intercity passenger rail service be to FRA Class IV standards (up to 79 MPH). The infrastructure upgrades would include replacement of jointed and/or surface bent rail, upgrading the active warning systems at at-grade road crossings to include flashers, gates and bells, upgrading of some at-grade road crossing surfaces to concrete crossing panels, construction of a new west-terminus layover track, 480VAC layover power and a layover building facility in Dubuque, IA. New or upgraded stations would be provided at Bensenville, Belvidere, Alpine Road, Rockford, Freeport, Galena and Dubuque.

Step 2 – The second step in the incremental approach to passenger rail service is commuter rail service. Commuter rail service would be established between Rockford and Elgin to connect with existing Metra commuter operations at Big Timber Road station as described in the LPA medium (mid-level) build-out. The initial commuter rail service would consist of 12 daily trains (6 eastbound + 6 westbound trains) with 3 eastbound + 3 westbound trips



in the AM and 3 eastbound + 3 westbound trips in the PM. The train set is planned to include 4 passenger cars and would operate in push / pull mode. 8 of the AM & PM trips would be between Rockford and Big Timber and 4 of the AM & PM trips would be between Rockford and Bensenville. Stations would be provided at Bensenville, Medinah, Elgin Big Timer, Huntley, Marengo, downtown Belvidere, Alpine Road and downtown Rockford. Trips could utilize a cross platform transfer at Big Timber,

Medinah or Bensenville if additional Metra destinations were desired. Feeder bus service would be provided at the endpoints. These feeder buses would serve the Woodfield area from Medinah station, the O'Hare area from Bensenville station and the Rockford CBD and RFD from the downtown Rockford station. A sample schedule of the AM trips is shown below. The schedule was created to reflect information current as of May 2010:

Step 3 – The third step in the incremental approach to passenger service would be to expand commuter service to full build-out. Full build-out of the LPA would add the Tollway Station Point stop and feeder bus service in the Flora Neighborhood surrounding the Tollway Station Point, including the Fiat-Chrysler facility. A mid-day round trip might also be added depending on the frequency of intercity service at that point in time. Parking lots might also be expanded at existing stations depending on ridership.

The Step 3 process could also include the implementation of passenger service between downtown Rockford and RFD as well as between Rockford and Madison, WI.

Step 4 – The fourth step in the incremental vision would be to upgrade intercity and commuter service to 110 MPH (FRA Class VI). Based on current FRA standards this would be the maximum speed allowed in a “non-sealed” corridor. Sealed corridors would include removal of all at-grade crossings, both rail-highway and rail-rail and most likely would include electrification common to a true high speed rail corridor. The various infrastructure upgrades to trackwork, signaling, vertical and horizontal alignment would include the addition of “positive train control” or PTC.

Step 5 – The fifth step in the incremental vision for passenger rail would be to implement true high speed rail (HSR), although this step could occur sooner depending on national priorities and funding. True high speed rail would include electrified trains operating up to speeds of 220 MPH in a sealed corridor. The sealed corridor would not allow freight trains to operate on the same set of dedicated HSR tracks. The shorter distance HSR trains at or below 100 miles, common for distances similar to Rockford to Chicago, are characterized as regional high speed trains. More information can be found at www.midwesthsr.org. The proposed Midwest high speed rail network is shown in the figure labeled as such.

Options for higher speed service to the Rockford region range from upgrades to the existing alignments to consideration of alignments that are not currently used for rail. They create a range of solutions – each with advantages and disadvantages. It would be possible to implement them in an incremental fashion. With appropriate track and signal upgrades, and some minor smoothing of curves,

ROCKFORD TO CHICAGO - MONDAY through FRIDAY																						
Stations	2200	2202	2204	2206	2208	2210	2212	100	2214	2216	2218	2220	102	2222	2224	104	2226	2228	AMK	2230	2232	2234
	AM	AM	AM	AM	AM																	
Downtown Rockford LV								5:26					6:01			6:34			7:36			
Alpine Rd								5:36					6:11			6:44			7:46			
Downtown Belvidere								5:51					6:26			6:59			8:19			
Marengo								6:04					6:39			7:12						
Huntley								6:15					6:50			7:23						
Big Timber Rd	-	-	5:27	5:45	-	6:12	-	6:32	-	6:51	-	-	7:05	7:24	-	7:38	-	8:36		9:36	10:22	11:22
Elgin	4:17	4:52	5:33	5:51	-	6:18	-		-	6:57	-	-		7:31	-		7:48	8:42		9:42	10:28	11:28
National St	4:19	4:54	5:35	5:53	-	6:20	-		-	6:59	-	-		7:33	-		7:50	8:44		9:44	10:30	11:30
Bartlett	4:26	5:02	5:43	6:01	-	6:30	-		-	7:08	7:13	-		7:42	-		7:59	8:52		9:52	10:38	11:38
Hanover Park	4:30	5:05	5:47	6:04	-	6:34	-		6:57	7:12	-	-		7:46	-		8:03	8:55		9:55	10:41	11:41
Schaumburg	4:34	5:09	5:51	6:08	-	6:38	-		7:02	7:16	7:21	-		7:50	-		8:07	8:59		9:59	10:45	11:45
Roselle	4:39	5:14	5:56	6:13	6:26	6:44	6:54	V	7:08			7:37			-		8:12	9:04		10:04	10:50	11:50
Medinah	4:41	5:16	5:58	6:15	6:28	-	6:57	7:08	7:11			7:40			-		8:15	9:06		10:06	10:52	11:52
Itasca	4:45	5:20	6:02	6:19		6:50			7:15		V	7:43			-		8:19	9:10		10:10	10:56	11:56
Wood Dale	4:49	5:23	6:06	6:23		6:55		V	7:18		7:30	7:47			-		8:23	9:14	V	10:14	11:00	12:00
Bensenville	4:53	5:27	6:10	6:27		6:59	V	7:17	7:22			7:51			-		8:27	9:18	9:55	10:18	11:04	12:04
Manheim	-	5:32		6:33	V	-	7:09		-	V	V	-		V	-		8:31	-		-	-	-
Franklin Park	4:59	5:34		6:35	6:42	7:05	7:12		7:28	7:32	7:38	7:57		8:05	8:10		8:34	9:24		10:24	11:10	12:10
River Grove	5:02	5:38			6:46		7:16				7:43				8:14			9:28		10:28	11:13	12:13
Elmwood Park	5:04	5:41			6:49		7:19				7:46				8:17			9:31		10:31	11:16	12:16
Mont Clare	5:06	5:43			6:51		7:21				7:48				8:19			9:33		10:33	11:18	12:18
Mars	-	5:45			6:53		7:23				7:50				8:21			-		-	-	-
Galewood	5:08	5:47			6:55		7:25				7:52				8:23			9:35		10:35	11:20	12:20
Hanson Park		5:49			6:57		7:28				7:54				8:26			-		-	-	-
Grand/Cicero	V	5:51	V	V	6:59	V	7:30		V	V	7:56	V		V	8:28		V	9:38		V	11:23	V
Western Ave	5:18	6:00	6:30	6:51	7:07	7:22	7:40		7:45	7:48	8:05	8:11		8:21	8:36		8:48	9:46	V	10:45	11:31	12:30
Chicago Union Station AR	5:30	6:13	6:42	7:03	7:20	7:36	7:53		7:57	8:00	8:18	8:23		8:33	8:49		9:00	10:00	10:25	10:58	11:43	12:42

the speed limit on most of the UP Belvidere Subdivision (except through Belvidere itself), could be raised to 110 mph. Details of elements required for successive upgrades to reach specific thresholds of 79 mph, 80 mph, 90 mph, and 110 mph (based on FRA regulations) are being studied by the Midwest High Speed Rail Association and their consulting team. Faster operation would require elimination of grade crossings and major re-alignment of the few curves on the route. It would be necessary to bypass the segment through Belvidere because of the extensive curvature in combination with numerous grade crossings. An important part of bringing passenger service on the overall Chicago-Rockford route up to higher speeds will be the operation on Metra. The existing 79 mph speed limit that applies on most of this route (key segments are lower) is perfectly adequate for its commuter rail service where few express trains are operated. Increasing speed would be important for longer distance trains to Rockford and Iowa. Increasing speed on the Metra portion would require upgrades to grade crossings, signals, and track. However, it is not clear how much it will be feasible to provide a significant increase due, primarily, to the difficulty of upgrading the many grade crossings in the Chicago suburbs to sealed corridor standards because the communities encroach and are close to the right-of-way. The highest practical speed on the existing Metra route is likely to be 90 mph, or less.

Four options are currently being examined in relation to the operation of higher speed bullet trains for the western part of the route in the area between the intersection of the UP Belvidere Subdivision and the Tollway. When combined with the other segments along the Tollway this could provide an unrestricted route for the entire trip from Rockford to O'Hare, and beyond:

- Use of the Belvidere Subdivision to the extent fea-

sible. It is assumed that this would involve constructing a second track alongside the existing UP track, installation of electrification, and smoothing of curves. With a waiver allowing non-FRA-compliant bullet trains to operate over grade crossings, service to Rockford could continue over the Belvidere Subdivision, operating at up to 110 mph, where curvature and grade crossing improvements allow. Operation through Belvidere itself would be particularly problematic due to the extensive curvature and numerous grade crossings in this segment. Thus, it is assumed that operation through Belvidere would only remain as an interim phase. The segment on the Belvidere Subdivision could continue to be shared with the limited freight operation on the route, with either with temporal separation or separate tracks. It is proposed to shift entry into Rockford to the UP alignment, taking advantage of the additional existing grade separations, providing a dedicated passenger route, and allowing construction of a station several blocks closer to Cedar Street.

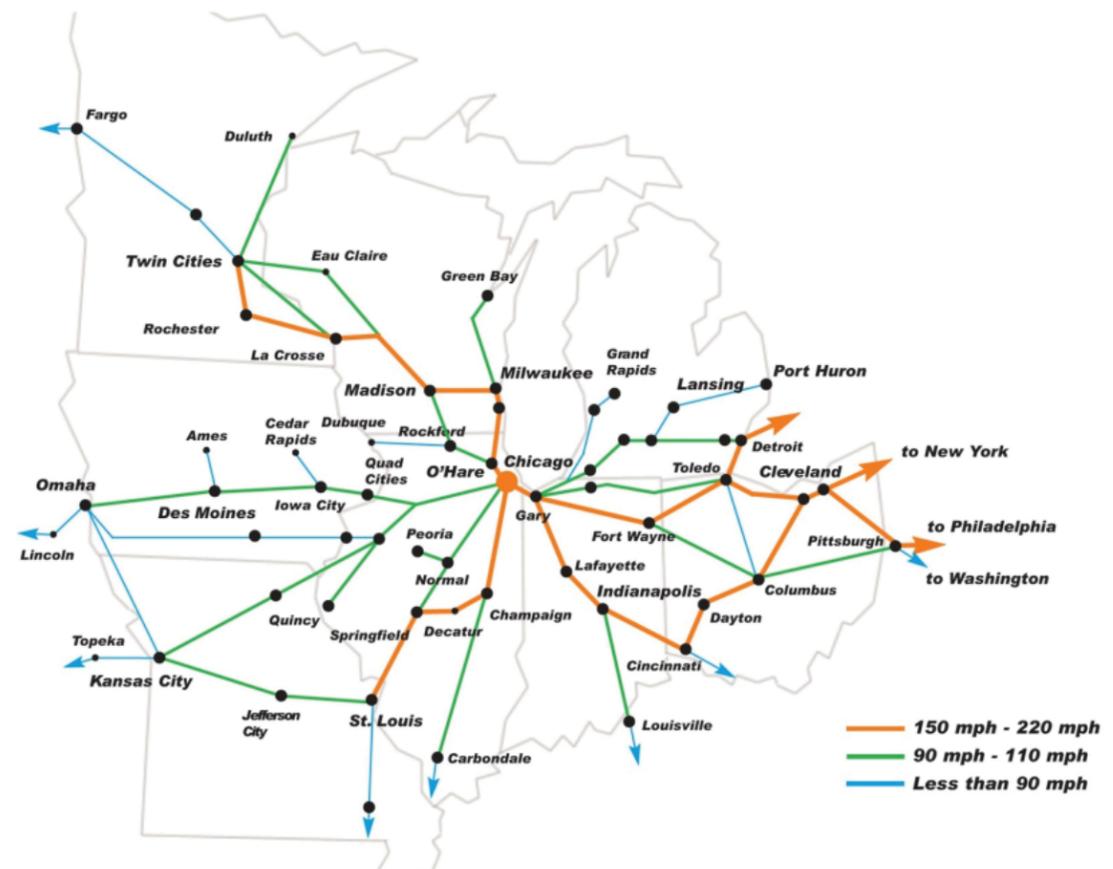
- With further easing of curves and full separation of crossings, the portion east of Belvidere could accommodate 220 mph operation. A Belvidere bypass would be constructed, bringing the route to the south side of the Tollway. This might be a second phase.
- Bypassing the Belvidere Subdivision altogether, staying with a Tollway alignment to a point beyond Belvidere, but with provisions for stations close to the bypassed communities. This alternative would also use the entry into Rockford via the UP alignment.
- Serve RFD prior to traveling to downtown Rockford. This would require a new right-of-way for a significant

portion of the route. The existing freight traffic on the IC & E could not co-exist with high speed operation.

It is critical that state rail plans are updated to reflect

high speed rail planning for the region as it matures. In particular it is critical that the MWRRI plan being updated to reflect the proposed plans.

Proposed Midwest High Speed Rail Network



This image illustrates multiple proposals for a High Speed Rail network, including the Midwest High Speed Rail Association's proposal for 220 mph routes.

SOURCE: Midwest High Speed Rail Association

U r b a n C i r c u l a t o r s

One of the newer concepts in transit planning is urban circulators, including streetcars and trolleys both in fixed guideway and rubber tired implementations. A “back to the future” transit option in the Rockford region, streetcars and trolleys operated in the urban core of the region for many years at the turn of the 20th century. The graphic in **Map 3-3** shows the streetcar system in Rockford circa 1910.

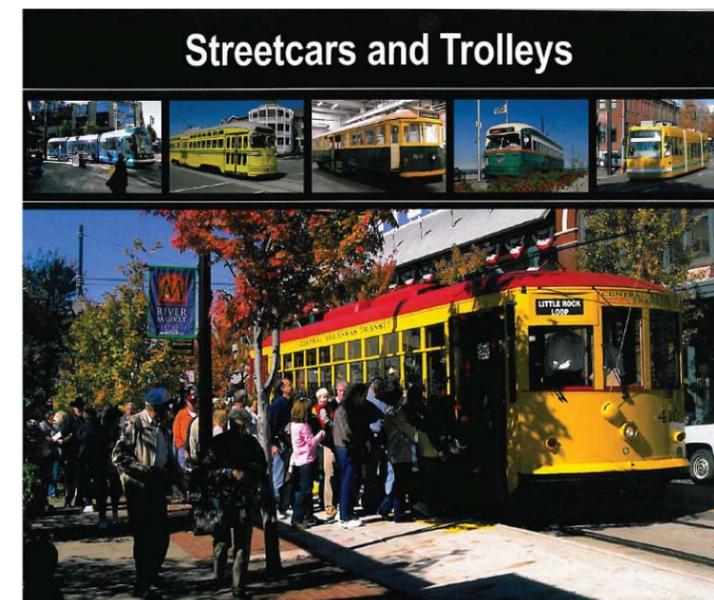
Urban circulators provide a convenient and popular transit option that can link intercity and commuter transit stops with travel destinations that are not within walking dis-

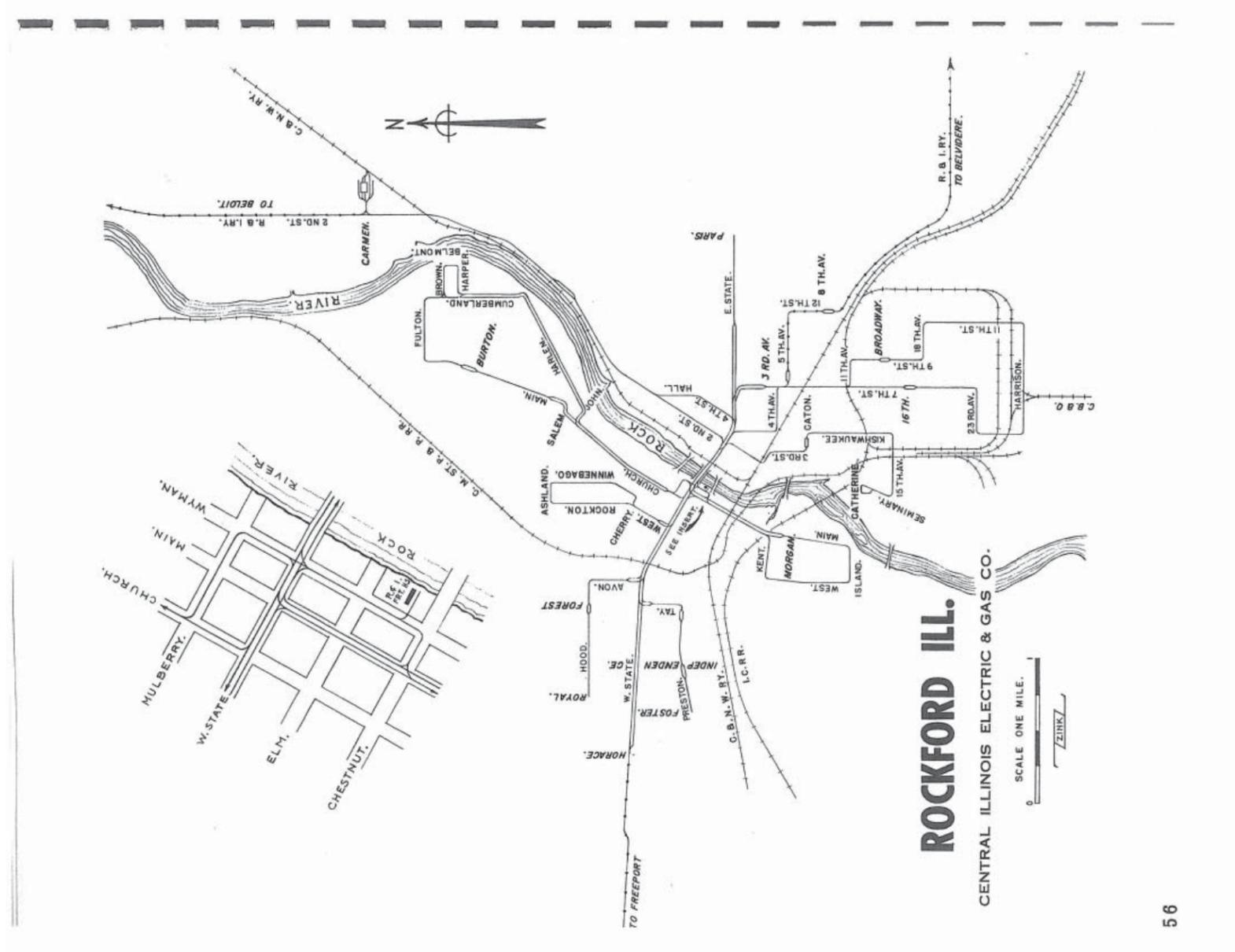
tance. They also provide an excellent opportunity to adaptively reuse freight rail corridors that are made available as a result of rail asset consolidation. This concept ties nicely to the rail consolidation program described earlier in this chapter. The UP mainline corridor from Alpine Road to Central Avenue and the K-D Spur from Windsor Road to downtown Rockford are corridors with high potential for streetcars. Additionally the IR corridor from the S. Main Street rail yards to RFD could potentially provide streetcar transit for air passengers looking to connect at RFD.

Expansion of the trolley service from RMTD, using a rubber-tired fleet, could provide circulation to desirable destinations for passengers departing at the intercity / commuter passenger stations at downtown Belvidere, Alpine Road and downtown Rockford. A hybrid system of both streetcars and trolleys could provide a low cost alternative to traditional fixed-route bus service. Additional planning work is suggested in the next planning period of the long range transportation plan. RMTD is anticipating an updated route and schedule analysis and may provide the proper planning framework. Also, the region is formulating a grant application for the Sustainable Communities Planning Grant Program and urban circulator planning should be a work task within that grant work plan.

Streetcars and trolleys shaped American cities more than a century ago and today this adaptable and user-friendly urban transportation technology is assisting in the redevelopment of older cities and the rebirth of existing neighborhoods. The versatility of these transit options is bolstered by the ability to blend into existing rights-of-way, flowing with traffic in normal travel lanes. These options are capable of being enhanced with transit signal priority, real-time “next car” signs, advanced fare collection and other technologies to improve passenger information. Success is not determined by the technology itself, but how the implementation interfaces with the

community and its development. Moreover the implementation of these modern transit options is environmentally friendly and can contribute significantly to the air quality of downtown environments and the region.





Map 3-3: Historic Rockford Urban Circulators shows rail lines that traverse downtown Rockford. Many of these rail assets still remain underneath the paved street layer.

FREIGHT & URBAN GOODS MOVEMENT

RMAP Freight Study

The objective of the freight study is to focus on the quality and efficiency for the movement of goods. This means that the freight transport chains in the Rockford Urban Area that occur along multi-modal corridors be examined to achieve their full integration in an efficient interface between terminals and hubs. Included in this analysis are the physical obstacles obstructing access to the quality and efficiency of the interoperability and interconnectivity of rail, air and road transport.

Many of the tasks necessary to complete this study will involve the identification of existing freight/warehouse/storage facilities and other regional freight generators; key intersections and segments of transport systems; review of national and regional commodity flows and related freight activity and determining commodity flows, freight origins and destinations to and from the RMAP MPA. Throughout the development of the study it will also be important to conduct interviews with key stakeholders and opportunities for public comment and review will be afforded.

The RMAP Regional Freight Study has been awarded to AECOM which will be working with PTV American and Missman Stanley and Associates. The creation of the document is currently underway and is anticipated on being completed during the winter of 2010-2011.

TRANSPORTATION MODEL

Pertaining to the transportation model, RMAP will upgrade its existing model (T-Model 2 [TM2] software) to PTV-Vision software (which RMAP has already purchased). The TM2 files need to be converted into the PTV software. As a result of trucks having a disproportionate impact on the road infrastructure, one of the goals of this study is to create a separate trip table file for trucks and other type of commercial vehicles in the RMAP travel demand model. The highway network (for commercial vehicles) developed in this stage will be used as a portion of the study's overall transportation network, especially the arterial and National Highway System routes. The important effort in this phase is to separate truck/freight movements from car traffic and to estimate peak vs. off peak traffic for key affected areas.

As part of this effort, RMAP staff recently completed a review of the 2008 average daily traffic (ADT) to determine the split between automobiles and trucks on the RMAP's functional classification system. From the review of the detailed ADT data for over 200 arterial road locations and over 50 collector road locations, listed below is a summary of the arterial data.

A Rockford's Ring Road System (Harrison > Springfield > Riverside > Perryville, including the connections to I-90 interchanges on Harrison Ave. and Riverside Blvd.)
94.2% - auto

- B RMAP's Inter-Ring Highway System (Newburg > Broadway > 15th Ave > Michigan > Pierpont > Auburn > Spring Creek - starting and ending in Belvidere)
95.3% - auto
4.7% - truck
- C U.S. 20 (from Boone County/McHenry County line to Pecatonica / Stephenson County line)
81.7% - auto
18.3% - truck
- D Alpine Road (IL 173 to US 20 Bypass)
95.3% - auto
4.7% - truck
- E IL Route 76 (Wisconsin State Line to US Bus 20)
81.7% - auto
18.3% - truck
- F U.S. Business 20 (from the east-side of Belvidere to the west-side of Rockford)
93.5% - auto
6.5% - truck

If averaging A, B, D & F, the splits are 94.8% for auto and 5.2% for trucks. The averages for all the routes that were analyzed, the splits are 93.0% for auto and 7.0% for trucks.

For the approximately 50 random collector road locations, the splits are 94.8% auto and 5.2% truck.

IDENTIFY EXISTING FREIGHT GENERATING FACILITIES

Due to the region's history as a manufacturing center, there are many heavy freight generators located throughout the MPA. These facilities are valued added manufacturing centers and are usually intermediary producers sending their products to other areas to assemble finished products. Both raw materials and components are utilized by these manufacturers. This had lead to an intricate system of daily deliveries and shipments that must traverse the country. Since many manufacturers now rely on just in time deliveries. These companies generate high volumes of freight traffic. Also there are a number of machine tool industries specialize in custom machining of specified parts. This industry also utilizes the same principles. Companies in this area that fit these characteristics are Woodward Governor, Ingersol Machine Tool, and W.A. Whitney, Estwing Manufacturing, Carrier Commercial, Hamilton Sunstrand, Thermo Fisher Scientific, Cadbury Adams USA LLC now Kraft Foods (food processing), Joseph Behr and Sons, Rockford Ball and Screw, and many others that make up the manufacturing community of the Rockford Region.

This Rockford Region is also home to a Chrysler, now Fiat, automobile manufacturing facility. The facility

is located along a number of important transportation corridors including both rail and roadway. This facility produces the Dodge Caliber line as well as a Jeep vehicle. It can be retooled easily with its multiple production lines to accommodate other vehicles as the need arises. With the buyout of Chrysler by Italian auto manufacturer Fiat, the future of this facility is in a state of flux but is still currently running 2 shifts. Another important automobile facility was located in Janesville, WI, which is within the economic region. Since the bankruptcy of General Motors in 2009 this plant has closed.

Another area that this region is diversifying into is the logistics market. These companies warehouse goods and are regional distributors of goods often times employing multiple modes of transportation. As can be expected from this market sector, the proximity and access to major transportation corridors is the key component when locating to any given region. Since it is crucial that these deliveries happen on a timely basis, delay being the number one cause of revenue loss, it is important from not only an economic development standpoint but a operational standpoint as well to plan adequate facilities for these users so that system interruption does not occur. Some logistics companies in this region include United Parcel Service, Lowe's Distribution, Union Pacific's Global Intermodal III Terminal in Rochelle, among many other such businesses.

Local agencies can also be identified as resources that work alongside and often place industries within the region, namely the Rockford Area Economic Development Council in Winnebago County and Growth Dimensions in Boone County. These agencies are more familiar with manufacturing sector business and have worked to attract industry to this area. In order to help fulfill this directive, a close relationship and constant con-

tact must be kept in order to know what drives private investment. The Freight Study will detail those connections and how they can benefit this planning area.

Within the Freight Study, interviews will be conducted with freight generators of this sort to determine problems, identify corridors, and gain an insight into operations and how they rely and affect the transportation network. It is important to discuss how these users utilize the transportation system for their own ends in order to understand freight movements in, out, and through the region.

COMMODITY FLOWS

As part of the process of studying freight movements around this region, a determination must be made on freight quantities, origins, and destinations. This incorporates measuring the manufacturing capacity of the Nation, State, and local areas and how these supply chains and interlinked. This is an intensive process with many facets including those companies that ship goods by all modes: air, road, rail, and pipeline.

Many governmental agencies publish data that upon compilation, analysis, and computation; a accurate picture of network relations can be formed which will provide insight into freight needs and movements. Some of these agencies and resources are listed as follows:

- Federal Highway Administration Freight Analysis Framework Database
- Standard Transportation Commodity Classification Code
- Waybill Sample files
- Bureau of Economic Analysis US Transportation Satellite Accounts (TASKS)

- Industry Economics Division (IED)
- Bureau of Transportation Statistics (BTS)
- Illinois Department of Employment Security

These are just a number of the many resources that must be tapped in order to draw a complete picture of freight movement from an economic standpoint.

Within this review, the local land use plans and projections specifically how they key in on existing and planned commercial, industrial, and manufacturing employment areas that are and will generate high freight volumes. In other words, an understanding of geographic relationships between local freight flows and the existing and planned transportation facilities must be reached.

Also as a component will be a future growth assessment to project the growth of industry sectors that rely on freight movements for operation. An outlook of future good movements based on current market trends will help RMAP to plan for future system enhancements. This will use the link between transportation and land use to determine how land use decisions may not only impact freight movements but vice versa.

REGIONAL FREIGHT STRENGTHS AND WEAKNESSES

A history of the transportation networks within the Rockford MPA will be compiled to look at the legacy of freight users in this region. Once all of the industries involved in freight activities are determined and their operations clearly defined, a description of the strengths and weaknesses of the region's transportation network will be prepared. This is important in determining areas that will receive further investments along with analyzing what character-

istics makes successful routes function at the level they do.

Among the strengths of this region will be its proximity to the Chicago-land area. Chicago has been a long time bottleneck, especially rail corridors, in shipping goods from coast to coast. Rockford is not only strategically located in this regard, but is also located along major interstate and state highways leading in all directions. This proximity means that locating intermodal or drop off locations in this area can bypass the congestion of the Chicago region, a major time savings.

One of the biggest weaknesses of this region is its crumbling infrastructure. Since this community has been long established as an industrial hub, many of the transportation systems have seen heavy wear and tear. Not only this fact, but the long occurring manufacturing slowdown trend this nation has been witnessing over the past 30 years has left its toll on the Rockford region. Massive disinvestment in this area's facilities has left transportation corridors functioning at rates far below that of other competitive regions.

Once the identification of these strengths and weaknesses has been analyzed, future investment can be programmed to specific transportation priorities. Strengths can be compounded upon by either utilizing them to their full potential or applying the lessons from them to weaknesses.

IDENTIFYING KEY FREIGHT CORRIDORS

The general intent of studying freight movements is to better understand both business use of the transportation system and to alleviate bottlenecks, congestion, and safety concerns as it concerns interactions of trains, over-the-road trucking, and automobile traf-

fic. It is paramount to identify areas that can better serve cargo operations to further regional goals like economic development and Level of Service (LOS).

The end result of analysis in this area will yield an array of information that will help to provide better service to the freight industry by identifying logistics corridors that are highly used for the purposes of freight movement. It will also point to areas in the system that may be hampering efficient movement of goods whether it be through bottlenecks, insufficient way finding, or interaction/interference with other modes of transportation.

As a result, this insight will provide RMAP and other agencies who deal with transportation related issues in the region a set of possible improvements that could provide better freight movement in, out, and through the MPA. These solutions could range from Intelligent Transportation System improvements such as dynamic messaging boards to alert drivers to traffic delays and suggest alternative routes, capacity improvements to free up congested road segments, or even grade separation projects where train traffic ties up roadway traffic.

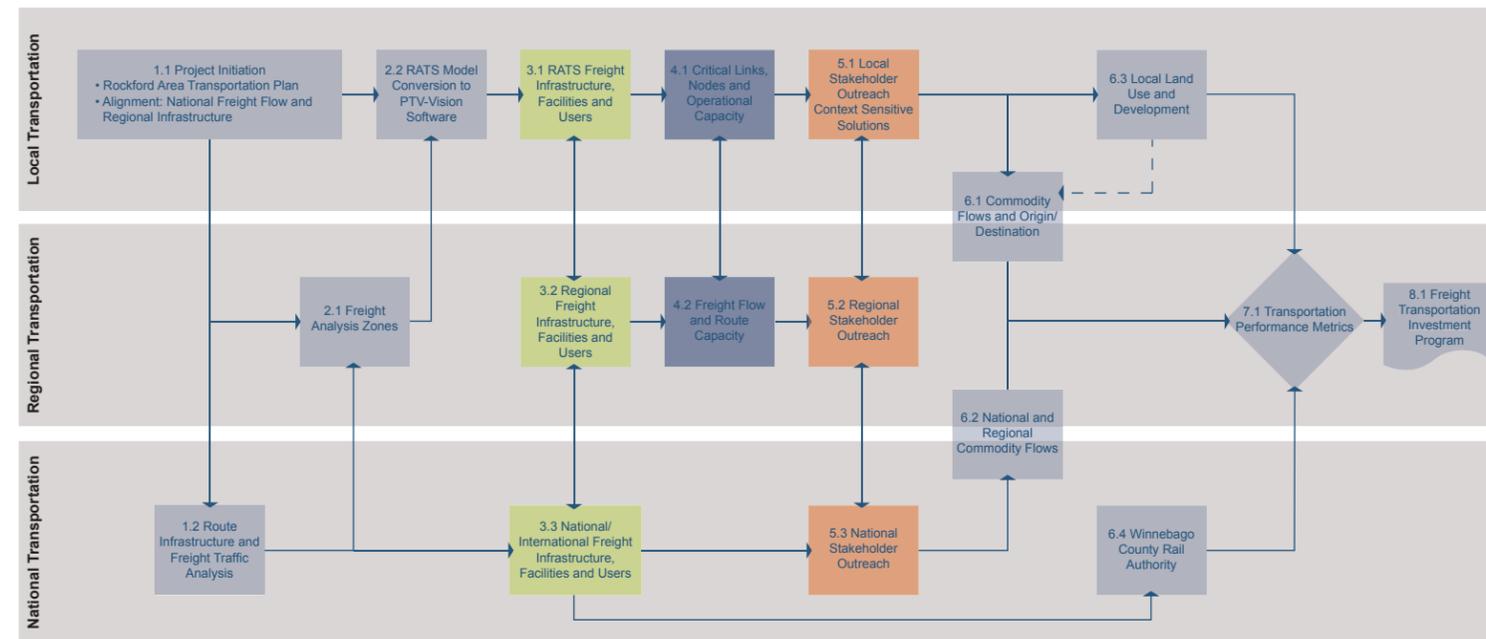
Recently the Illinois State Toll Highway Authority raised the speed limit for multi-axle trucks from 55 mph to 65 mph. This is was as much of a safe-

ty measure as it was a way of better moving cargo through Chicago. The resulting increased freight mobility has not yet been quantified, but in the coming years we are sure to see the positive impacts of this decision unfold. The implementation of solutions like this will reap positive rewards as this region competes for industry while providing ade-

quate mobility for all system users. Investments that stem from a system wide overview of freight systems will pay dividends in the future as the need for goods movements become increasingly broader and expand to the global level.



RATS Regional Transportation Freight Study



Winnebago County Rail Authority

Legislation was introduced in the Spring 2007 Session of the Illinois General Assembly to authorize the Greater Rockford Airport Authority (governing board of RFD) to establish a Rail Authority. The legislation, which ended up as House Bill 4, was adopted in October 2007. Under existing Illinois statute, the Transportation Cooperation Act of 1971, a path is provided to have the Rail Authority established by having units of local government execute an interagency agreement. The Bill as adopted authorizes the Airport Authority to issue its property tax based, general obligation bond for rail purposes. However, the Bill was amended to omit any explicit authority for the Rail Authority to construct, acquire, operate, or contract for operation of rail facilities. The Act also specifically prohibits the Rail Authority from itself acting as a rail carrier. This airport authority governing board adopted a resolution unanimously on June 26, 2008 to create the Authority and name an Executive Director.

The Winnebago County Rail Authority is an organization fostering the growth of rail transportation alignment with industrial development. The Rail Authority's roles and responsibilities continue to evolve in response to regional challenges and opportunities. The Rail Authority's management platform guides investment and operations to link area industries with Class I railroads consistent with the practices for the state of the industry in Illinois. The Winnebago County Rail Authority reflects the commitment of the regional community to support transportation and industrial development. The Authority shares a bond-

ing capacity linked through the existing powers of RFD.

The Winnebago County Rail Authority has initiated a study which examines improvements to the railroad infrastructure entitled the Winnebago County Rail Authority Rail Engineering and Planning Study. In addition, upgrading the rail net from Rockford to Flagg center to allow higher speeds and handle heavier loads is a future project. This will promote economic development of the area and expand industrial development linking the RFD area with the Rochelle Inter-Modal Hub. The following sections highlight aspects of the study.

THE ROAD AHEAD FOR THE ROCKFORD RAIL FACILITY

Critically important to the three functions of the Rockford Rail facility are the proximity to local roads and Interstate highways. Without question, the final destination and the original destination will be served by trucks in the vast majority of circumstances. One may ask, "Why is it necessary to use both modes in conjunction rather than one singular mode?" The answer to that question is rooted in transportation finance and economics. Shippers that do not induce large volumes pay a high price in both capital and operating expense to build or maintain their own railway spurs. Conversely, railway carriers cost's are extremely high to serve many small customers in a large geographic area of a 50 mile radius. The Rockford Rail facility

mixes the economies of scale of a large industry that is rail served, with the flexibility and high service levels of trucking pickup and delivery. Typically trucking costs will exceed railway costs to shippers at a point between 400 and 700 miles in shipping distance. Those figures can change dramatically downward if large volumes are considered. I-39 and I-90 are in close proximity to potential sites. Shippers with the region will obviously benefit from the Rockford Rail facility introduction. Due to the multiple users of the Interstate system and the sometimes chronic rail congestion issues within Chicago, Shippers with smaller volumes may be enticed by the high quality service and improved customer interface which is likely to result from the "boutique" model approach. The Rockford Rail Engineering and Planning Project supports rail freight and industry rail service infrastructure investments to bring the existing and proposed assets into a state of good repair and operability. The Project creates a rail-to-highway intermodal or transload facility that all railroads serving industries in the Rockford region can utilize. The project is configured in a way to enable a freight consolidation effort to maximize the economic competitiveness of the region, creates jobs and allows the increased freight activity to align with other transportation modes and purposes. The project builds upon the market strength of the Airport (RFD) to further link freight transportation and access to global markets. The Project builds upon public and private sector interests and activities that have taken place in the greater Rockford area, including the following:

- The acquisition by the Canadian Pacific (CP) Railroad of the Dakota, Minnesota & Eastern Railroad (DM & E) and the subsidiary holding of the Iowa, Chicago & Eastern (IC & E) Railroad.
- Legislation approved by the Illinois General Assembly in 2007 to create the Winnebago County Rail Authority under the auspices of the airport board at the Greater Rockford Airport (hereinafter referred to as RFD).
- Approval of a 2009 Capital Program by the Illinois General Assembly that allocates significant funding to rail infrastructure upgrades.
- Significant private investment by the four railroad companies that serve the Rockford region - Canadian Pacific (CP), Canadian National (CN), Union Pacific (UP) and Illinois Railway (IR), as well as in northern Illinois.
- The growth in air cargo and freight activity at RFD and the prominence of RFD to regional economic development.
- The Rockford Global TradePark, which surrounds RFD, brings together a multitude of economic development tools such as Foreign Trade Zone #176, US Customs Port of Entry, three economic recovery TIF districts and a planning area of over 6,600 acres for industrial and commercial projects.

INTERMODAL AND AIR FREIGHT SERVICE

The proximity of the railroad assets for the Project in proximity to the RFD facility and Global Trade Park afford the region a unique opportunity to link the three transportation modes together: air, rail and roadway. Dallas – Fort Worth International Airport and San Antonio International Airport have each developed closer integration of the airport freight facilities with adjacent and nearby industrial facilities. The Charlotte Douglas International Airport has specifically accommodated the direct linkage of air freight from the airside to ground industrial and transportation facilities. The new westerly runway is due to be commissioned in February of 2010 and includes an air freight intermodal terminal between the new and existing runway.

CONNECTING TRAFFIC/INTERMODAL ALIGNMENT

With convergence of the Union Pacific (UP) Burlington Northern Santa Fe (BNSF) CP and CN all within a 50 mile radius as shown in the following figure, the opportunity to provide interchange services to each of these railways is greatly increased. It is anticipated that the Rockford Rail Facility will provide “blocking opportunities” by the Illinois Railway. Blocking opportunities can be described as assembling cars in blocks that are destined for a specific location. When this method of operation is employed it typically allows reduced switching and shunting that likely would occur in the metro Chicago area. Destination blocking produces a superior transit time. The facility could allow for by pass opportunities around Chicago that could provide more

direct connections to through trains particularly on CP’s DM&E line into the Kansas City area. Presently the method of operation includes predetermined interchange location(s) within the Rockford area that may be outdated. Obsolete facilities that could be rationalized such as the storage tracks along Valley Court, Cedar Street, and in the South Main Street Yard. This real estate could be realized for an alternate use that may have a greater value and enable new site uses for local and regional commuters. In summary, the benefits of the Rockford Rail facility for interchange purposes are superior transit time. Better service for local customers, better service for the customers of the shippers in the Rockford area, and the potential for re use of real estate. Also, if the Illinois Railway takes full advantage of such a facility in the manner described, the possibilities of reduced cost is also achievable. If the Illinois Railway blocks for destination across the respective railways at Rockford and provides seamless interchange to the Class I railways, the benefits can be tremendous. This assumes that the connecting railways will not bring traffic to Chicago for additional humping, switching. Several days of transits can be reduced by utilizing this method of operation. The Illinois Railway should/can interchange destination blocks to the connecting railroads at Davis Junction to CP/DM&E, Flag Center BN and UP and CN North of the airport connection, Illinois Railway has operating agreements from the Rock River/South Main Street across to Madison (WI) where the CP/DM&E connects with the Wisconsin Southern.

INDUSTRIAL SERVICE/STORING PRODUCT

Within the proposed facility adequate property exists for product placed in on-ground storage or the

construction of facilities for product protection. The use of portable or permanent cranes can be a simple and inexpensive method of fulfilling this function. In the case of containerization, more expensive top lift equipment may be required to lift containers on and off railcars and trucks. It is assumed in the conceptual design of the facility that top lifting containers and using portable cranes will be the method of operation. The requirements of sub grade, grade and pavement designs are similar to those of an airport runway. Each of these functions can be utilized at the Rockford location. Within the general vicinity of Rockford are several large terminals that are large and typically fairly ridged in operational flexibility.

SITES IN THE ROCKFORD AREA

The project began by examining the parcels of land adjacent to the railroad line as it extended from Airport Drive southward to Flagg Center. The sites boundaries were extended to include two additional areas relevant to the study. The industrial and mixed use areas from Airport Drive southward to the Kishwaukee River and from Falcon Drive eastward to 11th Street / Route 251.

AIRPORT

Introduction & Background

There are three airports located in the Rockford Metropolitan Planning Area (MPA): Chicago Rockford International Airport (RFD), Poplar Grove and Cottonwood. In addition, there are three airports located within two-hours driving time from the Rockford MPA that serves the residents of the MPA.

RFD is rapidly becoming a major transportation center of the Midwest and is presently ranked as a Top 20 US cargo airport when measured by landed weight. RFD is home to the second largest air hub sorting facility in United Parcel Service's system. DB Schenker has a smaller facility at RFD.

RFD offers many benefits to cargo operations including excellent facilities, a congestion-free airspace, and proximity to a major intermodal transportation hub. Additionally, RFD is a US Customs Port of Entry and the Authority is grantee for Foreign-Trade-Zone 176.

CHICAGO/ROCKFORD INTERNATIONAL AIRPORT

The Chicago Rockford International Airport (RFD) is located 85 miles northwest of Chicago and encompasses over 3,000 acres. RFD is home to 30 industrial tenants and the largest regional parcel-sorting facility in the UPS system - the only facility of its type that handles coast-to-coast cargo. The airport has progressively evolved from a general aviation facility to a dynamic commercial service airport.

RFD is presently ranked as a Top 20 US cargo airport and the 215th largest passenger airport. Currently, Allegiant Air offers non-stop flights to: Orlando/Sanford, Las Vegas, Clearwater/St. Pete (Tampa Bay Area), and Phoenix/Mesa. Apple Vacations offers seasonal service to Cancun and Direct Air offers seasonal service to the Ft. Myers Area/Punta Gorda. Depending on the season, up to 31 flights depart from RFD each week.

RFD is an international airport capable of landing aircraft in Category III conditions. These state-of-the-art facilities, when coupled with runway lengths of 10,000 ft. and 8,200 ft., allow RFD to land any jet aircraft operating in the world today - even under the most adverse conditions. RFD's modern two-story 50,000 sq. ft. terminal building has a "hassle-free" environment with jet bridge boarding.

RFD is a United States Customs Port of Entry, home to 30 industrial tenants and the Authority is grantee for Foreign Trade Zone #176. The diverse activities at RFD cause it to have a greater economic impact on the region it serves than any other commercial service airport in the State of Illinois, excluding the city of Chicago's system of airports.

RFD is municipally-owned and operated by the Greater Rockford Airport Authority (GRAA). The GRAA is led by a Board of Commissioners with seven members appointed as listed below. Commissioners are appointed for a term of five years.

- Mayor of Rockford – three members
- Winnebago County Board Chairman – two members
- Mayor of Loves Park – one member
- Mayor of the Village of Machesney Park – one member

FACILITIES AND EXPANSION

RFD has two runways that allow instrument landings and is a major airport that provides cargo, commercial, general aviation, and maintenance services. Aircraft based at RFD include 52 single-engine, 25 multi-engine, 15 jets and one helicopter for a total of 93 aircraft. Airport facilities include:

- Runway 7/25 (10,000 ft. x 150 ft.) Category III Instrument Landing System
- Runway 1/19 (8,200 ft. x 150 ft.) Category I Instrument Landing System
- Cargo ramps capable of 727-747 operations
- State of the art control tower operates 24/7
- Uncongested airspace environment
- Interstate highway access including I-39, I-90, I-88

Over the past few years more than \$183 million has been in-

vested in infrastructure improvements and facilities at RFD aimed at making your experience safe, efficient, and hassle-free. Some of these investments are highlighted below:

- * RFD Parking Expansion
- * Beltline Road Expansion
- * Terminal Enhancements
- * Hangar Development
- * Addition of Snow Removal Equipment Building
- * Addition of International Arrival Gate
- * Remodel/Expansion of Fire Station #7
- * New UPS Sorting Facility

A majority of dollars spent on these projects were funded through local, state, and federal grants. The completion of these projects has allowed RFD to be in the position to accommodate the tremendous growth in passenger and cargo services.

RFD is unique in the fact that although the airport has aggressively completed and invested in many recent capital improvement projects over the past several years - at the same time - they have aggressively paid down their

debt. As of January 1, 2007 their property tax rate was cut by 62%, which means a significant savings for taxpayers.

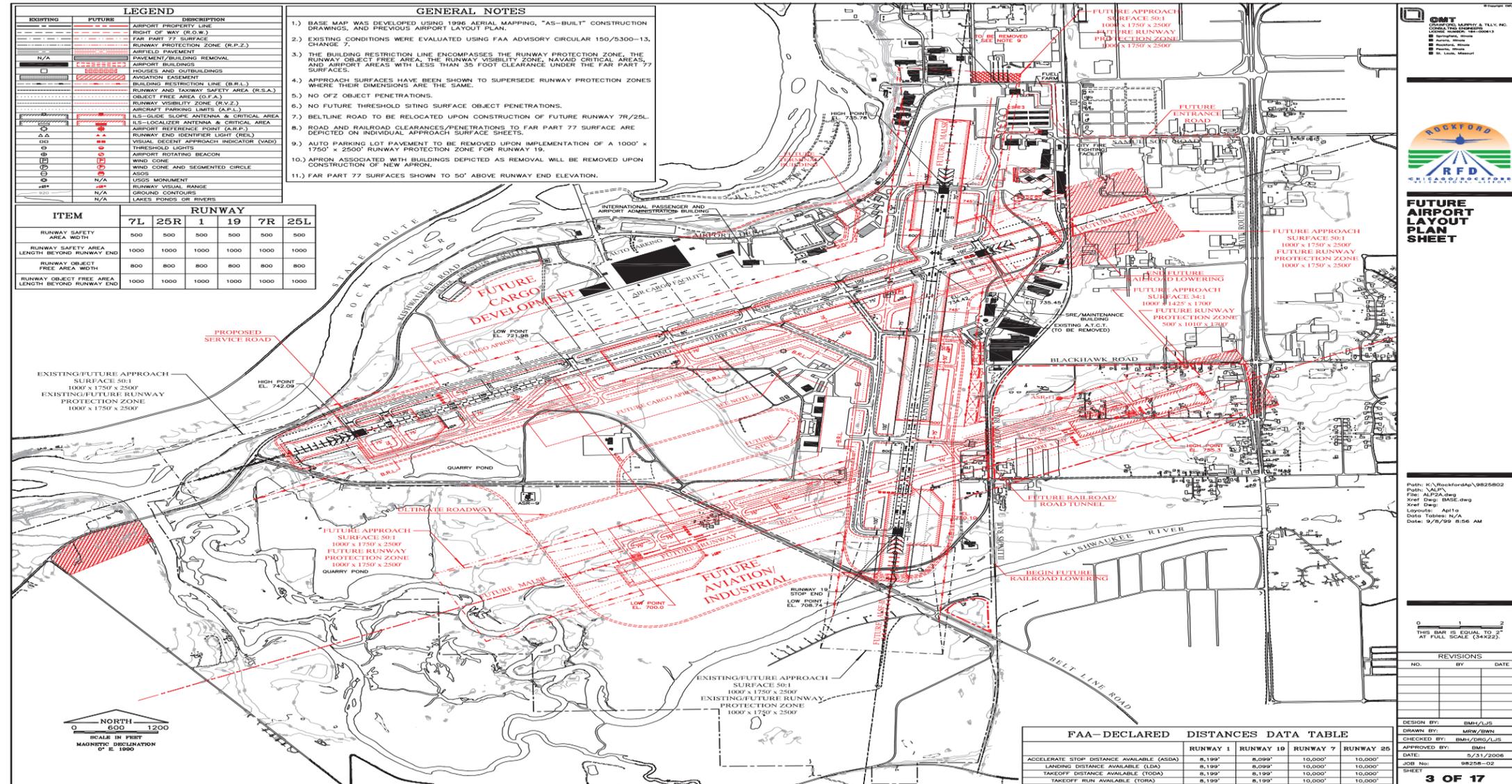
The assumptions that facilities at the airport are ad-

equate are correct for the short-term future. However, if cargo demand in the Northeastern Illinois Region grows as forecasted, it is likely that substantial additional facilities will be required. This will include both

warehousing and distribution facilities and the ramps and truck access to them. Provision also should be considered for substantial truck queuing and security services. **Map 5-1** shows the future ALP for RFD;

with the future additions and improvements, as shown, there is adequate capacity to meet forecast demand.

Map 5-1: Future Airport Layout Plan represents the future Airport Layout Plan for RFD. This plan contains the design of an additional runway to add capacity to the airport.



A i r C a r g o

Air cargo traffic consists of domestic and international freight, express and mail. In general, the demand for air cargo is derived from production, trade and economic activity. The recent rapid growth of global trade and production has accelerated that demand. Air cargo is transported, primarily, by two means: in the bellies of passenger aircraft; and in dedicated all-cargo aircraft. Service is both scheduled and non-scheduled.

RFD is the 19th largest air cargo hub in the United States. Air cargo carriers United Parcel Service, DHL, and Burlington Air Express (BAX), operate aircraft in and out of RFD on a daily basis. These operations, coupled with other airport tenants, produce \$719,000,000 in annual economic impact for the regional community, according to the Illinois Department of Transportation.

In April 2006, UPS completed construction of their new 70,000 sq. ft. sorting facility located west of the existing RFD Hub. This new building accommodates heavy freight and is viewed as a significant benefit to the region. The air freight hub will operate separately from the small package network and, including airport improvements, cost an estimated \$7.4 million to construct. UPS is the world's largest package distribution company and RFD is home to their largest regional sorting facility in the UPS system. RFD is the only facility of its type that handles coast-to-coast cargo. DHL has served RFD since 1991. They currently operate a 20,000 sq. ft. sort facility. BAX Global began service at RFD in July of 2000. They are currently operat-

ing a 25,000 sq. ft. sort facility with multiple daily flights.

RFD is committed to continued improvement in its offering to the air cargo market. Over the past few years more than \$180 million has been invested in infrastructure improvements and facilities at RFD.

AIRPORT DEVELOPMENT

RFD offers build-to-suit and spec building opportunities on airport property. The International Cargo Center is a phased development of up to 33 acres of land located adjacent to the primary runway (7/25). Phase I involves over seven (7) acres and construction of a 72,000 sq. ft. building.

The Chicago Rockford International Cargo Center is a multi-phased development providing air cargo tenants with low operational costs and runway access at the 19th largest cargo airport in the U.S. The development will include 500,000-SF of industrial space on more than 30 acres.

The growth of RFD, as a major air cargo and sorting hub, plus the development of the intermodal rail facility (Global III) at Rochelle, can be major inducements to development both of freight handling and of just-in-time industrial developments. The availability of developable land, well-located in respect to these facilities, as well as to the overall central location of goods movements in the U.S. and Canada, can be a significant incentive for related development to locate in the Rockford Global Trade Park.

FOREIGN TRADE ZONE

RFD is home to Foreign Trade Zone (FTZ) 176 and is a U.S. Customs Port of Entry. An FTZ is a specially designated area, in or adjacent to a U.S. Customs Port of Entry, which is considered to be outside the Customs Territory of the U.S. All cargo entering the country from foreign soil is subject to inspection and clearance by U.S. customs, as well as payment of duty. One major exception to this is a Foreign-Trade Zone (FTZ).

Within this designated area, foreign and domestic merchandise may be stored, repackaged, manipulated, manufactured, destroyed or otherwise altered or changed and re-exported without the usual formal customs entry procedures and payment of duties and taxes.

By taking advantage of RFD's FTZ status, businesses can save money on international cargo shipments or manufacturing/distribution. This past year, a variety of businesses found success in utilizing FTZ #176.

ROCKFORD CARGO GROWTH FORECAST

Air cargo activity at RFD was forecast based on analysis of historical trends and industry forecasts of air cargo activity. The forecast also takes into account the possibility of additional carriers serving Rockford

with the development of the airport's midfield. In addition, the forecast takes into account information received by the cargo operators at RFD presently.

Key assumptions made to develop the RFD cargo forecast include:

- All cargo airlines presently serving RFD will continue to maintain existing and/or expand service at RFD.
- RFD will continue to operate as the primary regional hub for UPS.
- RFD will continue to play a large role in serving the air cargo needs of the region, including the State of Wisconsin, metro Chicago, and northern Illinois.

The following forecast range was developed to accommodate the inherent uncertainty in any long-term forecasting effort. The forecast range permits the assessment of facility requirements to encompass the necessary flexibility for sound airport facility planning.

- **Base** – Cargo demand at RFD will grow at a slightly faster pace than the steady growth shown for the last seven years, reflecting moderate increases in the services and destinations offered by the existing carriers.
- **Low** – Cargo demand at RFD will grow at the current rate of growth for the last seven years, reflecting only

nominal increases in service by the existing carriers.

- **High** – Cargo demand at RFD will grow at a faster pace due to the increased use of the facility by the existing cargo carriers as they add additional services and/or destinations, including potential for international activity. In addition, new cargo carriers are assumed to relocate or initiate service at RFD due to conditions at other regional airports. This forecast also reflects the airport's continued efforts to actively market the airport as a potential home to additional all-cargo carriers while continuing to aggressively meet the growing needs of the existing all-cargo carriers.

Table 5-1 presents a tabular summary of the RFD forecast of air cargo activity, using data as recent as December 2005.

In addition, the rail freight facilities (Global III) of Rochelle, Illinois (20 miles to the south) give RFD an excellent multi-modal potential. Rochelle, Illinois, with its Center Point Development, is a major destination for trucks and has FTZ status from RFD. These are all reasons why a High Demand Growth Scenario was chosen by RFD for future planning needs.

COMMERCIAL AIR CARRIERS — AIR CARGO

Table 5-1						
FORECAST OF AIR CARGO TONNAGE						
Chicago Rockford International Airport						
	Actual	Forecast				AAGR
	2005(a)	2010	2015	2020	2025	2005-2025
Base	244,091	296,974	361,314	439,594	534,833	4.00%
Low	244,091	258,708	274,201	290,621	308,025	1.17%
High	244,091	397,082	490,416	570,378	663,477	5.13%

Historically, air cargo activity tracks with GDP. Additional factors that have affected the growth in air cargo traffic include the global financial crisis, declining real yields, and globalization. Significant structural changes have occurred in the air cargo industry. Among these changes are the following: air cargo security regulations by the FAA and TSA; market maturation of the domestic express market; modal shift from air to other modes (especially truck); increases in air fuel surcharges; growth in international trade from open skies agreements; use of all-cargo carriers (e.g., FedEx) by the U.S. Postal Service to transport mail; and increased use of mail substitutes (e.g., e-mail).

The forecasts of Revenue Ton Miles (RTMs) are based on several assumptions specific to the cargo industry. First, security restrictions on air cargo transportation will remain in place. Second, most of the shift from air to ground transportation has occurred. Finally, long-term cargo activity will be tied to economic growth.

The forecasts of RTMs were based mainly on models that link cargo activity to GDP. Forecasts of domestic cargo RTMs were developed with real U.S. GDP as the primary driver. Projections of international cargo RTMs were based on growth in world GDP, adjusted for inflation. The distribution of RTMs between passenger carriers and all-cargo carriers was forecast based on an analysis of historic trends in shares, changes in industry structure, and market assumptions.

Total RTMs are forecast to grow 3.4 percent in 2010 and again in 2011 by 4.9 percent. For the balance of the forecast period, driven by steady economic growth, total RTMs are forecast to increase at an average annual rate of 5.1 percent. The forecast of

86.6 billion RTMs in 2030 represents an average annual increase of 5.0 percent over the entire forecast period.

Domestic cargo RTMs are forecast to grow 1.3 percent in 2010 and 2.0 percent in 2011, driven by a slow recovery in the U.S. economy. Between 2011 and 2030, domestic cargo RTMs are forecast to increase at an average annual rate of 2.2 percent. The forecast of 18.5 billion RTMs in 2030 represents an average annual increase of 2.1 percent over the entire forecast period. **Table 5-2** forecasts U.S. Air Carriers, Air Cargo Revenue Ton Miles (RTM).

The freight/express segment of domestic air cargo is highly correlated with capital spending. Thus, the growth of this segment in the future will be tied to growth in the economy. The mail segment of domestic air cargo will be affected by price and substitution (electronic mail). The all-cargo carriers have increased their share of domestic cargo RTMs flown from 65.4 percent in 1997 to 86.2 percent in 2009. This is because of significant growth in express service by FedEx and United Parcel Service coupled with a lack of growth of domestic freight/express business for passenger carriers. The all-cargo share is forecast to increase to 90.4 percent by 2030 based on increases in wide-body capacity for all-cargo carriers and security considerations.

International cargo RTMs are forecasted to rise 4.7 percent in 2010 reflecting a recovery from the global economic downturn and grow 6.6 percent in 2011 as world economic growth rebounds and trade expands. For the balance of the forecast period, international cargo RTMs are forecast to increase an average of 6.3 percent a year based on projected growth in world GDP. The forecast 68.1 billion RTMs in 2030 represents an average annual increase of 6.3 percent over the entire forecast period.

The share of international cargo RTMs flown by all-cargo carriers increased from 63.3 percent in 2008 to 63.6 percent in 2009. Beyond 2009, the all-cargo share of RTMs flown is forecast to increase modestly to 69.9 percent by 2030.

NATIONAL TRENDS AND COMPARABLE SUPPLEMENTAL AIRPORTS

The nation's major air cargo airports are its coastal cities (Los Angeles, New York, Miami, Newark, and Atlanta) and its mid-continental entry and transfer points (Chicago, Louisville, Memphis, Indianapolis, Cincinnati). The former airports are gateways to airlines that carry cargo, both in all-cargo aircraft, and in belly space in passenger planes. The latter airports include hubs for hub-and-spoke operations of major package integrators (Federal Express, UPS and DHL). ORD is unique because it provides both gateway and hub-and-spoke operations for passenger and cargo traffic.

Chicago's exceptional location and attraction as both an entry and hub and spoke center for both passenger and cargo has brought its major airport, ORD, to capacity. Flight delays, runway conflicts and expansions of passenger operations into traditional nighttime cargo operations, have caused a shift in those cargo operations to smaller, less-crowded airports in the Midwest. RFD, along with Indianapolis, Louisville and Cincinnati, were major beneficiaries of this transfer. Between 1993-1998, RFD grew from an airport that went from being ranked 651st to 30th in the U.S. in cargo transport; making it the fastest growing cargo airport in the U.S. In 2003 and 2004, its rank hovered between 23rd and 26th, when nearly all of its 175,000 tons of cargo was carried in all-cargo carriers. Now as of 2008, RFD is

ranked 19th in the United States in terms of cargo tonnage carried. If all current factors stay the same, this escalation of cargo activity at RFD is likely to continue.

The move to smaller airports within large markets has become a significant trend, over the past several years,

Table 5-2: U.S. commercial air carriers air cargo revenue ton miles

FISCAL YEAR	ALL-CARGO		PASSENGER CARRIER RTMS (Millions)			TOTAL RTMS (Millions)				
	DOMESTIC	INT'L	DOMESTIC	INT'L	TOTAL	DOMESTIC	INT'L	TOTAL		
Historical*										
2000	10,283.5	7,573.1	17,856.6	4,415.2	7,784.6	12,199.9	14,698.7	15,357.8	30,056.5	
2005	13,007.9	14,581.2	27,589.0	3,081.7	8,547.7	11,629.5	16,089.6	23,128.9	39,218.5	
2006	12,481.2	15,475.2	27,956.4	3,229.4	8,483.5	11,712.8	15,710.5	23,958.7	39,669.2	
2007	12,795.2	16,164.4	28,959.6	3,022.8	8,050.0	11,072.8	15,818.0	24,214.4	40,032.4	
2008	12,257.7	15,587.4	27,845.1	2,152.9	9,027.0	11,179.9	14,410.5	24,614.4	39,025.0	
2009E	10,219.7	12,058.1	22,277.8	1,640.2	6,907.1	8,547.4	11,860.0	18,965.3	30,825.2	
Forecast										
2010	10,372.1	12,688.8	23,060.9	1,636.8	7,174.7	8,811.5	12,008.9	19,863.5	31,872.4	
2011	10,607.4	13,590.2	24,197.6	1,645.6	7,585.0	9,230.5	12,253.0	21,175.2	33,428.2	
2012	10,932.6	14,635.0	25,567.5	1,666.9	8,062.0	9,728.9	12,599.5	22,696.9	35,296.4	
2013	11,231.8	15,737.2	26,969.0	1,682.8	8,556.1	10,238.9	12,914.5	24,293.3	37,207.8	
2014	11,493.4	16,910.6	28,404.0	1,691.6	9,073.7	10,765.3	13,185.1	25,984.3	39,169.3	
2015	11,754.8	18,128.5	29,883.3	1,699.2	9,599.4	11,298.6	13,454.0	27,727.8	41,181.9	
2016	12,016.2	19,390.3	31,406.5	1,705.6	10,132.1	11,837.7	13,721.8	29,522.3	43,244.2	
2017	12,281.3	20,706.6	32,987.9	1,711.3	10,676.5	12,387.8	13,992.6	31,383.2	45,375.8	
2018	12,570.2	22,118.8	34,689.0	1,719.0	11,252.9	12,971.9	14,289.2	33,371.7	47,660.9	
2019	12,886.7	23,634.1	36,520.8	1,729.0	11,863.2	13,592.2	14,615.7	35,497.3	50,113.0	
2020	13,237.5	25,270.6	38,508.0	1,742.1	12,514.4	14,256.5	14,979.6	37,785.0	52,764.5	
2021	13,559.5	26,980.8	40,540.3	1,749.9	13,181.2	14,931.0	15,309.3	40,162.0	55,471.3	
2022	13,878.9	28,769.2	42,648.1	1,755.8	13,864.4	15,620.2	15,634.7	42,633.6	58,268.3	
2023	14,209.4	30,665.0	44,874.3	1,761.6	14,577.0	16,338.5	15,971.0	45,241.9	61,212.9	
2024	14,542.9	32,693.0	47,235.9	1,766.3	15,328.4	17,094.7	16,309.2	48,021.4	64,330.6	
2025	14,897.8	34,865.8	49,763.6	1,772.0	16,122.5	17,894.5	16,669.8	50,988.3	67,658.1	
2026	15,258.6	37,144.6	52,403.2	1,776.8	16,939.0	18,715.8	17,035.4	54,083.6	71,118.9	
2027	15,611.1	39,559.2	55,170.3	1,779.0	17,789.6	19,568.6	17,390.1	57,348.8	74,738.9	
2028	15,973.7	42,095.3	58,068.9	1,780.8	18,665.8	20,446.6	17,754.4	60,761.1	78,515.5	
2029	16,337.3	44,775.2	61,112.5	1,781.0	19,575.5	21,356.5	18,118.3	64,350.7	82,469.0	
2030	16,724.3	47,615.7	64,340.0	1,782.2	20,523.5	22,305.7	18,506.5	68,139.2	86,645.7	
Avg Annual Growth										
2000-09	-0.1%	5.3%	2.5%	-10.4%	-1.3%	-3.9%	-2.4%	2.4%	0.3%	
2009-10	1.5%	5.2%	3.5%	-0.2%	3.9%	3.1%	1.3%	4.7%	3.4%	
2010-20	2.5%	7.1%	5.3%	0.6%	5.7%	4.9%	2.2%	6.6%	5.2%	
2009-30	2.4%	6.8%	5.2%	0.4%	5.3%	4.7%	2.1%	6.3%	5.0%	

as capacity constraints and conflicts increased and cargo traffic growth accelerated. RFD was a logical supplemental facility to the Northern Illinois market. Both Oakland and Ontario Airports have grown, recently, to supplement the major airports of San Francisco and Los Angeles, respectively. In July 2004, the expansion of Brussels-based DHL, a competitor to Federal Express and UPS, involved the development of the Wilmington Air Park, a former Air Force Base, approximately 46 miles northeast of Cincinnati. Consolidation and relocation of its operations from the Cincinnati Airport, in DHL's words, would "free DHL from sharing runways with other organizations' planes, as well as paying airport fees".

THE RELATIONSHIP TO CHICAGO O'HARE INTERNATIONAL AIRPORT

From 1990-2000, domestic and international freight and mail tonnage handled by ORD grew by 50.1%; the national growth was 81%. The recovery of the cargo industry, nationally (from 2000-2004) was better than expected, at 16.8%. Growth, over the same period, at ORD, was much lower, at 6.6%. This lower growth rate reflects the capacity challenges of ORD for accommodating the Region's historic share of domestic and international freight and mail. The cargo growth at ORD is used as a surrogate for the Northern Illinois Region.

Due to its capacity constraint, ORD has opted to prioritize its handling of international cargo. It has kept pace with or exceeded the national growth of international cargo, both in the decade 1990-2000, and in the subsequent four-year period. On the other hand, its ability to handle domestic cargo has eroded sharply, particularly since 1999 and 2000.

ROCKFORD AIRPORT AS A MAJOR ECONOMIC CATALYST

Major commercial passenger airports long have been catalysts for economic development and growth, attracting offices, industries and destination facilities. ORD is a resounding example of this impact. Since the mid-1990's there has been a dramatic rise in the importance of major commercial airports to the economies of the regions they serve. The accelerated growth in global trade and production has made air cargo hubs equally forceful magnets for economic development. RFD has substantial potential for becoming the economic development catalyst for the Rockford MPA. Its air cargo activity can double by 2012 and triple by 2018. With its abundant available land and its access to intermodal rail and truck facilities, considerable distribution-related and just-in-time industries could be attracted. Expanded commercial passenger service would increase the desirability for development even more. Though without set daily passenger flights to major destinations at cheaper fares, cargo operations will always be paramount to passenger service.

Commercial Passenger Activity

Rockford has generated and continues to generate substantial local enplanements, and has supported its own regional airport with passenger traffic. However, the proximity of the Rockford MPA to ORD has resulted in passenger growth eclipsing capacity at RFD.

For many years, RFD provided commuter service, by air, into ORD. By 1995, that connection was provided by an airline bus. As capacity constraints grew at ORD and congestion increased, RFD lost all commercial passenger operations in 2002, as well as the airline bus to ORD.

This decline and loss was not due to a reduction in demand for air travel by residents of the Rockford Region. Instead, the decline was due to marketing decisions by American and United Airlines to discontinue air operations and to introduce highly subsidized fares through ORD if the trip included an airport bus segment from RFD. The airfares from RFD to ultimate destinations were significantly lower, with these bus rides, than directly from ORD. This bus pricing policy discouraged, and eventually eliminated, competition. Initiatives by the GRAA and its business leaders, along with the elimination of subsidized airport buses, led to the return of air service.

PASSENGER AIR TRAVEL IN THE REGION

The MPA is located within a two-hour drive of three major airports: O'Hare International Airport (ORD)

and Midway International Airport (MDW) in Chicago and General Mitchell International Airport (MKE) in Milwaukee. Based on Year 2008 statistics, these airports were ranked 2nd, 29th and 50th (respectively) based on passenger enplanements, in the U.S. The precise number of Rockford MPA residents that utilize these three airports is not known. However, ORD is the closest of the three to the MPA and provides direct and connecting service, with great frequency, to many parts of the world. As such, it has an important economic and transportation impact and most likely attracts the preponderant share of Rockford MPA passengers.

With the proximity to one of the top ranked airports in the nation, with regular service to almost anywhere in the world, RFD struggles to compete for commercial passengers. The commercial service has been related primarily to vacation and charter service to select destinations. The convenience of using RFD rather than ORD for residents of Northern Illinois is by far and away its major selling point. Rather than driving into Chicago, fighting congestion, paying for parking, and standing in long lines; residents of this area can utilize the "Hassle Free" character of this local airport that functions like many major metropolitan airports. The only drawback is the infrequency of the service. Even though this may be, the service still accomplishes the many goals customers are looking for in this region.

RECENT CHANGES IN PASSENGER AIR SERVICE AT RFD

In 2003 there was virtually no daily air service option at RFD. In 2004, service rebounded, and it continues to rise. The airport has consistently been proactive to gain new air service and to continue or expand existing air service. The airport continually coordinates with the carriers serving RFD to ensure their needs are being met by the airport's facilities. RFD was also instrumental with regard to international passenger airline service by being proactive in the development of the onsite Federal Inspection Services (FIS) facility. RFD retrofitted an existing SRE facility to accommodate FIS in response to specific carrier requests. This action invested over \$1M of federal AIP dollars in the development of a federal facility and establishment of the Customs and Border Patrol. Since that time, international destinations have been added at RFD which is realizing significant interest in the existing FIS capabilities. In addition, RFD has continued to make incremental improvements to its passenger terminal, most using local-only monies, to ensure smooth passenger processing. These improvements include:

- Installation of escalators from ticketing area to security queuing area;
- Remodeling of terminal bathrooms;
- Reconfiguration of security screening area – in re-

sponse to dramatic growth in enplanements as well as increased security requirements;

- Reconfiguration of passenger ticketing area;
- Installation of a new baggage claim device;
- Addition of another jet bridge and expansion of gate holdroom space through the termination of an office space lease.

In addition to these changes to the passenger terminal area, the airport seeks to meet the other infrastructure needs of the airlines. For example, the airport is working toward an agreement with an airline to allow construction of a new fuel storage facility on the airport to serve the airline's needs. This level of commitment by the airline is evidence of growing interest for RFD as a passenger O/D port.

Additionally, Ryan International Airline, a frequent user of RFD, recently selected Rockford, Illinois as the new home for their corporate headquarters. Ryan International Airlines flies charter and non-schedule flights for a variety of entities, including the Federal government and other airlines.

Allegiant Air offers service to Las Vegas, NV (LAS) four times per week, Orlando- Sanford, FL (SFB) four times per week, St. Petersburg-Clearwater (PIE) three times per week, and both Ft. Lauderdale, FL (FLL) and Phoenix, AZ (PHX) twice per week. Allegiant Air, like United,

continues to enjoy high load factors for each of their routes. For its LAS service, the load factor from January 2006 through November 2006 was 87 percent; for SFB the load factor was 79 percent. Allegiant expects continuing strong load factors for the PIE market as well, with the inaugural month average load factor being 91 percent. In addition to the regularly scheduled operations, Apple Vacations offers weekly flights to Cancun on a seasonal basis operated by Allegiant Air.

Southern Skyways began operating service to Myrtle Beach, SC (MYR) two times per week in May 2008. The airport also has on-going discussions with a number of entities with regard to establishment of service to destinations with significant trip generation for the RFD MSA.

Continued growth is expected at RFD. Through the first quarter 2007, enplanements are over 60 percent greater than that of the first quarter in 2006 (from 18,000 to 28,000). RFD served approximately 150,000 total passengers in 2006, and the airport is projected to serve 225,000 total passengers in 2007. In 2008 there were 110,151 passenger enplanements at RFD which is down from the year before.

PASSENGER SERVICE FORECAST

The following sections present a forecast of passenger enplanements and operations at RFD. Given the lack of correlation between population and enplanements in the historical data set for RFD, scenario forecast methods were employed. Typical forecast methods, including regression, market-share, and trend analysis were evaluated but did not yield reliable projections.

To fully understand the RFD market, the airport conducted a leakage study which involved a ticket lift sur-

vey as well as an airport catchment analysis. The leakage study determined that approximately 1.1 percent of travelers within the region originated their trips from RFD, whereas O'Hare was used 67.9 percent, Milwaukee 23.4 percent, and Madison 5.4 percent. Based on the ticket sample, Phoenix was the number one destination for area travelers followed by Orlando, Las Vegas, Dallas/Fort Worth, and Washington National. In addition, the survey examined the area distribution of travel. Using the FAA geographic regions, destinations within the Southeast region led the nation with 23.3 percent of the passengers, followed by 18.7 percent traveling to the West region.

The study also concluded that the split between business and leisure travelers was approximately 50/50. The top business destinations for the RFD region included Detroit, Philadelphia, Washington D.C., New York, and Las Vegas; top leisure destinations included Orlando, Phoenix, Las Vegas, Fort Lauderdale, and Tampa. Using the data from the study, multiple scenario forecasts were then generated based on the RFD region's demographics and service offerings.

RFD is located in the center of a region that contains roughly 13.6 million people as of 2006. Along with the larger cities of Chicago and its suburbs, Milwaukee and its suburbs and Madison, the area also includes the cities of Moline, Davenport, and Dubuque. In terms of commercial passenger service, the region is currently served by four international and three regional airports: Midway, O'Hare, Dubuque Regional, Dane County Regional, General Mitchell International, Quad City International and RFD.

Nearest airport criteria from the center of each of the region's county subdivisions (from the U.S. Census Bureau) was used to estimate the total population of the

RFD catchment area. Data from the 1990 and 2000 Censuses were used, with 2006 and 2010 population estimations made using a straight line growth regression model. Using this methodology, the RFD catchment area contains roughly 741,000 people in 2006, or 5.4% of the region's total population of 13.6 million.

By multiplying the region's total number of enplanements in 2005 (28.3 million) by RFD's share of the total population (741,000 of 13.6 million – 5.4%) of the region, RFD's potential share of total enplanements was "capped" at 1.5 million (i.e. the maximum level of enplanements for RFD was established based on the assumption that RFD would capture the same percentage of the region's passengers as its percentage share of the region's population).

With the maximum number of passengers being bound for RFD, four forecast passenger enplanement scenarios were modeled:

- **Low-Cost Carrier Scenario** – represents low cost carriers entering the market along with other regularly scheduled airlines, plus growth in the existing charter service;
- **High-Service Scenario** – represents regularly scheduled airlines entering the market with both mainline and regional jets, plus growth in the existing charter service;
- **Mid-Service Scenario** – represents regularly scheduled airlines entering the market with regional jets, plus growth in the existing charter service;
- **Low-Service Scenario** – represents growth in both the existing charter service and existing scheduled airline service at RFD.

Given the historical data at RFD, it is apparent that the level of enplanements has varied widely with the level of service offered at RFD. The scenarios differ only in how much of the demand in the region will be met through air travel activity at RFD.

To identify the scenario for use in the development of the facility requirements, the scenarios were evaluated against one another to determine that which is most likely to occur – especially in the near-term.

Specifically, for the Low-Cost Carrier (LCC) Scenario to come to fruition, not one, but multiple LCCs would have to initiate service at RFD. In addition, the LCC Scenario would also require the initiation of new service by multiple legacy air carriers. In other words, it is achievable, but very aggressive. Likewise, for the High-Service Scenario to be realized, multiple legacy carriers, not currently operating at RFD, would have to begin service at RFD. In addition, for both the LCC and High-Service Scenarios to be sustainable, RFD facilities would have to remove some constraints to these aggressive growth scenarios in a very rapid timeframe. These constraints lie largely in the arena of the passenger terminal capacity, specifically: vehicle parking, aircraft gates, security facilities, baggage claim capacity, and other passenger processing facilities.

On the other hand, the Low-Service Scenario could be considered not aggressive enough considering the air service that RFD has today, along with the initiation of service by startup Festival Airlines and the additional service announced by Allegiant Air. Therefore, the Mid-Service Scenario was selected for use in the master planning efforts.

The Mid-Service Scenario is a balance between the de-

Table 5-3: U.S. commercial air carriers total scheduled U.S. passenger traffic						
FISCAL YEAR	REVENUE PASSENGER ENPLANEMENTS (Millions)	REVENUE PASSENGER MILES (Billions)				
	DOMESTIC	INTERNATIONAL	SYSTEM	DOMESTIC	INTERNATIONAL	SYSTEM
Historical*						
2000	641.2	56.4	697.6	512.8	181.8	694.6
2005	669.5	67.4	737.0	573.2	197.2	770.4
2006	668.4	71.6	740.0	582.4	208.5	790.9
2007	690.1	75.3	765.3	600.5	221.2	821.7
2008	681.3	77.8	759.1	595.3	233.1	828.5
2009E	631.3	72.7	704.0	549.5	220.1	769.7
Forecast						
2010	634.1	73.4	707.4	551.5	220.7	772.2
2011	645.7	76.3	722.0	561.5	231.0	792.5
2012	667.7	79.7	747.3	585.5	242.7	828.2
2013	687.8	83.2	771.1	608.3	254.9	863.2
2014	705.5	86.9	792.4	629.1	267.6	896.7
2015	723.1	90.6	813.7	650.3	280.5	930.8
2016	740.6	94.3	834.9	671.1	293.8	964.9
2017	758.2	98.1	856.3	692.4	307.3	999.7
2018	777.4	102.2	879.6	715.4	321.6	1,037.0
2019	798.3	106.5	904.8	740.4	336.9	1,077.3
2020	821.4	111.1	932.6	767.8	353.2	1,120.9
2021	842.5	115.7	958.2	792.9	369.6	1,162.4
2022	863.3	120.5	983.7	818.1	386.4	1,204.4
2023	884.7	125.3	1,010.1	844.2	403.8	1,248.1
2024	906.4	130.3	1,036.7	870.8	422.0	1,292.8
2025	929.3	135.6	1,064.9	899.0	441.2	1,340.2
2026	952.4	141.1	1,093.5	927.0	461.1	1,388.1
2027	974.9	146.7	1,121.5	954.7	481.6	1,436.2
2028	997.9	152.4	1,150.3	983.2	502.8	1,486.0
2029	1,021.0	158.3	1,179.3	1,012.1	524.8	1,536.8
2030	1,045.5	164.5	1,210.0	1,042.6	547.9	1,590.6
Avg Annual Growth						
2000-09	-0.2%	2.9%	0.1%	0.8%	2.1%	1.1%
2009-10	0.4%	0.9%	0.5%	0.4%	0.3%	0.3%
2010-20	2.6%	4.2%	2.8%	3.4%	4.8%	3.8%
2009-30	2.4%	4.0%	2.6%	3.1%	4.4%	3.5%

mand for air service in the region as well as the ability of the airport to grow its facilities to accommodate that demand. Overall, the Mid-Service Scenario projects that RFD would capture only 1.8 percent of the region's 2015 demand, in contrast with the LCC and High-Service Scenarios at 4.9 and 3.0 percent respectively. In other words, the Mid-Service Scenario would represent the capture of only half of the passengers that are generated in the RFD service area over the next 20 years.

Service under this scenario is offered to multiple hubs by multiple carriers, but does not include low cost carriers. Scheduled service is projected to be provided to 13 airports by the year 2015. This scenario also assumes scheduled service with approximately 10,700 annual departures and approximately 550,000 annual available outbound seats. In addition, this scenario projects 15 charter destinations with approximately 1,700 annual charter flights projected to provide approximately 310,000 annual available outbound seats. The Mid-Service Scenario assumed a load factor of 71 percent – in contrast with the actual load factors experienced during the 2006 year.

NATIONAL TRENDS AND FORECASTS

Aviation will continue to grow over the long term, despite current global economic conditions. Since 2000, U.S. airlines have dealt with the impacts of 9/11, the bankruptcy of four network carriers, record high fuel prices, the most serious economic downturn since the Great Depression, and heightened concerns about a pandemic that turned into reality in 2009. In spite of these challenges, the number of passengers traveling continues to grow over the long term, demonstrating the value of air transportation to the public. There has been a slowdown in air travel growth, and the FAA now calls for one billion passengers

to be flown in 2023, pushed back from last year's 2021.

The 2010 forecast for commercial aviation calls for lackluster activity in the near term, with a return to growth over the long term. The level of activity and demand in the long term, however, is not expected to snap back to levels published in the previous FAA forecast. The most significant factor preventing recovery to prior forecast levels is the blow to the economy from the Great Recession. The recession led to an erosion of wealth, double-digit unemployment, declining corporate travel budgets, and close-fisted consumers, all of which contributed to a softening of demand for air travel. A bright spot is on the horizon, though. After four straight quarters of decline, the U.S. economy resumed growth in the fourth quarter of 2009, albeit driven by government stimulus packages that are winding down.

Table 5-3 projects future passenger traffic based off of current scheduled passenger flights.

System capacity in available seat miles (ASMs) – the overall yardstick for how busy aviation is both domestically and internationally – will drop 1.6 percent this year, after posting a 7.4 percent decrease during 2009, and then grow at an average of 3.6 percent per year through 2030. In the domestic market, capacity drops 1.1 percent in 2010, after posting the largest percentage decline in ASMs (down 8.9 percent in FY 2009) since deregulation of the industry. Domestic mainline carrier capacity will decline 1.6 percent (marking the third straight year of declines). For the regional carriers, domestic capacity will grow 1.9 percent from 2009 levels – resuming growth after shrinking in 2009 for the first time since deregulation. Commercial air carrier domestic revenue passenger miles (RPMs) are forecast to grow 0.4 percent in 2010, and then grow at an average of 3.2 percent per

year through 2030; enplanements in 2010 will grow 0.4 percent for the year, and then grow at an average annual rate of 2.5 percent for the remainder of the forecast.

Following previous downturns (e.g. the recessions in 1991 and 2001) carriers stimulated passenger demand by reducing fares sharply. The industry's initial response to the current economic downturn was to modestly cut fares and to better match supply (seats) and demand (passengers). It quickly became apparent that dramatic (not modest) cuts in fares would be the only way to stimulate passenger demand, and carriers responded with multiple sales throughout the year. In addition, to help minimize losses, carriers also reduced flying to hold the line on costs. With no evidence of pent up demand, we do not anticipate a return to previously forecasted passenger levels even when recovery takes hold.

The average size of domestic aircraft is expected to decline by 0.3 seats in FY 2010 to 121.6 seats. Average seats per aircraft for mainline carriers are projected to fall by 0.8 seats as network carriers continue to reconfigure their domestic fleets. While demand for 70-90 seat aircraft continues to increase, we expect the number of 50 seat regional jets in service to fall, increasing the average regional aircraft size in 2010 by 1.2 seats to 56.2 seats per mile. Passenger trip length in domestic markets will remain relatively flat, decreasing by 0.7 miles.

The downturn in the economy has dampened the near-term prospects for the general aviation industry, but the long-term outlook remains favorable. We see growth in business aviation demand over the long term driven by a growing U.S. and world economy. As the fleet grows, the number of general aviation hours flown is projected to increase an average of 2.5 percent a year through 2030.

The shaky global economy that took hold in the latter part of 2008 is expected to continue its squeeze on air travel demand through 2010. Profitability for U.S. carriers will hinge on the return of demand for corporate air travel, the ability to pass along fare increases to leisure travelers, and a stable environment for fuel prices. To navigate the volatile operating environment, mainline carriers will continue to drive down their costs by better matching flight frequencies and/or aircraft gauge with demand, delaying deliveries of newer aircraft and/or grounding older aircraft, and pressuring regional affiliates to accept lower fees for contract flying. Over the long term, we see a competitive and profitable industry characterized by increasing demand for air travel and air fares growing more slowly than inflation.

COMMERCIAL AVIATION FORECASTS

System capacity is projected to shrink 1.6 percent in 2010. In the domestic market, mainline carrier capacity is forecast to shrink for the third consecutive year (down 1.6 percent) while capacity for the regional carriers grows from 2009 levels (up 1.9 percent). In the international sector, capacity is forecast to fall in the Atlantic and Pacific market as growth returns to the Latin market. Mainline carrier system capacity drops 2.0 percent, while regional carrier capacity grows 2.0 percent.

