



**Rockford Area Transportation Study
Metropolitan Planning Organization**

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of Transportation, District 2

Meeting Minutes – RATS Technical Committee

**Meeting Date: December 6, 2001
Loves Park City Hall**

Members Present: Boyd Lawrence, Winnebago County Planning; David Noel, Loves Park Planning; Mary Allen Verdun, IDOT District 2; Jim Ryan, Rockford Public Works Department; Joe Vanderwerff, Winnebago County Highway Department; Elizabeth Kinsinger, Rockford Community Development Department; Michael Zonsius, Greater Rockford Airport Authority; Chad Atkinson, Village of Machesney Park. (Steve Ernst, City of Rockford and Robert Martin, Loves Park Public Works arrived after the start of the meeting at approximately 10:40 AM.)

Others Present: Bob Soltau, Illinois Department of Transportation (Springfield); Gary McIntyre, RATS staff; Russ Petrotte, RATS staff; two staff from Channel 17. (Carlos Molina arrived at the meeting after the start at approximately 10:30 AM.)

1. CALL TO ORDER / APPROVAL OF MINUTES: At 10:05 A.M. with a quorum present, Joe Vanderwerff announced that Chairman Steve Ernst had notified him that he would be late for the meeting. At Mr. Ernst's request, Mr. Vanderwerff, acting as Chairman, called the meeting to order. Elizabeth Kinsinger moved to approve the minutes of the July 19, 2001, Technical Committee meeting. The motion was seconded by Mary Allen Verdun and approved unanimously without corrections.

2. AGENCY REPORTS: Agencies present reported on the progress of their ongoing highway projects. An updated TIP Status Report, listing highway improvement projects, was presented, discussed and updated at the meeting. An updated report will be included with these minutes.

Bob Soltau also reported that Illinois Tomorrow Grants have been awarded. Among the grants, the City of Rockford will receive an award of \$100,000 for their proposed Railroad Consolidation Study and the Rockton / Roscoe area will

receive \$30,000 for the purpose of studying mass transit feasibility in the northeastern Winnebago County area. He said a UWP amendment will be needed to add these grants.

Even though the Rockton / Roscoe award pertains more to SLATS, he suggested it also be added to the RATS UWP because one aspect to be investigated is the possible extension of service from the Rockford Mass Transit District.

Mr. Soltau also suggested that all of the Illinois Tomorrow projects be added as agenda items under Progress Reports so that all interested parties can be kept informed. Mr. Vanderwerff and the Committee concurred with these suggestions. Finally Mr. Soltau announced that training sessions on the administration of the grant will be held next week (in Chicago and Springfield). He urged the persons responsible for these grants attend one of these meetings.

3. FY 2002 TIP (HIGHWAY ELEMENT) AMENDMENT:

Gary McIntyre called attention to the draft of proposed Resolution 2001-13 that has been included in the last mailout. He explained that IDOT has requested that two projects be added to the FY 2002 Transportation Improvement Program. The first project, 1-01-12, is for bridge reconstruction over McDonald Creek on IL-251. The project will cost \$1,800,000 and will be funded with IDOT funds. The second project, 1-02-13, is to install new traffic signals at IL-251 and Swanson Road. This project will cost \$125,000 with \$100,000 coming from Federal STP-HES funds and the remainder from IDOT. Both projects will be constructed in FY 2002.

David Noel moved to recommend Policy Committee approval of Resolution 2001-13. The motion was seconded by Jim Ryan. No objections were stated and the motion was approved unanimously.

