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Rockford Metropolitan Agency For Planning

RMAP RESOLUTION 2014-1

RE: Rockford Metropolitan Agency for Planning Adjusted Urbanized Area and Metropolitan Planning Area

WHEREAS the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provides for an urban transportation planning process; and

WHEREAS the Moving Ahead for Progress in the 21st Century Act (MAP-21) currently authorizes funding to improve our nation's transportation system for highways, highway safety, public transit, alternative non-motorized forms of transportation and freight for the 2-year period of 2012-2014; and

WHEREAS future Federal Transportation laws will authorize funding to improve our nation's transportation system for highways, highway safety, public transit, alternative non-motorized forms of transportation and freight; 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 3-C (continuing, cooperative, comprehensive) urban transportation planning process; and

WHEREAS the boundaries of the Rockford Urbanized Area (UA) have been recently redefined by the United States Bureau of the Census as part of the Year 2010 Census ; and

WHEREAS it is necessary to further adjust the Rockford UA boundaries for the purpose of conducting transportation planning, determining appropriate roadway designations and other functions in conjunction with the Moving Ahead for Progress in the 21st Century (MAP-21) and related Federal, State and local laws and programs (both current and future); and

WHEREAS in accordance with the above, the RMAP Technical Committee has developed an "*Adjusted Urbanized Area (Adjusted UA)*" and "*Metropolitan Planning Area (MPA)*" as documented in Exhibit A of this resolution; and

WHEREAS the "*Adjusted Urbanized Area*" of Exhibit 1, Exhibit 2, Exhibit 3 (date 01/30/2014) includes all of the Census-defined urbanized area, includes those adjacent or nearby areas that have become urbanized since the Year 2010 Census, includes those adjacent or nearby areas that are likely to become urbanized in the immediate future (i.e., the next 5-10 years), and includes those areas necessary for forming an easily recognizable boundary for the purpose of administering pertinent aspects of MAP-21 and related Federal, State and local laws; and

WHEREAS the "*Metropolitan Planning Area*" of Exhibit 1, Exhibit 2, Exhibit 3 (date 01/30/2014) includes all of the Census-defined urbanized area and Adjusted Urbanized Area, includes those adjacent or nearby areas that have become urbanized since the Year 2010 Census, includes those adjacent or nearby areas that are likely to become urbanized in the long-term future (i.e., the next 20-30 years), and includes those areas necessary for forming an easily recognizable boundary for the purpose of administering pertinent aspects of MAP-21 and related Federal, State and local laws; and

WHEREAS the *Adjusted Urbanized Area* and *Metropolitan Planning Area* are needed for the development of planning activities for the RMAP Region within the Long-Range Transportation Plan, Transportation Improvement Plan and other MPO related documents as required by the United States Department of Transportation and current Transportation Law; and

WHEREAS the *Adjusted Urbanized Area* and *Metropolitan Planning Area* are needed to define areas in which urban transportation funding (i.e. Surface Transportation Program-Urban (STP-U), etc.) can be allocated within the RMAP planning area; and

WHEREAS the development of the Adjusted Urbanized Area and Metropolitan Planning Area took place, in accordance with the RMAP Public Participation Plan, in an open meeting environment allowing for input and comment from the general public and all area transportation stakeholders as well as representatives from the Stateline Area Transportation Study (SLATS), Federal, State and Local officials; and

WHEREAS the RMAP Technical Committee recommends the adoption of the Adjusted Urbanized Area (dated 01/30/2014) and the Metropolitan Planning Area (dated 01/30/2014) as depicted in Exhibit 1, Exhibit 2 and Exhibit 3; and

WHEREAS the RMAP Policy Committee has inspected the Adjusted Urbanized Area (dated 01/30/2014) and Metropolitan Planning Area (dated 01/30/2014) as attached in Exhibit 1, Exhibit 2 and Exhibit 3;