Passenger demand shows slight growth in 2010 with system RPMs forecast to grow 0.3 percent (flat for mainline carriers and up 4 percent for regional carriers) as passenger enplanements increase 0.5 percent (down 0.7 percent for mainline carriers and up 4.6 percent for regional carriers). Growth is projected to accelerate in 2011 with system RPMs and passengers increasing 2.6 and 2.1 percent, respectively, on a capacity increase of 2.5 percent. For

the overall forecast period, system capacity is projected to increase an average of 3.4 percent a year. Supported by a growing U.S. economy and falling real yields, system RPMs are projected to increase 3.5 percent a year, with regional carriers (4.2 percent a year) growing faster than mainline carriers (3.4 percent a year). System passengers are projected to increase an average of 2.6 percent a year, with regional carriers growing faster than mainline carriers (3.0 versus 2.5 percent a year). By 2030, U.S. commercial air carriers are projected to fly 1.9 trillion ASMs and transport 1.2 billion enplaned passengers a total of 1.6 trillion passenger miles. Planes will remain crowded, with load factor projected to grow moderately during the early years of the forecast period and then tapering during the mid to latter years, growing by 2.7 points over the forecast period to 82.4 percent in 2030. Passenger trip length is also forecast to increase by more than 221 miles over the forecast to 1,314.5 miles (up 10.5 miles annually). The growth in passenger trip length reflects the faster growth in the relatively longer international and domestic trips as compared to shorter-haul flights.

GENERAL AVIATION AIRPORTS

Poplar Grove Airport is a GA public-use airport that is privately owned by Steve R. Thomas. This airport has witnessed some dramatic growth in the last 10 years. In 1994 there were 45 aircraft based at the airport. Year 2003 statistics indicate that airport had the following aircraft: 427 single-engine, 23 multi-engine and one helicopter. Year 2003 operations involved 48,000 GA local, 18,000 GA itinerant for a total of 66,000 operations. The Poplar Grove Airport has three runways. In Year 2004, 58 new hangars were constructed. In the next few years, the paved runway will be resurfaced and the runway lighting upgraded. The airport includes an adjacent airpark known

as "Bel Air Estates" with 140 residential sites that will be expanded by 180 residential sites in the future, many of these will be condominiums located around the lake that is onsite. Many of the sites have access to the airport via taxiways. The airport includes a museum called "Vintage Wings and Wheels Museum", which was established to preserve history and educate youth about the significant contributions made by winged and wheeled vehicles. There is also a full service Fixed Base Operation (FBO) for maintenance, fueling, and restoration of aircraft.

Cottonwood Airport is a GA airport that is privately owned by Cottonwood Corporation but is a public use facility. It is located in northwest Rockford and has one 2,540-foot turf runway (18/36) that is lighted. Aircraft based at Cottonwood include 40 single-engine, two helicopters and six ultra-lights. Year 2003 operations involved 6,000 GA local and 3,000 GA itinerant for a total of 9,000 operations.

PASSENGER FACILITY INFRASTRUCTURE: NEEDED IMPROVEMENTS

Within the past few years, RFD has undergone extensive remodeling to both its passenger and cargo facilities. Additional passenger amenities like expanded parking, escalators, and a new baggage carousel have been added in accordance with RFD's "Hassle Free" mantra. In addition to these improvements, a new international arrival terminal was added to accommodate air service to and from Cancun, Mexico.

As new routes are provided and passenger enplanements rise, there will need to be added investment in passenger facilities. Until that time arises, RFD services its passengers with convenient and "Hassle Free" local air service.

PUBLIC TRANSIT

Rockford Mass Transit District

The Rockford Mass Transit District (RMTD) provides weekday, Saturday and Sunday fixed route public bus service and demand response service to Rockford, Loves Park and Machesney Park. Weekday (Monday-Friday) and Saturday buses operate along 17 fixed routes at 30-60 minute intervals. Monday-Friday service operates between the hours of 5:15 AM-6:15 PM. Saturday service operates between the hours of 6:00 AM-5:45 PM. Weekday routes are illustrated on **Map 6-1**. Weekday evening service is provided within Rockford only along six fixed routes operating at 60 minute intervals between the hours of 6:15 PM-11:15 PM. Sunday service is provided in Rockford along five fixed routes operating on 60-minute intervals between the hours of

Table 6-1
Rockford Mass Transit District Ridership

	Fixed Route	Demand Response
1995	1,541,119	76,418
1996	1,668,301	42,339
1997	1,531,870	43,943
1998	1,444,265	45,392
1999	1,496,579	41,297
2000	1,486,587	39,938
2001	1,533,123	50,051
2002	1,521,455	71,023
2003	1,390,429	100,921
2004	1,296,876	100,331
2005	1,269,156	94,833
2006	1,396,425	77,478
2007	1,498,190	76,670
2008	1,654,386	91,508
2009	1,748,003	98,031

8:15 AM and 5:15 PM. The Sunday service began in September 2002 through funding provided by the Federal Transit Authority (FTA) Access to Jobs Program (JARC).

A three-person board appointed by Rockford oversees RMTD. The board is empowered through a charter under the laws of the State of Illinois. RMTD is funded through a combination of federal, State and local subsidies or contractual payments as explained in Section 7, Roadway.

RMTD maintains a fleet of 41 full-sized buses and 33 demand response vehicles. The combined peak vehicle requirement to operate the system under current schedules is 44 vehicles (27 full-sized buses and 17 demand response). The RMTD annual ridership for the past ten years is shown in **Table 6-1**. Some decline in ridership was witnessed in 2003. In that year, RMTD implemented a route and schedule analysis that resulted in a significant restructuring of its fixed route service. It is fairly common for bus ridership to decline after a route restructuring occurs, but should return to the previous numbers as people get used to the new routes. It should also be noted that RMTD instated a fare increase in May of 2009. The fare structure as of May 1, 2009 is represented in **Table 6-2**.

Demand response service is growing rapidly. Reportedly, some of the non-profit service providers have been providing less service and encouraging people to use the RMTD demand response service. RMTD will address this increase with newer and larger demand response vehicles.

The numbers in **Table 6-1** do not include the demand response service provided in the urbanized area of Boone County which includes the City of Belvidere. Boone County has an Intergovernmental Agreement (IGA) with RMTD to provide the service. This service was bid out by RMTD.

It should also be noted that RMAP has an Intergovernmental Agreement with the Stateline Mass Transit District (SMTD) and Stateline Area Transportation Study (SLATS) regarding service in the Rockton, Roscoe and South Beloit area. Ridership numbers for this service is included in the RMTD totals in the previous **Table 6-1**.

As discussed in other parts of this Long Range Transportation Plan (LRTP), the Region has been growing at annual rate of 1.1% since 1990. The population growth does not seem to have an affect on RMTD bus ridership. Intuitively, this makes sense since most of the new growth has occurred on the urban edge outside of the service routes of the RMTD. It is expected that the RMTD ridership levels will maintain the present levels with minor fluctuations in the near term future.

Elsewhere in this LRTP there is discussion about encouraging more growth in the urban core. Additional residential development in the urban core could cause RMTD ridership to increase. These urban redevelopment practices could take years to materialize and implement before enough growth would occur to have a significant impact on RMTD ridership. In five years, the LRTP will be prepared again. At that time, the LRTP update can be used to deter-

mine if the urban redevelopment practices are beginning to take hold and if they could have an affect on the area.

Map 6-2 illustrates where most of the RMTD ridership originates. The map also shows that there are public transportation users in north Boone County. Most likely these residents are using the Metra Union

FARE CATEGORY	1-May-09
CASH FARE	
Adult Single Ride	\$1.50
Student*	\$0.75
Children under 5	FREE
Disabled not enrolled in the Circuit Breaker Program*	\$0.75
Disabled enrolled in the Circuit Breaker Program*	FREE
Seniors over 65*	FREE
Transfers	FREE
TICKET FARES	
Adult 10 Ride	\$15.00
Student*	\$7.50
Disabled*	\$7.50
Full Fare Single Ride	\$1.50
Half Fare Single Ride*	\$0.75
* with appropriate ID	
PASSES	
30 Day Unlimited Ride	\$55.00
NEW	
7 Day Unlimited Ride	\$16.00
Zone Fare to Cherry Valley	\$0.25
Paratransit One Way Fare	\$3.00
Paratransit Book	\$30.00

TABLE 6-2

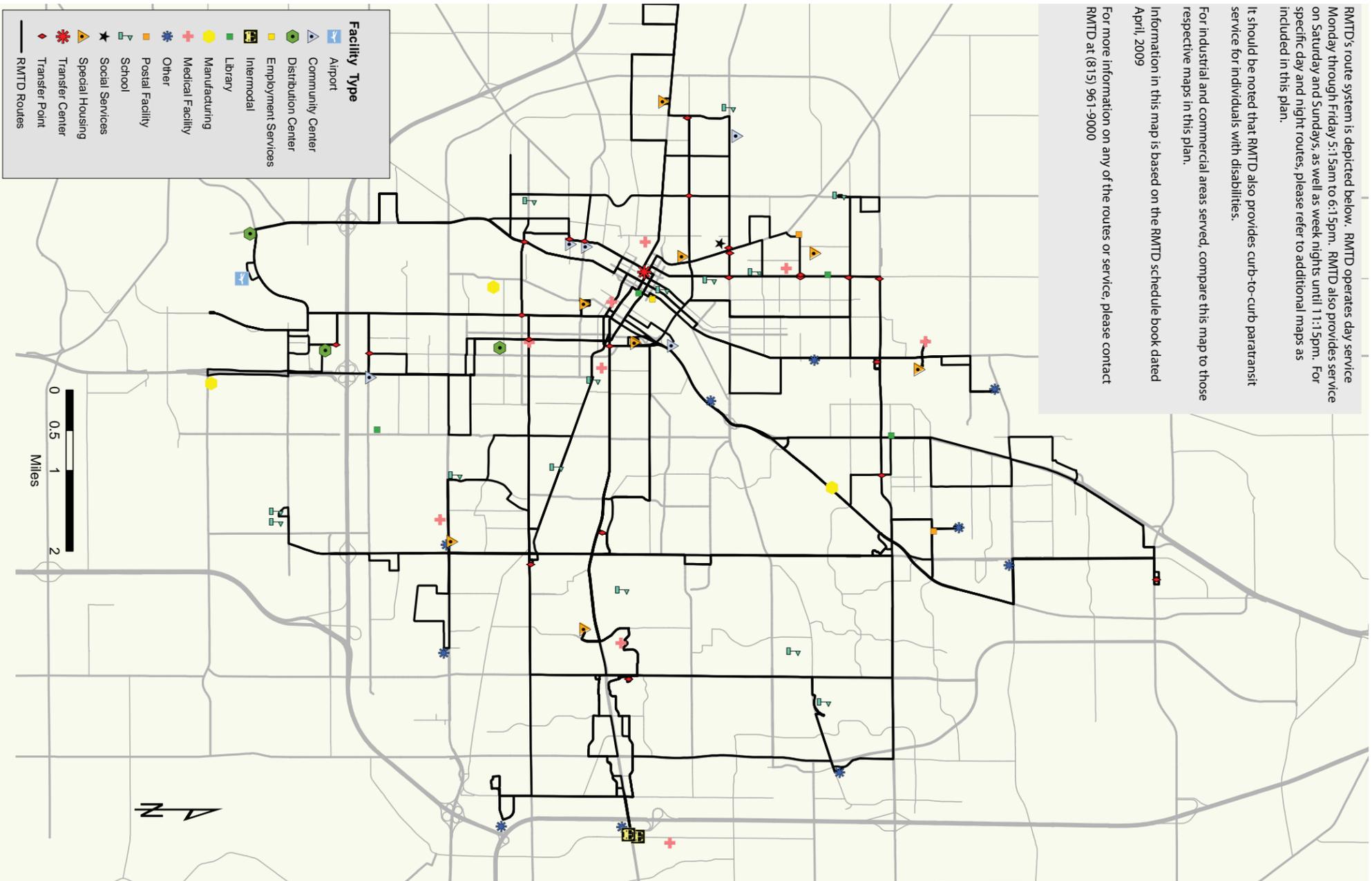
RMTD's route system is depicted below. RMTD operates day service Monday through Friday 5:15am to 6:15pm. RMTD also provides service on Saturday and Sundays, as well as week nights until 1:15pm. For specific day and night routes, please refer to additional maps as included in this plan.

It should be noted that RMTD also provides curb-to-curb paratransit service for individuals with disabilities.

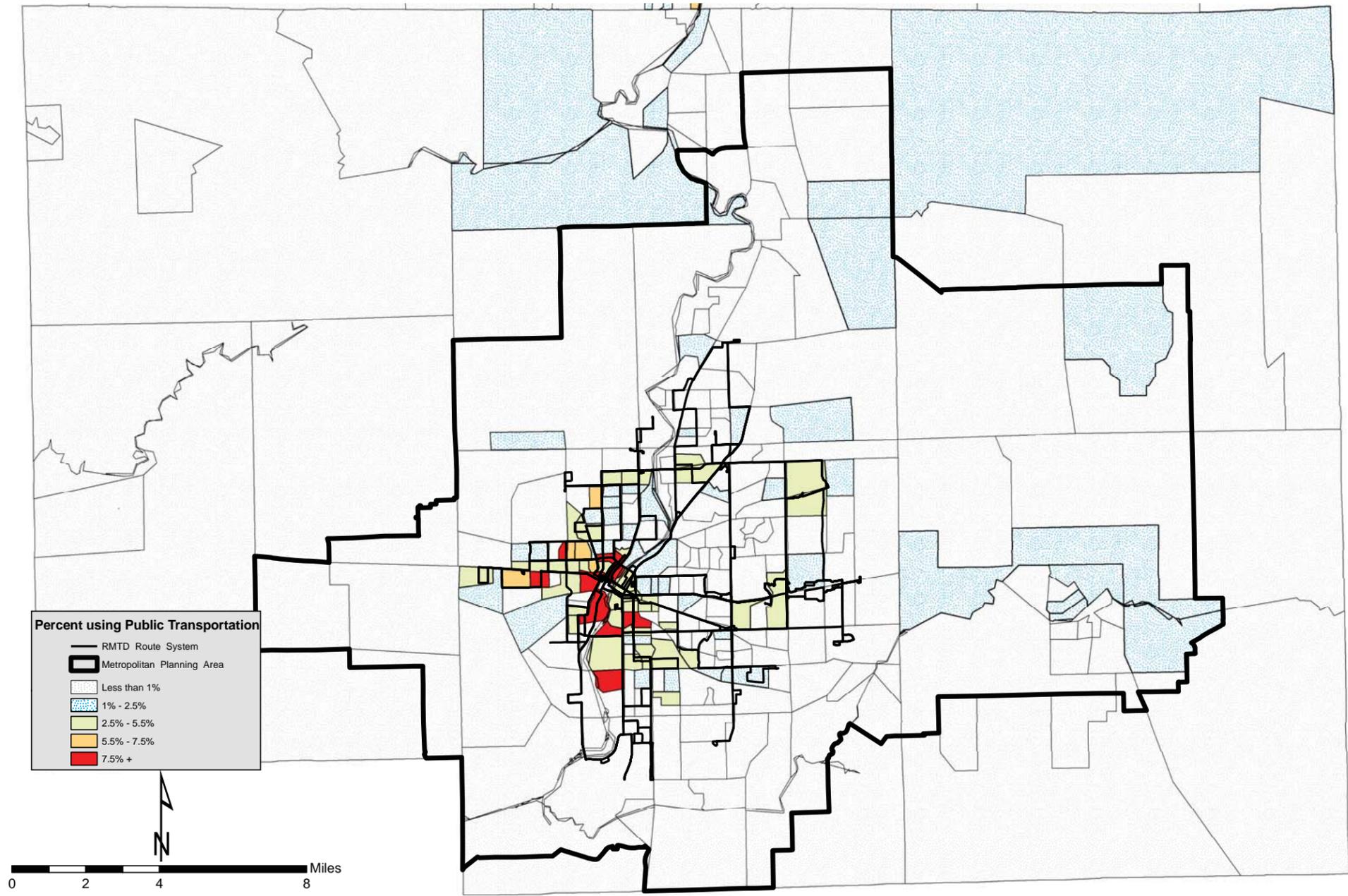
For industrial and commercial areas served, compare this map to those respective maps in this plan.

Information in this map is based on the RMTD schedule book dated April, 2009

For more information on any of the routes or service, please contact RMTD at (815) 961-9000



*Map 6-1: RMTD
Transit Routes gives
a description of
transit routes and
their connection to
services within the
region.*



Map 6-2: Population Areas Using Public Transportation gives a graphic representation of which areas public transportation users are located.

Pacific Northwest line Station in Harvard, Illinois.

The bus service provided by the RMTD is an important means of transportation for minorities and low-income individuals. **Maps 2-3 through 2-5 (Plan Definition Section)** and **Maps 6-3 and 6-4** illustrate the location of the RMTD routes in relation to minority population, individuals with low-income and households without vehicles. These maps show that these populations are well served by the RMTD bus routes. The maps illustrate that there is a minority population near Belvidere that does not seem to be served by fixed-route bus routes. However, the residents of Belvidere have demand response service available to them as discussed below. Also, as explained below, there is ongoing discussion about how the RMTD should best serve that area.

All fixed-route buses used by RMTD are wheel chair accessible as required by the Americans with Disabilities Act (ADA) of 1990. 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 (paratransit) service is provided in accordance with ADA of 1990 guidelines in the RMTD service area. To note, RMTD demand response service surpasses the ¾-mile corridor requirement from the fixed route system. 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.

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. Hours of operation are listed in **Table 6-3**.

Day of the Week	Hours
Monday-Friday	5:45am-11:15pm
Saturday	6:00 am-5:45pm
Sunday	9:15am-5:15pm

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 group centers.

Ridership service for demand response 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 (i.e. Barbara Olson Center of Hope, 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.

RMTD has been designated the coordinated service provider for the 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, Barbara Olson 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. In addition, RMTD is also a member of both the RMAP Mobility Subcommittee and the RMAP Technical Committee

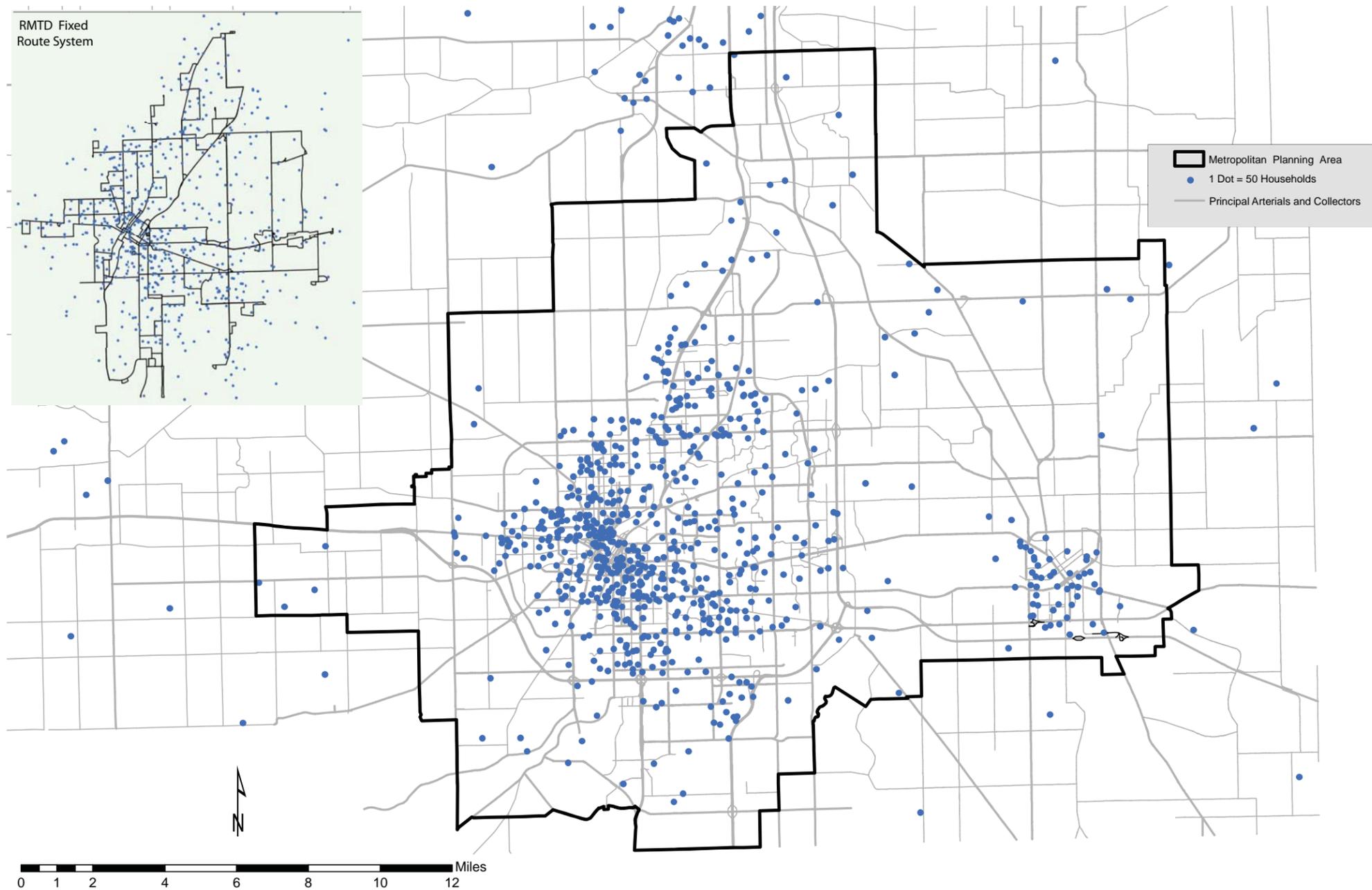
ROCKFORD MASS TRANSIT DISTRICT CAPITAL IMPROVEMENT PLANS

RMTD has constructed a new facility to house their demand response vehicles and related equipment. This building, located adjacent to the RMTD Administrative Building, provides storage and maintenance facilities for the demand response fleet and enhances the RMTD role in regional maintenance. This building also includes a body shop and paint booth for repair of all RMTD vehicles. The facility was completed in April of 2008 and

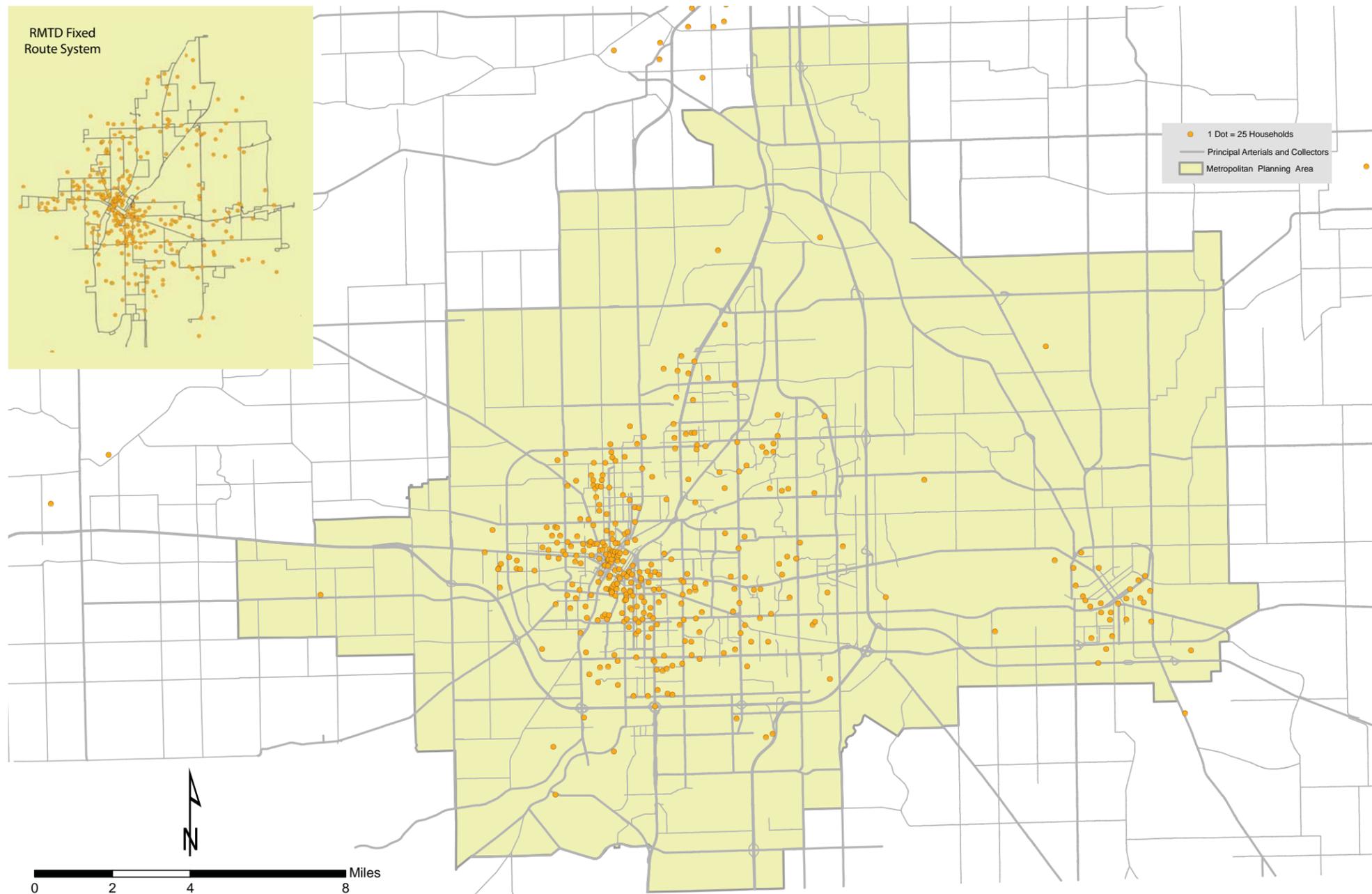
received its Certificate of Occupancy in July of 2008. While the facility only stores paratransit vehicles at this time, it is a goal to have the second story of the center finished to house the paratransit operations office of RMTD. Finishing of the second story of the Paratransit Facility is dictated by the availability of capital funding

RMTD has investigated the feasibility, acquired land and is in the final engineering stages of creating a bus transfer center on the east side of Rockford. Construction of the East Side Transfer Center will be funded through the American Recovery and Reinvestment Act of 2009 (ARRA) funds. The purpose of this facility would be to increase operating flexibility to the employment and commerce centers along the East State Street commerce corridor, position the RMTD to provide fixed route transit to Belvidere, and accommodate transfer connections with BCCA flexible services and intercity through routes. Given the RMTD growth into Loves Park, Machesney Park, Roscoe and South Beloit and





Map 6-3: Low Income Households seeks to understand where transit dependent populations reside in respect to transit routes.



Map 6-4: Households Without a Vehicle shows populations that rely on public transit as their only means of mobility.

**Table 6-4
Forecast of Rockford Mass Transit District Plans Capital Needs**

Description	Units	Unit Cost	Subtotal
East Side Transfer Facility	1	2,100,000	2,100,000
Downtown Transfer Facility	1	1,100,000	1,100,000
Buses	78	330,000	25,740,000
Demand response	60	65,000	3,900,000
Demand response Super Duty	18	98,000	1,730,000
Miscellaneous/Contingency	10%		3,457,000
Total			38,027,000

their proximities to I-90, it is thought that the I-90 corridor could be used to tie these areas into the East Side Transfer Center which would allow additional travel options. This will be explored during the upcoming Route Study (2010-2011). Also, there is potential to share space within the newly constructed transfer center with intercity bus operator (i.e. Van Galder or Greyhound).

In addition, RMTD will need to make some improvements to the existing bus transfer facility in downtown Rockford during the life of this LRTP. The improvements will include, but are not limited to, a redesign of the facility so buses do not have to back out of stalls.

The life of the RMTD buses is approximately 12 years. It is expected that the buses will have to be replaced twice during the course of this 30-year LRTP. The demand response vehicles will be replaced with vehicles that have a life expectancy of approximately eight years. Some of the demand response fleet would be replaced with super medium duty vehicles that have a life expectancy of 10 years. For planning purposes, it is expected that the demand response vehicles will have to be replaced three times during the course of the LRTP. **Table 6-4** illustrates the capital needs of the RMTD over the life of the LRTP.

Also, to improve intermodal connectivity, RMTD has made accommodations for bicycles on buses through the addition of bicycles racks on all of their fixed route buses. This capital improvement to the RMTD fixed route fleet assists in promoting alternative modes of transportation in the Rockford region by allowing individuals who may not have access to a personal vehicle, or who choose not to use a personal vehicle, to use the bus system and a bicycle to reach their destination. As discussed in a separate section of the LRTP, the RMAP Bicycle and Pedestrian Plan offers information as to bicycle routes in the region which would help those individuals who wish to use these alternative forms of transportation navigate the area instead of using a personal vehicle. This capital asset also helps to promote more environmentally consciousness modes of transportation.

RMTD will continue to explore the purchase of alternative fuel vehicles. RMTD has also applied for a joint TIGGER grant (2009) through IDOT and has been awarded funding for two Hybrid Paratransit buses. These two hybrid vehicles are to replace two of the current vehicles in the RMTD paratransit fleet.

In addition, RMTD will continue to monitor and place bus shelters accordingly in the service area. **Map 6-5** displays location of bus shelters throughout the RMTD system.

RMTD ROUTE STUDIES

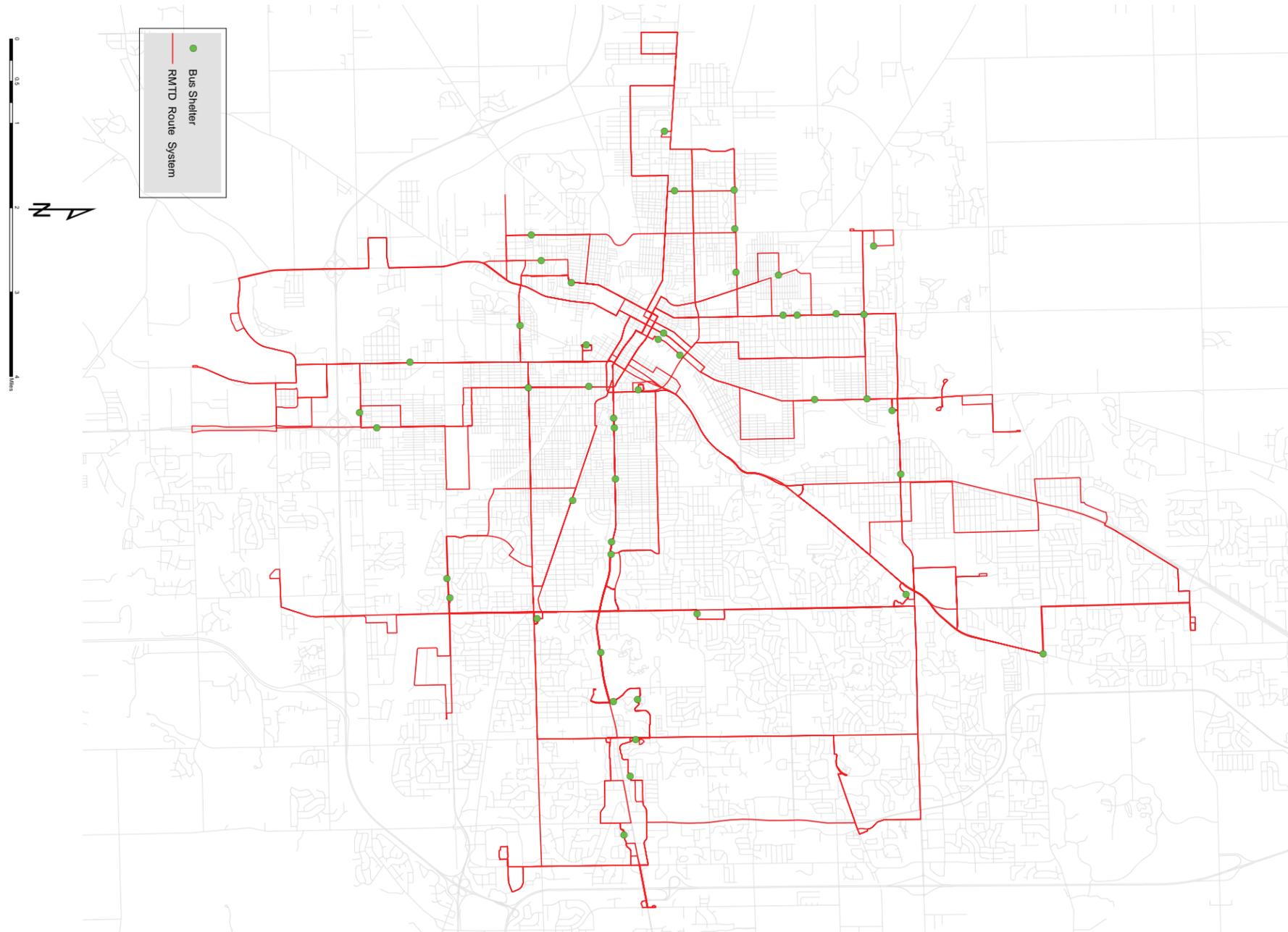
The RMTD Route Study (2010-2011) will be designed to review the effectiveness of the current route structures, the tying in of the East Side Transfer Center into the route system, potential fixed route service into Belvidere, review of the current bus stop locations and recommended changes. The study will also give a better sense of ride volumes, examine fare structure for fixed routes and zone fares, effec-

tive ways to provide feeder service from paratransit to fixed route/neighborhood service, recommend a CAD/AVL system that allows the collection of data and allows RMTD to determine where buses should be, where the buses run and how to get the best productivity from the buses.

RMTD will explore adding services to the Belvidere/Boone County and the SMTD service areas. In addition, RMTD will also determine the feasibility of adding services to current areas in the western and southern parts of the urbanized area as well as service to areas that may potentially be added through future censuses.

The last route study that was conducted by RMTD occurred in 2003. Route studies and analysis occur on an “as-needed” basis and will be conducted periodically throughout the life-span of this LRTP.

Map 6-5. RMTD
Bus Shelter Locations
shows current
bus shelters along
transit routes.



Belvidere/Boone Demand Response Service

Boone County offers public transportation service, equipped with wheel-chair lifts, to all residents of Boone County regardless of age. Priority is given to the medical and nutritional needs of older persons and persons with disabilities. Origin to destination services are provided on a demand-response basis. The service is provided Monday through Friday between 8:00 AM-4:30 PM. Reservations are required at least one day in advance. Boone County provides a fleet of seven paratransit vehicles (which are utilized by BCCA) that are fully accessible for demand response service in Boone County.

To note, Boone County offers limited service into the City of Rockford on a Monday-Friday basis. This service is provided to Rockford three times a day at 9:00am, 12:15pm and 3:30pm. Riders are dropped off at the Greyhound Terminal on East State Street and can meet back at the same location at the aforementioned times to receive transportation back into Boone County. This service is provided to accommodate Boone County residents to address business, etc. within the City of Rockford and surrounding municipalities. In addition, Boone County and BCCA have an agreement for BCCA to provide demand-response service to rural Boone County.

A large part of Boone County, including Belvidere, was classified as “urbanized” as a result of the year 2000 U.S. Census. This had an impact on federal and state funding sources for demand response service and how the funds are disbursed. The RMTD now receives FTA funding

for the urbanized part of Boone County. It was decided that for the short term Boone County would best be served by the existing BCCA demand response service. This agreement was initially executed in 2004, and was extended through June 30th, 2009 on an interim basis.

Prior to the expiration of the June 30th, 2009 interim agreement, RMTD and Boone County worked together to come to a more permanent arrangement to provide public transportation in the urbanized area of Boone County. As a result, an intergovernmental agreement was developed (dated May 27, 2009). Part of the overall process involved RMTD advertising a bid to provide service to the urbanized portion of Boone County. Upon the review of submittals, BCCA was awarded the bid to provide service and an operations agreement was drafted between RMTD and Boone County. RMTD has a contract with BCCA to provide service for the next three years (July 1, 2009 until June 30, 2012), with the option of their service being extended beyond the stipulated time frame as listed in the contract. As part of the Intergovernmental agreement, the following apply (this list is not comprehensive, for further details please refer to the full Intergovernmental Agreement):

1. The County (County of Boone) desires to procure Demand Response mass transportation services from RMTD on the terms and conditions stated herein (referring to the Intergovernmental Agreement)
2. RMTD desires to provide Demand Response ser-

vices directly or through subcontracts with other service providers to County on the terms and conditions stated herein (referring to the Intergovernmental Agreement)

3. During the terms of this Agreement, RMTD directly or through a third party agreement shall provide general public demand response services to eligible individuals on those dates designated by the County
4. The term of this agreement shall be from July 1, 2009 through June 30, 2012
5. The County (County of Boone) agrees to furnish the necessary rolling stock capital to provide all required service under this agreement.

A Memorandum of Understanding for Transportation Planning between RMAP, RMTD, Boone County, BCCA and the City of Belvidere was developed and subsequently adopted by the RMAP Policy Committee on May 28th, 2009. This document outlines the planning responsibilities of each respective organization. The objectives of the Memorandum of Understanding for Cooperative Transportation Planning are to:

1. Formalize the current cooperative efforts between RMAP, RMTD, and BCCA for the production and execution of the Unified (Planning) Work Program (UWP), the Long-Range Transportation Plan (LRTP),

the Transportation Improvement Program (TIP), and the ongoing transportation planning process in general

2. Comply with the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Clean Air Act Amendment of 1990 (CAAA), all legally enacted successors of these regulations and all other applicable laws and regulations.

Finally, BCCA still receives federal and state funding to provide demand response service to the non-urbanized parts of Boone County. BCCA will continue to provide these services.

To note, at least five expansion buses would be needed by RMTD to provide potential fixed route service to the Belvidere/Boone County service areas. RMTD will explore the feasibility of adding these services through the upcoming route study (2010).

Additional Regional Transit Initiatives

STATELINE MASS TRANSIT DISTRICT

In addition to the transit services that are provided by the BCCA and the RMTD, the below section offers a brief history of the Stateline Mass Transit District which operates in the Northern portion of Winnebago County, IL.

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.

A second study was initiated in February 2007 that examined the necessary steps to establish a transit service in the area of North Central Winnebago County which would include Rockton, Roscoe and South Beloit. This service would be provided through a newly formed Stateline Mass Transit District (SMTD). Rockton, Roscoe and South Beloit would be the founding members. Other municipalities could be provided service through contracting with SMTD.

Through the above mentioned efforts, service provided by the SMTD began in February 2008 in the form of a demand response transit system that operates Monday through Friday (6:00am-10:00pm) with limited hours of operation on Saturday (8:00am-6:00pm) and Sunday (8:30am-4:30pm). Service is provided with four demand

response vehicles and areas serviced through this new mass transit district include the Village of Rockton, Rockton Township, the Village of Roscoe and the City of South Beloit. The Stateline Mass Transit District awarded a contracted to RMTD to provide the demand response service.

Individuals who wish to utilize this service must first register with the SMTD and schedule a ride at least 24 hours in advance. Also, trips must originate in the SMTD service area (locations as described in the above paragraph).

The SMTD service connects with RMTD fixed route service at Target store on IL-173 and with the Beloit Transit System (BTS) at their transfer center. Medical trips are also provided into both RMTD and BTS service areas.

The fare for service is \$3.00 per person. Seniors, persons with disabilities and students have a discounted fare of \$1.50.

FREE RIDES FOR SENIOR CITIZENS AND PERSONS WITH DISABILITIES

There have been two programs implemented by the State of Illinois regarding public transit for elderly individuals (age 65 and over) and individuals with disabilities* (under the state circuit breaker program). Illinois Senate Bill 1920 was enacted in January of 2008 and provides free rides for seniors on all Illinois public transportation systems. While the Free Rides for Seniors Program was the initial program that took effect as of March 17,

2008, the Free Rides for Persons with Disabilities program was passed in August of 2008 and provides free rides for individuals with disabilities (who qualify for the state circuit breaker program). The free rides for persons with disabilities amendment of the Seniors Ride for Free Program took effect as of October 24, 2008 by all Illinois Public Transit entities. In order to use this service, transit districts throughout the state have required that individuals register and receive identification cards. It is also important to mention that the free ride program for seniors (age 65 and over) and individuals with disabilities only applies for trips on fixed route transit and does not include rides on paratransit demand/response service.

Since the implementation of these programs, there has been both support and opposition for these initiatives. Transit agencies across the state have had concerns with lost revenues as a result of these programs while members of the State government have attempted to change the requirements for the free rides for seniors program to instate an income restriction (i.e. Senior citizens who qualify for the state circuit breaker program would receive free rides). At the time of the creation of this LRTP, the Free Rides program applied to all seniors regardless of income and persons with disabilities under the State circuit breaker program.

It is of value to note these initiatives because of their impacts on the accessibility to public transportation for those groups who may not normally take public transit due to limitations. With these programs in place, senior citizens

and persons with disabilities who may not have normally ridden public transit are provided an incentive to do so. Locally, RMTD tracks the number of riders who use this program. It is anticipated that this program will continue to proceed unless otherwise rescinded by the State of Illinois.

More information regarding the above mentioned programs can be found on the State of Illinois Seniors Ride Free website <http://www.illinois.gov/transit/> or by calling either 217-782-0244 or 312-814-2121. For more information regarding the implementation of these programs by the local transit agency, please contact the Rockford Mass Transit District (RMTD) at 815-961-9000.

Coordination & Human Services Planning

The purpose of the RMAP Coordinated Public Transit-Human Services Transportation Plan (RMAP-HSTP) is to assess the needs and concerns of public transit users in the area, develop strategies that will address and remedy these concerns and increase the overall efficiency of transit services provided to the public. While transit improvements benefit public transit users as a whole, particular attention will be given to public transit dependent populations including elderly individuals, persons with disabilities and individuals with low incomes.

Assessment of the needs of public transit dependent populations has been determined through numerous methods, which include:

- working with and gathering information from the RMAP Mobility Subcommittee to determine transportation needs of transit dependent populations
- communication with various human service and transportation providers in the area to determine if there are transportation related issues for their clients
- working with the Rockford Mass Transit District to determine their scope of service as well as to identify any improvements that could be implemented to better service the targeted populations
- facilitation of public open house sessions to allow the public to directly state their concerns to providers and planning agencies that are developing the HSTP

This coordination process benefits those who rely on pub-

lic transportation as well as brings the RMAP in compliance with regulations stipulated by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The HSTP is also a prerequisite to receiving any Federal Transit Administration funding under the Section 5310 (Elderly Individuals and Individuals with Disabilities / Consolidated Vehicle Procurement program), Section 5316 (Job Access and Reverse Commute; JARC) and Section 5317 (New Freedom) programs.

To promote communication and coordination between public transit and human services providers as well as public participation, RMAP has created a Mobility Subcommittee. The RMAP Mobility Subcommittee originated from the Getting to Work in Greater Rockford (GTW) organization, which was part of the larger state-wide Work, Welfare and Families coalition. The RMAP Mobility Subcommittee consists of human services and transportation agencies, governmental entities, workforce investment organizations, public and private transit providers, assisted living facilities and ambulance providers. The GTW organization began in 2005 and has met to discuss transportation options for transit dependent populations and is continuing to do so as the new RMAP Mobility Subcommittee. To note, new organizations can be added to the Mobility Subcommittee through the process outlined in the RMAP Cooperative Agreement (2008).

The duties of the Mobility Subcommittee are to facilitate public participation and involvement to identify trans-

portation needs, identify and work with resource agencies to develop strategies addressing the transportation needs of public transit dependent populations. The Mobility Subcommittee also advocates for enhancements, expansion and new services that improve the wellbeing of public transportation dependent populations.

While the initial charge of the Mobility Subcommittee is to assist in the creation of the Coordinated Public Transit-Human Services Transportation Plan (HSTP), 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 Mobility Subcommittee meets the second Tuesday of each month at 10:00am at the YWCA in Rockford, IL (4990 E. State St.) and all meetings of the Mobility Subcommittee are open to the public for comment and participation. Special meetings of the Mobility Subcommittee are permissible and 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 are sent to local media outlets.

It is also important to note that the organizations involved in the Mobility Subcommittee have daily contact with individuals from public transit dependent populations. This interaction is important because it informs the organizations of transportation needs that transit dependent individuals face. Thus, by having these orga-

nizations partake in the Mobility Subcommittee, transit dependent population's concerns are represented and stated at Mobility Subcommittee meetings. Through this element, improvements in transportation services will better keep in mind the concerns of citizens who use public transportation on a consistent basis. **Map 6-6** displays areas of potential transit improvement based on the Mobility Subcommittee's recommendations.

HSTP RESULTS WITHIN THE ROCKFORD METROPOLITAN PLANNING AREA

Since the adoption of the January 24, 2008 RMAP HSTP, several of the transit needs and gaps identified in the plan have been discussed between RMAP staff, the public and the RMAP Mobility Subcommittee. RMAP has a policy of an always open comment period for all of their planning documents. While the identification of transit needs/gaps for individuals with disabilities, elderly individuals and individuals with low income is an ongoing and evolving process, there have been progressive steps taken within the Metropolitan Planning Area to address some of the concerns that these individuals face. Namely, Job Access and Reverse Commute (JARC) and New Freedom funds have been utilized to provide service in the following ways:

As stated in the RMAP HSTP, there has been a need to provide a service route to CherryVale Mall, which is a source of employment for individuals throughout the

region. A route to this employment center was first established in 2007, but has still required funding to keep the route running as well as to continue to build ridership and increase awareness and availability of the route. Through discussion of this need as well as its selection from a call for projects issued, this need was selected by the RMAP Mobility Subcommittee as a program to be pursued. JARC funding was used to begin this route in May of 2007. In May 2009, when the available JARC funding ceased for this project, RMTD implemented a zone fare to help pay for the continued service to the Cherry Valley area. Passengers being picked up or dropped off in that area must pay an additional zone fare of twenty-five cents.

A need to extend transit service hours to the Burden Loop area near IL-173 in Machesney Park was also an expressed concern from the RMAP Mobility Subcommittee. Similar to the previous example above, this area is also a source for employment. With the use of JARC funds, RMTD will begin extended day service to this destination. The route has been finalized and the start of this service is anticipated for 2010.

New Freedom funds have been allocated to provide a demand response service that will assist individuals with mobility limitations who are able to use fixed route service, but who are unable to reach fixed route service. The project will be implemented in two parts. The first part entails the purchase of two para-transit vehicles to support service and then the second part is the actual start of the service. This program will provide greater mobility options for individuals who are able to use fixed route service, but may not be able to reach it due to their mobility limitations. This service is anticipated on starting in 2010.

INTERCITY PRIVATE BUS SERVICE

Greyhound Bus Lines and the Van Galder Bus Company provide fixed-route intercity bus service to the Rockford Metropolitan Planning Area (MPA). Greyhound provides weekday and Saturday service from the Greyhound Terminal at 542 North Lyford Road. Two or three buses travel daily to and from Chicago and Madison, Wisconsin. A Greyhound affiliated carrier provides service to Dubuque, Iowa. To note, the Greyhound Bus Terminal is accessible via the RMTD bus system.

The Van Galder Bus Company, which is owned by Coach USA, provides regularly scheduled daily service to the MPA and Chicago O'Hare International Airport (ORD), Midway International Airport (MDW) and the Amtrak/Metra Union Station in downtown Chicago. The Van Galder Bus Terminal is at 7559 Walton Street on the east side of Rockford near East State Street and I-90. Stops are also made at the nearby Holiday Inn and Best Western Clock Tower Inn, both on East State Street. The Van Galder Terminal is accessible via the RMTD bus system.

17 buses travel between Rockford and ORD. The bus service is available leaving Rockford between 3:30 AM-7:00 PM and leaving ORD between 6:00 AM-10:30 PM.

Seven buses a day travel between Rockford and MDW service. These buses also connect to Janesville, Wisconsin. Service is available leaving Rockford between 4:10 AM-6:20 PM, and leaving MDW between 6:30 AM-10:00 PM.

Four buses a day travel between Rockford and Chicago Union Station at Jackson and Canal. These buses also connect to the University of Wisconsin

Memorial Union in Madison. Service is available leaving Rockford between 6:50 AM-3:45 PM, and leaving Chicago between 10:30 AM-8:30 PM.

PROPOSED COMMUTER RAIL

The Northern Illinois Commuter Rail Initiative (NICRI) was formed several years ago to explore the feasibility of extending commuter rail service from Chicago. Commuter rail is a type of rail passenger service used for urban public transit that operates over existing railroad tracks on the same rights-of-way used by freight trains and long distance passenger trains. NICRI is a non-profit organization made up of various government and private sector representatives from throughout the MPA. A study completed in October 2004 investigated the feasibility of extending Metra commuter rail service to the MPA. RMAP secured the FTA funding to undertake the feasibility study.

In an effort to move into the next phase of this transportation effort, funding was secured for a full Federal Transit Administration Transportation Alternatives Analysis (AA). To act in concert with the unbiased analysis concepts found in a Federal Alternatives Analysis, NICRI changed names to become NICTI (Northern Illinois Commuter Transportation Initiative). A Request for Statements of Qualifications was issued to seek the best suited consultants to perform the tasks required for completing an Alternatives Analysis. A consortium of transportation professionals headed by TranSystems was selected as the most qualified. A contract was signed with that group making the City of Rockford the project manager with funding being processed by the Rockford Mass Transit District.

The Alternative Analysis was taken from the initial fact finding processes through alternatives development all

the way to the selection of a Locally Preferred Alternative which was a commuter rail line originating in Elgin, passing through Huntley, Marengo and Belvidere and terminating in Rockford. Costs (startup, operating, capital, etc.) eastern termination points and schedules for this alternative were all developed. Ridership modeling, however, showed that the cost per ride data would not justify further continuation of the New Starts process as defined in the original SAFETEA-LU regulations. Recent modifications to those regulations have offered renewed optimism that federal funding may return as a component of putting this operation in place. In the mean time, work continues on the environmental work needed to fulfill the NEPA for a project of this type.

NICTI has also designated the Rockford Mass Transit District as the preferred governing body for this commuter rail system. While the RMTD would be the administrative head of the system, the idea of local operation of the system was not considered for the foreseeable future.

Future Considerations for Public Transit

In looking at the future of public transit in the region, various factors must be taken into consideration to enhance and assist the functionality and accessibility of transit options in the RMAP metropolitan planning area. Planning decisions within the region must take transit into consideration when carrying out their respective objectives. For example, land use and economic development decisions should recognize the location of available public transit routes, and as best as possible, align development/infill redevelopment objectives as to fully utilize this resource. This would be beneficial for a multitude of reasons which include; providing access to transit services for those individuals who may not own a personal use vehicle; reduce the number of single occupancy vehicles on roadways (which would subsequently assist in relieving congestion) increasing ridership and promoting green initiatives, etc. This would assist in the

efficiency of the available transit route system by keeping development near existing routes and would alleviate pressure of restructuring routes to service areas or sites which may be far from the established route. This would provide accessible transportation for transit riders.

Being the Regional Public Transit provider for the RMAP metropolitan planning area, RMTD will be assessing the possibility of creating a Belvidere transfer center. While the feasibility is being developed, this initiative would be important in providing fixed route service between the Rockford/Belvidere area. Currently, RMTD has a contract with Boone County to provide demand-response service in the Belvidere area; however, there is no regular fixed route service. This future station would help to connect with the existing Downtown Rockford transfer center as well as the East Side Transfer

(which at the time of this LRTP is under construction).

In addition, local municipalities which are provided service through the Rockford Mass Transit District should continue to consult the transit agency when conducting work or studies which may impact transit service. Through this cooperative measure, improvements to the infrastructure will be more comprehensive by the consideration of transit elements within the planning process.

CAPITAL FUNDING FORECAST

Rockford Mass Transit District (RMTD):

Table 6-5 shows the capital funding sources for the RMTD for the period 1995 to 2004 adjusted to Year 2005 dollars. This table represents funds received dur-

ing the fiscal year as opposed to expenditures. On average, the federal government has contributed 70.5% of the capital needs of the RMTD while the state and local sources have contributed 29.5%. As with roadways, the historic average is used to determine the capital funding availability for the next 30 years.

In July 2000, RMTD took over service that was previously provided by the Loves Park Transit Service (LPTS). LPTS ceased operation and the RMTD took over transit operations in Loves Park and Machesney Park. The RMTD also took over responsibility of the LPTS capital program (not reflected in the table). (source: RATS Year 2035 LRTP; July 28, 2005 adopted version)

The table was re-examined in 2008 and a forecast for rev-

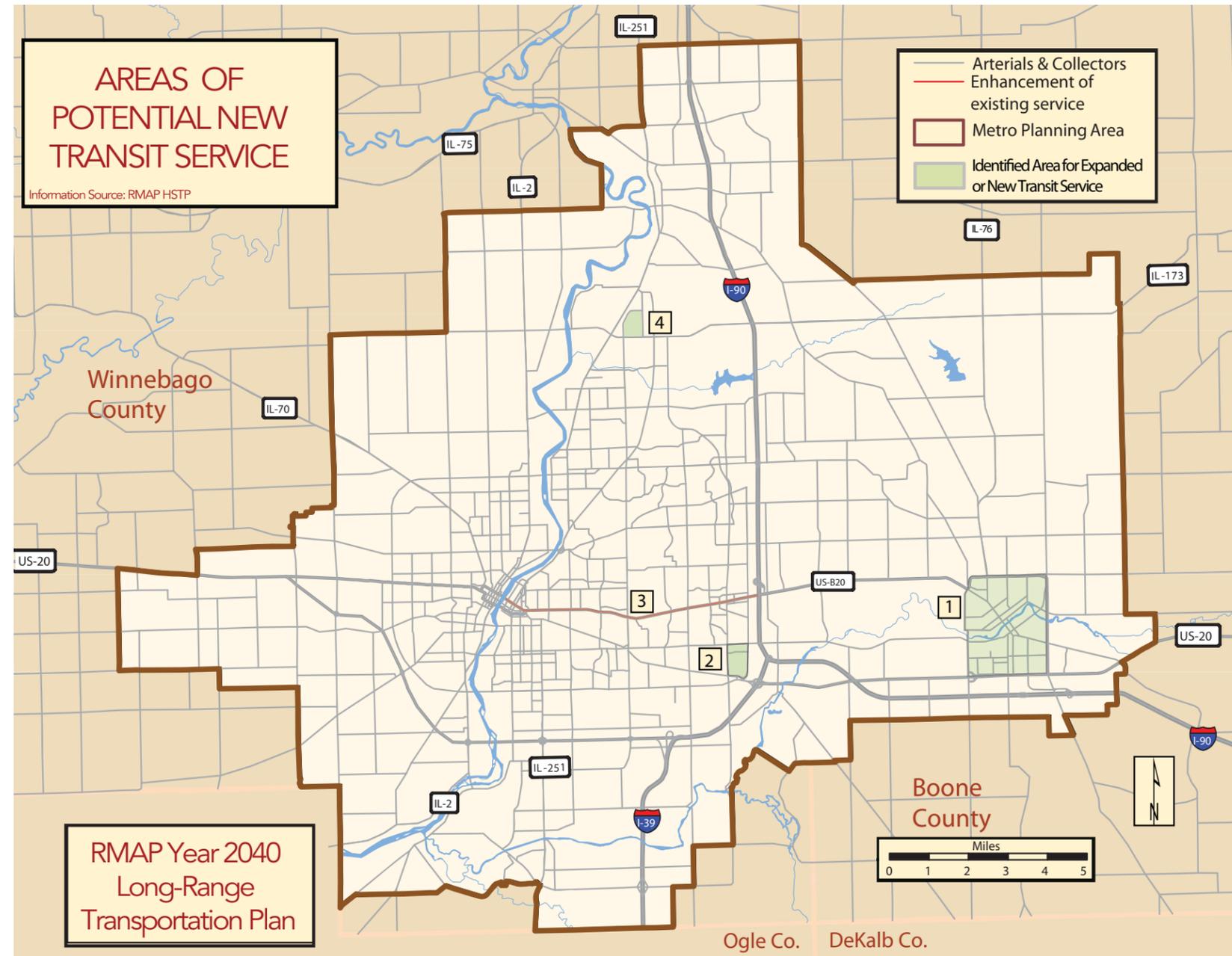
Table 6-5
Rockford Mass Transit District Capital Fund Sources (1995-2004)

Year	Federal			Subtotal	IDOT	Municipal	Total
	Sec. 5309	Sec. 5307	Other FTA				
1995	1,798,686	399,234		2,197,920	643,932		\$2,841,852
1996	0	95,558	0	95,558	23,500	28,925	147,982
1997	179,200	353,405	0	532,604	85,332	1,747	619,684
1998	0	84,499	200,323	284,821	78,235	13,207	376,263
1999	845,556	1,838,686	0	2,684,241	867,376	1,541	3,553,158
2000	581,684	370,965	0	952,650	1,579,470	28,432	2,560,551
2001	0	170,900	0	170,900	89,401	4,703	265,005
2002	0	0	0	0	23,295	2,135	25,430
2003	0	0	75,228	75,228	88,395	1,150	164,773
2004	0	1,993,924	85,489	2,079,413	213,775	15,507	2,308,695
Averages:				907,334	369,271	10,816	1,286,339
Percent:				70.50%	28.70%	0.80%	

Source: Rockford Mass Transit District Form 103. Amounts are based on a fiscal year, July to June, and adjusted to 2005 dollars.

Table 6-6
Rockford Mass Transit District Capital Revenues (2008-2040)

Year	Federal	Carry over	Subtotal	IDOT	Municipal	Total
2008	2,619,457	2,483,633	5,103,090	0	336,228	5,439,318
2009	2,698,041	151,984	2,850,025	0	170,672	3,020,697
2010-2015	17,975,595	15,721,196	33,696,791	1,847,272	1,098,154	36,642,217
2016-2020	17,626,038	35,100,939	52,726,977	4,552,163	1,020,247	58,299,387
2021-2025	20,422,977	17,956,150	38,379,127	2,959,120	1,126,434	42,464,681
2026-2030	23,675,827	46,118,230	69,794,057	5,455,508	1,243,676	76,493,241
2031-2035	27,446,772	12,370,580	39,817,352	6,092,266	1,373,119	47,282,737
2036-2040	31,818,331	799,870	32,618,201	5,767,111	1,561,816	39,947,128
Total:	144,283,038	130,702,582	274,985,620	26,673,440	7,930,346	309,589,406



Map 6-6: *Areas of Potential New Transit Service* shows areas that may need new or additional fixed route bus service.

Table 6-6.1

Rockford Mass Transit District Capital Expenditures (2008-2040)						
Year	Federal			IDOT	Municipal	Total
	Sec. 5309	Sec. 5307	Other FTA			
2008	0	4,970,924	0	0	336,228	5,307,152
2009	0	2,312,473	0	0	170,672	2,483,145
2010-2015	0	11,838,204	0	1,847,272	1,098,154	14,783,630
2016-2020	0	22,917,862	0	4,552,163	1,020,247	28,490,272
2021-2025	0	15,782,463	0	2,959,120	1,126,434	19,868,017
2026-2030	0	26,519,382	0	5,455,508	1,243,676	33,218,566
2031-2035	0	29,860,096	0	6,092,266	1,373,119	37,325,481
2036-2040	0	29,315,695	0	5,767,111	1,561,816	36,644,622
Total:	0	143,517,099	0	26,673,440	7,930,346	178,120,885

venues and expenditures was developed for the remainder of the timeframe of the LRTP (2008-2040). As with the original table, categories included are Section 5307 funding, Section 5309 funding, State match and Local match. Data detailing revenues and expenditures present categories by individual fiscal years for 2008 and 2009 and then in five year increments. It is also important to note that inflation is taken into consideration for this revised forecast.

In developing this forecast, a 3% increase in apportionment was taken into consideration. This percentage was derived from examining past increases and applying the average to future fiscal years. Between 2008-2040, RMTD is forecasted to receive approximately \$269 million in capital funding and is forecasted to expend approximately \$141 million (tables 6-6 and 6-6.1). It should be obvious that capital funding is highly dependent on the federal and state governments. Still, this provides a valid number and methodology for financial planning purposes. However, given that it is a forecast, it is important to recognize the importance of updating the LRTP every five years.

Operation Funding:

Table 6-7 illustrates the RMTD operating funding sources

Table 6-7

Rockford Mass Transit District Operating Funds Sources (1995-2004)									
Year	Rockford Mass Transit District Generated			Federal			IDOT	Local	Total
	Passenger Fares	Directly Generated	Subtotal	Section 5309	Section 5307	Subtotal			
1995	885,941	447,342	1,333,283	983,803	0	983,803	2,821,638	1,422,698	6,561,421
1996	1,014,746	214,844	1,229,590	498,281	0	498,281	2,786,407	1,739,210	6,253,488
1997	1,054,742	144,569	1,199,311	489,976	0	489,976	2,765,693	1,245,114	5,700,094
1998	1,038,402	138,905	1,177,307	89,411	372,428	461,839	2,818,543	1,368,088	5,825,778
1999	1,022,941	134,080	1,157,021	0	580,258	580,258	3,037,296	1,199,550	5,974,125
2000	974,770	115,926	1,090,696	0	415,140	415,140	3,279,963	1,419,497	6,205,296
2001	1,031,220	126,228	1,157,448	0	608,688	608,688	3,795,231	1,352,917	6,914,284
2002	1,035,225	105,254	1,140,479	672,721	101,712	774,433	4,217,067	1,650,858	7,782,837
2003	1,056,167	61,195	1,117,361	958,250	358,181	1,316,431	4,533,987	1,578,190	8,545,969
2004	987,560	61,692	1,049,252	0	917,125	917,125	4,659,003	1,619,423	8,244,803
Average:			1,165,175			704,597	3,471,483	1,459,555	6,800,809
Percent:			17.10%			10.40%	51.00%	21.50%	

Table 6-8

Rockford Mass Transit District Operating Revenues (2008-2040)									
Year	Farebox	Complementary			Federal	State	Local	Other	Total
		Paratransit	ADA	ADA					
2008	972,000	186,000	200,000	200,000	1,602,000	6,866,000	\$1,922,000	236,000	11,984,000
2009	1,000,000	195,000	200,000	200,000	2,168,000	7,899,000	1,875,000	212,000	13,549,000
2010-2015	8,078,000	2,166,000	1,286,000	1,286,000	5,006,000	56,441,000	13,021,000	2,357,000	88,355,000
2016-2020	7,918,258	2,121,743	1,196,000	1,196,000	5,626,608	63,699,459	12,797,086	2,375,465	95,734,618
2021-2025	9,179,431	2,459,682	1,321,000	1,321,000	6,212,230	87,273,779	14,900,772	2,821,307	124,168,201
2026-2030	10,641,476	2,851,445	1,457,000	1,457,000	6,858,804	119,572,641	17,351,803	3,350,828	162,083,997
2031-2035	12,336,387	3,305,607	1,609,000	1,609,000	7,572,674	163,824,880	20,207,808	3,979,733	212,836,089
2036-2040	14,301,254	3,832,104	1,831,000	1,831,000	8,360,844	224,454,284	23,536,027	4,726,674	281,042,186
Total	64,426,805	17,117,580	9,100,000	9,100,000	43,407,160	730,031,043	105,611,496	20,059,008	989,753,092

Table 6-8.1

Rockford Mass Transit District Operating Expenditures (2008-2040)						
Year	Personnel	Contractual	Insurance	Supplies	Other	Total
2008	8,213,000	391,000	537,000	1,731,000	912,000	11,784,000
2009	8,940,000	15,176,264	454,000	1,484,000	2,073,000	28,127,264
2010-2015	54,059,021	3,115,000	3,115,000	13,309,000	4,156,000	77,754,021
2016-2020	68,990,546	3,051,370	2,892,925	13,750,094	3,859,004	92,543,939
2021-2025	88,051,361	3,537,370	3,194,022	16,729,094	4,260,651	115,772,498
2026-2030	112,378,325	4,100,781	3,526,461	20,353,500	4,704,104	145,063,171
2031-2035	143,426,382	4,753,931	3,893,496	24,763,146	5,193,711	182,030,666
2036-2040	183,052,444	5,511,112	4,298,735	30,128,154	5,734,282	228,724,727
Total	667,111,079	39,636,828	21,911,639	122,247,988	30,892,752	881,800,286

TABLE 6-9

Boone County Council on Aging Revenues (2008-2040)

Year	Full Adult	Special	Local	State	Federal	Other	Total
	Fare	Transit Fares					
2008	28,000	29,448	167,989	95,700	82,735	7,456	411,328
2009	32,017	30,142	131,472	79,850	79,446	7,000	359,927
2010-2015	213,312	200,820	875,927	531,998	529,306	46,637	2,398,000
2016-2020	209,057	196,814	858,455	521,386	518,748	45,707	2,350,168
2021-2025	242,355	228,162	995,185	604,429	601,371	52,987	2,724,488
2026-2030	280,955	264,502	1,153,692	700,699	697,154	61,426	3,158,429
2031-2035	325,704	306,630	1,337,445	812,302	808,192	71,210	3,661,485
2036-2040	377,580	355,468	1,550,466	941,681	936,917	82,552	4,244,664
Total	1,708,981	1,611,986	7,070,632	4,288,045	4,253,869	374,975	19,308,488

TABLE 6-10

Boone County Council on Aging Expenditures (2008-2040)

Year	Salaries/Wages	Benefits	Services	Other	Indirect Costs	Total
2008	192,800	28,493	40,600	74,800	74,746	411,439
2009	203,048	17,348	58,342	27,662	53,528	359,928
2010-2015	1,338,739	114,379	384,661	182,382	352,922	2,373,083
2016-2020	1,291,252	110,322	371,017	175,912	340,403	2,288,905
2021-2025	1,475,242	126,042	423,883	200,978	388,907	2,615,050
2026-2030	1,685,448	144,001	484,282	229,615	444,322	2,987,668
2031-2035	1,925,607	164,520	553,287	262,333	507,633	3,413,379
2036-2040	2,199,985	187,962	632,124	299,712	579,965	3,899,750
Total:	10,312,121	893,067	2,948,195	1,453,393	2,742,426	18,349,202

BCCA Revenues and Expenditures:

Tables illustrating revenues and expenditures by the BCCA are included. **Table 6-9** shows funding sources for the BCCA for the period 2008 to 2040. This table represents revenues during the fiscal year as opposed to expenditures. Revenue sources include fares, local match, state funds, federal funds (i.e. Section 5311) and other. It is also important to note that inflation is taken into consideration for this forecast.

In developing this forecast, an annual 3% increase in apportionment (i.e. revenues) was taken into consideration. This percentage was derived from examining past increases and applying the average to future

fiscal years. Over period from 2008-2040, BCCA is forecasted to receive \$19.3 million in revenue. Table 8-10 illustrates the BCCA expenditures for the fiscal years of 2008 and 2009. The remainder of the 30-year planning period is displayed using 5-year increments.

In developing this forecast, an annual 2.7% increase in expenditures was applied to future fiscal years to determine the tentative expenses. This increase was determined through examining historic increases for the agency. The percentage of increase is less than that of RMTD due to the fact that the BCCA is a smaller operation than RMTD.

Over this time frame, it is anticipated that the Boone County Council on Aging will have expenses totaling

\$18.4 million. Subtracting the total expenses from the total revenues, there is an estimated positive balance of \$959,000. As with the forecast for RMTD, it must be kept in mind that the numbers presented are forecasts and that funding is dependent on federal and state governments.

COMMUTER TRANSPORTATION

The Northern Illinois Commuter Transportation Initiative (NICTI) Alternative Analysis is near completion. The capital costs, operating costs and financial forecasts will be available upon receipt of final study deliverables. At that time, the information will be amended into this document.

ROADWAY

Roadway Network

Roadways are the primary means of travel within the Rockford Metropolitan Planning Area (MPA). This section will review the existing roadway system, track the amount spent on improving and maintaining the system during the last 5 years, explain roadway concepts, and describe the future roadway improvements.

ROADWAY FUNCTIONAL CLASSIFICATION

For planning purposes, roadways are classified according to function. The classification system used in this plan is a simplified version of the systems used by the Illinois Department of Transportation (IDOT) and the Federal Highway Administration (FHWA):

- Interstate – This is the highest classification in the system. These roadways are designed for high-speed and/or high-volume traffic. They are controlled access (I-90, I-39 and US-20 Bypass) and are part of the National Highway System.
- Principal Arterial – Limited access highways (parts of Mulford Road and East State Street), to semi-limited access roadways that carry high volumes of traffic (Alpine Road and North Second Street). They are typically used for long trips within the Region (intra-regional) and are part of statewide or nationwide networks. The intersections are always signalized or grade-separated.

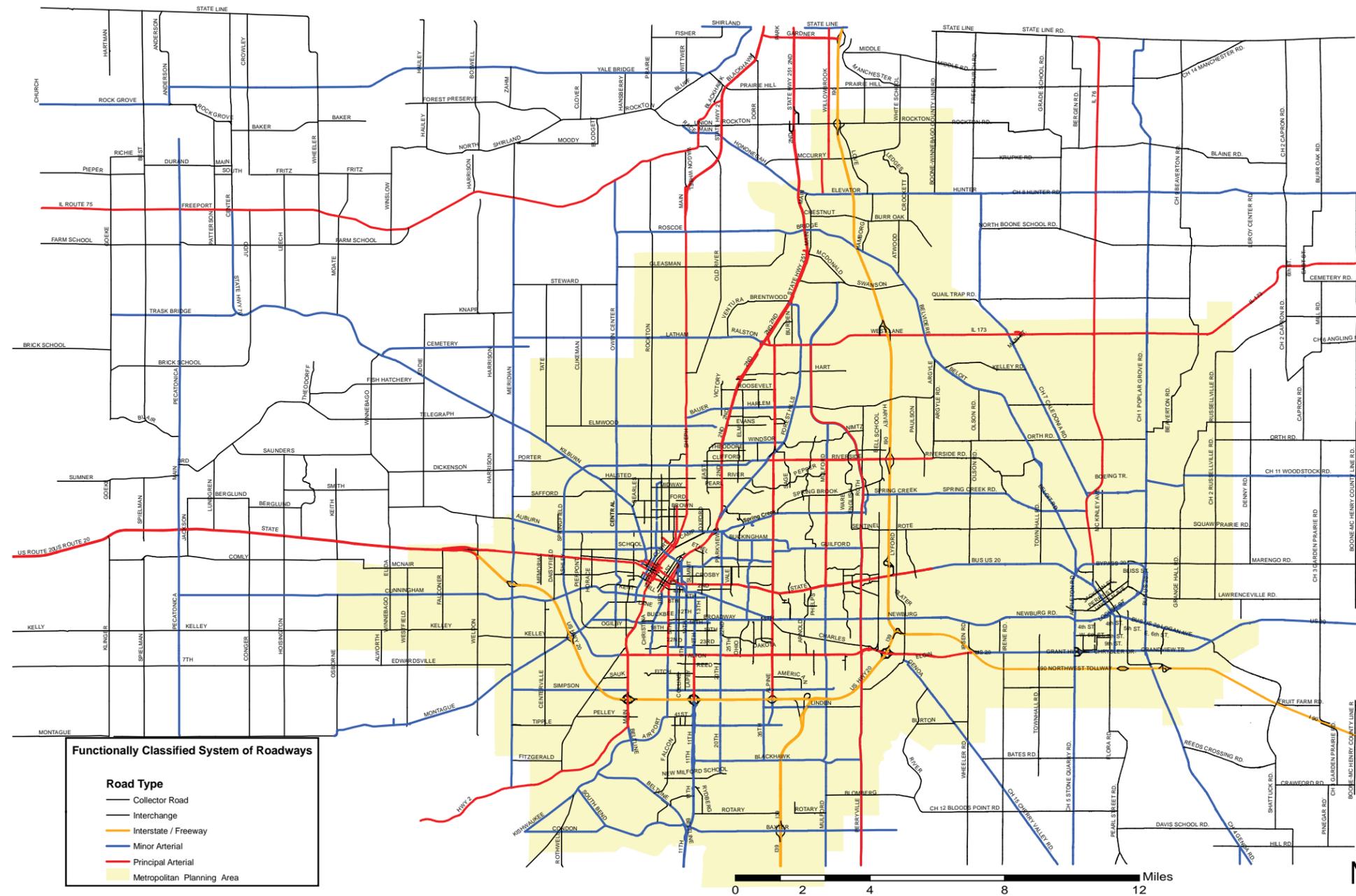
- Minor Arterial – These roadways also provide for high-speed and/or high-volume traffic, but are typically under local jurisdiction (Forest Hills, Spring Creek and Rockton Roads). Minor arterials often form boundaries between recognized “neighborhoods” and collect traffic from collector streets. Also, arterials are usually given movement preference over lower-level streets (crossing traffic will yield or stop, or is grade-separated).
- Collectors – These roadways are designed for lower-speed and traffic volume than arterials. They collect the traffic from the neighborhoods and direct it to the nearest arterials (or disperse the traffic from the arterials into the neighborhoods). They are often less continuous than arterials and a complete trip through the Region on a single collector is not usually possible. Many collectors are less than two miles in length, but some are longer (Bell School Road). Access to collectors is not as strictly controlled as with arterials (i.e., driveway cuts can be allowed from every property) but often access is directed to the local streets.
- Local Streets – These include all the roadways not covered in one of the classes above. They allow direct access to homes and businesses, and through-traffic is generally discouraged from using these streets, although such traffic does use them when arterials and collectors become congested or blocked. To minimize construction and maintenance costs, lo-

cal streets are designed with less concern for connectivity from street to street, narrower geometrics, and other lesser standards. The lesser standards could be reduced further except for the requirements of emergency vehicles. Traffic control devices (stop signs) are sometimes used to discourage through traffic, but this is not advisable as a rule.

Map 7-1 shows the currently existing system of principal arterial, minor arterial and collector roadways in the MPA. In the Winnebago County portion, past Rockford Area Transportation Study (RATS) planning processes established the network. The roadways fit into the classification system as described above. The system has a high degree of connectivity, especially at the arterial levels.

Some collector roadways are incomplete and discontinuous, especially where parcels of land remain undeveloped. The Boone County Highway Engineer and the Belvidere/Boone Planning Department developed the roadway classification in the Boone County portion of the map.

Map 7-1: Regional Functionally Classified Roadway System shows all of the roadways in the region considered by the FHWA and subsequently RMAP to be of a level of functionality that it provides for region or area-wide traffic movement.



R o a d w a y S t a n d a r d s

SPACING

This Plan follows traditional system design standards for arterial roadway (principal or minor) spacing. Consequently, they are usually spaced at roughly one-mile intervals. Arterials are usually located on the section lines (Public Land Survey System).

Collector roadways are also spaced at one-mile intervals, i.e., roughly ½ mile from and equidistant between each arterial. Physical features, property lines, cultural features and developer demands sometimes make it necessary to deviate from this rule. In some instances, additional collectors are designated and required. This can occur where arterials have been spaced more than a mile apart, where a single continuous collector is not possible, where traffic generation is expected to be heavy or where the nearby arterials have strict access limitations.

Local streets are spaced to provide access to all existing lots, or lots which may be potentially created through the subdivision process. In some areas that were developed many years ago, collector streets were not defined or were poorly defined or spaced. In these areas, streets that were originally designed as local streets are often functioning as collectors. Where such streets have good connectivity with the overall system, these streets are designated as collectors in the Plan. When making improvements to these streets in the future, they will be designed to accommodate the heavier traffic to the extent possible

while minimizing adverse impacts to adjacent properties.

RESPONSIBILITIES

The construction of arterial roadways is generally the responsibility of government. Typically, the full cost of both right-of-way (ROW) acquisition and construction of arterials is borne by the local, state or federal governments. However, in some instances, the private developers are asked to bear a share of these costs. This is appropriate where the development is a high traffic generator and/or where the development will benefit greatly from some enhancement of the arterial facility. Costs for extra ROW, extra turn or deceleration lanes, special signalization and frontage or local roads are examples of costs that developers might be asked to bear in conjunction with arterial improvements.

The ROW and costs of collector roadways are generally borne by private sector developers, although, sometimes local government will participate. Examples include unusually expensive bridge structures or connections to the collector arterial system not necessary to the development but beneficial to the overall transportation system.

RIGHT-OF-WAY AND CONSTRUCTION STANDARDS

ROW and construction standards for the various road types are based on local subdivision regulations and applicable state and federal standards. In most cases, local

and collector streets are built on 60-70 feet of ROW with 25-35 feet of pavement. Arterial roadways are considerably wider, depending upon expected traffic volumes and speeds, the degree of access limitations and other factors. Construction standards also vary depending on expected traffic weights and volumes, topographic, soil and drainage conditions, and differing governmental requirements.

RMAP promotes the identification and preservation of ROW as needed for roadway projects. The determination of future ROW needs and the preservation or advanced acquisition of ROW has been an ongoing activity for many years. State and county governments are most active in this role and this is common practice for arterial roadways. ROW for collector roadways is acquired through the land subdivision/development process.

SYSTEM CONNECTIVITY

This plan stresses the connectivity of arterial and collector roadways both within the Region itself and the connectivity of these roadways to state and national systems. Early in the development history of roadway systems in the Rockford area, many major roadways were developed with offset intersections or on grid systems that are canted with respect to the Public Land Survey System grid. The plan continues to propose numerous improvements designed to eliminate intersection offsets, especially on the arterial system, and projects that minimize the confusion and traffic flow interruptions

caused by the canted grids. This plan also continues to propose collector layouts with as much roadway continuity and connectivity as possible. This plan stresses the elimination of collector offsets, for the sake of reducing intersection congestion, safety and traffic flow problems.

RMAP also promotes street name connectivity. Multiple names on continuous streets is a problem related to road connectivity within the Rockford area. One of the most glaring examples is the Fairview Avenue collector. Although continuous over three miles, this street has five names: Chelsea Avenue at the north end, Fairview Boulevard north of State Street, Fairview Avenue south of State Street, Peter Avenue south of Seventh Avenue and 31st Street south of Charles Street. Throughout the Rockford area, there are dozens of multiple-named streets.

A major concern of RMAP as of late is the connectivity of local streets within neighborhood subdivisions. In the past, these streets were allowed to end in cul-de-sacs. This creates a greater need for multiple collector level streets which also means that there are more entrances and exits to these subdivisions off of arterial roadways. This greatly slows down traffic and decreases the optimal design flow of the roadway. RMAP advocates to its member jurisdictions to eliminate the excessive use of these types of design features in the subdivision platting process. Local streets should maintain a maximum level of connectivity not only for Level Of Service, but also for safety concerns such as fire and ambulance service. Cul-de-sacs make it

extremely difficult for emergency services to both access the neighborhood and maneuver the streets once within.

Recently the One-Way Pair system that dominates many urban cores has drawn fire from those trying to find their way to goods and service located in these areas. The complaint stems from the difficulty in finding and accessing business. One-Way Pairs were used to move high amounts of traffic in, out, and through an area efficiently but do not necessarily focus on retaining those passengers for retail purposes. Mainly designed for large trucks servicing manufacturing businesses within the region, major one-way pairs are now obsolete due to less truck and car traffic moving through dense urban cores. There is now a shift in ideologies to turn these pairs into two-way traffic once again. This is especially true of Downtown Rockford with the opening of the Main Street pedestrian mall. This would give two-way access to businesses along this corridor without having to loop around the entirety of Downtown. Studies are currently underway that will determine the feasibility of converting the Church/Wyman/Main Street system while the others are slated for review in the near future.

LIFE-CYCLE COSTS

Life cycle costing is the process of identifying and quantifying all costs associated with a structure over its useful life. An examination of life-cycle costs can have two benefits. First, when evaluating proposed new structures, it provides a more complete estimate of the total costs and allows more valid comparisons of alternatives. A project which is inexpensive to build but is expensive to maintain or has a short life span may be less cost-effective than a project that is more expensive to build but less expensive to maintain or has a longer life span. Second, life cycle costing can

be a useful aid for forecasting and programming future funding needs for the maintenance of existing structures. Either way, funding resources can be better conserved.

TRUCK ROUTES

Throughout the Rockford MPA, a subsystem of roadways has been designated for truck routes. The purpose of this system has been to limit truck traffic to those roadways that are geometrically designed and properly constructed to accommodate large heavy vehicles hauling freight (see **Map 7-2**). In addition, the noise and vibration created by such vehicles is undesirable in residential areas.

In 2010, a new law was passed by the State of Illinois changing the way truck routes are designed and marked. This new law mandates that all truck routes are to be designed to allow for a carrying capacity of 80,000 Lbs. In addition to this, all roads are now considered truck routes unless marked by signage. This is a new challenge to local municipalities since truck routes were previously marked and deviation from those routes could only be made to access specific delivery locations. Local municipalities are currently contemplating how to comply with this legislation. In the meanwhile all major bridge replacements and road construction/reconstruction projects within the region will be designed to the new standards.

STRATEGIC REGIONAL ARTERIALS (SRA)

Strategic Regional Arterials (SRA's) are a network of highways designed to accommodate long distance regional traffic, to complement a region's major transit and highway facilities, and to supplement the freeway system. The Department's SRA concept was originally developed for

Northeastern Illinois and is presented in the IDOT publication Strategic Regional Arterial Design Concept Report "Operation Green Light." However, this concept could apply to other cities and regions throughout the State.

Many of the Department's existing arterials can be incorporated into a SRA system. SRA's may have widely varying characteristics. Existing rights-of-way, roadway features, land use, and access differ from route to route, and also may change from one segment of a route to another. Chapter 46 provides guidance in the planning and design of strategic regional arterials including specific design criteria and techniques encountered on SRA routes, which should be applied throughout the system.

The SRA System is designed to:

- improve regional mobility by providing a comprehensive network of arterial routes designed to carry significant volumes of long distance traffic across a region,
- complement a region's major transit and highway facilities by providing access for regional trips on these facilities, and
- supplement the regional freeway system.

SRA Systems were originally developed for exclusive use by IDOT – District 1, although RMAP has developed a system that capitalizes on the intent of SRA systems but has a much less major scale. The "Ring Road" is the Rockford Region's adaptation of the Chicago SRA System. This ring is comprised of Harrison Boulevard, Springfield Avenue, Riverside Boulevard, and Perryville

Road. State Street and Spring Creek Road bisect the ring to give interior access. See **Map 7-3** for the entirety of the system. These facilities are under the jurisdiction of many different municipalities as is circum-navigates the region.

It is designed just as the Chicago System does, with limited access, large lanes widths, shoulders with ample ROW, and higher speeds. It is first and foremost a passenger and freight mover. Many industrial businesses have located along this system to take advantage of mobility to and from major routes within the region: US 20, IL 2, IL 251, I 90/39. It is important to keep the functionality of this roadway system at a maximum Level Of Service (LOS) so that it remains most efficient way to navigate long distances within the Urban Area.

Currently there are sections of this roadway that are substandard and are either being reconstructed or being studied to return the facility to functional levels. Harrison Avenue, which is currently the project selected by RMAP to receive STP-Urban funds, will be starting construction within the next one or two years. Riverside Boulevard in Loves Park, which is a strong candidate to receive these dollars once Harrison is complete, is a being studied to see how it can be upgraded to fit the functionality requirements of a principal arterial roadway.

If in the future urban growth necessitates the expansion of the Rockford SRA System, additional roadways that can link to the current system and can serve these newly developed areas will have to be considered for inclusion into this system. Along with that additional funding sources will have to be tapped to ensure that the expansion of the system does not subtract from the maintenance of existing system required to keep it in a state of good repair.