4. FY 2002 TIP (TRANSIT ELEMENT) AMENDMENT:

Russ Petrotte called attention to the draft of resolution 2001-14 that was included with the last mailout. The resolution proposes to amend the FY 2002 TIP to add one project on behalf of the Rockford Mass Transit District and to reduce the funding (by \$70,000) to another already approved RMTD project. The project to be added is for furniture for the facility expansion RMTD is planning. The facility expansion was approved in last year's TIP (FY 2001) and is underway. It will add roughly 10 additional rooms and a conference room / training room to RMTD's downtown facility. This space is needed to ease crowding that has resulted from the addition of paratransit responsibilities and to accommodate possible future service / staff expansions. The estimated cost of the furniture is \$70,000 and this amount will be funded by reducing the cost of the previously approved (FY 2002 TIP) Phone Answering System. A revised Program of Project documenting both changes is included as Addendum A to proposed Resolution 2001-14.

Elizabeth Kinsinger moved to recommend Policy Committee approval of Resolution 2001-14. The motion was seconded by David Noel. No objections were stated and the motion was approved unanimously.

5. BOONE / WINNEBAGO / ROCK COUNTY (RATS / SLATS) MODELING AND PLANNING STUDY:

Gary McIntyre gave a lengthy presentation describing how the dwelling unit and employment forecasts, to be used as input into the traffic simulation model, were developed.

He explained, first, that the forecasts were developed by a subcommittee of the Land Use, Urban, and Economic Development Planners from all of the affected jurisdictions. Regular members on the subcommittee included the following: David Noel, representing Winnebago County and, now, Loves Park; Steve Thompson representing Loves Park Planning; David Nord representing Cherry Valley, Elizabeth Kinsinger and Wayne Dust representing the Rockford Community Development Department, Corby Schmidt representing Winnebago County Planning, Chad Adkinson representing Machesney Park and Boyd Lawrence representing the SLATS area, at the time. The subcommittee met 13 times between February and November of this year. Mr. McIntyre also met with and solicited the opinions of staff from the Greater Rockford Association of Realtors and the Council of 100. For the Boone County area, Mr. McIntyre met with Rich Lundin, Troy Krupp, Mayor Brerton and members of Boone County's Growth Dimensions including Bill Luhman.

In addition to the work of the subcommittee, the modeling consultant, Bucher Willis, and Ratliff did independent interviews with various community officials and citizens to get a feel for expected land use changes and transportation issues. Specifically, Scott Michie interviewed the following

individuals: John McNamara of William Charles, Limited; Sunil Puri of First Rockford Group; Greg Brown of Dare Cloud Development; David Noel, Loves Park Planning; Steve Greg, City of Beloit; Charlene Columb, Winnebago County Economic Development; Wayne Dust, Rockford Community Development; and Terri Hall, Rockford Association of Realtors.

Next, Mr. McIntyre explained that the process of developing land use and employment forecasts was done in two phases. First, forecasts were developed for all of Winnebago and Boone Counties and the SLATS area. These forecasts are based largely on recent historical trend data. In the decade prior to 1991, the net gain in new dwelling units (new units minus demolished units) in Winnebago County was averaging roughly 1,100 units per year. In the years between 1991 and 1999, the net gain dwelling units ranged from as low as 1,000 units to more than 1,700 units with an average in that eight-year period of a little more than 1,400 new dwelling units per year. After examining various trends and other factors, the subcommittee is recommending the 1,400 unit per year rate be applied as input to the modeling study.

With regard to employment, good data is available only for the years 1991 and 1999. During that time period, employment in Winnebago County rose from 118,111 jobs to 135,423 jobs, a gain of 17,312 jobs, or an average of 2,164 jobs per year over the 8-year period. However, the Department of Employment Securities has forecasted job growth in Winnebago County through the Year 2008 and their forecasts predict an increase in job growth. In the judgement of the subcommittee, between 1999 and 2010, roughly 19,000 jobs will be added in Winnebago County. That is an average of roughly 1,700 jobs per year. Between 2010 and 2025, another 24,000 jobs will be added, (i.e., roughly 1,600 jobs per year).