NOW, THEREFORE, BE IT

RESOLVED That the RMAP Policy Committee adopts the **RMAP Adjusted Urbanized Area (date 01/30/2014) and the RMAP Metropolitan Planning Area (dated 01/30/2014)** as depicted in attached Exhibit 1, Exhibit 2 and Exhibit 3; **AND BE IT FURTHER**

RESOLVED that the RMAP Adjusted Urbanized Area (dated 01/30/2014) and Metropolitan Planning Area (dated 01/30/2014) supersedes all adjusted urbanized areas, urban area boundaries and metropolitan planning areas previously adopted by RMAP; **AND BE IT FURHTER**

RESOLVED that RMAP staff is instructed to transmit this Resolution to the appropriate local, State and Federal authorities.

Dated this 30th day of January 2014.

Bob Walberg, RMAP Chairman
Boone County Board Chairman,
Boone County

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

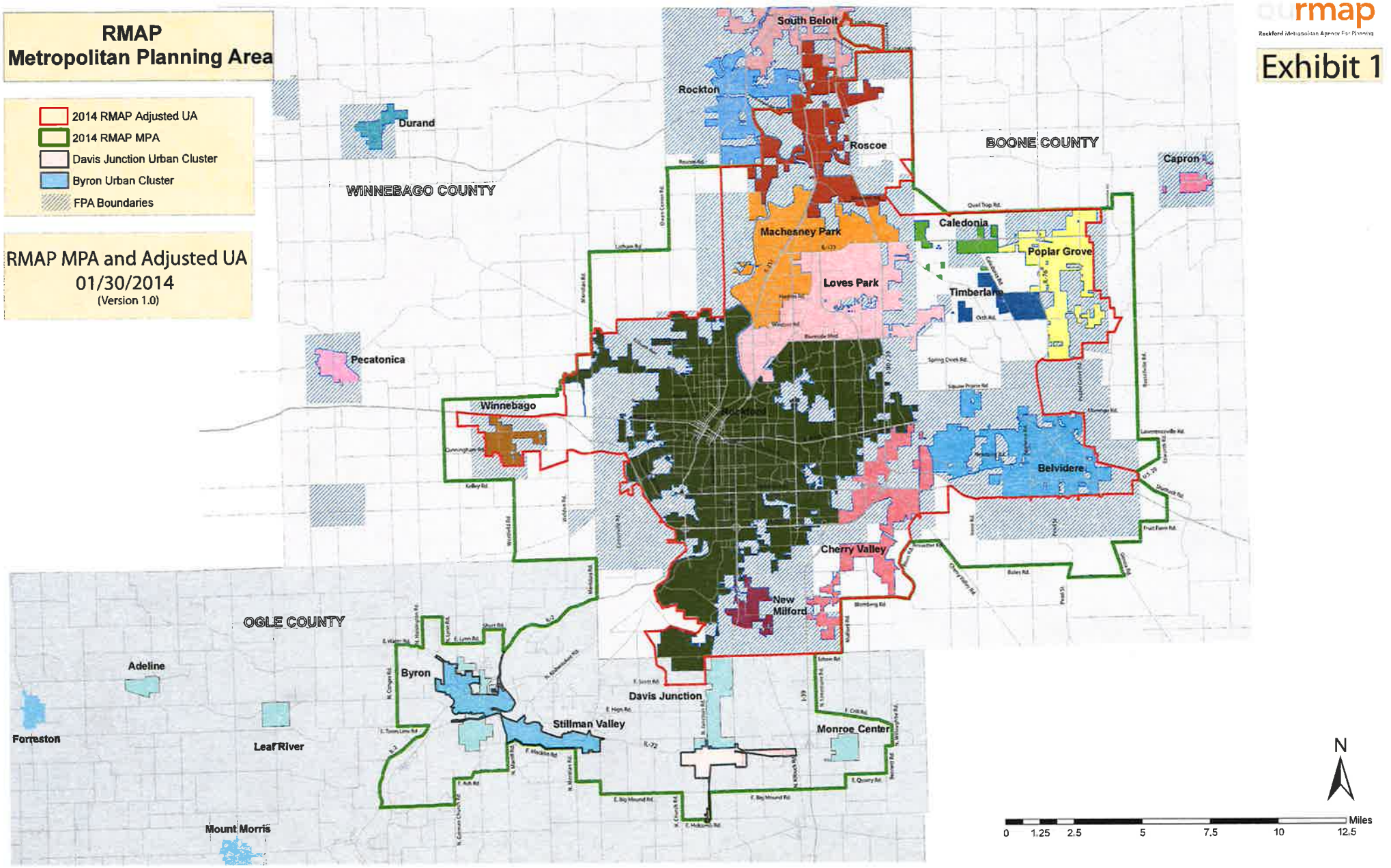
Jerry Bolin,
Village President,
Village of Machesney Park

