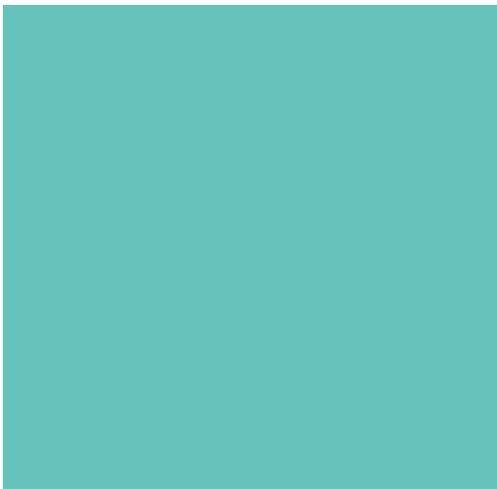


Public Participation Plan

for the
Rockford Metropolitan Planning Organization



Public Participation Plan

For the Rockford Metropolitan Planning Organization

May 3rd, 2018 Version

MPO Policy Committee

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Chairman Karl Johnson	Boone County, MPO Vice-Chairman
Chairman Frank Haney	Winnebago County
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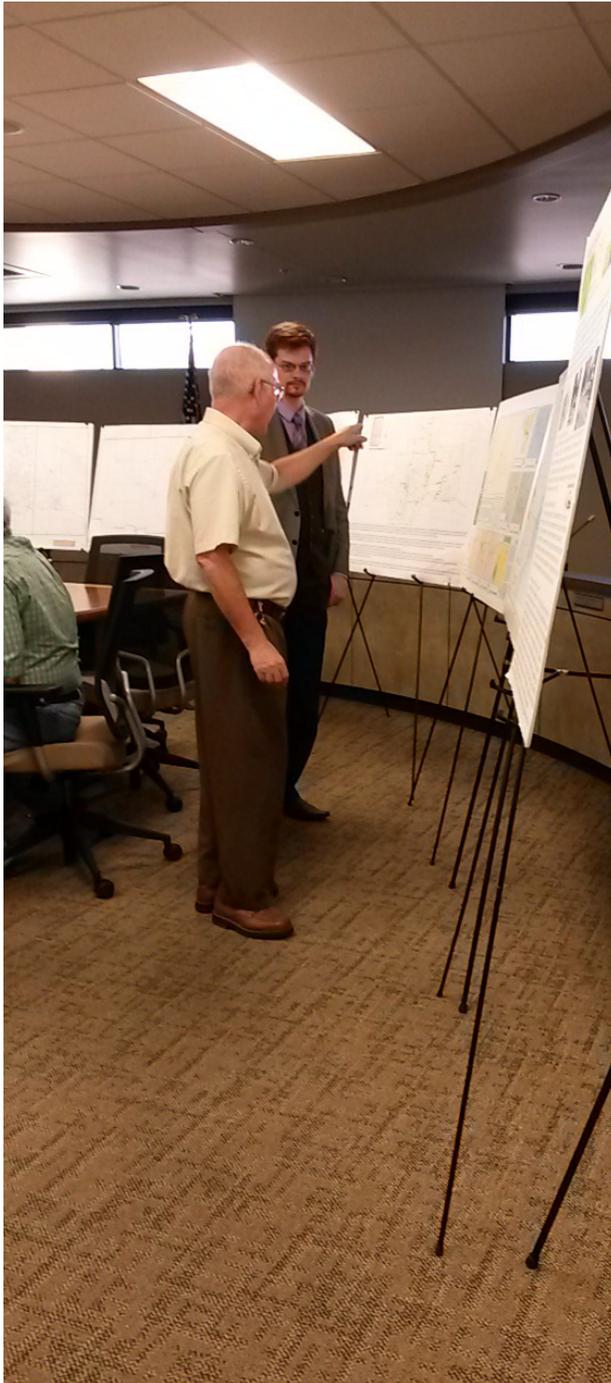
This report was prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Illinois Department of Transportation. The contents, views, policies, and conclusions expressed in this report are not necessarily those of the above agencies.

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Introduction

Purpose of the Plan / MPO Overview & Structure / Federal Requirements



Purpose of the Plan

The purpose of this document is to set forth the policies, procedures, methods and details for involving the general public and area transportation stakeholders in the transportation planning and programming activities of the Rockford Metropolitan Planning Organization (MPO) for the Rockford Metropolitan Area.

MPO Overview & Planning Process

The Planning Area

The Rockford Region is located in north-central Illinois in the scenic Rock River Valley. The region is at the confluence of four major river systems in northern Illinois, including the Kishwaukee River, Pecatonica River, Sugar River, and Rock River, the largest and most central. Urbanized portions of western Boone County, northeastern Ogle County, and eastern Winnebago County are included in the Rockford Metropolitan Planning Area (MPA), covering approximately 440 square miles.

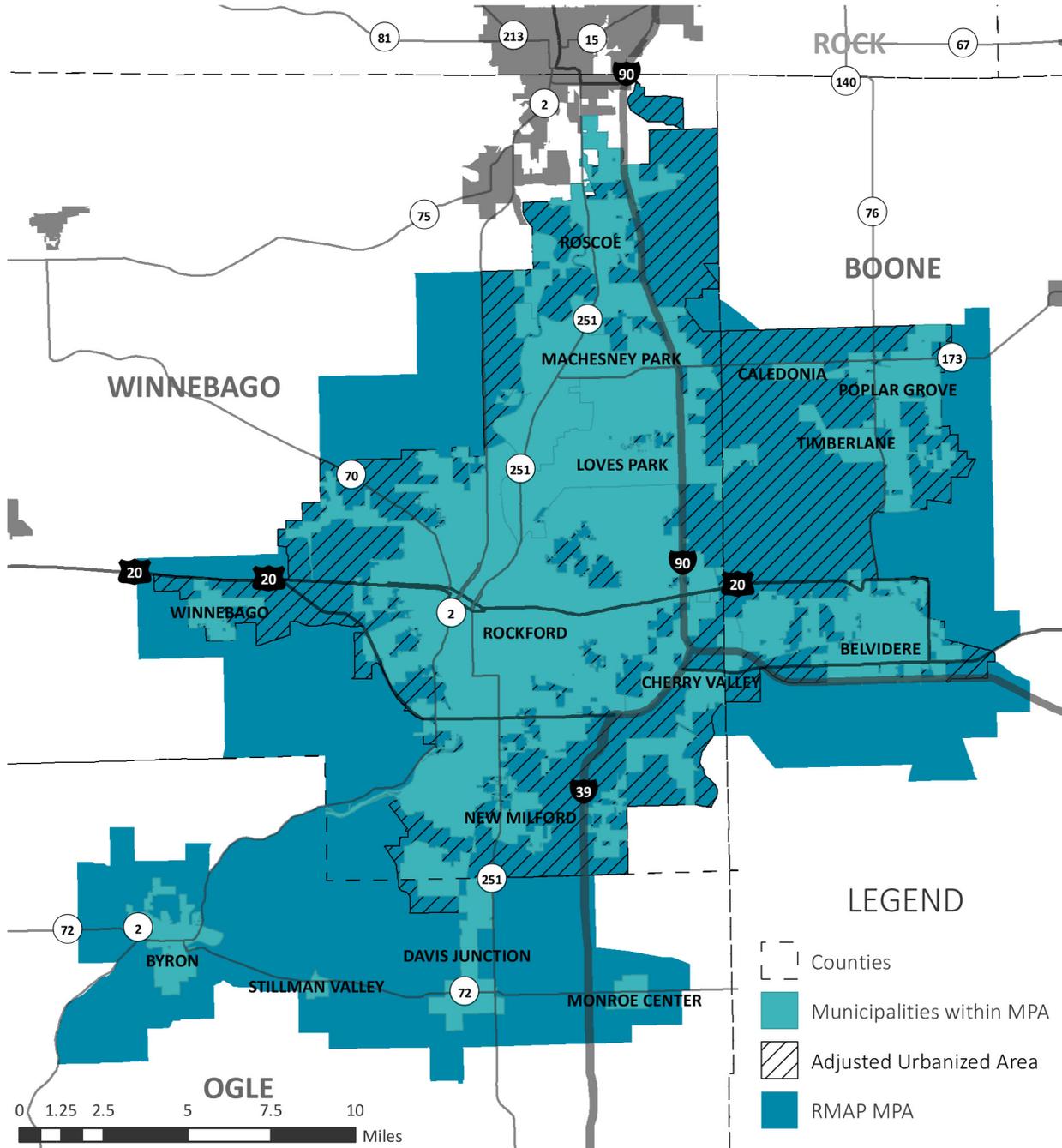
The MPA is located near the Illinois-Wisconsin Stateline and is approximately 70 miles northwest of downtown Chicago, 60 miles southeast of Madison, and 80 miles southwest of Milwaukee. The City of Rockford forms the primary urban core of the region.