Mr. McIntyre noted that a similar process was used to develop forecasts for the Rock County part of SLATS and for Boone County. He displayed and discussed several charts and graphs to illustrate the data discussed. The following table summarizes the results of the forecasts. It is significant to note that Boone County is forecasting a substantial increase in both dwelling units and employment, but regardless will still have less than 17% and 15% of the area's total DUs and jobs, respectively. Mr. McIntyre said the forecasts for Boone County were derived from the recently adopted Land Use Plan for Boone County as developed by Vandewalle and Associates for the Belvidere-Boone County Planning Commission. That Plan identified land uses and land use densities throughout Boone County. Over the last several months, Vandewalle re-aggregated the forecasted land uses of the Plan to derive dwelling unit and employment totals (forecasts) for the traffic analysis zones to be used by the traffic simulation model. Mr. McIntyre said that he and some of the other subcommittee members thought the forecasts made for Boone County are

on the high side, but not necessarily unrealistic if the right conditions for growth materialize.

Jim Ryan and some of the other Committee members commented on the aggressiveness of the Boone County estimates. Their concern is that deviating from historical trend data in housing and/or employment could lead to unrealistically high traffic simulation predictions by the model and, in turn, road building/improvement efforts that are unnecessary or premature both inside and outside Boone County.

Mr McIntyre pointed out that total DUs and jobs forecasted in Boone County represent less than 20% of the full study area.

Even if the forecasts do not bear out, they are not likely to invalidate the model's traffic forecasts inside Winnebago and Boone Counties. Mr. Vanderwerff noted that the only road links in Winnebago County likely to be affected by the optimistic Boone County forecasts would be those connecting Winnebago and Boone Counties, and then only in the stretches in close proximity to the County Line. He said he would pay close attention to these stretches as the actual traffic simulation was developed.

Mr. McIntyre and others noted that Boone County officials are intent on promoting growth in Boone County, especially in employment. Who is to say they won't be successful; and even if they are less successful than they hope, it may only be a matter of timing (i.e., it could take five or ten years longer, but could still occur). A major advantage of having a transportation model is the fact that differing land use forecasts can be tested to see if these differences significantly affect traffic volumes and/or roadway needs.

Year	Totals for RATS/SLATS Study Area	Winnebago Co. Part	Boone Co. Part	Rock Co. Part
DWELLING UNITS				
1999	150,557	77.4%	11.1%	11.6%
2010	171,780	76.6%	12.3%	11.1%
2025	208,285	73.3%	14.8%	12.6%
EMPLOYMENT (Jobs)				
1999	166,389	81.4%	8.1%	10.6%
2010	201,327	76.7%	11.5%	11.8%
2025	271,154	72.6%	14.8%	12.6%

Mr. McIntyre explained that the next step in the forecasting process was to suballocate the above totals to the 400 plus traffic analysis zones (TAZs) in Winnebago County. This was a lengthy and difficult process that involved consideration of a multitude of physical and timing factors. Among these factors are such things as the feasibility and plans for extending public sewer and water; the proximity to existing development; the availability of large tracts of vacant land that is being offered for development; physical factors such as the existence of flood hazards, wet soils and bed rock; existing efforts to protect and preserve natural habitat and

prime agricultural lands; the desire of community leaders to promote development; and similar factors. Over several meetings, the subcommittee discussed and weighed these factors and gradually mapped where they expect development to occur and in what time frames.

Mr. McIntyre displayed a map of Winnebago County showing the results of these deliberations. The map categorized Winnebago County into four Tiers depending on their propensity for new development. The First Tier, centers on the existing urban core, the Rock River and US 20 (as far west as the Village of Winnebago) and is colored white. The First Tier is where most of the dwelling unit and employment growth is anticipated between now and Year 2025. Actually, the outer part of this First Tier is where most development will occur, the inner parts are already saturated with development (although some redevelopment and infill will occur here too).