COMPLETE STREETS

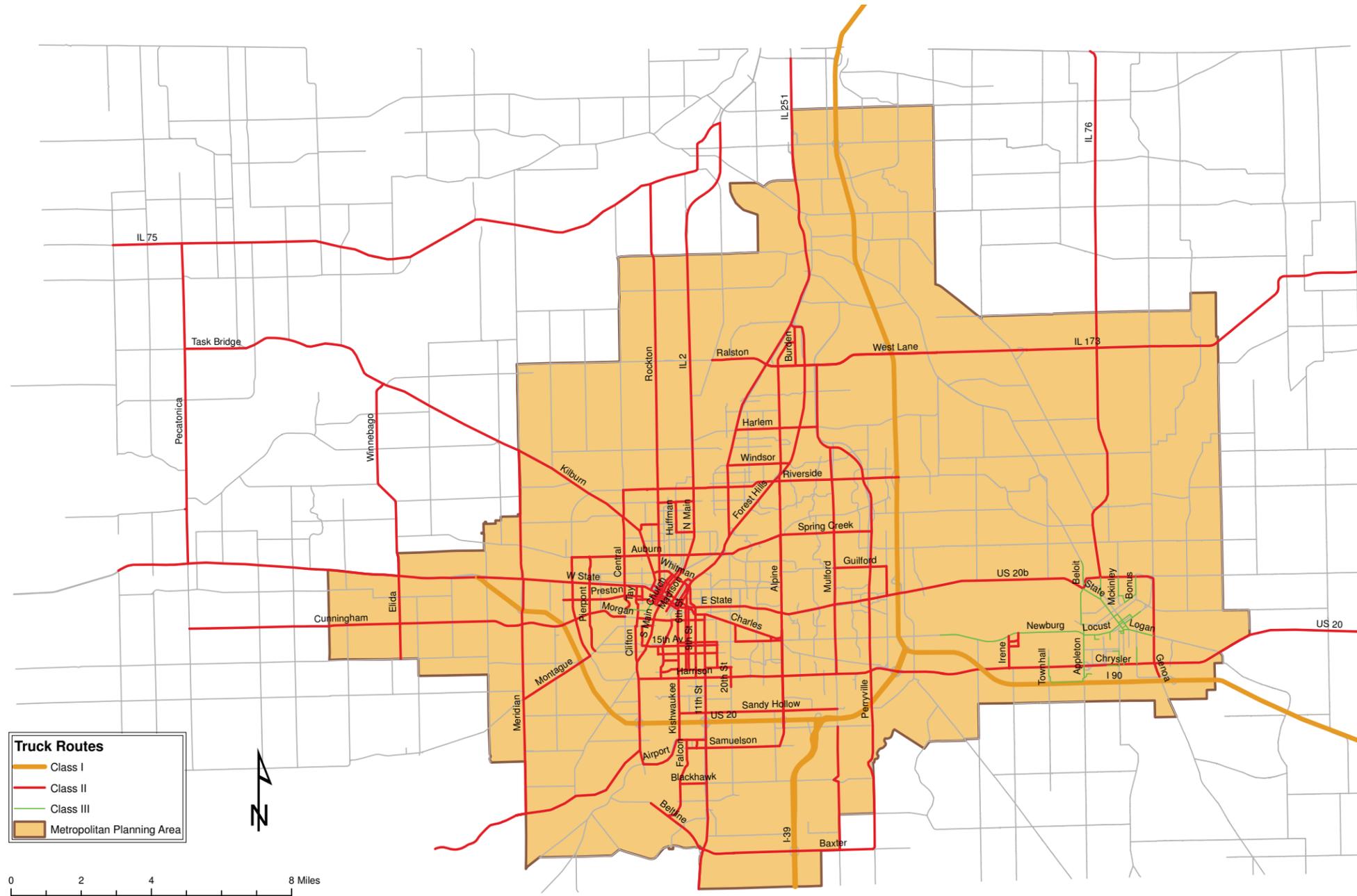
In 2007, the State of Illinois adopted a “Complete Street Law” (Public Act 95-0665). This new law provides the framework for Illinois municipalities, counties and metropolitan areas to establish new policies and standards to incorporate transportation facilities for all types of users into their planning, programming and implementation documents. Complete Streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.

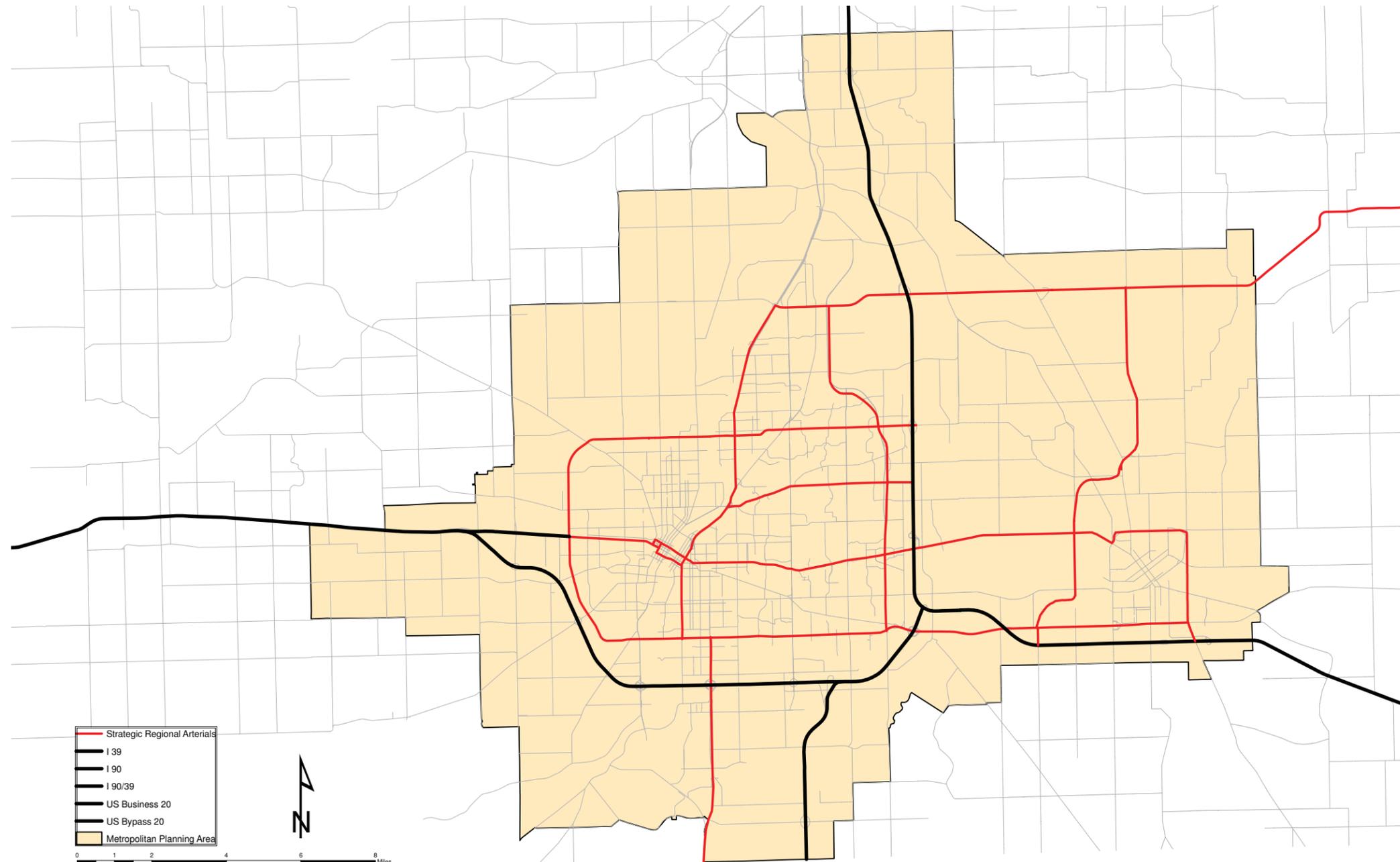
In March 2010, US-DOT reinforced this position by stated that “every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.” In other words, all local and state transportation agencies must follow the current design manuals and standards when streets are improved.

While there is no one design prescription for complete streets, ingredients that may be found on a complete street include: sidewalks, bikeway facilities (shared use paths, bike lanes or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road. Essentially, a complete streets policy is to ensure that roadways provide complete transportation networks for all modes. Shocased below are the variety of options in creating roads that are safe for all

users, regardless of age, ability, or mode of transportation.

Map 7-2: Truck Routes shows the different classes of truck routes based upon pavement design capable of handling heavy loads. This map will need to be updated in the future to reflect current law.





Map 7-3: Potential Strategic Regional Arterials shows regional roadways that can be utilized as major movers of people and freight.

Proposed Roadway Improvements

This section discusses the proposed roadway system improvements over the 30-year time frame of this Long-Range Transportation Plan (LRTP) (see **Map 7-4 and Table 7-1**). It is difficult to determine the exact year when these improvements will be made because such programming is dependent upon the pace and direction of community growth and the availability of funding. The need for these improvements will be comprehensively tested with the traffic simulation model. The proposed roadway improvements are considered viable financially with respect to the projections of future revenue of this plan (see Public Funding).

In mature urban areas such as the Rockford MPA, the bulk of the system of highways and bridges has existed for many years. As such, most transportation improvements and project funding are aimed at maintaining the existing transportation network. Nevertheless, to keep pace with growth, development and increases in travel, a significant amount of funding must also be directed at: (a) adding new links or segments, (b) widening or expanding some of the existing links, (c) constructing major intersection improvements or adding new interchanges, and (d) other measures which add traffic capacity to the existing system.

Most of the proposed improvements have been carried over from past RMAP efforts. The selection is based on:

- Past and current professional judgment of the planners, engineers and transportation consultants who have conducted numer-

ous technical studies over several decades.

- Past and currently adopted transportation plans that have repeatedly been subjected to review and comment by the general public, public officials, and professional transportation planners.
- The recent judgment of the RMAP Technical and Policy Committee, the RMAP Planning staff, the planning and engineering staff of the many communities in the Rockford MPA and the input from the general public received during the transportation planning process.

To a great extent, the need for these projects has been verified with the RMAP computerized traffic simulation model. Moreover, additional testing of these proposed improvements will be conducted as the projects precede into the preliminary engineering stage, are selected for inclusion into the annual lead agency's Capital Improvement Program, and included in the annual RMAP Transportation Improvement Program (TIP).

MAJOR RECONSTRUCTIONS

Also included in this section is **Table 7-2 and Map 7-5** which list and show major reconstruction projects in the region. This has been kept separate because unlike the projects previously listed, these projects do not add capacity. They merely seek to bring the current roadway system to a state of good repair.

TABLE 7-1 FUTURE CAPACITY IMPROVEMENTS AND NEW FACILITIES

#	Name	Project Limits	Type	\$ Millions	Source	Justification
1	20th Street Viaduct	20th Street & Railroad Viaduct	New Construction	9	F / S / L	The 20th Street viaduct has been a major pinch point for both local and inmdurtial/commercial traffic on the City's south side. The project will create a new railroad bridge structure, make improvements to the existing alignment, and make necessary improvements to the approaches.
2	6th Street	Whitman to State Street	Reconstruct / Repair	4	F / S / L	Conversation to 2-way operation.
3	6th Street	State Sreet to 23rd Ave	Reconstruct / Repair	15	F / S / L	Conversation to 2-way operation.
4	9th St	State Street to Harrison Ave	Reconstruct / Repair	15	F / S / L	Conversation to 2-way operation.
5	Airport Dr	Kishwaukee St to Beltline Rd	Reconstruct & widen to 4 lanes	4.4	F / S / L	Current two-lane rural roadway inadequate for truck and vehicular traffic of airport and surrounding growing industrial complex
6	Alpine Rd - N. section	Riverside Blvd to Spring Creek Rd	Reconstruct	6.7	F / S	Signal timing and other Congestion Management System (CMS) approaches are inadequate to handle forecasted traffic in this critical section of the National Highway System (NHS).
7	Alpine Rd - S. section	Newburg Rd to US-20 (Bypass)	Reconstruct & intersection improvement (at Harrison-Newburg/Broadway)	8.5	F / S	Signal timing and other CMS approaches inadequate to handle forecasted traffic in this critical section of the NHS
8	Argyle Rd	Riverside to Harlem Rd	Reconstruct & widen	8.5	F / S / L	Widen to three lanes with full improvements. Work with township on improvements
9	Bauer Pky - Elmwood Crossover	IL-2 to Elmwood Rd	New construction	1.3	L	Corrects a short offset of an existing and future arterial, necessary for system continuity/connectivity and to accommodate urbanization in the area

TABLE 7-1 FUTURE CAPACITY IMPROVEMENTS AND NEW FACILITIES

#	Name	Project Limits	Type	\$ Millions	Source	Justification
9	Bauer Pky - Elmwood Crossover	IL-2 to Elmwood Rd	New construction	1.3	L	Corrects a short offset of an existing and future arterial, necessary for system continuity/connectivity and to accommodate urbanization in the area
10	Bell School Rd	Mill Rd to Spring Creek Rd	Reconstruct & widen to 4 lanes	10.7	F / S	Basic rural to urban conversion necessary to accommodate land use changes
11	Bell School Rd	Riverside to Harlem Rd	Reconstruct & widen	8.5	F / S / L	Widen and make full improvements
12	Beltline Rd	Kishwaukee Rd to Falcon Rd	New construction	2.2	F / S / L	This road will have to be rebuilt in conjunction with the new Runway 7R/25L at RFD
13	Broadway - 15th Avenue Connection (Crossover)	5th Street - Kishwaukee	New Construction	8.5	F / S / L	Construct new crossover that connects Broadway to 15th Avenue east of Kishwaukee. Development will allow Broadway direct access to 15th Avenue-Rock River Bridge.
14	East and Riverside	Intersection	Intersection Improvement	3	F / S / L	Add left turn lanes for Riverside traffic
15	East Side Arterial	Bell School to Lyford	New construction	2.37	F / S / L	Accommodate growth, encourage economic development and access to I-90/I-39
16	East Side Arterial	Spring Creek Rd/I-90 interchange	New construction	27	F / S	Accommodate future growth
17	East Side Arterial	Lyford to Spring Creek	New construction	4.74	F / S / L	Accommodate growth, encourage economic development and access to I-90/I-39
18	East Side Arterial	Spring Creek to Riverside	New construction	4.74	F / S / L	Accommodate growth, encourage economic development and access to I-90/I-39

TABLE 7-1 FUTURE CAPACITY IMPROVEMENTS AND NEW FACILITIES

#	Name	Project Limits	Type	\$ Millions	Source	Justification
19	East Side Arterial	Riverside to Orth Road	THIS LINK IS COMPLETED			Accommodate growth, encourage economic development and access to I-90/I-39
20	East Side Arterial	North of Orth Road to Harlem Road	New construction	5.93	F / S / L	Accommodate growth, encourage economic development and access to I-90/I-39
21	East Side Arterial	Harlem Road to IL-173	New construction	10.43	F / S / L	Accommodate growth, encourage economic development and access to I-90/I-39
22	East Side Arterial	IL-173 to Belvidere Road	New construction	2.37	F / S / L	Accommodate growth, encourage economic development and access to I-90/I-39
23	Edson Road	I-39 - Meridian Road	Reconstruction & Widen to 3 Lanes	7	F / S / L	Convert rural county road to modern three lane cross section, capable of 120,000 lb loads.
24	Edson/Friday Roads	Il 251 to S. of South Bend Rd.	Reconstruction	3	F/L	To promote economic development of the area and expand industrial development linking Rockford Airport with the Rochelle Inter-Modal Hub.
25	Elevator Road in Roscoe	Collector connection Elevator to Burr Oak	New Roadway	1.7	L	Improves connectivity
26	Falcon Rd	Kishwaukee St to Beltline Rd	Reconstruct & upgrade to Class II Truck Route	4.4	F / S / L	Current two-lane rural roadway inadequate for truck and vehicular traffic of airport and surrounding industrial complex
27	Forest Hills and River Lane	Intersection	Intersection Improvement	3	F / S / L	Turn lanes needed for vehicles on Forest Hills. Improvements for pedestrian movement.
28	Graham Road Extension	Stone Quarry Road to Genoa Road	New Construction	3	L	Provide east to west collector for development south of I-90

TABLE 7-1 FUTURE CAPACITY IMPROVEMENTS AND NEW FACILITIES

#	Name	Project Limits	Type	\$ Millions	Source	Justification
29	Harlem and Argyle	Intersection	Intersection Improvement	3	F / S / L	4 point intersection between Harlem and Argyle Roads
30	Harlem Rd / Dawson Lake Rd Connection	Argyle Rd to Beloit Rd	New construction	2.9	L	Necessary for system continuity and to accommodate suburban development in an area that used to be predominantly rural and agricultural
31	Hononegah Rd.	IL-2 to Checkerberry	Widen to 3 lanes and resurface	2.7	F/L	Increase capacity. Accommodate left turns into frequent entrances and side streets that have resulted in overrepresentation of rear end crashes
32	I-39	I-90 to Baxter Rd	Reconstruct & widen to 6 lanes	90	F / S	Critical area south of the junction of three interstates, no other alternative feasible
33	I-90 & Irene Rd	New interchange	New construction	11.1	F / S / L	New access to interstate needed to accommodate growth and development and expand usefulness of the existing system
34	I-90 / I-39	Rockton Rd to Wisconsin State Line	Reconstruct & widen	48	F/S	Widen to 6 lanes and bridge replacement
35	IL Route 76 Extension	Caledonia Road to Townhall Road	New Construction	9.6	F / S / L	Provide connection between IL Route 76 and Townhall Road extension feeding into the new interchange at I-90 and Irene Road
36	IL-173	IL-251 to Beloit Rd	Reconstruct & widen to 4 lanes	41	F / S	Necessary to accommodate thru and local traffic on this NHS-link in this developed/developing segment; turn lanes to be added for access and safety
37	IL-2 & Latham Rd	Intersection	New construction	17	F / S	Project is needed to correct hazardous situation where other less intensive attempts have been inadequate
38	IL-2 & Auburn St	Intersection	Reconstruct & improve	12	F / S / L	Grossly substandard intersection is a major bottleneck to both arterials; no other alternative

TABLE 7-1 FUTURE CAPACITY IMPROVEMENTS AND NEW FACILITIES

#	Name	Project Limits	Type	\$ Millions	Source	Justification
39	IL-2 / N. Main St	Elmwood Rd to Rockton Bypass	Reconstruct & widen to 4 lanes	28	F / S	No alternative is adequate to handle local and thru traffic increases in the corridor
40	IL-2 / S. Main St	Beltline Rd to Cedar St	Reconstruct & widen to 5 lanes	30	F / S	Center turn lane to be added for access and safety; other alternative inadequate
41	IL-251 & Spring Creek Rd	Interchange	Reconstruct and improve	15	F / S	Basically a reconstruction project, included because some widening may be needed. Ramp metering will be considered as an alternative when project is designed
42	IL-251 / 2 nd St - 3 rd 6th, 9th St and Longwood Reconfiguration	Whitman St Intg to Walnut Av	Reconstruct w/ crossover	50	F / S / L	Interchange elimination
43	IL-251 / Harrison Av	Kishwaukee St to 11th St	Reconstruct & widen to 5 lanes	14	F / S	Center turn lane needed to safely accommodate multiple access points
44	IL-76	U.S. Bus 20 to IL-173	Reconstruct and widen to 4 lanes	12	F / S	New interchange at I-90/I-173 may change future demands on this roadway
45	Latham Rd./Ralston Rd.	IL-2 to IL-251	Reconstruction and widen to 4 lanes including bridge over Rock River	15	F/L	Widening required for accommodation of anticipated growth in traffic on an important link between IL-2 and IL 251 because of the bridge over the Rock River. Ralston Rd. is an extension of IL 173
46	Longwood / 9th St	Whitman to State Street	Reconstruct / Repair	4	F / S / L	Conversion to 2-way operation.
47	Lyford Road	E. State Street - Spring Creek	Reconstruct & Widen to 3 Lanes	6	L	Reconstruct rural road into modern three-lane cross section.
48	Madison Street Extension	Walnut to College	New Construction	4.8	L	Develop a new east-west collector that will provide important connection to U.S. Business 20 (Walnut St.) and Morgan-College Street.

TABLE 7-1 FUTURE CAPACITY IMPROVEMENTS AND NEW FACILITIES

#	Name	Project Limits	Type	\$ Millions	Source	Justification
49	Montague Rd.	Bridge over Mill Creek	Replace bridge	1.3	F/L	Replace a structurally deficient and narrow bridge that has deteriorated to the point of needing to be posted.
50	Morgan St / College Av Bridge	IL-2 to IL-251	Reconstruct & widen to 4 lanes	35	F / L	Three-lane bridge must be reconstructed and widened to accommodate increase in traffic and enhance safety.
51	Mulford Rd	Harrison Av to Sandy Hollow Rd	Widen to 4 lanes and construct grade separations at railroads	12.2	F / S / L	Complete missing link in truck route system, necessary for system continuity and efficient urban freight movement
52	N. Second and River Lane	Intersection	Intersection Improvement	3	F / S / L	Improve Intersection for vehicle and pedestrian travel
53	N. Second Street	Forest Hills Rd to Windsor Rd	Reconstruction	10	F / S / L	Reconstruction. Work with IDOT on access, engineering and design plans
54	Newburg Road	S. Appleton to Irene Road	Reconstruct & widen	12	F / S / L	To promote economic development of the area and expand industrial development, this existing facility would be reconstructed and widen as needed.
55	Nimtzt Rd	Perryville Rd to McFarland Rd	Reconstruct & widen	3.5	F / S / L	Widen to three lanes with full improvements
56	Northwest Tollway	Boone County line to Newburg Rd	Reconstruct	120.6	IT	Rubbilization and expansion project
57	Orth Rd	Interstate Blvd to East Side Arterial (County Highway 5)	New construction & reconstruction	1.4	L	Basic rural to urban conversion necessary to accommodate land use changes
58	Orth Road Extension	Poplar Grove Road to Denny Road	New Construction	7.2	F / S / L	Provide mid-county east to west collector

TABLE 7-1 FUTURE CAPACITY IMPROVEMENTS AND NEW FACILITIES

#	Name	Project Limits	Type	\$ Millions	Source	Justification
59	Perryville Rd	Bridge over UP RR	Replace bridge	2.2	F/L	Replacement of a functionally deficient bridge. A 4-lane bridge is needed to accommodate the planned widening of Perryville Rd. to 4 lanes
60	Perryville Rd.	Intersection at Spring Creek Rd	Add lanes and update signals	0.5	F/L	Reduce congestion, improve traffic flow. Anticipate energy savings and reduction of crashes
61	Perryville Rd.	Harrison Ave to Riverside Blvd.	Widen to 6 lanes	18.7	F/L	Perryville Rd has seen a great deal of commercial development and increase in traffic. The widening is necessary to accommodate the additional traffic volumes
62	Perryville Road	Swanson Rd to Belvidere Rd	New construction	2.8	L	This Plan also recognizes and reaffirms the Corridor Access Plan developed for the stretch of Perryville Road between Riverside Boulevard and Newburg Road.
63	Poplar Grove Road Bridge	Kishwaukee River	Bridge	2	S/L	Structure has deteriorated and need to be widened and have rec. path added
64	Riverside Blvd Corridor	Between Forest Hills Rd. and I-90	Widen to 6 lanes	12	F / L	Improve access, accommodate growth of traffic volumes and promote a efficient flow of traffic
65	Rock Cut Pass	From Perryville Road to IL-173	New undivided 4 lanes	4.2	L	Provides a direct connection to IL-173/Swanson Road
66	Rockton Avenue	Embury - Elmwood	Reconstruct & Widen to 3 Lanes	6	L	Reconstruct two-lane collector to three-lane to serve expanding development and school district complex.
67	Rockton Rd.	IL-251 to I-90	Reconstruct, widen to 4 and 5 lanes	4.5	F/L	Improve riding surface that has received many complaints. Accommodate traffic increase that has resulted in new development and provide for anticipated future increases that are expected additional development of the area
68	Roscoe Rd.	Old River Rd. to IL-251	Reconstruction and widen to 4 lanes including bridge over Rock River	18.3	F/L	Widening required to accommodate projected growth in traffic on an important link between IL-2 and IL-251 because of the bridge over the Rock River. Considerable residential development has occurred along Ralston Rd. and additional is expected.

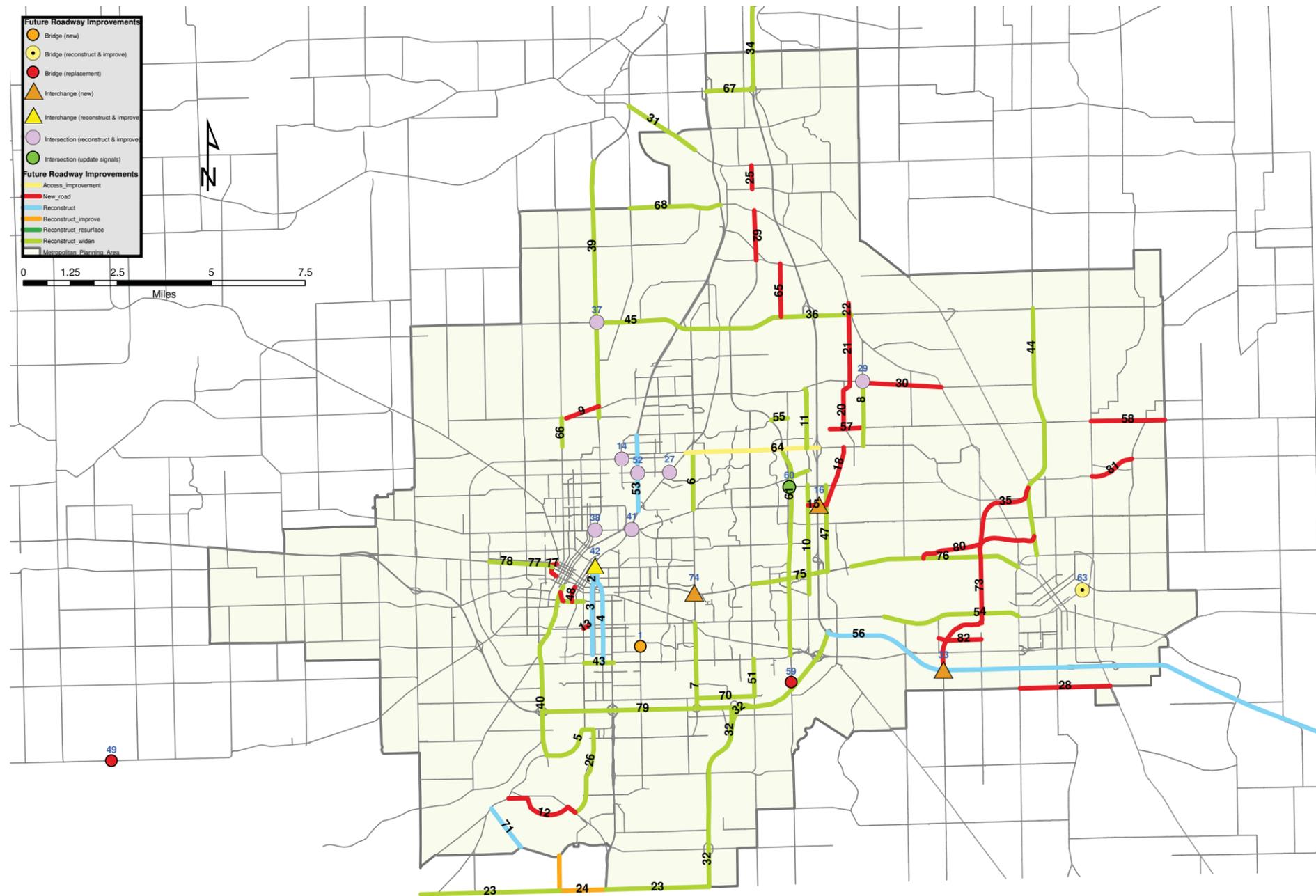
TABLE 7-1 FUTURE CAPACITY IMPROVEMENTS AND NEW FACILITIES

#	Name	Project Limits	Type	\$ Millions	Source	Justification
69	S. Main Village	Morgan Street South Main Street	New Construction	3.5	F / S / L	Creation of a new road to support existing businesses located along the reconstructed IL rt 2 (S. Main St.) improvements. The road will provide direct access to parking for business district, and create new economic development opportunities.
70	Sandy Hollow Rd	Alpine Rd to Mulford Rd	Reconstruct & widen to 4 lanes	5.6	F / L	Missing link in truck route system, necessary for system continuity and to accommodate freight movement
71	South Bend Road	Kishwaukee - Baxter	Reconstruct / Repair	5.5	F / S / L	Improve cross section to handle 120,000 lbs., geometric improvements for future commercial / industrial expansion in the area.
72	Spring Brook Rd	McFarland Rd to Bell School Rd	Reconstruct & widen to 3 lanes	0.8	L	Basic rural to urban conversion necessary to accommodate land use changes from agricultural to urban
73	Town Hall & Irene Roads	IL-76 to I-90	New construction	12	F / S / L	Basic rural to urban conversion necessary to accommodate land use changes from agricultural to urban
74	US Bus 20 & Alpine Rd	Interchange	New construction	30	F / S / L	Interchange only alternative to accommodate traffic at congested/hazardous intersection; signal timing and less extensive geometric improvement inadequate.
75	US Bus 20/E. State St	Mulford Rd to Lyford Rd	Reconstruct & widen to 6 lanes	9	F / S	Widen short narrow link in this highly developed corridor where most of roadway is already 6-lanes; project will also improve safety and access to I-90
76	US Bus 20/E. State St	Olsen Rd to City of Belvidere	Reconstruct & widen to 4 lanes	14	F / S	Need to accommodate increases in intercity travel and changes from agricultural to urban in this corridor between Rockford and Belvidere
77	US Bus 20/W. State St	Kent Creek to Independence	Reconstruct & Widen to 5 lanes	19	F / S / L	Increase capacity by removing parking, eliminating some intersections, adding turn lanes and other CMS strategies.
78	US Bus 20/W. State St	Independence to Pierpont	Reconstruct & Widen to 5 lanes	22	F / S / L	Increase capacity by removing parking, eliminating some intersections, adding turn lanes and other CMS strategies.

TABLE 7-1 FUTURE CAPACITY IMPROVEMENTS AND NEW FACILITIES

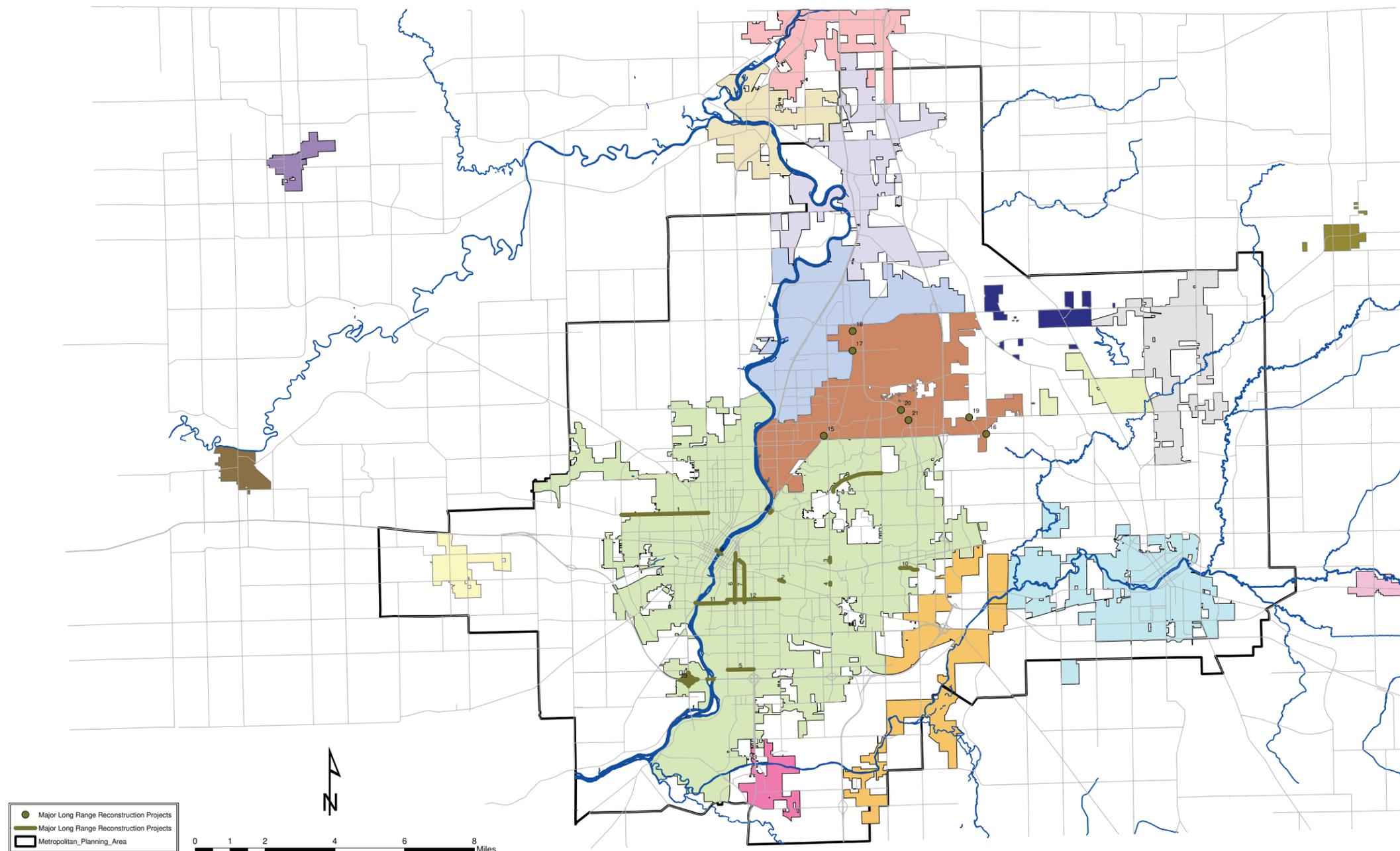
#	Name	Project Limits	Type	\$ Millions	Source	Justification
79	US-20 (Bypass)	IL-2 to I-39	Reconstruct & widen to 6 lanes	42	F / S	Only alternative on this link in the interstate/NHS; necessary to accommodate regional thru traffic and local traffic
80	West Hills Boulevard	Distillery Road to IL Route 76	New Construction	3.6	L	Link West Hills Neighborhood to existing City, provides more pedestrian and alternative transportation opportunities than Business 20 Corridor
81	Woodstock Road	Poplar Grove Rd to Grange Hall Rd	New construction	2.4	F / S / L	Correct an offset to provide better continuity and connection
82	Morreim Blvd	Irene Rd to Town Hall Rd	New Construction	1.0	F / S / L	A collector route that will serve the industrial area and provide access to I-90 and US-20

F= Federal, S=State, L=Local, IT = Illinois Tollway



Map 7-4: Future Roadway Improvements shows possible capacity expansion or new roadway facility projects that may be implemented in the next 30 years to provide for better and more efficient mobility throughout the region.

TABLE 7-2: Major Road Reconstructions					
Project #	Name	Project Limits	Type	Source	Cost (000)
1	Auburn St	Springfield to Rockton	Reconstruct 4 lane section	Local	\$7,500
2	Charles St Bridge	Hunter - 20th St	Reconstruct 3 box culverts	F/S/L	\$12,000
3	Alpine Rd Bridge	@ Kieth Creek North Branch	Reconstruct existing to triple box culvert w/ raised road profile	F/S/L	\$5,500
4	Alpine Rd Bridge	@ Kieth Creek South Branch	Reconstruct to triple box culvert w/ raised road profile	F/S/L	\$6,500
5	Sandy Hollow	11th St to Kishwaukee	Reconstruct/Repair concrete sections	F/S/L	\$7,500
6	6th Street	Whitman Street Exchanges to 15th Ave	Conversion to two-way traffic	F/S/L	\$6,500
7	9th Street	Whitman Street Exchanges to 15th Ave	Conversion to two-way traffic	F/S/L	\$7,500
8	Jefferson St Bridge	Madison St to Wyman St	Bridge Replacement	F/S/L	\$30,000
9	S Main/Cedar/Wyman	Intersection	Reconfiguration of intersection	F/S/L	\$8,500
10	Springbrook Rd	Spring Creek to Mulford	Reconstruction	Local	\$5,000
11	Fincham	Trainer to Perryville	Reconstruction/Repair	Local	\$2,500
12	15th Ave	Kishwaukee to S Main St	Reconstruction/Repair	Local	\$3,200
13	Broadway	kishwaukee to 20th St	Reconstruction/Repair	Local	\$4,500
14	Harrison Ave	Rock River Bridge Deck	Bridge Rehabilitation	F/S/L	\$12,000
15	Forest Hills	@ Triangle	Intesection Improvement		
16	Riverside	@ Argyle	Intesection Improvement		
17	Forest Hills	@ Hart/Minns	Intesection Improvement		
18	Forest Hills	@ Contractors/Krasse	Intesection Improvement		
19	Orth Rd	@ Paulson	Intesection Improvement		
20	Perryville Rd	@ Nimtz/Windor	Intesection Improvement		
21	Perryville Rd	@ Broadcast	Intesection Improvement		
22	ILL 251	@ Spring Creek Rd	Bridge Replacement	F/S	\$8,500
23	US Bypass 20	@ ILL 2	Interchange Reconstruction	F/S	\$14,420
24	US Bypass 20	Over W & E Channel Rock River	Bridge Replacement	Federal	\$22,500



Map 7-5: Major Long Range Roadway Reconstructions shows possible roadways that may need total reconstruction from the ground up within the next 30 years.

Public Funding

RMAP allocates money from multiple sources to various projects within the Census-Defined Rockford Urbanized Area (UZA). It is our goal to find projects that accomplish the many goals of not only this organization but our partner agencies as well. RMAP relies on our member agencies to provide us with projects that meet their desired future plans and that would lead to this areas roadways being in a state of good repair.

The funding sources that are represented in this section and the consequent analysis come from various sources be it Federal, State, Local, or even private sources through Public-Private Partnerships (3P). RMAP only has direct purview of funds that come from a federal source or funds that are allocated to this organization by the Illinois Department of Transportation (IDOT) for other planning research. We are directed by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA – LU) to program these funds within another federal document, the Transportation Improvement Program (TIP) which is done by RMAP on an annual basis and then amended to the States Transportation Improvement Program (STIP). In a continuing, coordinated, and comprehensive manner RMAP goes a step beyond regulations and includes all investments within the local roadway system so that the need for transportation investment can be shown.

There are various ways money is allocated to transportation projects within this region. Most occur on an annual

basis and are directly programmed to this area by formula, others are applied for in the form of grants and are awarded on a project by project basis, yet others are one time passages of revenues by either federal or state legislators designed for specific purposes like job creation, major infrastructure repair, or addition of new types of infrastructure that would cost prohibitive to local municipalities but fulfills a regional or statewide need.

AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

As a result of the American Recovery and Reinvestment Act of 2009, the Urbanized Area of RMAP received \$6,111,395 for use in the area of Highways, and \$3,693,756 for use in the area of Transit. Highway program funds can be used for projects eligible under the Surface Transportation Program. This includes road construction, reconstruction, rehabilitation, resurfacing, restoration, and operational improvements; bridge projects; bicycle and pedestrian infrastructure;

highway safety infrastructure projects, including rail-highway grade crossings; Intelligent Transportation Systems; transit capital projects including vehicles and facilities used to provide intercity bus passenger service; transportation enhancement activities and carpool projects.

Road projects other than bridge and safety projects must generally be located on the federal-aid highway system, which does not include roads functionally classified as local or rural minor collectors. For a complete list of STP eligible activities, please refer to Section 133(b) of title 23 of the U.S. Code.

The following tables detail the usage of these funds, and the Lead Agencies for the individual projects. Transportation projects funded with stimulus resources will be subject to all normal federal requirements, including environmental reviews, right of way acquisition, and design standards; the ARRA does not waive or streamline any of these normal requirements. In order to meet the deadlines and limitations set in place for this program, which include provisions that projects must be ‘shovel-ready,’ most of the Highway projects selected are resurfacing projects; such projects generally do not require detailed environmental assessments, land acquisition or extensive design work.

Highway Allocation

Project Location	Lead Agency	Project Limits	Project Type	ARRA Funds
Fairgrounds Road	Belvidere, City of	State St to US Bus 20	Resurfacing	\$150,000
Newburg Road	Belvidere, City of	Appleton Rd to Irene Rd	Resurfacing	\$350,000
Poplar Grove Road	Boone, County of	Marengo Rd to Village Limits	Resurfacing	\$200,000
Mill Road	Cherry Valley, Village of	US 20 to State St	Resurfacing	\$48,000
Windsor Road	Loves Park, City of	Forest Hills Rd to Alpine Rd	Resurfacing	\$250,000
East Riverside Boulevard	Loves Park, City of	Rock River to Il 251/N 2nd St	Resurfacing	\$280,000
Machesney Road	Machesney Park, Village of	IL 251 to Victory Ln	Resurfacing	\$100,000
Mitchell Road	Machesney Park, Village of	IL 173 to Perryville Rd	Resurfacing	\$120,000
Riverside Boulevard	Rockford, City of	Main St to Rock River	Resurfacing	\$438,567
Longwood Street	Rockford, City of	Benton Ave to Y Blvd	Resurfacing	\$641,685
Rockton Avenue/Alpine Road/Morgan Street	Rockford, City of	Auburn St to Fulton Ave/Guilford Rd to Rural St/Main St to Winnebago St	Resurfacing	\$926,000
Central Avenue/W. State Street/Alpine Road	Rockford, City of	Ogilby Rd to Morgan St/Church St to Kilburn Ave/Rural St to Morsay Dr	Resurfacing	\$1,290,143
McDonald Road	Roscoe, Village of	Swanson Rd to Southdown Ln	Resurfacing	\$131,194
Guardrail Safety Project	Winnebago, County of	Winnebago County	Resurfacing	\$172,623
Willowbrook Road	Winnebago, County of	Elevator Rd to McCurry Rd	Resurfacing	\$196,183
Ralston Road	Winnebago, County of	Bluebonnet Intersection	Signal Modernization/Resurfacing	\$750,000
Westfield Road	Winnebago, Village of	Cunningham Rd to Village Limits	Resurfacing	\$67,000
			Total ARRA Highway Funds:	\$6,111,395
Transit Allocation				
East Side Transfer Center	RMTD	Satellite transfer center needed to compliment proposed changes in route structure designed to accommodate changes in the spatial distribution of the general population, transit dependent persons and transit dependent activities.		\$3,693,756

According to the formula of \$100,000 of investment leading to one full-time worker for one year, the highway monies have a projected impact to employment totals of 61 full-time workers for a single year. Using the same formula, the transit monies have a projected impact to employment of 36 full-time workers for a single year.

These local projects, with a necessity for quick action in both the obligation of the monies and the completion of the physical projects, have led RMAP to attempt a new method of tracking project status. On the RMAP website, a section is maintained regarding ARRA information. Within this, a dashboard has been created, showing the steps each project needs to undergo, the progress made on those steps, projected bid and construction dates, and more.

This permits the public to have a single place in which to find information regarding all of the various ARRA-funded local projects, rather than needing to navigate to eight separate sites. Easy to read graphics showing progressions of the individual projects have been implemented along with descriptions of the projects' purposes and locations. The information is updated as the lead agencies are able to provide new information, and there are notices of updates posted on the home page of the website. To view the dashboard, navigate to: <http://www.rmapil.org/regional-info/scorecarddashboard/>

In addition to the projects funded by the allocation to the RMAP Urbanized Area, the State of Illinois' Department of Transportation has programmed projects funded by the ARRA to be constructed within the RMAP MPA. IDOT has, in similar fashion to the lead agencies for the local highway projects, selected resurfacing projects due to their 'shovel-ready' nature. The total amount of the IDOT projects is \$8,610,000 or a projected 86 full-time workers for a single year. The individual projects are listed in the table below.

ANALYSIS OF DISBURSEMENT

These monies were eagerly received by the urbanized area; however, the level of funding and job creation was much less than expected. MPO analyses suggest that more funding is necessary for, and moreover, deserved by the Rockford region for its transportation-related projects in light of decades on disinvestment.

The text of Title XII of the Recovery Act states explicitly that, "...in selecting projects to be carried out with funds apportioned under this heading, priority shall be given to projects that are projected for completion within a 3-year time frame, and are located in economically distressed areas..."

RMAP has created a series of statewide maps displaying the location of road and bridge projects using ARRA dollars,

and has mapped those over the counties of Illinois in economic distress (based on the standard federal definition). As can be seen by **Maps 7-6a and 7-6b**, the preponderance of the projects obligated within the state do not meet the standard criteria. 61.85% of the dollars spent in the state went to non-economically distressed counties, and of the dollars spent within the urban areas, 89.27% were spent in non-economically distressed locations. Unfortunately the Recovery Act allowed states to define economic distress differently than what has been used for decades.

There was also minimal consultation with the local agencies throughout the State to determine which projects should move forward, and which projects would most greatly benefit the citizens of the state. This was in part due to the strict timeline delineated by the legislation and the adherence to the existing rules of the Surface Transportation Program, preventing the use of ARRA funds on projects requiring significant engineering, land acquisition or other time-consuming processes.

The recession and overall economic downturn has affected many, but was mitigated somewhat by construction bids below estimate. Due to a number of factors bids have been dramatically lower for work on construction projects than would normally be seen. The bids have been as low as 60% of the estimated cost of the work on the projects, freeing up monies to apply to other needed projects. These cost

savings affected local projects as well as state projects. Example projects from the April 3 special letting (which may be reviewed at: <http://www.dot.il.gov/desenv/040309/ar040309/0403d2.pdf>) are shown in the tables below:

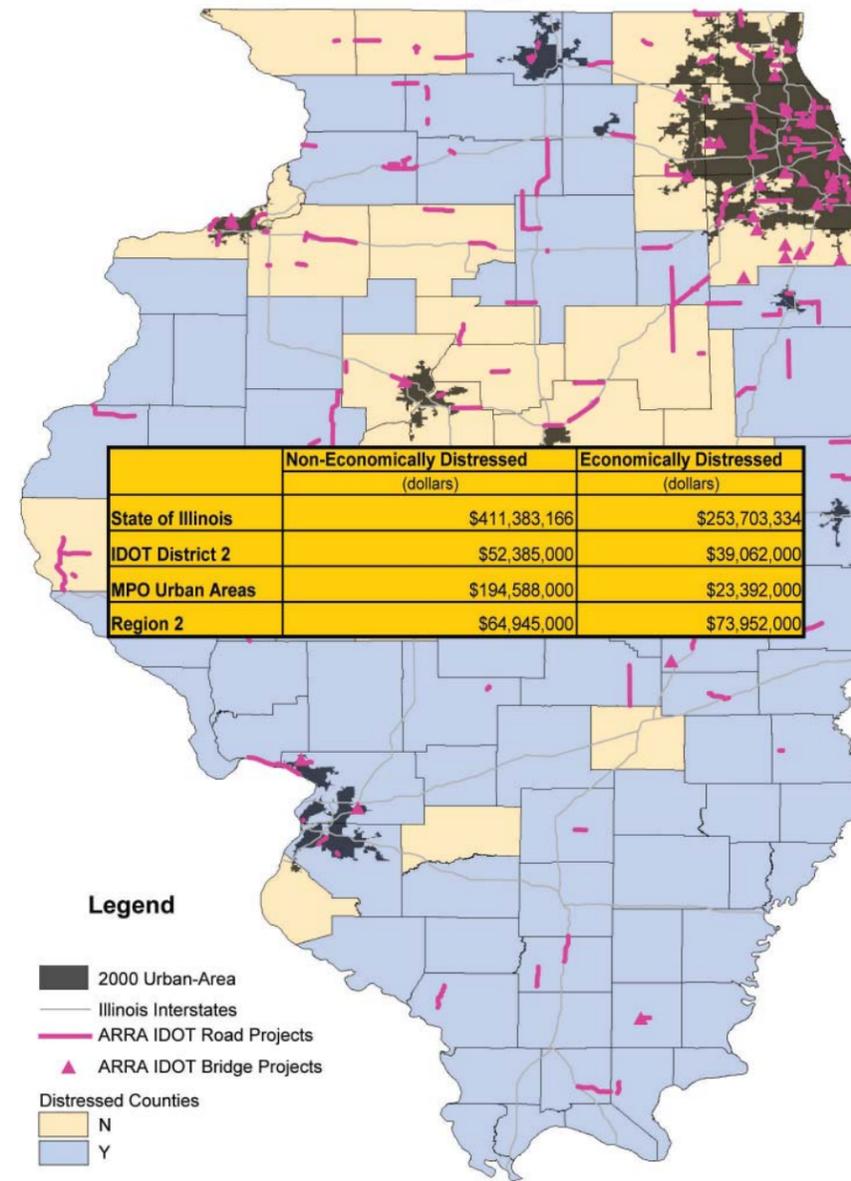
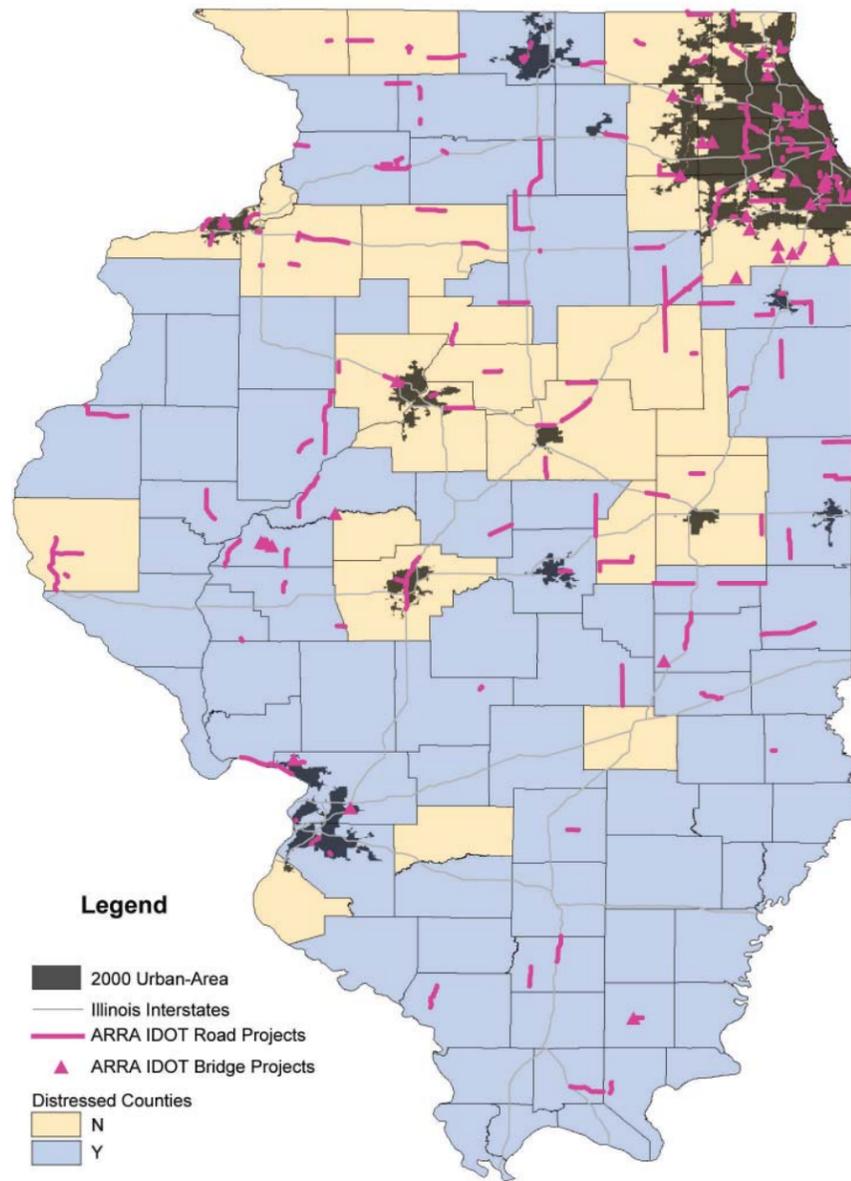
With over \$2.7 million in money saved in the state letting local agencies anticipated conversation with IDOT regarding the most suitable location for additional projects. Regrettably, the savings was pooled into a statewide pot and used to fund projects elsewhere in the state. This lack of local agency consultation needs to be addressed in future funding programs, especially the reauthorization of SAFETEA-LU. It was unfortunate that IDOT felt that urbanized areas had received an appropriate amount of funding with the original projects.

RMAP's analyses indicate that the distribution of ARRA funds was not a reflection of need and worked to the detriment of urban areas. \$217,980,000 or about 32.77% of IDOT stimulus monies were programmed for urban areas. Assuming that the percentage savings around the state was similar to the local experience, the state would have saved \$69,259,477.23 overall. Projected actual funding would then calculate to \$149,036,490.14 or 22.41% of IDOT stimulus dollars. Since the population of Illinois living in MPO areas, according to the U.S. Census bureau, is 84.88%, it is difficult to reconcile only 32.77% of IDOT's stimulus dollars being allocated to those areas

Lead Agency	Project #	Project Location	Project Limits	Project Type	ARRA IDOT Funds
IDOT	1/9/2020	IL 251 / Kishwaukee Street	1st Ave / Walnut St to Pope St in Rockford	Resurfacing	\$720,000
IDOT	1/9/2021	US Business 20 (Jefferson St / Kilburn Ave)	E State St to Mulberry St in Rockford	Resurfacing	\$800,000
IDOT	1/9/2022	IL 2	SB Cedar St/ S Main St to John St/ N Main St in Rockford	Resurfacing	\$800,000
IDOT	1/9/2023	IL 2	NB Salem St to Cedar St in Rockford	Resurfacing	\$1,200,000
IDOT	1/9/2024	US 20	East of Farmington Way in Belvidere to McHenry Co Line	Resurfacing	\$2,500,000
IDOT	1/9/2025	IL 251	Windsor Rd to N of Roosevelt Rd in Loves Park and Machesney Park	Resurfacing	\$1,700,000
IDOT	1/9/2026	IL 251	SB Whitman St to Walnut St in Rockford	Resurfacing	\$470,000
IDOT	1/9/2027	IL 251	NB Walnut St to Whitman St in Rockford	Resurfacing	\$420,000
Total ARRA IDOT Funds:					\$8,610,000

Project	Location	\$ In TIP	Letting Amount
US 20	East of Farmington Way in Belvidere to McHenry County Line	\$2,500,000.00	\$1,776,767.59
IL 251	Windsor Rd. to N of Roosevelt Rd. in Loves Park & Machesney Park	\$1,700,000.00	\$1,138,542.75
IL 2	SB: Cedar St./Main St. to John St./N. Main St. NB: Salem St. to Cedar St.	\$2,000,000.00	\$1,443,567.61
IL 251	Whitman St. to Walnut St.	\$890,000.00	\$610,689.18
IL 251	1st Ave./Walnut St. to Pope St.	\$720,000.00	\$398,389.41
US Business 20	E. State St. to Mulberry St.	\$800,000.00	\$518,841.24
Totals:		\$8,610,000.00	\$5,886,797.78
Difference:			\$2,723,202.22

(Left) Map 7-6a: State ARRA Projects and Economic Distress & (Right) Map 7-6b State ARRA Allotments show all of the State of Illinois ARRA projects and their distribution about the state in relation to the federally level of defined economic distress based on unemployment.



in which the majority of the population lies. Moreover, it is difficult to understand why the dollar savings were not reprogrammed into urban areas in economic distress, or at least into the urban core of the metropolitan areas.

According to the Illinois Department of Employment Security for July of 2009, Boone County had an unemployment rate of 14.9% and Winnebago County had a rate of 15.1%. Those are the 4th and 2nd highest unemployment rates, respectively, in the entire State of Illinois. Furthermore, according to the preliminary data available from the Bureau of Labor Statistics, no other MSA has as high an unemployment rate as does the Rockford MSA, at 15.1%. The closest unemployment rate is nearly one and one-half percent less, at 13.7% in the Decatur MSA.

Since 1997, the Rockford MSA has had 160 extended mass layoff events, layoffs including at least 50 separations and lasting more than 30 days, resulting in 34,167 workers separated from their jobs. In 2008 alone, there were 23 extended mass layoff events, separating 6,068 workers from their jobs. Other than the Chicago-Naperville-Joliet MSA, which has over 28 times Rockford's population according to the 2000 Census, no other MSA even comes close to the number of workers separated from their jobs due to extended mass layoff events in 2008.

These extended mass layoff events serve to punctuate the issue of unemployment in the Rockford MSA. Not only are the rates high in both counties, but large numbers of people have been severed from employment for extended periods of time. The situation is dire, and the ARRA monies could have been programmed to assist areas that fit the standard definition of "economic distress", especially noting that other programs in the last 30 years used this definition. And of the \$217,980,00

programmed statewide, the \$8,610,000 allocated to the Rockford MSA seems out of balance with need.

The facts lead to the conclusion that the implementation of ARRA within Illinois placed priority on expedience over need in direct opposition to the goals of the Recovery Act. RMAP recommends that transportation stakeholders in Illinois come together to craft new investment policies to more properly allocate funds based on need, economic development and job creation, more in line with the revenue generation and demand for services that come from the urban areas. It is these populations that rely the most heavily on both the highway network and the transit systems, and provide the major contribution to the economy of the state. As the Illinois General Assembly considers new legislation that provides local stakeholders the opportunity to set statewide priorities, a comprehensive review of ARRA and of the the last three decades of highway funding would be in order.

ILLINOIS STATE CAPITAL PLAN

The Illinois State Capital Plan, known as "Illinois Jobs Now!" also provides a boost to the region. Similar to ARRA, this cannot be counted on as a yearly source of funding, but it will have significant enough impact to make it worth mention. Illinois Jobs Now! is the state's first job creation and capital improvement program in more than a decade, and according to the website <http://www2.illinois.gov/budget/> will create or retain 439,000 jobs in a six year period. Within the MPA, the Capital Plan funds several major road and bridge projects. In addition to the Capital Plan, passed on July 13, 2009 was the Mini-Capital Plan dubbed, "Jump Start" which was signed by Governor Quinn on April 3, 2009 and allocated funding to several projects before the Illinois Jobs Now! program was

fully completed. For full details on the Mini-Capital Plan, Jump Start and the Illinois State Capital Plan, Illinois Jobs Now!, visit <http://www2.illinois.gov/jobsnow> online.

Of note to the Rockford Region were several projects:

Road & Bridge Projects:

- \$47.9 million for reconstruction and development of a roundabout at IL 2 (North Main Street) from Auburn Street to Riverside Boulevard
- \$43.7 million for reconstruction and additional lanes on IL 173 from IL 251 to I-90 in Loves Park
- \$39.7 million for construction of a new four lane expressway from IL 2 from Elmwood Road to Latham Road north of Rockford
- \$22.2 million for reconstruction of the intersection at IL 173 and IL 251 in Machesney Park
- \$16.6 million for reconstruction and widening of IL 2 (South Main Street) from south of Pond Street to Cedar Street
- \$12.3 million for reconstruction of IL 2 from Beltline Rd to 0.4 miles north of Harrison Avenue

The above projects total \$182.4 million in investments spanning the period of time from 2010 to 2015.

In addition, the capital plan provides funding for higher education. Of note to the Rockford MPA:

Higher Education:

- \$26.7 million to Rock Valley College to construct an Arts Instructional Center
- \$14.8 million to University of Illinois – Rockford to construct the National Rural Health Center

Rail:

On January 30, 2010, Governor Pat Quinn announced that \$60 million in state capital funds will be used for an Amtrak route that will run from Chicago to Dubuque, Iowa, with at least one stop in Rockford.

The state capital plan has been absent from Illinois' landscape for a long time, and its resurgence is a welcome boon to communities across the state. However, a large portion of the funding for the capital plan is planned to be from the sale of bonds, the vast majority of which were not issued at the announcement of the plan on July 13, 2009 nor ten months later in May of 2010, as the timing for projects to be started in the 2010 construction season begins to draw near. Without the issuance of these bonds, the money for projects in the Illinois Jobs Now! program is simply planning marks, rather than actual funding streams. This has prevented the projects funded by the state's capital plan from actually getting underway and providing the needed infrastructure improvements, timely job creation and job retention that are the heart of the goals of the program.

- \$12.3 million for reconstruction of IL 2 from Beltline Rd to 0.4 miles north of Harrison Avenue

The above projects total \$182.4 million in investments spanning the period of time from 2010 to 2015.

In addition, the capital plan provides funding for higher education. Of note to the Rockford MPA:

CAPITAL FUNDING FORECAST

The average annual expenditure is used to forecast the funding for the roadway system. The average annual expenditure is calculated by adding up the funds received from all funding sources over the last 5 years, adjusting those amounts for inflation, and then averaging the sum of the 5 year total so that an average out of monies received can be projected over a 30 year timeframe.

This gives us insight into what we can expect to be able to use on the roadway system over the next 30 years and provides help us in determining fiscal constraint when selecting future projects. It also allows us to track the amount, source, and type of projects that money has been used for over the last half decade. With this information we can adjust priorities and funding decision accordingly based off of a perceived need. For example, if we see that a majority of funds have been used for reconstruction, this can tell us multiple things. Perhaps roadway expansion has left the area lacking in terms of maintenance and more money should be programmed toward fixing roadways. On the other hand though, this could also tell us that a majority of the money has been used in fixing roadways, and now we should be looking at capacity expansion projects to alleviate use of specific roads. It takes careful scrutiny, local knowledge, and analysis of all data to determine needs for the region.

Making funding estimates for next year, let alone the next 30 years, is a difficult task. There are always unforeseen factors that can cause these sources to change. Especially with the expiration of SAFETEA-LU and without the passage of a new federal transportation bill, the nearly bankrupt highway trust fund, and the

Acronym	Source Name	Funding Type
ACE	Army Corps of Engineers	Funding for flood control and related work authorized by special appropriations from Congress through the ACE.
RRP	Bridge Replacement & Rehabilitation Program	Funding authorized through the U.S. DOT and TEA-21 for bridge improvements.
CDBG	Community Development Block Grant	Authorized through the U.S. Department of Housing and Urban Development (HUD).
FAA	Federal Aviation Administration	Funding authorized in association with major airport improvements.
GOB	General Obligation Bonds	Bonds authorized through general purpose units of government for capital improvements.
GRAA	Greater Rockford Airport Authority	Funding authorized from the general fund of the GRAA.
HPP	High Priority Project	Federal funding authorized for special projects.
HSIP	Highway Safety Improvement Program	This new SAFETEA-LU funding program creates a separate core program for the first time that will allow States to target funds to their most critical safety needs.
ICC	Illinois Commerce Commission	Funds authorized for railroad crossing improvements.
ISTHA	Illinois State Toll Highway Authority	Funding for improvements to I-90 and other toll highways under the jurisdiction of ISTHA.
ITS-Fed	Intelligent Transportation System – Federal	Funding for improvements under the Federal Intelligent Transportation Systems program.
ITS-State	Intelligent Transportation System -State of Illinois	Funding for improvements under the State of Illinois Intelligent Transportation Systems program.
Local	Funding from an unspecified local funding source, usually from the jurisdiction's general fund. This includes funding from the general funds of Rockford, Loves Park, Machesney Park, Cherry Valley, Belvidere, and Boone and Winnebago Counties. It also	
MFT	Motor Fuel Tax	Taxes on gasoline and fuel oil to be used by the State or local governments for roadway improvements. This is also the source for State Bridge Funds.
NHS	National Highway System	A special category of Federal funding authorized through the ISTEA and TEA-21 for improvements on
Private	Funding committed toward a project from a private landowner or developer.	
PRO	Property Tax	Locally authorized property tax revenues.
SA	Special Assessment	Special property taxes, assessed and assigned for a specific improvement.
State	Funding from the general funds of the State of Illinois.	
STP	Surface Transportation Program	Funding authorized through the ISTEA and TEA-21 and administered by the U.S. DOT. There are several sub-categories, below.
STP-E	STP-Enhancement	STP funds earmarked for projects which enhance the beauty of a roadway project, improve non-motorized transportation opportunities such as bikeway and pedestrian facilities, mitigate for the adverse impacts of
STP-HES	STP-Hazard Elimination & Safety funds	
STP-R	STP-Rural	STP funds allocated for improvement outside the Census-defined Urbanized Area.
STP-S	STP-State	projects at the State's discretion.
STP-U	STP-Urban	The assignment of these funds to projects is in accordance with RATS Resolution 92-4 and Addendum A to RATS Resolution 2000-4 which, together, specify the general criteria for considering and evaluating
TARP	Track Access Route Program	TARP, which is funded by IDOT, is to assist local governmental agencies to upgrade roads to accommodate 80,000-pound trucks, hence improving land use planning and economic development.
TIF	Tax Increment Financing	Revenues from various Tax Increment Financing Districts.
RST	Rockford Sales Tax	The City of Rockford voters approved a new 5-year funding source for infrastructure improvements, including transportation on April 17, 2007. This sales tax is a one-cent increase on the City's sales tax. Items that will not be taxed under the Referendum area: personal property which is titled by the State of Illinois (cars, boats, etc.); food (other than that prepared for immediate consumption); prescription and nonprescription medicines, drugs, medical appliances, etc. The RST will take effect on January 1, 2008, unless the Governor of Illinois signs legislation that will allow the State and the City to be began collected that tax this year.
HBP	Highway Bridge Program	A new category under SAFETEA-LU that basically replaces the HBRRP / BRRP and Major Bridge Program into one funding source.
IM	Interstate Maintenance	A category of the National Highway System program, the IM program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.
ES-Federal	Federal Economic Stimulus	A federal stimulus program designed to infuse the economy with money and create jobs by releasing money to be spent on infrastructure projects. This program will be enacted in February 2009 and be a one time disbursement of funds.

recent economic disaster; funding outlooks are hard to pinpoint. Near term forecasts are always more accurate than long-term forecasts. Past funding level may be a good indicator of future funds. Certain outliers can throw off projections, though; and must be compensated for.

Funding levels in the last 5 years have generally risen. The 2010 average annual expenditure is \$62.2 million as compared to \$58.2 in 2005, a nearly %7 percent increase. This seems generally promising except there is a %8 gap in funding received from 2005 than funding received in 2010 when inflation is added. This could be

due to multiple reasons: The failure of the State of Illinois to pass a Capital Plan until 2009 (which is mostly not calculated into the average annual expenditure because these projects are slated for 2011 and beyond, which are out-years not counted as part of this equation), the failure of the Motor Fuel Tax (MFT) to progress with inflation, or one of the multitude of reasons transportation systems are underfunded today. **Table 7-3** outlines the multiple funding sources used for transportation purposes.

of I-90 from 4 to 6 lanes and also redesigned the intersection of I-39/I-90 to include a flyover for better access from interstate to interstate. This was a nearly ¾ of a billion dollar project that spanned the course of 4 years. This was not used with the calculation because of the finite nature of this expenditure. A project of this magnitude is not likely to occur within the next 50 to 100 years if ever. So adding these funds, from a purely private source, would skew the statistics in a manner that would accurately depict future conditions given this snapshot in time.

2010 \$	Funding Sources	2005	2006	2007	2008	2009	TOTAL	5YR AVG
REGIONAL								
FEDERAL								
	HBRRP	2402.4	777	2795.015	8224.78	0	14199.2	2839.84
	HPP	0	6438	0	0	0	6438	1287.60
	MAJOR BRIDGE	0	555	4871.25	1129.905	12668.05	19224.2	3844.84
	NHS	8804.25	2397.6	5828.18	3308.48	1479.6	21818.11	4363.62
	RR-SAFETY	0	0	0	0	0	0	0.00
	STP-E	2548	2486.4	1899.788	1846.25	0	8780.438	1756.09
	STP-HES	435.6625	633.81	0	0	0	1069.473	213.89
	STP-STATE	273	5372.4	4589.8	0	690.48	10925.68	2185.14
	STP-R	0	666	1664.885	3734.7	0	6065.585	1213.12
	STP-U	5949.125	3552	4126.49	168.8	328.8	14125.22	2825.04
	INT MAINTENANCE	0	0	6773.203	2755.66	1233	10761.86	2152.37
	HSIP	10430.875	8036.4	15419.13	16023.34	7597.335	57507.08	11501.42
	TOTAL	9981.5625	14841.81	17129.48	9012.865	9106.733	60072.45	12014.49
STATE								
	IDOT	14767.025	14200.23	13277.95	1950.695	13963.73	58159.62	11631.92
	IDNR	0	0	216.5	211	0	427.5	85.50
	TOTAL	14767.025	14200.23	13494.45	2161.695	13963.73	58587.12	11717.42
LOCAL								
	GENERAL FUNDS	20360.1125	33747.33	46786.73	44342.71	11038.43	156275.3	31255.06
	SALES TAX	0	0	0	17544.65	17241.45	34786.1	6957.22
	GOB	19411.4375	10212	0	0	0	29623.44	5924.69
	MFT	11655.9625	5561.1	6384.585	6988.32	3307.523	33897.49	6779.50
	TIF	796.25	4218	866	0	0	5880.25	1176.05
	OTHER LOCAL	0	10184.25	5842.253	5205.37	2388.938	23620.81	4724.16
	ICC	4197.375	0	0	648.825	1245.33	6091.53	1218.31
	TAR	352.625	0	463.31	0	0	815.935	163.19
	SPECIAL ASSESSMENT	0	0	9688.375	9442.25	1087.095	20217.72	4043.54
	TOTAL	56773.7625	63922.68	70031.26	84172.12	36308.77	311208.6	62241.72

Table 7-4 shows the breakdown of funding programmed within the Metropolitan Planning Area (MPA). This data was taken from the implementation years of each of the last 5 TIP's. Along with this is **Table 7-5** which documents what types of projects these funds were used for. And **Table 7-6** shows the total 30 year funding forecast, this number becomes important as you read into this section.

Finally, the Illinois State Toll Highway Authority (Tollway) has recently expanded their section

EXPENDITURE FORECAST

The previous section referred to the forecast of funds to be received over the course of the next 30 years. This section will work from the opposite end, forecasting transportation expenses that are likely to occur within the planning horizon. These numbers should resemble each other in order to not over program projects and fall short on funds.

Table 7-7 makes evident the costs of wanted capacity expansion projects which are detailed earlier in **Table 7-1** and also details maintenance of the existing system.

2010 \$	5YR TOTAL	5YR AVG TOTAL	30YR TOTAL
ENGINEERING	22894721.82	4578944.363	137368330.9
ENHANCEMENT	10358268.8	2071653.759	62149612.77
INTERSECTION IMPROVEMENT	26383547.94	5276709.588	158301287.6
NEW CONSTRUCTION	61175726.55	12235145.31	367054359.3
OTHER	8777102.944	1755420.589	52662617.67
RECONSTRUCTION	103944630.3	20788926.07	623667782
LAND ACQUISITION	31046821.15	6209364.23	186280926.9
RESURFACING	106470764.3	21294152.87	638824586
REHABILITATION	11409580.84	2281916.168	68457485.03
BRIDGE REPLACEMENT	43581408.49	8716281.697	261488450.9
UTILITY	652988.847	130597.7694	3917933.082
SAFETY	3172592.955	634518.591	19035557.73
TOTAL	\$429,868,155	\$85,973,631	2579208930

Table 7-6	
5YR TOTAL:	\$429,868,155.00
5YR AVG TOTAL:	\$85,973,631.00
30 YEAR TOTAL:	\$2,579,208,930.00

After analysis of this table you can see the link between expansion versus maintenance of the system. One inevitability comes at the cost of another, and not only that but the newly expanded system must be maintained. So additions to the system eventually ends up being re-

corded in future LRTP's as miles of roadway that must be repaired. At some point it becomes cumbersome to expand the system at the detriment of maintenance.

Also listed in this table are enhancement projects which seek to better the non-automobile facilities in the region. These not only enhance the livability of the area, but also can lead to less traffic on the roadways.

The Northwest Bypass – Under the direction of the RMAP Policy Committee, RMAP is considering the need and feasibility of a new limited access roadway on the periphery of the northwest quadrant of the Rockford MPA. Preliminary indications are that such a facility will be needed in the future, but the exact timing of the need and the best alignment for the facility has not yet been determined.

In taking a look at the “Total Estimated 30-Year Projects Costs”, it is clear that this areas needs and wants for capacity and maintenance match the expected revenues forecasted to be received over a 30 year timeframe. This is not to say that all projects will be built, or all monies will come to pass. It is to say that planning efforts in this region have shown a desire for system overhaul and have identified a possible course to obtaining these desires.

ROADWAY PROJECTS BEYOND YEAR 2040

The following project is beyond the Year 2040 LRTP. That is, the project is being considered in the planning process, but cannot be implemented under the levels of funding projected in the Year 2040 LRTP. The project has a low priority and given the financial constraints of the LRTP, this project is proposed for beyond the Year 2040. However, future events can cause the priorities to change as a result of development pressures, traffic increases, traffic congestion or other factors.

TABLE 7-7					
30-YEAR PROJECT COST SUMMARY					
DESCRIPTION	TYPE	UNITS	COST IN MILLIONS		
			UNIT COST	SUBTOTAL	TOTAL
CAPACITY EXPANSION PROJECTS (SEE TABLE 7-3)					1050
New signilization projects (1 new signal/year)	Each	30	0.1	3	
Right-of-Way Acquisition	Sum	1	8	8	
CAPACITY EXPANSION					1061
Maintaining Existing Facilities					
Signal Modernization - existing signals to be upgraded once	Each	410	0.1	41	
Existing Road Projects (reconstructed or resurfaced)					
Principal Arterials	Mile	171.1	3	513.3	
Minor Arterials	Mile	283	2	566	
Collectors	Mile	362.98	0.5	181.49	
River/Creek Crossing Projects					
Winnebago County - Major Bridge	Each	19	3	57	
other	Each	91	0.5	45.5	
Boone County - Major Bridge	Each	6	3	18	
Other	Each	21	0.5	10.5	
Railroad Crossing Projects					
Winnebago County	Each	64	0.07	4.48	
Boone County	Each	16	0.07	1.12	
MAINTAINING EXISTING FACILITIES					1438.39
Enhancement Projects					
Pecatonica Prarie Path	Each	15	0.2	3	
Downtown Riverwalk	Mile	2	1.90	3.799	
Perryville Path - SE Connection	Mile	3.75	0.58	2.178	
Pecatonica Prarie Path	Mile	28	0.18	5.079	
RCSP connection to Long Prairie Path	Mile	2.8	0.75	2.1	
Machesney Park - Willow Creek connectioni	Mile	1.5	1.47	2.2	
Connection to Sports Core II and RCSP	Mile	3	2.70	8.1	
ENHANCEMENT PROJECTS					26.46
Total Estimated 30-Year Project Costs					2525.85

BIKEWAY/PEDESTRIAN

Most of the municipal land use plans in the Rockford Metropolitan Planning Area (MPA) have a transportation component that promotes the development of bicycle and pedestrian systems and encourages a healthy life-style. Providing for pedestrian and bicycle systems is an important part of the transportation plan. For young, old, low-income and disadvantaged persons, these systems may be their only means of transportation.

BIKEWAY SYSTEM

The Region has supported and planned for the development of a bikeway system for many years. The oldest part of this system is the Rock River Recreation Path that was constructed by the Rockford Park District (RPD) in the mid 1970s. Bicycle system planning was initiated with the Regional Bikeway and Pedestrian Plan adopted by the Rockford Area Transportation Study (RATS) on June 27, 1984. The RPD, the Winnebago County Forest Preserve District, Rockford, Loves Park, Machesney Park, Cherry Valley, and Winnebago County also adopted this plan. An extensive bikeway system has also been developed in Boone County through the efforts of the Belvidere/Boone Planning Department and the Boone County Conservation District. Bikeway systems within the Rockford MPA include: Perryville Path, Willow Creek Trail, Mel Anderson Memorial Path, Bauer Bridge Bike Trail, Cherry Valley Path, and Stone Bridge Trail. There are also several bikeway systems that extend beyond the Rockford MPA; the Pecatonica Prairie Path, Hononegah Recreation Path and Long Prairie Trail.

Illinois has been instrumental in promoting the bikeway system in the Rockford MPA, most notably the Grand Illinois Trail. This trail is a 475-mile looped bikeway system that runs through the MPA, east to connect to

Chicago's Lakefront Trail, turns southwest through Joliet and goes along the Illinois and Michigan Canal and the Hennepin Canal to the Quad Cities, north along the Mississippi River to Galena and then back to the MPA. Within the Rockford MPA, the Grand Illinois Trail is made up of several shared-use paths that include the Pecatonica Prairie Path, the Rock River Recreation Path, the Bauer Bridge Trail, the Willow Creek Trail, and the Long Prairie Trail. The Grand Illinois Trail has informally connected these paths with on-street routes.

In reviewing the bikeway system, attention is brought to the three-tier system as defined by the American Association of State Highway and Transportation Officials (AASHTO):

- Shared-Use Paths – These facilities are completely separated from motor vehicle traffic lanes. They are designed for the exclusive use of bicycles and pedestrians. These are separate from pedestrian sidewalks, on which bicycle use is discouraged.
- Bicycle Lanes – These are restricted rights-of-way, usually abutting and adjacent to other traffic lanes used by motorists, designated for the exclusive use of bicycles.
- Signed Bicycle Routes and Marked Shared Lanes – These are shared roadways designated only by signs and in some cases a pavement marking, used by both motorists and cyclists. They serve to provide continuity to other bicycle facilities or to indicate to bicyclists, as with bike lanes, that there are certain advantages to using these routes as compared to alternative routes.

On January 20, 2005, the Rockford Metropolitan Planning Organization (MPO) conducted a workshop to encourage public involvement in the bicycle system

Rank	Project Description	Score	ty	On-Street	New	Policy
1	Connect Charles Street Path to Perryville Path	28	X	X	X	
2	Connect Rock Cut Trail to Long Prairie Trail	27	X			
3	Riverside Bike Bridge - Improve Grade Separation on westside	27				
4	Use-shared off-street paths or on-street routes to connect existing paths	27	X	X		X
5	Connect Willow Creek Trail to Rock River Path through Machesney Park	25	X	X	X	
6	Connect Rock River Path to Page Park	22	X			
7	Mill Street/Perryville Connection to existing Kishwaukee River Trail	16	X			
8	Perryville Road/State Street - Increase signal crossing times or add an expanded median island on State Street as a refuge	16				
9	Provide designated on-street bike route system	13		X		X
10	Harrison Street Bike Lane from Mulford Rd to Kishwaukee St.	12		X		
11	Roads and intersections should be designed using the AASHTO Guide for the Development of Bicycle Facilities	11				X
12	Connect north-south paths (Perryville Path and Rock River Path) with east-west paths	11	X	X		
13	Kishwaukee River Path East	10				
14	Connect downtown bike path on west side of Rock River to the Rock River Trail on the east side	10	X	X		
15	Connect Riverside Bike Bridge to Mel Anderson Trail	10	X	X	X	
16	Spring Brook Path/Mulford Road - add actuated signals at the intersection to permit pedestrians and bikes to cross Mulford Road.	10			X	
17	Connect Midway Village to Perryville Path by way of Guilford Road	10	X	X		
18	Provide regional bikeway system map	10				X
19	Continuous Bike Path along both sides of the Rock River	9			X	
20	Identify gaps in sidewalk system and fill in the missing links.	9				X
21	IL 251 in Rockford - crossing in a safe manner	8				
22	Connection of Willow Creek Trail that goes directly west to Rock River and then turns south to connect to existing path	5	X		X	
23	Kishwaukee River Path West	4				
24	Keith Creek Path	2			X	
25	Bike Lane along Kishwaukee Ave. south of Harrison to Ogle County	2		X	X	
26	Applewood Lane Connection between Spring Brook Path and Rock River State Park	1	X		X	

Connectivity refers to projects that promote connect existing bike paths. On street refers to using bike lanes or routes in the roadways. New represents projects not previously identified in the Regional Bikeway Systems Plans. Policy refers to issues that will have to be addressed by the Metropolitan Planning Organization Policy and Technical Committees.

planning process. This group represented a cross section of bicycle stakeholders from throughout the Rockford MPA. The attendees were requested to review the existing plan, propose new bikeway facilities, or recommend changes to bikeway policy. Any thoughts or ideas in regard to the bikeway system were encouraged. After open discussion, the attendees were asked to rank the planned bikeway system along with new proposed facilities and policies that were discussed (see **Table 8-1**).

As it turns out, connectivity of the existing paths, especially in an east-west manner was highly ranked. In addition, the use of on-street lanes or routes as a method of connectivity was also highly ranked. On-street routes/lanes could provide an important and cost-effective means of connecting the existing bikeway system. However, this issue will need to be addressed by the Rockford MPO Technical and Policy Committees. The use of on-street bikeway facilities would be a major change in the bikeway system in the Rockford MPA.

RMAP completed an area-wide analysis to the area's bicycle and pedestrian mode of transportation in 2008. This stand-alone planning document was amended into the previous 2035 LRPT at the January 24, 2008 Policy Committee. One of the planning objectives of this study would cause a major change in the bikeway system. In addition, prioritization of bikeway system improvements would have to be reconsidered with the policy change. Project prioritization should proceed after the issue with on-street bike lanes/routes is resolved. Prioritization of bikeway system improvements is not an easy task. There is not a technology tool similar to a transportation model that can be used to identify system needs. Elected officials should accomplish the prioritization process with input from the public, stakeholders and the Rockford MPO

Technical and Policy Committees. A bicycle shared-use path system plan is shown on the Boone and Winnebago Greenway Plan (see **Map 8-1**). However, one of the planning principals in the adopted RMAP's Bicycle – Pedestrian Plan is to develop an on-street policy and network for bicycle lanes and routes and the prioritization of projects to connect to the existing shared-use path facilities. In addition, additional bicycle improvement projects have been identified through the RMAP public participation process.

As a result of this recent planning process, several of the jurisdictions in the RMAP area are going through the planning and engineering analysis to implement an on-street system of bikeway facilities.

PEDESTRIAN SYSTEM

The Rockford MPA has an extensive pedestrian system. Most municipalities have required sidewalks to be constructed as part of the land subdivision process. However, some parts of the Rockford MPA were developed under regulations where sidewalks were not required or the municipalities waived the sidewalk requirements. This area is automobile-oriented and does not allow for safe pedestrian movement. An adequate pedestrian system is especially important for access to bus stops, schools, medical facilities and senior citizen housing.

Providing access to the transit system is an important function of the pedestrian system. In 1992, the Rockford MPO undertook an inventory of the pedestrian system near (within three blocks) of the area's fixed-route bus stops. The inventory found inadequacies in the pedestrian system for disabled persons. These included areas with no sidewalks and sidewalks with deteriorated conditions or slopes that would inhibit wheelchair passage. Along most

of the major streets in the older parts of the urbanized area curb cuts (wheelchair ramps) were not available at the intersections. Much has been done to correct these deficiencies. Unfortunately, there was not a quantification of the survey results so the remaining extent of deficiencies is unknown.

Attention to persons with sight disabilities is also of concern. Audible walk signals should be considered at signalized intersections in conjunction with the standard visual walk signals. Braille information can be added to most pedestrian signage, and Braille or audible information can be provided at bus terminals and information kiosks. The Rockford Mass Transit District (RMTD) has already put Braille information on some bus stop signs and audible information on buses.

As a result of the adoption of the Bicycle – Pedestrian Study in 2008, the City of Rockford has installed sidewalks in a section of East State Street that lack them. This section was specifically mentioned in the 2035 LRTP as the example where sidewalks should be constructed.



Map 8-1: Boone and Winnebago County Greenway Plan shows natural areas in both counties and was completed in 1997.

Bikeway/Pedestrian Recommendations

RMAP has a long history of developing plans to improve the pedestrian and bikeway system in the MPA. The following policies have been encouraged by the MPO over the years:

- All new developments of half-acre per lot densities or greater to have a pedestrian system, preferably sidewalks on both sides of the street.
- Programs to add and repair sidewalks.
- Sidewalk and street connections that meet the Americans with Disabilities Act standards.
- Corridor studies that promote pedestrian sidewalks and shared-use paths and other bicycle facilities and amenities.
- The implementation of the Regional Bikeway and Pedestrian Plan.
- Continuing monitoring of on-going implementation efforts.

The positive results of past planning efforts and policies are evident throughout the MPA. The public workshop conducted on January 20, 2005 and subsequent workshops held during the 2007 and 2008 Bike/Ped planning process showed a high level of interest from the bicycle community to connect the bicycle system through the

use of on-street system. However, a shift in policy toward implementation projects and/or programming in each of the capital – transportation improvement programs of the RMAP jurisdictions is needed to truly impact this mode of transportation to decrease single-occupant vehicle (SOV) trips. Thus, decreasing automobile vehicle miles of travel (VMT) and greenhouse gas emissions. Should this policy be found acceptable, it would take some additional planning and engineering effort to determine how to best implement it. One of the steps that each of the jurisdictions could take is the adoption and implementation of a complete street planning and engineering approach.

COMPLETE STREETS

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street.

There is no one design prescription for complete streets. Ingredients that may be found on a complete street include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area. But both are designed to balance safety and convenience for everyone using the road. Below, we showcase the va-

riety of options in creating roads that are safe for all users, regardless of age, ability, or mode of transportation.

Encourage walking and bicycling for health:

The National Institute of Medicine recommends fighting childhood obesity by establishing ordinances to encourage construction of sidewalks, bikeways, and other places for physical activity. A recent study funded by the National Institutes of Health found those who lived in walkable neighborhoods got 30 to 45 minutes more exercise each week than those living in low-walkable areas. Residents of walkable communities were also less likely to be overweight or obese.