The region was originally founded as an agricultural area, but quickly became a major transportation hub due to its location between Chicago and the Mississippi River. The region still remains a hub for highways, rails, and air travel. The region is served by Interstates 90 and 39, U.S. Route 20, and Illinois Routes 2, 70, 72, 76, 173, and 251. The Chicago Rockford International Airport (RFD) is located in the City of Rockford.

The full jurisdictional area of the Rockford MPO is the Metropolitan Planning Area (MPA). Map 1 shows the MPA, including the communities within the study area. The 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

Figure 1. Rockford Metropolitan Planning Area



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 (MPA), which is expected to become included in the urbanized area in the next 20-30 years. This area is determined through a consensus of the MPO Technical and Policy Committee members and is based on growth trends, local land use plans, and general planning judgment.

Although, the MPA is smaller than the boundaries of Boone, Ogle and Winnebago Counties, the MPO regularly coordinates planning and transportation improvement activities throughout those counties. This occurs voluntarily via the communication and cooperation of the Boone, Ogle and Winnebago County officials serving on the MPO Policy Committee, MPO Technical Committee, and additional ad hoc and standing committees of the MPO.

Rockford's Metropolitan Planning Organization (MPO) Structure

By Federal law, all large census defined urbanized areas (over 50,000 persons) are required to have an organization that plans for and coordinates the decisions regarding the area's transportation systems.

The MPO (previously known as Rockford Metropolitan Agency for Planning) transportation planning function is housed within Region 1 Planning Council (R1PC). R1PC is comprised of the MPO, Winnebago County Geographical Information System (WinGIS), and the Economic Development District of Northern Illinois (EDDNI).

The MPO is empowered and governed by an interagency agreement known as the MPO Cooperative Agreement that was developed and mutually adopted by the Cities of Rockford, Loves Park, and Belvidere; the Counties of Winnebago and Boone; the Village of Machesney Park; the State of Illinois acting through the Illinois Department of Transportation (IDOT); and the Rockford Mass Transit District. The activities of the MPO are directed by a Policy Committee that consists of the top elected officials from the above entities plus the Deputy Director from IDOT Region 2 and the Chairman of the Rockford Mass Transit District Board. Transportation planning is carried out through a continuing, comprehensive, and cooperative (3-C) planning process.

The Policy Committee receives technical recommendations and assistance from a 22-member Technical Committee comprised of planners and/or engineers from the above entities plus the Villages of Cherry Valley, Roscoe, Poplar Grove and Winnebago; along with representatives from the Rockford Mass Transit District, the Chicago / Rockford International Airport and various other local partners. Twelve

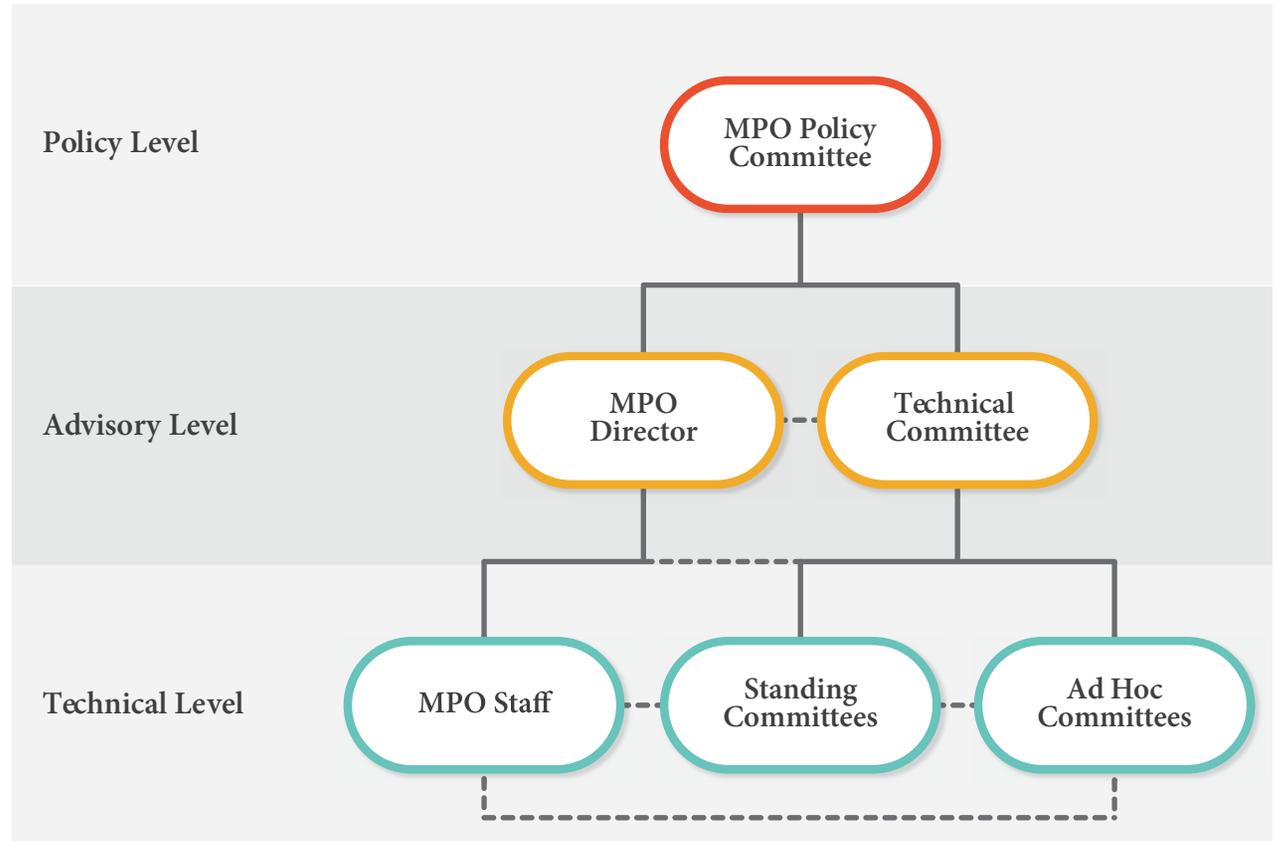
additional organizations and agencies are represented on the Technical Committee as nonvoting members.