Next, several pink colored TAZs were noted. The TAZs in this Second Tier are also ripe for development and are located abutting the white Tier – some to the south, some northwest of Rockford, and four TAZs scattered east of the Tollway. Other parts of the County (the Third Tier), colored turquoise, are also likely to experience some development pressure but not nearly as much as the First and Second Tiers. The largest cluster of TAZs in the Third Tier are south of the Kishwaukee River. Five Third tier TAZs are clustered east of the Tollway (north of Riverside Boulevard). Another large cluster of Third Tier TAZs is located northwest of Rockford in between Meridian Road and IL-2. Lastly, the four large TAZs in the vicinity of Winnebago, Pecatonica, and West Lake Village, and Lake Sommerset are Third Tier zones. Finally, the remaining areas of Winnebago County all west of Meridian Road, were categorized in the Fourth Tier and were colored orange. The TAZs in the Fourth Tier are currently rural and agricultural and are likely to stay that way through Year 2025.

In Rock County (Beloit area) and Boone County, the planners for those entities used similar factors, techniques and judgements to distribute the forecasted DUs and jobs among the TAZs in those areas. All together, there are approximately 625 TAZs in the study area.

Mr. McIntyre stated that the forecasts described above are the subcommittee's preferred or recommended forecasts. Unless some objections are voiced, these forecasts will be used in the initial runs of the model. Mr. McIntyre noted that additional forecasts will also be made for later parts of the study. The additional forecasts will look at special circumstances or generators that would create development that could generate substantially higher traffic in certain areas than the more homogenous forecasts described above. The model is ideal for testing such alternative, "what-if" scenarios.

Mr. Vanderwerff asked if the May target date for completion of the Study is still realistic. Mr. McIntyre said that we are behind. Mr. Soltau said that the contract with IDOT may need to be extended and we should not wait until the last minute to ask for a time extension. Mr. McIntyre said he would talk with the consultant about this matter and develop a revised schedule if necessary.

Steve Ernst and Bob Martin arrived at the meeting. Bob Martin reported on the progress of Loves Park's Riverside Bridge project. Steve Ernst took over the duties of chairing the meeting.

6. RIVERSIDE CONGESTION MANAGEMENT STUDY:

Steve Ernst discussed the need for additional work on the Riverside Congestion Management Study. Joe Vanderwerff asked that money be set aside in next year's Unified Work Program for additional considerations, especially in the northeast quadrant of the Riverside/Alpine Intersection. In response to a question, Bob Soltau said the County could develop a detailed scope of work prior to July 1 of next year, send out RFPs and interview consultants prior to July 1. However, no actual work could be charged to the contract (i.e., be reimbursable, prior to July 1).

Jim Ryan suggested a work session among all interested parties prior to the development of a scope of work. Steve Ernst suggested that the preliminary work session be conducted prior to January 17th, the next RATS Tech meeting.

7. БЕLOIT-JANESVILLE-ROCKFORD ARTERIAL MANAGEMENT:

Steve Ernst distributed copies of the Power-Point slide show that was presented at the last Beloit-Janesville-Rockford Arterial Management Workgroup meeting. Overall, the purpose of the study is to investigate the potential for "intelligent transportation" measures in conjunction with the Interstate system in the area, i.e., I-90, I-39, I-43. The study was initiated by WisDOT but IDOT has entered into agreement with WisDOT to make the Rockford area part of the study area.

The number one goal of the study is to plan, designate and effectively implement an alternative routing for accommodating incidents that require temporary closure of parts of I-90, I-39, and I-43 in the area.

Chris Walsh, the Operations Manager with the City of Beloit is the Chairperson for the study.

The handout which Mr. Ernst distributed included an Alternative Routes map and a schedule for implementation. The committee deliberated over several alignments or routings, both on the east and west sides of I-90. Many factors were considered including the capacity of the roadways, the volume of the traffic that might need to be diverted, the geometrics of the roadways, the impact on

neighboring communities and the experience gained from the major incidents that occurred in the recent past. At this time the Committee has settled on a routing (starting at Janesville) comprised of US-15, Wis-11 and Wis-140, IL-76, County-52, County-8, and US-20 east of Belvidere. There are also three alternative routings back to the Tollway that can be used, depending on exactly where the incident occurs.