Climate change and oil dependence:

The potential to reduce carbon emissions by shifting trips to lower-carbon modes is undeniable. The 2001 National Household Transportation Survey found 50% of all trips in metropolitan areas are three miles or less and 28% of all metropolitan trips are one mile or less – distances easy to walk, bike, or hop a bus or train. Yet 65% of the shortest trips are now made by automobile, in part because of incomplete streets that make it dangerous or unpleasant for other modes of travel. Complete streets would help convert many of these short automobile trips to multi-modal travel. Simply increasing bicycling from 1% to 1.5% of all trips in the U.S. would save 462 million gallons of gasoline each year. Using transit has already helped the United

States save 1.5 billion gallons of fuel each year since the early 1990s, which is nearly 36 million barrels of oil.

Fosters strong communities:

Complete streets play an important role in livable communities, where all people – regardless of age, ability or mode of transportation – feel safe and welcome on the roadways. A safe walking and bicycling environment is an essential part of improving public transportation and creating friendly, walkable communities.

Safety:

A Federal Highways Administration safety review found that streets designed with sidewalks, raised medians, better bus stop placement, traffic-calming measures, and treatments for disabled travelers improve pedestrian safety. Some features, such as medians, improve safety for all users: they enable pedestrians to cross busy roads in two stages, reduce left-turning motorist crashes to zero, and improve bicycle safety.

What do Complete Streets policies do?

Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind including drivers, public transportation vehicles and riders, pedestrians, and bicyclists as well as older people, children, and people with disabilities.

An ideal complete streets policy:

- Includes a vision for how and why the community wants to complete its streets
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses and automobiles.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- Directs that complete streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy

LAND USE AND URBAN FORM

L A N D U S E

The role of RMAP as it pertains to land use, is to coordinate land use issues to complement and further other regional goals and objectives in the areas of transportation, livability, the environment, housing, and the multitude of other areas that land use decisions have an impact on. When trying to impact the built environment, it is important to take into account other things that land use will have an impact on. It not only affects the locality in which the decision is made, but can affect the entire region at the time of construction or years down the road. When more and more decisions that chip away at an efficient land use model are made, trends emerge that can severely impact the functionality of the individual entity as well as the region as a whole. This is why linking both Transportation Planning and Land Use Planning is key to creating a community absent of modern problems that may have been caused by a society that is overly auto-focused and has sprawled to a point that the delivery of public facilities and services has been negatively impacted.

Creating a livable community is paramount when looking at the Rockford Region. Unbridled development has taken away the core density of the built environment. In the past, this density is what determined city structure and was the backbone of city services. Without it areas within the region have withered leaving empty hulks of a once prosperous era.

Instead of growing outward, this community must grow inward. In specific terms this means creating higher den-

sity within the urban core. In this way individual municipalities can foster economic growth without having to add infrastructure that needs to be maintained. These high density pockets should center on mixed use developments and have pedestrian amenities so that it is easier to navigate around the immediate local without the use of a car.

This section will focus on how land use decisions have led us to our current dilemmas, the areas that this RMAP intertwine with transportation planning, analysis of our current environment, and finally goals and policies that this organization will work toward for the better organization of the region in support of the individual goals of our member organizations.

LAND USE HISTORY & CURRENT SOCIO-ECONOMIC TRENDS

In order to move forward and solve problems that have arisen due to numerous factors, we must first look our history and how we arrived at where we are. This can give insight into the specific trends that has hindered the efficient growth of the region.

Suburbanization:

Although suburbanization is not a major impacting force in this region, unbridled growth or “sprawl” has definitely negatively impacted the structure of our built landscape. This can be traced back to Post WWII devel-

opment. As history has observed this era was the start of many new ideas and population trends. In order to maintain jobs and output, post war companies turned from mass producing war goods to mass producing consumer goods. The major good being mechanical items i.e. trucks, cars, electronics, etc. This was also the start of the “Baby Boom”. Young soldiers returning from duty were eager to start families. With more and more people being born inner cities became crowded and the housing supply dramatically shrank. Then with the mass production, ergo affordability, of the automobile it was now easier to access undeveloped portions along the fringe of cities. This commute from the fringe of cities was once only reserved for the wealthy due to the inconvenience and time it took to make such a trip. No longer was this an impediment with the mass mechanization of society.

William Levitt was the first to person to develop the suburb in 1947. These new suburban neighborhoods were unlike those in traditional cities. In these suburbs, most people lived in single family residences and due to concern over health and pollution were separated from retail and industrial uses. These houses sat on small lots and were modest size around 500-600 sqft, not the same as today’s sprawling neighborhoods, but they were the first step in the journey to why modern residential development looks the way it does.

Once these suburbs were established, the new residents needed fast and reliable routes back into the inner city

for trips to access employment, entertainment, cultural centers, and centers for goods and services. The majority of the employment was still located in major metropolitan areas since that was where the workforce, suppliers, and transportation facilities were. This led to the formation of the United States Highway System and eventually the US Interstate System. The Interstate System was the brainchild of then US President Dwight D. Eisenhower. This system was designed to link major cities with one another for fast cross country travel mainly for defense purposes. Although originally a military concept, citizens quickly used these routes to traverse the nation. Before this time most people never traveled more than 30-60 miles from their homes in their lifetime. With modern means and modern facilities they could travel many times the distance in the same amount of time as it once took.

Looking at the formation of these individual systems, it is easy to see how this type of development became the way it is today. Since these individual decisions on how to organize society were first made, more and more decisions have been made to reinforce the mantra of large lot, sprawling neighborhoods thereby creating the current trends that are prevalent in our society. The hardest part in switching the direction in implementing new strategies is the ingrained mindsets of generation upon generation growing up with this ideology. Popular culture suggests that it is desirable to drive an automobile to and from destinations, to live further and further away from city centers, and to live in a single family dwelling

unit. In order to affect change on our landscape, many of these ideologies that drive society must be dispelled.

MODERN DEVELOPMENT IN THE CONTEXT OF THE ROCKFORD REGION

As described in the last section, modern development has been a slow process of decentralization culminating in the wide-sweeping residential and commercial development focused on the automobile that exists in most of our cities today. How can developments be characterized or classified though? What types of developments dot the landscape? Where are they located? And finally what is the impact these developments have on cities?

In the Rockford Region there exists a very diverse mix of both housing and development types. It also tends to be stratified depending upon location in the region. There has been a massive housing boom located in the Northeast quadrant of the region. In this area large lot subdivisions and “Big Box” retailers are the predominate features. Much of the retail growth potential is seen to be here because of the access to I-90 and the availability of vacant land. The most travelled roads in the region are those with a high percentage of retail land uses along the corridors.

Though economic growth is desperately needed to rebound sales tax revenues, expanding the infrastructure network indefinitely is self-defeating. No amount of sales tax revenue can make up for the unsustainable nature of this type of development. Currently retailers are located in one-story strip mall or stand alone buildings. There is an untapped developable resource that is going unused as these strip facilities are built one after another. The resource in question is the developable airspace above these structures which can be utilized to create higher density establishments that can suit a number of uses. Building up instead of out in pockets around the

area maintains “Greenfields” for the most efficient use, makes for less infrastructure that has to service the facility, and generates foot traffic in the area because of the ease of walking from place to place rather than driving.

Grouping many larger buildings into centers can replace the old auto-oriented model of retail development. New retail locations should be looked at as a cluster and not a strip. Large outlots in front of stores stretching as far as the eye can see no longer make financial sense and are often a ubiquitous eyesore. Areas where people can retrieve multiple items from multiple vendors in the same area without having to get into an automobile should be the new standard. This exponentially saves on public and private resources that can be distributed into other more worthwhile facets.

The over-expansion of large lot development has the same impact as expanding commercial areas do. This is not to say that large lot residential development should not exist, just that these types of properties should not be so readily available. Over-saturation of the market has left many of these homes vacant or have driven down the market cost enough where more and more people now are moving toward these types of developments. Extending public infrastructure to these residences is extremely costly and allowing development to occur on community septic systems could potentially cause the same problem because there are no limitations on where that subdivision may be built. This section does not necessarily condemn such developments, but the drawbacks associated with these development types make them undesirable. The placement of large lot developments should be regulated. This type of housing should be priced on a pure market rate basis. All types of subdivision units should not mimic the large expensive mansions that are commonly seen throughout our culture.

With this new fringe development, there comes an inherent disinvestment in core neighborhoods as aging housing stock is taken over. This is especially true of the rental market. Standards must be set into place to insure that these units be kept up and not allowed to slowly diminish. Enforcement of codes and ordinances is vital in the fight of blight. The appearance of a neighborhood has a contributing factor on the health, safety, and welfare of the residents who live there. Simply creating these types of laws can save on municipal costs, especially in community policing.

The Rockford Region has traditionally been a manufacturing oriented environment with skilled and unskilled labor alike. There has been a great shift in the manufacturing community in the last 20 years to outsource or move production and therefore management from the Rustbelt to the Sunbelt. This has impacted this region as a whole, not only from an economic development standpoint, but also from a land use standpoint as well. The landscape is dotted with the large looming vacant structures left over from these once thriving industries. These sites are located in strategic locations next to transportation facilities, historic neighborhoods, retail centers, and environmental assets. These structures are difficult to redevelop because of their size and often times environmental concerns. These hulking structures stand in the way of modernizing these areas with new amenities and also stand in the way of new unseen types of developments. As we move forward collectively in the reinvigoration of the region, a course of action must be determined in how to address these decaying structures. This must include a combination of efforts from the public and private sectors working in tandem to breathe new life into remains of industry gone asunder. Whether this is by drawing in new industry, redeveloping these lots, or razing and starting anew are the hard decisions that must be

tackled in order to implement our goals and objectives.

This is a brief overview of some of the wide sweeping development issues that have arisen in the last few decades. Since the reorganization of RMAP and continuing guidance by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), staff is now more focused on the impacts of land use on transportation. RMAP can now focus more on the relationship between the two in order to bring about a more livable, sustainable, efficient and thereby economically viable environment as well as providing planning resources to its member agencies in order to accurately address their individual issues.

TRANSPORTATION AND LAND USE LINKAGE

Transportation systems are affected by where people live and work. In the last few decades the creation of “Big Box” retailers have made this reality evident to the general public. These commercial retailers use the auto-oriented business model to attract their customers. Auto-oriented development is defined as locating business along highly traveled corridors in order to produce the visibility of the business. The thought process is that attracting a small percentage of the traffic volume can sustain sales. In this way transportation affects land use and vice versa. The major drawback to this type of development is that it burdens the functionality of the roadway. This occurs because the new commercial designation draws outside trips that would not necessarily use that facility if that commercial business was not there. Now a mix of traffic uses the roadway as a means of getting to work and home, and a means of retail.

Commercial development is not the only land use that has a significant impact on traffic movement. The major source of vehicle miles of traffic in the Rockford Metropolitan Area are trips moving to and from a residence to an occupation. This occurs at the peak travel times of 7am-9am and 4pm-6pm which corresponds to the morning and evening commutes. The modern trends of placement of home units and workplaces within the last 50 years have slowly grown apart. The desire to live in a single family residence with a rural setting has been a major impetus in forming this trend. As that has happened, demands on the transportation systems within metropolitan areas have significantly increased. It was thought that the addition of new lanes to these facilities would relieve congestion on these overburdened roadways. However, this was a fallacy. The addition of multiple new lanes was

found to attract additional traffic to roadways as well as continuing the underlying cause of the congestion. In examining the linkage that exists between the road networks and places of occupation, it is commonly thought that narrowing the distance between the workplace and the residence could alleviate this type of congestion.

As the decision to develop lands outside of the boundaries of current facilities is made, the cost of expanding and maintaining those facilities also grows, except those burdens are placed on the taxpayers instead of the users of that particular development. Growing outward comes at a cost. Many times it is thought that these decision spur economic development. These assumptions are often false. The cost of the expansion of systems to service these growth areas most times drastically outweigh the tax benefits that are received. The only way to reap the tax benefits is to slowly progress outward once vacancies within core areas are filled. It is important for decision-makers to remember that they each decide the market for new land. Regulatory boards at all levels of government set the tone for the reuse of land and structures within existing areas. It is always cheaper to develop virgin land than it is to rehabilitate older property. The problem is that given the chance, developers would always choose the “greenfield” to develop. At some point these same decision-makers must take into account that they can affect a change in course by abiding by an “infill” mantra. And once it becomes too costly to redevelop these unused acres, new lands can be expanded into in specified growth areas while progressing public infrastructure.

Through the review of the local comprehensive planning efforts in the community, RMAP suggests that more infill development be used in order to stop the over expansion of the roadway system. An ever expanding roadway sys-

tem creates problems in many ways. First of all, roadway facilities are expensive to build and maintain. As the roadway system expands the maintenance dollars must be stretched thinner in order to keep these facilities at a good level of service. Currently federal, state, and local units of government are struggling to find ways of repairing the current infrastructure in place. An over expanding roadway systems means creating a situation were you are watering down the investment that can be made on each road.

Secondly, greater distances to travel to increasingly more isolated places leads to an increase in single occupant vehicles, which leads to significantly more cars on the roadway. If everyone must drive to separate locations, more vehicles will be needed which creates more congestion. This all can be mitigated by using several specific planning methods to cluster development thereby consolidating trips.

This is consistent with an older planning philosophy where people lived near where they worked and took alternate modes of transportation to and from the workplace. As said before, the underlying ailment must be found and rather than simply treating the symptoms alone. Commuting 45 minutes each way, alone, to and from work each day can no longer be afforded. Driving vast distances to separate retail areas for essential goods and services that should be readily accessible in our own neighborhoods is an outdated and unsustainable practice. Every individual must re-examine their daily routines and the areas in which they reside when contemplating the adverse effects of transportation on the physical environments and most importantly on taxpayers' pocketbooks.

Current Planning Efforts

As the role of RMAP as an organization expands and becomes more diverse, its staff will be involved with many transportation related themes that may not entirely focus on transportation infrastructure but rather the underlying need and use of transportation. Many of these areas will involve land use goals set forth by the individual municipalities that RMAP represents. RMAP has no real land use power per se, but the organization will continue to advise and consult with the local jurisdictions that do have control over use and designation of land to provide a better, more efficient, livable, and most important sustainable atmosphere in which transportation and land use feed off of one another.

The main goal of RMAP as an organization in reviewing the various plans and studies is to foster cooperation and consistency within each individual municipality with regards to the neighboring municipalities. Since many of the cities and villages in the area are directly adjacent to one another it makes sense that issues affecting one community can affect another. RMAP believes that some issues are better resolved and some goals better accomplished with a regional focus applied. Also, in the State of Illinois, municipalities have planning purview within an extraterritorial jurisdiction that extends one and a half miles beyond their corporate limits. It is imperative that the counties and municipalities work together on land use plans to ultimately reach the best, most efficient use of land that falls under multiple jurisdictions. One way of solving this problem has been to

create boundary agreements between entities that specifically demarcates future corporate boundaries, described under the section heading “Boundary Agreements,” which will specifically list those jurisdictional agreements.

RMAP will assist its membership in employing smart growth principles while helping to fund planning efforts that can bring about not only the goals of the individual organizations, but ones that will benefit the region as a whole. Below are some of the planning efforts that RMAP has been involved in recently. The role of RMAP has been to advocate for Smart Growth principles. Staff regularly attends meetings at which planning efforts such as these are being discussed and provides feedback from a regional prospective.

COMPREHENSIVE PLANS

Comprehensive Plans are similar to this document except they program the general use of land within a municipality’s jurisdiction. This is how land might develop over the life of the plan. It includes goals and policies the individual entity wishes to enact. It is not the specific regulation of the land though. It is simply a road map of where and what delineations of land/uses they are trying to achieve.

Boone County:

Boone County is in the process of updating their Comprehensive Plan. Like the RMAP Long Range Transportation

Plan, Boone County is not doing a complete overhaul but simply updating the Plan so that the various past amendments flow better and changes in the County over the past years are recognized.

The Belvidere-Boone County Regional Planning Commission has been charged with reviewing the Comprehensive Plan and amending it in ways they deem appropriate. Currently the Commission is still gathering data but the whole process is expected to take a minimum of 15 months. During this review period, the Commission will be reviewing presentations from various stakeholders in order to accommodate their concurrence or concerns into the Comprehensive Plan. So far the Commission has heard from The Candlewick Lake Community, Villages of Caledonia, Timberlane, and Loves Park; Spring, Boone and Manchester Townships; Park District; Community Unit School District 100 and 200; Growth Dimensions; CMAP and RMAP. It is the Commission’s intent to also hear from The Villages of Poplar Grove, Leroy, Bonus and Flora Townships, Boone County Engineer, Belvidere, Public Works, etc. Before any amendments are proposed or the process is officially opened to the public, the commission would like to gather as much information from these presentations as possible.

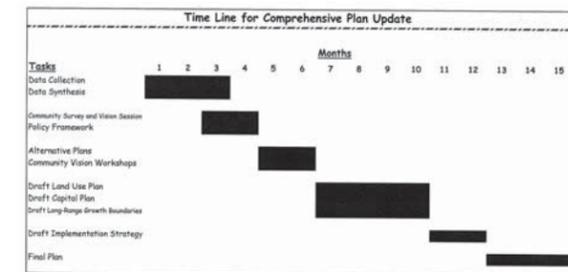
Through these presentations, the commission intends to learn where in the planning process these various stakeholders are, what individual plans exist that should be incorporated in the County’s Plan, what parts of the

current plan are and are not working, how to incorporate non land uses such as transportation and infrastructure into the plan, add any goals the community develops and to improve the communication between the multiple entities located within Boone County.

Loves Park:

The City of Loves Park is drastically overhauling the current Comprehensive Plan that was approved in 1997. There are several goals involved with the new comprehensive plan that are a departure from the current Plan.

When reviewing the current plan, city staff noticed that the majority of the goals were not being met. So, through this rewrite they hope to set benchmarks that can be reviewed and/or changed on a yearly basis. This will ensure that the comprehensive plan is being looked at and help determine if progress is being made on the



goals set within the comprehensive plan for the City. Another is to rewrite the zoning ordinance for the city to correspond with the new objectives set forth through the plan. Within this, Loves Park hopes to develop its first ever Capital Improvement Plan to organize infrastructure investment that must take place between its borders.

The ultimate measure of the new plan will be a simple, streamlined set of objectives that is not too bulky and complicated to follow. This will make it easier for city officials to use this document when faced with zoning decisions, subdivision regulations, or land use changes.

At the beginning of the process City Staff organized a steering committee made up of local stakeholders including residents, business owners, developers, and other governmental organizations such as Winnebago County, Rockford Park District, and RMAP. They used this steering committee as a forum for public input. They met on several different occasions and discussed issues as wide ranging as residential housing, commercial development, mixed-use redevelopment, infrastructure, open space, design guidelines, etc. Through this input staff is now writing a draft copy of the new comprehensive plan for the steering committee to review. The plan for the rewrite is to incorporate new ideas for the next 10-15 years, while including parts of the current comprehensive plan that have not yet been accomplished.

Some impediments do exist and these have been the focus of the steering committee in moving forward with the new comprehensive plan. One is that Loves Park is encapsulated on the three sides. To the North is The Village of Machesney Park, to the South is The City of Rockford, and these two municipalities have divided the land to the West between them through a boundary agreement.

This translates into new development pressure focusing on the East portion the City which is located near I-90. New development in this area has already spilled across the border into Boone County. A focus of this steering committee has been how to revitalize portions of land in the interior of the city that has either been left behind in the race eastward, or to redevelop once vibrant commercial/manufacturing lots that have since become unused.

Another focus area has been the Illinois 251 corridor that runs through the heart of Loves Park. This is the cultural corridor of the City, but also a major North/South connector in the region. The new plan will include schemes to make this major pedestrian barrier more friendly and crossable. Many new visions will be incorporated into the document so that the City can work with the Illinois Department of Transportation in aligning their visions for this corridor as it becomes time to reconstruct this facility. This includes restructuring of the medians, sidewalks, and parking along the street while minimizing access to this regional roadway.

Winnebago County 2030 Land Resource Management Plan:

As Northern Illinois faces increasing development pressures, it is crucial that Winnebago County seize this opportunity to direct its future growth and update its land use plan to address this trend. The 2030 Land Resource Management Plan offers a vision of how the unincorporated areas of the County will grow and develop over the next 20 years. The goals, objectives and policies of this Plan will be further implemented through three complementary planning efforts. First, the drafting of a Unified Development Ordinance (UDO) will follow the adoption of this Plan and update the County's land develop-

ment regulations to implement these land use policies. Second, the creation of a Comprehensive Financial Plan (CFP) will provide a framework for financing public infrastructure, informing future developers of expectations and costs, and protecting the County from unnecessary legal challenges. Finally, land use decisions will be further informed by the Natural Resources Inventory (NRI), recently completed by the County, which catalogues environmentally sensitive areas within the County.

The 2030 Land Resource management Plan ensures that change in the region occurs pursuant to the consensus of area stakeholders, such as civic and business leaders, various interest groups, citizens, and the County's municipalities and townships. Winnebago County has worked towards a plan that coordinates a vision for the future of the region as a whole, which seeks to achieve balanced growth in the most rational and efficient manner possible. The Plan looks to accommodate an increased population with proportional economic development, preserve and enhance both the urban and rural characters of the County, and minimize the impact of future development on natural resources, agriculture, and the environment.

The process began on July 19, 2006 with a kick-off meeting of the Long-Range Plan Steering Committee and the consultants – the team of Camiros, Ltd and Nicolosi & Associates. The Steering Committee consisted of representatives from various County departments and entities, including the Regional Planning and Economic Development Department, Highway Department, Forest Preserve District, County Board and Zoning Committee.

Phase one of the Process began with a background analysis to document demographic trends and characteristics related to population, housing, employment,

education, transportation and agriculture. A series of key person interviews were held to identify the issues, concerns and perceptions of County stakeholders. The final component of phase one was an analysis of previous planning efforts to identify established land use policies of different municipalities and various planning interest groups within Winnebago County.

Phase two of the process established the framework for the Plan. This phase developed goals, objectives and policies for future land use and development. In November 2006, Community Focus Groups were convened, consisting of more than 40 individuals who represented a cross-section of the County. Individuals were divided into seven different Community Focus Groups and charged with determining goals, objectives and policies for the different elements of the land use plan: agriculture, residential land use, economic development, growth and annexation, natural resources, public utilities and facilities, and transportation. The groups submitted their recommendations to the County in March 2007.

Phase three of the planning process consisted of the creation and adoption of the final document and future land use map. These maps were presented to the Community Focus Groups and the public in a series of workshops conducted in February and March of 2008. In October 2008, the Community Focus Groups and the public reviewed the Plan, finally culminating with public comments on November 6, 2008 and adoption by the County Board on May 28, 2009.

City of Rockford:

Rockford's 2020 Plan is planning for the future. The Plan describes the community's goals and future shape. It is

used when reviewing development proposals, designing infrastructure expansions, and planning new City facilities.

The City of Rockford originally adopted the 2020 plan in September 2004. In order to maintain this plan as a viable, living document, its implementation must be evaluated on a regular basis and amendments made to it where needed. This represents the first set of amendments to the 2020 Plan. While most of the changes proposed here are to the map, there are also some that need to be made to the text due to changing conditions. For example, the chapter on economic development references the Council of 100; this has since been replaced by the Rockford Area Economic Development Council. As proposed in the original 2020 Plan itself, a complete review of text and maps will be done in late 2009.

Community Vision - The “vision” of the 2020 plan is to contribute to the realization of the mission statement generated in the “Blueprint for Rockford’s Future” — to strengthen and focus this community’s commitment to improve the lives of all its people. While many of the focal points are the same as those in Blueprint — linkages, access and neighborhoods — the emphasis is different. Here, in the 2020 Plan, the emphasis is on the use of the land and on physical facilities; in Blueprint, the emphasis leaned more towards solving problems through partnerships. What is needed for success is a combination of the two approaches.

Community Goals and Principles -

Land Use Guide Rockford’s development through the 2020 Plan, Zoning Ordinance, Subdivision Ordinance and Building Code, following the principles of Smart Growth.

Transportation Improve transportation infrastructure, services and networks (Airport, transit, roadways and pathways) to provide efficient and accessible movement of all Rockford residents and goods throughout the community.

Community facilities Develop and provide easy access for all Rockford residents to the quality and types of resources and services people need to improve their quality of life, and to develop to their fullest potential.

Telecommunications Ensure that all Rockford citizens and businesses have access to the latest telecommunications services.

Housing Ensure that all Rockford residents have a decent and affordable home and a suitable living environment.

Economic development Bring businesses, the community and other resources together for the entire community of Rockford to attain a robust and diverse economic environment.

Neighborhoods Ensure that all Rockford residents live in neighborhoods that are safe and that are at least either stable or improving.

Natural resources Safeguard and improve environmental features as a means of promoting sustainable urban development, revitalization and a good quality of life in Rockford.

Historic preservation Identify, protect and preserve Rockford’s historic resources in order to enhance the quality of life and economic

wellbeing of current and future generations.

Community design Improve the aesthetics and enhance the identify of Rockford as a whole as well as constituent neighborhoods, major road corridors and gateways, and the riverfront.

Public participation Engage the public through community outreach, consensus building and public education.

Monitoring and evaluation Ensure that the 2020 Plan remains viable while still consistent with its original principles through a regular review and amendment process.

Machesney Park:

The Village of Machesney Park’s first Comprehensive Plan was completed in 1985, four years after the Village’s incorporation. The original plan set forth goals, objectives, and policies for the future of the community. With population growth and development in the early 90’s, the Village began to reassess their original plan in 1992. Once completed, the revised Comprehensive Plan focused on the identification of issues and concerns, the evaluation of alternative planning concepts, and the preparation of goals and objectives as part of a refined Plan to address Village issues and concerns. The previous Comprehensive Plan cited the need to manage new growth and the need to improve community facilities and services for local residents.

In an effort to address the many issues, challenges, and opportunities now confronting the community, including the vacation of the Machesney Park Mall, the Village commis-

sioned a rewrite of Machesney Park’s Comprehensive Plan.

Comprehensive Planning Process - In October 2007, the Village of Machesney Park contracted with Houseal Lavigne Associates to assist in the preparation of a new Comprehensive Plan. The planning process in Machesney Park had entailed a multi-phase program consisting of: (1) Community outreach; (2) inventorying and analyzing existing conditions; (3) identifying issues and concerns; (4) establishing an overall “vision” for the community; (5) formulating goals and objectives; (6) preparing plans and policies for land-use, transportation, community facilities, and open space; (7) preparation of a final plan and implementation recommendations.

The process was designed to produce a Comprehensive Plan that will accommodate “desirable” new growth and new development, while addressing the needs of existing development, especially those of established neighborhoods, preserving and protecting open space and natural resources, and increasing the Village’s visibility and identity along the many major roadways which bisect its developed areas.

Machesney Park’s Comprehensive Planning Program entailed a high degree of resident input and participation. A close working relationship was established between the Village, the Plan Commission and the Consultant. Key person interviews, community workshops and a community survey were undertaken early in the process to elicit ideas and perceptions about issues and potentials within the Village of Machesney Park and its surrounding areas. Public meetings were also undertaken at key junctures to present information, discuss findings and conclusions and establish consensus.

The Comprehensive Plan is Machesney Park’s official

policy guide for physical improvement and development. It considers not only the immediate needs and concerns of the community, but also projects, improvements and development 10 to 15 years in the future.

The Comprehensive Plan will assist the Village in preserving and protecting important existing features and resources, coordinating new growth and development, addressing existing development, identify infrastructure and community service needs, and establishing a strong and positive community image and identity.

The Plan is “comprehensive” in both scope and coverage. It encompasses the use of land; the movement of vehicles and pedestrians; the protection of open spaces and environmental resources; and the provision of parks, schools, and other public facilities. It addresses residential areas, commercial and business development, public and institutional lands, and the public right-of-way. The Plan addresses land currently within Machesney Park’s corporate boundaries, as well as the adjacent unincorporated areas within its 1.5 mile planning jurisdiction. The State of Illinois allows municipalities to plan for unincorporated areas within 1.5 miles of their boundary as specified in the Illinois Municipal Code.

The Comprehensive Plan establishes the “ground rules” and policies for private development and improvements. It provides guidelines by which the Plan Commission and Village Board can evaluate and review development proposals. The Plan also provides a guide for public improvements and initiatives, and will assist in ensuring that local dollars are spent wisely and in a cost-effective manner, an issue of paramount importance to the Village of Machesney Park, which desires to continue to operate without levying a municipal property tax.

Additionally, the Comprehensive Plan provides the basis for updates to zoning and subdivision regulations, code enforcement, and direction and rationale for capital improvement plans, all of which should be used to implement planning policies and recommendations.

Finally, the Comprehensive Plan may act as an important marketing tool to promote Machesney Park’s unique assets and advantages, and it can be used to achieve the desired vision of the Village, while at the same time help attract new families and desirable new development to the community.

CORRIDOR PLANS

Kishwaukee Corridor Plan:

Project Description - The Kishwaukee Street Corridor Revitalization Plan study area, centered along Kishwaukee Street, is a four-mile long vital transportation link that connects downtown Rockford to the Chicago Rockford International Airport. This Corridor formerly served as the industrial heart of the city and was supported by a stable residential neighborhood, but economic and demographic shifts have resulted in disinvestment in residential, commercial, and industrial properties. The closure or relocation of longtime Corridor industrial employers has resulted in fewer high-paying jobs for skilled workers, property disinvestment, and a disconnection between Corridor residents and employers. Because these issues of disinvestment and stagnation result from the complex interaction of social, economic, and physical forces, the City’s planning strategy for this Corridor, and the city as a whole, must incorporate community development, economic development, brownfield redevelopment, land use, access and circulation, safety, and

infrastructure investment needs.

Following an initial assessment of existing land uses, access and circulation patterns, and market conditions, the consulting team, in coordination with City staff, determined that the multi-disciplined nature of the challenges facing the Corridor required more than City investment in infrastructure and the built environment. These challenges required committed, ongoing involvement on the part of Corridor businesses and residents. In order to pursue a comprehensive redevelopment strategy and catalyze key stakeholder interest, the City worked with Corridor residents and businesses to lay the groundwork for the creation of a community-based working group that could both influence the planning process and facilitate implementation of the final Plan recommendations.

Community Outreach Component - An Empowerment Workshop was convened by the City in April 2008 as an element within the overall Corridor planning process to kick-off the formation of a community-based working group. Representatives from four industrially-based community development corporations (CDCs) in Chicago traveled to Rockford to meet with key business, residential, and community stakeholders to discuss the missions of their CDCs, how they are structured, what activities they undertake, and how a similar community-based model could be applied within the Kishwaukee Street Corridor. The consulting team organized the Empowerment Workshop, coordinated the involvement of the CDC representatives, and facilitated the discussion between these representatives and the community stakeholders. Participants were presented with the results of the Corridor’s Existing Conditions Report and asked to identify both verbally (in small and large groups) and in writing the three top development and improvements

needs within the Corridor, the top three challenges to successful business operations in the Corridor, and how the City or a CDC could best support stabilization and improvements within the Corridor. The common themes that emerged in response to each of these questions helped to inform the creation of the final Plan recommendations and implementation matrix.

The Empowerment Workshop marked the beginning of a community organizing process that resulted in the formation of the Kishwaukee Empowerment Group. The Kishwaukee Empowerment Group is a coalition of large and small business owners, community organizations, and residents that call the Kishwaukee Corridor home. This diverse collection of stakeholders has been holding monthly roundtable meetings with the City of Rockford since April of 2008 to receive regular updates from City staff on the many infrastructure improvement projects taking place in and around the Corridor. With additional road closure work due to bridge repair, the Kishwaukee Empowerment Group serves as a key communication tool with the businesses that rely on Kishwaukee Street as a major cargo transportation route to ensure that they are kept apprised of major changes in mobility patterns. These monthly meetings are also used as an open forum to discuss concerns related to blighted properties and crime in the Corridor area, and to brainstorm effective strategies to bring investment and positive change to the Kishwaukee Corridor.

With each monthly meeting, new participants have attended and are bringing new ideas on how to redevelop the Corridor, and are identifying specific short-term and long-term problems that require action by the group and the City of Rockford. Short-term projects undertaken by the Kishwaukee Group includes advocacy for the enforcement of penalties for major zoning code violations

occurring on a property that is being illegally operated as a junkyard and is a major blighting influence and nuisance to adjacent businesses in the Corridor. Now, partially because the Corridor community has addressed this issue with one voice, the case is moving forward, and the City is working on cleaning up this property and turning it over to a responsible landowner. The group has also expressed interest in exploring activities within the Corridor that support the expansion of “green” industrial practices and could result in the construction of a “green” industry incubator on the site of an existing, underused or vacant industrial property. Several businesses have agreed to serve on a Green Strategy team, and the City is working to apply for green industrial development grants from the EPA to bring consultants and resources to the Kishwaukee Empowerment Group’s ongoing discussions about the “green” future of the Corridor.

The establishment of the Empowerment Group and the City’s full support for its initiatives have resulted in a robust growth of additional community partners committed to the area’s revitalization. Regular communication exists between the Empowerment Group and new and existing Corridor-based neighborhood groups. As this collaboration grows, the business-oriented Empowerment Group may be able to provide additional financial resources towards Corridor revitalization and catalyze employment opportunities for Kishwaukee corridor residents, helping to make this section of Rockford a healthy and affordable urban environment to live, work, and play.

The final Plan includes a Vision for the Corridor, six organizing planning principles, economic development initiatives, organizational/administrative initiatives, and an action strategy matrix that outlines implementation strategies by category and timeframe, and identifies organizational

leaders and potential funding sources. These implementation activities not only deliver unique design solutions, but also include strategies for establishing the public-private partnerships necessary to catalyze broad-based community support for reinvestment within the Corridor.

Northeast Urban Planning Area Study:

The objective of the Northeast Urban Planning Area project was to look at transportation needs and land use needs along the Poplar Grove Road corridor between the City of Belvidere north to Illinois Route 173 and the Village of Poplar Grove. The project was to look at present and future needs up to the year 2040 and propose a transportation plan to accommodate these future needs. The study was to encompass the area approximately two to three miles on either side of the Poplar Grove Road corridor and determine the affect the surrounding area has on this corridor.

Poplar Grove Road is a major corridor that links Illinois Route 173 to the City of Belvidere and to the Illinois Tollway interchange on Genoa Road. Poplar Grove Road from 1998 to 2003 had experienced a traffic growth of approximately twenty- percent. The Village of Poplar Grove had begun an extensive growth plan both commercial and residential that would impact the type and volume of traffic on Poplar Grove Road. The County’s goal was to look at how development was to occur in the area and provide a plan that would successfully handle future growth by recommending infrastructure improvements.

South Main Corridor Study:

The South Main Corridor Study is a planning effort that will be started at the beginning of Fiscal Year 2011. The main objective of the study will be to analyze the eco-

nomie, social, and physical assets of the South West Rockford neighborhood to leverage the improvements in the IL-2 Corridor in redeveloping the current historic area called Founder’s Landing. As part of the Illinois Capital Plan, South Main Street from Cedar St to the Airport will undergo significant reconstruction to facilitate a better travel to and from US BYPASS 20 to Downtown Rockford. Included in this is the beautification of this thoroughfare because it is one of the main entrances into not only the City of Rockford but the entire region.

The study will work with citizens and action groups to facilitate the best application of resources along with creating a vision for the area derived by the residents of that locale. This effort will not be unlike that of the City of Rockford’s Kishwaukee Corridor Redevelopment Plan that was enacted a year prior to the formulation of this study. RMAP and IDOT will actively participate in the planning process with the City of Rockford being the lead agent. This area also encompasses the South Main Rail Yards that are being proposed for an Amtrak station once train service is returned to the region. As part of the South Main Corridor Study they will be incorporating ideas on how to develop this site around a transit stop that will potentially bring commuter/visitors to and from this region. This area could have the immense responsibility of being a first impression to those who use the rail service which could result in significant economic development.

Envision North Main:

As Rockford continues with plans to revitalize and enhance its core Downtown districts and its signature cultural amenities, the quality and character of the “gateway” roadways leading into Downtown become more important than ever before.

By initiating the Envision North Main Street corridor study, the City officials acted proactively to ensure that future roadway improvements and economic redevelopment opportunities align with and support the goals and aspirations of residents, property owners, business owners, public officials, the IDOT and other corridor stakeholders.

In the Fall of 2006, the City of Rockford engaged Hitchcock Design Group to develop a Corridor Plan for the North Main Street corridor. A project Task Force comprised of City staff and elected officials was created to guide and direct the planning process. The Hitchcock Design Group team, which included Business Districts, Inc. (marketplace analysis) and Houseal Lavigne Associates (zoning and land use analysis), worked closely with the project Task Force, IDOT officials and other interested stakeholders to develop a Corridor Plan that reflected the desires of the community and that met IDOT criteria for roadway improvements.

Study Area - The study area is less than 3 miles in length and runs from just south of Main Street/Auburn Street to just north of Main Street/Riverside Boulevard. There are a variety of commercial, industrial, institutional, recreational and residential land uses throughout the corridor.

Project Goals - The assignment had three primary goals:

1) Public Streets and Spaces

The City sought street and streetscape improvements within the public right-of-way that would create a safe and attractive multi-modal environment, and that would also help to generate private market economic redevelopment.

2) Development Regulations and Guidelines

The City sought to incorporate form-based regulations and guidelines as an overlay district into the Zoning Ordinance that is currently being rewritten. These codes will regulate building orientation, signage, lighting, landscaping and mix of businesses.

3) Plan and Guidelines Implementation

An important component to plan and guidelines implementation involves public participation. The City sought input from local residents, key corridor stakeholders and public officials to determine grassroots perceptions of the corridor. In addition, the City sought detailed implementation actions which could stimulate large scale redevelopment in the corridor. Finally, development guidelines were developed to ensure that quality standards will be met or exceeded.

Results - The Envision North Main Street Corridor Plan is the result of a collaborative process that included analyzing the existing conditions and opportunities, developing alternative improvement strategies, refining the preferred strategies and establishing an implementation action plan. Members of the project Task Force, City staff, community leaders, business owners, merchants, residents and other corridor stakeholders were instrumental in the planning process. The planning process included a community workshop to brainstorm concepts for the corridor and a public open house to solicit community feedback on alternative strategies. The result is a vision for the corridor that is unique to Rockford. The highlights of the plan's key findings and recommendation include:

- Organizing the corridor into three distinct "zones of

control" that require different levels of municipal focus, resources and leadership.

The first is the public right-of-way. The City should work closely with the Illinois Department of Transportation (IDOT) to ensure that high quality, "context-sensitive" roadway and streetscape improvements are advanced.

There are three locations along the corridor that are especially suited to serve as mixed use neighborhood centers. The goal for neighborhood centers is to create environments that emphasize the comfort and safety of pedestrians.

The third zone is comprised of the transitional areas between the neighborhood centers. The transitional areas provide potential locations for market-driven redevelopment that might include conventional auto-oriented retail, commercial offices, residential and/or light industrial.

- Preliminary market analysis suggests that the corridor cannot, at present, support the amount of retail currently permitted by zoning, and the limited lot sizes and low traffic volumes means the corridor will not appeal to big box retailers. However, there does appear to be a market for additional restaurants, a national drug store, small gift/accessory shops and personal care businesses in the North Main/Auburn business district.
- While a primary goal for the corridor is to create safe and attractive pedestrian environments, many of those pedestrians will arrive by automobile. Consequently, provisions for shared parking facilities are critical.

- Initiating a program of continuous infrastructure improvements (fixing gutters and sidewalks, cleaning streets and improving the existing landscape features) will also enhance the corridor's safety, appearances and overall image and identity almost immediately.
- The Corridor Plan illustrates preferred neighborhood and transitional area features and building patterns. In addition, there are development guidelines that define and articulate the preferred standards for revitalization along the corridor.

Completing the Envision North Main Street Corridor Plan is a significant accomplishment. This is just the beginning of a much longer process, though, and a great deal of hard work and enthusiastic support will be required to turn the vision into reality. By systematically implementing the recommendations over time and by working closely with the IDOT on the final design of roadway improvements, the City and corridor stakeholders can ultimately achieve the plan's vision.

Planning Techniques

As the Rockford Metropolitan Area progresses not only in terms population, but also through commercial, industrial, and transportation facility growth, careful thought must be used on where to locate these places. This must take into consideration the type of mode the public is using to travel, where they are traveling to and from, and the distances they have to traverse to get where they are going. It is necessary to keep in mind that an ever expanding road network places burdens on municipalities through maintenance costs, on the citizen through travel times and taxes, and a whole host of other intangible factors that weigh in on the situation.

It is important to note that RMAP as an Agency has no official land use control, those powers are left to the individual agencies that make up the RMAP membership. RMAP is mainly a resource agency that deals with issues surrounding surface transportation. RMAP responds to questions and concerns from all agencies and citizens. In doing this, this organization must be current with planning efforts of this region and other regions in the United States so that it may be prepared to assist in the creation and implementation of its members' plans. With that being said it sometimes falls on RMAP to advocate for certain philosophies that may be contrary to the plans set forth by individual municipalities. This is often because RMAP looks at issues from a regional context that may elude the agencies focusing on their specific circumstances.

All of the following planning methods are being used in the Rockford Metropolitan Planning Area to some ex-

tent; some through passive means, some through active means, and yet others by future plans for development.

Facilities Planning Areas

In October of 2001, the Openlands Project wrote that the "Illinois facility planning area (FPA) process is one of the state's most important, but least understood, planning procedures." While RMAP's Program Evaluation offers no conclusions about the importance of the FPA process within the environmental protection framework (vis-à-vis other programs and laws), its interviews suggest that the statement is absolutely correct with regard to the level of understanding of this program's mandates and efficacy.

Requirements Under the Clean Water Act:

The FPA process was built specifically to fulfill the requirements of the Construction Grants Program under Title II of the Clean Water Act. The last year that funds were formally appropriated was 1990, though the program seemed to end many years earlier. It was intended to protect state and federal investments in municipal wastewater treatment facilities (Constructed with federal grant funds) by ensuring that the projects were designed to provide waste water treatment to a specific 20-year service area (or FPA) in the most economically and environmentally sound manner. The statute specifically mandates that the state evaluate the "economic, social and environmental Impacts" of implementing the plan in accordance with 40 CFR §130.6(b)(c)(6) 40

CFR §35.917. Facility plans for wastewater transportation and treatment are also reviewed for consistency with the Illinois Water Quality Management Plan (WQMP).

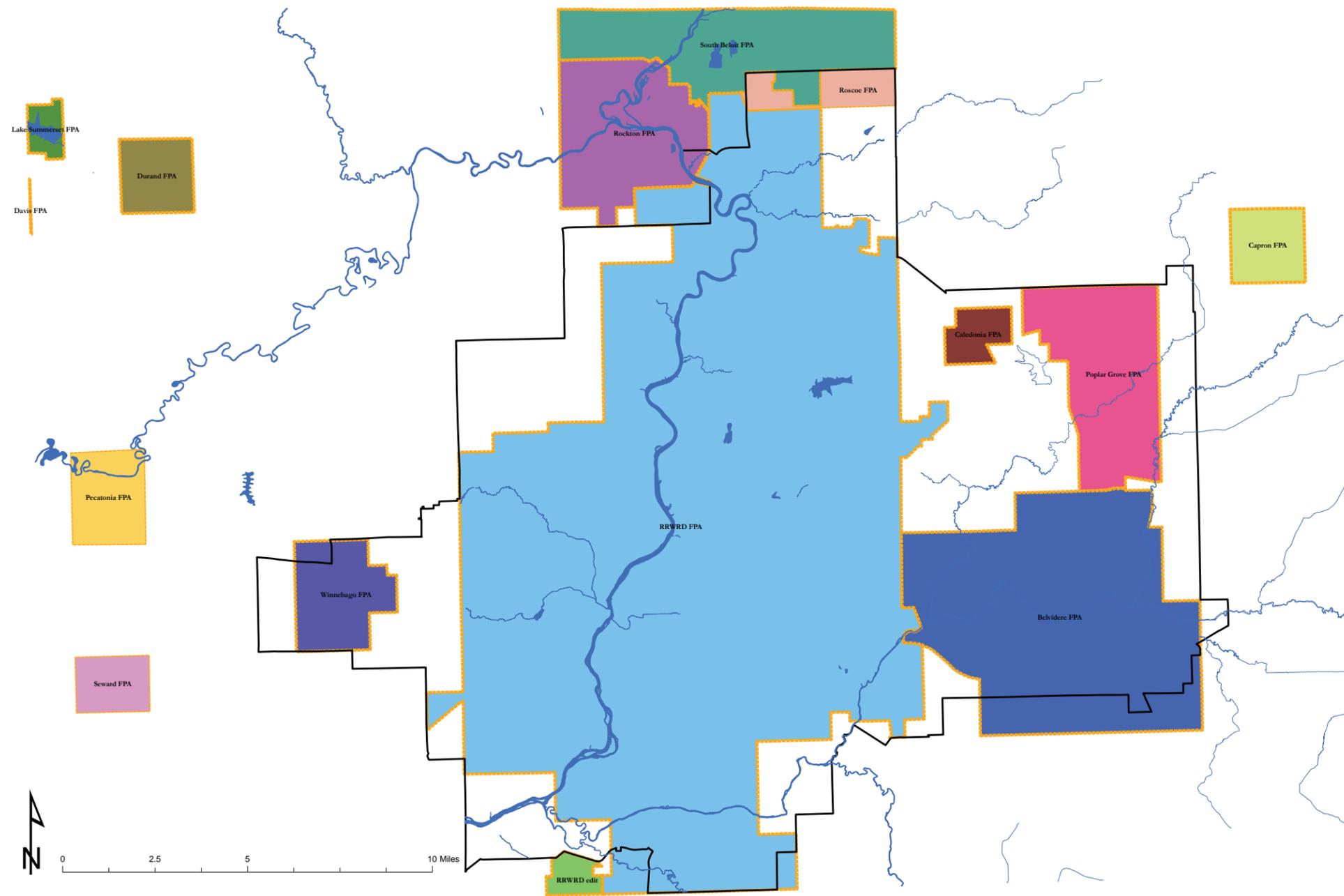
Neither the federal program nor similar state program exist today though IEPA now administers a federal loan program – the State Revolving Fund (SRF) - in which local government entities borrow money at a fixed rate of interest which is then paid back to the IEPA. The loan program still maintains a moderate level of facility planning review. However, the emphasis of the planning review is to confirm that loan funded projects are technically appropriate and affordable, and to verify that projects comply with federal and state environmental law and regulation. Given that communities are required to repay the loans, IEPA's emphasis on protecting the state's investment is no longer as compelling. The FPA process does give local sewer authorities (such as municipalities or sanitary districts) the assurance that the wastewater infrastructure investments they have already made will remain safe from intrusion and competition that would prevent them from recouping capital costs. If municipalities could not recoup their costs through the connection fees and base of customers planned for, it would be harmful not only to the municipality but also potentially harmful to the environment, since operation and maintenance of the wastewater treatment facility might suffer. Regardless, although IEPA still needs to review projects to ensure that the SRF funds will be used to construct needed wastewater infrastructure and to prioritize compliance projects, the focus on defining a planning area beyond a projected service area is not necessary.

The Illinois FPA Program:

The Illinois WQMP was adopted in November of 1982. Activities required under §106, §201 (facility plans), §205(j) (water quality management plans), §208 (waste treatment management planning), and §303 (continuing planning) of the Clean Water Act were consolidated into an integrated process, which required the development and maintenance of the WQMP. The purpose of the WQMP is to coordinate the three area-wide wastewater management plans (covering 19 counties) with the state plan (covering the remaining 83 counties). The WQMP is composed of:

- The four preceding wastewater management plans;
- All approved facilities plans; and,
- All wastewater National Pollutant Discharge Elimination System (NPDES) permits excluding industrial process, thermal, stormwater and non-contact cooling water NPDES permits as specified in §2.324 of the WQMP.

The WQMP addresses control of pollution sources, maintenance of stream use and water quality standards, protection of groundwater resources, and control of hydrologic modifications. In addition to the assurance of sound economical and environmental decisionmaking, the WQMP is also intended to serve as a tool to protect the federal and state investment in pollution control fa-



Map 9-1: Illinois EPA Approved Facility Planning Areas depicts the Facility Planning Areas for both Boone and Winnebago Counties

ilities. The wastewater treatment needs and the FPA's for a service area are identified in the WQMP. The original WQMP has been frequently amended to reflect specific changes in various program elements as well as FPAs.

Originally, IEPA's role in facilities planning was directed by §208 of the federal Clean Water Act. The FPA process was created largely to satisfy the requirements of the federal Construction Grants Program. The goals were essentially twofold:

1. To protect federal investments in wastewater treatment capacity from being duplicated in neighboring communities
2. To prevent the overextension of the service envelope beyond the needs dictated by the 20-year growth horizon.

FPAs are defined as the area considered for possible wastewater treatment service (the "service envelope") within a twenty year planning period as specified in 40 CFR 35.2030(b)(3). Exceptions are those areas where the designated management agencies (DMAs) have defined an area to be serviced by on-site treatment over the next twenty years. A DMA is a public, quasi-public, or private enterprise designated for and engaging in planning, collection, transport, treatment, or sludge disposal of sewage. Approved by IEPA, an FPA is an area in which a DMA has the right to plan, design, construct, own, and operate sewer facilities (wastewater treatment plants, interceptors, collection systems, etc.) and to apply for federal and/or state funds and permits associated with the construction of these wastewater facilities.

IEPA designates FPAs large enough to take advantage of economies of scale, efficiencies possible in regional planning, or decentralized or individual on-site systems. In theory, FPAs are sized to ensure that the most cost-effective means of achieving the established water quality goals can be implemented (focused on appropriate wastewater treatment as the key strategy), and that an adequate evaluation of environmental impacts can be made. Facilities planning consist of those necessary plans and studies that directly relate to treatment works needed to comply with the enforceable requirements of the Clean Water Act. **Map 9-1** shows the FPA's in both Boone and Winnebago Counties. Facilities planning define and quantify the appropriate size of wastewater facilities. FPA amendment requests may be initiated by either IEPA; a facility planning authority; a DMA; or, if within the counties under their jurisdiction, by one of the three identified State of Illinois area-wide water quality planning agencies: Northeastern Illinois Planning Commission (NIPC); Southwestern Illinois Metropolitan & Regional Planning Commission (SIMAPC) and Greater Egypt Regional Planning & Development Commission (GERPDC).

Transit Oriented Development

Transit Oriented Development (TOD) integrates multiple planning philosophies into one development style. TOD centers high-density, mixed-use development nodes that are efficiently served by bicycle/pedestrian, bus, rail, or any combination thereof. The point of TOD is to reduce Single Occupant Vehicles (SOV) by making transit options easier to use than the automobile. The characteristics of these developments can manifest in multiple ways, but almost always include:

- Multimodal transit hub

- High-density
- Retail opportunities
- Commercial businesses
- Single and multi-family residential

TOD nodes are centered on transit stations and extend no further than 1/2 of a mile from that center point. Studies have shown that this is the distance that most people are willing to walk to access public transit. The stratification of these districts ranges from very high density in the center to medium / lower density as you approach the quarter-mile limit.

There are currently no TOD nodes within the Rockford Region, but Rockford's larger neighbor Chicago, is the birthplace of Transit Oriented Development. With the creation of the Elevated Train, suburban neighborhoods started developing around train stations. Many cities and towns in the nation were built with this same ideal in mind. With the advent of the cheap mass produced automobiles though, train rider ship dipped because of the fixed routes and time from door-to-door.

In the modern era, the overpopulation of the automobile finds adequate infrastructure sorely lacking because roads in urban environments are increasingly harder and harder to navigate efficiently due to complexity, condition, and congestion. These massive networks have in many instances scarred urban landscapes and divided once thriving communities. The system can only expand so much without negatively impacting the surrounding environment. Much of the congestion found within urban centers comes from commuters traveling to and from employment centers. It only makes sense to cluster these large employment centers to maximize the efficiency in travel. Time lost on the nation's congested interstates tal-

lies into the billions of dollars each year. This is not to say that the SOV's should not be utilized, it is to say that transit hubs and TOD can collect many of these inner-city travelers and more efficiently bring them to urban workforce centers while car travel can be reserved for other origin/destination trips other than work purposes.

TOD and its Application in the Rockford Region:

There are not currently any high density clusters of development to support specific transit hubs in the Rockford Region. The Rockford Mass Transit District (RMTD) operates routes out of a single downtown station (with plans on constructing a second transfer station adjacent to a major commercial shopping district in the area) surrounded by mostly governmental services like: Winnebago County Courthouse, Winnebago County Administration Building, RMAP, Rockford City Hall (within a half-mile), Regional Access and Mobility Process (RAMP), and various other nonprofit and service organizations. Critical to the community as though these may be, these types of uses do not accomplish the goals of Transit Oriented Development which requires clustering of high density residential uses to support transit service. (More about RMTD and its route structure can be found in the transit section)

There are a number of other venues surrounding this location that could take advantage of an increasing number of residents that would reside within a TOD development, namely the Metro Center and Coronado Theater. In addition to these large venues there are other small restaurants and boutiques that could cater to the new residents within the development only a stone's throw away. This makes it possible to support the addition of these residents because with an influx of new people there needs to be services that provide everyday needs,

and since the overall goal is to reduce Vehicle Miles of Travel (VMT) the short distance from this development to goods and services makes it an ideal location. Even though this area may not currently have everything that residents may need, there is great opportunity to add those types of services within this already established area due to the high number of vacant structures.

Planning efforts are underway to develop the South Main Rail Yards into Rockford's first TOD location. This would take advantage of the future downtown stop of proposed AMTRAK service. The vision for the yards is to create a development structure based around the rail line and incorporates:

1. Multi-story structures ranging from 3 to 10 stories in height
2. Mixed-uses of commercial office space, retail, open space, and most importantly residential dwelling units
3. A mixture of market rate and below-market rate dwelling units to add a diversity of income levels
4. Units that are available for rent and units available for purchase
5. Integration of bicycle, pedestrian, bus, and automobile access with the emphasis being on walkability due to the sites connection to downtown
6. Connection to shared-use paths along the river

7. A mix of architecturally significant aesthetics that both tie into a historically significant area and modern structures

The placement of this sort of development in this location will hopefully increase ridership along with spurring infill development. With the success of this rail service, commuter rail service will hopefully be extended to the Rockford Region providing many more opportunities to create more of these types of nodes within the framework of our urban area.

Infill

Infill is a method of slowing outside "Green Field" Development while still gaining revenue from a continuance in development. At the core of this method is the reuse of unutilized or under-utilized land internal to the corporate limits before annexing parcels to fill a development need. This supports greater, more efficient use of land that already is serviced by public facilities since increasing public facilities, as mentioned above, comes at great expense to the public subsequently draining those coffers for other worthwhile projects. Infill development also creates greater density which helps a number of factors including walkability. Over the course of the last two decades infill development and growth control has been practiced in many different ways. Urban Growth Boundaries were used in some areas to mandate use of the land within the boundary before moving outward. In many areas this created stagnant development markets due to the soaring prices of land. It is a simply supply and demand issue, cut the supply and the demand will eventually increase. Another way which is still trying to gain a foothold in many areas is Transfer of Development Rights (TDR). This occurs when a developer approaches the city with development outside

of the urban core. The city will trade them the development rights of property that either the city owns, has seized for tax delinquency, or has used eminent domain on for the development rights of the parcel that the developer owns. Due to the complicated nature of such transactions and some citizen concern over political issues, this type of infill has progressed slowly and is limited in use.

There are many other ways in which infill can be generated but the last one that is discussed is the issue of "Land Banking." This is the assembly of many parcels of land that are have either not been built or that have been deemed unworthy for inhabitants and therefore is scheduled for demolition. In this way the city involved can strike a public-private partnership with a developer. The city can pay for demolition of the properties and then the developer can purchase the development rights from the city. This is just one scenario of "Land Banking" and usually has other funding sources and seizure mechanisms involved since it often takes place in blighted communities.

Map 9-2 shows the availability of land for commercial or industrial facilities and **Map 9-3** shows empty building space within the existing Urban Core. This is vacant property located in areas that have been designated for these uses. Office parks, warehouses, and industrial manufacturing could be well suited for these areas. There is pre-existing water, sewer, and road facilities that could service such business development. This would be a prime use to Infill tool; that is, identifying unused land within the existing built environment and utilizing that space for future commercial growth. This expands the tax base without expanding the scope of services or infrastructure needed to service the development.

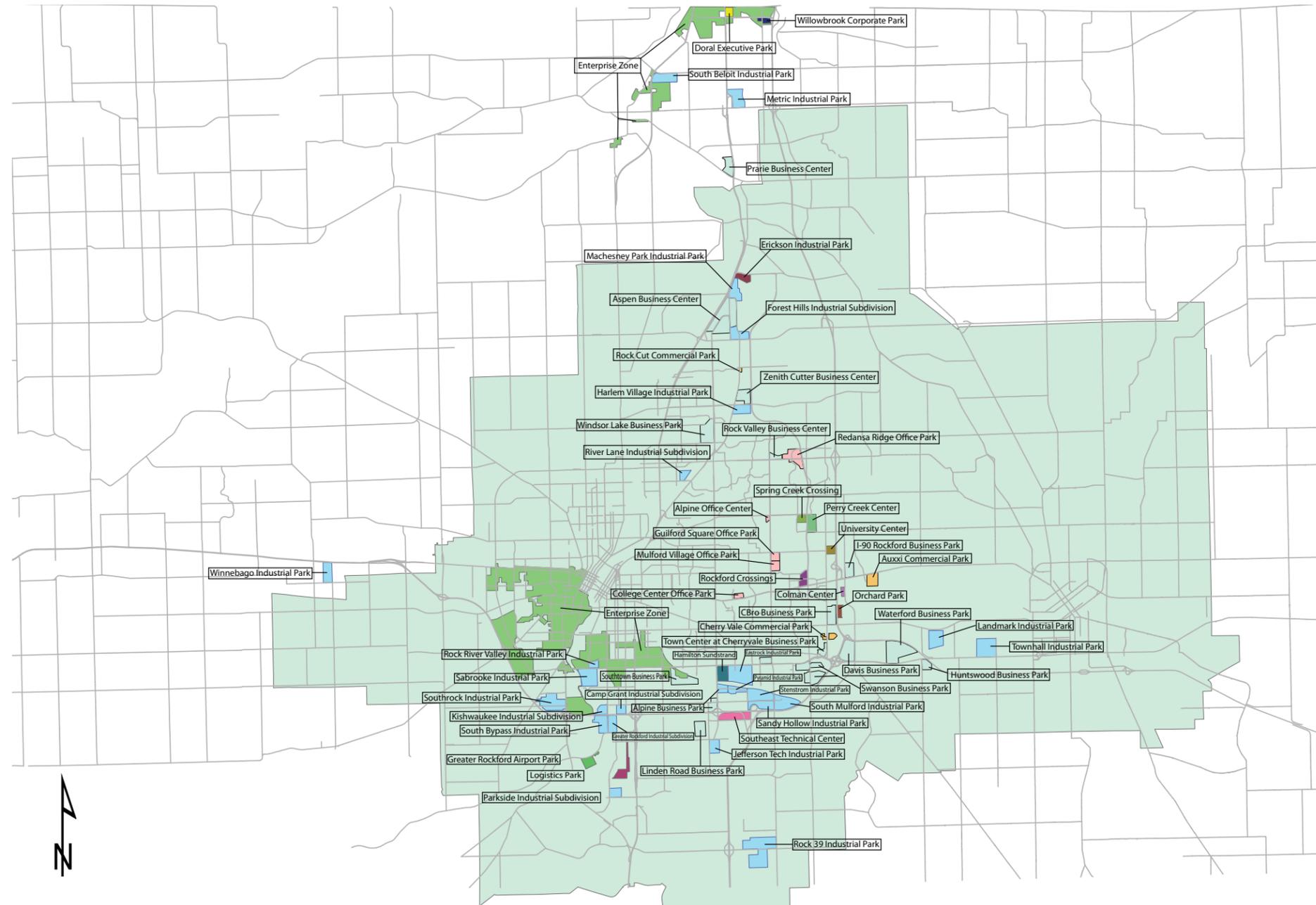
Smart Growth

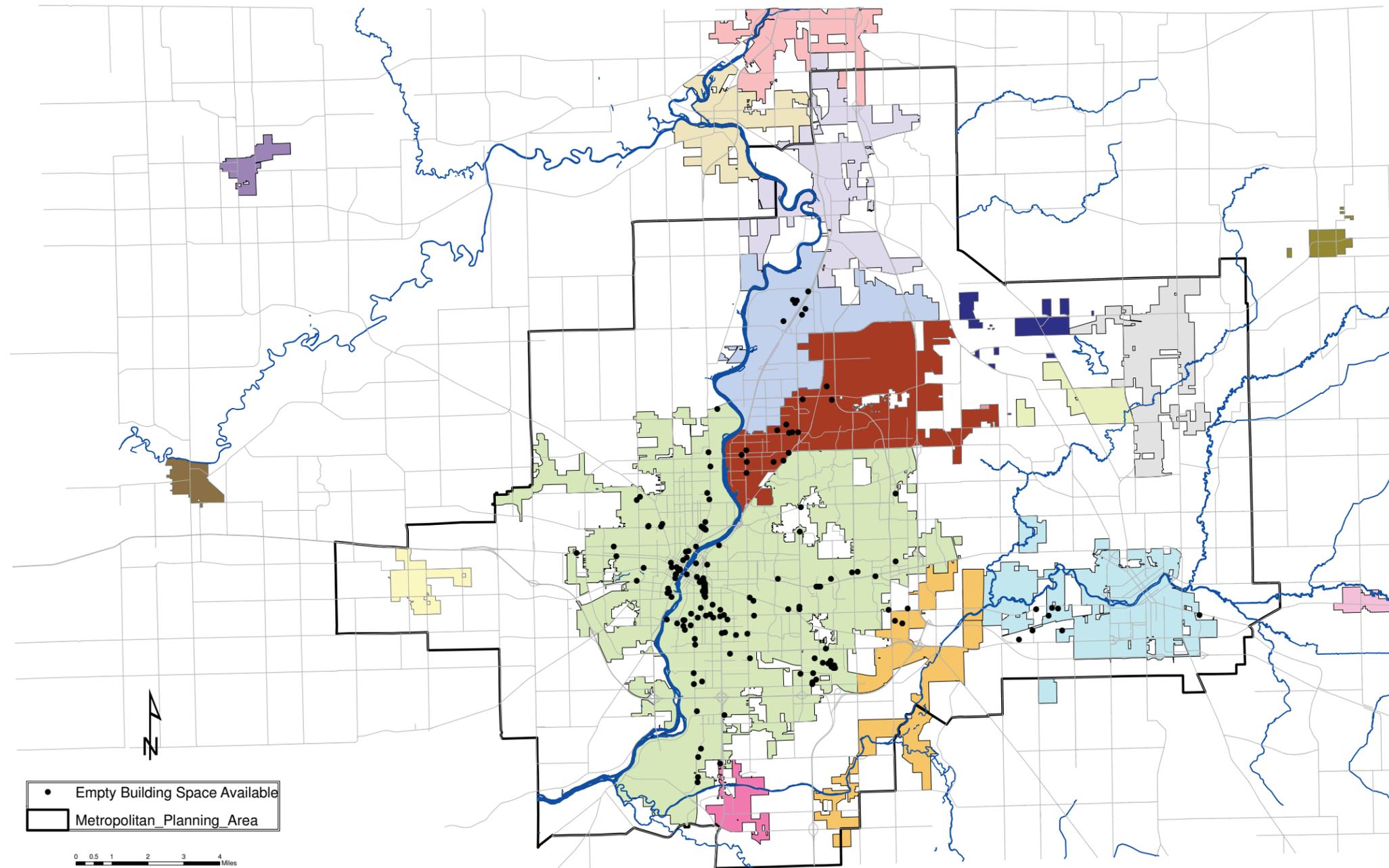
Smart Growth is the main guiding principle RMAP bases its land use policies. This covers multiple topics including some mentioned above. The main difference is that these are used in conjunction with each other after analyzing specific features within the community and moving to logical outcomes based upon systems capacity, environmental impact, job creation, livability, density, etc. All of these factors play a role in determining the best scenario to follow.

Smart Growth also focuses on the interconnectivity of residential and commercial uses, the composition of developments, and the functionality in terms of efficiency of the built environment. Many new mantras in the planning world have fallen under Smart Growth principles such as livability, walkability, and sustainability practices.

"Smart growth" has a number of definitions, but generally incorporates a range of development and conservation strategies that help protect the natural environment and make communities more attractive, economically stronger and more socially equitable. A smart growth strategy focuses on the long-term implications of growth and development decisions, and how it may effect communities at various geographic and time scales. Smart growth has become a label for traditional comprehensive planning activities that seek to integrate core planning elements such as land use and transportation with emerging ecological and social concerns with the intent to create an integrated policy structure for approaching growth and change in communities over time.

Map 9-2: Commercial and Industrial Areas lists areas within the region that are designated as commercial or industrial areas and represents land in most cases that can be developed.





Map 9-3: Empty Building Space Available shows the locations of empty buildings within the region that can be redeveloped. Buildings listed are usually above 3000 sqft.

Housing

Examining the housing stock within the entire region, emergent development trends become evident. The majority of new houses being built within the region are in the North East part of Winnebago County. As this happens the housing stock located in the older established parts of the region is crumbling. The City of Rockford, City of Loves Park, and Village of Machesney Park have all been affected and must adapt to development pressures that are predominately located along Interstate-90 and Perryville Road. The West side of Rockford has been impacted the most. This area, once the heart of the city and a manufacturing hub for all of the Midwest, has seen industrial buildings that now sit empty and a housing stock that is deteriorating. This area has a high renter population and rate. As development pressures push the boundaries of this community wider, this area seems to suffer more from neglect. With the recent downturn in the economy, the area has seen a great influx of foreclosures. These houses have been left abandoned because the area has also been hit hard when it comes to employment. Winnebago and Boone Counties have the highest unemployment in the State of Illinois.

Partnerships with Housing Agencies



RMAP will partner with local Housing agencies to facilitate the restructuring and reconstitution of the assisted housing facilities within the region. There are many new theories in the realm of government assisted living. Many of these new strategies can be implemented into new higher density, Transit Oriented Development areas. Not only will a mixture of uses exist, but a mixture of incomes as well. This new philosophy along with stricter behavioral and service requirements will better integrate much needed assisted living facilities with market rate housing. This has been tried with much success in many parts of the United States. RMAP will integrate these tenets into its plans as this organization progresses in diversifying sectors on which it concentrates its planning efforts. RMAP will, in a comprehensive, coordinated, and continuing manner; use the information from all new focus areas to evaluate future transportation projects as well as guide future development decisions on the basis of current housing, infrastructure, socio-economic, and other factors. RMAP will have to gain considerable perspective and further its knowledge base on these subjects as it moves forward with folding these areas into its expanding repertoire.

LEED/Environmental Building

Leadership in Environmental Education and Design (LEED) was started as a consensus based organization comprised of multiple professions within the building trade and developed by the U.S. Green Building Council (USGBC). Its main purpose is as a rating system

for buildings that incorporate eco-friendly techniques. There are six categories in which a particular building design will be judged: sustainable site, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, innovation and design process. Within these categories several specific metrics have been formulated to evaluate the use of green technologies and practices when designing and constructing a building. Different LEED versions exist depending upon "prerequisites" for the different types of construction proposed. If enough points in all of the categories are tallied, four different levels of LEED Certification could potentially be met: bronze, silver, gold, platinum.

Even though LEED is the standard for green development, it is still in its infancy. Some of the many requirements and design standards that LEED has traditionally supported have, when implemented, been shown to produce results in opposition to the goals of this ideal. An example being the large amounts of glass incorporated into some of the first LEED designed buildings. Large amounts of glass proved to work against efficiency in HVAC systems causing more energy use. Another drawback that many see is the inflated cost of building the structure to LEED standards and also the cost involved within the actual certification itself. It is thought that eventually the efficiency in the use of fossil fuels and energy may offset this cost when extended for the life of the building.

Currently within the Rockford Region there are no structures that have attained a LEED certification. The



heavy reliance on the manufacturing sector in this area could be a large reason for the lack of LEED projects. Traditionally, the majority of LEED structures are office buildings. It is very difficult to design a manufacturing facility where exhaust gases and welding fumes are prevalent, although this has been done with great success abroad. The Ferrari factory at Modena has integrated a livability factory into their manufacturing facilities. Plants, natural light, and fresh air make these structures look and feel as if they were designed for less extensive uses. This could be a new and exciting avenue for this area to attract new businesses, by providing incentives or supplying facilities that take these new aesthetics into account. Integration of green architecture not only in the manufacturing realm, but also the government realm will create an example of green technologies in use.

Many of these principles are being used today in the Rockford Region. Many of the older buildings within the area are being converted to modern day standards while keeping new construction at a minimum. This philosophy is called adaptive reuse. Until recently there were not guidelines for LEED Certifying aging structures. Recently a lower level of certification can be attained through improvements in operational efficiency. Although, from a planning perspective, this may be an overall flaw of LEED since infill and adaptive reuse is a key tenet of smart growth. The USGBC is diligently working on ways for existing buildings to become certified. Through breakthroughs in technology, this has become easier and easier.

With the stagnant industrial, commercial, residential, and corporate growth, it is difficult to spur new LEED development that may cost more to construct. It may be beneficial to the surrounding municipalities to integrate some of these principles into their individual building codes or

create overlay zones to make green districts. In this way a certain image and character of green structures can differentiate from that of the rest of the built environment.

Affordability

Affordable housing often appears in the form of rental units. Generally two demographic groups tend to occupy these units; A) the highly mobile who find it cumbersome to maintain a residence, or B) those who are unable to afford the expenses of living in a single family dwelling unit. Within the region, there is a lack of affordable housing that gives access to job opportunities, good schools, and in neighborhoods that provide a sense of safety and security. These are the issues that affect the housing market in the Rockford Region which is unlike many of the metropolitan areas in the United States today. In these regions high living expenses have excluded low-income populations. On the contrary, the Rockford Region has experienced an affordability crisis due to the lack of opportunity and the failed housing policies of the last generation.

EMPLOYMENT

Population and employment have become decentralized given the amount of sprawl seen by the region. Historically “affordable” units were located in central cities next to manufacturing facilities where most blue-collared employees earned a living. Since the restructuring of the U.S. economy from goods based to service based, job opportunities have moved and left behind the populations that were employed in those sectors. Suburban jurisdictions where low and entry level jobs are abundant are often white-collar communities with little or no housing options for those who thrive off of the jobs in those locales. Oftentimes people who occupy these

entry level positions are excluded from these communities due to housing regulation, while central cities still remain the primary location for not only “affordable” housing units, but also subsidized complexes as well. As jobs become dispersed and affordable housing remains stagnant, the burden on public transit operators (the main resource in providing low-income wage earners an avenue to and from employment opportunities) become overly burdened and inefficient leading to increased operating budgets and lower service levels.

NEIGHBORHOOD DISTRESS

As a result of clustering assisted housing units in mainly minority and low-income areas within downtowns many negative situations have developed that have led to cultural, economic, and racial problems within this region. Concentration of poverty leads to a concentration of societal ills like crime, drug-use, low educational attainment, low quality of health, under-age pregnancy, and single parent households. These ills severely detract from the life goals and attainment of the individuals and have a negative impact on neighborhoods, communities, municipalities, and the productivity of the nation as a whole. This is often exacerbated by the flight of other demographic populations to suburban or fringe areas absent of these problems. This is a double edged sword of types. Not only do the ills cause the flight, but the flight can serve to make the ills worse. Those with high educational attainment, job security, social egalitarianism, and social

mobility flee concentrating poverty further. Without the presence of that group, social unrest brews oftentimes presenting itself in high crime and racial segregation. The further effects of flight from poverty can be felt in the increased costs of sprawl which include: infrastructure, school funding, police and fire protection, etc.

STRATEGIES

In moving forward in addressing the concentration and isolation of economic and demographic groups within the Metropolitan Area, there are key strategies that this organization will employ and advocate for to see the disparate opportunities within the region remedied.

Mixed-Income Development:

Up until the 1980’s, the housing policy of the U.S. government was to centralize low-income populations into subsidized housing sectors comprised of multiple high-rise style units. As mentioned previously, this only exacerbated many of the problems in which led to those individuals requiring subsidy. After forty years, counselors are seeing third generation residents for programs designed to only sustain individual for the short term. In the 1990’s, a Section 8 voucher system was introduced which took a new approach to government subsidy. Instead of providing a place for the individual to live, they would now provide money that can be used to locate in housing that met certain criteria. These vouchers can be

used to locate anywhere within a region as long as the unit met certain affordability guidelines. This greatly helped the effort to decentralize poverty within inner-cities. Now this has been taken one step farther. Entire neighborhoods are being developed, or sometimes redeveloped, to include both market and below market rate housing options. This new system creates public-private partnerships to provide what the government could only budget for minimally in the past. These new developments utilize community policing ideals to bring about social normalization and come with a high degree of rules and regulations for those who take advantage of the below-market rate options. Oftentimes other residents are not aware that subsidized housing is located in the complex. These units are built to high standards unlike the cookie-cutter, drab housing units built as part of the old model.

Regional Focus:

As part of new federal restructuring, many existing federal entities are being re-tasked to now provide direction and leadership to areas not traditionally under their purview as a way of cutting inefficiency and instituting savings by utilizing existing agencies with local knowledge and regional focus. The Metropolitan Planning Organization (MPO), a quasi-governmental entity, may be asked to add housing subjects to its repertoire. MPO’s may be uniquely suited to this task because they already work closely with federal, state, and local representatives on the allocation of funding through entire regions. Control over new funding sources

and increased operating revenues would have to be directed toward these organizations in order to directly fund projects and hire additional expertise in these non-traditional planning areas. MPO's would have the power to certify compliance with the stated goals of the individual programs funding is received from. Within that would exist the power to halt both housing and transportation funding from jurisdictions that fail to meet these guidelines.

AFFORDABILITY INDEX

The Affordability Index is a tool in which to measure the two most expensive living expenses which are costs associated with households and transportation. These two together represent a majority of the expenses of a residence has on a monthly basis. There are many different ways in which these costs manifest given an individual's circumstances.

Historically living expenses that were 30% of an individual's income were considered affordable. As mobility increased though, so did the costs associated with that mobility. Now housing plus transportation expenses have been shown to consume up to 70% of income for certain populations with the average being 50%. With the increase in spending on both housing and transportation households have less to spend on education, healthcare, retail goods, entertainment, and most importantly savings. This phenomenon is especially adverse on lower income populations who do not have earning potential to make up for expense hikes.

Many components combine in giving individual neighborhoods different affordability/livability costs. Housing costs are easily defined and are visible costs, as they are apparent when choosing a place to live. Costs like rent/mortgage payments, utilities, taxes, etc are all

very tangible costs that are seen in advance of the decision where to locate. On the other hand, transportation costs can be more than just what the price of gas is at the pump. Location of the household has a major role in transportation costs. Some examples of transportation related expenses are and depend on:

- Access to goods and services
- Extent and frequency of transit service
- Transit Fares
- Access to employment
- Density
- Loan payments
- Maintenance costs (varies greatly given location)
- Car insurance (also greatly varies given location)
- Gasoline

In the end these costs can dramatically vary depending upon where and how any specific neighborhood is located. Setting aside specific cost of the vehicle, these expenses are relatively unknown when deciding where to live. Not only that, but the type of car needed may vary upon location also. At a glance these expenses are not evident, but can greatly affect the budget of the household.

Affordable Neighborhoods

Since transportation can in some instance equal that of home expenses, how is it possible to minimize expenditures? This harkens to the primary purpose of early cities when the efficient trading of goods and services and the inherent protection provided by having a dense population cluster was easily facilitated through simple city design. In the modern era, cityscapes have lost their focus becoming environments that impede the initial primary purposes of cities. By reducing the distance from em-

ployment opportunities and essential goods and services, residents can realize extensive saving in transportation related expenditures. Locating retail components that offer everyday goods within neighborhood scaled commercial corners can cut down of trips made out of the vicinity.

As more and more single family dwelling units are built, the built landscape expands and expands. These low density developments increase the distance between employment centers, which are the main cause of trips made on a daily basis. Creating neighborhoods with both multifamily and single family dwelling units creates greater density and also provides a better social atmosphere than segregating income classes, which is the unintended consequence of suburban-type neighborhood developments.

AFFORDABILITY POLICIES

1. RMAP and member agencies will work together to develop regional initiatives and goals to further affordable housing efforts in the Rockford Region as well as national housing endeavours.
2. When determining the impact of major new developments, RMAP will use the Affordability Index of Housing + Transportation in determining long-term sustainability of the development and its impacts on the demographic composition of our region, the characteristics of the surrounding community, and the fiscal wellbeing of the region as a whole.
3. RMAP will view proposed major developments through the lens of affordability as it applies to the residents of that individual subdivision as well of the possible impacts that subdivision has on the goals of affordable housing as explained within this section and will

propose standards that will subsequently further regional affordability, sustainability, and livability goals.

4. RMAP will integrate housing related themes into its current planning process as it pertains to comprehensive and/or transportation planning efforts and will provide regional expertise to guide area municipalities toward goals developed as a result of Policy #1 as RMAP works alongside of and with its partner agencies.

P O L I C I E S

The intent of RMAP growth policy is to coordinate Land Use issues to complement and further other goals and objectives in the areas of transportation, livability, the environment, and so on. All other planning areas must be implemented with a Land Use component in order to affect a result. It is not simply enough to focus on specific areas without addressing a larger regional context. Linking both Transportation Planning and Land Use Planning is key to creating a community absent of modern problems that may have been caused by a society that is overly auto-focused.

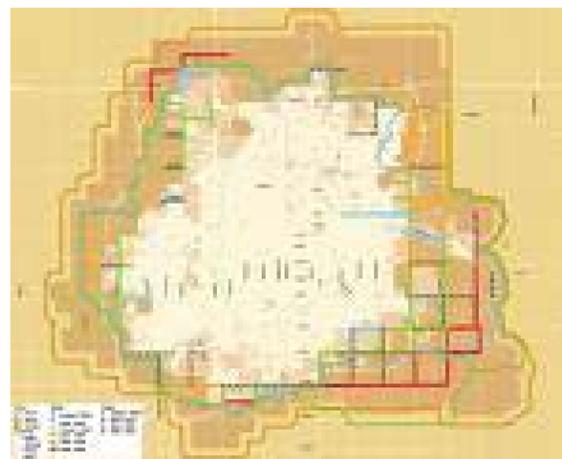
1. *The Rockford Region and its individual municipalities should derive an Adequate Facilities Planning Area to control the overexpansion of development outside of the pre-existing "Urban core".*

Adequate Facilities Planning Areas (AFPA) is a way to control growth and ensure that public infrastructure is utilized to its fullest capacity to keep the costs of installing and maintaining the system to a minimum. The overall goal of implementing such a planning tool is to curtail fringe development, phase new growth, provide higher density development, and create a greater need for the redevelopment of vacant property (infill development).

This tool came about a result of the Urban Growth Boundary movement of the early 1990's. Once planners realized that one of the factors in sprawl development was over extended infrastructure, it was easy to link the availability of public facilities to development patterns

located along the outskirts of what is considered the urban core. A prime example of the implementation of an AFPA is Boulder, CO. Due to the massive influx of people moving to this city and the scarcity of water in that area of Colorado, the city had to limit its resources to preserve the existing system. City leaders decided to draw a boundary around which they would not support developments with public water or sewer. To properly implement an Adequate Facility Planning Areas, additional measures must be coupled with its implementation.

Timing Map: A timing map is a visual document that plots out the timeframe in which open land around the fringe of the current planning area that are ripe for public infrastructure to be placed and therefore ripe for development. The map details land and when that land may come available based upon certain in-

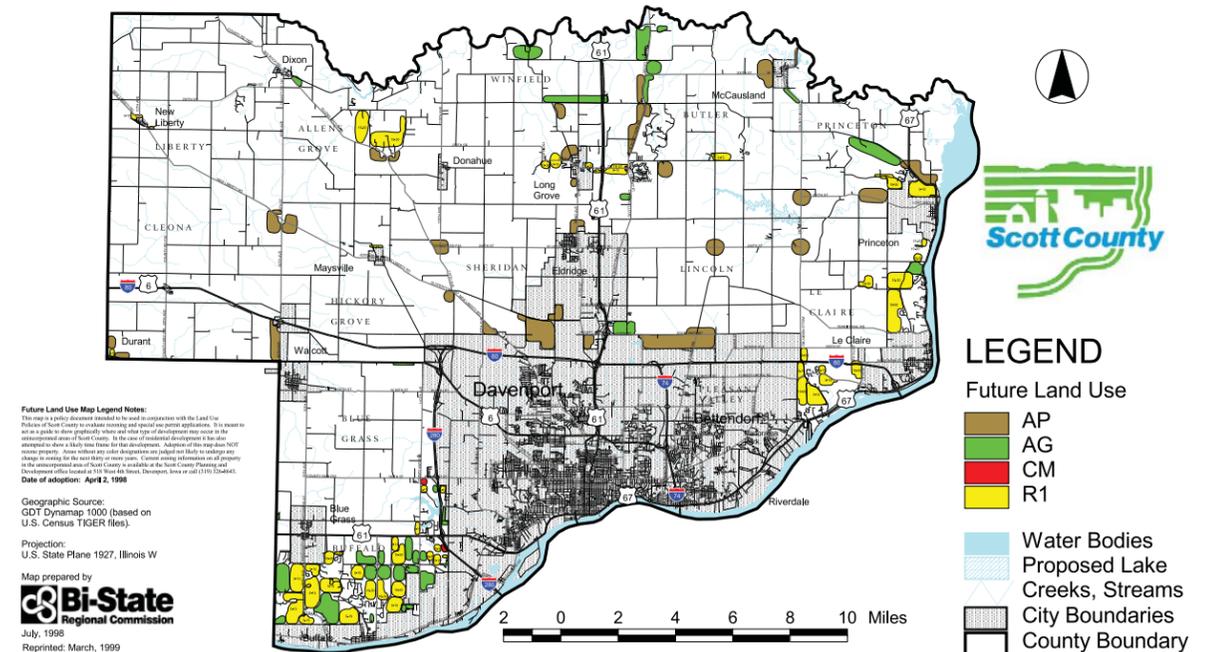


dicators throughout the region. It is a visual representation of the phasing of growth and infrastructure onto new parcels of unused land. The two graphics below are two different regions timing maps, Sioux Falls, South Dakota and Scott County, Iowa. Sioux Falls timing is linked with the extension of public utilities while Scott County's is when they had determined development would be justified to extend into these areas. Both set forth a time period in which they think this will happen. This gives developers a clearer picture on where to locate developments

and at what time, whether it be now or in the future.

Fiscal Analysis: This is a tool that can manifest itself in different ways. Originally used as a cost/benefit analysis tool and the effectiveness of new infrastructure projects and the Return On Investment (ROI) those facilities might have, has broadened into a tool that can applied in a more or less concrete method. It takes into consideration multiple indicators that show the need for new land to be developed such as infrastructure costs, density, affordable/

Scott County Future Land Use



available land and housing, population growth, etc.

Local Ordinances: Since most areas in the Midwest have an abundance of water that can be tapped into by digging personal wells, local municipalities must enact ordinances that specifically limit developments on well and/or septic. One of the major factors in building new infrastructure is getting new users to pay the burden to installation and maintenance. More paramount is that AFPA rely on limiting public infrastructure to control growth. Without that restriction it becomes less expedient tool in coming to that desired end.

In order to simplify drawing of the demarcation, existing planning boundaries can be used. The Environmental Protection Agency has wastewater permitting boundaries that are called Facilities Planning Areas (FPA). The EPA regulates the discharge and cleansing operations of all the reclamation districts in the nation and any such facility that operates these functions must be licensed. These boundaries can be utilized as a UGB, thereby creating a situation where no infrastructure can pass this limit. This would take a new mantra in the operation of the Rock River Water Reclamation District (RRWRD) which is the largest FPA in the region. Although this area should not be as expansive as this one is. It should be designed to allow for limited growth around the “Urban Core” equal to about 10 years worth of growth. After this land at the fringe is used, land within the boundary that may not be utilized to it’s the fullest efficiency can be redeveloped. This is accomplished through the indirect relationship between supply and demand; when supply of virgin land goes down, demand for properties to redevelop goes up. Therefore redevelopment of under-performing properties can spur investment in areas thought not market feasible.

This region is a perfect example of where this tool can be implemented to affect the direction of development efforts. This region has seen years of disinvestment in its core areas for that of new “Greenfield” development located far from housing and other services. Empty lots, buildings, and houses dot this region because of the decades of poor economic performance due to the shift from a manufacturing economy to one dominated by service oriented industries. In order to attract new business and reinvigorate the job market, these large looming representations of a once great but now downtrodden industry must reinvent themselves into tomorrow’s economic engines. To do this more emphasis must be placed on creating an environment that can support these types of enterprises.