Additionally, the Technical Committee has the authority to establish and appoint members to other temporary or special purpose committees as needed to carry out the duties of the Technical Committee. Membership on these committees may consist of individuals or organizations not otherwise represented on the Technical or Policy Committees.

More information on the MPO's committees and the agencies represented can be found in Appendix 1.

Transportation planning initiatives are assigned to the MPO by the Policy Committee. Related planning tasks are given under the direction of the Regional Planning Council's Executive Committee. Much of the technical work, of the R1PC transportation planning function, accomplished by the MPO is done by a professional staff under the management of the

Figure 2. MPO Organizational Structure



Director of Metropolitan Planning Organization. Some of the technical work the MPO needs to perform is occasionally out-sourced to professional consulting firms. Figure 2 details the organizational structure of the MPO.

Federal Requirements for Metropolitan Planning

As previously mentioned, all large urbanized areas (over 50,000 persons) are required to have an organization that plans for and coordinates the decisions regarding the area's transportation systems. It also requires that a Public Participation Plan be created that affords the public a reasonable opportunity to participate in and comment on transportation plans. This document is intended to fulfill those requirements. Specifically, the requirements outlined in Title 23 Part 450.316, which can be found in Appendix 2.

Additionally, the MPO is designated as a Transportation Management Area (TMA), which is a designation assigned to MPOs with populations above 200,000. There are additional planning requirements and planning documents required of TMAs. Also, TMAs receive apportionments of TAP and STBG to be programmed by the MPO Policy Committee.

Building off of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) and the Moving Ahead for Progress in the 21st Century (MAP-21), the

Fixing America's Surface Transportation Act (FAST Act) continues to support previous federal public participation guidelines.

FAST Act, signed into law on December 4th, 2016, requires each MPO to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment on the contents of metropolitan transportation plans and the Transportation Improvement Program (TIP). The law further requires that the MPO:

- Conduct public meetings at convenient and accessible locations at convenient times, employ visualization techniques to describe plans, and make public information available in an electronically accessible format and means; and
- Engage representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the planning process.

Interested parties that must be included by the MPO, according to FAST Act, in the creation of planning documents includes: individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit

program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, providers of freight transportation services, and other interested parties.

Coordination with Statewide Transportation Planning

In addition to fostering participation with the public and a broad range of stakeholders, the MPO planning regulations also call for the MPO's coordination with the statewide transportation planning public participation and consultation processes.

The MPO coordinates with the Illinois Department of Transportation (IDOT) by including IDOT representatives to participate in the MPO Policy Committee and Technical Committee meetings, as well as working with IDOT to publicize public comment periods for statewide transportation plans including the dates and times of state transportation planning meetings within the region.

Participation Strategies & Techniques

Key Strategies / Serving Different Stakeholders / Participation Techniques
/ Use of Public Input



Key Strategies to Promote Public Participation

The Rockford Metropolitan Planning Organization (MPO) will continue to ensure that there are sufficient opportunities for public participation regarding the transportation planning process through the following strategies:

- Strategy 1: Engage the public in the transportation planning process.
- Strategy 2: Inform the public of transportation related activities.
- Strategy 3: Promote participation in the transportation planning process.
- Strategy 4: Improve public participation methods and techniques.

A complete list of strategies and tactics can be found in Figure 3, on the following page.

Serving Different Stakeholders General Outreach Methods

The MPO considers all who live, work, and visit the Metropolitan Planning Area (MPA) to be stakeholders. A variety of outreach techniques are used to proactively engage both the general population and traditional stakeholders in the planning area. Selecting the most appropriate participation strategies and techniques is given great consideration.

Some of the techniques that the MPO will utilize in its general outreach method may include, but are not limited to, the following:

- Websites and social media posts;
- Meetings and public forums, such as open houses;
- Policy and Technical Committee meetings;
- Legal advertisement and legal notices;

Figure 3. Public Participation Strategies & Tactics



- Materials distributed through the MPO email list.
- Newsletters; and
- Paper and electronic surveys.

Descriptions of the participation techniques employed by the MPO are detailed later in this section.