Along the alternative routings, dynamic message signs will be employed and, possibly, permanently placed to direct motorists. These signs will be linked and activated via cell phone communications. Also, permanent sign boards will be placed on the roadways identifying them as the alternative route. Although the Committee considers the proposed alternative to be the best of several considered, there are still concerns and potential problems. There is a narrow bridge near Janesville and there are three, at-grade railroad crossings and two 4-way stop signs. Another concern is the disruptive impact of the traffic as it traverses the City of Clinton.

As part of the study, a partnering agreement and a resource manual is being developed. The agreement will specify responsibilities and authorities for implementing the various features of the routes when incidents occur. The resource manual will identify all of the possible agencies and contacts that can be called upon for various services or duties when incidents occur.

The study / planning process is now in the third or "Concept Plan" phase of a nine phase schedule. Completion of the other phases is anticipated to take another 10 months.

The committee is accepting and welcoming comments and suggestions. Comments can be forwarded to Scott Belanger, HNTB Corporation, 11414 West Park Place, Suite 300, Milwaukee, WI 53224, by telephone at 414-359-2300, or by e-mail at sbelanger@hntb.com.

David Noel noted that some of the selected roads may be "posted roads," i.e., roads that have weight limitations at certain times of the year. Steve Ernst said he would pass this along to the Committee.

8. RATS URBAN AREA BOUNDARY DESIGNATION:

Russ Petrotte called the Committee's attention to the RATS Cooperative Agreement that had been mailed to everyone with the last mailout. He said this version of the Agreement is completely updated to include all of the official changes that were made by the Policy Committee since the Agreement was initially adopted in 1988. He said that all changes are footnoted with reference to the official actions cited. Of the 13 changes noted all but three are the result of Policy Committee action; the other three result from changes to Federal or State law, i.e., references to the

ISTEA or TEA-21, reference to the location of the State Intergovernmental Cooperation Act and the name change of the Urban Mass Transit Administration to the Federal Transit Mr. Petrotte said the rewrite was performed for several reasons. First, such an update was suggested in our last Federal Certification Reviews. In that regard, Mr. Petrotte asked Mr. Soltau to pass the rewrite along to the appropriate Federal staff to determine if the citations of Federal law meet their approval and whether there are any other aspects they feel should be changed. Mr. Petrotte said that, at a minimum, Policy Committee approval of a rewrite such as this should be accomplished before our next Certification Review.

Second, the update was distributed to get everyone thinking about the possible need to amend the Agreement in the event the Rockford urbanized area boundary is expanded to include parts of Boone County and other municipalities such as Belvidere or (less likely) Winnebago or Davis Junction. If the urbanized area is expanded, Federal guidance appears to require that the added entities be given some kind of representation on the Policy Committee.

Mr. Petrotte said the determination of the urbanized area boundary is a task assigned to the US Census Bureau. The Bureau's schedule for accomplishing this is early Spring, 2002. Urbanized area boundary criteria were promulgated last Spring, subsequently retracted because of confusing wording, and recently clarified. Still, however, reading the criteria leaves confusion. Mr. Petrotte said he would endeavor, over the next month, to make some preliminary estimate of the new urbanized area.

If the urbanized area is expanded to include Belvidere and/or Boone County (and/or other entities) and these entities are added to the Policy Committee, the issue of Policy Committee power structure will be of concern. Federal guidance recognizes the paramount role of the central city in Metropolitan Planning Organizations (in this case, Rockford) but also notes the need for adequate representation of all entities providing public transportation services or facilities within the urbanized area. Assuring that all entities have adequate representation while not creating a decision-making situation whereby the small entities overwhelm the central city's needs and authority can be difficult to institutionalize, practically and politically. Mr. Petrotte said that when Machesney Park was added to the Policy Committee in 1988, numerous power structure approaches were considered including several weighted voting scenarios. In the end, a simpler solution – that of requiring a super majority vote (4 of the 5 instead of just 3 of the 5) on financial decisions – was enacted to the satisfaction of all members. He asked the Committee members to begin thinking about this aspect and to confer with their respective Policy Committee members. Also, they may wish to consider whether a special Technical

Steve Ernst called attention to two WEB sites that Mr. Soltau had alerted him to. Member of the Committee may be

Administration. (David Noel noted that "Intergovernmental" is misspelled on the first page.)