The implementation of this policy would promote a practice called infill development. This is the development of existing vacant or under-utilized property within the current bounds of the built environment for new residential or commercial space. The Rockford Urbanized Area has a multitude of empty buildings and parcels that can be redeveloped in order to facilitate new housing and job growth. These facilities range from blighted housing stock to empty store fronts to abandoned manufacturing facilities. There are many opportunities to turn these spaces into thriving economic performers whether it is by reusing the structures on these parcels or razing them to give way to new forms that could spring up in their place. The previous tool and this methodology go hand –in-hand. For the market to select these options there needs to be an impetus that drives developers to these lands.

The benefits of implementing such a program are multifaceted. First, the land that is currently sitting idle and not producing tax revenue is utilized. Since this land

is already being served by public infrastructure the cost to the municipality is zero (whether or not the municipality in question gives other incentives for locating there is beyond the scope of this discussion). Also the cost of maintaining new infrastructure is minimized while the land returns to the tax rolls. The new utilization of the land can bring about new amenities that the old unused land could not. For instance sidewalks can be extended through the property, density can be raised, new design guidelines can be enforced, and so on and so forth. No matter if it is a vacant lot or if buildings have to be demolished, it is a fresh slate on which to start.

Secondly, the price of land will rise. This is seen as a negative effect in some places where Urban Growth Boundaries were first implemented. With an AFPA, once prices get too high new lands can be opened up by making an investment in sewer and water facilities. This will alleviate the growth pressure raising land values. But on the short term, an increase in the value of land can have a major benefit. Cheap land can spur economic development, but it can also perpetuate stagnant uses, for example blighted apartment complexes. Since the land those buildings sit on is inexpensive, landlords would have no reason to invest within their structures. As buildings age, landlords can simply lower the value of the units and still make money. If that same land were more expensive, they would need to keep those buildings maintained in order to raise enough money to cover the tax on the land thereby creating investment in those parcels.

The implementation of this planning tool can have dramatic effect on the development climate within this region. Instead of moving farther and farther away from the traditional “Urban Core”, there should be a focus rejuvenating formerly thriving areas not only because they

were once great bastions of this locality, but because it would make economic, social, and environmental sense to in moving forward in an age where environmental, social, and economic shortcomings are slowly becoming normal reality. Conservation of our landscape as well as our pocketbooks should be at the forefront of our consideration and any way toward that end is a step forward.

2. *RMAP should assist local municipalities in creating multimodal, sustainable, and livable developments within the Metropolitan Area by reviewing and commenting on development projects of a regional scale.*

RMAP currently functions as a resource agency to its members and prides itself in that role. To better serve its membership and advocate for regional outcomes, RMAP should be more involved in decision making when it comes to regionally significant issues whether they be housing, development, utilities, or transportation. One of this organization's major goals is to facilitate the most effective and efficient use of this region's resources along with providing an atmosphere of cooperation amongst its members. The inherent competition between neighboring jurisdictions does not necessarily foster the best use of resources within our region and can lead to increased inefficiencies that increase the costs while decreasing the benefits for all involved.

To quell this type of competition when it comes to land use decisions of a regional scale, RMAP should review projects to provide regional insight into possible alternatives that could alleviate future problems. To do this, RMAP would like to give such projects a "good housekeeping seal of approval" so to speak. Staff would like to review plans and provide input into the decision making process. Feedback generated from this review would be based off of goals that have been set forth by this organization as well as those of its member agencies taking into account best practices for the situation at hand. The following are some of the ways staff would review these plans:

- Using fiscal impact analysis, RMAP would gauge whether public facilities in the area would be adversely affected.
- RMAP would consider if developers are providing adequate features either through impact fees, green space, cash-in-lieu, sewer/water hookups, and impact on the transportation network.

- RMAP would review the plans set forth by municipalities in which new development would occur and neighboring jurisdictions to see if conflicts arise.
- Staff would coordinate among area municipalities in which extra-territorial boundaries overlap to provide an objective third party analysis.

This would be an advisory role with the land use decision power still remaining in the hands of the agency whose jurisdiction the project occurs in. Staff would simply ensure that the goals of the region as they apply to land use and transportation are adhered to in order to provide the best outcome for everyone in the region.

In review of these types of plans, RMAP can convey to the agency whose jurisdiction the application is being made any and all lands that it feels should be held in reserve for future paths of transportation facilities in the region. It is important upon developing tracts of land, that future transportation and public infrastructure needs are kept in mind. It is very costly if not infeasible to reacquire this property once development has occurred. Major facilities in the region require many years of forethought and even longer for implementation which can all be undone if a short term decision to develop is made.

This organization is currently the body that handles the planning of these types of major facilities, and in the past it has been done in a vacuum. Decisions on the placement of each transportation asset and structural component have been made apart from one another. Considering the two intertwined, the reservation of lands that may one day be used for transportation facilities can be more easily made. This set-aside applies to all modes of transportation; not just roads, but bike/pedestrian pathways, rail lines, etc. These reserved features should be represented not only in the land use decisions made in the development process, but should be represented in each municipality's comprehensive planning efforts, so that all of our visions are aligned. That is why the role RMAP as not only

a recommending body but as a resource agency involved in all of its regional partners' planning efforts is so crucial to the successful and orderly organization of the region.

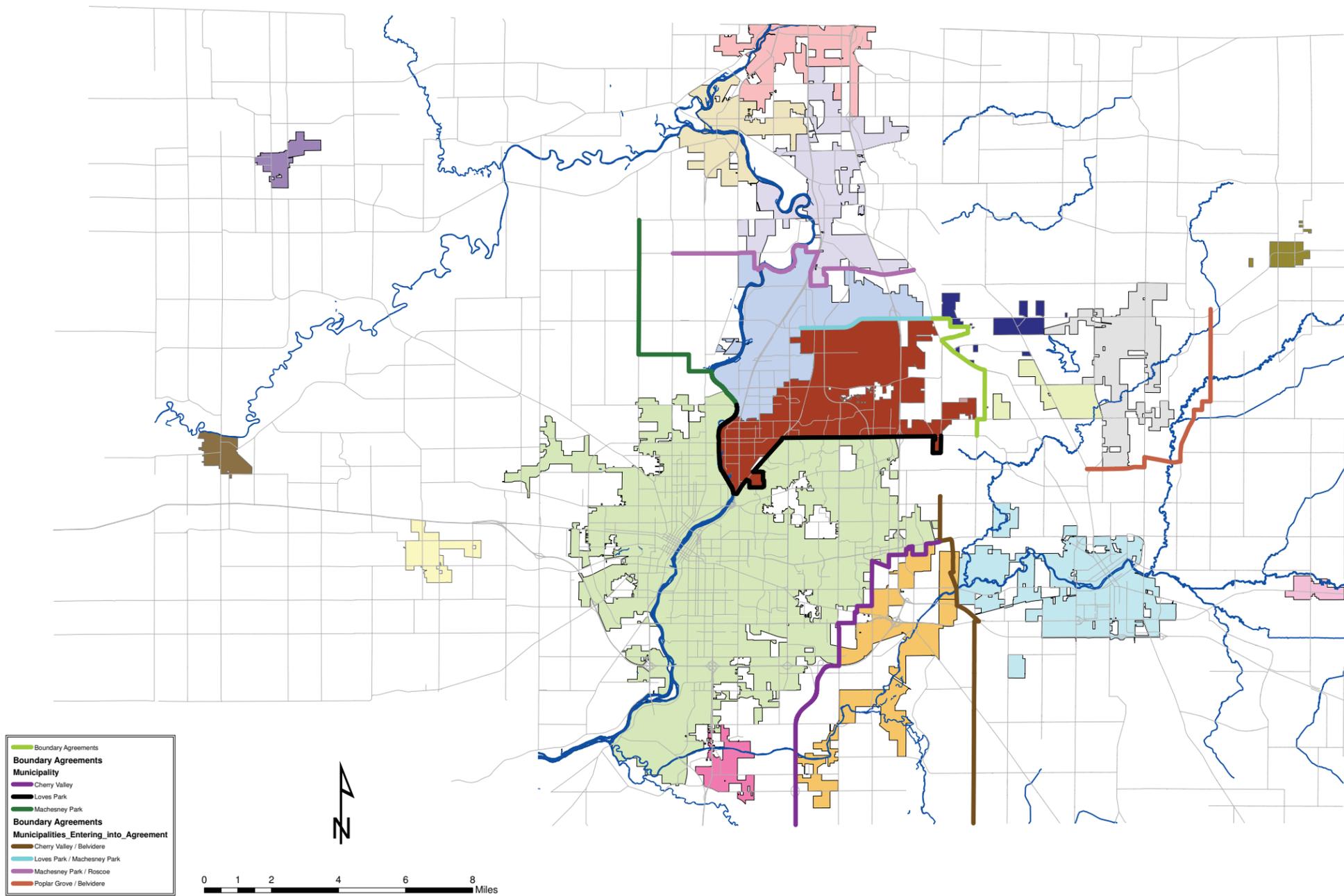
3. *RMAP should use its leadership role in regional organization to convene local municipal governments for the purpose of negotiating growth sectors and future municipal boundaries.*

A common practice employed by local municipalities is to enter into boundary agreements to set out their future boundaries with one another. This practice is much like a contract that states that either entity will not annex or enter into a future annexation agreement with any landowners on the opposite side of the line. In this way each jurisdiction stakes out the future growth areas and potential future boundaries.

RMAP has historically not had a role in this process since many of these agreements have been negotiated far in advance of this organization's expansion. Now that additional staff has been added and RMAP's focus has been broadened, this regional body is the perfect organization to bring these local players to the table and assist with conflict of this nature.

Currently there are several agencies that border one another that have not entered in boundary agreements. In moving forward with land use and its inexorable linkage and impact on transportation, this is an additional effort that can help the region organize in a thoughtful, efficient manner. RMAP can be a third party facilitator and can advocate for the best possible arrangement of resources that would have the best possible outcome for not only the entities involved, but for all of the encompassed region. In addition to a facilitator, if it is the will of the local gov-

ernments to implement growth control on a regional level; this organization could be the organization that bears the responsibility of making growth recommendations based upon factors that would indicate that outward expansion is necessary. RMAP would represent that factor in deciding future growth bounds and assisting creating boundary agreements with our member organizations along with the many municipalities that are in the Metropolitan Area.



Map 9-4: *Boundary Agreements* depicts the current growth boundaries negotiated between bordering municipalities.

REGIONAL ECONOMIC DEVELOPMENT

Population & Household Trends

Investment in Transportation represents a significant catalyst for economic development. Transportation plans identify the facilities and investments needed to promote viable local and regional economies. The transportation planning process starts with 20-30 year forecasts of socio-economic variables. The forecasts are based on trends in other metropolitan areas and which are well-suited to the Rockford Metropolitan Planning Area (MPA). The recommended socio-economic forecasts will be used to evaluate alternative transportation facilities through the application of the transportation planning modeling program. These forecasts will subsequently be used in developing a Year 2040 Transportation System. The recommended System may cause shifts in the distribution of socio-economic forecasts, necessitating the generation of a final set of forecasts.

POPULATION AND HOUSEHOLD TRENDS AND FORECASTS

For the purpose of this Section, the socio-economic data will refer to the Rockford Metropolitan Statistical Area (MSA), which is comprised of Boone and Winnebago Counties. Recall that the Rockford MPA is smaller than the two counties (see **Map 2-1, Plan Definition Section**). During the 1990's and subsequent to the 2000 Census, the population of the Rockford MSA had been growing at an average annual rate exceeding 1.1%. This is a significant increase from the annual growth of 0.29% experienced in the 1970's and 0.17% in the

1980's. The reasons for the acceleration in population growth are twofold: the strength of the local economy and the current phase of the U.S. demographic cycle.

Among the 102 Illinois counties, Winnebago and Boone ranked 7th and 11th, respectively, in terms of total population growth during the period 2000-2008. Preceding the rank of these two counties, in terms of numeric population growth, were: Will, Kane, Lake, McHenry, Kendall and DuPage Counties, with DeKalb, McLean and Champaign Counties between Winnebago and Boone. It should be further noted that, for the Rockford MSA, the post-2000 growth has been balanced, with almost half (49.1%) due to natural increase and the balance due to net in-migration. For DuPage County, all the growth has been due to natural increase; post-2000, the County has experienced net out-migration, as it approached full development. Most of the growth in Will and Kendall Counties has been due to in-migration, created by the outflow from the fully developed Cook and DuPage Counties. **Table 10-1** shows the component of population change for Illinois counties for the period 2000-2008. The counties are ranked by numeric population change.

The economy of the Rockford MSA is benefiting from the congestion capacity constraints experienced in the inner core of the Chicago Metropolitan Area, i.e. DuPage and Cook Counties. As noted in Section 5, Airports the emergence of the Chicago-Rockford International Airport (RFD) as an important freight hub is due in part

to capacity constraints at Chicago O'Hare International Airport. Section 3, Rail and Section 6, Roadway, discuss the development of Global III as an intermodal (rail/high-

way) facility due to congestion in the Chicago Region. However, in spite of these transportation relationships, the Rockford MSA remains employment self-contained

Geographic Area (county)	Rank by Total Population Change	Rank by Net Migration	Total Population Change ¹	Natural Increase	Vital Events		Net Migration		
					Births	Deaths	Total	International ²	Domestic
Illinois	-	-	481,903	644,967	1,505,709	860,742	-159,182	425,893	-585,075
Will County	1	1	178,870	51,800	79,259	27,459	129,638	7,990	121,648
Kane County	2	2	103,465	48,398	69,879	21,481	54,039	21,261	32,778
Lake County	3	5	67,866	53,205	85,158	31,953	13,638	25,026	-11,388
McHenry County	4	4	58,543	21,388	35,206	13,818	35,794	5,465	30,329
Kendall County	5	3	48,900	8,426	11,345	2,919	39,625	545	39,080
DuPage County	6	101	26,376	57,336	104,174	46,838	-30,806	38,742	-69,548
Winnebago County	7	9	21,830	12,633	33,339	20,706	6,870	5,846	1,024
DeKalb County	8	6	17,346	5,122	10,222	5,100	12,345	2,209	10,136
McLean County	9	10	14,865	9,443	17,909	8,466	6,159	1,978	4,181
Champaign County	10	11	13,967	9,899	19,636	9,737	5,023	7,153	-2,130
Boone County	11	7	12,358	3,087	5,744	2,657	9,414	1,027	8,387
Grundy County	12	8	10,423	2,363	5,086	2,723	8,236	275	7,961
Madison County	13	17	9,117	6,236	28,185	21,949	2,190	629	1,561
Kankakee County	14	13	8,691	3,994	12,944	8,950	3,811	1,007	2,804
St. Clair County	15	97	6,235	9,869	30,949	21,080	-4,427	246	-4,673
Sangamon County	16	83	5,967	6,126	21,151	15,025	-1,173	677	-1,850
Monroe County	17	12	5,185	959	3,071	2,112	3,932	44	3,888
Ogle County	18	15	4,135	1,070	4,992	3,922	2,491	786	1,705
Williamson County	19	14	3,334	205	6,279	6,074	3,345	108	3,237
Tazewell County	20	22	3,038	2,919	13,539	10,620	728	300	428
Woodford County	21	16	3,034	812	3,680	2,868	2,253	44	2,209
Lawrence County	22	18	1,229	-574	1,320	1,894	1,826	19	1,807
Clinton County	23	23	1,189	736	3,443	2,707	625	71	554
Jersey County	24	20	954	93	2,015	1,922	968	13	955
LaSalle County	25	25	928	1,077	11,630	10,553	267	681	-414
Johnson County	26	21	851	76	1,061	985	776	8	768
Bond County	27	24	620	243	1,697	1,454	457	18	439
Franklin County	28	19	459	-633	3,988	4,621	1,283	20	1,263
Peoria County	29	99	220	7,248	21,809	14,561	-6,215	1,840	-8,055
Piatt County	30	34	136	238	1,517	1,279	5	22	-17
Moultrie County	31	26	87	-104	1,510	1,614	264	22	242
Jefferson County	32	46	38	505	3,959	3,454	-293	68	-361
Calhoun County	33	29	17	-71	447	518	111	5	106

Geographic Area (county)	Rank by Total Population Change	Rank by Net Migration	Total Population Change ¹	Natural Increase	Vital Events		Net Migration		
					Births	Deaths	Total	International ²	Domestic
Effingham County	34	74	11	1,135	3,820	2,685	-953	100	-1,053
Menard County	35	36	-22	67	1,125	1,058	-8	18	-26
Putnam County	36	38	-83	51	498	447	-106	18	-124
Massac County	37	32	-91	-73	1,597	1,670	55	7	48
Jo Daviess County	38	35	-101	7	1,878	1,871	2	156	-154
Union County	39	28	-102	-170	1,830	2,000	156	97	59
Cass County	40	52	-121	352	1,599	1,247	-389	772	-1,161
McDonough County	41	33	-125	-15	2,412	2,427	55	507	-452
Clark County	42	30	-174	-182	1,572	1,754	105	16	89
Ford County	43	27	-191	-302	1,408	1,710	208	43	165
Stark County	44	37	-197	-129	575	704	-29	-2	-27
Schuyler County	45	39	-273	-106	634	740	-135	14	-149
Pope County	46	43	-334	-105	273	378	-213	13	-226
Scott County	47	49	-353	32	517	485	-355	1	-356
Hamilton County	48	42	-354	-126	710	836	-191	5	-196
Brown County	49	47	-377	2	494	492	-326	5	-331
Cumberland County	50	48	-407	-13	1,049	1,062	-350	17	-367
Hardin County	51	44	-419	-167	355	522	-216	62	-278
Jasper County	52	58	-419	110	970	860	-489	5	-494
Washington County	53	54	-420	89	1,488	1,399	-443	10	-453
De Witt County	54	50	-444	-20	1,656	1,676	-356	43	-399
Gallatin County	55	45	-463	-161	551	712	-270	11	-281
Edwards County	56	51	-470	-64	625	689	-367	5	-372
Douglas County	57	82	-474	793	2,439	1,646	-1,144	195	-1,339
Mercer County	58	53	-476	31	1,491	1,460	-437	20	-457
Marshall County	59	40	-486	-287	1,162	1,449	-139	8	-147
Bureau County	60	67	-570	200	3,508	3,308	-616	116	-732
Perry County	61	55	-611	-42	2,065	2,107	-468	24	-492
Clay County	62	62	-655	-44	1,456	1,500	-551	45	-596
Wayne County	63	56	-657	-80	1,624	1,704	-485	21	-506
White County	64	41	-700	-491	1,412	1,903	-139	21	-160
Henderson County	65	61	-736	-186	530	716	-518	5	-523
Richland County	66	64	-755	-98	1,555	1,653	-597	5	-602
Saline County	67	31	-789	-717	2,584	3,301	57	49	8
Fayette County	68	70	-821	43	2,030	1,987	-779	15	-794
Carroll County	69	57	-833	-284	1,321	1,605	-486	67	-553
Pike County	70	63	-860	-213	1,569	1,782	-585	39	-624
Christian County	71	65	-871	-111	3,338	3,449	-597	91	-688
Montgomery County	72	69	-871	-198	2,740	2,938	-742	5	-747
Macoupin County	73	59	-881	-161	4,675	4,836	-490	28	-518
Wabash County	74	73	-890	86	1,190	1,104	-905	15	-920

Geographic Area (county)	Rank by Total Population Change	Rank by Net Migration	Total Population Change ¹	Natural Increase	Vital Events		Net Migration		
					Births	Deaths	Total	International ²	Domestic
Crawford County	75	60	-897	-315	1,609	1,924	-504	57	-561
Lee County	76	75	-933	165	3,178	3,013	-957	115	-1,072
Mason County	77	71	-961	-122	1,500	1,622	-780	-3	-777
Pulaski County	78	76	-986	33	767	734	-992	7	-999
Edgar County	79	68	-1,012	-263	1,760	2,023	-684	-2	-682
Coles County	80	88	-1,024	651	4,742	4,091	-1,460	249	-1,709
Iroquois County	81	66	-1,049	-295	2,923	3,218	-607	227	-834
Greene County	82	78	-1,117	-5	1,409	1,414	-1,039	1	-1,040
Shelby County	83	77	-1,145	27	2,026	1,999	-1,032	6	-1,038
Warren County	84	81	-1,194	11	1,708	1,697	-1,119	31	-1,150
Randolph County	85	80	-1,252	-21	3,124	3,145	-1,114	11	-1,125
Jackson County	86	94	-1,363	1,814	5,653	3,839	-2,971	1,928	-4,899
Morgan County	87	84	-1,368	52	3,386	3,334	-1,271	88	-1,359
Adams County	88	79	-1,380	-8	6,843	6,851	-1,076	120	-1,196
Logan County	89	85	-1,404	29	2,751	2,722	-1,307	53	-1,360
Hancock County	90	86	-1,434	-29	1,764	1,793	-1,338	14	-1,352
Alexander County	91	87	-1,438	17	1,039	1,022	-1,438	5	-1,443
Henry County	92	89	-1,449	273	4,680	4,407	-1,522	169	-1,691
Whiteside County	93	91	-1,498	819	6,120	5,301	-2,119	339	-2,458
Fulton County	94	72	-1,531	-536	3,363	3,899	-840	5	-845
Livingston County	95	92	-1,997	846	4,303	3,457	-2,673	109	-2,782
Marion County	96	90	-2,186	27	4,194	4,167	-2,066	5	-2,071
Rock Island County	97	98	-2,502	4,131	16,117	11,986	-6,062	2,029	-8,091
Stephenson County	98	93	-2,612	403	4,756	4,353	-2,768	445	-3,213
Vermilion County	99	96	-3,244	1,315	9,202	7,887	-4,234	355	-4,589
Knox County	100	95	-3,981	-771	4,912	5,683	-3,014	104	-3,118
Macon County	101	100	-6,378	1,960	11,698	9,738	-7,967	362	-8,329
Cook County	102	102	-82,170	312,182	669,714	357,532	-395,191	292,227	-687,418

Dash (-) represents zero or rounds to zero.

¹ Total population change includes a residual. This residual represents the change in population that cannot be attributed to any specific demographic component. See State and County Terms and Definitions at <http://www.census.gov/popest/topics/terms/states.html>

² Net international migration includes the international migration of both native and foreign-born populations. Specifically, it includes: (a) the net international migration of the foreign born, (b) the net migration between the United States and Puerto Rico, (c) the net migration of natives to and from the United States, and (d) the net movement of the Armed Forces population between the United States and overseas.

Note: The April 1, 2000 estimates base reflects changes to the Census 2000 population resulting from legal boundary updates, other geographic program changes, and Count Question Resolution actions. All geographic boundaries for the 2008 population estimates series are defined as of January 1, 2008.

Suggested Citation: Table 4: Cumulative Estimates of the Components of Resident Population Change for Counties of Illinois: April 1, 2000 to July 1, 2008 (CO-EST2008-04-17)
Source: Population Division, U.S. Census Bureau
Release Date: March 19, 2009

and self-sufficient. There are limited commutes to work between the Rockford MSA and the six Northeastern Illinois counties (see in this section, Commuting Patterns).

Map 10-1 shows the urbanization patterns in Northern Illinois, Southeast Wisconsin and Northwest Indiana. It is evident from this map, that urbanization is contiguous across the area from Lake (Illinois)/Kenosha Counties to Cook/Lake (Indiana) Counties. In addition, urbanization is extending from Kane and Will Counties into Kendall and Grundy Counties. Currently, there is no evidence of urbanization encroaching into Boone County from McHenry and Kane Counties (see **Map 10-2**).

This observation is presented in this section as it impacts the forecasts for population and household distribution within Boone County. It should be noted, that Kane County has adopted a comprehensive plan and policies to prevent development in the western third of the county. Success in implementing these policies would encourage development to hopscotch to DeKalb, McHenry, and possibly Boone County. DeKalb has taken steps to discourage developments at its eastern boundary; DeKalb is encouraging development to expand eastward from its existing communities. Boone County also is seeking similar policies and such policies are used as the basis for their forecast distribution.

COUNTY POPULATION IN HOUSEHOLD FORECASTS

Population households and employment forecasts are important factors influencing the transportation plan. The population forecast is the most common indicator of an area's growth potential. The population forecasts of the "Boone County and Winnebago County

Transportation Planning Study", were analyzed along with forecasts by a national econometric firm, Woods & Poole Economics, Inc. The econometric forecasts are by county and cover the period through 2040.

These forecasts have national, as well as multi-state economic region control totals. The Transportation Planning Study (TPS) forecasts are based on counties and allocated to smaller Transportation Analysis Zones (TAZ). The TPS forecasts are for dwelling units only.

The WPE forecasts were selected to provide the employment control totals by county, minor adjustments were made to reflect preferences. The reasons for selecting the WPE forecasts are:

- Since the mid-1980's, the WPE forecasts have proved to be reasonably accurate for the Midwestern states.
- The WPE employment forecasts are used by the Illinois Department of Community and Economic

Year	Woods & Poole*		TPS	
	Population	Households	Population	Households
1970	246,370	77,200	N/A	N/A
1980	251,180	89,580	N/A	N/A
1990	253,720	97,070	N/A	N/A
2000	278,970	108,310	278,418	107,966
2006	293,690	116,300	N/A	N/A
2008	300,620	120,030	N/A	N/A
2010	304,460	122,440	306,480	122,160
2015	314,450	128,250	N/A	N/A
2020	324,980	133,510	N/A	N/A
2025	335,800	138,420	358,420	142,030
2030	346,720	142,720	N/A	N/A
2040	368,830	149,680	329,438	157,626

*2008 Illinois State Profile, State and County Projections to 2040, Woods & Poole Economics, Inc., Washington, D.C.

Opportunity as the basis for generating the migration component of its demographic forecasts.

- The Illinois Department of Transportation has authorized the use of WPE forecast as the basis for the environmental assessment studies for major transportation projects in Northern Illinois.

Table 10-2 presents the population and household forecasts for Winnebago County by WPE and TPS. The TPS forecasts are inferred from its dwelling unit forecast, using the 2000 vacancy rates and WPE household size. **Table 10-3** presents the same forecast for Boone County.

DISTRIBUTION OF COUNTY-WIDE POPULATION FORECASTS

RMAP staff will work with the various local planning agencies, to distribute the county-wide forecasts of TAZ. The purpose of this section is to provide guiding observations and recommendations linking this task to economic

Year	Woods & Poole*		TPS	
	Population	Households	Population	Households
1970	25,480	7,850	N/A	N/A
1980	28,770	9,730	N/A	N/A
1990	30,980	10,990	N/A	N/A
2000	42,060	14,710	41,786	14,631
2006	51,690	18,400	N/A	N/A
2008	54,280	19,430	N/A	N/A
2010	55,800	20,080	60,830	21,960
2015	59,640	21,670	N/A	N/A
2020	63,560	23,160	N/A	N/A
2025	67,540	24,580	91,600	32,950
2030	71,520	25,890	N/A	N/A
2040	79,530	28,170	52,262	19,285

*2008 Illinois State Profile, State and County Projections to 2040, Woods & Poole Economics, Inc., Washington, D.C.

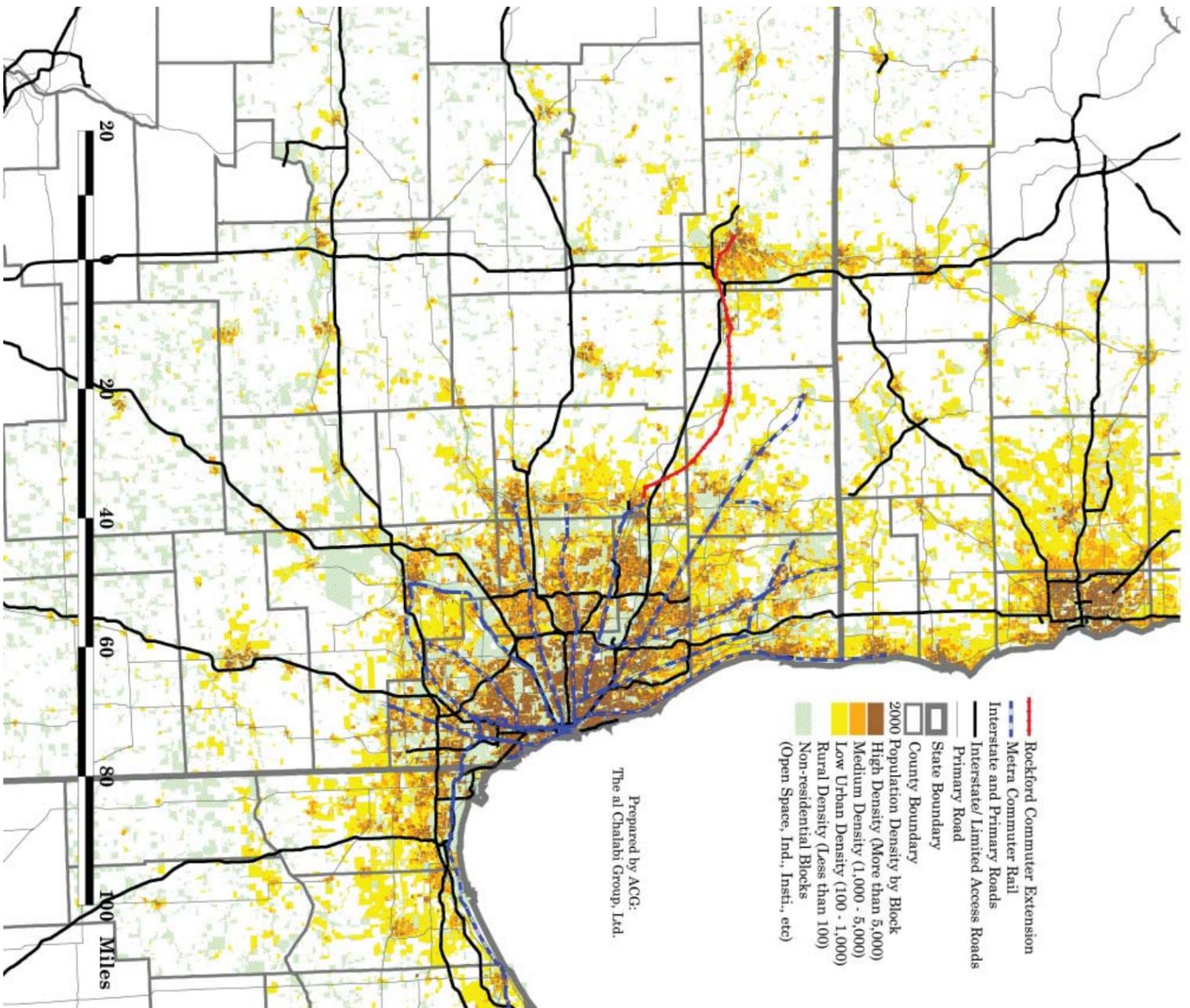
development. The spatial units used for this task are those of the 2000 Census geography, i.e. census blocks, block groups, census tracts and places. **Map 10-2** shows the 1990-2000 percent change in population by census block.

A significant portion of the growth in the Rockford MSA in the 1990's occurred in the area between the cities of Rockford and Belvidere. Other growth areas were south of US-20 and north of Rockford up to the Wisconsin boundary. In addition, there were pockets of growth within Rockford. Although the dominant Northeastern Illinois growth pattern is one moving outward in all directions, the growth of the Rockford MSA does not appear, as yet, to be moving eastward to meet it. In generating its population distribution for 2025, the RMAP staff, working with local agencies, continued the 1990-2000 trends, which were:

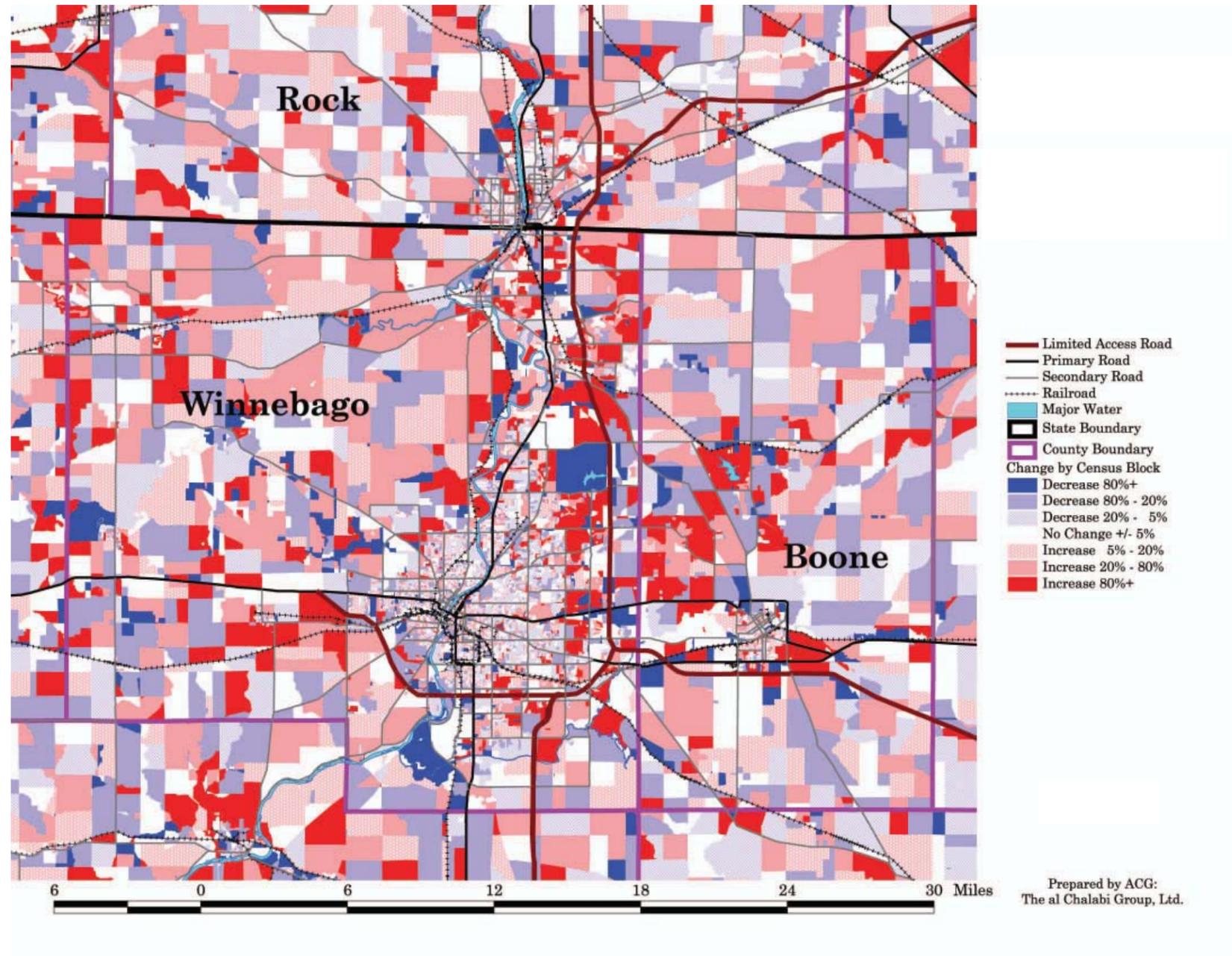
- Assigning no growth within the core of Rockford.
- Increasing the growth to the west and northwest of Rockford to take advantage of the recently completed western circumferential highway.
- Scattering development to a large area north of Belvidere and surrounding the Village of Capron. The apparent rationale for this growth is to provide easy access to Harvard and its rail connection to Chicago.

The Year 2040 growth trends are illustrated on **Maps 2-7a through 2-10b (Plan Definition Section)**. RMAP has begun to examine the following growth trends:

- Encouraging redevelopment in the core of Rockford, especially along the Rock River, to take advantage of abandoned or underutilized industrial



Map 10-1: The State Urbanization Pattern shows the settlement of people in a 3 state area including Northern Illinois, Northwestern Indiana, and Southeastern Michigan.



Map 10-2: *Population Change by Census Block* shows where population is shifting within the region. Trends seen here can be influenced by factors such as in-migration, out-migration, internal migration, or births and deaths

and commercial land. Many Midwestern cities are taking advantage of adaptive re-use of old buildings and redevelopment of under-utilized land to attract people back to cities. The Rock River is an excellent catalyst for such development.

- Assigning additional development to areas in close proximity to RFD, but outside its high noise contours. Market forces are going to create pressures for such development as the airport continues to grow. Assignment of this additional development would ensure that the proposed transportation improvement would assist rather than hinder development.
- Reducing the scattering of development north and northeast of Belvidere. If the intent of these developments is to provide residential opportunities to commuters to Northeastern Illinois, a strategy to provide more concentrated development clustered around Illinois State Tollway Authority (Tollway) interchanges or stations along the proposed rail service is more appropriate.

Employment Trends & Forecasts

SOURCES OF EMPLOYMENT DATA

Population and household data have universally accepted definitions. Employment data have varying definitions dependent on the source of data. Furthermore, the more reliable employment data sources do not go below the county level. Accordingly, employment estimates for small geographies, e.g. census block groups, TAZ, townships, municipalities, require factoring and/or adjustment to ensure conformance to county totals, as published by federal and/or state agencies. The most common sources of employment statistics are:

- Bureau of Economic Analysis: The Bureau of Economic Analysis (BEA), U.S. Department of Commerce publishes the most comprehensive source of employment data by place of work. The BEA data include full- and part-time wage and salary workers, the self-employed, private household employees, and miscellaneous workers. The self-employed, who also hold a second salaried job, as well as workers holding two jobs, are counted as two jobs. Miscellaneous employment includes judges and all elected officials, persons working only on commission, such as real estate agents, and students holding part-time jobs at the colleges or universities in which they are enrolled. Due to its comprehensiveness, the source presents the highest number of jobs of any source. For transportation planning, this is the best-suited source. A person holding two jobs, the self-em-

ployed, and household workers all require work trips to each of their jobs. Transportation studies that rely on less-comprehensive sources of data tend to underestimate the demand for travel. WPE and NPA use this source as the basis for historic analysis.

- National Income and Product Accounts (NIPA): The national product is commonly referred to as the gross domestic product (GDP). National Income and GDP data, at the county and regional levels, provide the base for the input-output analysis. The NIPA is a more inclusive tool for describing economic development and impact analysis and is presented later in this section. NIPA data has an employment component that with few exceptions is close to the WPE and NPA data. The exceptions are part-time self-employment and certain miscellaneous employees. Accordingly, this source is slightly lower than the WPE and NPA employment data.
- The Bureau of Labor Statistics (BLS) Establishment Data: The BLS Establishment Data are collected from the employers and are published by MSA. However, they are much lower than the BEA data as they exclude agricultural, military, self-employed, household and miscellaneous workers. The exclusion of the self-employed (proprietors) is most significant as a major portion of this employment is in retail and services. BLS employment is usually used as control totals by transportation planning agen-

cies that use State Employment Security (SES) data.

- Illinois Department of Employment Security (IDES): This source can provide employment data by work place address. However, this source includes only employment covered by the SES programs. The self-employed, household workers, and those paid in cash are not included. Furthermore, the address-specific data are confidential; they are released only to public agencies which aggregate the data to larger geographies, thus protecting the confidentiality of the data for any one single establishment. RMAP and the Northeastern Illinois Planning Commission (NIPC) use this source as the basis for employment estimates by TAZ. However, as the sum of employment estimates derived from this source do not add to the BLS metropolitan level data (even though the BLS and IDES have similar definitions), NIPC uses the BLS data as control totals for factoring-upward the IDES data. RMAP, for its 2025 planning cycle, did not undertake such factoring.
- Census Transportation Planning Packages (CTPP): In June 2004, the U.S. Bureau of the Census released the third and final component of its Transportation Planning Package (CTPP3). CTPP3 links place of residence with place of work and provides selected Census data for the linked work trips. The sources for this data are the responses to the Census Questionnaire, more specifically, to Question 22, which reads, as follows:

“At what location did this person work last week? If this person worked at more than one location, print where he or she worked most last week.”

Accordingly, persons who were on vacation, sick, or temporarily unemployed, did not respond to this question. Persons who normally work within the Rockford MPA, but who were working on assignment outside their offices (e.g. traveling) were recorded as working elsewhere. Persons who held two or more jobs, and required daily trips to each of those jobs, were reported as working in only one place. Accordingly, this source of employment data, by place of work, was significantly (27.7% for Boone and 21.7% for Winnebago) lower than the BEA data.

- Private Sources: In addition to the above, there are private sources that provide employment, either by address or by Census geography. None of these data sources are as accurate as the public sources as they depend primarily on volunteered data by the employers. Two specific sources are considered reasonable and have been used for this study:
 - o Manufacturing News, Incorporated publishes the Illinois Manufacturers Directory and Illinois Services Directory. This source is adequate for locating major employers, but not for generating total employment. Major employers, defined by the consulting team as

employing 50+ workers, were address matched and their longitude and latitude identified.

- o Claritas Inc. generates employment by category by Census block groups and larger Census geography. The employment data are retrieved from published directories, statistical relationships, and aerial photographs. The preliminary results are adjusted to the BEA county control totals and packaged into a Geographic Information System (GIS) compatible format by TETRAD Computer Applications, Inc.

COUNTY EMPLOYMENT FORECASTS

Table 10-4 presents the total employment trends and forecasts for Boone and Winnebago Counties, as developed by WPE and TPS. After reviewing these county forecasts, the RMAP staff recommended the use of the WPE forecast for the 2040 LRTP.

Year	Woods & Poole		TPS	
	Winnebago	Boone	Winnebago	Boone
1970	113,180	14,430	N/A	N/A
1980	130,740	14,450	N/A	N/A
1990	151,580	16,850	N/A	N/A
2000	176,590	18,900	135,423	7,442
2006	173,420	21,730	N/A	N/A
2008	177,280	22,330	N/A	N/A
2010	181,190	22,950	154,823	11,741
2015	191,070	24,570	N/A	N/A
2020	201,050	26,290	N/A	N/A
2025	211,090	28,110	180,657	17,164
2030	221,140	30,050	N/A	N/A
2040	241,080	34,290	242,020	27,320

**2008 Illinois State Profile, State and County Projections to 2040, Woods & Poole Economics, Inc., Washington, D.C.*

Tables 10-5 and 10-6 show the employment trends and forecasts for industrial manufacturing and retail, respectively. It should be noted that the definitions for these two categories differed slightly between BEA (source for WPE) and the TPS. For the industrial/manufacturing dataset, for the WPE data, the categories of Manufacturing, Wholesale, Transportation & Warehousing, Information, and Utilities were used; while in the TPS, Land Use Category 4: Industrial, Manufacturing and Wholesale uses were used. For the retail dataset, for the WPE data, the categories of Retail Trade, Finance & Insurance, and Real Estate & Rental & Lease were used; while in the TPS, Land Use Category 3: Hotel/Motel, Land Use Category 5: Retail Trade, and Land Use Category 7: Finance, Insurance and Real Estate Services were used.

EMPLOYMENT DISTRIBUTION WITHIN WINNEBAGO AND BOONE COUNTIES – TRENDS AND FORECASTS

Year	Woods & Poole		TPS	
	Winnebago	Boone	Winnebago	Boone
1970	55,870	8,390	N/A	N/A
1980	58,370	7,900	N/A	N/A
1990	56,300	8,890	N/A	N/A
2000	55,410	6,380	53,749	7,442
2006	44,480	7,050	N/A	N/A
2008	44,500	7,140	N/A	N/A
2010	44,490	7,220	64,002	11,741
2015	44,410	7,450	N/A	N/A
2020	44,180	7,660	N/A	N/A
2025	43,820	7,870	78,620	17,164
2030	43,360	8,060	N/A	N/A
2040	42,000	8,210	56,500	12,013

**2008 Illinois State Profile, State and County Projections to 2040, Woods & Poole Economics, Inc., Washington, D.C.*

Maps that illustrate employment relationships are provided in **Maps 10-3 through 10-6b**. The highest concentrations of employment are along I-90/US-20 (both business and by-pass) and the Rock River. Due to variations in block group size, some of the very large ones appear to have large concentrations of jobs and many small block groups appear to be sparsely populated with jobs. The density map adjusts for these discrepancies. The density map shows that the highest concentrations of jobs occur along IL-20 and IL-251. At the intersection of these two routes is downtown Rockford.

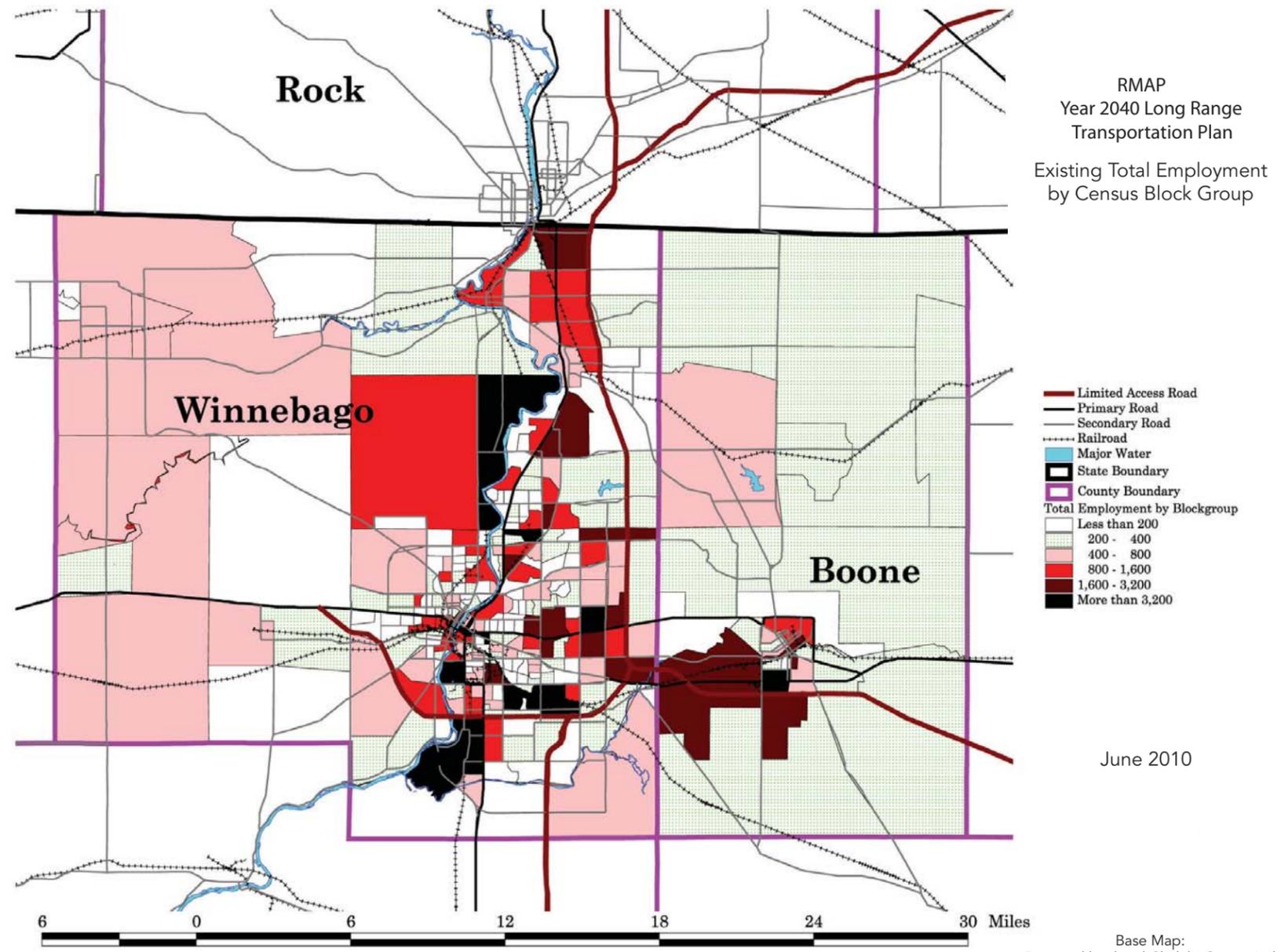
In the TPS, most of the growth is shown to be along the north-south leg of I-90 in Winnebago County (mid-way between the downtowns of Rockford and Belvidere), west of Belvidere along I-90, south of I-90 across the entire width of Boone County, southwest of Rockford along US-20, and in the area bounded by

Year	Woods & Poole		TPS	
	Winnebago	Boone	Winnebago	Boone
1970	18,110	1,500	N/A	N/A
1980	22,990	1,840	N/A	N/A
1990	26,330	2,160	N/A	N/A
2000	32,450	3,590	41,335	2,740
2006	31,650	3,760	N/A	N/A
2008	32,390	3,820	N/A	N/A
2010	33,130	3,910	45,637	4,442
2015	34,970	4,100	N/A	N/A
2020	36,810	4,310	N/A	N/A
2025	38,620	4,520	50,939	7,890
2030	40,380	4,720	N/A	N/A
2040	43,770	5,150	53,548	5,818

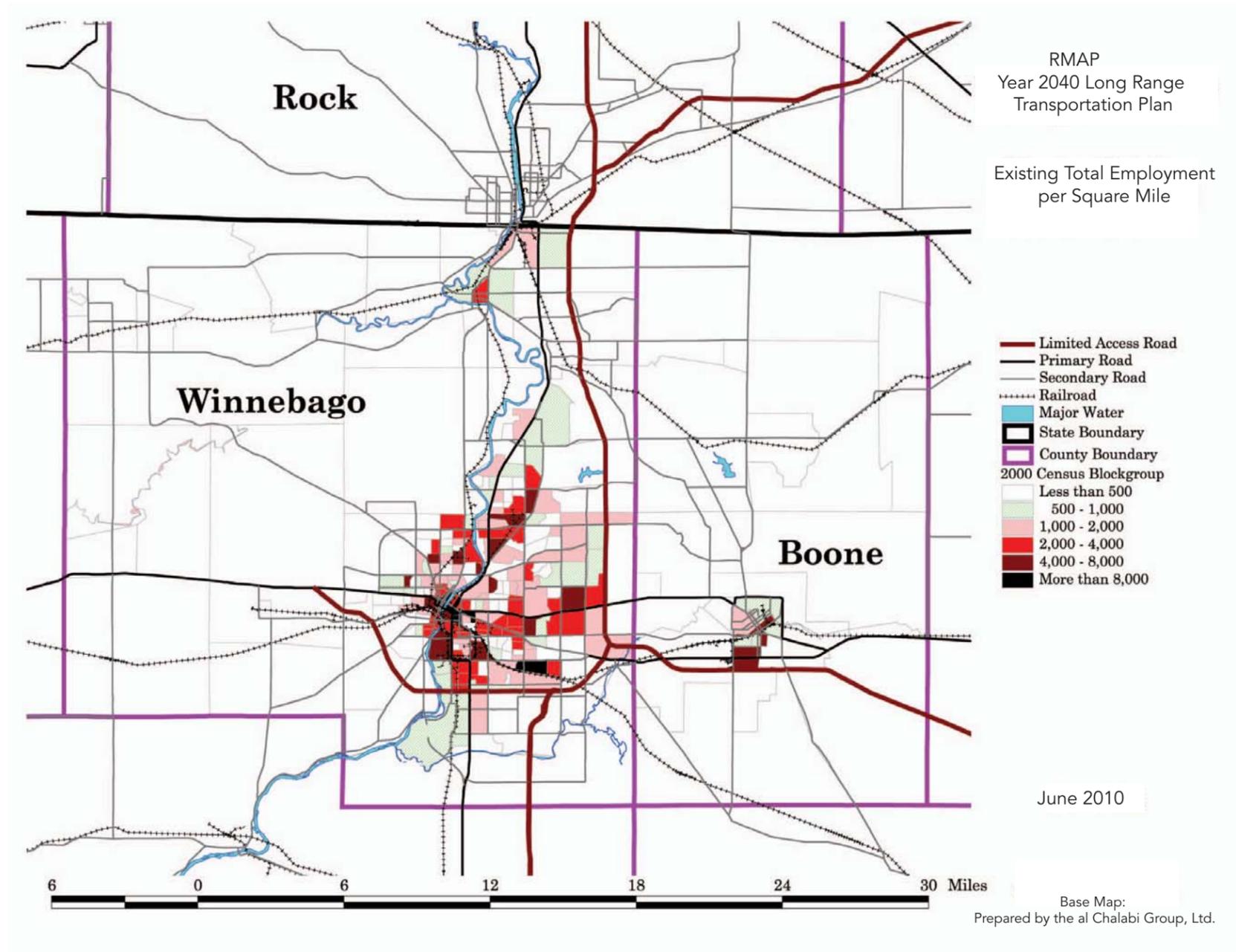
**2008 Illinois State Profile, State and County Projections to 2040, Woods & Poole Economics, Inc., Washington, D.C.*

IL-251, IL-173, I-90, and Swanson Road. Scattered employment growth also is shown in close proximity to the RFD and north of Belvidere; the latter is to partially serve the RMAP forecasted population change discussed earlier. The following observations will be used in showing the location of future employment changes:

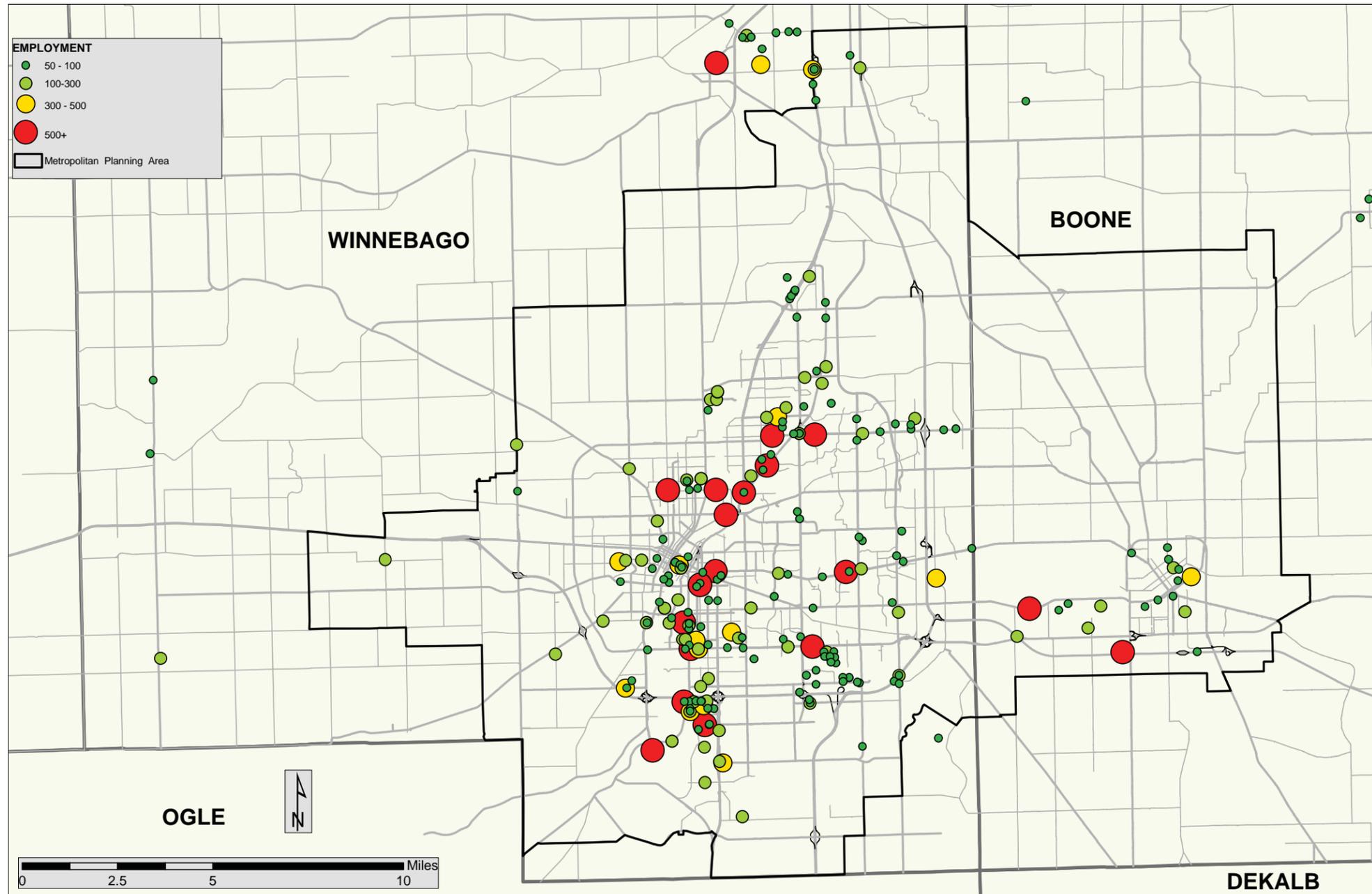
- Due to anticipated structured changes in the economy of the Rockford MSA, some areas will experience declines in employment. Some of these areas are recommended for renewal and revitalization to residential areas; particularly those along the Rock River (see Section 9.1).
- RFD is destined to be a major catalyst for employment growth. Areas that will become especially attractive for growth in the vicinity of the airport are those along US-20, and IL-251 to the north, east and south of the airport.
- Within Boone County, the employment forecasts do not appear to reflect the proposed population forecasts discussed in Section 9.1. The population forecasts show the predominant growth to the north of Belvidere and around Capron, in attempts to access the Metra Commuter Rail Station at Harvard. The employment growth in Boone County is concentrated south of Belvidere and I-90. It is most likely that employment and population growth in Boone County will occur in closer proximity to each other than implied in the 2025 forecasts.



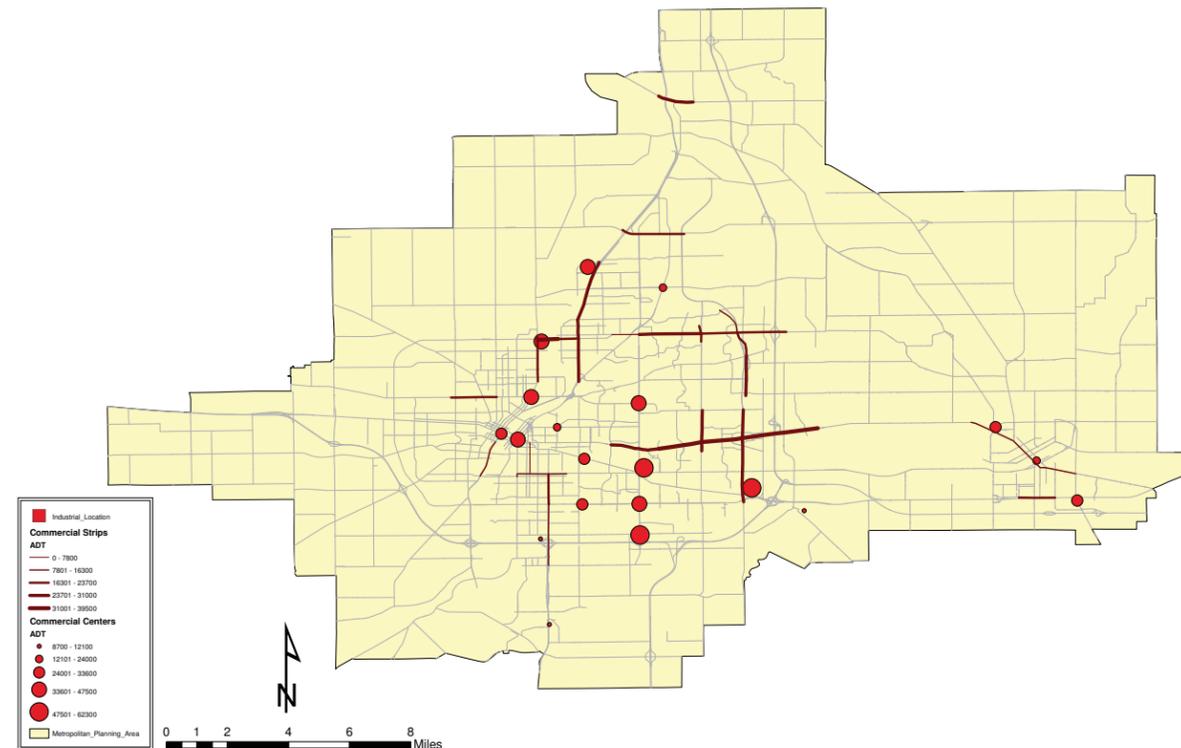
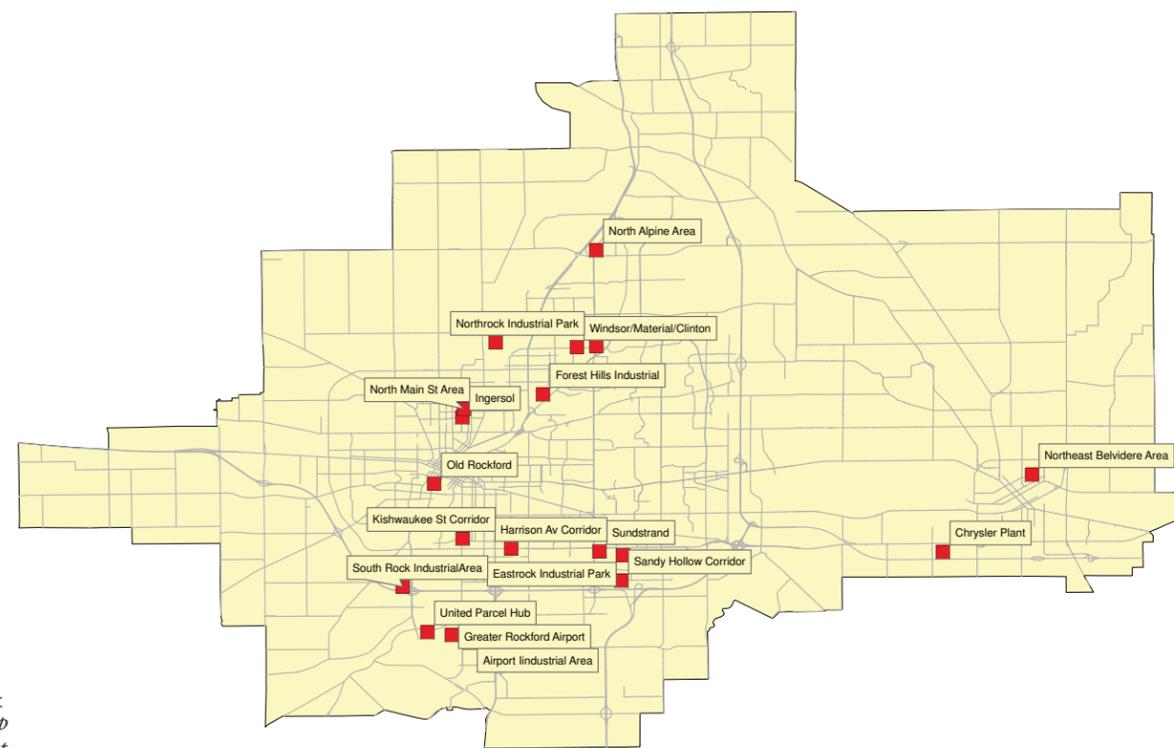
Map 10-3: Existing Employment by Block Group shows which areas of the region employment opportunities are located in.



Map 10-4: *Existing Total Employment per Square Mile*



Map 10-5: Major Employment Areas points out specific employment areas and relates that with how many jobs are located in each area.



Map 10-6a: Significant Industrial Areas & Map 10-6b: Significant Commercial Centers shows areas not only generate traffic for employment but also for shopping. These areas represented in these two maps account for a major percentage of trips in this region.

Commuting Patterns

Table 10-7
Work Destination for Winnebago County Residents

Destination County	# of Workers	% of Total	Cumulative %
Winnebago, IL	115,211	86.87%	86.87%
Boone, IL	4,396	3.31%	90.18%
Rock, WI	3,158	2.38%	92.56%
McHenry, IL*	1,815	1.37%	93.93%
Cook, IL*	1,784	1.35%	95.27%
Ogle, IL	1,458	1.10%	96.37%
Stephenson, IL	841	0.63%	97.01%
Kane, IL*	649	0.49%	97.50%
DeKalb, IL	636	0.48%	97.98%
DuPage, IL*	492	0.37%	98.35%
Dane, WI	201	0.15%	98.50%
Walworth, WI	183	0.14%	98.64%
Lake, IL*	172	0.13%	98.77%
Milwaukee, WI	152	0.11%	98.88%
Lee, IL	85	0.06%	98.95%
Green, WI	61	0.05%	98.99%
Will, IL*	58	0.04%	99.04%
Wayne, MI	56	0.04%	99.08%
La Salle, IL	51	0.04%	99.12%
Whiteside, IL	49	0.04%	99.15%
McLean, IL	46	0.03%	99.19%
Jo Daviess, IL	44	0.03%	99.22%
Jefferson, WI	39	0.03%	99.25%
Scott, IA	35	0.03%	99.28%
Waukesha, WI	31	0.02%	99.30%
Rock Island, IL	29	0.02%	99.32%
Grant, WI	26	0.02%	99.34%
Livingston, IL	25	0.02%	99.36%
Peoria, IL	21	0.02%	99.38%
Crawford, AR	20	0.02%	99.39%
Hennepin, MN	20	0.02%	99.41%
Davidson, TN	20	0.02%	99.42%
Kenosha, WI	20	0.02%	99.44%
Elsewhere	747	0.56%	100.00%
Workers Residing in Winnebago County	132,631	100.00%	
Working in Boone & Winnebago	119,607	90.18%	
* Working in Northeastern Illinois	4,970	3.75%	

The data for commuting patterns are derived from the census data, more specifically, from CTPP3. **Table 10-7** shows the work destinations, by county, of the residents of Winnebago County. **Table 10-8** shows the same distributions for the residents of Boone County. Winnebago and Boone Counties function as an independent metropolitan area as illustrated in the two tables. That is, the

Rockford MPA is not dependent on the Chicago MPA for jobs. As large as the employment pool is in Northeast Illinois, only a small percentage of residents work in Northeast Illinois. Only 2,991 or less than two percent of the residents of the two counties work in Cook County; another 884 worked in DuPage County.

Table 10-8
Work Destination for Boone County Residents

Destination County	# of Workers	% of Total	Cumulative %
Boone, IL	7,473	37.83%	37.83%
Winnebago, IL	5,874	29.73%	67.56%
McHenry, IL*	2,627	13.30%	80.86%
Cook, IL*	1,207	6.11%	86.97%
Kane, IL*	955	4.83%	91.80%
DeKalb, IL	434	2.20%	94.00%
DuPage, IL*	392	1.98%	95.99%
Lake, IL*	155	0.78%	96.77%
Walworth, WI	96	0.49%	97.26%
Ogle, IL	95	0.48%	97.74%
Rock, WI	84	0.43%	98.16%
McLean, IL	36	0.18%	98.34%
Will, IL*	36	0.18%	98.53%
Lee, IL	34	0.17%	98.70%
Milwaukee, WI	25	0.13%	98.83%
Stephenson, IL	24	0.12%	98.95%
Dane, WI	22	0.11%	99.06%
Elsewhere	186	0.94%	100.00%
Workers Residing in Boone County	19,755	100.00%	
Working in Boone & Winnebago	13,347	67.56%	
* Working in Northeastern Illinois	5,372	27.19%	

Tables 10-9 and 10-10 present the county residences of those working in Winnebago and Boone Counties. The data in these two tables, when compared with the prior two tables, strengthen the finding summarized above. The Rockford MPA is a balanced Region with the number of

workers residing there equaling the number of its work destinations – 152,386 residents vs. 152,196 work destinations. More than 87% of the work trips ending in Winnebago and Boone Counties originate in these two counties. The remainder comes from throughout the U.S. This

balanced number of workers and residents shows that Winnebago and Boone counties are not reliant upon outside counties for their jobs and therefore their economic base. This allows the RMAP Region to be self-reliant and less susceptible to fluctuations in nearby markets.

Originating County	# of Workers	% of Total	Cumulative %
Winnebago, IL	115,211	83.19%	83.19%
Boone, IL	5,874	4.24%	87.43%
Ogle, IL	4,987	3.60%	91.03%
Rock, WI	4,871	3.52%	94.55%
Stephenson, IL	2,417	1.75%	96.29%
DeKalb, IL	779	0.56%	96.86%
McHenry, IL*	616	0.44%	97.30%
Cook, IL*	594	0.43%	97.73%
Lee, IL	404	0.29%	98.02%
Kane, IL*	252	0.18%	98.20%
Green, WI	217	0.16%	98.36%
Lake, IL*	179	0.13%	98.49%
Carroll, IL	169	0.12%	98.61%
Dane, WI	158	0.11%	98.73%
Walworth, WI	156	0.11%	98.84%
Jo Daviess, IL	122	0.09%	98.93%
Whiteside, IL	119	0.09%	99.01%
DuPage, IL*	88	0.06%	99.08%
Bureau, IL	75	0.05%	99.13%
La Salle, IL	64	0.05%	99.18%
Waukesha, WI	63	0.05%	99.22%
Kendall, IL	59	0.04%	99.26%
Racine, WI	48	0.03%	99.30%
McLean, IL	46	0.03%	99.33%
Will, IL*	34	0.02%	99.36%
Jefferson, WI	27	0.02%	99.38%
Dubuque, IA	26	0.02%	99.40%
Polk, FL	24	0.02%	99.41%
Milwaukee, WI	22	0.02%	99.43%
Scott, IA	21	0.02%	99.44%
Elsewhere	770	0.56%	100.00%
Total Workers in Winnebago	138,492	100.00%	
Residing in Boone & Winnebago	121,085	87.43%	
* Residing in Northeastern Illinois	1,763	1.27%	

Originating County	# of Workers	% of Total	Cumulative %
Boone, IL	7,473	54.53%	54.53%
Winnebago, IL	4,396	32.08%	86.61%
Rock, WI	414	3.02%	89.63%
McHenry, IL*	267	1.95%	91.58%
Ogle, IL	243	1.77%	93.35%
DeKalb, IL	179	1.31%	94.66%
Stephenson, IL	154	1.12%	95.78%
Kenosha, WI	101	0.74%	96.52%
Racine, WI	57	0.42%	96.94%
Walworth, WI	56	0.41%	97.34%
Cook, IL*	36	0.26%	97.61%
Lake, IL*	36	0.26%	97.87%
Whiteside, IL	34	0.25%	98.12%
Kane, IL*	33	0.24%	98.36%
McLean, IL	30	0.22%	98.58%
Lee, IL	28	0.20%	98.78%
Green, WI	26	0.19%	98.97%
DuPage, IL*	19	0.14%	99.11%
Will, IL*	6	0.04%	99.15%
Elsewhere	116	0.85%	100.00%
Total Workers in Boone	13,704	100.00%	
Residing in Boone & Winnebago	11,869	86.61%	
* Residing in Northeastern Illinois	397	2.90%	

Input-Output Model of the Economy

Input-output models describe the inter-industry relationships within an economy, as well as the relationships between these industries and final consumers. Input-output models are used to determine the economic base of the regional economy and to calculate the overall individual “multipliers”, or sets of multipliers, for various industries. Sets of multipliers describe the change in output for each industry created by one dollar in additional demand or a one-employee change for any given industry. Input-output models also are used to identify industries that would be good candidates to target for expansion or/and attraction.

In today’s climate of constrained financial resources for transportation investment, the input-output model can be used to prioritize transportation investment needed for specific industries. Examples of such investments are investment for expanding freight or passenger facilities at RFD or the construction of highway facilities to accommodate an auto plant expansion. The input-output model also can be used to estimate the impact on the local economy of the construction-related expenditure of transportation projects. It should be noted, however, that the impacts of the last example (construction) are temporary and cannot be justified unless the projects they reflect have more-permanent impacts, e.g. causing an industrial expansion, relieving congestion, or improving the quality of life.

The input-output model used for this project is the Impact Analysis for Planning originally developed at the University of Minnesota and was selected for three important reasons:

- It initially was developed to evaluate public investment policies.
- Input-output models require tremendous amount of data that are expensive to collect and this particular model has detailed coverage of the entire U.S., by county, that can be purchased as needed and combined into the required study region.
- It provides a high degree of flexibility, not only in terms of geographic coverage, but also in terms of isolating and adjusting relationships among specific industries in order to reflect future conditions.

[Use of Forecast Models and Impact Analysis for Planning to Examine Impacts of Expanding Air Freight at the Northwest Chicagoland International Airport at Rockford](#)

Data on cargo tonnage and operations is inconsistent and sporadic. Data provided by individual airports or by organizations that maintain statistics on air cargo are often at odds with records and statistics provided by the Federal Aviation Administration (FAA) for its major airports. The lack of consistent standards makes it very difficult to make comparisons of trends over long periods and among airports. Furthermore, until recently (1997), the FAA did not publish a national air cargo forecast. In spite of this lack of consistent data, many

economic forecasters and transportation specialists have recognized the importance of air cargo to job generation.

The importance of airports as economic engines has been demonstrated over the past several decades through economic impact studies prepared by or for airports, and by studies conducted for the FAA. Reasonable models to estimate and forecast total direct employment that are the result of enplanements and commercial operations have been developed and are accepted as standards for the industry. However, only a small number of comprehensive reports and scattered impact data exist to describe the relationship between air cargo and the direct jobs generated by it. Much of the data is anecdotal. Furthermore, relationships are described in many ways: in revenues produced or value of freight transported; in jobs per freight facilities or firms attracted to the airport; in jobs per freight operation; or in jobs per metric ton serviced. While the data is difficult to standardize, several trends are fairly evident:

- Where cargo is merely loaded, unloaded, stored or disbursed, the jobs generated are in the range of 7-10 per 1,000 tons.
- Where air cargo is the means for generating airport industries – such as just-in-time repairs or just-in-time product deliveries, the jobs generated are nearly double the above, at 16/1,000 tons.

The first trend set of airports is the general prototype, be they

large, medium or small hub. The second trend set is the industrial cargo airport, based on the Louisville, Alliance (Ft. Worth), Mather (Sacramento), and Rickenbacker (Ohio) model, as well as the major express package hubs, such as Memphis and Cincinnati. Alliance and Rickenbacker are industrial airports, attracting aviation-related firms to the airport. The express package carriers at Louisville, Memphis and Cincinnati, on the other hand, also are major industries, carrying out sorting and distribution activities at their hubs. In addition, they attract just-in-time products and service providers to the airport at which they hub. This analysis uses the conservative (low) estimate of jobs generated. However, it is possible that, with its substantial land availability and already maturing express package and air cargo experience, the Rockford Airport could become a significant industrial airport. Following are the direct job forecasts generated by Cargo Operations for the forecast periods 2010, 2025, and 2040. The forecasts are based on cargo tonnage trends projected out from the data available on the RFD webpage. They are further broken down into seven major categories; these categories have been selected

Category	2010	2025	2040
Air Transportation	1,867	2,199	2,531
Rail Transportation	315	371	427
Truck Transportation	1,244	1,466	1,687
Sorting, Warehousing & Storage	1,867	2,199	2,531
Telecommunications	315	371	427
Management	315	371	427
Business Support	315	371	427
Total	6,222	7,329	8,437
Cargo Tons	732,023	862,292	992,562

to fit within the existing categories of input-output of the Impact Analysis for Planning model. **Table 10-11** shows the job forecasts and distribution to these categories.

Visitor expenditures normally are the basis for indirect impacts. However, because the cargo segment of the RFD (or that of any commercial airport) is not expected to generate visitor expenditures of any consequence, the Impact Analysis for Planning model was set to produce both indirect and induced impacts from the direct jobs forecast; this is the normal forecast mode for the model. Furthermore, because a large portion of the air transportation component (international air carriers) is not likely to be based at the RFD study region, and because the study area is relatively small (two counties), portions of the indirect and induced impacts calculated were adjusted (reduced). The following table, **Table 9-12**, shows the direct jobs and the adjusted indirect and induced jobs that

Category	2010	2025	2040
Direct	6,222	7,329	8,437
Indirect	902	1,063	1,223
Induced	6,129	7,219	8,310
Total	13,253	15,611	17,971

the air cargo traffic produces at RFD.

ECONOMIC BASE FOR THE ROCKFORD ECONOMY

The economic base of the Rockford MPA is manufacturing. **Table 10-13** shows the input-output model industrial grouping with employment of 50 or more ranked in order of its employment multiplier. The employment multiplier estimates the total number of jobs added to Winnebago

and Boone Counties for each additional job added to that industry. The industry with the highest multiplier, 9.6, is “automobile and truck manufacturing.” Accordingly, for each job added to this industry, another 8.6 jobs are added in other industries, for a total of 9.6 jobs.

Other major industries with reasonably high employment multipliers, 3.0 or more, include: fluid milk manufacturing, non-chocolate confectionary manufacturing, power generation and supply, hardware manufacturing, insurance carriers, monetary authorities and depositories, motor vehicle parts manufacturing, and truck transportation. At the bottom of **Table 10-13** are the industries with low multipliers, less than 1.4; these include: private households (with a multiplier of 1.11), spectator sports, Federal military, employment services, social assistance, investigation and security services, civic and similar organizations, food and drinking places, and services to buildings and dwellings.