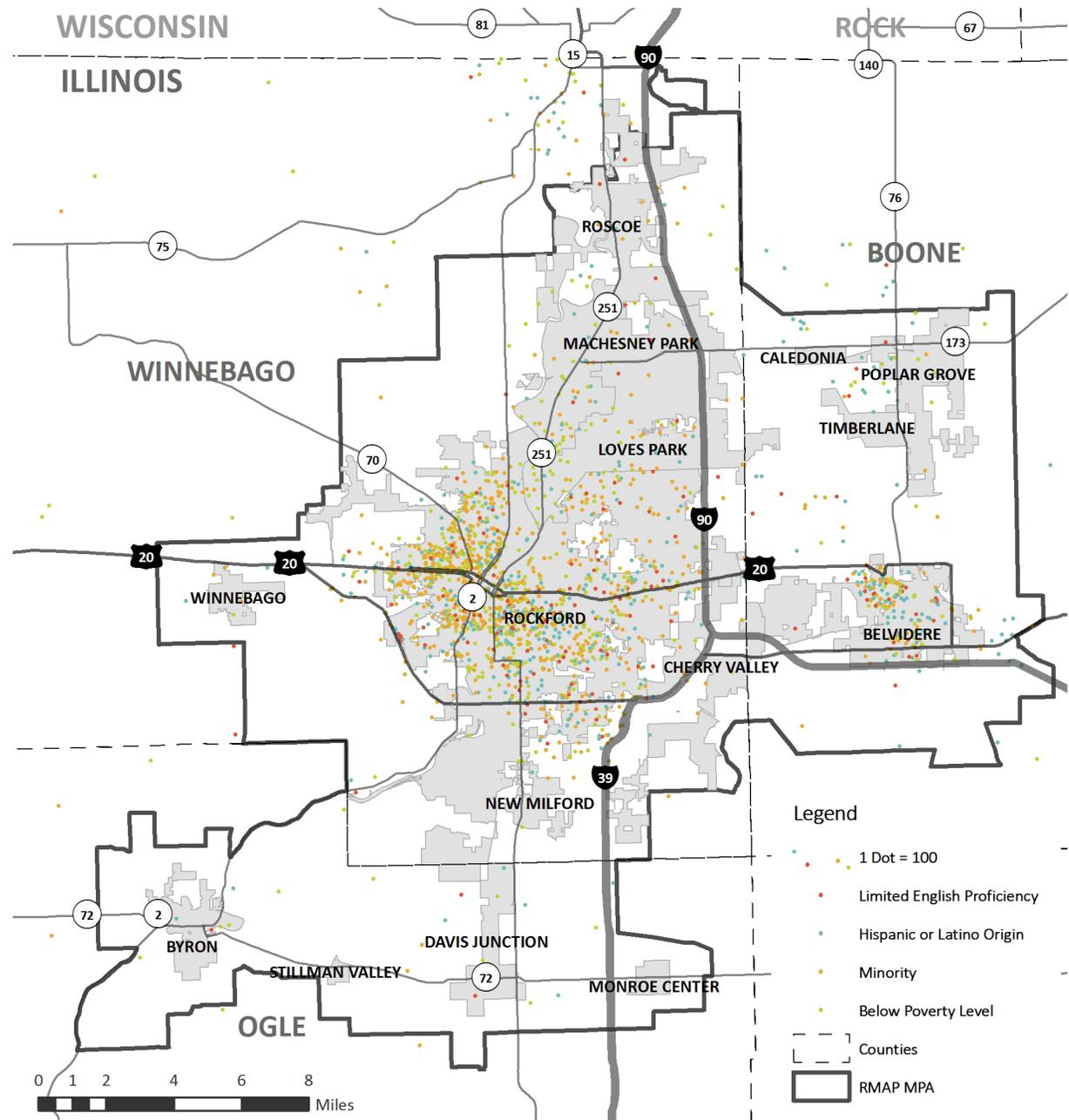
Targeted Stakeholder Outreach Methods

Traditionally Underserved

While much of the population within MPO's Metropolitan Planning Area (MPA) can be informed of the MPO's planning activities through general participation techniques, there are some traditional underserved segments of the population, in which additional outreach methods may be needed. Traditionally underserved population refers to a broad category that includes minority and low-income populations, as well as other groups of populations who may have historically faced challenges engaging in transportation planning, such as persons with disabilities and persons with limited English proficiency. The MPO recognizes that effective public participation, with an emphasis on traditionally underserved populations, is critical to ensuring that a comprehensive viewpoint and considerations are appropriately incorporated into the transportation planning process.

The Mobility Subcommittee has played a key

Figure 4. Traditionally Underserved Populations within the MPA



Source: US Census Bureau, American Community Survey 2011-2015 5-Year Estimates

role in seeking out and considering needs of the traditionally under-served. The Mobility Subcommittee assists in the development of the Coordinated Public Transit-Human Services Transportation Plan (HSTP), which assesses the needs of transit dependent individuals in the planning area. The Mobility Subcommittee has scheduled monthly meetings to discuss transportation and mobility issues in the region. These meetings provide a forum for area human service, workforce development, public and private transit providers, local municipalities and citizens to meet, discuss and coordinate efforts to better serve and involve individuals in the metropolitan planning area. In the 4th quarter of Fiscal Year 2018, the functions of the Mobility Subcommittee transition to the Alternative Transportation Committee.

In addition to the general outreach techniques and resources previously described, the MPO will utilize the following additional resources in its targeted outreach activities:

- Communication with neighborhood organization representatives;
- Provides timely notices by email and informational posts on the R1PC website;
- Flyers in high-volume locations;
- Outreach to specific organizations that represent and provide services for:
 - » Individuals with disabilities
 - » Low Income

- » Elderly
- » Minorities
- » Limited English Proficiency

Additionally, the MPO has developed a Limited English Proficiency (LEP) Plan to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to MPO programs as required by Executive Order 13166. The MPO defines persons with limited English proficiency to be those individuals who meet the following criteria: English as second language, having a limited ability to internalize the English language, and having a disability prohibiting full usage and understanding of the English language. The MPO's Title VI and Environmental Justice Considerations, available online, details procedures on how to identify a person who may need language assistance, the ways in which assistance may be provided, training staff, how to notify LEP persons that assistance is available, and information for future plan updates.

Selected Agencies & Organizations

The MPO notifies selected organizations and agencies that are, or may be, affected by transportation decisions in and around the MPA. Since the 1980s, the MPO has actively pursued attracting participants from both the public and private sectors, as well as nonprofits. The MPO has identified a number of groups and organizations as having potential interest in providing input into the transportation planning process. Stakeholders identified include:

- Federal & State Agencies
 - » Federal Highway Administration
 - » Federal Transit Administration
 - » Illinois Department of Transportation
 - » Illinois Department of Natural Resources
- Regional & Local Governments
 - » Illinois State Tollway Authority
 - » County Administration; Highway and Community Development Departments
 - » Township Highway Commissioners
 - » City/Village Administration, Highway and Community Development Departments
- Transportation Providers
 - » Passenger/Public Transportation Providers
 - » Freight Transportation
- Special Interest Groups/Organizations
 - » Bicycle & Pedestrian Interests
 - » Economic Development Organizations
 - » Environmental Agencies/Groups
 - » Other Community-Based Groups
- Organizations Representing Traditionally Underserved Populations

Participation Techniques

The MPO implements a variety of techniques to reach the populations outlined at the beginning of this section. The various methods and techniques that will be used, as staff and resources permit, to accomplish the key strategies to promote public participation within the Metropolitan Planning Area (MPA) are detailed below. As work on documents such as the Long-Range Transportation Plan (LRTP) or the Transportation Improvement Program (TIP) commences, staff has a general outline of public engagement strategies to be implemented, which can be found in the third part of this Plan, Specific Plan Processes.

Electronic Media

Website

The MPO website is part of the Region 1 Planning Council (R1PC) website, <http://r1planning.org/>. The website contains a large amount of information about the MPO, including major planning activities currently underway. In order to provide reasonable access to information about transportation plans and processes, the MPO posts all of its publications, meeting notices, and other related information online. Major work products, both current and historical, are available to view and download, including the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Coordinated Public Transit- Human Services Transportation Plan (HSTP), the Bicycle & Pedestrian Plan, and many more. Upcoming meeting schedules are posted, along with the agendas and minutes of all of the committee meetings, to the website promptly

after meetings are held. Additional information and resources that can be found on the website includes staff contacts, surveys and other participation opportunities, as well as numerous links to related local, state, and federal websites.

Social Media

Beyond the website, the MPO has recently expanded its online presence through social media sites. The MPO shares joint Facebook, LinkedIn, and Twitter accounts with Region 1 Planning Council. MPO staff regularly updates these sites to engage residents and build a better understanding of the MPO and its planning activities. Information is shared about upcoming meetings and events at R1PC and at our partner agencies in the region. Comments and feedback on programs and planning activities are also sought and received via Facebook.

Email

Emails are frequently used by the MPO for meeting notices and for meeting-related communications with committee members and other interested parties. Distribution by email is preferred by the MPO in order to conserve resources and provide for immediate receipt.

Publications

Legal Advertisements & Press Releases

Annually, the MPO publishes a public notice in the Rock River Times, announcing the transportation planning work to be conducted over the coming year. Specific mention is made of the UWP, the TIP,

LRTP, and additional required MPO documents and the public is invited to solicit additional information, attend meetings, and comment on transportation planning process. Formal press releases are also emailed to local media outlets including newspapers, radio stations, and television stations. The MPO typically uses press releases to inform the public of comment periods for draft plans and informational public open houses, as well as federal transportation planning certification reviews.

Newsletters

In 2017, the Region 1 Planning Council began creating and distributing a newsletter to inform and educate the public about major planning project milestones and public participation opportunities in the region. The newsletter is prepared bi-monthly and is circulated electronically, via the R1PC website, posted on social media accounts, and electronic mailing lists.

Surveys

Paper and electronic surveys are often used when very specific input from the public or stakeholders is needed. Public surveys are conducted via web-based tools, such as Survey Gizmo. Links to the web-based survey are posted on the R1PC website and Facebook page. Additionally, paper copies are distributed at meetings, special activities, and through the mail, upon request. The MPO maintains records of both electronic and paper surveys. Additionally, a summary report is typically

produced summarizing the results and provides how many people participated. Additionally, the MPO has distributed surveys to stakeholders, such as municipal public works departments and local park districts, in order to obtain information related to specific projects or topics.