Committee subcommittee needs to be established to deal with this issue.

Regarding the addition of Belvidere and/or Boone County, Mr. Petrotte refreshed the Committee regarding past requests on the part of these entities for Policy Committee membership. The previous request of Boone County was rejected. However, Boone County was added as a voting member of the Technical Committee. The request from Belvidere was informally withdrawn when it was learned that they would no longer be eligible to independently receive funds from a special pool of STP funds, if they were placed on the Policy Committee. The Boone/Belvidere Regional Planning Commission was, however, added as a voting member of the Technical Committee.

Mr. Ernst noted another related matter that the Technical Committee members may wish to discuss with their respective communities, is the possibility of combining RATS and SLATS. The urbanized areas are already abutting. Combining them would certainly have the effect of complicating the power structure issues mentioned above and might have the effect of diluting every entity's power relative to the others. On the other hand, such a large MPO would be better suited to dealing with regional transportation issues and would likely have greater leverage with the State and Federal agencies when it came to recognition of problems and securing grants.

Mr. Petrotte stated that the matter of formal "redesignation" under Federal guidelines will vary depending on the extent of change desired. Formal redesignation requires the approval of the Governor of the State and, perhaps, higher levels of Federal recognition. Simply adding Boone County and Belvidere would not likely require formal redesignation. Such additions would however, require another ratification of the Cooperative Agreement by all of the legislative bodies of the member agencies. On the other hand, combining RATS and SLATS would not only require a new locally ratified Cooperative Agreement, it would also require the approval of the Governors of Illinois and Wisconsin. Bob Soltau noted that the approval of the entities that comprise the majority (75%) of the population of the existing MPOs would also be required. At a minimum, this would mean that both Rockford and Beloit would have to be in favor of combining the two entities.

Mary Allen Verdun noted that the functional classification maps and statistics may also need to be updated if the urban area boundaries are altered. This could require a substantial effort on the part of staff.

interested in these sites. The first dealing with the urban area boundary issue is at the US Census Bureau. The URL

is http://www.census.gov/geo/www/ua/ua_2k.html (the last part is typed "/ua/ua_2k.html"). The second deals with the new Federal Metropolitan Capacity Building (MCB) program and is located at <http://www.mcb.fhwa.dot.gov> .

Joe Vanderwerff suggested that we consider developing a list of pro and cons of the various situations with regard to adding other entities to the RATS Policy Committee, including, possibly, the pros and cons of combining RATS and SLATS. Steve Ernst said staff would attempt to develop such a list or position paper.

9.1 PROGRESS REPORT ON SPRINGFIELD / HARRISON:

Joe Vanderwerff reported that Phase 1 of the project is nearing completion. There is section of pavement that settled. County Highway believes this was caused by insufficient compaction but they are awaiting test data from the consultant to confirm the cause. A water main under the project will be completed sometime in January and the landscaping will be done next Spring. That Phase could be opened for traffic at that time or held off until the Second Phase is completed and opened simultaneously.

The Second Phase is further along than expected and is at 15-20% at present. Reconstruction of the West State Street intersection is part of the Second Phase. The intersection will have to be closed and traffic detoured. The Second Phase may be completed as early as next Fall.