Multiplier Rank	Industry	Total Employment	Industry Output*	Employee Compensation*	Proprietor Income*	Indirect Income*	Business Tax*	Value Added*	Employer Multiplier**
1	Automobile and light truck manufacturing	2,521	2,176.41	179.985	0.229	123.511	9.826	313.552	9.60562
2	Other basic organic chemical manufacturing	173	200.884	9.188	0.222	9.431	2.537	21.378	8.931
3	Frozen food manufacturing	142	88.793	24.259	1.123	29.299	1.182	55.864	7.02409
4	Waste management and remediation services	282	75.84	17.074	12.951	12.357	3.884	46.266	4.38807
5	Steel wire drawing	86	38.445	2.589	0.232	4.485	0.273	7.579	4.31444
6	Fluid milk manufacturing	492	219.629	29.48	1.189	6.096	2.137	38.903	4.24502
7	Non-chocolate confectionery manufacturing	846	281.422	58.105	2.547	87.357	2.298	150.306	4.15312
8	Dog and cat food manufacturing	226	105.845	12.01	0.61	8.667	0.704	21.991	4.08302
9	Aircraft engine and parts manufacturing	391	121.336	28.739	2.08	24.181	0.738	55.737	4.07772
10	Abrasive product manufacturing	160	48.339	10.715	0.35	13.789	0.653	25.506	3.82832
11	Petroleum lubricating oil and grease manufacturing	76	30.981	1.945	0.886	-0.3	0.115	2.646	3.57266
12	Power generation and supply	1,418	345.861	75.65	6.185	102.435	39.11	223.38	3.48456
13	Other aircraft parts and equipment	240	62.506	14.49	3.194	5.213	0.406	23.303	3.48251
14	Paint and coating manufacturing	349	119.758	13.341	0.418	12.818	1.559	28.136	3.4046
15	Other snack food manufacturing	221	59.662	6.829	0.32	13.283	0.381	20.812	3.35147
16	Packaging machinery manufacturing	101	22.593	7.239	0.053	3.282	0.224	10.797	3.34508
17	Soft drink and ice manufacturing equipment	150	45.799	7.261	-0.219	4.999	0.341	12.383	3.31698
18	Rolling mill and metalworking machinery	225	52.304	11.395	0.068	5.316	0.409	17.188	3.30299
19	Concrete block and brick manufacturing	77	17.544	5.127	0.17	2.865	0.295	8.458	3.27203
20	Air transportation	93	16.176	4.579	0.07	0.188	0.758	5.596	3.25879
21	Miscellaneous electrical equipment manufacturg	73	21.094	4.323	0.278	0.235	0.177	5.013	3.23904
22	Hardware manufacturing	750	184.092	35.006	0.395	35.954	1.303	72.658	3.21218
23	Insurance carriers	2,343	348.712	74.277	3.82	4.379	13.216	95.691	3.15383

Multiplier Rank	Industry	Total Employment	Industry Output*	Employee Compensation*	Proprietor Income*	Indirect Income*	Business Tax*	Value Added*	Employer Multiplier**
24	Power-driven hand tool manufacturing	68	14.554	3.13	0.031	3.288	0.125	6.574	3.149
25	Ready-mix concrete manufacturing	61	14.021	4.408	0.145	2.199	0.198	6.949	3.10168
26	Pump equipment manufacturing	191	43.735	10.149	0.078	5.025	0.366	15.618	3.08981
27	Religious groups	323	47.296	33.42	0	0	0	33.42	3.06275
28	Monetary authorities and depository credit	2,290	382.949	78.176	2.051	174.901	5.958	261.086	3.02152
29	Motor vehicle parts manufacturing	3,699	873.203	178.566	0.297	36.017	4.678	219.558	2.9974
30	Radio and television broadcasting	239	34.289	8.466	1.612	-0.46	0.179	9.796	2.99529
31	Telecommunications	445	80.099	19.327	3.578	17.651	8.321	48.877	2.95704
32	Truck transportation	1,495	234.457	77.085	4.152	45.385	2.6	129.222	2.93101
33	Fluid power cylinder and actuator manufacturing	329	63.141	16.025	0.134	8.586	0.536	25.281	2.91936
34	Relay and industrial control manufacturing	203	40.52	10.646	0.708	0.932	0.331	12.618	2.82297
35	Industrial pattern manufacturing	63	9.302	6.037	0.04	0.995	0.078	7.15	2.7925
36	Turned product and screw, nut and bolt manufacturing	3,826	631.118	188.215	1.756	103.259	4.362	297.592	2.77813
37	Natural gas distribution	137	72.961	4.846	0.265	2.21	3.133	10.454	2.7725
38	Other ambulatory health care services	1,209	154.074	27.354	4.205	6.994	0.758	39.311	2.75271
39	Other State and local government enterprises	519	77.639	25.729	0	16.589	0.163	42.481	2.74649
40	Metal heat treating	241	43.199	9.739	0.08	7.846	0.36	18.025	2.74591
41	Metal can, box, and other container manufacturing	432	104.518	20.001	0.329	6.159	0.667	27.156	2.71259
42	Other concrete product manufacturing	147	24.963	9.175	0.307	4.049	0.361	13.892	2.70626
43	New residential 1-unit structures, non-farming	1,958	253.345	71.176	15.512	5.627	2.147	94.463	2.69129
44	Sheet metal work manufacturing	67	13.054	3.741	0.055	2.351	0.099	6.246	2.67556
45	Greenhouse and nursery production	69	11.38	2.958	1.04	3.635	0.111	7.744	2.66909
46	Heating equipment, except furnaces	211	35.606	8.179	0.071	8.78	0.233	17.263	2.65354
47	Iron and steel forging	142	24.238	7.533	0.071	3.729	0.16	11.492	2.62612

Multiplier Rank	Industry	Total Employment	Industry Output*	Employee Compensation*	Proprietor Income*	Indirect Income*	Business Tax*	Value Added*	Employer Multiplier**
48	Switchgear and switchboard apparatus manufacturing	126	22.43	4.849	0.339	3.959	0.157	9.304	2.62303
49	Wholesale trade	6,623	761.335	275.923	14	71.58	145.92	507.423	2.62185
50	Metal valve manufacturing	243	41.83	10.684	0.128	9.754	0.271	20.838	2.61537
51	Automotive repair	4,003	532.741	87.432	21.465	118.49	21.794	249.181	2.60407
52	Paper industry machinery manufacturing	55	8.597	2.606	0.018	0.217	0.067	2.908	2.6026
53	Fluid power pump and motor manufacturing	3,235	445.328	248.572	2.308	51.924	4.135	306.939	2.59171
54	Forging and stamping	189	32.908	8.018	0.099	3.661	0.215	11.993	2.58727
55	Plastic plumbing fixtures	514	94.799	19.621	0.567	12.107	0.586	32.882	2.58433
56	Household goods maintenance	171	25.042	3.979	1.02	7.622	0.483	13.104	2.55799
57	Cookie and cracker manufacturing	255	48.484	5.449	0.256	8.913	0.289	14.906	2.55552
58	New farm housing units, additions and alterations	53	6.864	1.929	0.419	-0.01	0.061	2.399	2.55489
59	Other commercial and service industry machine	1,092	201.92	66.389	0.389	1.022	1.154	68.954	2.54334
60	Plastics and rubber industry machinery	50	7.815	2.17	0.012	1.471	0.061	3.713	2.54015
61	Printing machinery and equipment manufacturing	140	22.019	7.461	0.071	0.765	0.084	8.38	2.53837
62	Fabricated structural metal manufacturing	209	39.236	9.843	0.152	7.163	0.283	17.441	2.53354
63	Hospitals	6,611	729.048	294.554	0.532	2.062	2.592	299.739	2.52057
64	Speed changers and mechanical power transmissions	641	97.588	28.185	0.206	13.448	0.565	42.403	2.51541
65	New residential additions and alterations, no	1,211	145.212	42.963	9.326	-2.422	1.29	51.158	2.46283
66	Fabricated pipe and pipe fitting manufacturing	58	9.069	2.922	0.027	1.727	0.064	4.74	2.46157
67	Scales, balances, and miscellaneous general measuring equipment	152	24.342	6.098	0.04	2.618	0.189	8.945	2.45936
68	Other computer related services	87	10.023	5.103	1.389	2.079	0.098	8.669	2.45435
69	Motor and generator manufacturing	421	65.088	19.706	1.457	7.121	0.53	28.815	2.43596

Multiplier Rank	Industry	Total Employment	Industry Output*	Employee Compensation*	Proprietor Income*	Indirect Income*	Business Tax*	Value Added*	Employer Multiplier**
70	Industrial process furnace and oven manufacturing	240	35.567	13.187	0.074	5.903	0.31	19.474	2.43431
71	Books printing	105	16.537	4.832	0.111	1.767	0.163	6.874	2.40508
72	Scenic and sightseeing transportation	269	28.795	12.459	1.182	1.731	0.866	16.238	2.37945
73	Ball and roller bearing manufacturing	151	18.74	7.437	0.088	2.705	0.15	10.38	2.36698
74	Automotive equipment rental and leasing	305	34.559	7.469	0.676	14.959	1.749	24.853	2.36345
75	Food product machinery manufacturing	225	27.916	12.091	0.087	3.146	0.239	15.562	2.36117
76	Hand and edge tool manufacturing	804	106.072	32.008	0.453	16.876	0.739	50.077	2.36032
77	Other miscellaneous textile product mills	143	22.587	5.867	-0.006	1.172	0.129	7.161	2.35244
78	Maintenance and repair of equipment	418	49.647	15.009	3.261	-1.609	0.374	17.035	2.35167
79	Ferrous metal foundries	145	19.312	5.341	0.544	0.78	0.153	6.818	2.35022
80	Paperboard container manufacturing	250	52.793	10.225	0.323	2.03	0.504	13.081	2.34654
81	Company and enterprise management	358	36.087	21.972	1.017	1.436	0.672	25.096	2.34468
82	Computer systems design services	96	8.497	3.662	1.034	-0.766	0.164	4.094	2.33668
83	Non-depository credit intermediation	424	45.132	18.046	0.477	14.641	2.547	35.712	2.33639
84	Industrial process variable instruments	139	15.48	8.601	0.144	1.387	0.117	10.248	2.33275
85	Electron tube manufacturing	294	43.7	13.657	0.329	0.687	0.268	14.941	2.32951
86	Metal coating and non precious engraving	146	22.418	5.115	0.049	4.21	0.141	9.516	2.32852
87	Miscellaneous fabricated metal product manufacturing	198	28.328	6.835	0.084	3.432	0.179	10.53	2.32317
88	Ornamental and architectural metal work manufacturing	87	12.44	4.415	0.079	1.886	0.093	6.474	2.31289
89	Aluminum foundries	98	13.579	4.575	0.478	0.008	0.136	5.197	2.31071
90	Machine shops	995	116.403	42.845	0.58	6.643	0.989	51.057	2.30725
91	Metal cutting machine tool manufacturing	1,399	159.601	78.961	0.517	16.623	1.415	97.516	2.29782

Multiplier Rank	Industry	Total Employment	Industry Output*	Employee Compensation*	Proprietor Income*	Indirect Income*	Business Tax*	Value Added*	Employer Multiplier**
92	Offices of physicians, dentists, etc.	5,323	509.96	274.521	42.749	65.914	2.885	386.069	2.2874
93	Maintenance and repair of highways, streets,	171	19.251	6.239	1.335	-1.192	0.222	6.605	2.28542
94	Electronic equipment repair and maintenance	416	49.628	15.942	4.004	7.262	0.937	28.145	2.27653
95	Engineered wood member and truss manufacturing	62	8.121	2.505	0.046	0.867	0.134	3.552	2.27278
96	Plastics pipe, fittings, and profile shapes	84	12.373	3.541	0.084	1.218	0.074	4.918	2.26759
97	Cutting and machine tool accessory manufacturing	1,336	167.221	54.877	0.336	13.16	1.34	69.714	2.26352
98	Industrial mold manufacturing	233	24.329	13.379	0.078	1.084	0.209	14.749	2.24838
99	Federal Non-Military	268	25.284	21.555	0	3.728	0	25.284	2.21866
100	Metal forming machine tool manufacturing	406	44.868	20.482	0.144	6.102	0.385	27.112	2.20336
101	Maintenance and repair of nonresidential buildings	1,018	90.681	36.634	8.008	-5.034	1.036	40.643	2.20189
102	Real estate	3,887	357.938	29.73	12.475	161.06	46.266	249.531	2.18646
103	Commercial machinery repair and maintenance	528	52.708	16.298	4	11.389	0.953	32.64	2.16545
104	New multifamily housing structures, non farming	450	40.915	16.305	3.663	-2.08	0.185	18.073	2.15761
105	Other support services	1,337	128.934	33.726	3.291	44.057	1.571	82.646	2.15729
106	Bread bakery product, except frozen, manufacturing	225	27.147	6.344	0.267	5.889	0.188	12.688	2.1505
107	Water, sewer, and pipeline construction	179	18.308	6.561	1.415	-1.175	0.196	6.996	2.11783
108	Commercial and institutional buildings	2,864	245.846	103.467	22.426	-17.285	2.492	111.1	2.11636
109	Spring and wire product manufacturing	725	78.303	27.94	0.339	12.128	0.555	40.962	2.11613
110	Sign manufacturing	81	9.534	2.766	0.153	0.332	0.093	3.345	2.08535
111	Plate work manufacturing	105	9.125	7.063	0.092	1.228	0.059	8.442	2.08309

Table 10-13 2001 Output, Value Added and Employment – Rockford Metropolitan Statistical Area (Winnebago and Boone Counties)									
Multi-plier Rank	Industry	Total Employment	Industry Output*	Employee Compensation*	Proprietor Income*	Indirect Income*	Business Tax*	Value Added*	Employer Multiplier**
112	Commercial printing	528	61.889	19.247	0.317	4.791	0.516	24.871	2.07358
113	Automatic environmental control manufacturing	1,720	168.89	89.131	1.001	25.697	1.339	117.168	2.06614
114	Highway, street, bridge, and tunnel construction	625	60.459	23.02	4.937	-2.187	0.63	26.399	2.06397
115	Motor vehicle and parts dealers	2,404	181.669	84.166	6.876	5.652	17.034	113.728	2.05949
116	Securities, commodity contracts, investments	2,461	167.991	66.872	22.824	-4.689	3.469	88.476	2.03277
117	Periodical publishers	407	43.287	11.031	1.87	8.378	0.333	21.612	2.01034
118	Furniture stores	624	45.163	19.723	0.88	3.327	5.282	29.212	2.00577
119	Database, directory, and other publishers	329	37.99	6.454	1.14	14.671	0.368	22.633	1.99635
120	Other maintenance and repair construction	397	30.23	14.972	3.171	-1.681	0.278	16.74	1.99303
121	Postal service	746	53.45	43.567	0	-1.382	0	42.185	1.97929
122	Motion picture and video industries	221	16.962	1.99	0.374	0.453	0.183	3.001	1.94348
123	All other crop farming	70	7.558	0.361	0.646	2.239	0.176	3.423	1.93801
124	Special tool, die, jig, and fixture manufacturing	665	49.965	31.95	0.176	1.034	0.404	33.563	1.93005
125	Travel arrangement and reservation services	231	15.704	5.57	0.563	1.341	0.238	7.712	1.9174
126	Legal services	1,509	104.659	46.514	12.138	20.155	0.604	79.412	1.91709
127	Non-upholstered wood household furniture manufacturing	122	11.329	3.218	0.051	1.15	0.058	4.477	1.91162
128	Architectural and engineering services	1,040	68.917	32.25	8.736	9.968	0.448	51.401	1.89014
129	Manufacturing and industrial buildings	478	37.327	17.521	3.703	-3.569	0.343	17.997	1.88415
130	Other new construction	1,456	96.169	54.217	11.508	-9.047	0.652	57.33	1.8757
131	Photographic services	529	38.344	9.464	2.387	11.526	1.634	25.011	1.87413
132	Insurance agencies, brokerages, and related	1,180	87.807	40.731	1.968	32.896	0.528	76.122	1.87054
133	Advertisings	589	39.255	16.312	4.277	7.084	0.439	28.112	1.85594
134	Management consulting services	438	28.119	14.177	3.841	5.441	0.17	23.629	1.84957

Table 10-13 2001 Output, Value Added and Employment – Rockford Metropolitan Statistical Area (Winnebago and Boone Counties)									
Multi-plier Rank	Industry	Total Employment	Industry Output*	Employee Compensation*	Proprietor Income*	Indirect Income*	Business Tax*	Value Added*	Employer Multiplier**
135	Warehousing and storage	459	29.055	16.973	0.064	3.998	0.959	21.994	1.83217
136	Electroplating, anodizing, and coloring metal	390	26.975	16.237	0.177	2.991	0.178	19.583	1.82684
137	Building material and garden supply stores	1,665	98.192	43.639	1.718	8.638	12.169	66.164	1.81622
138	Specialized design services	169	11.376	3.35	0.87	2.844	0.198	7.263	1.81075
139	Custom computer programming services	605	33.663	25.133	6.788	-2.011	0.19	30.101	1.80586
140	Data processing services	232	14.625	5.946	1.108	2.029	0.147	9.23	1.79941
141	Gasoline stations	868	48.502	17.066	3.511	0.612	5.537	26.726	1.79492
142	Museums, historical sites, zoos, and parks	125	7.477	1.93	0.005	-0.024	0.069	1.979	1.79395
143	Ranching and farming	232	23.679	1.285	2.278	-1.632	0.604	2.535	1.77878
144	Wood kitchen cabinet and countertop manufacturing	162	11.309	4.359	0.069	1.09	0.13	5.649	1.72601
145	Death care services	321	19.242	6.373	1.169	3.254	0.737	11.534	1.69879
146	Newspaper publishers	568	39.08	13.089	2.495	6.798	0.333	22.715	1.69378
147	Electronics and appliance stores	698	33.55	21.747	2.964	-1.778	2.274	25.207	1.68981
148	State & Local Non-Education	5,684	296.889	253.028	0	43.861	0	296.889	1.67539
149	Agriculture and forestry support activities	51	2.574	1.256	0.758	-0.287	0.065	1.792	1.64441
150	Animal production, except cattle and poultry	142	12.699	0.866	0.722	-0.413	0.177	1.353	1.6273
151	Miscellaneous store retailers	1,486	65.931	19.948	2.825	0.823	4.261	27.856	1.62182
152	Other personal services	251	13.587	2.249	0.41	4.478	0.297	7.434	1.61345
153	Grain farming	807	59.558	2.267	6.495	17.408	1.439	27.609	1.6103
154	Food and beverage stores	4,690	203.939	76	7.527	8.805	19.173	111.504	1.60729
155	Home health care services	795	35.612	18.499	2.851	-0.247	0.135	21.239	1.60449
156	Health and personal care stores	1,380	59.836	31.946	0.916	4.421	6.707	43.99	1.60061
157	Veterinary services	282	13.172	4.265	1.102	0.01	0.384	5.762	1.59553
158	State and local government passenger transit	107	4.631	4.805	0	-4.388	0	0.416	1.58512

Multiplier Rank	Industry	Total Employment	Industry Output*	Employee Compensation*	Proprietor Income*	Indirect Income*	Business Tax*	Value Added*	Employer Multiplier**
159	Accounting and bookkeeping services	1,069	47.402	26.59	6.936	6.005	0.3	39.831	1.58488
160	Couriers and messengers	2,332	112.239	30.783	2.581	16.361	0.323	50.048	1.57939
161	Wood container and pallet manufacturing	65	3.826	1.317	0.025	0.175	0.047	1.564	1.57337
162	Nursing and residential care facilities	4,085	160.547	90.802	7.687	3.099	1.222	102.81	1.57316
163	State & Local Education	8,824	375.258	327.876	0	47.382	0	375.258	1.55472
164	General and consumer goods rental except videos	249	10.961	5.724	0.527	3.156	0.269	9.676	1.54793
165	Oilseed farming	474	27.214	1.335	3.526	7.839	0.739	13.439	1.54298
166	Laundry services	1,216	51.301	20.087	3.606	8.548	1.689	33.929	1.54041
167	Non-store retailers	920	33.223	9.575	1.89	0.644	3.987	16.095	1.51385
168	Scientific research and development services	70	2.666	1.854	0.502	-0.254	0.017	2.119	1.50296
169	Elementary and secondary schools	1,038	36.071	22.907	0.532	-0.796	0	22.642	1.49784
170	Other educational services	255	9.702	4.05	0.085	2.122	0.107	6.364	1.47354
171	Sporting goods, hobby, book and music stores	1,073	36.111	10.741	0.69	1.457	2.786	15.674	1.46804
172	Other amusement, gambling, and recreation industries	547	20.015	5.135	2.224	3.917	1.071	12.347	1.46724
173	Clothing and clothing accessories stores	1,228	40.364	16.232	0.749	3.015	4.794	24.79	1.45686
174	Colleges, universities, and junior colleges	544	18.464	9.869	0.268	-0.345	0	9.791	1.45555
175	Hotels and motels, including casino hotels	772	27.408	9.086	2.865	5.028	2.431	19.41	1.45541
176	Grant making and giving and social advocacy	832	22.83	8.82	0	0	0.025	8.845	1.44233
177	Business services	1,481	50.92	22.898	2.412	13.389	1.086	39.785	1.43589
178	General merchandise stores	4,304	133.324	60.459	0.63	10.439	13.831	85.359	1.42753
179	Personal care services	886	29.998	10.214	1.932	6.106	0.569	18.821	1.41468
180	Services to buildings and dwellings	1,748	48.639	25.301	2.562	3.909	0.622	32.393	1.39348
181	Child day care services	696	21.927	7.038	0.555	3.209	0.197	10.998	1.37988
182	Food and drinking places	12,053	401.612	117.47	34.098	-1.343	20.738	170.962	1.37648

Multiplier Rank	Industry	Total Employment	Industry Output*	Employee Compensation*	Proprietor Income*	Indirect Income*	Business Tax*	Value Added*	Employer Multiplier**
183	Car washes	422	12.298	3.65	0.868	3.821	0.379	8.717	1.35878
184	Civic, social and professional organizations	2,574	65.131	22.014	0	0	0.095	22.109	1.34653
185	Transit and ground transportation	549	13.775	3.624	3.275	0.248	0.633	7.78	1.34185
186	Investigation and security services	905	22.17	13.978	1.414	2.981	0.358	18.731	1.32489
187	All other miscellaneous professional and tech	897	26.492	4.951	1.281	15.505	0.305	22.042	1.32182
188	Video tape and disc rental	394	12.245	3.413	0.311	3.633	0.942	8.3	1.31872
189	Promoters of performing arts and sports	212	4.888	1.542	0.312	0.621	0.18	2.655	1.31037
190	Social assistance, except child day care service	1,921	41.207	24.649	1.959	-1.574	0.192	25.226	1.29105
191	Bowling centers	261	3.81	1.876	0.78	0.241	0.24	3.137	1.2656
192	Employment services	7,244	132.059	98.877	10.382	2.897	0.608	112.764	1.24286
193	Federal Military	718	13.394	11.42	0	1.975	0	13.394	1.24124
194	Performing arts companies	159	2.758	1.445	0.289	-0.178	0.103	1.659	1.22451
195	Hunting and trapping	56	0.984	0.019	0.023	0.109	0.042	0.193	1.144
196	Fitness and recreational sports centers	380	3.748	2.549	1.062	-0.4	0.155	3.366	1.14237
197	Spectator sports	591	4.356	2.871	0.684	-0.286	0.375	3.644	1.12115
198	Private households	906	7.919	5.895	0	2.024	0	7.919	1.10804
Totals		190,539	19,887.79	6,015.18	488.57	2,571.86	627.58	9,703.19	
*Millions of dollars									
**Social Accounting Matrix reflects all direct, indirect and induced impacts (including tax impacts).									

Care should be taken in interpreting multipliers. Some industries have low multipliers, but are very important to the economic viability of a region. The best example of such an industry is “elementary and secondary education”, with a multiplier of 1.5. However, such a table is intended for use as just one tool for identifying the economic impacts of transportation investment, provided such investment can be tied to the retention, expansion or attraction of specific industries.

Other Economic Development Considerations

The Rockford Area Economic Development Council is "...the regional economic development leadership organization for the Rockford Area. The Council's mission is to retain and recruit employers to grow quality jobs." The council publishes data and information, which are used by industries and investors seeking to locate, expand or invest in Rockford. Among these publications are lists of sites actively being marketed for sale and/or development, as well as buildings available for lease or sale. These sites and buildings were address coded to determine their geographic location for mapping purposes.

Map 9-2 (Land Use & Urban Form Section) shows the land marketed for sale and/or development. Most of these sites are concentrated along the interstate highways, US-20 and in proximity to RFD. These sites designate areas of employment growth. Most of these sites already have good transportation access. As a result of recent expansion of the Greater Rockford Airport, some of the available sites there may require minor improvements in accessing IL-251. Such improvements may be justified even further, as they provide better highway links between the airport and the new intermodal facility (Global III) in Rochelle.

Map 9-3 (Land Use & Urban Form Section) shows the commercial and industrial buildings being marketed for sale or lease. Some of these buildings are old, and unless renovated, may not be competitive for industrial or commercial use. However, these buildings do identify areas of potential employment growth or rede-

velopment. Two concentrations of these buildings are in the paths of anticipated developments. These two concentrations are in Belvidere and adjacent to RFD.

The Economic Development Administration (EDA) is a Federal agency that provides grants to economically-distressed communities to generate new employment, retrain existing jobs and stimulate industrial and commercial growth. EDA assistance is available to rural and urban areas experiencing high unemployment, low income, or other severe economic distress. The stated mission is to "lead the federal economic development agenda by promoting innovation and competitiveness, preparing American regions for growth and success in the worldwide economy."

COMPREHENSIVE DEVELOPMENT STRATEGY AND ECONOMIC DEVELOPMENT DISTRICT

Comprehensive Economic Development Strategy (CEDS):

As its name implies, a CEDS lays out a regional strategy for economic development with the ultimate goal being a stronger, more diverse regional economy. While the CEDS' most critical function is to provide a regional economic development framework, it also serves as a required vehicle through which some federal agencies (especially the EDA) evaluate requests for grant assistance. Without having a CEDS approved by the EDA no one

in the region is eligible to receive Economic Development Assistance Grants, including the Stimulus Funds for economic development. Having a CEDS in place has become more important than ever. The Rockford Region has finalized and submitted its CEDS document.

Economic Development District (EDD):

An Economic Development District, or District Organization, is a federally designated organization charged with the maintenance and implementation of the CEDS plan. Application for designation involves several steps including written support by the State of Illinois, Boone and Winnebago Counties, and a plan of operation as a non-profit organization. Similarly-sized EDD's procure around \$1.5 million annually in grant funding for their district from the EDA alone. Once designated, the EDD is eligible for a 50% matching planning grant to fund the program and staff. This is in the amount of about \$57,000.

Relationship with Economic Development Administration:

The Economic Development District of the Rockford Region will be a bi-county non-profit organization. Serving as a bridge between the private and public sectors, the EDD will network area leaders in bringing forth more economic development projects potentially eligible for grant funding. This crucial service will help match local dollars to state and federal dollars to bring more wealth and jobs

to the Region, thus extending the economic development capabilities of Boone and Winnebago Counties. In addition, the EDD serves as the point of contact for EDA staff when local projects are submitted for EDA grants. When local economic development projects arise aligning with EDA funding priorities and the goals of the local CEDS document staff also assist local government and non-profit organizations to submit the grant proposals, ensuring all necessary preparations are taken before submittal. Finally, EDD staff coordinates the CEDS Strategy Committee, a group of local private and public sector leaders charged with the annual oversight of the CEDS plan. This includes the annual update of the data and projects within the plan.

Regional Background- Eligibility for EDA Assistance for Ongoing Grant Applications:

Currently the Rockford MSA meets all three economic development criteria to qualify as having "economic distress". First, the Rockford MSA has traditionally had a large manufacturing economic base. As a result, the Region has experienced larger than national average unemployment rates during the largest economic downturns in the last century. This recession is no different. At 15.7% unemployment, the Area is experiencing significant economic impact. This is an average of 3.7% higher than the national average for the last 24 month period.

Second, for the most recent period for data available (2008) the MSA has a per capita income at 79% of the

rate of the nation. In addition, the net job loss in the last two years has resulted in an estimated loss of income of over a combined half billion dollars. This is over 2% of the annual GMP; in comparison the State of Illinois had a 2% increase in GMP during the same period.

Finally, the very nature of industry is changing in the Rockford Region. This “Special Need” is the Rockford MSA has had a large amount of plant closures and permanent layoff in the last year. Manufacturing is going from blue collar to green, production is going high-tech, and the workforce needs more and more new skills every day. The Rockford Region’s economy is at the epicenter of this transformation. 26 of the largest 500 companies in the Region closed in Boone and Winnebago Counties in the last three years, resulting in 4,000 employees losing their jobs. In addition, these businesses lost over 11,000 jobs due to layoffs and downsizing during this period. In total there was a net loss of nearly 17,000 jobs in the last two years alone. Finally, the U.S. Department of Housing and Urban Development shows the City of Rockford with a foreclosure rate of 7.2% at the time its Neighborhood Stabilization Program was created in late 2008, a figure exceeded only by the City of Cicero in Illinois.

As stated in the 2010-2015 Rockford Region Comprehensive Economic Development Strategy, a local agency will pursue becoming designated as the Economic Development District. This will include identifying local match for EDA planning assistance. EDD staff will undertake the following tasks:

- Develop a detailed Tactical Plan and Plan of Action on an annual basis.
- Maintain Comprehensive Economic Development

Strategy (CEDS) for the Region.

- Annually submit funding request to the EDA for a planning grant of \$57,000.
- Annually in the spring update goals, strategies, project prioritization, & EDD scope of work.
- Hold open meetings at least once a year, publishing the date and agenda of such meetings enough in advance to allow the public a reasonable time to prepare in order to participate effectively.
- Assist qualified eligible governments and nonprofits with EDA grant applications.
- Serve as the point of contact for the CEDS Strategy Committee as well as the EDA for agencies and organizations preparing to apply for funding.
- Provide ongoing technical assistance to area governments and nonprofits to align economic development goals and priorities and work on economic development initiatives from an intra-MSA area to the Tri-State Region.
- Grant/loan research, writing, and administration to both the EDA and other federal and non-federal funding sources.
- Provide a “request for assistance program” serving area agencies and organizations through the development of graphic materials and reports such as maps, fact sheets, and local government promotional and planning information.

- Run the Rockford Region Vital Signs project (regional sustainability indicators). Provide data tracking and reporting services including demographic and economic research and serve as a clearinghouse for the community for this information.
- Assist CEDS Strategy Committee to develop several key sub-committees they have expressed specific interest in, namely initially alternative energy, health-care, aerospace.
- Maintain ongoing relationships. Ongoing public and private relationships are crucial to the CEDS process. First, they help align economic development goals for the Region; second, they help identify new economic development projects potentially eligible for an EDA or other grant.

C o n c l u s i o n

Transportation investment is a major catalyst for economic development. In developing the LRTP, as well as the Transportation Improvement Plan (TIP), special emphasis should be given to determining the economic impacts of the proposed improvements. Given the constrained financial resources of state and federal transportation agencies, priority should be given to those projects capable of promoting economic development. Lower priority must be assigned to transportation projects whose benefits are slight or illusory, given the structure of the Rockford economy.

The Rockford MPA is a self-contained and balanced economic region, with a strong manufacturing base, an attractive environment, and a skilled labor market. The transportation projects, which enhance these strengths, should be given the highest priority. Northwest Cook County and DuPage County are areas that during the past few decades have experienced significant growth but are now approaching full development. With full development comes congestion and constrained facilities; currently, these constraints are exacting their toll. Accordingly, some industries are seeking less congested, nearby areas in which to expand. Examples of such industries are: airfreight, trucking and manufacturing. The Rockford MPA has the potential to attract these industries, further strengthening its economy.

There also has been discussion of developing part of the Rockford MPA into dormitory communities for the

Chicago Region. There are relatively inexpensive agricultural lands in Boone and Winnebago Counties that can be attractive for such development. Proponents of such development are promoting extensions of commuter facilities into these two counties. However, such extensions of commuter facilities and the development of dormitory communities have their disadvantages, including:

- As seen from the input-output model findings, private households have the lowest multiplier.
- Attracting some of the skilled workers from the Rockford MPA to the higher-paying jobs of Chicago can force higher labor costs on local industries to remain competitive, creating adverse impacts on its economic base.
- Dormitory communities may generate more costs than income and, unless carefully controlled, may lead to higher infrastructure and service costs borne by the public. This is particularly true if the development is low density.

The 2040 LRTP process offers an excellent opportunity to evaluate and discuss the reasonable alternative futures available to the Rockford MPA. Only through such discussion with the area's political and business leadership can an effective transportation plan be completed.

TECHNOLOGY

Technology and Management & Operations

In keeping with the information of the Management & Operations (M&O) Plan itself, RMAP intends to utilize technologies and planning methods to allow for a more efficient, safe, successful transportation network. The MPO's goal is to link operations and planning of the regional transportation system to solve operational problems, improve system performance, and improve communication across transportation-related agencies. There are many programs in the RMAP region that, in order to be successful, must cross functional and jurisdictional boundaries. These programs depend on an unprecedented level of collaboration, coordination and integration to achieve optimum performance and truly benefit the region's residents, businesses and travelers.

One of the critical components in developing regional management and operational strategies is establishing performance measures. Performance measurement involves the act of developing specific transportation system performance criteria and quantitatively tracking those measures. Among a number of other initiatives, RMAP will work collaboratively with the Illinois Department of Transportation (IDOT) to use information available through the Illinois Roadway Information System (IRIS) for developing and reporting performance measures. IRIS is a computerized database managed by IDOT in which a variety of condition and performance data is collected and maintained on all public highways as defined in Illinois Compiled Statutes.

Other technologically-oriented M&O goals include the modernization of all traffic signals on the SRA system to provide fully actuated operation and coordination with a fiber-optic interconnect system. All modern traffic signal hardware will be NTCIP-compliant to meet the requirements of the adopted regional ITS architecture. For more information on ITS, Additionally, a regional transportation management center should be located, planned, designed and eventually constructed, staffed and operated within the region. All regional ITS activities will be coordinated at this TMC.

Furthermore, RMAP would like to see a web-based, interactive ridesharing database developed for commuters in the region travelling to Metra stops at Elgin Big Timber and Harvard. Such a system should coordinate ride matching with transit providers including RMTD, Pace Suburban Bus and Van Galder/Coach USA.

Table 11-1 shows a number of Management and Operations strategies and the region's current opportunities with them. For a more detailed

FIBER OPTICS

In the age of instant communications and data acquisition, new technologies can aid in

Table 11-1: Congestion Management Strategies

Strategy Class	Strategies and Measures	Implementation	UWP Work Task	Future Consideration
Transportation Demand Management Measures (TDM)	Ridesharing (carpool/vanpool)			<input checked="" type="checkbox"/>
	Alternative Work Arrangements (flex, tele-commute)			<input checked="" type="checkbox"/>
	Transit and/or Shared Ride Subsidies			<input checked="" type="checkbox"/>
	Parking Management			
	Guaranteed Ride Home Programs			
Traffic Operational Improvements	Traffic Signal Coordination	<input checked="" type="checkbox"/>		
	Traffic Signal Modernization (fully actuated)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Traffic Systems (closed loop, centralized)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Roadway Geometric Improvements (turn lanes)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Time-of-day Restrictions (turns or trucks)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
	Ramp Metering		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Commercial Vehicle Improvements		<input checked="" type="checkbox"/>	
	Construction Management	<input checked="" type="checkbox"/>		
High Occupancy Vehicle Measures (HOV)	HOV Lane Priority			
	HOV Signal Priority			
	HOV Access Priority			
	Park & Ride Facilities			<input checked="" type="checkbox"/>
Public Transit Capital Improvements	Fixed Transit Guideway (rail, bus)		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Bus By-Pass Ramps			
	Bus Shoulder Riding		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Bus Queue Jump Lanes			<input checked="" type="checkbox"/>
	Fleet Expansion	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Vehicle Replacements/Upgrades	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Transit Vehicle Management Systems (AVL)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Park and Ride Facilities			<input checked="" type="checkbox"/>
	Mode Change Facilities (transit centers & stations)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Public Transit Operational Improvements	Transit Service Improvements (frequency, operating hours, weekends)	<input checked="" type="checkbox"/>		
	Transit Routing Changes (modifications, schedules, expansion)	<input checked="" type="checkbox"/>		
	Transit Coordination/Marketing	<input checked="" type="checkbox"/>		
	Transit Information Systems			<input checked="" type="checkbox"/>
	Transit Fare Reductions or Packages			<input checked="" type="checkbox"/>
	Transit Operations (signal priority, turnouts, far-side stops)			<input checked="" type="checkbox"/>
	Transit Mode Sharing (transit bike racks, park and ride)	<input checked="" type="checkbox"/>		
Non-Motorized Mode Measures	Infrastructure Improvements (bike lanes, paths, sidewalks, ADA ramps)	<input checked="" type="checkbox"/>		
	Support Services (bike racks and lockers, bike route maps)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Congestion Pricing	Road User Fees			
	Structured Parking Fees			
Growth Management	Land Use Policies and Regulations			<input checked="" type="checkbox"/>
	Design Standards			<input checked="" type="checkbox"/>
Access Management	Driveway Control	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
	Median Control	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
	Frontage Roads			<input checked="" type="checkbox"/>
Incidence Management	Detection and Response			<input checked="" type="checkbox"/>
	Clearance			<input checked="" type="checkbox"/>
	Information/Routing	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Intelligent Transportation Systems (ITS)	Advanced Traffic Management Systems (ATMS)	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
	Advanced Traveler Information Systems (ATIS)			<input checked="" type="checkbox"/>
	Advanced Public Transportation Systems			<input checked="" type="checkbox"/>
	Commercial Vehicle Operations (CVO)			<input checked="" type="checkbox"/>

the modernization of the transportation network, as well as some auxiliary benefits. One of the systems that RMAP is actively involved in advocating that the Rockford Region grow its resources in is a fiber optic network. As mentioned above, fiber optics can assist in the communication and transmission of data to and from a TMC, as well as assisting in modernizing traffic signals in the region.

Fiber optic transmission of data has a number of benefits. Among these is exceptionally low loss of data, which allows for long distances between amplifiers, reducing cost and increasing the distance that data can be accessed over. Moreover, when running cables alongside one another even over long distances, fiber cables reduce nearly to the point of elimination the problem of crosstalk, or a signal transmitted on one circuit or channel of a transmission system creating an undesired effect in another circuit or channel. This can be a vast problem with some types of electrical transmission lines; to avoid crosstalk it can be necessary to space such lines out when traversing longer distances, fiber optic cables can be bundled together, saving space, money and generally simplifying matters. This also means the fiber optic cables can be installed in places with high electromagnetic interference, such as

along utility lines, power lines and railroad tracks. Additionally, fiber optics have an inherently high data-carrying capacity, so much that thousands of electrical links would be required to replace a single high bandwidth fiber cable.

The Greater Rockford Fiber Optic System (GRAFOS) was formed to explore the potential benefits and related cost of forming a regional dark fiber system that can provide unlimited bandwidth and meet the combined needs of local governments, school districts, library districts, park districts, community colleges, multi-governmental public safety dispatch operations, major universities, major hospitals in the area and a State agency. Dark fiber is defined as unused optical fibers, available for but not actively in use. The reason for dark fiber is that much of the cost of installing cables comes from the civil engineering work required; including planning, routing, obtaining permissions or land, and creation of ducts and channels for the fiber. Installation of fiber optic networks as dark fiber can occur during road construction, when much of the costly excavation has already occurred and the appropriate equipment to install fiber has already been mobilized, saving time and money. That way, there is fiber in place to be used when the system is prepared, rather than the system needing to wait on costly and time-consuming installation processes.

Initial efforts to expand individual member networks were too costly and as a result, a combined regional network concept was developed to share the initial infrastructure costs and expand the potential benefits that could be achieved through this collaborative approach. High-speed bandwidth is required to support the function of many agencies and local partners within the MPO while providing the capability for continued, affordable growth to support the future.

Within the MPA, there are numerous businesses that, with higher bandwidth capabilities, well above 20 Mbps, could expand their operations and add workers, either hiring from within the community or bringing skilled professionals to the region. Additionally, there are numerous large empty buildings and a great deal of open real estate that have been periodically evaluated by high-tech firms as possible expansion locations in the area. These expansions have continued to fail based in part upon the lack of fiber optic resources available here that can reach out to the bandwidth centers in Chicago and the Quad Cities. Within the past five years, the region has been working towards a plan with Northern Illinois University to resolve this problem. In the summer of 2009, two networks, NIUnet and NITT, came online with a total capability of supporting 6 terabits of traffic that can bring connectivity from the bandwidth centers in Chicago to Rockford. The current challenge is the lack of fiber optic resources into our communities to distribute this bandwidth resource to where it is needed.

GRAFOS will provide middle-mile dark fiber infrastructure system to the counties of Winnebago, Boone and McHenry and their constituent Community Anchor Institutions. This will be an open system available to all providers, government entities, education, hospitals, businesses and any others that are willing to provide Internet access to the benefit of the community. This fiber will be open to all that desire to purchase an Indefeasible Right to Use (IRU) for two fibers. These entities may develop their own networks using this dark fiber in any manner that meets the needs of their respective user community.

The operating members of this fiber optic system along with Northern Illinois University will actively promote the fiber resources to all in the vendor com-

munity and local businesses. One goal is to have telecommunications services in rural areas that can provide the same opportunities found in the major cities.

This system consists of 531 community anchor facilities in an infrastructure project that will provide dark fiber to all members, vendors and businesses in the community. Through collaboration and based on successful projects in the past, this system will provide the community the opportunity to obtain broadband service from the provider of their choice at a significantly reduced rate. During the past two years the region has installed, spliced, tested and activated 10 miles of single mode fiber optic cable. The system uses both baseband and Dense Wave Division Multiplexing. Working with Northern Illinois University, this network is the incipient stage of a project to bring bandwidth from downtown Chicago to the three-county area. At the present time, there is a large amount of bandwidth to one or two locations with no distribution to our facilities.

This system will be installed by local contractors, and will create between three to four hundred jobs to the installation of the cable and restoration after construction.

However, given current economic environment and declining revenue, budget reductions and headcount reductions for organizations within the region, this system will not be fully implemented and the benefits not fully realized without additional funding from State and Federal sources. An application was filed under the Broadband Technology Opportunities Program (BTOP) for such assistance, but was unfortunately not selected for funding during the first round of disbursement.

A new application to BTOP has been created for the second round of funding. This new application builds

on much of the research and ideas present in the initial application, but broadens the base of counties applying. Rather than just a three-county application, the proposal is now for the northwest region of the state, consisting of seven counties in northwestern Illinois, including Boone and Winnebago counties. The application itself has been scaled back slightly as far as the scope of the work to be done in each county; as such an action fits more in line with the applications that were funded in the first round of BTOP's disbursement. In addition, there is now a private component to the application, leveraging dollars from the private sector and creating investments from businesses to ensure that the monies are being put to use by more than just governmental entities. The application continues to provide the benefits to the region that are so badly needed, but is now more in proportion with what the federal government is seeking to fund with these dollars.

R M A P I L . O R G

As time has passed, access to the internet and the myriad sources of information available thereon has grown substantially. Not so long ago, the ability to access a computer was a rare privilege only afforded to a select few. However, personal computers and internet service have become significantly more accessible and are much more affordable. For those unable to own a computer, many local libraries provide computers with internet access to the public. Additionally, laptops and even cellular phones now are capable of easily and cheaply providing any number of users access to the resources of the internet, thanks to the advent of wireless connectivity.

In this new era of information, RMAP would be remiss if it did not provide a streamlined, efficient method of obtaining data about its various planning projects to the public via the internet. For many years, RATS utilized several pages on the City of Rockford's website. However, the data was difficult to sift through, and the pages themselves were infrequently updated. Since the transition of RATS to RMAP occurred, one of the changes has been the creation of a new website solely for the RMAP organization: <http://www.rmapil.org>

This website boasts a significantly improved means of accessing data for the public. Federally required documents are constantly available for perusal, as are documents related to the various planning areas, studies and other efforts that RMAP is undergoing at any time. Links to partner organizations provide a means for citi-

zens to get involved in other aspects of the planning process, or to view studies done by other organizations.

Meeting times and dates for the various RMAP Committees and events are regularly updated, and minutes and agendas are posted for the attendees along with the general public to review. Public notices are also posted, allowing for a level of public participation, transparency and accountability never before possible in regional planning. Legacy documents are also available, allowing citizens to look into the MPO's historical activities as well.

Also available are links to the individual email addresses of each staff member of RMAP, allowing any comments that a visitor the site may have, whether in regard to the site itself or to other planning matters, to be quickly transmitted and reviewed. In the portion of the site devoted to the Blog of the Executive Director, a commenting interface has been implemented, allowing for a discussion between RMAP and the community that any and all visitors may view and participate in if they so choose.

The website also allows RMAP to attempt new methods of tracking construction progress on important or time-sensitive projects. First implemented with the local projects for the American Recovery and Reinvestment Act of 2009, the site can play host to a series of dashboards, metrics and progress notes. RMAP understands that a static website displaying legacy data is no longer enough of a commitment to the public's interests. In or-

der to ensure that the public is able to access any and all information that it requires, RMAP staff consistently adds new documents that it creates, new information that it can provide to the public, and important announcements often including links to other sites that RMAP feels the public may find valuable. In the event that an item is not available, the website states that any member of the public may contact RMAP staff, to request documents, information or whatever assistance they may require. RMAP is committed to utilizing every means available of informing the public and thereby bettering the planning process.

ENVIRONMENTAL & GREEN PLANNING

Climate Change / Green Initiatives

Climate change and Green Initiatives are two emerging planning issues that have recently been advocated to be further integrated into the transportation planning process. While this is currently an ongoing effort nationally, the MPO has incorporated the philosophy of coupling green initiatives and transportation planning in previous planning efforts and documents. The below section details some of the efforts already undertaken by the MPO as well as describes future initiatives to better link green initiatives and transportation planning within the Rockford Metropolitan Planning Area.

LINKING TRANSPORTATION AND ENVIRONMENTAL PLANNING

A Regional Philosophy / Viewpoint:

During the past several decades there has been a growing awareness of the need to have a more thorough discussion and understanding of the relationship between the transportation planning process, the impacts of highway programming and construction and environmental protection. Our knowledge and understanding between the complexities of the natural environment and our development-made surroundings is a continuous process. The connection between these has resulted in new areas of environmental science that needs to be considered and discussed as they interact with the growth of our infrastructure systems.

“History has clearly demonstrated that the quality of

life and the sustainability of human settlements is dependent on the stewardship of natural resources.” In response to this issue, Metropolitan Planning Organizations (MPOs) are developing strategies to include conservation in the area’s overall transportation planning process and the development process of the area’s long-range transportation plan (LRTP).

RMAP Approach to Linking with NEPA:

On February 14, 2007, planning regulations issued jointly by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require a more detailed policy approach to concentrate on the significance between biodiversity and other environmental impacts and the proposed transportation projects that are included in the RMAP LRTP. When these regulations were issued, RATS adopted Resolution 2007-7 which identified three additional planning efforts including a framework planning approach for this issue, which is shown below.

RMAP Planning, Coordination and Consulting Plan with Resource Agency:

In order to comply with 23 CFR 450, Section 6001 it is important for MPOs to coordinate with State and Federal resource agencies, sharing information and creating a planning process that looks at environmental issues as a regular task item. In most cases the resource agencies can provide plans, maps and databases, often

in GIS-ready format. Often information is available from resource agency websites that complements the work of the MPO planner. In particular, the following is available from the respective resource agencies:

1. US Army Corps of Engineers – GIS based mapping of permit activity, mapping of wetland mitigation areas and banks.
2. US Fish and Wildlife – Consultation on Federal endangered species lists and compliance with the Endangered Species Act. Soon to be available GIS coverage’s of habitat.
3. US Environmental Protection Agency / IL EPA – Powerful web-based tools that provide a range of environmental conditions and features within MPO areas. Watershed assessment tracking and environmental results. Envirofacts data warehouse for air, water and land. Air data and NEPA compliance.
4. IL Department of Natural Resources – State list of endangered species and statewide conservation plans.
5. IL Historic Preservation Agency – Access to the HAARGIS system that provides detailed information on historic properties and structures from a web-based environment.
6. IL Department of Agriculture – Compliance with the

Farmland Preservation Act. Updated soils information on a county by county basis. Land use planning assistance to ensure compact and contiguous development in urban areas, minimizing the conversion of agriculture land to non-agriculture uses. Information available through the regional Soil & Water Conservation Districts.

7. Winnebago Soil & Water Conservation District
8. Rockford Park District
9. Winnebago County Forest Preserve District
10. Boone County Conservation District
11. Belvidere Park District
12. Village of Winnebago Park District
13. Natural Land Institute

MPOs can assist the resource agencies by providing transportation and land use planning data in GIS-ready format for easy and seamless data integration.

During September 2007, the FHWA and FTA conducted a certification review of the RATS transportation planning process. In March 2008, they issued a report, which including several findings and recommenda-

tions. One of the findings of this review was that the

“Rockford MPO shall amend the current LRTP to include a discussion on potential environmental mitigation activities at the policy and/or strategic levels.”

Section 6001 of SAFETEA-LU, requires that MPOs LRTP include a fundamentally different discussion of mitigation efforts than are typically contained in the NEPA documents. This new requirement is a more broad-based planning approach for reviewing the “types of potential mitigation activities and potential areas to carry out these activities” than normally done by MPOs. This was the framework that RATS used in adopting Resolution 2007-7. Described later in this section are some specific projects that RATS is planning, coordinating and consulting with environmental resource agencies. But, RATS has and will continue to assist in the planning and preparation of the resource materials that are currently being used by traditional transportation agencies responsible for the actual preparation of the NEPA documents. Because RATS staff is located within the Public Works Department of the City of Rockford, the staff and the planning materials and documents are easily available for City and RATS staff to check with when issues arise.

To meet the intent of Section 6001, RATS staff, voting members, non-voting members and other participating agencies who receive federal funds have and will continue to follow the National Environmental Policy Act (NEPA) process. However, one of the planning approaches that SAFETEA-LU stresses is for MPOs to shift towards a broader and more strategic involvement with a wide range of agencies, organizations and the public who might not have been traditionally connected with the

overall transportation planning process, or understand the role, and/or functions of RATS. One of the important efforts will be to work with these new connections to identify other approaches that will cause the least disruption of environmentally sensitive areas, such as wetlands and known locations of endangered species. From this charge, one of the overall objectives should highlight environmental benefits, as well as impacts. One of the methods to be used will be northern Illinois / southern Wisconsin geographic area so that regional ecological issues can be addressed in the planning stages of a project.

The types of activities that will be considered for mitigating the impacts of transportation projects are those that have been traditionally used. These are wetland replacement, avoidance of habitat fragmentation, preservation of habitat for endangered species, replacement of trees and other types of vegetation, identification and creation of mitigation banks within the watersheds of possible projects, planting native vegetation, buffering existing parks, forest preserves and other parkland from high-impact land use development, working with the land use controls of the local units of government to adopt policies that would avoid environmentally fragile areas and to develop landscaping plans and other amenities that would restore and enhance the ecological values of the land. Another management activity might be the creation of an in-lieu fee program where developers and other users who impact certain environmental areas could contribute to a third-party conservation organization that is attempting to restore, acquire or develop high-value natural areas.

BEGINNING THE CONVERSATION

To start and continue to have discusses on the steps to integrate the transportation planning process with environmental management, one of the main emphases will be communicating with these resource agencies who have direct authority and information on environmental issues. In other words, to have open and continuous discussions with those agencies, the general public and the transportation plans and programs that might impact the environment. These relationships are very critical to ensure that the transportation planning process follows the 3-C (Continuing, Cooperative and Comprehensive) principles.

For the area to have an on-going dialogue on environmental and transportation planning issues, several efforts have been done to bring these subjects together to discuss their interests so that information can be assembled about concerns early in the overall planning process. Besides the governmental partners listed above, non-governmental organizations and other interest groups and individuals will be included in this process. While these organizations and groups have different responsibilities and information, the sharing and identification of issues will be very valuable in the development of the RATS LRTP and other planning documents. MPOs are at the “cross-roads” of being able to pull together these different community resources to ensure that issues are known and documented to allow good planning procedures, information and reports to transpire. While some community organizations might have a no-growth attitude, the reality is that growth will continue to occur in the greater Winnebago County – Boone County area. The proper planning procedure is to consider the long term consequences of our growth as those actions impact the green infrastructure. As the urbanized area of Rockford and surrounding com-

munities continue to grow, it will require a disciplined planning process to recognize that providing economic growth can be done in a way that will protect and ensure a balance between nature preservation and development.

Over the past several decades, there has been sporadic dialogue on how to link the MPO / state responsibility for transportation planning and the Federal review process with NEPA. This issue of making an easy, smooth and seamless merger with NEPA is one of the key guidelines of the SAFETEA-LU planning regulations. This joining of these two steps in the overall process of constructing transportation projects is a critical one because the MPO planning process and NEPA steps are at the early stages of the project development process and if issues and topics are not fully identified and investigated, the implementation of those projects are delayed or are extended to the point that the project cost exceeds the original estimate. If these delays occur, concerns are raised by the public regarding the MPOs/Locals/States/Federal ability to get these projects done in an acceptable time period. In the public informational open houses and other public presentations that RATS have held and given, one of the concerns has been repeatedly heard is the length of time it takes to get projects done. One of the reasons is the time that transportation projects are listed in a MPOs 20+years long-range plan, funding cycle and the implementation schedule for each specific project included. Primarily because of the funding cycle and other priorities that local and state governments are facing with regards to revenues, the seamless transition (regarding no time gap) between the transportation planning process and NEPA mostly does not happen.

While SAFETEA-LU stated that mitigation strategies and activities are “intended to be regional in scope, and may not necessarily address potential project level-impact”

they should be included in a MPOs long-range plan. One of the principle goals of this discussion on environment mitigation is to explain how to include much of the MPOs planning products in the NEPA process. Since the NEPA process is a federal requirement, the critical issue is that the resource agencies to be included to assist the MPO process to determine what information is allowed so that a duplication of efforts can be minimized. Also, since the NEPA process is directly related to specific project-level impacts and the intent in SAFETEA-LU is an overview of the entire metropolitan planning area of an MPO, this discussion / dialogue essentially becomes one of including and involving the agencies in the review process and determining what information they do or might consider in the NEPA process.

The approach that RATS has used in the past when issues have been raised is to take that vision and to implement a planning task / work element to start the process to implement that idea. This was exactly the planning approach that RATS used when the area wanted a more thorough and complete discussion on the common community vision for having a bicycle / pedestrian system that would offer the communities a viable transportation choice. As a result, RATS set-forth a planning effort to explain the vision to implement a safe and efficient bicycle and pedestrian system. To implement a regional bikeway system, RATS participated and assisted the local and states agencies involved in this process:

- 1 to develop a network system displaying the routes and type of bike facilities that could be built, striped and signed,
- 2 to research and determine the requirements of different types of revenue sources that could be used to

develop a grant proposal to build such bike facilities, and

- 3 to assist the local units of government in writing and preparing such grants.

A copy of the steps of public participation in this planning effort is shown at the end of this document. Based upon the amount of public involvement and response to this planning approach, RATS will follow this approach for all future planning efforts/activities that have a broad regional focus.

PAST & CURRENT PROJECTS LINKING TRANSPORTATION AND ENVIRONMENTAL PLANNING

For this discussion on environmental mitigation, several efforts have been done or are currently underway that allowed citizens the opportunity to participate in these specific planning projects. For several of these projects, RATS has participated and taken an active role in the development of these planning efforts.

- Boone and Winnebago Regional Greenway Plan – The development of this plan provided a framework to allow local and state organizations, along with private organizations and individuals, an opportunity to participate in this planning effort and have discussions on the relationships between environmental resources and growth management. With the completion of the original greenway plan in 1997 and an updated version in 2004, this planning process provided a basis for agencies involved with transportation, water quality, stormwater and floodwater management, parklands and forest preserves, and other environmental and conservation pro-

grams to address planning coordination. Through this effort, interagency consultation has continued.

In the development of the Regional Greenway Plan, numerous layers of data were included in the GIS-format mapping process. Some of these layers are:

- Bedrock geology
- Bedrock topography
- Streams
- Wetlands
- Floodzones
- Bedrock aquifers
- Public water supplies
- Surface waters
- Landcover
- Forest resources
- Archeological sites
- Cemeteries
- Federal lands
- Natural areas and preserves
- State fish and wildlife areas
- State parks
- County and local parks, and
- Privately owned known environmental critical areas (such as property which has been enrolled in Conservation Reserve Program or which has a conservation easement)

This Greenway Plan has been used extensively by the participating agencies as a tool for planning open space acquisition, protection of natural areas, development of pathways and other transportation systems. It has been an important resource in meeting grant application requirements, especially Illinois Department of Natural Resources (IDNR – C-2000), IDOT (Trans-

portation Enhancement) and Open Space Land Acquisition and Development (OSLAD) program grants. As the Regional Greenway Plan was being developed, the local and state agencies essentially created a consortium to develop a collaborative work-effort that has continued throughout the past several years.

- FHWA / IDOT's Enhancement Program – Another example of this effort is the regional cooperation on the submissions of enhancement applications. The two principal planning documents that are used in this effort are the RATS Year 2035 LRTP and the Regional Greenway Plan. The majority of projects that have been submitted, awarded and constructed in the RATS MPA are regional shared-use path facilities. Particularly, are two major north-south routes that have been completed in the area which are the Rock River Path and the Perryville Path. One of the objectives of the recently completed Bicycle / Pedestrian Plan was the identification of existing streets to connect to the area's several shared-use path facilities. Using the traditional transportation system management philosophy of low-cost transportation improvements, this planning approach of using low-volume streets to safely accommodate bicycling would create a mobile and accessible transportation option in the RATS MPA. The regional cooperation on the submission of these grants by several of the local agencies identified above and the construction of these transportation facilities, the area is now in the position of implementing an on-street bicycle network.
- Winnebago County Natural Resource Inventory – As part of the Winnebago County 2030 Land Resource Management Plan, a natural resource inventory will be developed to list the types of natural

resources whose locations and characteristics should be identified and mapped in a GIS format. WinGIS is requesting information about private or public natural resources that may not have been previously recorded by local, state, federal, or private agencies, but which are still considered great assets of the residents of Winnebago County. This inventory will be used to help protect and manage these precious assets in the future. The foundation for this work effort is the State of Illinois Natural Area Inventory. This 30-year old inventory identified high-quality remnant natural communities and grades them according to their ecological integrity. As part of County's 2030 Land Resource Management Plan, the Winnebago County Geographic Information System (WinGIS) has contracted with a consulting team to (1) create an inventory of scarce natural resources, (2) assess the ecologic significance of the natural resources, (3) recommend a management strategy to maintain, restore and protect the natural resources and (4) provide the inventory and strategy data in an approved GIS format. RATS assisted WinGIS in developing the project overview and purpose of this activity.

- Principles of Balanced Growth – Beginning in January 2002, Winnebago County began a planning initiative “to inform public and private decision-makers in Winnebago County on the concept and benefits of balance growth; to encourage implementation of projects and policies or actions which reflect the principles of balanced growth and to become a model for other counties in Illinois.” This project had several objectives, but the overall theme was to educate public officials about the principles and to explain some of the best practices on Balanced Growth. As with all planning tasks, the final report includes a

multi-level approach to most of the important issues that challenges urban communities across the United States. The topics that were described included Economic Development, Fiscal Stability, Natural Resources, Agriculture, Open Space, Viable/Livable Communities, Infrastructure and Coordination.

- Rock River Valley “Green Communities” Environmental Vision: Facilitation of Cooperative Conservation – This environmental visioning effort involved many government and other resource agencies to develop a community understanding of the importance of protecting and preserving our natural resources. This process included investigating the physical, ecological and cultural dimensions of the local environment, identifying issues and preferences through surveys and public meetings, creating strategies to address issues and generating an action plan. The goals of this effort were to:

- 1 cultivate and preserve historical and cultural resources,
- 2 protect, preserve and enjoy natural resources and ecosystems,
- 3 link the natural world to hands-on learning and physical activity through recreational and environmental education,
- 4 implement environmentally sound land use strategies and
- 5 develop a system that encompasses all forms of transportation in a safe, interactive manner.

The action plan that was published by the Rock River Valley Green Communities included ten critical action areas and follow-up issues for the region to consider and incorporate into the area's planning process and documents. The steps to implement the ten issues that were identified in this visioning planning process listed local and regional planning documents like the greenway and trails plan, park and open space plan and the RATS LRTP, including a specific reference to have a more detailed planning analysis on bicycling and pedestrian transportation.

- Illinois Department of Natural Resources Ecosystems Program: Ecosystems Partnerships – The purpose of this state-wide effort “is to integrate the interests and participation of local communities and private, public and corporate landowners to enhance and protect watersheds through ecosystem-based management.” In the RATS Metropolitan Planning Area are three of these ecosystem partnerships:

- * Upper Rock River
- * Kishwaukee River
- * Sugar – Pecatonica Rivers

The strategy of these partnerships is to ensure that habitat and other environmentally-sensitive areas are maintained and managed to enhance biological diversity and to establish human and economic and recreational conditions that will be compatible with local and regional interests. Because more than 90% of the state's land area is privately owned, a new approach was initiated to have a cooperative effort to protect, enhance and restore natural resources through private management and public support and encouragement.

- Illinois Wildlife Action Plan – The Illinois Department of Natural Resources (IDNR) has completed a detailed, science-based approach to develop a comprehensive plan to manage public and private lands to conserve the state's wildlife. The planning approach included an inventory of species, but also developed a plan to address the particular needs of wildlife that are declining so that these species populations can be stabilized and then increased. To address the eight congressionally required elements, IDNR's method involved more than 150 federal, state, and local agencies, partnerships, institutions, and nongovernmental organizations. Through a wide-variety of other public events and announcements, an estimated 600 people were consulted throughout the state.

The fifteen natural land divisions of Illinois, defined by biological and geological characteristics, were used to geographically divide the state into sections to evaluate wildlife and habitat conservation needs. To assess each of these land divisions, thirteen major and minor categories were used in the environmental – ecosystem review. Two of these fifteen land divisions are included in the RATS Metropolitan Planning Area, the Rock River Hill Country and Northeastern Morainal Natural Divisions.

Included in the State Wildlife Action Plan is a Green Cities Campaign section. As a result of increasing population growth in several of the 102 counties in Illinois, this plan discussed several actions steps for developing areas to foster an understanding of and appreciation for wildlife, habitat, natural communities, ecological processes and disturbance regimes. Knowledge of these issues and related subjects are important for urban residents to support scientifically driven con-

ervation priorities. The steps that were outlined are:

1. Minimize the adverse effects associated with development on wildlife and habitats.
2. Integrate wildlife and habitat conservation in developing areas, as possible or appropriate.
3. Increase water quality education efforts in areas under high development pressure and/or within fragile geographic zones (i.e. karst terrain).
4. Make natural areas conservation, ecology and environmental education a mandatory part of school curricula.
5. Fill information gaps and develop conservation actions to address stresses.
6. Increase access to open lands and waters within and near urban areas for wildlife-related recreation.

VIEWING FORWARD

As noted in numerous publications and studies, the importance of land conservation and incorporating environmental and community principles into the transportation planning and decision-making process can improve the quality of life for the citizens and visitors to the Rockford Metropolitan Planning Area. The continuous changes occurring in the human landscape are effecting our natural environment. SAFETEA-LU is asking metropolitan planning organizations (MPO) like RATS to develop an on-going discussion between local organizations and to coordinate with State and Federal resource

agencies to begin a dialogue to share information and create a planning process that will serve to avoid, minimize, or compensate for the impacts to the environment from transportation projects. Consultation with non-traditional transportation planning partners in the federally-funded MPO process seeks to include and involve other interests who are affected by transportation projects in the Rockford metropolitan area, like economic development, conservation and agricultural organizations.

The SAFETEA-LU planning requirement to have MPOs develop a regional scope and strategy to address the issues that are a part of the NEPA process is not new to RATS. As presented and discussed above, the approach that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are asking MPOs to pursue with resource agencies that are included in the NEPA review process is currently used in the RMAP area.

The critical point in any community planning process is to take that vision (plan) and to identify the steps and resources needed to materialize that visualization. *In other words, to make the plan happen.* The first step in this process was to communicate with these resource agencies that have direct authority and information on environmental issues. That occurred as the May 20, 2008 version of this plan amendment was distributed to several of the local and regional park and conservation agencies in the RMAP MPA to seek their comments and opinions. Based upon those conversations, this updated version (July 17, 2008) includes most of those views. Once this plan amendment has been adopted by the RMAP Policy Committee, the next step will be that RMAP staff will conduct a meeting(s) with local, state and federal organizations, along with private organizations and individuals, to begin identifying the issues and relationships between

the transportation plans and programs that might impact the environment. At this time, it is the intent to have continuous conversations with these organizations and individuals because the RMAP MPO process is always an on-going discussion. One of the items for discussion will be to review the "Planned Roadway Improvements from Present to Year 2040 (**Map 7-4, Roadway Section**)" in the RMAP LRTP and to determine what impacts those projects might have to the environment. If there are possible impacts, explore other options to avoid or reduce those possible effects. Another item for consideration might be an advisory committee of environmental agencies and individuals to review and incorporate environmentally friendly (ecosystem or watershed basis) practices into state and local transportation agencies construction and maintenance operations to protect and enhance wildlife and wetland habitat. Ultimately, the goal is to become Eco-Logical in our decision-making process to link transportation planning with environmental issues.

In an effort to create an educational dialogue, promote awareness of the natural environment and better link climate change issues with transportation planning within the RMAP planning area, the following describes a methodology of how the MPO will proceed with this consideration in the planning process.

Phase 1 - RMAP's Current Planning Documents:

Recent information and a new emphasis on climate change and the causal relationship to transportation puts MPOs in a leadership position to examine and to open discussions at the local/regional level to address this issue. In the past several years, numerous national documents have been published, showcasing a wide assortment of strategies that could be incorporated into our local and regional

planning documents and processes, primarily our Long Range Transportation Plan (LRTP) and Management & Operations (M&O) Plan. Many of the land use/smart growth strategies have already been added to several of the local agencies' land use development codes. For example, two years ago RMAP finished its Bicycle & Pedestrian Plan (as part of the Year 2035 LRTP) which received an award from the Illinois Chapter of the American Planning Association. From this plan, several pedestrian improvements have been constructed and an on-street bicycle facilities program has been started by the City of Rockford.

This task essentially would be an assessment of the overall national objectives on this subject and examining RMAP's planning documents and processes. RMAP seeks a comprehensive approach that addresses multi-issues. Accordingly, the use of IDOT's Context Sensitive Solutions (CSS) process would be required and serve as the foundation to encourage dialogues and discussions with community groups, organizations and individuals. Based upon these reviews and discussions with key stakeholders in the region, a selected consultant would develop a report listing the findings of the strengths and weaknesses of RMAP's current planning documents. From this report, strategies based upon our local geography and other related factors would be recommended to address all findings and comments resulting from this phase of this study.

Phase 2 - Creating a Environmental Education Dialogue:

Based upon the findings and recommendations of the first phase and using RMAP's Environmental and Transportation Planning discussion amendment as the beginning points, the second task under the Greater RMAP Environmental Education Network (GREEN) would be to

further develop an action agenda for the RMAP area and surrounding region. This would primarily use the planning guidelines stemming from the Federal Highway Administration and Federal Transit Administration. For this second phase, RMAP will be reaching out to the Rock Valley College, Rockford College, University of Illinois – Rockford School of Medicine and Northern Illinois University to use their resources to foster an educational effort directed toward community organizations and citizens, primarily on environmental matters and livability. This effort would start a formal relationship between our colleges/universities and the RMAP MPO transportation planning process. From a planning perspective, we have historically underutilized our local colleges as a resource tool. This is a good time and topic with which to change that trend. Hence, this would be the educational link/network approach for this planning initiative.

As described in the RMAP discussion on linking transportation and environmental planning, one of the approaches is to have regular conversations with non-traditional organizations that are not normally involved in the MPO 3-C planning process. Over the past several years, RMAP staff has continued to have a dialogue with these groups and organizations on an irregular basis, but that effort needs to be expanded to include our higher level of education institutes in the RMAP area and on a more formal and regular platform.

Phase 3 - Greenway Plan Update:

For the past several months, RMAP staff has had meetings and discussions on the steps to update the current edition of the area's Greenway Plan. In the past, RMAP and the local agencies have taken the approach to develop a mapping process/tool that identifies these environmentally critical areas,

The Rockford MPO has been directly involved with the past two planning/mapping efforts of the Boone and Winnebago Regional Greenway Plan. This first effort was completed in 1997. Twelve local agencies continued this cooperative effort to produce the area's second comprehensive tool for open space planning in 2004. Since that time, several of the local natural resources agencies have updated their internal planning documents and have continued to acquire additional environmental-sensitive areas.

The Rockford MPO has been directly involved with the past two planning/mapping efforts. As a result of RMAP's past involvement with the Greenway Plans/Maps, several of these organizations have approached RMAP to ask for our assistance.

The two previous Greenway plans have been used as an important guide to acquisition and protection of priority natural areas, and in meeting requirements for Illinois Department of Natural Resources (IDNR) grants and Illinois Clean Energy Community Foundation grants. The Greenways Plan map has been very popular with individuals and other organizations who are interested in locating and utilizing parks, open space, natural areas, and off-street paths and trails. It has also been included in the RMAP Long Range Transportation Plan and several county and municipal land use plans.

Since the last Greenways Plan was updated, Winnebago County completed a detailed natural resources inventory for the county (this was funded through the Winnebago County GIS organization (the approximate cost was \$200,000, all in local funds)), and the Illinois Natural History Survey is updating the Illinois Natural Areas Inventory. Several important natural areas have been acquired,

or protected with conservation agreements. The newly adopted Winnebago County Land Resources Management Plan has incorporated a number of policies to protect natural resources, wildlife and natural areas, including policies to encourage compact and contiguous growth to reduce sprawling development and unnecessary travel. The new natural resources information and land use policies will be used in the update of the 2010 Regional Greenway Plan.

In addition, State funding cuts for natural area and open space acquisition have shifted the focus to use of federal grants tied to implementation of the State Wildlife Action Plan (SWAP). The SWAP identified three Conservation Opportunity Areas (COA) in Winnebago and Boone counties, along the Sugar, Pecatonica, Rock and Kishwaukee rivers. The COAs closely follow the priority areas for acquisition identified in the Greenways Plan, but updates of the plan are needed to incorporate the goals of the SWAP.

SUMMARY

It is clearly demonstrated historically the quality of life and sustainability of human settlements is dependent on the stewardship of natural resources. This planning process is designed to set forth a vision to ensure that Boone County and Winnebago County can sustain environments that both preserve and protect the human and natural communities, by integrating the Greenways Plan into land use and transportation policies and plans.

From this three-phase approach, it is the vision that this planning process would (1) continue the network of discussions with land-based environmental organizations (primarily those agencies which own environmental parkland and sensitive areas) and higher-level educational institutions to take an active role in RMAP planning

activities that would also provide an updated planning tool that documents environmentally-sensitive areas and (2) enhance the decision-making process that could improve trip-making decisions by our citizens, thus reducing single-occupant vehicles (SOV) and vehicle miles of travel (VMT). Essentially, this initiative applies the MPO 3-C planning approach to this highly public issue.

Sustainable Communities

In 2009, HUD, the DOT and the EPA formed a partnership in which these respective agencies will work together to ensure that housing and transportation goals are met while simultaneously protecting the environment, promoting equitable development, and helping to address the challenges of climate change. This partnership will help to identify strategies that:

- Provide more transportation choices. Develop safe, reliable and economical transportation choices in order to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.
- Promote equitable, affordable housing. Expand location and energy efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- Increase economic competitiveness. Enhance economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets
- Support existing communities. Target federal funding toward existing communities to increase community revitalization, the efficiency of public

works investments and safeguard rural landscapes.

- Leverage federal investment. Cooperatively align federal policies and funding to remove barriers, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth.
- Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods-rural, urban or suburban.
- Enhance integrated planning and investment. Integrate housing, transportation, water infrastructure, and land use planning and investment;
- Provide a vision for sustainable growth. Help communities set a vision for sustainable growth and apply federal transportation, water infrastructure, housing and other investments in an integrated approach that reduces the nation's dependence on foreign oil, reduces greenhouse gas emissions, protects America's air and water and improves quality of life;
- Redevelop underutilized sites. Work to achieve critical environmental justice goals and other environmental goals by targeting development to locations that already have infrastructure and offer transportation choices; and

- Develop livability measures and tools. Research, evaluate and recommend measures that indicate the livability of communities, neighborhoods and metropolitan areas.

While the above listed goals will be situated on a National level, RMAP will take into consideration these goals when proceeding with future planning documents and programs. The MPO will begin to incorporate the above listed goals to assist in more efficient planning, development and transportation initiatives and will be able to make recommendations to partner agencies that will promote better transportation choices, accessibility and livable communities/areas on a regional basis.



GreenHouseGasReduction/Mitigation

In a report that was published by the Federal Highway Administration entitled “Integrating Climate Change into the Transportation Planning Process” (July 2008), methods were included on how to address this emerging planning issue. While the document acknowledges that there is no Federal Guidance/ regulation citing specific requirements for MPO’s on this subject matter at the time of the report and subsequently at the time this LRTP was written, it does provide information on how to include this topic in the transportation planning process.

- **Visions and Goals:** GHG emission reductions and related climate change mitigation could easily become a stand alone in transportation plans. Planners can also incorporate climate change indirectly by emphasizing linkages between climate change and existing plan goals. Many transportation plans already include goals that address environmental issues that might relate to energy and climate change
- **Trends and Challenges:** Rising GHG emissions from transportation and looming threats to the system from the impacts of climate change are important long term trends. Issues to be considered include VMT growth, congestion, changing development and land use patterns, sea level rise, accelerating aging of infrastructure from climate change, and rapidly changing fuel and vehicle technology.
- **Strategies and improvement projects:** Strategies

and improvement projects that target climate change are essential to the long term performance of the transportation system. Most demand management and system management strategies reduce GHG emissions. Other types of strategies can reduce the risk from flooding associated with climate change. Plans can include new strategies targeted at GHG emission reductions and adaptation to climate change, as well as link existing strategies to climate change.

- **Performance measures:** Performance measures can assess whether or not objectives related to climate change are met. Performance measures can be unique to climate change and energy efficiency goals (for example, GHG emissions per capita, petroleum use per VMT, percent of alternative fuel vehicles) or relate to traditional transportation planning goals such as congestion or air quality (for example transit mode share, average vehicle occupancy). Performance measures can be used to evaluate the existing system, compare and select alternatives, and measure the progress of the plan throughout its implementation. In addition, performance measures can assist in prioritizing projects for programming in the TIP.

AIR QUALITY

Air quality in the greater RMAP region is an important factor, and is heavily related to transportation interests. According to the United States Environmental Protec-

tion Agency, transportation sources accounted for approximately twenty-nine percent of the entire United States’ greenhouse gas (GHG) emissions in 2006. In addition, transportation is the fastest-growing source of United States’ GHGs, accounting for forty-seven percent of the net increase in total U.S. emissions since 1990. Below are a number of the initiatives that are taking place in the RMAP region to reduce air pollution and improve air quality and the overall quality of life.



NO IDLE ZONE

The RMAP Region has been involved already in the effort to reduce emissions and curtail GHGs. The ‘No Idle Zone’ initiative was kicked off in 2009 in an effort to involve motorists from all sectors of the community, from governmental officials to average citizens, in the drive to stop pollution of the region’s air. No Idle Zone is a voluntary program of the U.S. Environmental Protection Agency, recognizing the negative effects of idling cars. The program

seeks to motivate drivers to turn off their engines rather than idle their vehicles when stopped for a period of time.

The No Idle Zone in Rockford is a grassroots collaboration to reduce idling by creating more awareness and increasing engagement within the community. The steering committee made up of the Community Foundation of Northern Illinois, Magnum Creative and The Morrissey Family Businesses along with over 25 community partners are working towards making the region a healthier place to live, work and recreate. The purpose statement of the program is to make the No Idle Zone a program which will provide information about the detrimental environmental, health, and economic impact of excessive idling. The program will seek to educate and gain a voluntary commitment from local citizens to this effect. This Winnebago County initiative is the first voluntary No Idle Zone in the state of Illinois, showing the region’s commitment to forward-thinking, innovation and community outreach.

COOL CITIES

In addition to ‘No Idle Zone’ the RMAP region has had its first participant into the ‘Cool Cities Initiative’ with the City of Rockford. The Sierra Club’s Cool Cities Program, led by volunteers around the country, is a partnership between community members, organizations, businesses, and local leaders to implement clean energy solutions that save money, create jobs, and help curb pollution and the dangers of global warming. Rockford has now

joined over 1,000 city and county leaders that have made a commitment to cut their community's carbon footprint.

In the middle of a city wide Green Week, Rockford took a step in making the city green by signing the US Mayors' Climate Protection Agreement. Under the Agreement, participating cities commit to take several actions. The first is to strive to meet or beat the Kyoto Protocol targets in their own communities, through actions ranging from anti-sprawl land-use policies to urban forest restoration projects to public information campaigns; the next is to urge their state governments and the federal government to enact policies and programs to meet or beat the greenhouse gas emission reduction target suggested for the United States in the Kyoto Protocol, a 7% reduction from 1990 levels by 2012; and finally to urge the U.S. Congress to pass the bipartisan greenhouse gas reduction legislation, which would establish a national emission trading system.

The Green Communities Coalition (GCC), with which local leaders worked on gaining community support for this decision, is a non-profit grassroots organization of Northern Illinois representing over 200 individuals and 40 organizations dedicated to preserving and improving the environment through positive action. They are committed to working with local leaders on local solutions to global warming and reducing greenhouse gas emissions. Although GCC is not part of the Sierra Club, their efforts are undertaken with the support and assistance of the Sierra Club's Cool Cities program.

According to the Sierra Club, the operation, heating and cooling of buildings contribute nearly 40 percent of global warming emissions and consume over 70 percent of electricity in the United States. Rockford has subscribed to the viewpoint that investing in energy-efficient green

buildings is an opportunity to rebuild communities and recharge the economy. Rockford has completed the first three of five Cool Cities Milestones: establishing the cool cities campaign; engaging the community; and signing the commitment agreement; with the fourth milestone, Implementation of Initial Solution Steps, already underway. This fourth milestone includes the establishment of a city committee to create a local climate action plan, holding a media event applauding the mayor's commitment and initiating early implementation actions such as installation of energy efficient light bulbs at city offices. It also includes the city performing an audit of municipal operations and establishing an action plan for said operations. With Rockford becoming the 32nd Cool City in Illinois, hopefully the surrounding communities within the RMAP region will follow suit and join the initiative.

OPEN ROAD TOLLING



Another recent accomplishment within the RMAP region is the introduction of Open Road Tolling on Interstate-90 at the South Beloit Toll Plaza and the Belvidere Toll Plaza. By eliminating the need to slow, stop and wait in traffic to pay tolls, congestion on the tollway is heavily reduced. Because of this reduction in congestion, the flow of vehicles is much smoother and faster, decreasing

the emissions from vehicles on the tollway in the region dramatically. This significantly reduces one of the main transportation-related contributors to air pollution within the region. In fact, according to studies performed by the Illinois Tollway Authority, open road tolling improves the quality of life with a 41 percent reduction in carbon monoxide emissions. In addition to these benefits, the removal of the Toll Plaza at the interchange between I-39 and I-90 has greatly aided the reduction of congestion and therefore the reduction of harmful emissions.

REGIONAL CONTROL CENTER

Still a work in progress, the RMAP region is integrating a fiber-optic network to blanket the region. One of the benefits of a widespread fiber-optic network includes the creation of a regional control center. From a single location, all of the stoplights in the region can be controlled and monitored. From a practical standpoint, the primary benefit of this process is a reduction in travel times and congestion. These both lead to a reduction in emissions from vehicles on local roadways, further improving the air quality in the RMAP region. The ability to coordinate and modify signal timings through a fiber-optic network represents a huge step forward in congestion mitigation and relief, along with regional air quality improvement.

Metering systems would be able to read and calculate data to better predict and adapt to congestion. It allows for responses to real-time traffic incidents and congestion, and keeps the region's transportation network running more efficiently and with fewer emissions from vehicles stuck in traffic.

The projected date for completion of the fiber-optic network and establishment of the regional control center is 2015, though that date will be largely influenced by any state and

federal grants or programs released and awarded in the near future. RMAP and its local partners are keeping a watchful eye on the possibilities for funding this important project.

SOLAR ENERGY

In March of 2009, the Governor of Illinois announced a \$2 million investment package to support Wanxiang America Corporation's plans to establish a high-tech solar panel manufacturing facility in Rockford. The project is estimated to result in the creation of at least sixty new jobs in the fast-growing solar energy industry. As part of the agreement, Wanxiang America is proposing to construct one of the largest solar farms in the country by leasing up to 200 acres in a public-private partnership.

This development shows both the region's and the state's commitment to renewable energy and green technology. While this development will not immediately benefit the air quality in the region, it provides major benefits in the long-term. First, as a supplier of solar panels, worldwide air quality will be benefited every time another shipment is sent to whatever destinations the panels will ultimately head to, as a de-carbonized source of energy.

Additionally, the culture of the RMAP region can be shaped by this development. Alternative energy jobs to be created by this partnership could spur the growth of green technology and highlight the RMAP region as a forward-thinking, positive environment for further companies to seek to locate their businesses. In addition to the economic benefit of the extra jobs, which the region sorely needs, the overall business climate can be seen as viable for green and alternative energy investments.

GHG INVENTORY

The City of Rockford will conduct an inventory of greenhouse gas emissions for Rockford, IL. To assist in this process, the City will utilize the software package that ICLEI has developed. ICLEI has also developed a Greenhouse Gas protocol to provide an easily implemented set of guidelines to assist local governments in quantifying GHG emissions. The City of Rockford recognizes that in order to develop a measurable goal for the community, it first needs to understand GHG levels first. The inventory will perform two tasks, a community wide assessment and a separate inventory of their governmental facilities and activities. Reporting shall include individual values for separate GHG's and the numbers will be aggregated into CO2 equivalence. The emission coefficients and methodology used in this inventory will be consistent with the standards established by the United States EPA.

It is anticipated that the inventory will help identify future energy efficiency projects. The information will also help the City of Rockford justify to its community the needs for changes in how it operates as a community and its impact on the environment. The region has been developing and implementing several green energy projects, including the development of a solar field in conjunction with the Rockford Global Trade Park. The inventory will assist in quantifying how previous projects have helped reduce emissions and the benefits of future projects.

OVERALL GOALS AND POLICIES

RMAP itself is taking on several goals that are related to climate change, air quality, green initiatives, and their integration into the transportation planning process:

- RMAP will continue to advocate the use and ex-

pansion of mass transit and alternative modes of transportation which may minimize fuel consumption, SOV travel and air pollution in the region.

- RMAP will continue to work with organizations and interested parties (as well as identify new ones) who have particular interests in climate change and environmental issues. Stakeholders can bring new expertise and resources to the transportation planning process.
- RMAP will continue to consult with partner agencies and interested parties regarding other types of planning activities that are affected by transportation in the region
- RMAP, through its planning process and documents, will promote ways to improve existing transportation system efficiency, in turn reducing traffic, travel times and emissions.
- RMAP shall promote and support the development of an integrated, intermodal metropolitan transportation system that facilitates the efficient, safe, and economic movement of people and goods.

In addition to the specific activities mentioned above, RMAP supports and promotes various transportation policies and goals for the maintenance of a healthy, clean environment.

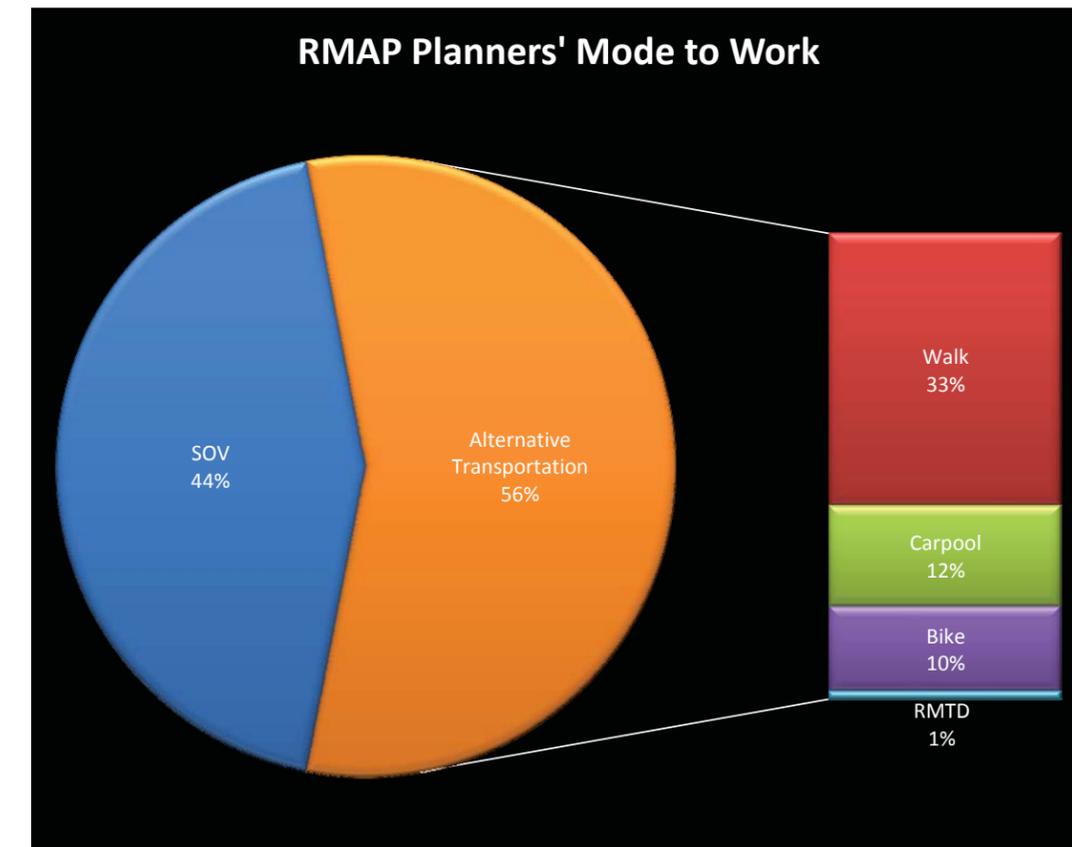
- **Carpooling**- By travelling to and from work, meetings or other activities as a group in a single vehicle, rather than in separate vehicles, the amount of emissions from vehicles can be reduced in multiple ways. Primarily, there are fewer vehicles on the road to emit harmful pollutants; and in addition, the fewer vehicles there are, the less congestion there is. With less congestion, every vehicle on the road is capable of idling

less while waiting in traffic, thus further reducing the amount of emissions from transportation sources.

- **Use of Alternative Modes of Transit**- By using modes of transit besides personal automobiles, effects on the environment from the transportation sector can be greatly reduced. Walking, carpooling, bicycling and taking the bus all reduce the number of vehicles on the road, simultaneously reducing emissions and congestion. In addition, many modes of alternative transit allow for a healthier individual lifestyle, providing necessary exercise and physical activity.

Ridesharing- Whether through social networks or websites such as ridester.com, ridesharing is a useful way to cover gas expenditures for the driver or find a ride for a passenger. It has the beneficial impact of minimization of congestion and reduction of emission-producing vehicles on the road as well.

- **No Idling**- As research has shown, idling consumes more fuel than turning off and on an engine, and emits far more pollutants into the air. By turning off vehicles while waiting, every citizen is capable of doing their part in helping local, regional and national air quality.



RMAP staff has taken the green initiative to heart. The RMAP website and use of flash drives have allowed the MPO to cut down on printed documents, and whatever documents get printed are largely in duplex format. RMAP staff travels to meetings via carpool frequently, and planning staff commuted to the office via alternative means of transportation (including walking, bicycling, carpooling and use of RMTD) on 56% of all travel days in 2009. RMAP hopes to increase that percentage in 2010, and has already made progress in doing so. RMAP also encourages its member agencies and attendees of meetings to participate in these simple, often cost-saving initiatives in order to be a part of the effort of regional environmental protection.

By being a leader in these initiatives, RMAP shows its commitment to these beneficial policies. By taking investment in them, these policies become more than just documentation, and start to become a way of life that makes the region a cleaner, healthier, better place to live for everyone. Some of the operational policies that RMAP has implemented and/or recommends that other organizations implement are as follows:

- **Duplex Printing-** By printing on both sides of the paper in documents, paper resources are conserved, thus requiring less logging and deforestation in the name of document creation.
- **Electronic Documentation-** By creating and reviewing documents through digital means, whether by website, compact disk, email, flash drive or other means of data storage, paper, ink and toner are all conserved. This not only saves companies and individuals money, but it conserves resources and reduces the need for potentially hazardous materials.

- **Telecommuting-** When possible, working from home via the use of the internet and phone keeps yet another vehicle off of the road, reducing emissions as well as congestion.

Other green initiatives within the RMAP region include:

- A community wind demonstration project, coming from an EECBG Grant that has dollars for the design and installation of two wind turbines. If these two turbines are deemed successful, it possible that more such installations would take place.
- Installation of approximately 6 to 10 hybrid wind/solar street lights in surface parking lots in Rockford's downtown.
- Establishment of the "Freedom Field" Project designed to create a regional alternative energy center of excellence capable of participating in the development of alternative fuel infrastructure via research and practical application.
- Studies are ongoing regarding the development of a wind farm at Page Park Dam. A wind assessment and location review has already taken place, and location specific data is the goal of the next step of development.
- Approximately 250 parking deck lights are scheduled to be retrofitted with energy efficient induction lighting.
- A feasibility analysis of retrofitting Fordam Dam for the possible generation of Hydroelectric Power is underway.

- The City of Rockford will be performing energy efficiency audits on all City-owned buildings. The City is also working with a consultant through an Energy Savings Performance Contract to perform the audits and possibly finance improvements.
- The City of Rockford is working on a new building code that will integrate energy efficient building methods.
- The City of Rockford has recently retained a consultant to perform a Greenhouse Gas Emissions Inventory of City owned operations.
- The first green alley using permeable pavement technology was introduced in Rockford in 2009. The City of Rockford will be undertaking a larger Green Alley program to reduce run-off to the storm sewer system in the future. The success of this project could spur other communities in the region to follow suit.
- Local communities are overseeing introduction of bio-swales and rain gardens into projects in order to reduce surface drainage to storm sewer systems and improve the quality of the discharge.
- The City of Rockford is in the early stages of formulating a Complete Streets Policy that will serve as a template for current and future transportation development. The Complete Streets approach will provide a multi-modal approach to transportation planning and will establish expectations for private development and possible State & federal development.
- RMAP's Bicycle/Pedestrian Study is being used as a

vehicle to implement various bicycle plans and aspects of projects throughout the MPA; one example of which is the City of Rockford's creating and implementing a 10-year bicycle plan that will create a backbone system throughout the City.

L RTP REFINEMENT

Federal Transportation Bill

With the expiration of the current Federal Transportation Bill (SAFETEA-LU) in 2009, current MPO funding marks, work tasks, and guiding regulations have been somewhat in a state of flux. The transportation bill is the document that provides all of the regulations that RMAP must abide by in order to remain as a certified federal transportation planning organization. This legislation also provides the funding to not only operate the MPO, but also provides funds through multiple streams to projects located throughout the MPA. Without this guidance or funding, MPO's could not exist.

Currently SAFETEA-LU has been reauthorized through multiple Continuing Resolutions. This process basically continues the expired bill for an additional time period set forth within the language of the resolution prepared by the legislature. They also tie an amount of money that the legislature deems appropriate to continue all of the functions provided under the original bill for the specified time period.