Flyers

Flyers and announcements are used to promote meetings and activities that are not regularly scheduled, such as open houses or formal presentations. Flyers should be posted at meeting sites, such as libraries and municipal offices, and community gathering places.

Direct Mailings

Generally, email is the preferred method of mass distribution in order to conserve resources, however direct mail will be used for those stakeholders and members of the public lacking an email address or have limited access to the internet.

Meetings & Public Forums

Open Houses & Workshops

Open houses and/or workshops are held by the MPO to solicit input from the public during plan development and draft plan public comment periods. The MPO is committed to selecting locations for open houses and workshops with recognition of the need to accommodate persons with disabilities. Locations for meetings are also selected with regard for individuals who rely on public transportation and are therefore

held at venues that are along or near public transit routes. Additionally, open houses are conducted in various municipalities throughout the Metropolitan Planning Area (MPA). Open houses and workshops are held at convenient and accessible times with meetings, generally in the afternoon as well as extending open house hours in the evening after 5:00pm.

The MPO seeks to employ visualization tools that will assist staff in providing clear explanation of technical concepts and transportation issues at these meetings. Visualization tools may include aerial photographs, maps, diagrams, and drawings.

Committee Meetings

All MPO committee meetings are open to the public, per the Open Meetings Act, and public comment is welcome on all matters. Notifications of meeting times and agendas are announced well ahead of meeting dates through mailings of meeting agendas to the email distribution list. Agendas for upcoming meetings are also posted to the MPO's website. In addition, a tentative meeting schedule for the next calendar year is prepared and distributed to those on the mailing list toward the end of each year. Meeting calendars are also placed on the R1PC webpage. If cancellations, special meetings, or time/location changes occur,

the updated information is posted to the R1PC website.

Open discussion is afforded on any transportation-related matter at all committee meetings. Verbal comments made at these meetings are generally responded to immediately or the topic is continued for later response. Detailed minutes are compiled for all MPO Technical and Policy Committee, as well as other ad hoc and standing committee meetings and public comments and responses are recorded therein. Approved minutes are posted on the R1PC website so that further discourse may occur, as needed.



Visualizations tools, such as the posters pictured above, are created for the majority of the MPO's open houses and workshops.

Community Events

Occasionally, R1PC will participate in community events to educate the public on MPO planning functions, plans, programs, and studies. The MPO seeks to partner with existing community events and with local organizations in order to attract a more diverse crowd. Types of special events the MPO hosts or participates in include formal presentations, speaker series events, and Q & A forums. In recent years, the MPO has found great success in reaching the public at these events. In hosting and participating in the events, the MPO seeks to engage citizens of all ages and backgrounds. The materials at the events present information, both visually and textually, through handouts, posters, and slideshow presentations.



During the public comment period of the Transportation for Tomorrow: A Long Range Plan, the MPO hosted a information booth at the Rockford City Market, a regular summer event that draws hundreds of visitors.

Information Booths & Kiosks

The MPO will often set up and maintain information booths and kiosks at locations and special events during the public comment period of specific plans and programs, such as the Long Range Transportation Plan update.

Preferred Methods of Participation

During the development of this document, the public's involvement is often sought through an online survey. The survey helped in determining the most effective ways to communicate and gather comments regarding regional transportation planning process, as well as the preferred locations and times for public open house and workshops. The survey was open from October 26th, 2017 to November 30th, 2017, with

18 responses. A copy of the survey can be found in Appendix C.

The results of the 2017 Public Involvement Survey showed that the top three most effective ways that the MPO could communicate and involve with the public on regional transportation initiatives and planning processes was through email, social media, and websites.

Respondents reported that the best methods for the MPO to gather comments and questions related to regional transportation needs included email, surveys, and websites.

Use of Public Input

The MPO addresses all public input and comments received during the planning and program development process. Specific sections are reserved in the TIP and LRTP, as well as other MPO documents, for public comments and responses to those observations received during the comment period. These documents are not considered complete and are not adopted until comments are addressed. Depending on the type and volume of feedback on a particular topic or concern, planning document revisions may be made prior to final adoption of the plan.

3 Specific Plan Processes

Transportation Improvement Plan / Unified Work Program / Long-Range Transportation Plan / Public Participation Plan / Other Plans & Studies / Strategies by Document



Transportation Improvement Program

The Transportation Improvement Program (TIP) is the short-range capital improvement program for transportation projects located within the Rockford metropolitan area. The TIP is a fiscally constrained four-year program outlining the most immediate implementation priorities and is updated annually. The TIP must outline all regionally significant surface transportation projects, including those for public transit, local and state highways, and bicycle/pedestrian projects. This includes projects that are both federally and state funded. Additionally, projects funded without federal or state dollars (i.e. locally funded) may also be included. Projects detailed in the TIP must be consistent with the current Long-Range Transportation Plan and include information on the project such as whether it addresses congestion management, safety, etc. In order to receive federal and state highway, transit, or other transportation related funds, a project must be listed in the TIP.

Annual TIP Update

The TIP is generally prepared to coincide with the Illinois Department of Transportation's fiscal year, which is the same as the MPO's, July 1st through June 30th. MPO staff begins work on the TIP approximately six months prior to the start of the fiscal year, in January and February of each year. The schedule is deliberately extended over several months to provide ample opportunities for public involvement.

At the beginning of the update process, The MPO requests that local jurisdictions review the current TIP project list and identify any changes to the current TIP projects in funding sources, project cost, and project schedule. Local jurisdictions are also requested to provide projects that have received funding but were not in the previous TIP and projects that need to be moved into the current year or out of the current year due to funding constraints.

Citizens can influence project selection and priority setting in two ways. By reviewing the "out year" projects, the public can determine

if the projects they believe to be important are included. Although, by federal law, a project cannot be included in the TIP unless funding is likely to be available, citizens can question why some projects are included and others not. Second, citizens can influence the priority setting (i.e., which projects are advanced to the implementation year). Sometimes a project cannot be hastened because engineering, Right-of-Way (ROW) acquisition, funding and/or various components have not been accomplished. But at times, many of these aspects can be adjusted and the time for implementation could potentially be lessened. Figure 5 shows the annual TIP Development Schedule. It is important to note that projects listed within the regional MPO TIP document are derived from partner agency capital improvement programs (CIP) and that public participation and input opportunities are provided during the program development stages of the MPO partner organizations' CIP documents.

Public comment is taken prior to approval of the Transportation Improvement Program. The draft TIP is made available for comment for 30 days. A notice is published on the MPO website and provided to the MPO mailing list. The draft TIP is available on the R1PC website and at the R1PC offices. Any public comment received during this review period is taken into account by the MPO and is presented to the Technical and Policy Committees as part of the approval process.

Revisions to the TIP

Sometimes revisions to the TIP may occur between its annual updates. If alterations or advancements to any of the projects in these years need to be made after the document has been adopted there are two processes by which the MPO can do so, administrative modifications and amendments.

Administrative Modification

An administrative modification to the TIP is for minor revisions as listed below in this section. After the MPO have reviewed an agency submittal for an administrative modification, a draft memo, including partner agency submittal, is sent to the partner agency for final verification. An Administrative Modification does not require the MPO Technical or Policy Committees to formally recommend and adopt the modification. However, the MPO Technical and Policy Committees will be notified of any Administrative Modifications to the TIP during their regularly scheduled meeting following the processing of an Administrative Modification. Thresholds have been identified below to outline when an administrative modification to the TIP is appropriate.