Joe Vanderwerff also reported on the County Illinois Tomorrow Grant related to "smart growth." He said a consultant has been selected and they are now in the final stages of developing the contract. He said the project will involve an initial educational component, of which the primary effort will be an educational summit meeting to be held sometime next Spring. This will be followed up by three meetings for the purpose of soliciting feedback and input from the community. The consultant will also conduct interviews with a cross-section of community officials and then write a report of their findings.

9.2 WEST STATE STREET CORRIDOR STUDY: Jim Ryan reported that a huge part of this study was making opportunities for and securing public involvement. He said, in addition to interviewing many community leaders individually, three on-site meetings were scheduled and two have been held. The first, in the early Fall was attended by more than 200 persons. This was an educational meeting, both for the City and the consultants and for the public attending the meeting. The public was informed regarding the intent, purpose and limitations of the study and, in turn, opinions were solicited from the public. A written survey was also distributed.

At the second meeting, the consultant presented the survey results and displayed preliminary cross-sections and illustrations of several proposals that were being considered.

The third meeting was originally scheduled for November but has been delayed until January to give the consultant time to develop some alternatives that better reflect some of the concerns expressed.

10.1 OTHER BUSINESS – RAIL CONSOLIDATION

STUDY: Jim Ryan reported on the most recent Illinois Tomorrow Grant award to the City of Rockford. He expressed the gratitude of the City for the award. He explained that the grant is for a study of the possibility / feasibility of consolidating some of the rail lines within the Rockford area. He distributed a one page handout that lists the five major goals of the study. These are: (1) Consolidation of multiple and redundant switching operations into one, efficient switching operation which will maximize freight efficiency to industry and reduce highway congestion at at-grade rail crossings. (2) Elimination of unnecessary trackage that is rarely used or abandoned. This may include, but not be limited to, private and public railroad sidings, mainline trackage, dilapidated at-grade and grade-separated crossings. Included as part of the study would be an inventory and analysis of ownership of abandoned or underutilized railroad spurs and sidings. (3) Examination of the costs associated with such consolidation and elimination of infrastructure. (4) Examination of the opportunities after consolidation of operations and infrastructure, including infill development and redevelopment, open space development, and recreational path opportunities. (5) Evaluation of remaining railroad infrastructure to determine costs associated with upgrades to transform the trackage into and within the Rockford metropolitan area into an efficient, cost-effective, high speed rail network that can support both freight and passenger service.

Bob Martin asked that he be kept informed of any meeting to be scheduled on the study and expressed Loves Park's interest to participate.

10.2 OTHER BUSINESS – GIS GRANT:

Bob Soltau reminded the Committee that the award for the expanded GIS work should be acted upon. Steve Ernst said the consultant has already begun the compilation work and there will be a series of 16 project deliveries over the next year to 18 months. Mr. Soltau asked that a letter be sent to IDOT, as soon as possible, officially notifying the Department of the consultant selection and work commencement and requesting authority to begin reimbursement requests from the grant.

10.3 OTHER BUSINESS – I-90 EXPANSION:

Boyd Lawrence reported that WisDOT has recently proposed an amendment to the SLATS FY 2002 TIP for the purpose of funding and commencing the Environmental Impact Statement for the expansion of I-90 from four to six lanes in the stretch between Madison and the Illinois State Line.

Actual construction is not likely until approximately the year 2010.

10.4 OTHER BUSINESS – GREEN COMMUNITIES: David Noel said he attended an IEPA-sponsored meeting on Green Communities. Grants are available through this program and an additional meeting will be held in the near future to consider possible application for these funds.

10.5 OTHER BUSINESS – HISTORIC PRESERVATION: Elizabeth Kinsinger stated that the City of Rockford recently hosted an Illinois State Section meeting of the American Planning Association. The subject of the meeting was historic preservation and the meeting was well-attended by planners and officials from throughout the State.

11. ADJOURNMENT: With no further business to conduct, Elizabeth Kinsinger moved to adjourn the meeting. The motion was seconded by Mary Allen Verdun and approved unanimously at 11:53 A.M.