SAFETEA-LU has now been reauthorized, through many continuing resolutions, until December of 2010 with the passage of President Obama's HIRE Act. At that time Congress must either pass a new transportation bill or must reauthorize the current bill once more. This further drains the Highway Trust Fund, because many of the revenue streams set forth by the current transportation bill do not account for a time frame in excess to the original four year authorization.

It is imperative that Congress address this matter as a priority so that Federal, State, and Local transportation authorities can continue to address the needs and concerns of an aging transportation network, and can effectively deal with the issues of the day through federal guidance.

The Next Transportation Bill Authorization In the next iteration of a highway bill, there is expected to be many changes on the way transportation is viewed in this country. No more will issues be focused on individually. The intent of the new bill will be to collaborate with nontraditional transportation agencies to focus on linking transportation to other initiatives the federal government is undertaking namely:

- Climate Change/Green House Gas Emission Reduction
- Alternative means of transportation i.e. mass transit, biking, walking
- Livable communities mixing different income levels, housing types, and land uses
- Creating a more sustainable development form economically and environmentally
- Maximizing the capacity of infrastructure in place by reducing inefficiency while maintaining a state of good repair all done without increasing funding levels

These are among some of the topics that the federal government may be retasking Metropolitan Planning Organization's to handle as part of how transportation systems are linked to where/how people live, work, recreate, and shop. The new mindset is that changes in these behaviors ultimately have an impact on the transportation as well. If as a nation, citizens can close the distance between these functions of our daily routine, they can spend less time in a car thereby saving time, productivity, money, health, environmental impacts, and many other more intangible savings that will generally lead to better living.

Along with this the authorization of a new federal transportation bill, the way government finances transportation services will likely change. Basic funding avenues put forth by the transportation bill to feed the Highway Trust fund are: Motor Fuel Tax (MFT), Licensing fees, gas guzzler tax, new vehicle taxes, etc. These fees and others replenish the Highway Trust Fund and are eventually used to maintain or expand transportation networks around the nation. This fund has been grossly underfunded due to recent advents in technology and the skyrocketing of fuel prices among many other factors. With the cost of fuel rising dramatically peaking in 2008 and coming to a normalization level at rates higher than 2006 rates, people have been driving less thereby purchasing less and less fuel. The main funding mechanism for the replenishment of the Highway trust fund is the MFT. With people buying less at the pump, less money is coming in. With

aging infrastructure and a greatly expanded system it is harder to maintain a state of good repair on our roadways.

Secondly, with the push to raise Corporate Average Fuel Economy (CAFE) standards to unprecedented levels due to environmental concerns, automotive companies have developed hybrid cars that get far greater gas mileage than traditional internal combustion engines alone. Although this accomplishes environmental goals, it does this at an expense of highway maintenance. If less fuel is purchased resulting in less MFT and the same or more miles are driven on the roadways, then roadway repair will fall behind as a function of funding.

New revenue sources are still being developed that could take the place of MFT, but most have been unsuccessful in the ease in which MFT is collected and impacts citizens' everyday lives. State legislatures have been fervently debating a drastic raise in MFT. Some states are asking for a modest 10 cent raise while others are contemplating raising it to 50 cents a gallon. Without consensus on or new ways of collecting funds, State and Local entities must stretch the limited money they receive and be creative in pursuing innovative policies and techniques for maintaining infrastructure.

Federally Required MPO Documentation

CMP/M&O

The basic goal of the Congestion Management Process (CMP) is to influence the project selection process to favor projects that make the roadway system function at a higher Level Of Service (LOS) instead of favoring a project that adds capacity through expansion. To comply with federal congestion management regulations RMAP adopted the Management and Operations (M&O) Plan in 2009 which details the steps this organization takes to select projects using federal funds. This document also describes congestions as it relates to this region and possible strategies to negate that congestion.

Projects that achieve a CMP related goal are labeled "CMP" to accurately reflect the efforts made within the region to curb congestion and make the system function as intended. For further information on the projects that have been selected and designated as achieving this purpose please reference the Transportation Improvement Program (TIP), or for more in depth analysis of the local Congestion Management Process please reference the M&O Plan. Both of these documents can be found on digitally on the RMAP website and in hard copy at the RMAP offices.

TITLE VI AND ENVIRONMENTAL JUSTICE

RMTD Title VI and Environmental Justice:

In reviewing the March 2004 assessment that was approved by the FTA, the current route structure, service area and schedules for RMTD have not been altered to affect the public transportation service to minorities and low income persons. As mentioned in the March 2004 document prepared by RATS (now RMAP), "because the analyses and evidence assembled in this assessment shows that the transit system of RMTD provides significantly better service to minorities and low income persons, the need for future monitoring in this regard is minimal. Between now and the results of the year 2010 Census, RMTD is unlikely to need a detailed reassessment except with respect to changes RMTD itself makes to its service delivery, facilities, and/or provision of transit enhancement." Subsequently, there has not been any change in the agency's procedures for tracking and investigating Title VI complaints since the submittal of the RMTD Title VI document.

It should be noted that the Rockford Mass Transit District completed their most recent FTA Triennial Review (which included examination of the RMTD Title VI document) in June 2010. Upon completion of the review process, it was determined that there were no deficiencies/findings for their Title VI and Environmental Justice documentation.

Based upon review of current demographics of the RMAP area, the existing service area and operations of RMTD, the changes in land use as a result of continual development and redevelopment over the past several years, it is the conclusion of RMAP that no sufficient changes have occurred since the May 31, 2005 approval letter. Therefore, that assessment is still a valid document. In addition, RMTD has not received any notice, inquiries or complaints regarding this issue, nor are there any active Title VI lawsuits.

According to the FTA, the next time that the RMTD Title VI document will need to be updated will be in 2011. At this time, the census data from the 2010 Census will be incorporated in the update.

RMAP Title VI and Environmental Justice:

Title VI certifications are made annually in the RMAP TIP through the self certification process. Furthermore, individual transit operators are reviewed for Title VI compliance during their triennial reviews with FTA. There are currently no formal Title VI complaints related to transportation in the Rockford metropolitan region.

RMAP (RATS at the time) adopted an Environmental Justice (EJ)/Title VI Considerations report in March, 2006 that is intended to provide an overall assessment of how the RMAP planning process approaches and works towards compliance with relevant laws and executive orders. This is the second such report produced by the MPO with

the original EJ/Title VI report adopted in May, 2000. This original report attempted to expand the traditional project by project Title VI assessment by providing a more comprehensive analysis of multi-year transportation investments.

The 2006 document extensively describes the inherent difficulties and complexities in evaluating Title VI protections. The report provides a series of maps based on Census 2000 that identifies different protected populations and illustrates where RMAP has historically spent discretionary STP -U funding. The report concludes that much of the funding has been directly beneficial to distressed areas and nearly all of the projects have produced at least indirect region-wide economic and employment benefits. The report also outlines public involvement techniques and discusses specific examples of successful involvement on various projects of regional significance or of particular interest to protected populations.

Like the Title VI and Environmental Justice document required for the RMTD, this document will be reassessed once the 2010 Census data becomes available.

Emerging Planning Topics

EDUCATION & HUMAN CAPITAL

Education:

It is the intent of this organization to mention education in terms of an impetus for people to locate in certain areas over another thereby affecting land use decisions, migration trends, housing construction, and funding allocations. School systems are a predominant factor when people with children, or thinking of having children, and are unencumbered by monetary resources decide to locate within a region. School districts also represent a sizeable proportion of property taxes collected from residents of each district who own land.

Oftentimes what occurs is affluent families move out of core urban areas destined for more suburban environments. This leaves behind segments of the population that is less economically mobile, in other words clustering poverty. The schools systems that serve these individuals lose money two-fold. Firstly, the school district loses the property tax generated by these families which is often times considerable more because property tax is loosely based on home value. Secondly, the school district is subsidized on a per student basis by the federal government. As the number of children decreases, the feasibility for programs such as music and art diminish.

On the other side, school districts that surround urban areas can be overwhelmed by the influx of new students due

to inadequate facilities and staff. This also puts a burden on those communities who now have to further invest in school facilities often times through bonding paid back by sales tax receipts. This shift in population shift to these areas leaves behind adequate facilities that are now going unused and are left to decay. The duplication of service lends itself to higher costs of living for the entire region due to expansion of one district at the expense of the other.

The fiscal outlook is not the only area that suffers from this phenomenon; social integration and diversity also suffer. With suburbanization and the flight from poverty out of urban areas, social fabrics tend to become more homogenous. That is to say people of the same background, education, life experiences, income level, and so on tend to live in certain areas and go to the same schools. This trend does not lean towards a society that works together for common goals and can rally behind the city or community in which they live.

RMAP will consider this phenomenon in the future as it strives to balance growth pressures within the region. When using the fiscal analysis tool discussed in the Land Use and Urban Form section, RMAP will track new housing locations and why the demand for these development has arisen. Ultimately the goal of this organization is to support smart growth strategies in this region as to create a greater equity among local municipalities and jurisdictions like school districts. Since we all live and work in the same community, it only makes sense that we want to see

the entire region flourish as a whole and not create a situation where one area benefits at the expense of another.

Human Capital:

Related to education is the concept of human capital. While there are numerous definitions of this term, human capital generally refers to knowledge and attributes that an individual obtains through education and experience and is related to the production of economic value. It is a regional goal to increase human capital to enhance and attract economic benefits. There are several approaches to which this can be achieved.

One method would be through the retention of an educated workforce within the urbanized area. This can be accomplished through the retainment of current and placement of future schools within the urbanized area. Another method that can be implemented to draw professionals is through attractive urban design and providing amenities near home and work (i.e. mixed use developments, TOD, etc. - see Land Use section).

Over the course of this Long Range Transportation Plan, RMAP will encourage activities and planning efforts that aim to increase the overall human capital within the region.

STORMWATER MANAGEMENT

Stormwater is a major concern in this region taking into

account this area's location along four major rivers, the only area in Illinois that can make such a boast. These rivers and tributaries run throughout the landscape bisecting the urban environment and many times directly abutting development. This becomes a problem when severe weather, flood-events, or annual rains deluge this region causing water to spill over its banks and into where residents live, work, and play. Mitigating these hazardous events before catastrophes occur must take place before time, money, and at worst case lives are lost to high water events.

Stormwater Mitigation:

Listed below are ways in which to approach the stormwater management issue from the point of prevention. This means adjusting the urban environment in which we live by identifying problem areas, relieving the swelling banks of the local waterways by instituting measures to either prevent water from entering this system at a rapid pace or efficiently moving water through the area, and/or allowing nature to run its course with minimal damage to human settlements.

Buffering:

This concept places a boundary around all waterways so that natural flooding events do not interfere with human settlements. In this way water can naturally flow in and out of its "flood-way" as if human presence were not there. In many areas, damage to homes occurs because devel-

opments have encroached upon the natural course of a waterway which includes the Channel, Flood-way, and Flood Zone which are all marked by different flooding events based upon the likelihood that area will be over-run with water. It is expressed in terms of number of years likely to go by before another event of that type. In 1993 the flooding in the Midwest was first considered a 100-year event, but when floods occurred regularly on a 2 year cycle was reclassified as a 500-year flood event.

Development must not be allowed to encroach on a waterway closer than what is considered to be a 50-year flood event. In these areas, no permanent structures may be built or earthworks be undertaken that would alter the water in a flood event. These lands are for the natural flood water to overtake them on an annual or regular basis. In many cases local municipalities much exert their power to buy these homes after major flood events and return the land to a natural state. In downtown areas this becomes increasingly difficult but can be accomplished by reserving land downstream for flooding and bolstering the banks with either dykes or floodwalls to divert waters to that area.

Improving Flow and Capacity:

In general creeks and streams that feed major rivers are the most susceptible to flooding and often cause the most damage. It is not only because people generally live nearer to them, it is also because they are less maintained than larger waterways.

Smaller waterways must be maintained in order to move water through them, not necessarily quickly, but efficiently. This means keeping the watercourse free of trees, thick grasses, and impediments that might slow down water in the event of a major water event. Regular maintenance

at a reduced cost can pay dividends when compared to the costs associated with flooding. There are many treatments that can be applied to creeks and streams so that water effectively passes through the minor system onto one that has more capacity. It is not the intent of this document to be a detailed resource for this information, but to work as a guide for best practices. There are many public and private authorities on this issue that can further explain this and other topics in this section.

Impervious Surfaces - One of the reasons urban environments are prone to flooding is that concrete, the material that much of the built environment is constructed of, is not easily permeable. This means that water runs off of it rather than through it unlike dirt which can absorb and retain water. Areas that have a high amount of impermeable services often time tend to flood more often and worse because all of the water regularly absorbed by the earth is not transmitted to the waterway creating a capacity issue.



Capacity - Slowing down the water from surface runoff can effectively grant greater capacity to a

waterway by allowing water already in the system to flow away before more is introduced. This seems contrary to the previous paragraphs because this is dealing with water outside of the system, because water that has already been introduced must be dealt with expediently to avoid overflow. There are multiple ways of delaying the introduction of more water during a high water event. The first is to limit impermeable services, large parking lots being the main culprit. Especially high amounts of impermeable surfaces located directly near watercourses should be negated. Creating islands in these parking lots can effectively diminish the overall impact that lot has from a water retention standpoint.

Landscaping - The next stormwater control feature



is bio-swales, commonly referred to as rain gardens. The intent of these features is to retain, filter, and successfully pass the water back into the soil. They are constructed starting with a sump, or whole in the ground. This acts like a drain into the soil and is filled with gravel to slow the speed of the water,

on the top grasses and other plants are placed to filter and absorb water. All water not absorbed by the plants slowly makes its way into the soil beneath. The emphasis is placed on slowly taking advantage of evaporation which can add further capacity during flash flood conditions where it may only rain for an hour or two but can rain as much as 2 or 3 inches.

Some communities are using rain barrels that catch rain and later be used for watering plants or other activities that don't require potable water. This cuts down on water usage and the impermeable surface created by rooftops.

Current Efforts:

There are a few efforts that have looked into stormwater management practices, techniques, and needs within the region. These efforts are mainly in their infancy. The farthest along is the City of Rockford which is compiling a Stormwater Management Master Plan. With the recent derailment of a freight train on the south side of the Urbanized Area which has preliminarily been attributed to stormwater erosion, this organization has been tasked with looking into this issue from a regional perspective. This makes sense since the same water that falls in the north orf the region will flow through the system eventually exiting the area in the south. Management of the system takes a regional focus that RMAP has come to reliably provide to its member organizations. A Stormwater Subcommittee has been organized to tackle these issues and will kick off at the completion of the release of the current planning efforts of the municipalities within the region.

GROUNDWATER PLANNING

The Illinois EPA, in coordination with the Department of Natural Resources has designated four groundwater protection planning areas throughout the State of Illinois. Each regional planning committee is responsible for the identification of and advocacy for region-specific groundwater protection matters; monitoring and reporting the progress made within the region regarding implementation of protection for groundwater; maintaining a registry of instances where the agency has issued an advisory of groundwater contamination hazard within the region; facilitating informational and educational activities relating to groundwater protection within the region; and recommending to the agency whether there is a need for regional protection pursuant to regulated recharge area.

The Northern Region, which includes the RMAP planning area and the counties of Winnebago, Boone and McHenry, IL. As groundwater planning is becoming an emerging planning topic, RMAP will be involved in this process on a regional scale. The MPO will encourage each of its partner agencies to address groundwater planning and develop planning documents. These individual documents will be analyzed, compiled and policies will be formed on a regional scale to develop a regional plan addressing groundwater issues (i.e. contamination, recharge, etc.). Methods to accomplish this include, but are not limited to; developing a groundwater protection policy forum, review and development of recommendations pertaining to groundwater quality and quantity and policy discussion regarding prevention versus remediation.

URBAN AGRICULTURE AND LOCAL FOODS

The divergence of agricultural production and the urban environment has steadily increased as human settlements

have grown and since farming technology has dramatically increased. At one time cities were products of the farmland surrounding them. The “War Gardens” in the 1940’s was the last time we have seen an active pursuit of urban food production for personal or local consumption. With the boom of the health food industry at the turn of the millennium, more and more Americans were realizing the health and cost saving benefits of producing their own fruits and vegetables instead of buying processed foods. This led to the rise in a movement called local sourcing which promoted buying produce from the farm fields located just outside of the urban area. This benefits the local economy as well as saves on transportation costs.

Within the urban landscape there tends not to be ample space in which to cultivate produce for personal use. A new way of providing this space and still achieve the density required for efficient urban living is to provide space within subdivisions for community gardens. These gardens are simply open spaces of land with individual spaces set aside for either unit or house numbers. It is usually done in apartment districts where residents don’t have their own yard space, but can also apply to high density neighborhoods with little personal yard space.

The creation of these community gardens must come from local initiatives and be supported within local subdivision regulations. A simple way of achieving this goal is to add open space requirement ordinances within subdivision codification. Regulations should include language such as:

- An open space calculation equation; for instance for every parcel developed 1000 sqft must be set aside as open space
- Open space must be centrally located within

the subdivision and be able to be accessed by all residents (In the instance of large subdivisions multiple open spaces may need to be required)

- This open space must be usable, as in it cannot include land that has adverse conditions like floodways or extreme topography that would otherwise render it useless (this land should be set aside separately as natural areas protection)

The residents of those individual neighborhoods would have the responsibility of maintaining these areas which can be accomplished through the creation of neighborhood associations. This cuts down on the municipality’s maintenance costs.

In pre-existing neighborhoods; old parking lots, dilapidated houses, or vacant lots can be converted into community gardens by either removing blighted structures or building planter boxes. One such instance of this can be found within the City of Rockford along North Main Street. An old parking lot was converted to a garden by building planters, filling them with soil, and then building berms around the sight with plants shielding the boxes from the roadway and making the area more aesthetically pleasing.

RMAP will advocate for open space and community garden regulations to be added to local municipal ordinances as these jurisdiction update and refine their planning documents. It will also be a resource to these agencies in the creation and refinement of these new regulations. In this way RMAP is supporting local food generation and the transportation saving that it generates as well as local capital that is retained.

TAX POLICY

RMAP is a federally required Municipal Planning Organization (MPO) and subsequently receives an 80% operating subsidy as well as a direct federal allotment of funds to use on roadway projects on a yearly basis called Surface Transportation Program – Urban. RMAP is also allotted money to allocate to special planning research tasks. These monies though are highly scrutinized on how they are used. Since the primary role of this organization from a federal standpoint is to focus on roadway systems, the money can only be spent as such. This is problematic due to the strategic position that RMAP has within the region. Our membership looks towards RMAP to study, plan for, and implement many other initiatives that may or may not be transportation related at this time. Therefore the organization must find creative ways to allocate its time and resources to these new topics without violating its federal directive.

The flexibility to use funding within the region on various issues become paramount when consideration is given to the economic situation that this region has faced over the last few years. RMAP has prided itself as a resource agency assisting our member agencies in tasks that may either exceed their grasp, or they do not have the manpower/expertise to engage in. Allowing this organization to branch out and use its funding to study issues like housing, stormwater, public facilities, economic development, etc would allow us to better coordinate regional efforts and ensure local planning efforts are coordinated, cooperative, and comprehensive.

RMAP, within the framework of the new transportation bill authorization, has advocated for both greater direct allocations of funds and the flexibility to use them as they deem necessary within the region. After all, the planners

that live and work within this community can provide greater insight in identifying and alleviating problems.

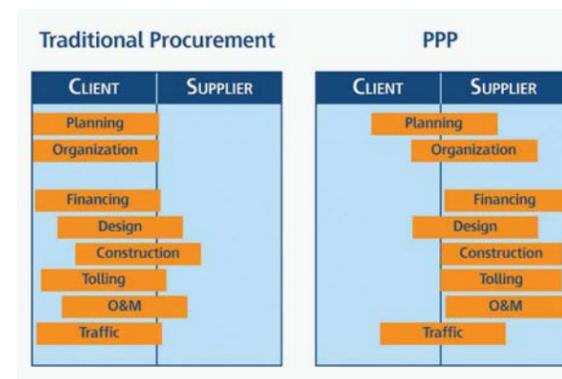
A key phrase mentioned in the previous paragraph is funding which is directly allocated by formula to this region. Currently not only RMAP but other agencies around the region receive subsidy that must travel through bureaucratic streams in order to reach its intended destination. This causes many problems because these funds can be delayed causing debt to accumulate, diminished to other agencies, or in some instances can be used for unintended purposes.

A promising partnership that has recently arisen is that of the Department of Transportation (DOT), Housing and Urban Development (HUD), and Environmental Protection Agency (EPA). This partnership may reap positive rewards as funding sources are conglomerated into more meaningful and flexible allocations to regions. In this manner, planning linkages can be applied to numerous topics that may or may not have a relationship with each other but have not been studied as such in the past. For instance as link between development patterns and transportation systems can be more highly scrutinized in order to provide insight into modern day problems that have arisen. This can eventually lead to a better understanding of how citizens generate income, recreate, travel, and so forth and so on. In this manner we can better design our environment to suit our needs, while mitigating the negative factors that arise as a result of our need for mobility.

Also, as a result of new intercity passenger rail service, a new taxing district will have to be created in order to provide a local subsidy for train operation. RMAP will work with local leaders, state officials, and the general public to determine the best course of action to establish this district. Many ideas have been put forward including

operating the new rail service under one of the already established transportation authorities in the region. The specific tax component has not yet been studied but multiple avenues will be explored, public meetings convened, and a ballot referendum issued before this tax is levied.

PUBLIC PRIVATE PARTNERSHIPS



A Public-Private Partnership (3P) is a contractual agreement between a public agency (federal, state or local) and a private sector entity. Through this agreement, the skills and assets of each sector (public and private) are shared in delivering a service or facility for the use of the general public.

The various potential advantages of such ventures include, but are not limited to:

- Maximizes the use of each sector's strength
- Reduces public capital investment
- Mobilizes excess or underutilized assets
- Improves efficiencies/quicker completion
- Better environmental compliance
- Improves service to the community

- Improves cost effectiveness
- Shares resources
- Mutual rewards

Partnerships can range between mostly private to mostly public and several types incorporate a balance of both public and private. The following measures several common types of partnerships and their degree of involvement between the public and private sectors.

Pertaining to the Rockford Region, public-private partnerships can be used to promote infrastructure development such as new roadways, placement of new traffic control devices, etc. Through this, there are numerous benefits which can result such as the spurring of economic development as a result of new access, timelier implementation, better facilities, etc.

Over the course of the LRTP, RMAP will encourage its partner agencies to utilize public-private partnerships to accomplish tasks.

PUBLIC COMMENT

Public Comments & Responses

Public comments and input into the 2040 RMAP Long Range Transportation Plan (LRTP) is an ongoing, continuous process. In other words, the public is always welcome to submit comments to the LRTP (and all other RMAP documents) at any time. All RMAP Policy Committee, Technical Committee and Mobility Subcommittee meetings are open to the public and comments are welcome during those meetings.

During the preparation of the draft of the LRTP, regular updates of the process of this document were given at all RMAP meetings. As the LRTP was being developed, one of the important steps was to identify the process to inform and involve the public and to follow the RMAP Public Participation Process to seek public input.

In accordance with the adopted RMAP Public Participation Plan (PPP), RMAP took the following actions.

1. RMAP established that the RMAP 2040 LRTP would be a work task by including this item in a legal notice which described planning tasks for FY 2010. This is included in ADDENDUM A
2. A series of seven PUBLIC INFORMATION OPEN HOUSES (PIOH) were held to seek and receive public comments and input. Three PIOH were held on March 10th and 11th, 2010 at three different locations in the Rockford Metro Planning Area. A second set of open houses were held on May 25th and May 26th

2010 at four different locations in the Rockford Metropolitan Planning Area. The locations and notices that were sent to the entire RMAP mailing list are listed within ADDENDUM B and ADDENDUM C.

3. Draft plan materials were made available to all persons and organizations (including the media) attending the RMAP open houses and RMAP Policy and Technical Committee meetings as well as Mobility Subcommittee meetings. Materials were also available upon request.
4. A legal notice was published in the April 21st, 2010 edition of the Rock River Times announcing the tentative schedule of action by RMAP and planning tasks for FY 2011. A copy of this notice is attached within ADDENDUM D.
5. An executive summary of the 2040 RMAP Long Range Transportation Plan was made available on the RMAP website. This item is included in ADDENDUM E.

The major effort to inform the general public was the seven PIOH held in early March and late May of 2010. The locations and the facilities that were selected were accessible to the public at two different time periods (11:00 AM to 2:00 PM and 4:00 PM to 7:00 PM) at public buildings for these four days. The information that was presented was the same for each of the seven locations. Also, public comment forms were made available to be filled out

at the location or to be mailed back to RMAP. As a result of these four PIOH, eighty-two (82) people signed the attendance lists. Copies of the seven sign-in sheets are attached (ADDENDUM B & ADDENDUM C).

When the RATS Year 2035 LRTP was developed, the Rockford MPO undertook a complete overhaul of previous LRTP documents done up until 2004. In summary, the 2035 LRTP was a very comprehensive analysis of the

	<u>Name of Person</u>	<u>Date</u>	<u>Organization</u>	<u>Comment Subject</u>
1	Glen Schrimmer	10-Mar-10	Chastain &	SRA System and Amtrak Service
2	Trish Gibbs	26-May-10	First Rockford	Draft LRTP / Future Capacity Expansion Map
3	Paula Hughes	27-Apr-10	RMTD	Technical Corrections to the Transit Section
4	Nathan Bruck	14-Apr-10	City of Loves Park	Future Capacity Expansion and New Links (map 7.3)
5	Patricia Diduch	17-Mar-10	Village of	Technical Corrections to Roadway Section
6	Christopher Dopkins	22-Mar-10	McMahon	map as pertaining to Machesney Park, IL
7	Adam Tegen	30-Apr-10	Boone County	Future Capacity Expansion and New Links (map 7.3)
8	Rich Lundin	3-May-10	Highway	Future Capacity Expansion and New Links (map 7.3)
9	Rich Lundin	6-May-10	Highway	Future Capacity Expansion and New Links (map 7.3)

During the comment period of the LRTP, ten (10) written and e-mail responses were received. Listed above is the name of the person, organization and subject of their comments. Copies of the actual comments are attached (ADDENDUM B, C and E).

Of the ten (10) comments received, the issues/remarks can be divided into the following general categories:

1. Strategic Regional Arterial System - 1
2. Amtrak Service - 1
3. Roadway Section and Future Capacity Expansion and New Links (Map 7-3) - 5
4. Technical Corrections – 3

transportation issues facing the Rockford urban area and surrounding environs for next 30-years. Over the past five-years, the 2035 LRTP has been open for public comments (as well as all other RMAP planning documents). Using the 2035 LRTP as the foundation for the development of the 2040 LRTP, comments received since the 2035 LRTP was adopted in 2005, FHWA/FTA 2007 Certification report, several amendments to the 2035 LRTP that were done during the past five-years and the creation of new RMAP planning document, A Blueprint To a More Sustainable and Dynamic Rockford Region (printed in April 2010 and posted on the RMAP website), these and other current planning issues are the principle planning tools that RMAP is using in the development of the 2040 LRTP.

In other words, the 2040 LRTP is not a complete re-write of the 2035 LRTP adopted plan (as was done in 2004 and 2005 when RATS adopted the 2035 LRTP in July 2005). It is being used as one of several resources for the development and ultimate adoption of the 2040 LRTP.

Since the Year 2035 LRTP was adopted by the Rockford MPO in July 2005, FHWA/FTA issued new planning regulations and guidelines on February 14, 2007, and they have preformed a certification review of the Rockford MPO planning process in fall of 2007. Based upon that review, the findings stemming from their final report and RMAP's addressing and completing the necessary information from those findings cited in FHWA/FTA final report, RMAP's planning process received full certification on December 17, 2008. RMAP is now in full compliance with SAFETEA-LU and all other current planning regulations. While no new transportation legislation has been enacted over the past year to supersede SAFETEA-LU planning regulations, the information in the 2040 RMAP LRTP essentially is based upon current MPO planning goals and objectives.

RESPONSES:

Strategic Regional Arterial System:

RMAP staff received a comment regarding the arterial roadway links that form the SRA system. The commenter asked that high priority be given by each jurisdiction to the various links in the SRA system that require modernization or reconstruction. RMAP staff concur that the SRA system, and the future and current projects associated with it, deserve a high priority especially as it concerns the expenditure of federal funds, such as STP-Urban. The planning process for the SRA system needs to

be finalized in the next 5-year update period, especially as it concerns design standards and specifications. The SRA system is a significant part of the Congestion Management Process for the region and therefore can affect state-of-good-repair as well as green house gas reductions, improvements to air quality, and congestion relief.

Amtrak Service:

RMAP staff received a comment regarding the importance of intercity and commuter passenger rail service to the region as a catalyst for economic development. The comment specifically addresses the importance of the planned route through Belvidere and the downtown Rockford rail station's role in renewal of the central core of the city. These comments mirror the formal reports and planning documents created by RMAP and NICTI. The comments reinforce the attitudes of the general public as compiled by the University of Illinois in the comprehensive survey conducted at the request of NICTI.

Roadway Section and Future Capacity Expansion and New Links (Map 7-1):

RMAP staff received five comments regarding the Roadway Section/Future Capacity Expansion and New Links map. All roadway maps included current roadway files which display the road network as of the time of the creation of the final version of the RMAP 2040 LRTP. Comments regarding the functional classification of certain roadways within Machesney Park (refer to attachment) have also been addressed. RMAP has submitted a Resolution to IDOT (RMAP Resolution 2010-3, dated April 29, 2010) regarding a change in classification for those roadways listed. In addition, the current configuration of the Orth Road extension within Boone County as

displayed in map 7-3 is the same that appears within the approved current Comprehensive Plan for Boone County.

Staff also reviewed the alignment and classification of a collector road in Machesney Park named "Rock Cut Pass". This roadway is directly north of the main entrance to Rock Cut State Park and runs between IL 173 and Swanson Road. The original alignment of this proposed collector level road, as proposed in the 2035 LRTP, was a diagonal road with its northern terminus at Perryville Road. Due to several site issues with the adjacent property the collector level roadway alignment was changed to a north-south configuration. With either alignment the southern terminus remains at the existing traffic signalized intersection at IL 173 and Rock Cut State Park entrance. It was also explained that the future collector level roadway cross section would most likely be a 2-lane road for the foreseeable future based on the anticipated development density and use.

Technical Corrections:

RMAP staff received three technical corrections on the draft LRTP from the Rockford Mass Transit District (RMTD) and the Village of Machesney Park. The comments submitted by RTMD and the Village of Machesney Park were language and grammatical errors that both agencies found in the draft document. The final document has been corrected with these changes.

Summary:

RMAP has adopted a Public Participation Program (PPP) report, which serves as the framework to respond to public comments received during the development of the LRTP. For the comments received during the planning process, including the public comment pe-

riod and the public informational open houses, all were considered during the preparation of the LRTP and prior to final adoption by the RMAP Policy Committee.

The 2040 RMAP Long Range Transportation Plan (LRTP) overall goal "is to promote a safe and efficient transportation system for people and goods in the RMAP MPA that provides a balanced multi-modal system that minimizes costs and impacts to the taxpayer, society and the environment." During the past several decades the Rockford urban area has continued to grow beyond the traditional limits of just one urban center. As this growth continues a more diverse and mobile population will be need to be studied as part of the RMAP planning process during the next thirty years. Public comments received represent very specific points-of-view, often times opposing other public comments or RMAP staff. The RMAP MPO is concerned about all comments, and seeks to determine how they impact the overall goals and objectives of RMAP, including past and current federal transportation, environmental and public guidelines, while being sensitive to the economic core and future growth of the Rockford MPA and its surrounding environs. Moreover, the LRTP strives to maintain and enhance the quality of life for the greater benefit of the general population and its diverse communities.

ADDENDUM A: NOTICES OF TRANSPORTATION PLANNING

Press Release

NOTICE OF TRANSPORTATION PLANNING FOR ROCKFORD URBAN AND METROPOLITAN AREA

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 comment on the transportation planning process and the development of the following documents. RMAP coordinates publicly funded transportation planning and improvements among the various jurisdictions in Winnebago and Boone Counties.

- 1. RMAP FY2010 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):** This document will identify and prioritize all major transportation and public transit improvements scheduled for implementation in the RMAP Metropolitan Area in the next four fiscal years (actual dates - July 1, 2009 to June 30, 2013). The document is now under development and a draft will be available for comment at the end of August 2009. The target adoption is on or about Sept 24, 2009. Public comments will be accepted anytime, but should be submitted prior to Sept 17, 2009. Pending recommendation by the Technical Committee at their Sept 17, 2009 meeting in Loves Park City Hall, the final TIP will be on the Policy Committee agenda for possible approval at their Sept 24, 2009 meeting in the 3rd floor conference room of the Winnebago County Municipal Building. This document can either be viewed at the RMAP offices located at 313 N Main St or electronically at http://www.rmapil.org/assets/documents/tip_2010_draft.pdf
- 2. RMAP 2040 LONG-RANGE TRANSPORTATION PLAN (LRTP):** The LRTP discusses, plans, and assigns priority for all major transportation systems improvements for the Metropolitan Area over the next 20 to 30 years. On July 28, 2005 the RATS (now RMAP) Policy Committee adopted the LRTP. Federal transportation regulations mandate an update of this document be done once every 5 years. Accordingly, the RMAP staff are now developing and revising the content of the document to reflect the current status of transportation planning in the area along with revising future goals and expectations that might be out of date since the last version of this document was compiled. RMAP has tentatively set an approval date of a final draft of the 2040 LRTP for July 2010.
- 3. RMAP COORDINATED PUBLIC TRANSIT HUMAN SERVICES TRANSPORTATION PLAN (HSTP):** The HSTP is a locally developed plan that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes. The purpose of the Human Services Transportation Plan is to assess the needs and concerns of public transit users in the Metropolitan Planning Area and to develop strategies that will address and remedy these concerns. The overall goal of the plan is to increase the efficiency of services provided to public transit dependent populations (individuals with disabilities, persons with low income and elderly individuals). The Human Services Transportation Plan is also a prerequisite, as stipulated by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), to receiving any Federal Transit Administration funding under the 5310 (Elderly Individuals and Individuals with Disabilities), 5316 (Job Access and Reverse Commute) and 5317 (New Freedom) programs.
- 4. RMAP PUBLIC PARTICIPATION PLAN (PPP):** This document outlines the methods and procedures that the Rockford Metropolitan Agency for Planning will undertake to promote public participation in the transportation planning process.

Public comments are welcomed on all the above work at all RMAP meetings or by contacting RMAP by telephoning, e-mailing or writing. RMAP Technical Committee meetings are typically held on the third Thursday of each month and the Policy Committee meetings on the following Thursday. The exact meeting dates, times, and locations are finalized and announced at least a week in advance. Persons seeking more information on these meetings, the above mentioned studies or any other information related to RMAP should view the material on the web site at <http://www.rmapil.org> or contact RMAP Staff.

Steven K. Ernst, Executive Director
Rockford Metropolitan Agency for Planning
313 N Main St, Rockford, IL 61101
815/967-RMAP (Voice); 815/967-6913 (fax)
Email: steve.ernst@rockfordil.gov

Date of notice: September 2, 2009

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Mayor Frederic C. Berenton, City of Belvidere, Chairman	Mayor Daryl F. Lindberg, City of Loves Park	Chairman Scott H. Christiansen, County of Winnebago	Deputy Director George F. Ryan, Illinois Department of Transportation, Region 2
Mayor Lawrence J. Morossey, City of Rockford, Vice-Chairman	Mayor Tom Strickland, Village of Machesney Park	Chairman Bob Walberg, County of Boone	

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- 1. RMAP 2040 LONG-RANGE TRANSPORTATION PLAN (LRTP):** This document discusses, plans and assigns priority for all major transportation systems improvements for the Metropolitan Area over the next 30 years. Public comment is welcome at any time by contacting RMAP staff listed below or attending one of the open houses scheduled, at which time a draft copy of the document will be available. The open houses are scheduled for the following locations and times:
 - Cherry Valley Village Hall, 806 E. State St., Cherry Valley, IL: 11 a.m. to 2 p.m. on Tuesday, May 25th
 - Boone County Administration Campus, 1212 Logan Ave., Belvidere, IL: 4 p.m. to 7 p.m. on Tuesday, May 25th
 - Village of Winnebago Village Hall, 108 W. Main St., Winnebago, IL: 11 a.m. to 2 p.m. on Wednesday, May 26th
 - Loves Park City Hall, 100 Heart Blvd., Loves Park, IL: 4 p.m. to 7 p.m. on Wednesday, May 26th
- 2. RMAP FY-2011 UNIFIED WORK PROGRAM (UWP):** This document specifies the transportation planning work proposed over the next year (July 1, 2010 to June 30, 2011). A draft of the FY-2011 UWP is in progress and will be considered for adoption on May 20th, 2010 at the RMAP Policy Committee meeting in Belvidere City Hall. Comments will be accepted at the Technical Committee meetings at 10:00 a.m. on April 22, 2010 and May 20, 2010 in Loves Park City Hall or by contacting RMAP staff listed below.
- 3. RMAP FY-2011 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):** This document will identify and prioritize all major transportation and public transit improvements scheduled for implementation in the RMAP Metropolitan Area in the next four years (July 1, 2010 to June 30, 2014). The document is now under development and a draft will be available for comment at the end of August, 2010. The scheduled date for adoption is on or about September 30, 2010 at the Winnebago County Administration Building. Public comments will be accepted anytime, but should be submitted prior to September 23, 2010.
- 4. RMAP HUMAN SERVICES TRANSPORTATION PLAN (HSTP):** The intent of the HSTP is to assess the needs and concerns of public transit users in the area, develop strategies that will address and remedy these concerns and increase the overall efficiency of transit services provided to the public. While transit improvements benefit public transit users as a whole, particular attention is given to public transit dependent populations including elderly individuals, persons with disabilities and individuals with low incomes. This document is being updated on an ongoing basis, and will have modifications made to it as needed throughout the year based upon factors including guidance from state and federal agencies and the recommendations of the RMAP Mobility Subcommittee. Public comment on the HSTP is welcome at any time by contacting RMAP staff listed below or attending a meeting of the Mobility Subcommittee, typically held the second Tuesday of the month at the YWCA of Rockford.
- 5. AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA):** Monies from the Federal ARRA program disbursed to the RMAP MPA for the Highway & Bridge category were saved due to lower than projected bids during the letting process. The monies saved will be put forward to be used in other projects, and those projects will need to be amended into the TIP, or if already in the TIP, the new funding source will need to be updated to reflect the usage of these Federal monies. Public comment is welcomed on the projects by contacting

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Rockford Metropolitan Agency For Planning

RMAP staff or attending the May, 2010 meeting of the RMAP Technical Committee, at which time the projects to be amended are scheduled to be discussed. The amendments are projected to be approved at the May, 2010 meeting of the Policy Committee. This notification is intended to satisfy the public notice required by the American Recovery and Reinvestment Act of 2009.

*For more information, contact RMAP:
By Phone at 815-964-7627
By Fax at 815-967-6913
On the Internet at <http://www.rmapil.org>*

Public comments are welcomed on the above documents and other planning documents of RMAP at all RMAP meetings or by contacting RMAP by telephoning, emailing or writing. RMAP Technical Committee meetings are typically held on the third Thursday at each month and the Policy Committee meetings on the following Thursday. The exact meeting dates, times and locations are finalized and announced at least a week in advance. Persons seeking more information on these meetings, at the above mentioned studies or any other information related to RMAP should navigate to the RMAP website at <http://www.rmapil.org> or contact RMAP staff.

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Mayor Frederic C. Breerton,
City of Belvidere, Chairman
Mayor Lawrence J. Montzay,
City of Rockford, Vice-Chairman

Mayor Daryl E. Lindberg,
City of Loves Park
Mayor Tom Stickland,
Village of Madhesney Park

Chairman Scott H. Christiansen,
County of Winnebago
Chairman Bob Wallberg,
County of Boone

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

ADDENDUM B: MARCH 2010 PUBLIC OPEN HOUSE MATERIALS

PUBLIC INFORMATION OPEN HOUSE

**ROCKFORD METROPOLITAN AGENCY FOR PLANNING (RMAP)
YEAR 2040 LONG-RANGE TRANSPORTATION PLAN**

A public informational open house will be held at three area locations to present the DRAFT Year 2040 Long-Range Transportation Plan (LRTP) for the Rockford Metropolitan Agency for Planning (RMAP). The plan covers anticipated transportation needs in the Rockford Metropolitan Planning Area for the next 30 years. The plan is a co-operative effort of RMAP, local governments and the Illinois Department of Transportation. Information regarding the plan is available on the RMAP website www.rmapil.org

This long range plan is updated every five years. The last time the LRTP was updated and adopted by the RATS Policy Committee was July 28, 2005. It is tentatively schedule for adoption at the RMAP Policy Committee, June 24, 2010 1:15 P.M., at Rockford City Hall, 425 East State Street, Rockford, IL.

Local, state and federal governments have the responsibility for constructing, operating and maintaining most of the transportation systems in the Rockford Metropolitan Planning Area. This LRTP was developed in the interest of promoting, developing and maintaining a safe and efficient transportation system that will meet the needs of the area's citizens, businesses and industries through the Year 2040. This LRTP considered a wide range of citizen, community and technical input as well as the views, priorities and plans expressed in numerous previous plans and documents developed as part the RMAP planning process over the last 40 years. This LRTP reflects the goals, priorities and guidance originating from Federal law, specially the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Efficiency Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU).

The overall goal of the plan is to promote a safe and efficient transportation system for people and goods that provides a balanced multi-modal system that minimizes costs and impacts to the taxpayer, society and the environment. The plan addresses the growth projected for the area's airports, the area's bicycle and pedestrian facilities, rail service to the region, public transportation issues, maintaining and improving the area's highway system and public funding issues.

The format of these open houses is to allow an informal discussion between the public and RMAP staff. The times are indicated below.

DATES

<p>March 10, 2010 – Wednesday 11:00 AM to 5:00 PM Rockford Metropolitan Agency for Planning 313 N Main Street 61101 Rockford, IL</p>	<p>March 11, 2010 – Thursday 11:00 AM to 2:00 PM Belvidere City Hall 401 Whitney Blvd 61008 Belvidere, IL</p>	<p>March 11, 2010 – Thursday 4:00 PM to 7:00 PM Machesney Park Village Hall 300 Machesney Road 61115 Machesney Park, IL</p>
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PURPOSE:

View Graphic Displays, Discuss Study Goals and Objectives, Ask Questions and Obtain Public Comments and Input

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Mayor Fredric C. Brenston, City of Belvidere, Chairman	Mayor Daryl E. Luniberg, City of Loves Park	Chairman Scott H. Christiansen, County of Winnebago	Deputy Director George F. Ryan, Illinois Department of Transportation, Region 2
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For further information, contact

Stephen K. Ernst, Executive Director
313 N. Main Street, Rockford, IL 61101
815/964-7627 (voice) 815/967/6913 (fax)
E-mail: steve.ernst@rockfordil.gov

Gary W. McIntyre, Metropolitan Planner
313 N. Main Street, Rockford, IL 61101
815/987-5638 (voice) 815/967/6913 (fax)
E-mail: gary.mcintyre@rockfordil.gov

Jon Paul Diipla, Metropolitan Planner
313 N. Main Street, Rockford, IL 61101
815-987-5628 (voice) 815/967/6913 (fax)
E-mail: jonpaul.diipla@rockfordil.gov

Michael Maddox, Metropolitan Planner
313 N. Main Street, Rockford, IL 61101
815/967-7067 (voice) 815/967/6913 (fax)
E-mail: michael.maddox@rockfordil.gov

Michael Hren, Metropolitan Planner
313 N. Main Street, Rockford, IL 61101
815/967-7064 (voice) 815/967/6913 (fax)
E-mail: michael.hren@rockfordil.gov

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Rockford Metropolitan Agency For Planning

Press Release

FOR IMMEDIATE RELEASE:
March 3, 2010

CONTACT INFORMATION:
Stephen Ernst, Executive Director
steve.ernst@rockfordil.gov

A public informational open house will be held at three area locations to present the DRAFT Year 2040 Long-Range Transportation Plan (LRTP) for the Rockford Metropolitan Agency for Planning (RMAP). The plan covers anticipated transportation needs in the Rockford Metropolitan Planning Area for the next 30 years. The plan is a co-operative effort of RMAP, local governments and the Illinois Department of Transportation. Information regarding the plan is available on the RMAP website www.rmapil.org

The overall goal of the plan is to promote a safe and efficient transportation system for people and goods that provides a balanced multi-modal system that minimizes costs and impacts to the taxpayer, society and the environment. The plan addresses the growth projected for the area's airports, the area's bicycle and pedestrian facilities, rail service to the region, public transportation issues, maintaining and improving the area's highway system and public funding issues.

The general public and community organizations are encourage to attend one of these meetings to review, discuss and submit comments to the existing Year 2035 LRTP, which is basis for the Year 2040 update. The 2040 LRTP will consider a wide range of citizen, community and technical input as well as the views, priorities and plans expressed in numerous previous plans and documents developed as part the RMAP planning process over the last 40 years.

The format of these open houses is to allow an informal discussion between the public and RMAP staff. The times are indicated below.

DATES

March 10, 2010 – Wednesday 11:00 AM to 5:00 PM Rockford Metropolitan Agency for Planning 313 N Main Street 61101 Rockford, IL	March 11, 2010 – Thursday 11:00 AM to 2:00 PM Belvidere City Hall 401 Whitney Blvd 61008 Belvidere, IL	March 11, 2010 – Thursday 4:00 PM to 7:00 PM Machesney Park Village Hall 300 Machesney Road 61115 Machesney Park, IL
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Questions should be directed to Stephen Ernst, RMAP Executive Director, at 815-964-7627 or via e-mail at steve.ernst@rockfordil.gov

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Mayor Fredric C. Brennan, City of Belvidere, Chairman	Mayor Darryl F. Lindberg, City of Loves Park	Chairman Scott H. Christensen, County of Winnebago	Deputy Director George F. Ryan, Illinois Department of Transportation, Region 2
Mayor Lawrence J. Mimssey, City of Rockford, Vice-Chairman	Mayor Tom Strickland, Village of Machesney Park	Chairman Bob Wilberg, County of Boone	



Rockford Metropolitan Agency For Planning

Your name: Glenn Schirmer, Chairman, Assoc.

Address: 127 N. Wymen St., Rockford

Please write your comments below:

RMAP Members should make it
a top priority to complete links of
the SRN under their jurisdiction.
Local collector road improvements
won't be as meaningful without the
strong arterial network.

The Amtrak/Metro extension is
essential for expanding economic
development opportunities in the
Region. The line through Belvidere
should be encouraged as more meaningful
to regional growth, and the downtown
Rockford station is essential for renewal
of the core area of the City.

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Mayor Fredric C. Brennan, City of Belvidere, Chairman	Mayor Darryl F. Lindberg, City of Loves Park	Chairman Scott H. Christensen, County of Winnebago	Deputy Director George F. Ryan, Illinois Department of Transportation, Region 2
Mayor Lawrence J. Mimssey, City of Rockford, Vice-Chairman	Mayor Tom Strickland, Village of Machesney Park	Chairman Bob Wilberg, County of Boone	

RMAP LRTP OPEN HOUSE ATTENDANCE LIST						
MEETING:	YEAR 2040 LRTP OPEN HOUSE					
DATE / TIME:	March 10, 2010					
LOCATION:	RMAP					
NAME	ORGANIZATION	ADDRESS	CITY/ZIP	TELEPHONE	E-MAIL ADDRESS	
Wm. Dannbush		3476 Bow Ct	Rockford 61107	815-974-1754		
Scott Parabush		2133 Melrose St.	Rockford 61103			
Neal Tolodki	G.R.T.C.	2330 Meadow View Lane	" "	815-968-3535	NSTolodki@aol.com	
Glenn Schirmer	CLASTAIN ASSOC.	127 N. WYMAN	Rockford 61101	815-489-0070	gschirmer@hcllp.com	
PANKAJ MAHAJAN	FIRST ROCKFORD GROUP	6801 SPRING CREEK	Rockford 61104	815-229-3000	JPANKAJ@FIRSTROCKFORD.COM	
Jeremy Carter	C.O.R.	425 E State St	61107	815-967-6740	march.leach@rockford.il.gov	
Marcy Leach	City of Rockford	425 E State St	Rockford, IL 61107	(815) 967-5570	patrick.zureske@rockford.il.gov	
Patrick Zureske	City of Rockford	425 E State St	Rockford, IL 61107	(815) 355-2710	News@wrex.com	
Jason Nickl	WREX	180 N ALPINE ST	Rockford, IL 61103	781-1449	987-1343 / Tbona@rrstar.com	
Chris Norman	WREX	180 N ALPINE ST	Rockford, IL 61103			
Thomas Bona	RRS	180 N ALPINE ST	Rockford, IL 61103			
DAVID CAROL SMITH		6047 S MAIN	Rkd 02	969-8492		
MIKE MARVELLO	BARBARA OLSON CENTER OF HOPE	3206 N CENTRAL	Rockford 61101	969-9275	MMARVELLO@BARBARAOLSONCENTEROFHOPE.ORG	
JIM PENNING	(RETIRED)	1094 TULIP LANE #4	Rockford 61107	229-3608	NAC	
Curtis Jones	IDOT OPLP	2300 S. DYKES Pkwy	Springfield, IL 62704	217-785-2995	curtis.jones@illinois.gov	
*Kathy Carter	land owner	415 SEMIACOLE AVE.	Rockford, IL 61102	815-968-2578	jkathy.carter@yahoo.com	
Joyss Munk	Lochner	100 Park Ave	Rockford IL	815-218-9422	Rmunk@lochner.com	
Steve Poudak	Poudak Solutions	20 Pensacola Dr	Rockstar IL	217-488-6345	spoudak@comcast.net	
STEVE FRENCH	CLASTAIN	127 WYMAN	Rockford	815-489-0050	sfrench@hcllp.com	
Jerry Katz	City of Rockford	425 East State St	Rockford IL 61107	815-964-6666	paulsonjerry@aol.com	
Jerry Paulson	Natural Land Institute	320 S Third St	Rockford IL 61101	815-395-6650	Tom.Austin@illinois.gov	
Tom Austin	IDIS	301 N Main #2	Rockford IL 61101	815-967-4500	timber@rockfordil.gov	
Jim Prall	ROCKFORD PARK DIST	101 S. MAIN	Rockford, IL	815-968-8881	jprall@rockfordil.gov	
Jim Kroepelin	Arnold Lundgren Associates	803 N. Church St	Rockford IL	815-227-0598	jkroepelin@arnoldlundgren.com	
Carl Keffeler	Womanspace	1430 Williamsburg Rd.	Rockford IL 61107		gale@comcast.net	
Bob Seltman	S.L.A.T.S					

RMAP LRTP OPEN HOUSE ATTENDANCE LIST					
MEETING:	YEAR 2040 LRTP OPEN HOUSE				
DATE / TIME:	March 11, 2010				
LOCATION:	BELVIDERE CITY HALL				
NAME	ORGANIZATION	ADDRESS	CITY/ZIP	TELEPHONE	E-MAIL ADDRESS
MUCHAMBERGAIN	BELVIDERE CITY COUNCIL	401 WHITNEY	BELVIDERE, IL 61008	815-986-6769	MDC306@Comcast.net
ARNDT SACZ	"	1716 8TH AVE	"	815-544-9496	
RAY PENZLINSKI	"	508 CARLMAN DR	"	544-1295	RSK1364@VORADN.NET
JOHN SLATTEN	BCCA	2141 HAWK LANE	Belvidere	544-9893	JSLATTEN@KERNAGE.COM
THOMAS HARTJE		7248 WHEATLAND TERR	CHERRY VALLEY, IL 61016	815-332-4313	
JOHN F. GILL		106 Meadow Lane	Manly Center, IL 61052	815-393-3118	
Tom S. Mager	UG		IL, IL	815-275-1553	CAROLINA@CHARIZ.COM
Jim A. Wolf	Wolf Chevrolet Sales	1800 N. STATE ST	BELVIDERE, FL 61008	815-544-3495	JWOLF9541@aol.com
Fred Usmerman	Belvidere	401 Whitney Blvd	"	"	
BOB WALBERG	Boone County	1212 LUCAS	Belvidere, IL 61008	"	
JOHN WOLF	Wolf Chevrolet	1800 N. STATE	BELVIDERE, IL 61008	815-376-9097	JWOLF9541@aol.com
Bert Sumner	Rockford Map Publishers	6551 Ravillon St	Bel	815-544-7440	
RICHARD DUMMER		6475 HANCOCK DR	KILLBUCK, IL 61009	815-742-6099	
Michael Frank	Flora Township	77 Poole Rd	Cherry Valley, FL 61016	815-332-4853	
CLAUDE LAMIER	BELVIDERE RW	401 WHITNEY BLVD	BELVIDERE, IL	815-544-9256	

RMAP LRTP OPEN HOUSE ATTENDANCE LIST					
MEETING:	YEAR 2040 LRTP OPEN HOUSE				
DATE / TIME:	March 11, 2010				
LOCATION:	MACHESNEY PARK VILLAGE HALL				
NAME	ORGANIZATION	ADDRESS	CITY/ZIP	TELEPHONE	E-MAIL ADDRESS
DON KRIZAN	WINN. COUNTY HIGHWAY DEPT.	424 N. SPRINGFIELD AVE.	ROCKFORD 61101	319-4000	dkrizan@co.winnebago.il.us
ROBERT LINDVALL		103 KADOCK ST	ROCK Pk 61115		
Elaine Haccington		1340 Brown Hill Rd	Rockford 61107	965-1577	elaine.haccington@ntsc-pu.net
Ralph Hoekstra	Circle Bearings & Mfg. Co	3161 Forestview Rd	Rockford 61109	308-4150	
Blackhawk Bike Club		424 First / PO Box 355	Stillman Vly 61084	815-645-8396	biKralph@comcast.net
Tim Cooling	Joe Cooling Escas Inc	683 Keadley Ln	Bureau, IL 61022	815-338-2144	TimCooling@tcfmail.com
SUSAN COOLING	JOE COOLING	308 CORN Rd	Rockton, IL 61072	815-378-6100	SUSANCOOLING@YAHOO.COM
BOB MULLINS	VMP	9513 BALDWIN DR	MP	815-877-5432	
Paula Hughes	ICMTD	520 Mulberry	Rockford, IL 61101	815-961-2227	phughes@mta.org

ADDENDUM C: MAY 2010 PUBLIC OPEN HOUSE MATERIALS

PUBLIC INFORMATION OPEN HOUSE

**ROCKFORD METROPOLITAN AGENCY FOR PLANNING (RMAP)
YEAR 2040 LONG-RANGE TRANSPORTATION PLAN**

A public informational open house will be held at four area locations to present the DRAFT Year 2040 Long-Range Transportation Plan (LRTP) for the Rockford Metropolitan Agency for Planning (RMAP). The plan covers anticipated transportation needs in the Rockford Metropolitan Planning Area for the next 30 years. The plan is a co-operative effort of RMAP, local governments and the Illinois Department of Transportation. Information regarding the plan is available on the RMAP website www.rmapil.org

This long range plan is updated every five years. The last time the LRTP was updated and adopted by the RATS Policy Committee was July 28, 2005. It is tentatively schedule for adoption at the RMAP Policy Committee, June 24, 2010 1:15 P.M., at Rockford City Hall, 425 East State Street, Rockford, IL.

Local, state and federal governments have the responsibility for constructing, operating and maintaining most of the transportation systems in the Rockford Metropolitan Planning Area. This LRTP was developed in the interest of promoting, developing and maintaining a safe and efficient transportation system that will meet the needs of the area's citizens, businesses and industries through the Year 2040. This LRTP considered a wide range of citizen, community and technical input as well as the views, priorities and plans expressed in numerous previous plans and documents developed as part the RMAP planning process over the last 40 years. This LRTP reflects the goals, priorities and guidance originating from Federal law, specially the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Efficiency Act for the 21st Century (TEA-21) and the Safe, Accountable, Flexible, Efficient Transportation Equity Act- A Legacy for Users (SAFETEA-LU).

The overall goal of the plan is to promote a safe and efficient transportation system for people and goods that provides a balanced multi-modal system that minimizes costs and impacts to the taxpayer, society and the environment. The plan addresses the growth projected for the area's airports, the area's bicycle and pedestrian facilities, rail service to the region, public transportation issues, maintaining and improving the area's highway system and public funding issues.

The format of these open houses is to allow an informal discussion between the public and RMAP staff. The times are indicated below.

DATES

<p>May 25, 2010 – Tuesday 11:00 AM to 2:00 PM Cherry Valley Village Hall 806 E. State Street 61016 Cherry Valley, IL</p>	<p>May 25, 2010 – Tuesday 4:00 PM to 7:00 PM Boone County Administration 1212 Logan Ave., Suite 102 61008 Belvidere, IL</p>	<p>May 26, 2010 – Wednesday 11:00 AM to 2:00 PM Village of Winnebago 108 W. Main Street 61088 Winnebago, IL</p>	<p>May 26, 2010 – Wednesday 4:00 PM to 7:00 PM Loves Park City Hall 100 Heart Blvd. 61111 Loves Park, IL</p>
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PURPOSE:

View Graphic Displays, Discuss Study Goals and Objectives, Ask Questions and Obtain Public Comments and Input

our future, our goals, our map 313 North Main Street, Rockford, IL 61101 815.964.RMAP direct 815.967.6913 fax rmapil.org

<p>Mayor Fredric C. Breenan, City of Belvidere, Chairman</p>	<p>Mayor Daryl E. Luniberg, City of Loves Park</p>	<p>Chairman Scott H. Christiansen, County of Winnebago</p>	<p>Deputy Director George F. Ryan, Illinois Department of Transportation, Region 2</p>
<p>Mayor Lawrence J. Morrissey, City of Rockford, Vice-Chairman</p>	<p>Mayor Tom Gorkikland, Village of Machesney Park</p>	<p>Chairman Bob Welberg, County of Boone</p>	

For further information, contact

Stephen K. Ernst, Executive Director
313 N. Main Street, Rockford, IL 61101
815/964-7627 (voice) 815/967/6913 (fax)
E-mail: steve.ernst@rockfordil.gov

Gary W. McIntyre, Metropolitan Planner
313 N. Main Street, Rockford, IL 61101
815/987-5638 (voice) 815/967/6913 (fax)
E-mail: gary.mcintyre@rockfordil.gov

Jon Paul Diipla, Metropolitan Planner
313 N. Main Street, Rockford, IL 61101
815-987-5628 (voice) 815/967/6913 (fax)
E-mail: jonpaul.diipla@rockfordil.gov

Michael Maddox, Metropolitan Planner
313 N. Main Street, Rockford, IL 61101
815/967-7067 (voice) 815/967/6913 (fax)
E-mail: michael.maddox@rockfordil.gov

Michael Hren, Metropolitan Planner
313 N. Main Street, Rockford, IL 61101
815/967-7064 (voice) 815/967/6913 (fax)
E-mail: michael.hren@rockfordil.gov

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<p>Mayor Lawrence J. Morrissey, City of Rockford, Vice-Chairman</p>	<p>Mayor Tom Gorkikland, Village of Machesney Park</p>	<p>Chairman Bob Welberg, County of Boone</p>	



Rockford Metropolitan Agency For Planning

Press Release

FOR IMMEDIATE RELEASE:
May 13, 2010

CONTACT INFORMATION:
Jon Paul Diipla, Planner
Jonpaul.diipla@rockfordil.gov

A public informational open house will be held at four area locations to present the DRAFT Year 2040 Long-Range Transportation Plan (LRTP) for the Rockford Metropolitan Agency for Planning (RMAP). The plan covers anticipated transportation needs in the Rockford Metropolitan Planning Area for the next 30 years. The plan is a cooperative effort of RMAP, local governments and the Illinois Department of Transportation. Information regarding the plan is available on the RMAP website www.rmapil.org

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Questions should be directed to Jon Paul Diipla, RMAP Planner, at 815-964-7627 or via e-mail at jon.paul.diipla@rockfordil.gov

our future, our goals, our map 313 North Main Street, Rockford, IL 61101 815.964.RMAP direct 815.967.6913 fax rmapil.org

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Mayor Lawrence J. Mimssey, City of Rockford, Vice-Chairman
Mayor Darryl F. Lindberg, City of Loves Park
Mayor Tom Strickland, Village of Machesney Park
Chairman Scott H. Christensen, County of Winnebago
Chairman Bob Walberg, County of Boone
Deputy Director George F. Ryan, Illinois Department of Transportation, Region 2

Cherry Valley SIGN IN SHEET 5/25/10

RMAP LRTP 2040
Willbert "Bill" Hecht
Dana Carroll - RRWRD

NAME	ADDRESS Refd	ORGANIZATION/PHONE
John Ekberg	1804 Colorado Ave	Winnebago Co.
Glen Ekberg	806 S Harrisville Rd	Win Co.
Alfred Gates	2911 14th Ave.	" "
Clavie Murphy	7889 Newburg Rd	Win. Co.

ADDENDUM D: MEDIA COVERAGE

I don't think as many good people from Rockford will benefit from being able to commute into Chicago as bad people from Chicago will benefit from an easier way to do their trade in Rockford.
 extra
 2 days ago
 Report Abuse
 You must be logged in to report abuse.

Report Abuse

we need metra to come to rockford. train service should be the #1 mode of transportation that is brought to this city in the future.
 a bike path system that will actually allow commuters to safely transverse this city, none of this crap we have now w/ bike paths that don't go anywhere.
 Quixotic
 2 days ago
 Report Abuse
 You must be logged in to report abuse.

Report Abuse

I think that's a risk we have to be aware of, but not close off a transportation option like a commuter rail system because of it. People wanting to bring in contraband will find plenty of ways to do it, and it's much more likely to happen via automobiles, trucks, limos, etc. Perhaps there needs to be a checkpoint for contraband, and drug sniffing dogs at bus stations now.
 DanieRobertSmith
 2 days ago
 Report Abuse
 You must be logged in to report abuse.

Report Abuse

Force pedestrians to be responsible for following the laws that apply to them. Force Cyclists to follow the rules that apply to them.
 While we love to think and say that bikes are supposed to share the road, we usually mean it to let the other way. The roads we drive on were never made for bicycles or pedestrians. The people who use the roads for walking and riding non motor driven machines need to be responsible for making sure they do it safely, not the other way around!
 The bike paths in the neighborhoods are nice to use, but they were never designed to be a quick route to everywhere a person might wish to go on a bike. I would use a bike path near a road to certain places. I regularly use the bike path near my home, reaching from School Street to Starles Park. Usually I walk or jog the path, but I have ridden my bike on it with my kids.
 I as well have ridden my bicycle on the city and county streets when my car was broken. I rode in the rain and snow, day and night. I drive better now than I did before I was a regular car and truck driver. I understand what a car and truck can do by accident to a bike. I drive with traffic and try not to upset those behind me as I get the heck out of the way!
 I like the idea that the bus hours are longer. What would it cost to make the hours longer still? What about a route late at night or early morning that is a two hour route?
 Cameras at the bus stop and on the buses are needed, as well as blue-light emergency beacons that you of I could use if we were in danger.
 Bus traffic needs to yank up off of the traveled roads. Every bus stop should be in a parking lot, or at a space where they do not impede traffic as they are off and on loading.
 The train? Figure the real cost, and tell us what it will cost to build and maintain the system for the next 30 years, making the business free and clear of all debt in that 30 years. Tell us how the system will be able to run on its own after those 30 years, and give examples of which train system has yet to do so, or even break even 30 years after they began.
 The government train system will never break even, just the same as the bus system never makes a profit.
 Let someone else prove they can do it right before we jump into the game.
 DanieRobertSmith
 2 days ago
 Report Abuse
 You must be logged in to report abuse.

Report Abuse

The plan for the future needs to be to change all road surfaces to be unencumbered with the man-holes and access points that we have today. As every road we had built and repaired this summer has been cut into for one reason or another after it was finished, these roads have as well been damaged and compromised.

Why run we have all of those access points we drive over each day be in the sidewalks along the road? Today we make/repair a 4-lane road, and put all of the plumbing and electrical under it where the holes from the vehicles hit the access points? Every time your wheel runs over a man-hole cover or another device in the road, the foundation under it deteriorates. Soon the water gets in, and the ice does its job. With the larger hole each year that the ice makes, more water and foreign matter fills in so that the ice will do more damage later. Its almost as if its done on purpose!

We need sidewalks on at least one side of each road where all of the plumbing and electrical pipes can be laid and accessed. It costs less to cut up a sidewalk to repair a sewer than it does to tear apart the street. The repairs of the street after the sewer repairs are never very good. If someone has to cut into the street, they should be required to make the street repair like it never happened.

Let's hold things to last and keep subcontractors from helping to ruin the roads we have that are already gone!!
 Login or register to post a comment:
 Login
 Username: _____
 Password: _____
 Forgot password
 Login
 Register
 Register
 Email: _____
 First Name: _____
 Last Name: _____
 I agree to the terms of use
 I am over 13 years of age
 NOTE: Your inbox must accept emails from 'no-reply@gatehousemedia.com'
 Register

 TransUnion

Contact us | Privacy Policy | Terms of Service
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 ks died, the
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SCOTT MORGAN | ROCKFORD REGISTER STAR
 Terrell Washington, 17, gets a drink from a vending machine Friday at East High School in Rockford. The School Board will consider a new pouring rights contract with Coke and Pepsi for next school year.

Schools to stop selling pop

ROCKFORD REGISTER STAR
 Coming soon to vending machines in Rockford District 205 schools: water, tea and low-calorie sport drinks.
 The district's 10-year, \$7.5 million pouring rights contract with Coca-Cola expires June 30. Superintendent LaVonne Sheffield's administrative team is negotiating a new deal that would eliminate soda and other carbonated beverages from school vending machines except those in teacher lounges.
 It's the first step of Sheffield's plan to give students more healthful food and drink offerings.
 "It's about having a healthy mind and a healthy body," Sheffield said. "To have a healthy mind, you have to have a healthy body."
 Eliminating students' access to soda, however, will likely mean a less lucrative pouring rights contract for the district and fewer discretionary dollars for field trips, uniforms and other items.
 The district's Operations Committee will get its first glimpse of a proposed contract in early April. **Please see 1D**

Bears bag 3 in free-agent blitz

ROCKFORD REGISTER STAR
 Having already traded away their top two picks in next month's NFL draft, the Chicago Bears were looking at limited opportunities to improve a team that finished 7-9 last season.
 It took just a few hours of Friday's opening day of free agency — and a willingness to spend more than \$100 million on three veteran players — to provide a much bigger face-lift than any top college prospects could.
 Julius Peppers, five-time Pro Bowl defensive end and one of the league's best pass rushers, signed after eight seasons at Carolina. On the offensive side, running back Chester Taylor comes over from the Minnesota Vikings and tight end Brandon Manumaleuna leaves the San Diego Chargers. **Please see 1C**

\$100 million+
 What the Chicago Bears reportedly spent in signing three free agents Friday.

Rails given bigger role in new transportation script

ROCKFORD REGISTER STAR
 The biggest change in the region's road map may not be on roads, but on rails.
 The Rockford Metropolitan Agency for Planning is updating the region's long-range transportation plan, a federally required document that puts all planned or hoped-for projects in one place so government bodies can coordinate efforts.
 While the road plans won't look drastically different, the new version will include expectations of how Amtrak, and eventually commuter rail, will affect trends in land use, economic development and population. It'll also include the region's plans for freight rail upgrades, as well as development around Chicago Rockford International Airport. **Please see 7A**

Eastland	4
Winnebago	7
Princeton	5
Hononegah	6
Boylan	7

YOUR Work begun on

The Workforce Development Board officials can spend several dollars on training, and lead to new hires.
 Officials with the Investment Board and clearer path to funding for innovative programs and federal grants for progress for change 2003 and there's make progress in

Wall Street like

Stocks jumped government's economic stimulus package. The Dow rose 10,566.25 to 10,576.75. The S&P 500 rose 2.3 percent to 1,143.35. The Nasdaq rose 3.9 percent to 2,326.35. For the week, the Dow rose 2.3 percent, the S&P 500 rose 3.1 percent and the Nasdaq rose 3.9 percent.

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Tools: Calendar businessrockford.com
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Editor: Annette LaCross; alacross@rstar.com; 815-987-1350

Star 60

Daily closes

traded companies with significant volume. All 60 are listed with daily

DAY'S BIZ

◆◆◆
 Purchase to add
 maybe more jobs
 D — Berzstrom Inc.

Input sought on transportation plan

By Thomas V. Bona
 ROCKFORD REGISTER STAR
 ROCKFORD — Time to update the road map.
 The Rockford Metropolitan Agency for Planning is updating its long-range transportation plan, and residents will have their say next week.
 Three open houses are scheduled to discuss a draft of the plan, which lists major road, rail, airport and other transportation projects in Winnebago and Boone counties that are needed over the next 30 years.
 "What we're looking for is comment from the public to see if we have all the important facets that you think we should or should we add more on the environment, more on sustainability," said Jon Paul Diipala, metropolitan planner for RMAP.
 "Getting the public out to these meetings and having conversations with staff helps the community understand what we're doing. This is an opportunity for us to explain that as well as explain the plan."
 The last version of the plan, adopted in 2005, included more than \$1 billion in road projects.
 Several major projects on that list have been completed, mostly the Illinois Tollway's massive upgrades of Interstate 90. Several others are planned through the

On the Web

To learn about the region's draft 2040 Long-Range Transportation Plan, go to rmapil.org.
 The previous version of the plan is at rmapil.org/assets/documents/2035_Lrtp_finalsingle.pdf. Warning: The file is large.

If you go

Open houses to learn about and discuss the Rockford Metropolitan Agency for Planning's 2040 Long-Range Transportation Plan draft will be:
 10 a.m. to 5 p.m. Wednesday at the agency's office, 313 N. Main St., Rockford.
 11 a.m. to 2 p.m. Thursday at Belvidere City Hall, 401 Whitney Blvd.
 4 to 7 p.m. Thursday at Machesney Park Village Hall, 300 Machesney Road.

Contact staff writer Thomas V. Bona at 815-987-1343 or tbona@rstar.com.

BusinessRockford.com	RockfordWheels.com	RockfordWoman.com	HealthyRockford.com
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INDEX	Main number 815-987-1200
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Lottery 4D	
GO Lottery 4D	
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Court Street Music Ministry
 In Concert
 Sunday, March 7 3:00 pm
 Court Street United Methodist Church
 215 N. Court Street • Rockford, IL • 815.962.6061 for information • Freewill donation

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Best Award are given each year to local manufacturers that are major contributors to the business community.

Candidates must be members of the Rockford chamber and may be self-nominated. Nomination forms are available at rockfordchamber.com or at the chamber's office, 308 W. State St., Suite 190. The deadline is Monday.

Senate OKs extending jobless aid, tax breaks for businesses

WASHINGTON — The Senate voted Wednesday to extend a host of soon-to-expire elements of last year's economic stimulus measure, including help for the jobless and money to help financially strapped states pay for health care for the poor.

The 62-36 vote came over protests from conservatives who say the bill asks too much to the \$1.5 trillion national debt. Six Republicans joined all but one Democrat, Ben Nelson of Nebraska, in voting for the bill. The measure would add more than \$130 billion to the budget deficit over the next year and a half.

The vote sends the measure into talks with the House.

Foreclosure rates rise by smallest amount in 4 years

WASHINGTON — The foreclosure crisis isn't over, but the pace of growth may have slowed a bit.

RealtyTrac Inc. said today that the number of U.S. households facing foreclosure in February grew 6 percent from the year-ago level, the smallest annual increase in four years.

More than 308,000 households, or one in every 418 homes, received a foreclosure-related notice, the Irvine, Calif.-based foreclosure ratings company reported. That was down more than 2 percent from January.

Still, fees remain about the hundreds of thousands of homeowners who are still being evaluated for help under loan modification programs. Many analysts say most of those borrowers will eventually lose their homes, sparking a new round of foreclosures later this year.

Banks repossessed nearly 79,000 homes last month, down 10 percent from January.

Federal Reserve could get new look as financial regulator

WASHINGTON — The Federal Reserve could emerge from a congressional overhaul of banking rules as the top cop over the nation's largest financial institutions.

Senate negotiators are considering giving the Fed the authority to supervise nonbank financial institutions that are so large and intertwined that their failure could pose a risk to the entire economy, according to people familiar with the evolving legislation.

The Fed also would retain its power to repress nearly two dozen bank holding companies that hold about two-thirds of the banking system's assets, according to those people, who speak on condition of anonymity because of the sensitivity of the discussions.

— Business Rockford staff and wire reports

UPDATING REGION'S GOALS | RESIDENTS WEIGH IN ON RAIL, ROADS



Jon Paul Dipla explains some ideas about the region's 2040 Long-Range Transportation Plan on Wednesday at the Rockford Metropolitan Agency for Planning open house in Rockford. RMAP will host two open houses today (see info box below).

Train questions abound at transportation plan forum

By Thomas V. Bona
 ROCKFORD — Make Marvell wants to know when the train is coming.

That's one reason the Rockford resident attended an open house about the region's proposed 2040 Long-Range Transportation Plan update.

Like several who attended the event, Marvell looked at plans to bring Amtrak — and eventually commuter rail — to the area. That included proposed station locations, schedules and funding ideas.

Marvell, who works at Barbara Olson Center of Hope, finds train service to be key to the region's future.

If you go
 Open houses to learn about and discuss the region's draft 2040 Long-Range Transportation Plan will be:

11 a.m. to 2 p.m. today at Belvidere City Hall, 401 Winlaw Blvd.

4 to 7 p.m. today at Machesney Park Village Hall, 100 Machesney Road.

If you can't attend, you can download a comment form to send in from rmapf.org.

"It's getting away from that one person in a \$40,000 SUV that uses 24 miles a gallon of gasoline driving in Chicago alone," he says.

That's the kind of feedback the Rockford Metropolitan Agency for Planning — which updates the federally required plan every five years — is looking for.

The plan — which includes road, rail and transit plans for the next 30 years — is expected to be adopted in late June. Public input is a primary step this time around.

Some people came more to get information about plans than to comment.

Kathy Carter of Rockford came for an update on the South Main Street reconstruction, which runs right by her home. State officials will need to buy land from her to widen an intersection as part of the project, now scheduled to start in 2012.

Like a lot of people, James Penning of Rockford came to talk about trains.

"What interests me is what is the best possible way to get it going," he said. "Of course, if I had the answer to that it would have been here by now."

Contact staff writer Thomas V. Bona at 815-967-1140 or tvb@rrstar.com.

Wholesale inventory falls; sales increase

By Martin Crutain
 WASHINGTON — Wholesale inventories trimmed in January even as sales rose for a 10th consecutive month. The Commerce Department said Wednesday inventories at the sale level were 0.1 percent down in January, the first decline since November. Sales were up 1.3 percent in January.

Economists are saying that the steady decline in inventories suggests that manufacturers are not producing as much as they were in the past 17 months. It also suggests that the economy is not as strong as it once was.

Beard to rise from

Analysts believe stage has been set for a rebound given inventories are at after a massive liquidation that during the recession. The recession has been so deep that it has taken the economy a long time to get back to normal. The economy is still in a recession, but it is getting closer to a recovery.

Necessary for rebound

Economists had expected a 0.2 percent increase in government inventories in December, but that report was revised to a 0.1 percent increase. The report shows that inventories are still low, which is a sign that the economy is still in a recession.

CALENDAR

RoRo Expo 2010 8 a.m. to 3 p.m. Saturday and Sunday at Home Depot High School, 307 Salem St., Rockford. A showcase of businesses, groups and organizations. Also offers live entertainment, food and kids center. For information, ro-ro.com or 815-423-9365.

Rockford Network of Professional Women meeting 11:30 a.m. Monday at Forest Hills Country Club, 5135 Forest Hills Road, Rockford. SUE Judge Hostess. Mary Collins will speak about her history in the community and the causes she supports. Networking at 11:30 a.m. with buffet style lunch at noon. Registration deadline is today; call and leave message with name and number in party. No shows will be billed. For information: rockfordnetwork.com or 815-977-7477.

◆ **More at businessrockford.com.**

For more on these stories and complete daily business coverage, go to businessrockford.com.

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Rockford Register Star | The Rock River Valley's Leading Information Source

Rockford transport crew wants input on 2040 plans

By Thomas V. Bona

RRSTAR.COM

Posted May 24, 2010 @ 12:01 AM

Here's another chance to have your say.

The Rockford Metropolitan Agency for Planning is having another set of open houses this week for residents to talk about updates to its long-range transportation plan.

The plan lists major road, rail, airport and other transportation projects in Winnebago and Boone counties that are needed over the next 30 years, as well as projections for population and job growth, land use and other regional trends. It has to be updated every five years.

During the last set of open houses, in March, residents mainly wanted to talk about rail initiatives. While planners are happy to get that input, this time they'd like some bigger-picture ideas about the transportation network.

"(With the last plan) it was basically how do we plan for some pretty significant population growth and what we termed explosive growth in employment around DaimlerChrysler and the Rockford airport," said Steve Ernst, RMAP's executive director. "Well, that's all changed and now we're talking about sustainability, both environmental sustainability and what we can afford to sustain going forward and how we position the region to get out of economic distress."

Some examples are promoting biking, walking and mass transit, and tying those into the existing transportation system; replacing blighted freight rail yards with new facilities; encouraging infill and environmentally friendly development; and helping green industries flourish.

While historically transportation planning has been done independent of economic development, land-use planning and other efforts, RMAP is trying to coordinate with other agencies to help the region move forward on the same page.

That's, again, where the public comes in.

"We had a good turnout at the open houses last time," said Jon Paul Dipla, metropolitan planner for RMAP. "Hopefully that will continue and we'll have more members of the public come out and give us feedback."

If you go
 Open houses to learn about and discuss the Rockford Metropolitan Agency for Planning's 2040 Long-Range Transportation Plan draft will be:

- 11 a.m. to 2 p.m. Tuesday at Cherry Valley Village Hall, 806 E. State St.
- 4 to 7 p.m. Tuesday at Boone County Administration Building, 1212 Logan Ave., Suite 102, Belvidere.
- 11 a.m. to 2 p.m. Wednesday at Winnebago village offices, 108 W. Main St.
- 4 to 7 p.m. Wednesday at Loves Park City Hall, 100 Heart Blvd.

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Comments (1)

Works

2 months ago

Report Abuse

You must be logged in to report abuse.

Let's learn how to make new roads last 100 years. It's called new, better standards, better engineering, full accountability in every new contract, and truly fair bidding without the sneaky good old boys club involvement. Not having construction zones on our major streets, every five to ten years, would save a load of money and grief to the taxpayers. Example, we've seen I-90 construction zones almost every summer for decades. Let's see how long the new I-90 stretch goes before those hurricanes go up again. Remember, this new stretch from Cherry Valley to South Beloit cost \$300 million. Wow!

Login

Username:



Blackhawk Bicycle and Ski Club

SPOKE SIGNALS

HTTP://WWW.BLACKHAWKBICYCLECLUB.ORG

March 2010 • Rockford, Illinois • Volume 38 • Issue 3

INSIDE

- **Directory, Banquet, GRABAAWR, RMAP, Board Mtg, New Members, Ski Breakfast** page 2
- **Weekly Rides** page 3 and 6
- **Weekend Rides** page 4 and 5
- **Skiing Report, Reservations, Nominations** page 7

2010 BIKE SEASON IS OPEN!

We should only be a couple of weeks from (sane) bicycling weather. Get that bike ready!

PRESIDENTIAL RECALLS

As I write this, yesterday was Presidents Day. I went right out and bought a new hat. I'm thinking that our cross country skiers will have record numbers of hours this year. The snow has certainly been pretty this year. As for me I'm getting tired of 'pretty', but that's because I could have, should have and didn't and therefore missed the skiing opportunity. Hat's off to you who took advantage of a great season. With the banquet just a couple of weeks away it's time for thoughts about getting those two wheelers in shape. I'm thinking that my old custom made vintage "Condor" is likely the oldest bike still being ridden in our club. I say 'still being ridden' with tongue in cheek as presently it is completely disassembled awaiting new paint and a major overhaul. Hope I can remember how to get all those parts back together. For you with more sense than me it's time to head for those good bicycle shops, we have locally, and get professional tune ups. Just as important are the bicycle engine tune ups. Except for the skiers and those that worked out at fitness clubs the rest of us will or should pace ourselves on the early rides. But true to form we will be stiff and sore with some 'Charlie horses' from over doing it. (Speak for yourself Dave—yes dear!). Hope to see you at the banquet. Hopefully samples for choosing sizes and material for our new jerseys will be on hand. Bye for now.

Dave Koltz

CLUB BANQUET

MARCH 13

Social Hour 6:00PM
Dinner 7:00PM

Benson Stone Co.
1100 Eleventh St.
Rockford, IL 61104

RMAP PLANNING

3/10/10 11AM - 5PM
RMAP offices
313 N Main St.

3/11/10 11AM - 2PM
Belvidere City Hall

3/11/10 4PM - 7PM
Machesney Park
Village Hall.

2010 CLUB BANQUET

Saturday, March 13
Social Hour 6:00pm
Dinner 7:00pm

Benson Stone Co.
1100 Eleventh St.
Rockford, IL 61104

You are **allowed to bring your own alcoholic beverages** to Benson Stone. Benson Stone will supply any ice and dispose of the empty bottles, but they cannot serve us. The club will not be furnishing any alcohol this year as most people brought what they enjoyed and drank it during the social hour and at the meal. They will have water available for us at the tables.

This year we will again have a buffet with beef tenderloin and grilled chicken breast. We will also have mashed potatoes, green beans almandine, a tossed salad, rolls, butter and decaf coffee for \$19.50. Again we will have vegetarian lasagna with the salad, rolls, butter and coffee for \$17.25. We've added baked salmon with dill sauce, salad, rolls, butter and coffee for \$22.00. The salmon and vegetarian lasagna will be served at the table while those choosing beef and chicken may go thru the buffet line. Prices include 18% gratuity and 9.25 % sales tax.

If you haven't already please fill in form on page 7 as soon as possible.

GRABAAWR

Several club members are planning on riding this year's edition of the Great Annual Bicycle Adventure Along the Wisconsin River (GRABAAWR). The dates are June 19th thru the 26th. Jack Lichtenauer is planning on bringing his van so we will have our own SAG wagon which we will take turns driving each day. As of now we have 7 club members going and we would like to encourage more members to ride with us.

To borrow a few phrases from bikewisconsin's website: GRABAAWR® starts at the head-waters of the magnificent Wisconsin River near the border of Upper Michigan. It follows the 427-mile length of the river as it winds through the northwoods, the central sands area and Wisconsin's Dairyland. GRABAAWR® covers seven days of cycling - an average of **70 miles** per day. Daily distances range from 55 miles to 85 miles. There is also an optional century. You will experience a combination of rolling hills, flats and a few challenging hills along the way. GRABAAWR® is a fully supported tour. Baggage will be hauled from each overnight city. Your bags will be waiting for you when you arrive. All you have to do is bike! Don't miss the fun.

If your thinking about riding GRABAAWR this year and need more information go to the BikeWisconsin website at <http://www.bikewisconsin.com/GrabaaWr/index.html>, or email me Mike Hauptman at midnite@bcnet.com.

Mike Hauptman

RMAP PLANNING

The Rockford Metropolitan Agency for Planning (RMAP) is developing a 20 year long range transportation plan for the area.

They are hosting 3 public information open houses in March to provide info and receive public input

The first is 3/10/10 from 11AM to 5PM at RMAP offices at 313 N Main St.

The second is 3/11/10 from 11AM to 2PM at Belvidere City Hall

The third is 3/11/10 from 4PM to 7PM at the Machesney Park Village Hall.

This would be a great time to have a show of interest by bicyclers and communicate with the people planning for future bike routes.

If you want any more info call Gary McIntyre at RMAP at 815-987-5638

Ralph Hoekstra.

FEBRUARY BOARD MEETING HIGHLIGHTS

- Proceeding with sample jersey order.
- Banquet 3/13/10: Send in reservations and nominations for awards
- Picnic 8/14/10 at Spencer Park in Belvidere, deposit secured pavilion.
- Invitational trailer will have exterior design change to reflect Blackhawk Country Roads name and BBSC website address.

NEW MEMBERS

A warm welcome to our newest member, Shlomo Wing who joined the club in February. Hope to see you soon on a bike.

CROSS COUNTRY SKI BREAKFAST

The Blackhawk Bicycle and Ski Club continues to meet for breakfast through the month of March, unless the weather and temperature are compatible with cycling. Since moving the breakfast back to 915 South Alpine Road, now known as Sam's Family Restaurant, we have heard only positive feedback about the site, service and food. It definitely has been a change for the better! If you have not yet experienced a ski breakfast this year, please join us at 9:00 a.m. on Saturdays.