1. Minor revision to project name and/or project extent description.
2. Changes to the project total cost or project phase break out costs in a decrease of $\leq 10\%$.
3. Minor changes, deletions or revisions to

Figure 5. Annual TIP Development Schedule



- typographical errors or data entry error.
- 4. Movement of an included project among fiscal years of the TIP. This may include project phases (i.e. construction, engineering) or movement of the entire project.
- 5. Advanced Construction notices for projects currently listed within the TIP as provided to the MPO by the Illinois Department of Transportation (IDOT).

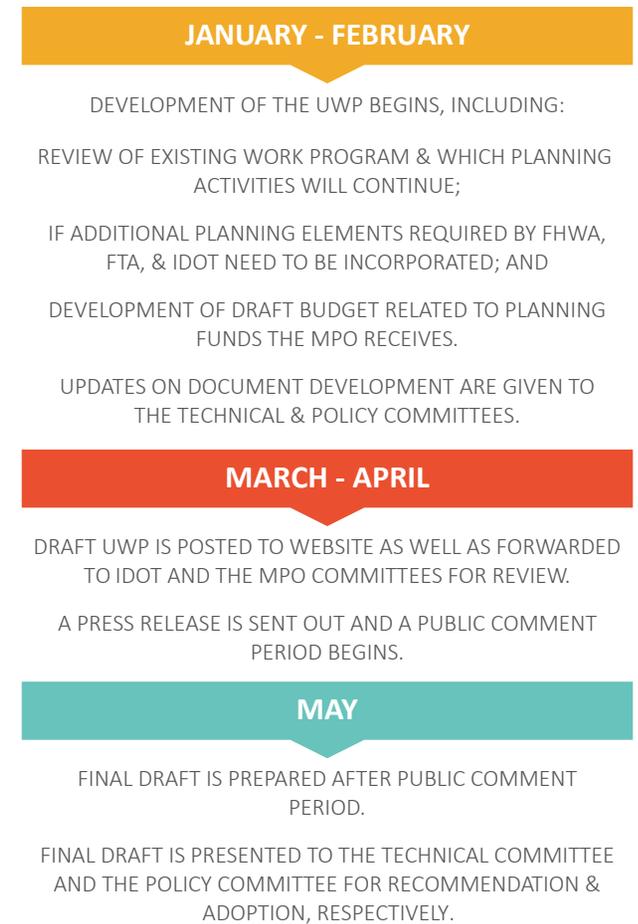
- 4. Addition of a project into the TIP which is Federally / State funded or regionally significant and is not currently assigned within the approved TIP
- 5. Deletion of a project from the TIP which is Federally / State funded or regionally significant and is currently assigned within the approved TIP

Unified Work Program

The Unified Work Program (UWP) is also prepared annually as federally required. This program describes; prioritizes; assigns responsibility; and allocates Federal, State and local transportation funds for MPO planning tasks and initiatives. Even though formal work on the UWP does not normally begin until the January or February months, the MPO begins consideration of items to be included in the next year’s UWP as early as September or October. For this reason, partner agencies seeking transportation planning work on a special topic should approach the MPO as early as possible. The following schedule of activities related to the development of the UWP is proposed as an annually recurring process (Figure 6). Various parts of this schedule may have to be compressed or expanded to accommodate unforeseen conditions but every effort will be made to allow reasonable amounts of time and opportunities for public input. Updates on the progress of the annual UWP are provided to the MPO Technical Committee and Policy Committee during the plan development process and opportunities for public feedback

are afforded during these meetings.

Figure 6. Annual UWP Development Schedule



Amendments

Major revisions to the TIP include additions or removal of a federally or state funded regionally significant projects by a partner agency, an increase in project funds, addition of funding sources not currently listed for project. A major revision of the TIP requires a resolution to be formally recommended by the Technical Committee and approved by the Policy Committee. Thresholds have been identified below for when an amendment to the TIP is appropriate.

- 1. Changes to the project total cost or project phase break out costs in an increase of funds
- 2. Changes to the project total cost or project phase break out costs in a decrease of > 10%
- 3. Changes in federal, state or local identified funding sources for project(s) currently within the approved TIP

Long Range Transportation Plan

The Long Range Transportation Plan (LRTP) is essential in the development of a safe and efficient multi-modal transportation system and ensuring the system will meet the needs of the area’s citizens, businesses, and industries over the next twenty to twenty-five years. By federal law, the LTRP can only include those projects or improvements for which there is sufficient funding based on reasonable forecasts. The LRTP was last comprehensively updated and adopted in July 2015 and addresses policies and strategies, as well as assists in prioritizing transportation improvements through 2040. The LRTP also includes some projects that appear to be needed some time in the future but do not have a reasonably assured potential funding source and are programmed beyond the 20-year time span.

The primary elements of the LRTP pertain to the transportation infrastructure network of the region which addresses all modes of transportation and stresses the integration and connectivity of these components. Information regarding land use, environmental and economic linkages to the transportation network of the region are also incorporated into this document. The overall goal of the LRTP is to promote a safe and efficient transportation system for the movement of people and goods in the MPA. The intent is to provide a balanced multi-modal transportation system that minimizes costs to communities and impacts on the environment.

The LRTP can be amended or updated for reasonable cause at any time. The process to amend or refine elements of the Plan can be initiated by contacting the MPO or any member

of the MPO Technical or Policy Committees. These requests will be examined by the MPO and MPO Technical Committee with the direction and approval of the MPO Policy Committee. By federal transportation law, the Plan must be comprehensively updated, adopted and republished every five years, at a minimum. In accordance, the LRTP is scheduled for its next comprehensive update in the Year 2020 and will be a major component of the Fiscal Year (FY) 2019 Unified Planning Work Program (UWP) (from July 1, 2018 to June 30, 2019) and FY 2020 UWP (from July 1, 2019 to June 30, 2020). Assuming roughly 10-12 months to accomplish the process, Figure 7, specifies a probable update/adoption schedule.

Figure 7. Next LRTP Development Schedule

PHASE I	PHASE II	PHASE III	PHASE IV
<p>COLLECT DATA, REVIEW EXISTING PLAN AND POLICIES, AND GATHER BEST PRACTICES</p> <p>GATHER PUBLIC AND STAKEHOLDER COMMENTS ON THE CURRENT LRTP</p> <p>UPDATE TECHNICAL AND POLICY COMMITTEES ON THE PROGRESS OF THE PLANNING PROCESS</p>	<p>DEVELOP A VISION, GOALS, & OBJECTIVES</p> <p>DEVELOP A SWOT ANALYSIS OF CURRENT CONDITIONS</p> <p>HOST A SERIES OF PUBLIC WORKSHOPS TO GATHER OPINIONS ON THE EXISTING CONDITIONS AND FUTURE DEVELOPMENT</p> <p>UPDATE TECHNICAL AND POLICY COMMITTEES ON THE PROGRESS OF THE PLANNING PROCESS</p>	<p>DEVELOP & ANALYZE MULTI-MODAL/ LAND USE SCENARIOS</p> <p>PRESENT SCENARIOS TO THE PUBLIC AND STAKEHOLDERS.</p> <p>CHOOSE A PREFERRED SCENARIO</p> <p>IDENTIFY THE TRANSPORTATION NEEDS OF THE REGION</p> <p>DEVELOP FINANCIAL PLAN</p>	<p>DRAFT DOCUMENT</p> <p>RELEASE DOCUMENT FOR PUBLIC COMMENT</p> <p>INCORPORATE PUBLIC COMMENTS</p> <p>PRESENT TO TECHNICAL AND POLICY COMMITTEES FOR RECOMMENDATION AND ADOPTION, RESPECTIVELY</p>