Lawrence J. Morrissey
Mayor
City of Rockford

Darryl F. Lindberg,
Mayor,
City of Loves Park

Mike Chamberlain
Mayor,
City of Belvidere

Paul Loete
Deputy Director
Illinois Department of Transportation, Region 2


RMAP
Metropolitan Planning Area
2014 RMAP Adjusted UA
2014 RMAP MPA
Davis Junction Urban Cluster
Byron Urban Cluster
FPA Boundaries
RMAP MPA and Adjusted UA
01/30/2014
(Version 1.0)
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Rockford Metropolitan Agency For Planning
Exhibit 1
South Beloit
Rockton
Roscoe
BOONE COUNTY
Capron
Durand
WINNEBAGO COUNTY
Machesney Park
Caledonia
Poplar Grove
Loves Park
Timberlane
Pecatonica
Winnebago
Belvidere
Cherry Valley
New Milford
OGLE COUNTY
Adeline
Byron
Davis Junction
Stillman Valley
Monroe Center
Forreston
Leaf River
Mount Morris
N
0
1.25
2.5
5
7.5
10
12.5
Miles

RMAP
Metropolitan Planning Area

(1)The area highlighted on this map (the area within the thick green outline) is the Metropolitan Planning Area (MPA) for the Rockford Metropolitan Agency for Planning, the Federally-designated Metropolitan Planning Organization for the Rockford, IL region. RMAP will focus its transportation planning activities in this area.
(2) The MPA includes all lands within the Rockford Urbanized Area (UA), as so designated by the U.S. Census 2010. The UA is the more darkly shaded area within the MPA.
(3) Also outlined on this map (the thinner red outline within the MPA) is an area slightly larger than the UA. This area, the Adjusted Urbanized Area, includes lands that are expected to be urbanized (converted from agricultural to urban uses) in the next 5-10 years. Beyond the Adjusted UA, and within the MPA boundary area additional lands deemed to have the high potential for urbanization between the present and the year 2040. The boundaries shown on this map are subject to revision whenever new data or information shows that urbanization is likely to progress at different paces or in different directions.

The United States Census Bureau Defines an Urbanized Area as a densely setteld territory that contains 50,000 or more people. An Urban Cluster consists of a densly settled territory that contains at least 2,500 people, but fewer than 50,000.

For the 2010 Census, the poulation figures for the Urbanized Area and Urban Clusters provided in this map are:

Rockford Urbanized Area : 296,863
Byron Urban Cluster: 7,057
Davis Junction Urban Cluster: 2,631

RMAP MPA and Adjusted UA
01/30/2014
(Version 1.0)