Lani Ferguson
Cross Country Ski Touring
e-mail to: twinbike1@aol.com
Home Phone: 1-815-962-4211
Cell Phone: 1-815-494-6086

ADDENDUM E: OTHER COMMENT

From: [Patricia Diduch](#)
To: [Jon Paul Diipla](#)
Subject: Comments on the 2040 Regional Plan
Date: Wednesday, March 17, 2010 3:07:52 PM

Hi Jon Paul,

Here are the Village's official comments regarding the update:

1. All maps should reflect the current status of the Perryville Road extension.
2. Transportation Plan: Winnebago County is now calling for IL Route 2 and Latham to be an at-grade intersection improvement, not interchange.
3. Transportation Plan, Table 7.3: There is a typo on Project #46. The "Justification" should read, "Provides a direct connection to IL-173 / Swanson Road." Also, officials would like the name changed from "Rock Cut Connection" to "Rock Cut Pass."

I don't believe we have any other comments on the other maps, but I will double-check with other staff members.

Thanks,
Tricia

[Patricia Diduch, AICP](#)
Planning & Zoning Specialist
Village of Machesney Park
300 Machesney Road
Machesney Park, Illinois 61115
Phone: 815-877-5432
Fax: 815-637-7557
patriciad@machesneypark.org
www.machesney-park.il.us

From: [Patricia Diduch](#)
To: [Jon Paul Diipla](#)
Subject: Transportation Plan Comments
Date: Monday, March 22, 2010 5:42:57 PM
Attachments: [SKMBT_C45110032217371.pdf](#)
[SKMBT_C45110032217370.pdf](#)

Jon Paul,

I realize this is extremely late, but I have our Village Engineer's comments regarding the regional transportation plan. I've attached them to this email. If there is still time to incorporate the applicable comments, I would greatly appreciate RMAP doing so.

Thanks,
Tricia

[Patricia Diduch, AICP](#)
Planning & Zoning Specialist
Village of Machesney Park
300 Machesney Road
Machesney Park, Illinois 61115
Phone: 815-877-5432
Fax: 815-637-7557
patriciad@machesneypark.org
www.machesney-park.il.us

From: [Nathan Bruck](#)
To: [Jon Paul Diipla](#)
Subject: RE: Future Roadway Improvements
Date: Wednesday, April 14, 2010 8:10:00 AM

Jon Paul-

I will not be attending today's meeting. I have reviewed the map and spreadsheet and have no issues with either. If you have any questions or concerns, please let me know.

Regards,

Nathan Bruck, AICP -- Planning Officer -- City of Loves Park
100 Heart Boulevard -- Loves Park -- Illinois -- 61111
Phone 815-654-5033 -- Fax 815-654-5004

"He who fails to plan, plans to fail."

-----Original Message-----

From: Jon Paul Diipla [mailto:JonPaul.Diipla@rockfordil.gov]
Sent: Thursday, April 08, 2010 3:13 PM
To: 'Adam Tegen (E-mail)'; 'Rich Lundin (E-mail)'; 'Dave Townsend (dtownsend@co.winnebago.il.us)'; 'Wayne Vik (E-mail)'; 'Troy Krup'; 'Joe Vanderwerff (E-mail)'; 'Craig Lawler (E-mail)'; Patrick Zuroske; 'Chad Hunter'; 'Dan Jacobson (E-mail)'; 'Nathan Bruck (E-mail)'; 'Steve Thompson (E-mail)'; 'David Nord (E-mail)'; 'Mark Painter (E-mail)'; ' (sasche@fehr-graham.com)'; 'Sheryl Crowley (scrowley@charterinternet.com)'; 'Dan Long (E-mail)'; Steve Ernst; Jeremy Carter; Chris Washington; Julie Galor
Cc: Gary McIntyre; Michael Maddox; Michael Hren
Subject: RE: Future Roadway Improvements

All,

Thank you for your feedback. From those I have heard from, the consensus is to meet [Wednesday, April 14, 2010 10:00am](#). I will be e-mailing all of you the updated draft map and table tomorrow for your review prior to the meeting.

If there are any questions, please do not hesitate to contact me.

Jon Paul Diipla
Metropolitan Planner

Rockford Metropolitan Agency for Planning
313 N. Main Street
Rockford, IL 61101

Telephone: 815-987-5628
Fax: 815-967-6913
jonpaul.diipla@rockfordil.gov

From: Jon Paul Diipla
Sent: Monday, April 05, 2010 10:34 AM
To: 'Adam Tegen (E-mail)'; 'Rich Lundin (E-mail)'; 'Dave Townsend (dtownsend@co.winnebago.il.us)'; 'Wayne Vik (E-mail)'; 'Troy Krup'; 'Joe Vanderwerff (E-mail)'; 'Craig Lawler (E-mail)'; Patrick Zuroske; 'Chad Hunter'; 'Dan Jacobson (E-mail)'; 'Nathan Bruck (E-mail)'; 'Steve Thompson (E-mail)'; 'David Nord (E-mail)'; 'Mark Painter (E-mail)'; ' (sasche@fehr-graham.com)'; 'Sheryl Crowley (scrowley@charterinternet.com)'; 'Dan Long (E-mail)'; Steve Ernst; Jeremy Carter; Chris Washington
Cc: Gary McIntyre; Michael Maddox; Michael Hren
Subject: RE: Future Roadway Improvements

All,

Following up from our meeting on February 16, 2010 and subsequent e-mails from each of you individually, I would like to convene a meeting to assist in finalizing map 7.3 for Future Roadway Improvements (pertaining to new links and capacity expansion projects) for the RMAP Year 2040 LRTP.

This work session will be held at the RMAP offices (313 N. Main St Rockford, IL). Please select one of the following times:

[Wednesday, April 14, 2010 10:00am](#)

-Or-

[April 14, 2010 3:30pm](#)

Based upon response, a final e-mail will be sent with the time that I have received consensus upon.

An updated version of the map and table will be sent out this week for your review prior to the meeting.

Thank you for your time and assistance with this effort.

Jon Paul Diipla
Metropolitan Planner

Rockford Metropolitan Agency for Planning
313 N. Main Street
Rockford, IL 61101

Telephone: 815-987-5628
Fax: 815-967-6913
jonpaul.diipla@rockfordil.gov

From: Jon Paul Diipla
Sent: Tuesday, March 02, 2010 3:05 PM

To: 'Adam Tegen (E-mail)'; 'Rich Lundin (E-mail)'; 'Dave Townsend (dtownsend@co.winnebago.il.us)'; 'Wayne Vlk (E-mail)'; 'Troy Krup'; 'Joe Vanderwerff (E-mail)'; 'Craig Lawler (E-mail)'; 'Patrick Zuroske'; 'Chad Hunter'; 'Dan Jacobson (E-mail)'; 'Nathan Bruck (E-mail)'; 'Steve Thompson (E-mail)'; 'David Nord (E-mail)'; 'Mark Painter (E-mail)'; ' (sasche@fehr-graham.com)'; 'Sheryl Crowley (scrowley@charterinternet.com)'; 'Dan Long (E-mail)'; 'Steve Ernst'; 'Jeremy Carter'
Cc: Gary McIntyre; Michael Maddox; Michael Hren
Subject: RE: Future Roadway Improvements

All,

Following up from our meeting two weeks ago, it was mentioned that information regarding potential projects would be e-mailed to me if it was not available at the time of the meeting. I am writing to find out if that information is yet available, and if so, to also ask to have it e-mail to me.

Also, if you have the projects in a GIS format and have the shapefile(s) available, that would be helpful in the creation of the future roadway improvements map.

If you have any questions, please feel free to contact me.

Jon Paul Diipla
Metropolitan Planner

Rockford Metropolitan Agency for Planning
313 N. Main Street
Rockford, IL 61101

Telephone: 815-987-5628
Fax: 815-967-6913
jonpaul.diipla@rockfordil.gov

From: Jon Paul Diipla
Sent: Thursday, February 04, 2010 9:13 AM
To: 'Adam Tegen (E-mail)'; 'Rich Lundin (E-mail)'; 'Dave Townsend (dtownsend@co.winnebago.il.us)'; 'Wayne Vlk (E-mail)'; 'Troy Krup'; 'Joe Vanderwerff (E-mail)'; 'Craig Lawler (E-mail)'; 'Patrick Zuroske'; 'Chad Hunter'; 'Dan Jacobson (E-mail)'; 'Nathan Bruck (E-mail)'; 'Steve Thompson (E-mail)'; 'David Nord (E-mail)'; 'Mark Painter (E-mail)'; ' (sasche@fehr-graham.com)'; 'Sheryl Crowley (scrowley@charterinternet.com)'; 'Dan Long (E-mail)'; 'Steve Ernst'; 'Jeremy Carter'
Cc: Gary McIntyre; Mary Swanson; Michael Maddox; Michael Hren
Subject: RE: Future Roadway Improvements

All,

Through consensus, the work session regarding the update to the Future Roadway Improvements map (7.3 in the current LRTP) will be held at the RMAP offices (313 N. Main St Rockford, IL) on *Tuesday, February 16, 2010 at 2:00pm.*

For the meeting, please have information for additional/updated projects in a format similar to that as listed in the current Table 7.3.

I greatly appreciate your time and assistance with this effort. As always, please feel free to contact me if there are any questions.

Jon Paul Diipla
Metropolitan Planner

Rockford Metropolitan Agency for Planning
313 N. Main Street
Rockford, IL 61101

Telephone: 815-987-5628
Fax: 815-967-6913
jonpaul.diipla@rockfordil.gov

From: Jon Paul Diipla
Sent: Monday, February 01, 2010 9:58 AM
To: 'Adam Tegen (E-mail)'; 'Rich Lundin (E-mail)'; 'Dave Townsend (dtownsend@co.winnebago.il.us)'; 'Wayne Vlk (E-mail)'; 'Troy Krup'; 'Joe Vanderwerff (E-mail)'; 'Craig Lawler (E-mail)'; 'Patrick Zuroske'; 'Chad Hunter'; 'Dan Jacobson (E-mail)'; 'Nathan Bruck (E-mail)'; 'Steve Thompson (E-mail)'; 'David Nord (E-mail)'; 'Mark Painter (E-mail)'; ' (sasche@fehr-graham.com)'; 'Sheryl Crowley (scrowley@charterinternet.com)'; 'Dan Long (E-mail)'; 'Steve Ernst'; 'Jeremy Carter'
Cc: Gary McIntyre; Mary Swanson; Michael Maddox; Michael Hren
Subject: RE: Future Roadway Improvements

All,

A majority of those who have responded to my e-mail that was sent out last week regarding the future roadway improvements map feel that a work session would be best to update this map.

The work session will be held at the RMAP offices (313 N. Main St Rockford, IL). Please select one of the following dates:

Monday February 8, 2010 10:00am
Tuesday February 16, 2010 2:00pm

Based upon response, a final e-mail will be sent with the date that I have received consensus upon.

Thank you for your time and assistance with this effort.

Jon Paul Diipla

Metropolitan Planner

Rockford Metropolitan Agency for Planning
313 N. Main Street
Rockford, IL 61101

Telephone: 815-987-5628
Fax: 815-967-6913
jonpaul.diipla@rockfordil.gov

From: Jon Paul Diipla
Sent: Tuesday, January 26, 2010 3:11 PM
To: 'Adam Tegen (E-mail)'; 'Rich Lundin (E-mail)'; 'Dave Townsend (dtownsend@co.winnebago.il.us)'; 'Wayne Vlk (E-mail)'; 'Troy Krup'; 'Joe Vanderwerff (E-mail)'; 'Craig Lawler (E-mail)'; Patrick Zuroske; 'Chad Hunter'; 'Dan Jacobson (E-mail)'; 'Nathan Bruck (E-mail)'; 'Steve Thompson (E-mail)'; 'David Nord (E-mail)'; 'Mark Painter (E-mail)'; ' (sasche@fehr-graham.com)'; 'Sheryl Crowley (scrowley@charterinternet.com)'; 'Dan Long (E-mail)'; Steve Ernst
Subject: RE: Future Roadway Improvements

All,

Regarding the e-mail that was sent out on December 10, 2009 (see below), I have only heard back from a few of you regarding comments/addition, etc. to the future roadway improvements map. This map is currently located in the RMAP Year 2035 LRTP (current LRTP). I am also attaching it to this e-mail.

The information that you will provide is needed to update this map for the new LRTP. I am trying to gather a consensus of how we should go about updating this map. Information could be transmitted via e-mail or we can set up a "work session" in which we all meet at the RMAP office and review the map/additional projects.

Please let me know your preference no later than this Thursday (1/28/10). If there is a consensus to have a work session, I will send out tentative dates for the meeting.

I thank you for your time and assistance. If there are any questions, please feel free to contact me.

Jon Paul Diipla
Metropolitan Planner

Rockford Metropolitan Agency for Planning
313 N. Main Street
Rockford, IL 61101

Telephone: 815-987-5628
Fax: 815-967-6913
jonpaul.diipla@rockfordil.gov

From: Jon Paul Diipla

Sent: Thursday, December 10, 2009 11:23 AM

To: 'Adam Tegen (E-mail)'; 'Rich Lundin (E-mail)'; Dave Townsend (dtownsend@co.winnebago.il.us); 'Wayne Vlk (E-mail)'; 'Troy Krup'; 'Joe Vanderwerff (E-mail)'; 'Craig Lawler (E-mail)'; Patrick Zuroske; Chad Hunter; 'Dan Jacobson (E-mail)'; 'Nathan Bruck (E-mail)'; 'Steve Thompson (E-mail)'; 'David Nord (E-mail)'; 'Mark Painter (E-mail)'; (sasche@fehr-graham.com); Sheryl Crowley (scrowley@charterinternet.com)

Subject: Future Roadway Improvements

All,

Attached to this e-mail is a pdf version of the Planned Roadway Improvements map and Table 7-3, which describes those improvements, from the current RMAP LRTP. Please review this map and provide any new projects and/or feedback regarding the map and table.

The information that you will provide is needed to update this map for the new LRTP.

If there are any questions, please feel free to contact me.

Jon Paul Diipla
Metropolitan Planner

Rockford Metropolitan Agency for Planning
313 N. Main Street
Rockford, IL 61101

Telephone: 815-987-5628
Fax: 815-967-6913
jonpaul.diipla@rockfordil.gov

From: [Paula Hughes](#)
To: [Jon Paul Diipla](#)
Subject: RE: RMAP LRTP Transit Section
Date: Tuesday, April 27, 2010 12:29:47 PM

Jon Paul,

There's a typo – you have 137 paratransit peak vehicles, it should read 17.

Don't know if the ESTC is "mainly" funded by ARRA.

Super duty vehicles are actually Super Medium Duty vehicles.

Page 7, chose should be choose.

Our TIGER grant project was not chosen.

Page 12 contracted should be contract. It says the "Broad" Street transfer point – it is now at BTS's new Transfer Center.

Page 19 & 21, is 2005-2007 missing?

3.5.5 TRANSPORTATION is spelled wrong.

Know you were just looking for "work in progress" info...but couldn't help myself!

Paula

From: Jon Paul Diipla [mailto:JonPaul.Diipla@rockfordil.gov]
Sent: Tuesday, April 27, 2010 11:46 AM
To: Ron Schoepfer; Rick McVinnie; Paula Hughes; Lisa Brown; Jim Johnson; Dennis Hendricks
Subject: RMAP LRTP Transit Section

All,

Please find the attached "work in progress" transit section for our update to the LRTP. I have incorporated previous comments that have been received by RMTD. When possible, I would like some feedback on the document.

Also, if there are any additional items that need to be placed in this section, please let me know.

I look forward to seeing all of you tomorrow.

Thank you for your time and assistance.

Jon Paul Diipla
Metropolitan Planner

Rockford Metropolitan Agency for Planning
313 N. Main Street

From: [Adam Tegen](#)
To: [Jon Paul Diipla](#)
Cc: [Rich](#)
Subject: RE: Map Question
Date: Friday, April 30, 2010 3:41:07 PM

Jon Paul,

I don't know what Rich's feeling is on the matter, but although I don't have a problem with what Mr. Walberg marked on the map it hasn't been approved or discussed by the County Board. The existing routes for Orth Road and/or Woodstock Road are shown on our Comprehensive Plan and have been acted on. As such, I would think for your process you would have to go with the adopted routes, even if they don't make as much sense.

Just my two cents.

Adam Tegen, Director
Belvidere-Boone County Planning
P: 815-544-5271
F: 815-547-9214

From: Jon Paul Diipla [mailto:JonPaul.Diipla@rockfordil.gov]
Sent: Tue 4/27/2010 3:29 PM
To: Adam Tegen; 'Rich Lundin (E-mail)'
Subject: Map Question

Adam and Rich,

I have one question for the both of you. At the RMAP LRTP open house, Chairman Bob Walberg drew on a version of the future roadway improvement map. I am attaching a scanned version of his sketch for Orth Rd. and Woodstock Rd. (I have highlighted his sketch within the blue box). Do either one of you know about this idea or configuration?

I know that you have submitted to me the extensions of Orth Rd. and Woodstock Rd. in the previous material that you gave to me, but I was going over the map from the open house and noticed what Chairman Walberg sketched.

I was wondering how I should go about this. Any information would be helpful.

Thanks for your time and assistance.

Jon Paul Diipla
Metropolitan Planner

Rockford Metropolitan Agency for Planning
313 N. Main Street
Rockford, IL 61101

Telephone: 815-987-5628
Fax: 815-967-6913

From: boonecwhwy@comcast.net
To: [Jon Paul Diipala](mailto:Jon_Paul_Diipala)
Cc: [Adam Tegen](mailto:Adam_Tegen)
Subject: Re: Map Question
Date: Monday, May 03, 2010 11:42:15 AM

Jon Paul,

Mr. Walberg proposed this idea of the Orth Road to Woodstock Road route since Woodstock Road is the route that will take you to McHenry County and beyond while Orth Road is a minor township road in McHenry County. The approved comp. plan shows Orth extending to Orth and should at this time continue as the proposed route. Adam is working on a new comp. plan and the route can be discussed by the County Board at that time and if approved then the route alignment can be changed.

Rich Lundin

----- Original Message -----

From: "Jon Paul Diipala" <JonPaul.Diipala@rockfordil.gov>
To: "Adam Tegen (E-mail)" <planning@boonecountyil.org>, "Rich Lundin (E-mail)" <boonecwhwy@comcast.net>
Sent: Tuesday, April 27, 2010 3:29:57 PM GMT -06:00 US/Canada Central
Subject: Map Question

Adam and Rich,

I have one question for the both of you. At the RMAP LRTP open house, Chairman Bob Walberg drew on a version of the future roadway improvement map. I am attaching a scanned version of his sketch for Orth Rd. and Woodstock Rd. (I have highlighted his sketch within the blue box). Do either one of you know about this idea or configuration?

I know that you have submitted to me the extensions of Orth Rd. and Woodstock Rd. in the previous material that you gave to me, but I was going over the map from the open house and noticed what Chairman Walberg sketched.

I was wondering how I should go about this. Any information would be helpful.

Thanks for your time and assistance.

Jon Paul Diipala
Metropolitan Planner

Rockford Metropolitan Agency for Planning
313 N. Main Street
Rockford, IL 61101

From: [Steve Ernst](mailto:Steve_Ernst)
To: [Chris Washington](mailto:Chris_Washington); [Gary McIntyre](mailto:Gary_McIntyre); [Jon Paul Diipala](mailto:Jon_Paul_Diipala); [Michael Hren](mailto:Michael_Hren); [Michael Maddox](mailto:Michael_Maddox)
Subject: FW: 2040 Long Range Transportation Plan - Connection to Woodstock Road
Date: Thursday, May 06, 2010 8:23:28 AM
Attachments: [image001.png](#)

FYI.

From: boonecwhwy@comcast.net [mailto:boonecwhwy@comcast.net]
Sent: Wednesday, May 05, 2010 1:44 PM
To: Steve Ernst
Subject: Re: 2040 Long Range Transportation Plan - Connection to Woodstock Road

Steve,

This corridor was discussed at the Roads and Capital Improvement Committee last night as a first time presentation. To date this plan is the idea of Chairman Walberg and not endorsed by the County Board. I told them I felt it should go through the procedure of the comp. plan revision and get the public and Board approval first. The committee agreed with that idea. So for now I would keep the alignment as shown on our present comp. plan which is connecting Orth Road to Orth Road. It makes sense to connect Orth to Woodstock since Orth in McHenry County does not go anywhere and Woodstock/Kishwaukee Valley is a major route.

Rich

----- Original Message -----

From: "Steve Ernst" <Steve.Ernst@rockfordil.gov>
To: "Bob Walberg" <boardchairman@boonecountyil.org>, "Ken Terrinoni" <ktboone@boonecountyil.org>
Cc: "Rich Lundin (boonecwhwy@comcast.net)" <boonecwhwy@comcast.net>, planning@boonecountyil.org
Sent: Wednesday, May 5, 2010 10:48:32 AM GMT -06:00 US/Canada Central
Subject: 2040 Long Range Transportation Plan - Connection to Woodstock Road

All,

At the March RMAP open house in Belvidere Chairman Walberg diagrammed his desire for a more logical connection along the Woodstock Road corridor in the vicinity of Poplar Grove Road. As the RMAP staff were finalizing the mapping in the 2040 Plan we double-checked the Boone County official plan for consistency. We found that the preferred alignment has not been officially added to the Boone County plan, but is envisioned to be approved with the comprehensive plan update in Boone County later this year. So we have a dilemma. My preference would be to show the RMAP 2040 Plan in concert with the Boone County plan as it stands right now, and then amend the 2040 Plan later.

Gary McIntyre also discussed the possibility of including the preferred alignment in the NUPA

study, as it has not been finalized and approved yet. The NUPA study could be used to amend the Boone County plan, which would then trigger the update to the RMAP 2040 Plan. Or we can wait until all of the changes are approved in the comprehensive update. In either case I do not see a problem, as we are not expected to see any funding (especially Federal funding) spent in the corridor. Please let us know if this timetable and line of reasoning is acceptable. As you are aware we are holding 1 of the 4 RMAP Open Houses in May at the Boone County Administrative Building, so we can discuss in person further at that time.

Steve

Stephen K. Ernst
Executive Director



Rockford Metropolitan Agency For Planning

313 North Main Street
Rockford, IL 61101
Office: 815.964.RMAP
Cell: 815.218.7356
Fax: 815.967.6913
steve.ernst@rockfordil.gov

RMAP 2040 LONG RANGE TRANSPORTATION PLAN

JUNE 17, 2010 DRAFT

PLAN DEFINITION

- Limited changes in section; waiting for 2010 Census
 - 2010 Census data gathering process updated
 - Not using American Community Survey (poor)
 - LEP Population Map
- Transportation model summary
 - New PTV software, adds freight component
 - Capable of adding a transit mode split
- Provides overview of Public Participation Process
 - Visualizations
 - Enhanced digital communication

RAIL

- Rail infrastructure consolidation
- Freight
 - Freight connections (WI, Chicago, Canada)
 - Future investments at RFD (transload)
 - Links to supply chains and economic development
 - TIGER
- Passenger
 - Intercity service Chicago to Dubuque
 - Commuter service (New Starts/Small Starts)
 - Provides analysis of co-location
 - Midwest high speed rail planning
 - Future connections to Madison, WI
 - Urban Circulators/Streetcars



TIGER

FREIGHT AND URBAN GOODS MOVEMENT

- Freight Study
 - Major truck and rail transportation corridors
 - Intermodalism (transload, containerization, etc)
 - Analyzes emerging industry sectors and supply chains
 - Targets freight exchanges to prime locations that can effectively utilize the current and projected transportation network and freight commodities
- Identifies congestion locations
- Recommends capital investment to improve freight transportation logistics

AIRPORT

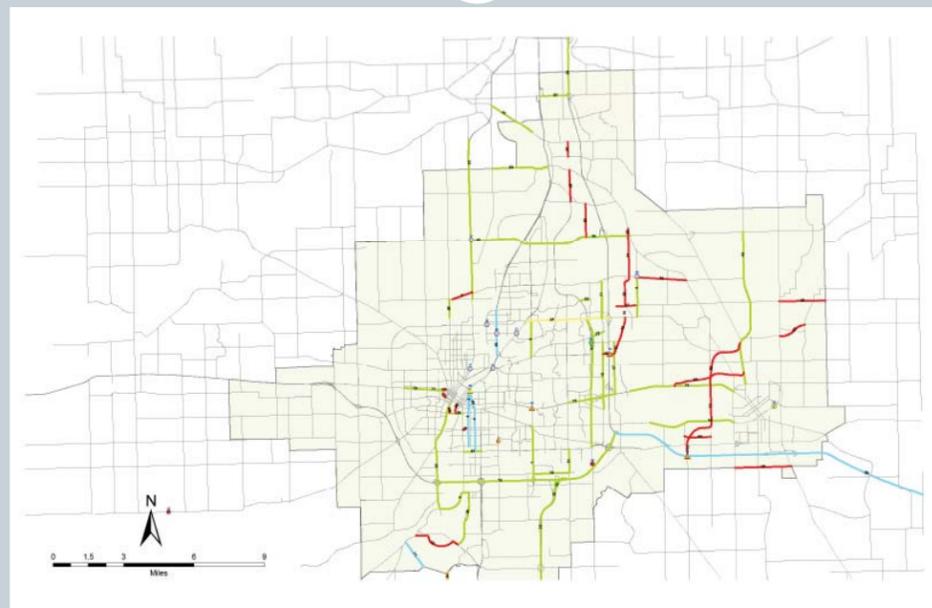
- **Greater Business Development on Airport Property**
 - Foreign Trade Zone (FTZ) # 176
 - Global TradePark
 - Direct foreign investment (Wanxiang)
- **Forecasts Cargo and Passenger enplanements**
 - Passenger Enplanements dramatically dropped due to economic climate
 - Cargo Sector did not grow as projected , and actually declined about 3%
- **Airport Expansion Efforts**
 - Runway expansion
 - Landing control modernization
 - Terminal renovation
 - Addition of an international terminal
 - Service expansion to Cancun, Mexico



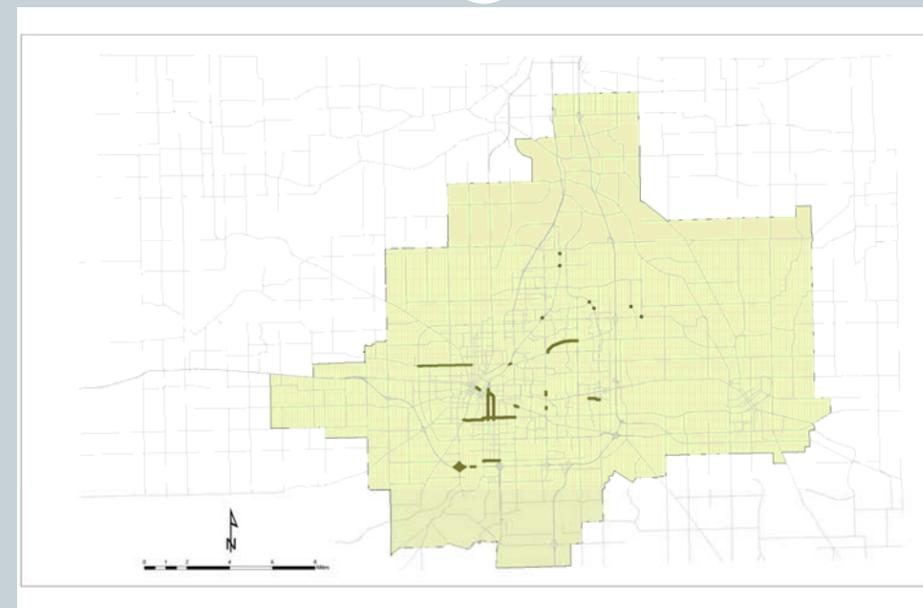
ROADWAY

- **Details future capacity expansion, new links, and reconstruction projects put forward by local jurisdictions within the time horizon of the LRTP**
- **Provides financial analysis for funding streams received for roadway projects in the region**
 - Details money received in the last 5 years and forecasts monies to be received over the course of the next 30 years (based on 5 year Avg)
 - Requires fiscal constraint
 - Details short and long term funding streams
 - Explains RMAP's goal of creating a Strategic Regional Arterial System (SRA)
 - Prioritizes state of good repair and life cycle cost containment
- **Elaborates on modern design philosophy**
 - Functional Classification
 - ROW Reservation
 - Level of Service (LOS)
 - Introduces Complete Streets
 - Roadway and Signal Spacing

Major Capacity Expansion Projects



Major Road Reconstruction Projects



TRANSIT

- **Details cooperative efforts between transit providers and other resource agencies**
 - Human Services Transportation Plan (HSTP)
 - Mobility Subcommittee
 - New Starts / Small Starts
- **Provides financial information on expenditures and revenues for the time horizon of the plan**
 - Capital expenses
 - Operating and maintenance expenses
 - Fairbox revenues and local subsidies
- **Explores expansion of public transit services within the planning area**
 - RMTD East Side Transfer Center
 - Fixed-Route service to Belvidere/Boone County
- **Explores the link between Land Use, the location of new job centers, and transit service**
 - Coordination between resource agencies and the transit district to efficiently use the existing route structure
 - Links to housing and TOD
 - Introduces concept of regional sustainability linking land use and transit

RMTD Route Structure



BICYCLE AND PEDESTRIAN

- Details implementation of the Bike/Ped Plan
 - Highlights Reduction of:
 - × Single Occupant Vehicles (SOV)
 - × Vehicles Mile of Travel (VMT)
 - × Green House Gasses (GHG's)
 - Increases regional:
 - × Air quality
 - × Livability
 - × Community Health Index
- Provides a framework for the update of the Greenway Plan
 - Identifies existing and proposed bikeway facilities both on-street and shared use paths
 - Provides a “Green” method of travel to the region’s parkland resources and other regional trip generators

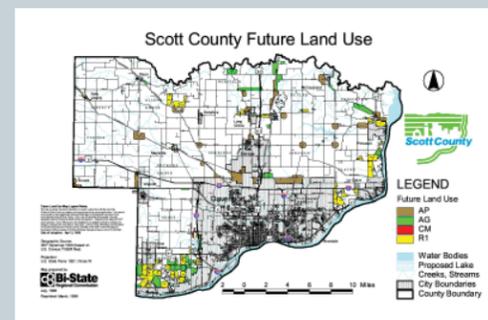
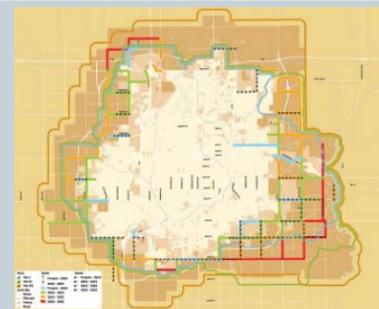


LAND USE AND URBAN FORM

- Details local jurisdictions’ planning efforts
 - Local comprehensive plan updates
 - Major corridor studies
 - Boundary Agreements
- Provides a history of development issues and how they pertain to current land use
- Links transportation , public utilities, and land use
 - Stresses the cause and effect nature of land use decisions on the transportation system
 - Recommends Infill over Greenfield development
- Gives an overview of growth management techniques
 - Adequate facilities planning areas
 - Transit Oriented Development (TOD)
 - Infill Development
 - Smart Growth
 - Farmland Preservation
- Provides an overview of housing related issues
 - Affordable Housing
 - Green Construction
 - Mixed-Income Development
 - Affordability Index

Land Use Policies

- *The Rockford Region and its individual municipalities should derive an Adequate Facilities Planning Area to control the overexpansion of development outside of the pre-existing "Urban core".*
- Planning efforts to support this policy include:
 - ✦ Development of local and regional facility/development timing maps
 - ✦ Local ordinances codifying the need for development to connect to public utilities
 - ✦ Analysis of fiscal indicators determining the Return On Investment (ROI) for utility investment, need for growth in terms of land availability and pricing, and livability factors that come into consideration



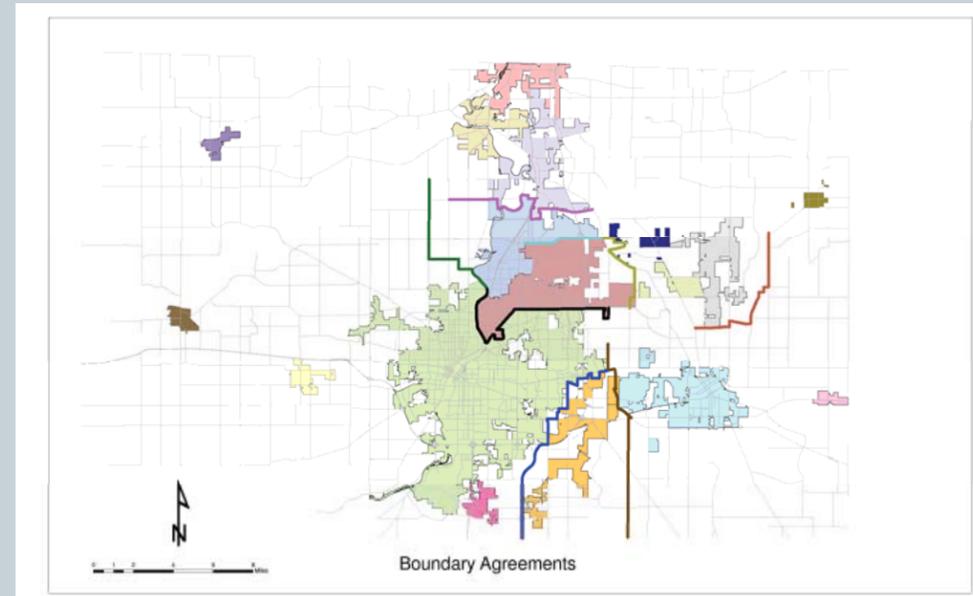
Land Use Policies

- *RMAP should assist local municipalities in creating multimodal, sustainable, and livable development plans within the Metropolitan Area by reviewing and commenting on development projects of a regional scale.*
- Plan review by RMAP staff in support of regional goals
- Good housekeeping seal of approval on major development decisions
- Provide objective 3rd party overview on areas in which multiple jurisdictions have purview

Land Use Policies

- *RMAP should use its leadership role in regional organization to convene local municipal governments for the purpose of negotiating growth sectors and future municipal boundaries.*
- RMAP would provide guidance for future growth sector locations based on economic, social, and cost/benefit analysis
- RMAP will represent a regional focus to assist municipalities as they negotiate growth and infrastructure
- RMAP will assist local municipalities in the creation of boundary agreements

Current Boundary Agreements



Sustainability

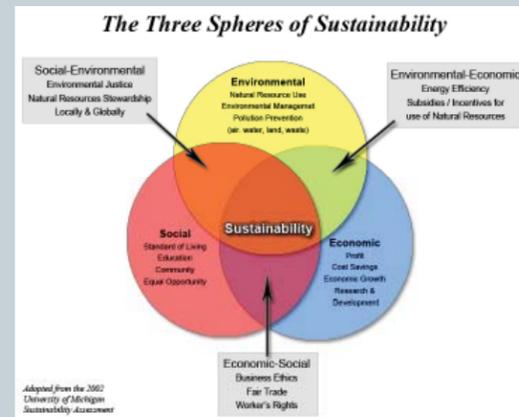
- The region shall promote the development of an integrated, multi-modal, metropolitan transportation system that facilitates the efficient, safe and economic movement of people and goods. Cornerstone objectives of the transportation system shall be right-sized and goal-driven to maximize effectiveness.
 - Work to achieve a state-of-good-repair of existing transportation assets
 - Allow an uninhibited interchange between highways, rail, bicycle/pedestrian, transit, air and other transportation facilities
 - Spur innovation by using modern, urban-based best practices, such as complete streets, to maximize effectiveness of scarce public resources
 - Balance the needs of business, industrial and residential access with safety and congestion relief
 - Seek low-cost solutions to spot safety problems that can be implemented within existing public right-of-way
 - Target transportation corridors where a high return on investment (ROI) can be demonstrated
- The region shall seek a coordinated growth strategy that enhances livability of neighborhoods, balances development pressure with infill development, promotes the agriculture economy, reduces green house gas emissions, introduces walkable landscapes, conserves natural resources and rejuvenates historical economic centers.
 - Maximize open space by utilizing existing building stock and concentrating development in mixed-use, mixed-income developments of moderate to high density
 - Advocate with regional partners to redirect outward fringe growth on greenfields to traditional urban core neighborhoods
 - Reduce the effects of sprawl by prioritizing transportation investments where partnerships exist to rehabilitate blighted and distressed areas
 - Package incentives to promote regional growth objectives; Utilize newly signed regional compact agreement in conjunction with CEDS to prioritize incentives
 - Engage non-traditional partners from agriculture and prioritize green economic development

Sustainability

- The region shall focus and prioritize transportation investments that promote financial and environmental sustainability, foster a business climate that encourages private sector partnerships, spurs economic competitiveness and creates jobs, utilizes the strengths of an exceptional local labor pool, develops world-class neighborhoods and maximizes the quality of life for the citizens of the region.
 - Market the region as a competitive force in the field of green industry, utilize the robust labor shed, and distinguish the region as forward-thinking, eco-friendly and solution-driven
 - Embrace the environmental work of the regional partners and develop strategies through a regional lens that promotes sustainability
 - Develop regional consensus on water resource and stormwater management issues
 - Seek opportunities for transit-oriented-development especially in conjunction with passenger rail stations
 - Advocate for changes in tax policy that move the region forward towards long-term sustainability
- The regional planning framework shall integrate the disparate activities of transportation, land use, education, housing, economic development, human capital development, and human services to amplify the incremental value associated with coordinated planning.
 - RMAP to involve resource agencies from a wide variety of disciplines and boldly plan for comprehensive solutions that go beyond traditional transportation planning
 - Affordable housing partnerships with Rockford and Winnebago County housing authorities
 - Work with RAEDC, Growth Dimensions, RLDC, Mobility Subcommittee, RRDP and others to seek opportunities to integrate housing and workforce development, education and human capital development with traditional MPO work products on transportation and land use
 - Integrate education at all levels into a regional context
 - Look at the housing + transportation (H + T) relationships and seek a balanced affordable housing plan for the region

Sustainability

- The region shall develop metrics that provide transparent reporting and analysis of community health indicators framed around equity and environmental justice.
 - Incorporate the regional indicator's project into the development of regional metrics
 - Advocate for federal and state investment reform that is goal-driven and sized appropriately for the region
 - Utilize best practices where possible
 - Develop analytics of the true cost of development to municipal and county governments



REGIONAL ECONOMIC DEVELOPMENT

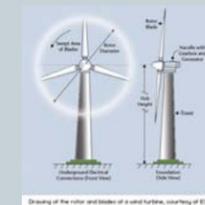
- Includes an update on the region's economic forecast
 - Dwelling units, population, employment forecasts
 - Journey to work data
 - Job multipliers
- Information on Comprehensive Economic Development Strategy (CEDS) and Economic Development District (EDD)
- Introduces future work on regional indicators of community health

TECHNOLOGY

- **Includes plans for a fiber network throughout the region**
 - Coordination with the Northern Illinois Technology Triangle (NITT) fiber system
 - Discussion on applications to federal funding programs for the implementation of such a system
 - BTOP within ARRA
 - Ties elements of the CMP to traffic operations
- **Creation of the RMAP website**
 - Application to the Public Participation Process
 - Use of the site for reporting requirement under the American Recovery and Reinvestment Act (ARRA)
- **Integration of the congestion management process into ongoing MPO work products (TIP)**
- **Merger of WinGIS with Boone County GIS**
 - Current problems with the regional center-line file

ENVIRONMENTAL AND GREEN PLANNING

- **Consideration of climate change philosophy in the transportation planning process**
 - Performance standards
 - Ongoing efforts by local agencies
 - Green House Gas (GHG) emission reduction strategies
 - Energy Efficiency (EECBG)
- **The creation of the Greater RMAP Environmental Education Network (GREEN)**
- **Green technologies and their use in the region**



PLAN REFINEMENT

- Discussion of possible outcomes from the authorization of the next Federal Transportation Bill
- Inclusion of federally required MPO documentation
 - Management and Operations Plan (CMP)
 - Title VI and Environmental Justice
 - Federal List of Obligated Projects (FLOP)
- Introduces supportive planning topics
 - Housing (Affordable + Transit supportive land use)
 - Education and human capital
 - Stormwater management
 - Groundwater planning (water resources)
 - Climate change (GHG emissions)
 - Urban Farming and local foods
 - Tax policy
 - Public-Private Partnerships (3P)
 - Complete Streets (Urban based best practices)

Public Comment

- Public comments received during the creation of the LRTP
 - A complete listing of any written comments received by RMAP Staff
 - Staff response to public comment

SUSTAINABILITY BROCHURE

“There’s a reason that Elm Street and Main Street resonate in our cultural memory. It’s not because we’re sentimental saps. It’s because this pattern of human ecology produced places that worked wonderfully well, and which people deeply loved.”
 Jim Kunstler

01
 By minimizing congestion and increasing transit options, the Rockford region can generate greater savings for families and businesses.

Cities across the nation have begun a new era of smart growth/smart planning. Smart growth is an urban planning and transportation theory that concentrates growth in the center of a city and included the re-development of traditional neighborhoods (and, in fact, new development of traditional-style neighborhoods and discourages the continuation of urban sprawl). It advocates compact, transit-oriented, walkable, bicycle-friendly land use, including neighborhood schools, complete streets, and mixed-use development with an attractive range of housing choices.

Smart growth values long-range, regional considerations of sustainability over a short-term focus. Its goals are to achieve a unique sense of community and place; expand the range of transportation, employment, and housing choices; equitably distribute the costs and benefits of development; preserve and enhance natural and cultural resources; increase citizens' security and safety; and promote public health.

Smart growth/planning leads to savings on infrastructure as well as minimizing residents' need of an automobile, which leads to less congestion and pressure to increase road capacity. By minimizing congestion and increasing transit options, the Rockford region can generate greater savings for families and businesses.

01
 Green Roofs have begun to gain traction throughout the country. Green roofs reduce heat islands, which are areas within a city that contain higher temperatures due to heat reflecting off buildings, roads and other man-made structures.

The illustration at right shows the amount of green roofs in selected American cities. The larger a square, the more vast a city's green roof acreage is.

Graphic from "Charting Our Progress", Metropolis Magazine, September, 2006.



02
Low-density sprawl requires increased resources – such as land, construction materials, energy and money to pay for the additional resources. Smart planning looks at preserving some of the more popular aspects of the American suburb while becoming less resource intensive.



03
American-styled design is being multiplied elsewhere as seen here in the master plan for the Dong-Hwa University in Taiwan. The basic principals of the American campus: proximity, walkability, mobility, affordability and spaces for relaxation, sport and study are also the leading tenets for smart growth.



04
Some infrastructure in the Rockford region is in poor repair and in need of re-investment.



05
Different cities take on different physical forms. Rockford is a unique city and will need to look at solutions that best suit it's urban form/structure.



From top left, clockwise:
Paris, France; New York, NY; Copenhagen, Denmark; Toronto, Canada; and Rome, Italy.

Rockford Metropolitan Agency For Planning

1

The region shall promote the development of an integrated, multi-modal, **metropolitan transportation system that facilitates the efficient, safe and economic movement of people and goods.** Cornerstone objectives of the transportation system shall be right-sized and goal-driven to maximize effectiveness.

Investment should be based on desired outcomes that are derived from policy, and should be determined and funded according to quantifiable benefits. By taking a goal-driven approach, progress is measurable and governments are held accountable. Solutions should be implemented at the scale of the problem, and funding should be flexible to allow the investment to be scaled. Right-sizing also means that project scope and priority appropriate for major metropolitan areas are not necessarily the appropriate project scope and priority for the Rockford region. At the end of the day, our success will be defined by our ability and willingness to strategically prioritize our efforts, make courageous choices, motivate political will and engage and elicit the support and buy-in of our citizenry. It's about doing what is right for our region's future given the limitations of our resources.

Work to achieve state-of-good-repair of existing transportation assets
The region has a wealth of physical infrastructure, and maintaining it is costly. Investments to achieve a state-of-good-repair of existing assets can extend the useful life of infrastructure and reduce life cycle costs. Fiscal impact analyses of new greenfield development can highlight the increased costs to taxpayers of sprawl.

Dramatic examples of failure to invest in infrastructure abound... The 2005 breach of New Orleans' levees during Hurricane Katrina, resulting in a civic catastrophe unlike any other in US history. The 2007 collapse of the I-35 bridge in Minneapolis, MN, in which vehicles plunged 81 feet into the Mississippi River and 13 motorists were killed.

Just as business strategically invest in their physical plants and infrastructure, governments must invest in transportation infrastructure, strategically and willfully. And we must recognize that one of the most negative effects of sprawl is that it necessitates a spiraling need for roads and other infrastructure to serve fewer residents in a given geographic space. Ultimately, sprawl is a road to social and economic nowhere.

Allow an uninhibited interchange between highways, rail, bicycle/ pedestrian, transit, air and other transportation facilities.
Biking and walking save money on fuel and maintenance, and foster a healthier population. Pedestrian- and bicycle-friendly improvements include bike lanes on main streets, an urban bike-trail system, bike parking, pedestrian crossings, and associated master plans.

Modern freight facilities can replace legacy freight properties in the urban core which have become blighted and are an environmental liability. The legacy properties can become prime investment properties that can combine the interests of rail transportation, public transit and mixed-income, mixed-use redevelopment to create sustainable neighborhoods.

Existing transit systems can be integrated into the sustainable fabric of the region by providing more seamless connections, such as the simple addition of bike racks on busses. In the urban core transit routes can be modified to resemble urban circulators rather than point-to-point fixed-route service.

02
One of the negative effects of sprawl is it necessitates a spiraling need for roads and other infrastructure to serve fewer residents in a given geographic space. Ultimately, sprawl is a road to social and economic nowhere.

03
Biking and walking save money on fuel and maintenance, and foster a healthier population.

04 Complete streets ensure that transportation planners and engineers design and operate the entire roadway with all users in mind – including bicyclists, public transit vehicles and riders, and pedestrians.

Spur innovation by using modern, urban-based best practices, such as complete streets, to maximize effectiveness of scarce public resources. Instituting a complete streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. Ingredients that may be found on a complete street include sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible transit stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. A complete street in a rural area will look quite different from a complete street in a highly urban area.

Balance the needs of business, industrial and residential access with safety and congestion relief.

Many legacy arterial corridors have a functional classification and design level-of-service that is difficult to achieve because of access considerations of the adjacent land parcels. During peaks hours traffic flow problems in these corridors cause safety issues and recurring congestion. Access consolidation, or even access restriction, can lead to improved traffic operations and may also be of economic benefit. The opportunities should be explored in the context of a strategic regional arterial system.

Seek low-cost solutions to solve safety problems that can be implemented within existing public right-of-way.

In medium-sized urban areas many local safety problems are at intersections or short segments along a road. Easily implemented spot safety solutions, which can be as simple as new pavement striping or a change in traffic signal timing, can have a dramatic effect on safety. These low-cost solutions must be explored before more costly and disruptive major construction is considered. The IDOT Road Safety Audit can be used as a framework for developing these low-cost solutions.

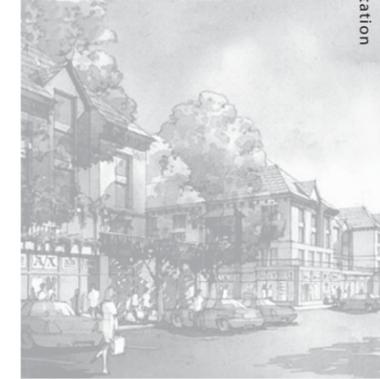
Target transportation corridors where a high return on investment (ROI) can be demonstrated.

The 2040 Plan is designed to increase quality of life for all of our region's citizens by looking closely at areas that are ripe for change of a transformational nature. For example, some high-traffic areas may not best be treated simply by expanding road capacity, but by increasing transit options and promoting alternative methods of travel. Whether it's a high-growth area of the region where smarter and more diverse transit options can better guide new growth, or an inner-city neighborhood that's ready for better land-use policies to increase the quality of life, the plan considers all options. Targeting transit corridors with high potential is smart policy, and will increase the quality of life for citizens of the region.

05 The 2040 Plan is designed to increase quality of life for all of our region's citizens by looking closely at areas that are ripe for change.

Rockford Metropolitan Agency For Planning

06 + 07 Renderings of pedestrian friendly environments. The goal of such landscapes is to encourage residents to walk more, drive less and be a part of a lively, yet closely knit community.



08 The intersection of Auburn and Main is scheduled to be reconfigured into a roundabout in 2011. This dramatic change is calculated to breathe new life into the neighborhood and help stimulate economic redevelopment into this once-thriving near-west side business district.



09 + 10 Atlanta has for many years been the poster-child for sprawl and lack of planning. Recently, the city has taken on an ambitious project that will activate a thinly used rail line for public use. The Beltline will include 22 miles of Light Rail which will loop the entire city of Atlanta. The line is expected to carry many thousands of commuters per year, and give citizens across the region new transit options while relieving highway congestion. While the beltline isn't scheduled for completion for another 25 years, four new parks and 9 miles of trails have already been completed within the masterplan specifications.



11 Changes in land use and investments in improved transit and transportation options can improve the efficiency and quality of travel, reduce trip lengths, and reduce GHG emissions. The 2040 Plan recognizes the significant role that transit must play in the future of the Rockford region, and provides for incentives to reduce single-occupancy passenger vehicle travel.



06 The 2040 Plan encourages the creation of compact, walkable, and bike- and transit-friendly hubs.

07 The result will be urban environments that encourage people to live healthier, more socially active lifestyles.

2

The region shall seek a coordinated growth strategy that enhances **livability of neighborhoods, balances development pressure with infill development, promotes the agriculture economy, reduces green house gas emissions, introduces walkable landscapes, conserves natural resources and rejuvenates historical economic centers.** Compact, safe and vibrant urban neighborhoods attract people and business. Creating such neighborhoods is a critical element of reducing urban sprawl and protecting our citizens' air quality, safety and general quality of life. In the spirit of infill, success might include redevelopment strategies and zoning policies that channel housing and job growth into urban centers and neighborhood business districts. The goal is to create compact, walkable, and bike- and transit-friendly hubs. This sometimes requires local governmental bodies to implement code changes that allow increased height and density downtown and regulations that not only eliminate minimum parking requirements for new development but establish a maximum number of allowed parking spaces. The result will be urban environments that actually encourage people to live healthier, more socially active lifestyles. It is undeniably true that one is more likely to meet one's neighbors passing them walking on a sidewalk than in a car.

In the 1800's, England recognized the importance of a healthy environment within the confines of the city and began numerous parkland projects. At the time, cities were being choked by unhealthy smoke, a byproduct of one of the greatest economic upheavals in history, the Industrial Revolution. Within short time, the US also began it's own green movements which led to great parks such as Central Park in New York, Grant Park in Chicago and Sinnissippi Park & Gardens in Rockford. This thinking is still of great importance as parks and greenspace create gathering places for our residents. These spaces help purify the air, provide places to play and relax and instill in citizens more pride in their communities. The 2040 Plan looks forward to continuing these great traditions so that people can live happier, healthier lives.

08 Parks and greenspace create gathering places for our residents. They purify the air, provide places to play and relax, and give citizens more reasons to be proud of their communities.

Maximize open space by utilizing existing building stock and concentrating development in mixed-use, mixed-income developments of moderate to high density.

The most widely used tool for achieving smart growth is the local zoning law. Through zoning, new development can be restricted to specific areas, and additional density incentives can be offered for brownfield and greyfield land. Zoning can also reduce the minimum amount of parking required to be built with new development, and can be used to require set-asides for parks and other community amenities.

The result of such policy initiatives can be more open space outside (and even inside) urban areas, cleaner air, less congestion, less stressful lifestyles and a generally more desirable community. By making such quality of living changes, we actually make our community more attractive to business.

Advocate with regional partners to redirect greenfield fringe growth, to traditional urban core neighborhoods.

The 2040 Plan recommends that much of the region's growth occur as "reinvestment," in areas within existing communities across the region that are already served by infrastructure. The Plan also suggests that some development in currently undeveloped areas will be necessary to support expected growth.

12 Bicycle commuting generates benefits for both the commuter and the community in the forms of better health, a cleaner environment, reduced traffic congestion, economic savings for all and improved quality of life. Bikeable communities create a more equitable society by providing transit options for all citizens.



13 Sinnissippi Park is a product of making our cities more livable places. The 2040 Plan reflects the belief that preserving our open spaces is key to developing healthier and more livable communities.



14 Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving our community's quality of life, and guiding new growth into existing communities. Parks, forest preserves and other open space areas are often the cheapest way to safeguard drinking water, clean the air and achieve other environment goals.



09
Moderately dense development that focuses on reinvestment can have significant positive impacts in lowering the costs of infrastructure.

Increasing the livability of our communities is critically important to the plan's goals. Moderately dense development that focuses on reinvestment can have significant positive impacts in lowering the costs of infrastructure, reducing congestion and supporting alternative transportation modes, improving housing affordability, and minimizing environmental impacts. Supportive land use is also critically important to support the expansion of public transit, another of the plan's key recommendations.

Reduce the effects of sprawl by prioritizing transportation investments where partnerships exist to rehabilitate blighted and distressed areas. The plan will focus on strategies to help local governments overcome challenges and pursue opportunities for redevelopment. One important element is the economic and financial feasibility of redevelopment projects. The public sector cannot create a market for redevelopment where none exists, but it can invest in infrastructure that makes redevelopment projects more viable. In particular, transit improvements are critical for supporting growth and can be a catalyst for redevelopment. The viability of development in these places can also be increased by, for example, remediating brownfields, reconsidering parking policies and requirements, reusing existing building stock where possible, and locating public buildings in areas where redevelopment is sought. Location of schools has been found to be especially important to livable communities and deserves particular attention in long-range planning.

Package incentives to promote regional growth objectives; Utilize newly signed regional compact agreement in conjunction with CEDS to prioritize incentives.

The region has recently come together to approve a new Regional Collaboration Policy. This initiative formalizes what we already do well in the region – collaborate to win jobs. Collaboration among cities, villages and counties is crucial to success. The region does not move forward when development opportunities pit one city or village against each other. Regional collaboration is the key to sustainable success, economic recovery and job creation. The CEDS can be used to prioritize incentive packages because the metrics have already been calculated and vetted through a regional process.

10
Regional collaboration is the key to sustainable success, economic recovery and job creation.

Engage non-traditional agricultural partners and prioritize green economic development.

The plan will also treat our farmland and food supply as an important natural resource, emphasizing local food production and access to fresh food as a means to reduce energy consumption, improve health and the natural environment, support the agricultural economy, and increase a sense of community. Local food systems can be strengthened by local actions as well as broader regional or state policy, and the plan will identify actions at a variety of levels that support local food systems.

11
The 2040 Plan will treat farmland and food supply as important natural resource, emphasizing local food production and access to fresh food.

Resource conservation will help to reduce the region's greenhouse gas emissions, but it is only part of the solution. Cleaner energy sources are needed to power our buildings, and cleaner fuels and more efficient vehicles must be part of the solution to reduce emissions from the transportation sector. While these issues are addressed at a larger scale than the region, the plan will support efforts to develop cleaner energy sources or use technological advancements to reduce our greenhouse gas emissions and make our region safer, cleaner and more independent.

15 + 16
Brownfield programs promote the cleanup and reuse of sites by working directly with communities, states, and local governments to identify and remove barriers to redevelopment.



17
Map of U.S. By 2050, sprawl will pave over enough rural land to fill up the states of Ohio, Virginia, Pennsylvania, New Jersey, New York, Delaware, Connecticut, Rhode Island, Vermont, New Hampshire, Massachusetts and Maine.



18 + 19
Downtown Rockford goes back to the future in 2010 with the return of Rockford City Market Fridays, 3PM - 7PM, a farmer's market with a twist. Shopping for farm-fresh, locally-sourced vegetables, herbs, and meats will be enhanced with entertainment for citizens of all ages.



20
The Rockford region is blessed to have local governments and communities in Boone and Winnebago County partner together to create wealth, grow jobs, implement transportation projects, plan for efficient use of groundwater, and manage stormwater in a regional manner. The Northern Illinois Commuter Transportation Initiative (NICIT), the Comprehensive Economic Development Strategy (CEDS), the Tri-State Alliance and the Regional Compact agreement are prime examples of the cooperative spirit at both the planning and implementation level.



21 Rooftop gardens have become more popular in the U.S. as ways to mitigate heat islands and improve the life of residents



22 Greenspace provides sanctuary for wildlife, plants and people alike.



23 Portland, Oregon's urban growth boundary clearly defines the point beyond which the city cannot expand. It allows the region to better coordinate regional growth while preserving land and fostering healthy local agribusiness.



24 Arts and culture-related industries, also known as "creative industries," provide direct economic benefits to states and communities; they create jobs, attract investments, generate tax revenues, and stimulate local economies through tourism and consumer purchases. Because they enhance quality of life, the arts and culture are important complements to community development. They enrich local amenities and attract young professionals to an area.



12 The 2040 Plan supports the idea of engaging the private sector in the areas of operations, maintenance and finance.

13 Green infrastructure improves the health of our residents, and the region's overall economy.

3

The region shall focus and prioritize transportation investments that **promote financial and environmental sustainability, fosters a healthy business climate that encourages private sector partnerships, spurs economic competitiveness and creates jobs, utilizes the strengths of an exceptional local labor pool, develops world-class neighborhoods and maximizes the quality of life for the citizens of the region.** Private sector partnerships are a new concept in transportation, and legislative changes are necessary to modify the culture of infrastructure development. Additionally the public-private partnership model has included organized labor, and the region is blessed with a strong, talented and diverse labor pool that can add considerable value to 3P projects. Traditionally, transportation projects have only engaged the private sector in the construction aspects of projects, and to some extent design and maintenance of projects. The 2040 Plan supports the idea of engaging the private sector in the areas of operations, maintenance and finance. Design, Build, Operate, Maintain and Finance summarize the possibilities. Additionally the recent success of design-build contracts during disaster events illustrates the promise of the 3P process. This is especially true of passenger rail and the promise of a true high-speed rail network in the country.

Market the region as a competitive force in the field of green industry, utilize the robust labor shed, and distinguish the region as forward-thinking, eco-friendly and solution-driven.

The 2040 Plan recommends strengthening the region's green infrastructure, ranging from large open space areas to small-scale green stormwater management practices, to benefit our natural environment, improve biodiversity, and support ecosystem function. Green infrastructure also improves the health of our residents, and the region's overall economy, and public support for additional regional and local open space has been shown to be strong. Prioritization is no less important for this type of infrastructure, and the plan will recommend that acquisition and restoration activities be targeted in the most sensitive or valuable environmental lands to preserve biodiversity, increase the supply of parks and open space in parts of the region that have shortages of these features, and provide important connections between open space areas. This approach also highlights the value of open space for storm water management and considers waterways to be part of the green infrastructure system.

Embrace the environmental work of the regional partners and develop strategies through a regional lens that promotes sustainability. Many local environmental initiatives are underway, including the US Conference of Mayors Cool Cities program, the Energy Efficiency and Conservation Block Grant (EECBG) program, the EPA-HUD-USDOT Sustainable Communities Partnership, the Greater RMAP Environmental Education Network (GREEN), the Winnebago County Green Business Network and many others. The 2040 Plan supports continuation and integration of these efforts and recommends the allocation of MPO staff resources to these efforts.

Develop regional consensus on water resource and stormwater management issues.

The region is faced with serious long-term impacts from a lack of regional plans for both groundwater resources and the management of stormwater. The 2040 Plan recommends activation of MPO-based efforts

25 In San Francisco, residents have turned numerous empty properties into community gardens. The gardens improve the aesthetics of the abandoned lots and they help bring citizens together.



26 A Logo from a community event in New York City. Cities large and small are making strong pitches to local governments for expanded open spaces.

14
Transit-oriented development (TOD) offers planning agencies, cities, and counties opportunities for sustainable development options to counteract some of the harmful effects of urban sprawl.

15
Due to the scale of regional needs and the difficulty of increasing taxes, we will need innovative ways of financing transportation improvements beyond the federal and state gas tax and other conventional sources.

of the Technical Committee to address these issues. The soon to be released Stormwater Master Management Plan for the City of Rockford can serve as the foundation for the regional analyses, combining the efforts of groups like WINAQUA, the Boone County Stormwater Management Committee and the Northern Regional Groundwater Protection Planning Committee. It is also critical that regional efforts on water resources be coordinated with the NE Illinois plan developed by CMAP and other NE Illinois-specific agencies.

Seek opportunities for transit-oriented-development especially in conjunction with passenger rail stations. Transit-oriented development (TOD) is seen as an increasingly desirable choice for many residents and businesses. Typically characterized by higher development density, TOD offers planning agencies, cities, and counties opportunities for sustainable development options to counteract some of the deleterious effects of urban sprawl, declining urban cores, and possibly congestion sparked by rising populations.

The ability to capitalize on the excitement and momentum of passenger rail in the region can not be over-stated. Moreover, the symbiotic relationship of rail station development, TOD, affordable housing, brownfield remediation, removal of blight and the slow reversal of urban poverty make these efforts particularly attractive for the region and can demonstrate the highest return on investment of any transportation/land-use combination project.

Advocate for changes in tax policy that move the region forward towards long-term sustainability. Any recommendations for improvement or expansion of the transportation system will require reconsideration of existing resource distribution or additional funding beyond what is now available. Due to the scale of regional needs and the difficulty of increasing taxes, we will need innovative ways of financing transportation improvements beyond the federal and state gas tax and other conventional sources, although these sources will remain important. Options being explored include “value capture” strategies as part of new transit service extensions, public-private partnerships, and sales tax authority for the Rockford Mass Transit District that could replace the need to use property taxes and allow commuter rail development.

It is also crucial that state and federal governmental agencies restructure programs to move away from rigid, silo-based formula programs in favor of regional block grant style flexible programs. This will allow regions to use their funds to address needs that have been prioritized by a transparent local process and have demonstrated significant return on investment.

27
In 2005, Yale University enacted a program to cut carbon emissions by 43% by 2020. The program, which was spearheaded by the economist Richard Levin, is an example of what a comprehensive plan can do to reduce dependency of fossil fuels, while saving resources and money.

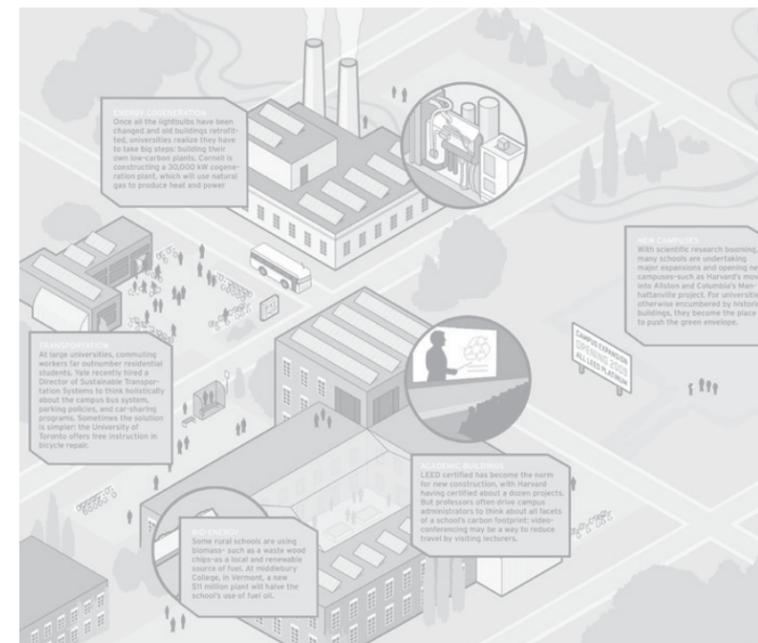
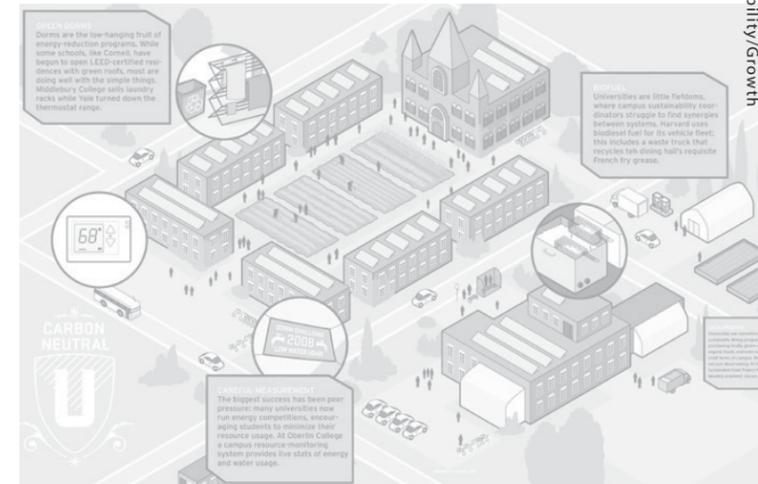
By 2009, in four short years, the university had already cut carbon emissions by 38%.

Graphic from “Carbon Neutral U”, Metropolis Magazine, February, 2008.

28
Yale’s plan is a multi-faceted approach to make the campus (and city) a more livable community.

Yale’s home city of New Haven, has a population of 124,000, smaller than the City of Rockford. While New Haven has experienced many of the same problems as Rockford – disinvestment, manufacturing and jobs decline, underperforming schools, urban blight – it positioned itself for the future through an aggressive campaign that centers around smart growth and connectivity to the surrounding region via rail.

Graphic from “Carbon Neutral U”, Metropolis Magazine, February, 2008.



4

The regional planning framework shall integrate the disparate activities of transportation, land use, education, housing, economic development, human capital development, and human services to amplify the incremental value associated with coordinated planning.

The region has difficult decisions to make, and the need for action is clearly immediate. Many of today's challenges are the result of policy decisions made — or deferred — in past decades. Yet the benefits of effective planning can actually emerge quite rapidly when the will to implement those plans is strong.

As a region, we must seize this moment and be prepared to link the region's long-range comprehensive plan to transportation, land use, the natural environment, economic prosperity, job creation, housing, community development, human services/human capital, education and workforce investments. The Metropolitan Planning Organization is in the best position to lead and convene these once-disparate activities into a regional vision. It has qualified, trained people and the experience to lead and make change.

RMAP to involve resource agencies from a wide variety of disciplines and boldly plan for comprehensive solutions that go beyond traditional transportation planning.

The willingness of federal and state resource agencies to consult and participate in long-range planning is now a reality. In most cases, the resource agencies can provide plans, maps and databases, often in GIS-ready format. The plan recommends engaging the US Army Corps of Engineers for mapping of wetland mitigation areas and banks; US Fish and Wildlife for endangered species lists, habitat and compliance with the Endangered Species Act; the US Environmental Protection Agency / IL EPA for watershed assessment & tracking plus an "Envirofacts" data warehouse for air, water, land and NEPA compliance; the IL Department of Natural Resources for statewide conservation plans; the IL Historic Preservation Agency for the HAARGIS system of information on historic properties and structures; the IL Department of Agriculture for compliance with the Farmland Preservation Act, soils information on a county by county basis and land use planning assistance to ensure compact and contiguous development in urban areas, minimizing the conversion of ag land to non-ag use; and the regional Soil & Water Conservation Districts. The complexity of making change of the nature recommended in the Plan is truly quite daunting. But, it can be managed when all participants are willing. And they appear to be more willing now than any time in recent memory.

Affordable housing partnerships with Rockford and Winnebago County housing authorities.

Housing is a critical part of the region's infrastructure and the approach of the plan is to pursue a balanced supply of housing distributed throughout the region, ensuring that each household has access to the region's assets. A balanced housing supply that provides options positively affects many measures of quality of life, allowing people to live closer to work and improving choices for lower-income groups, older residents and young households. It is especially important to provide opportunities for affordability in places with transit service as part of transit oriented development projects, and the plan recommends the use of housing + transportation (H+T) index as the measure of true affordability. Addressing housing and transportation costs together

16 Many of today's challenges are the result of policy decisions made — or deferred — in past decades.



17 The plan recommends engaging multiple groups and organizations to ensure compact and contiguous urban development, while preserving our region's precious resources.



18 A balanced housing supply will positively affect many measures of quality of life, allowing people to live closer to work and improving choices for lower-income groups, older residents and young households.

29 Textile maker Tas-Ka, weaves a city scene that includes a rich tapestry of housing varieties near important community buildings, such as schools and churches. It's interesting to note that in this textile, the structures and trees sprout out from other buildings, creating a sense of a tight-knit community.



30 The Rockford region has identified commuter transportation to connect to Chicagoland as the top regional priority. Commuter rail provides direct connections to the urban centers, serves the needs of low-income, minority and transportation-disadvantaged persons and maximizes the societal benefits inherent in transportation investments.

31 Drawings by Soandso, which showcase the spatial qualities inherent in our urban environments. Soandso looks at the spaces in which certain activities take place. By doing so, these simplified drawings give an easy-to-read picture of how space intensive our environments are.

Rockford Metropolitan Agency For Planning

19
The majority of the region's affordable housing is created by the private sector, and this is expected to continue. A key strategy for creating an adequate and regionally balanced supply of affordable housing is for local governments to support and permit its construction.

highlights the increased transportation costs that households face in lower-density, auto-dependent areas, even if housing costs in those areas are inexpensive. This can be calculated through the "H+T index," a measure developed by the Center for Neighborhood Technology (CNT).

In reality, the majority of the region's affordable housing is created by the private sector, and this is expected to continue. A key strategy for creating an adequate and regionally balanced supply of affordable housing is for local governments to support and permit its construction. Affordability and balance are broad concepts, and there will be varying ways that local governments define these terms to meet local needs. Similarly, there are a variety of housing policy options that work best when targeted to specific situations, rather than broadly applied. For example, housing preservation, inclusionary zoning, or removal of regulatory barriers are solutions that may be appropriate in different parts of the region. In addition to supporting affordable housing provided through the private market, the plan will support appropriate roles for other supplemental public programs.

Work with RAEDC, Growth Dimensions, RLDC, Mobility Subcommittee, RRDP and others to seek opportunities to integrate housing and workforce development, education and human capital development with traditional MPO work products on transportation and land use. The 2040 Plan proposes to take a look at the various long-range efforts to see where true integration is possible. Reform will take time and the region will move a new vision incrementally. Many of the regional policy and technical groups have a single, or narrowly focused, mission because of the funding silo that initiated their creation. The goal is to look at opportunities to break down the silos and intertwine the planning efforts seamlessly into a strategic, integrated region vision.

Integrate education at all levels into a regional context. Some of the greatest challenges facing the region are related to public education and its impact on the community. Truancy rates must be lowered and minority achievement gaps need to be closed. Standardized test scores and graduation rates are unacceptably low. High poverty levels have a damaging effect on learning and social development. Too many of our children are unprepared for a successful life in an increasingly competitive world. Our social and economic vitality depends upon accelerated achievement in public education, but the turnaround of public schools cannot be accomplished by the school district and teachers alone.

The goal is to engage a broad base of public and private organizations in a cooperative and focused effort to support the needs of Rockford's youth. The result will be a positive impact on public school achievement, the well-being of our children, and the economic and social advancement of our community. The strategy envisions all students graduating from high school with marketable employment skills or enrolling in post-secondary education. They are eager to live, work, learn, create, and play in the region as contributing adults. The mission is to align community resources in support of public education strategies to raise student achievement, improve the health and happiness of our children, and advance the economic and social well-being of our community. When public education is truly integrated into the fabric of the community, and are aligned with other community goals, the results can start to happen.

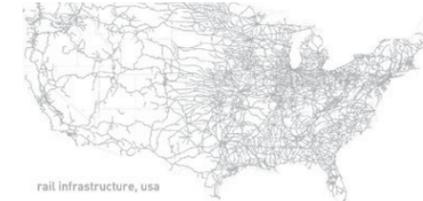
Rockford Metropolitan Agency For Planning

20
The mission is to align community resources in support of public education strategies to raise student achievement, improve the health and happiness of our children, and advance the economic and social well-being of our community.

32
Reframing nationally accepted affordability measures to combine both housing and transportation costs could allow low-income households to more easily qualify for homeownership, provide a substantial incentive to the private sector to invest in transit-oriented locations, and support the public sector in making investments that lower household transportation costs.



33
The Midwest is transit rich. The Rockford region would be greatly served by utilizing existing rail lines to begin to build a regional rail system. Benefits include expanding economic opportunity and increasing mobility options for all residents.

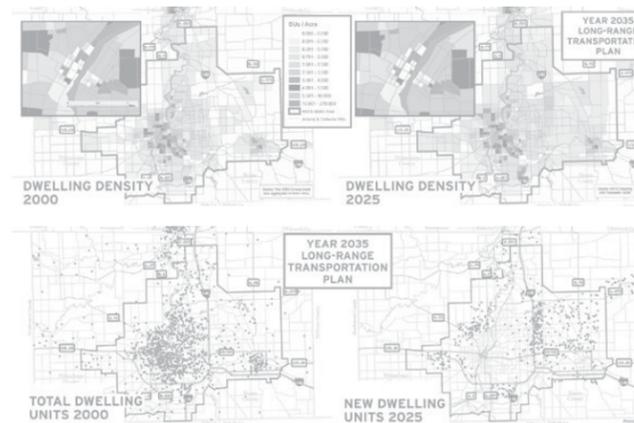


rail infrastructure, usa



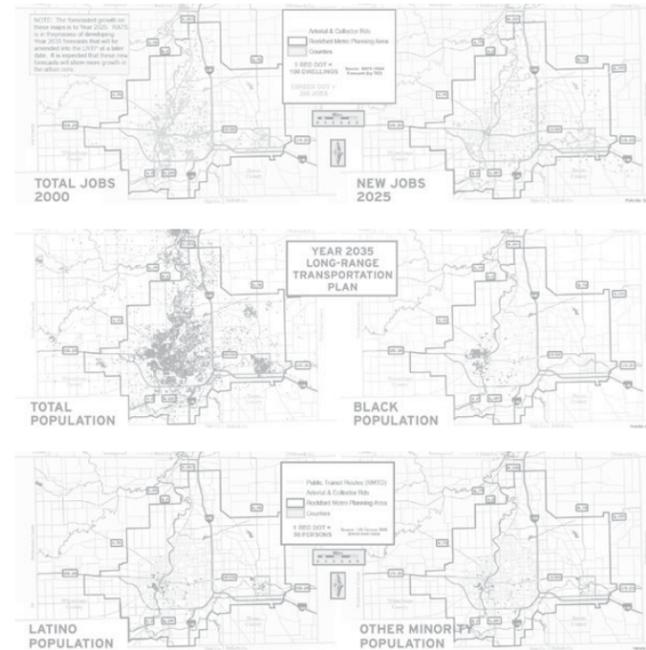
34
The density map on the far right showcases a sprawling region. The 2040 Plan is seeking to place development attention on infill and moderately dense developments so our region can preserve its open spaces, while keeping our produce local and fresh.

35-39
These mapping projects show a region that is suffering from uneven growth. While infrastructure and potential exist in inner city locations, development continues to push the city limits outward in ways that exasperate traffic problems and hamper quality of life.



Worse yet, many of the new jobs that will be created in the next 15 years will be in areas not accessible via public transportation, leaving many residents in our region with limited access to high-growth job centers.

The 2040 Plan promotes sensible, efficient growth for the Rockford region. By advocating smart growth policies, our region can escape many of the mistakes we've made in the past. RMAP is interested in a cleaner, more equitable region for all our citizens.



Rockford Metropolitan Agency For Planning

The region shall develop metrics that provide transparent reporting and analysis of community health indicators framed around equity and environmental justice.

Across the region, an enormous number of federal, state, regional, and local agencies currently collect administrative data for their own use. The plan will call for real-time sharing of this data by public agencies with each other, as well as other organizations and residents, which will improve efficiency for a variety of public services. Such increased transparency of data and improved intergovernmental data sharing is an important factor in the success of the project, known locally as the Vital Signs project.

The Vital Signs project is proposed to be a public-private partnership measuring regional sustainability. The ability of the region to remain economically viable depends on our collective capacity to address infrastructure, social and environmental issues in unison, not one at the expense of the other, with a backdrop of the current economic challenges facing the region. Measuring the region's sustainability is a crucial first step to competitively attract and retain quality jobs and to establish sustainability goals and priorities, which will quickly lead to a sustainability plan modeled after the federal Sustainability Partnership of HUD-EPA-DOT.

The project will pull data together into a repository and be an on-going publically-accessible resource to find and understand indicators directly affecting the ability of the region to create and retain quality jobs. They key component no other sustainability indicators project is yet incorporating in North America is to normalize the data by community wealth. Based on the Boston Indicators Project model, the 2040 Plan proposes to measure 12 key metrics. Understanding what assets exist, where potential areas of improvement lie, and the geographic breakdown by neighborhood empowers the public and private sector to better address the community's social, environmental, and economic needs. Thus allowing the regional partners to make more strategic decisions in the economic development quest to be a more sustainable region.

Seed funding will go to build the digital tracking system for the Vital Sign metrics, the online repository, a publicly accessible map, and the engagement programs and activities needed to initially engage the community in the collection process.

Federal and state investment reform that is goal-driven and sized appropriately for our region.

Coordinated investment should serve as a sustainable "roadmap" for the region's future and help guide investment decisions at the federal, state, and local levels. This requires an examination of how to improve the ways in which investment decisions are currently made. Many of our most pressing problems cannot be solved solely by the individual actions of any level of government. These issues truly "spill over" across jurisdictional borders, and their solutions demand coordinated investment by all levels of government.

Best practices.

Illustrative case studies demonstrate the kinds of opportunities federal investment should encourage and replicate, but too often misses out on. There is an historic opening for public and private sector partners at the local and national level to define a new framework for federal investment

21 The 2040 Plan will call for real-time sharing of data by public agencies with each other as well as other organizations and residents, improving efficiency of many public services.

22 The ability of the region to remain economically viable depends on our collective capacity to address infrastructure, social and environmental issues in unison, not one at the expense of the other.

23 Understanding existing assets, where potential areas of improvement lie, and the geographic breakdown by neighborhood helps empower the public and private sector to better address the community's social, environmental, and economic needs.

informed by these innovative models, supplemented by research, critical analysis, and public input. Goal-driven, right-sized, coordinated innovation in a shared pursuit of economic viability, social equity, and environmental sustainability is the only ticket to true, lasting recovery.

The disconnects and inefficiencies in federal investment often are mirrored by states and local units of government – they match federal funds, use similar definitions and goals, and funnel funding through issue-specific agencies. States are too often restricted by these issue-specific, formulaic mandates, and attempt to achieve fairness by spreading resources far and wide, but fail to account for actual need or the cost versus benefits of these investments. Meanwhile, mayors and municipal leaders need to keep their communities functioning, often without sufficient resources. The state and federal support they do receive is indispensable, but frequently comes with strings attached that are not flexible enough to truly address the root causes of the challenges they face. The result is counterproductive competition, instead of cooperation, between municipalities. Case studies and best practices can serve the region to move forward towards lasting economic recovery.

Analytics of the true cost of development to municipal and county governments.

Fiscal impact analyses can be used to estimate the impact of a development or a land use change on the costs and revenues of governmental units serving the development. The analysis is generally based on the fiscal characteristics of the community— e.g., revenues, expenditures, land values—and characteristics of the development or land use change—e.g., type of land use, distance from central facilities. The analysis enables local governments to estimate the difference between the costs of providing services to a new development and the revenues—taxes and user fees, for example—that will be generated by the development.

There are two basic approaches to assess the cost of services that development imposes on a local government—average costing and marginal costing. Average costing is the simpler more common procedure. It attributes costs to new development according to average cost per unit of service in existing development times the number of units the growth is estimated to create or the demand for that unit. It does not take into account excess or deficient capacity to deliver services, and it assumes that average costs of municipal services will remain stable in the future. Alternatively, marginal costing relies on analysis of the demand and supply relationships for public services. This procedure recognizes that excess and deficient capacity exists in communities. It views growth not in a linear manner, but as a more cyclical process in terms of the impact on expenditures. The 2040 Plan proposes that a balance between the two methods be explored.

The distinction between average and marginal costing is fundamental to fiscal impact analysis. Marginal and average costing approaches may result in dramatically different estimates of fiscal impacts for the same development. This is due to the “lumpy” nature of certain public services, like sewage treatment plants and water supply systems. When such facilities are built in a community, they are typically financed with long-term debt and built with the expectation that they will also serve future population growth in the community. Therefore, the incremental

24 Fiscal impact analysis enables local governments to estimate the difference between the costs of providing services to a new development and the revenues—taxes and user fees, for example—that will be generated by the development.

25 There is a point at which new development or new growth requires additional infrastructure investment that cannot be supported by existing community resources. Generally this decision point favors infill development over new growth.

40 It is widely held that new development should pay for itself and not burden existing taxpayers with the provision of infrastructure and public services to serve new residents and businesses. Thus, it is imperative to set standards for understanding the true cost of development of all publicly supported projects.

41 Comprehensive land-use plans take into account many different factors. This plan maps out residential, office, recreational and other environmental concerns, such as migratory bird patterns. The aim is to achieve a city that fosters healthy and efficient living, while lessening the impact built environments have on natural environments.

42 Mounting evidence suggests that physical and mental health problems correlate to poorly planned and built environments. Similarly, sedentary lifestyles have negative social, health and economic consequences. Good planning can enable, not inhibit, healthy lifestyles for all residents.

cost of providing the service to one more resident is low. However, these facilities do have a threshold level where surplus capacity is eventually depleted. It is at this point that the new development or new growth requires new infrastructure investment and the marginal cost of serving a new resident may actually be higher than the average cost. The marginal cost approach focuses on defining a community’s marginal response to a new development or land use change through careful attention to existing demand and supply relationships in a community.



RMAP RESOLUTION 2010-11: POLICY COMMITTEE ADOPTION OF THE 2040 LRTP

RESOLUTION 2010-11

2040 RMAP LONG RANGE TRANSPORTATION PLAN (LRTP)

- WHEREAS** the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provides for a continuous, cooperative and comprehensive (3C) urban transportation planning process; and
- WHEREAS** the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provides the national framework for investments needed to maintain and grow our vital transportation infrastructure; and
- 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** RMAP received full certification on December 17, 2008, from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for the transportation planning process, and is now in full compliance with SAFETEA-LU and all other current planning regulations; and
- WHEREAS** on July 28, 2005, the Rockford MPO adopted Resolution 2005-6, which adopted the Year 2035 Long-Range Transportation Plan and that SAFETEA-LU requires MPOs to continuously update and adopt a LRTP every five-years as one of the required documents to maintain full certification; and
- WHEREAS** a comprehensive Long-Range Transportation Plan (LRTP) has been prepared in the national and regional interest of promoting, developing and maintaining a safe and efficient multimodal transportation system that will meet the goals, objectives and needs of the area's citizens, businesses and industries through the year 2040; 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 meetings; and (3) made the draft of the update available upon request; and
- WHEREAS** Appendix A of the Long-Range Transportation Plan summarizes the comments received by the July 23, 2010 public comment period as they pertained to the draft and details the changes and/or responses resulting from said comments (none of which are regarded as substantive enough to warrant an extended public review period); and
- WHEREAS** the RMAP Technical Committee has reviewed the July 23, 2010 2040 RMAP LRTP draft and the proposed changes as outlined in Appendix A and has recommended incorporation of these changes into a final draft and subsequent adoption by the RMAP Policy Committee; and
- WHEREAS** the above said changes have been incorporated into the July 29th, 2010 version of the 2040 RMAP LRTP and the RMAP Policy Committee has reviewed the July 29th, 2010 document;

NOW, THEREFORE, BE IT RESOLVED

that the RMAP Policy Committee adopts the **2040 RMAP LONG-RANGE TRANSPORTATION PLAN (LRTP) [dated July 29th, 2010]** for the purpose of coordinating transportation improvements and the delivery of public transportation services over the next 30-year period (Year 2010-2040).

Dated this twenty-ninth day of July, 2010.

Frederic C. Brereton

Frederic C. Brereton, Chairman – RMAP Policy Committee
Mayor, City of Belvidere

Lawrence J. Morrissey

Lawrence J. Morrissey, Vice-Chairman – RMAP Policy Committee
Mayor, City of Rockford

Patricia Dieder (proxy)

Tom Strickland,
Village President, Village of Machesney Park

Scott H. Christiansen by Steve M. Chaf

Scott H. Christiansen,
County Board Chairman, Winnebago County

Darryl F. Lindberg (proxy)

Darryl F. Lindberg,
Mayor, City of Loves Park

Bob Walberg

Bob Walberg,
County Board Chairman, Boone County

George F. Ryan

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