Public Participation Plan

Developing the Public Participation Plan (PPP) involves several phases. These phases are detailed in Figure 8. The process of developing this document began with a public comment and evaluation period, in which the public could comment on the predecessor of this document, the 2008 Public Participation Plan, as well as the Public Involvement Survey and other transportation planning efforts. The intent of this public comment period was to solicit feedback regarding what citizens within the region felt was important to the process of creating a plan, as well as to determine if current methodologies were successful. This initial comment period began October 26th, 2017 and lasted until November 30th, 2017. Notification for this comment period was given by sending a press release out to local news outlets as well as sending notices to all of the MPO mailing lists, posting it on R1PC's official social media outlets, and publishing it in the R1PC bi-monthly newsletter. The Public Involvement Survey was made available on October 26th, 2017 through Survey Gizmo. A link to the Public Involvement Survey was provided in the press release and on the website. The Public Involvement Survey can be found in Appendix C to this document.

Following the initial public comment period, the MPO compiled the information collected from public feedback on the last plan and the Public Involvement Survey responses to create a clear guide for public participation efforts during the MPO's planning processes.

A second public comment period was held once a draft version of the 2018 update to the Public Participation Plan was complete. This commenting period on the draft Public Participation Plan began on January 2nd, 2018 and ended February 16th 2018, allowing the 45-day comment period required by the Federal guidelines. A notice was published in the Rock River Times on January 3rd, 2018 In conjunction with this review period, the MPO's Mobility Subcommittee, as well as the Technical and Policy Committees were provided the draft for the purposes of review and comment. The document was also made available via the website.

At the end of the comment period, responses and comments received from the public, committee members, and other interested parties were examined. No questions and comments were received from the January- February comment period.

In conjunction with the creation of this document, public outreach materials, such as brochures and an executive summary were developed and made available to members of the public at the various open houses, etc. The purpose of these outreach materials were to explain the goals and objectives of the plan as well as to gain the interest of citizens to participate in the MPO transportation planning process. The outreach materials included the MPO staff contact information as well as methods in which the public could become actively involved in the planning process. Copies of these materials

Figure 8. Public Participation Plan Development



are included in an attached Appendix D of this document.

Subsequent updates will be repeated every four to five years (in alignment with the update of the LRTP) or whenever a significant change to the process is contemplated (i.e. updates in Federal transportation law requirements, etc.), in accordance with a similar notification procedure

and schedule. The PPP Development schedule can be found in Figure 8.

Other Plans & Studies

Bicycle & Pedestrian Plan

The Bicycle and Pedestrian Plan addresses the development of a region-wide system of on-street bicycle and pedestrian facilities to connect with existing and planned shared use path facilities, and existing and planned public transportation services. This plan also provides engineering and program recommendations to promote and encourage bicycle and pedestrian friendly growth in the area. Partner agencies and the public are provided updates throughout the planning process, including public open houses, presentations, and online surveys. The MPO's Bicycle and Pedestrian Plan was last comprehensively updated and adopted in September 2017. It addresses policies and strategies, as well as assists in prioritizing bicycle and pedestrian facilities and programs over the next five to ten years. Updates occur in alignment with the update process of the LRTP.

Coordinated Public Transit -Human Services Transportation Plan

The Coordinated Public Transit-Human Services Transportation Plan (HSTP) is a federally required document identifying needs and gaps in public transportation services, particularly for seniors, individuals with disabilities, individuals with low incomes, and other transit-dependent

populations within the MPO planning area. This plan is also used as a guide for the expenditure of regionally allocated Federal Transit Administration (FTA) funds for Job Access and Reverse Commute (JARC), New Freedom eligible projects, as well as funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. Partner agencies and the public are provided updates throughout the planning process, including public open houses, updates at the Mobility Subcommittee and surveys. The HSTP was last comprehensively updated and adopted in July 2017. Updates will be repeated every five years, occurring on the same schedule as the LRTP, as agreed upon by the MPO, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA).

Management and Operations Plan

The Management and Operations Plan (M&O) is a plan listing the transportation systems management actions, or transportation systems operations measures, which are recommended for priority implementation over the next five-ten years. The M&O analyzes mobility and road capacity issues in the metropolitan planning area based on input from partner organizations, project prioritization from the LRTP, and projects listed in the TIP that affect the congestion management process. Specific outcomes and strategies required from the M&O Plan include but are not limited to: improving transportation connections between areas with high job concentration and areas with high concentrations of low-income households,

reducing vehicle miles traveled during peak hours, and identifying proposed projects and programs to reduce congestion and increase job access opportunities. During the development process of the M&O, stakeholders and planners work together to define a common vision for transportation system operations in the region, develop operational objectives to guide the selection of M&O strategies, and identify performance measures that will enable them to track progress toward their objectives. The current M&O was adopted in December 2008. Updates occur in alignment with the update process of the LRTP.

Strategies by Planning Document

The following table summarizes the techniques and the length of public comment period in which staff will at a minimum use for the planning documents and processes.

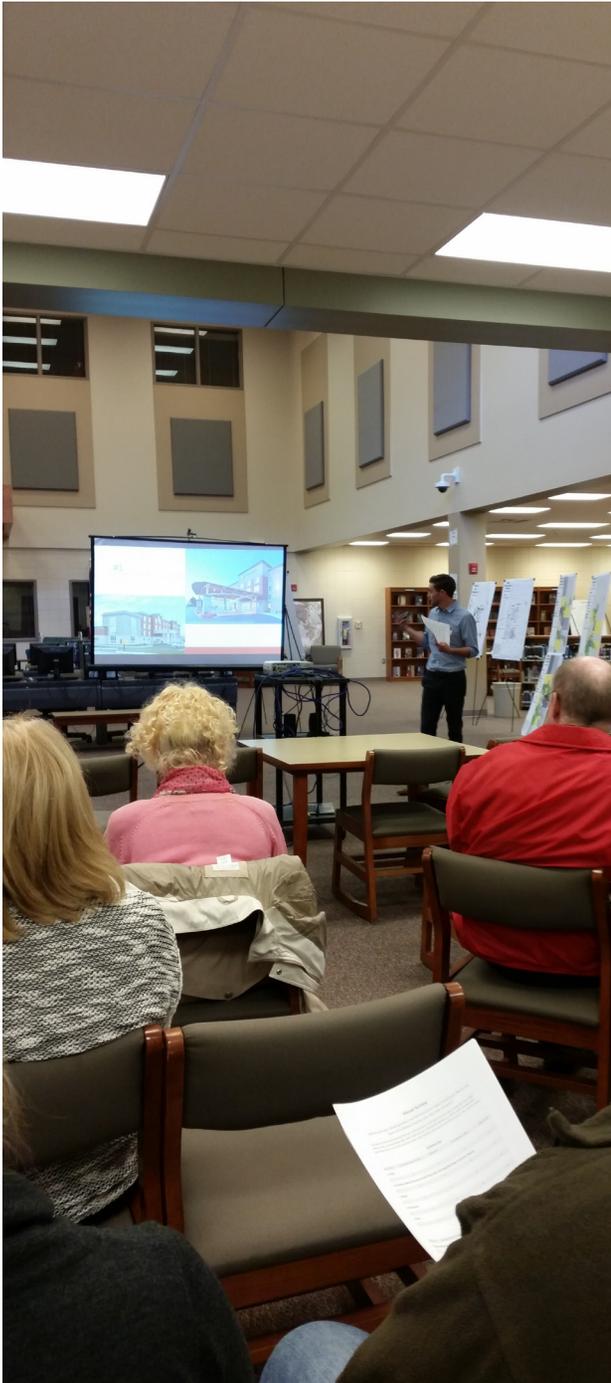
Figure 9. Strategies by Planning Document