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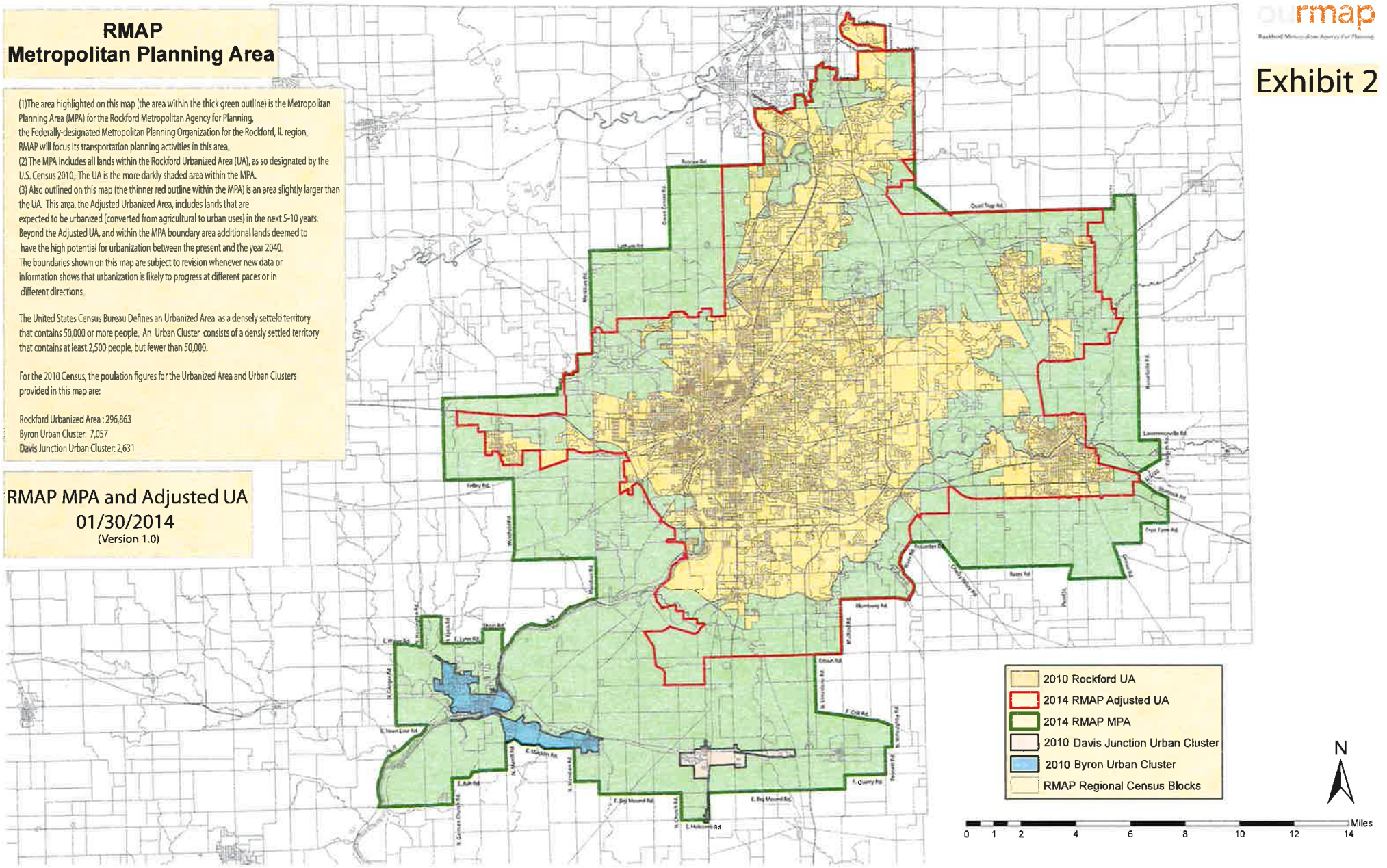
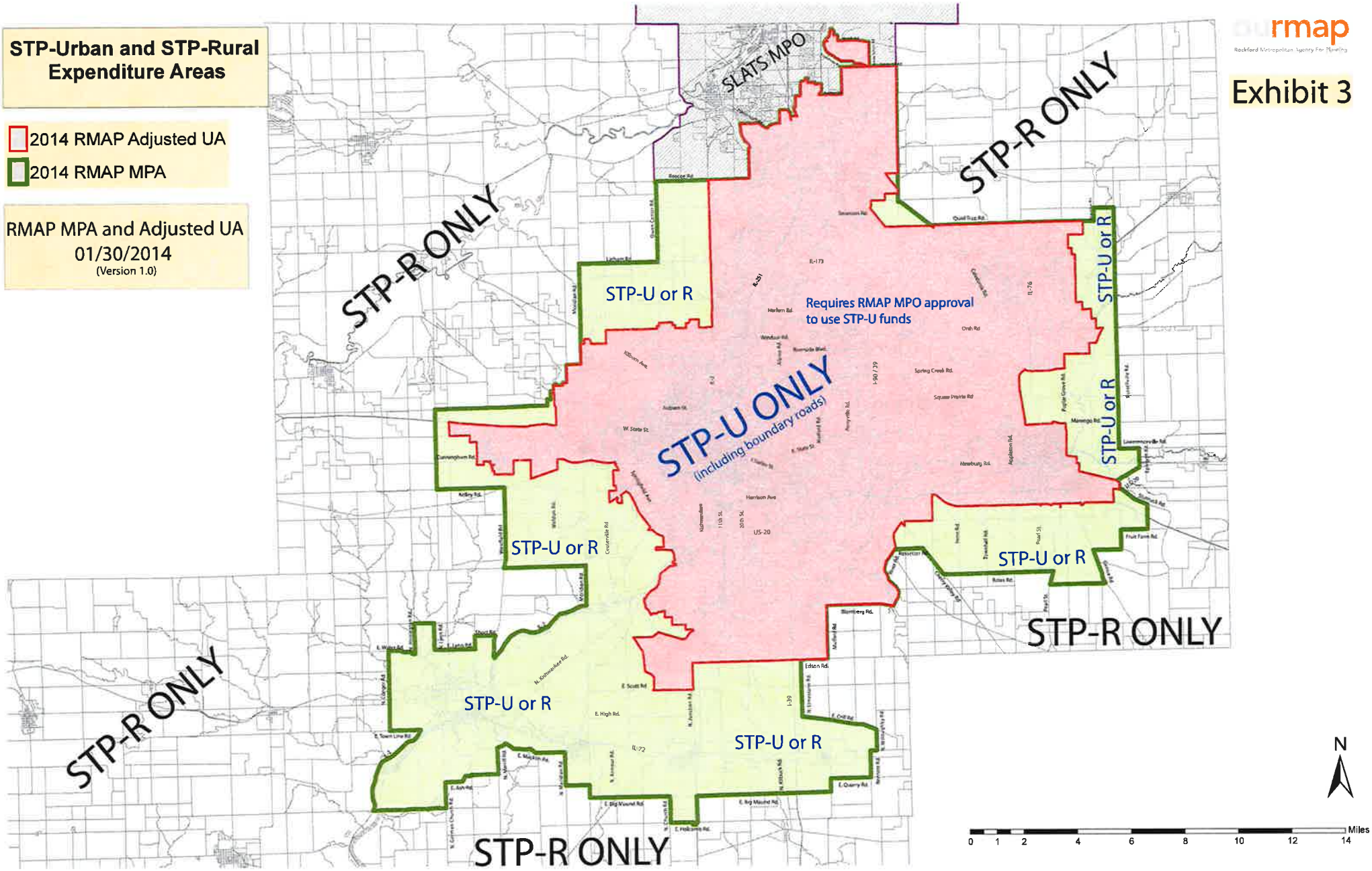
Rockford Metropolitan Agency for Planning

Exhibit 2




STP-Urban and STP-Rural Expenditure Areas
2014 RMAP Adjusted UA
2014 RMAP MPA
RMAP MPA and Adjusted UA
01/30/2014
(Version 1.0)
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Rockford Metropolitan Agency For Planning
Exhibit 3
SLATS MPO
STP-R ONLY
STP-U or R
Requires RMAP MPO approval to use STP-U funds
STP-U ONLY
(including boundary roads)
STP-R ONLY
STP-U or R
STP-U or R
STP-U or R
STP-R ONLY
STP-R ONLY
STP-U or R
STP-U or R
STP-R ONLY
N
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