	BICYCLE & PEDESTRIAN PLAN	GREENWAYS PLAN	HSTP	L RTP	M&O	PPP	TITLE VI & EJ	TIP	UWP
COMMITTEE MEETINGS	●	●	●	●	●	●	●	●	●
COMMUNITY EVENTS	◐			◐					
EMAIL	●	●	●	●	●	●	●	●	●
FLYERS				●		●			
BOOTH/KIOSKS				◐					
LEGAL ADS/PRESS RELEASES	●	●	●	●	●	●	●	●	●
NEWSLETTER	●	●	●	●	●	●	●	●	●
OPEN HOUSES	●	●	●	●	●	●	◐	◐	◐
SOCIAL MEDIA	●	●	●	●	●	●	●	●	●
SURVEYS	◐		◐	◐	◐	◐			
WEBSITE	●	●	●	●	●	●	●	●	●
WORKSHOPS				◐					
UPDATE SCHEDULE	5 YEARS	5 YEARS	5 YEARS	5 YEARS	5 YEARS	5 YEARS	3 YEARS	ANNUALLY	ANNUALLY
PUBLIC COMMENT PERIOD	30 DAYS	30 DAYS	30 DAYS	30 DAYS	30 DAYS	45 DAYS	30 DAYS	30 DAYS	30 DAYS

● = PRIMARY STRATEGY (TYPICALLY USED) ◐ = SECONDARY STRATEGY (BASED ON NEED/REQUEST)

THE STRATEGIES LISTED BY PLAN ARE BASED ON PAST STRATEGIES USED DURING EACH OF THE PLANNING PROCESS FOR SPECIFIC PLANS OR BASED ON PLANNED STRATEGIES FOR UPCOMING PLANNING PROCESS. THE STRATEGIES BY PLAN LISTED IN THE TABLE ABOVE ARE SUBJECT TO CHANGE BASED ON BEST PRACTICES AND THE SUCCESS OF STRATEGIES MOVING FORWARD.

4 Evaluation & Update of the Public Participation Plan



The Rockford Metropolitan Planning Organization (MPO) periodically reviews the effectiveness of the procedures and techniques that it utilizes for public participation through internal review. While public participation methods and techniques are discussed by staff frequently, the development of both an internal and external evaluation of the public participation activities will allow to continuously improve participation outcomes.

Internally, the MPO evaluates the methods and techniques it uses to engage the public through a staff evaluation form created for the Region 1 Planning Council (R1PC). R1PC staff uses this form to evaluate the number of participants in attendance, how the event was publicized, and what types of participation techniques were utilized. The form that Region 1 Planning Council staff members will utilize after an event is included as Appendix E.

As stated in this document, public comment is always welcome regarding the effectiveness of the procedures undertaken to afford opportunities for public participation. As such, participants of public open houses, committee meetings, and special events are informed

of how to provide additional comments and feedback to the MPO.

The MPO will compile the comments collected at public participation events and online, as well as staff evaluations to update, adopt, and republish the Public Participation Plan.

Subsequent updates will be repeated every four to five years or whenever a significant change to the process is contemplated, in accordance with a similar notification procedure and schedule. The PPP Development schedule can be found in Figure 8.

Appendices

A	Rockford MPO Structure	A-1
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C	Public Participation Survey	A-7
D	Record of Public Planning Process	A-8
E	R1PC Internal Public Participation Evaluation	A-14

Appendix A. MPO Structure

By Federal law, all large urbanized areas (over 50,000 persons) are required to have an organization that plans for and coordinates the decisions regarding the area's transportation systems. The MPO transportation planning function is housed within Region 1 Planning Council (R1PC). R1PC is comprised of the MPO, WinGIS, and Economic Development District of Northern Illinois. The MPO is empowered and governed by an interagency agreement known as the MPO Cooperative Agreement that was developed and mutually adopted by the Cities of Rockford, Loves Park, and Belvidere; the Counties of Winnebago and Boone; the Village of Machesney Park; Rockford Mass Transit District; and the State of Illinois acting through the Illinois Department of Transportation (IDOT).

Policy Committee

The MPO's planning is guided by the Policy Committee which has final authority over all matters within the jurisdiction of the MPO. The Policy Committee membership is representative of the general purpose units of government in the planning area and particularly those in the Urbanized Area. The current membership on this Committee is listed in Figure 1.1.

The Policy Committee meets on the fourth Thursday of even months at 1:00 P.M. The Policy Committee meeting location at the Regional Design Center, 315 North Main Street, Rockford, IL.

Figure 1.1. Policy Committee Members

City of Belvidere
 Winnebago County
 Boone County
 City of Loves Park
 City of Rockford
 Village of Machesney Park
 Rockford Mass Transit District
 Illinois Dept. of Transportation, Region 2

Technical Committee

The Policy Committee obtains input and technical recommendations on transportation matters from a wide variety of public and private sources but primarily through the Technical Committee. The Technical Committee currently consists of one voting representative from 21 local organizations and 11 additional agencies are represented on the Technical Committee as nonvoting members (NV).

Figure 1.2. Technical Committee Members

Illinois Dept. of Transportation, District 2
 Winnebago County Highway Dept.
 City of Rockford, Public Works Dept.
 City of Loves Park, Public Works Dept.
 Village of Machesney Park
 Chicago/Rockford International Airport
 Rockford Mass Transit District
 City of Loves Park, Community Development Dept.
 Village of Cherry Valley
 City of Rockford, Community Development Dept.
 Winnebago County, Planning & Economic Development
 Boone County Highway Dept.
 City of Belvidere, Public Works Dept.
 Village of Roscoe
 Village of Winnebago
 Rock River Water Reclamation District
 Forest Preserves of Winnebago County
 Boone County Conservation District
 Rockford Park District
 Winnebago County Soil & Water Conservation District
 Village of Poplar Grove
 Illinois Environmental Protection Agency (NV)
 Illinois State Toll Highway Authority (NV)
 IDOT, Division of Public Transportation (NV)
 IDOT, Division of Urban Program Planning (NV)
 Ogle County Highway Dept. (NV)
 Boone County Council on Aging (NV)
 State Line Area Transportation Study (NV)
 Federal Highway Administration, IL Division (NV)
 Economic Development District of Northern Illinois (NV)
 Growth Dimensions (NV)
 Stateline Mass Transit District (NV)

The Technical Committee meets on the third Thursday of each month at 10:00 A.M. at the City of Loves Park City Hall, 100 Heart Boulevard, Loves Park, IL 61111.

Subcommittees

The Technical Committee has the authority to establish and appoint members to other temporary or special purpose committees as needed to carry out the duties of the Technical Committee. Membership on these committees may consist of individuals or come from organizations not otherwise represented on the Technical or Policy Committees.

In the past, the Technical Committee has appointed special subcommittees including the following:

Mobility Subcommittee

To promote communication and coordination between public transit, human services providers, and workforce development agencies, the Rockford MPO created the Mobility Subcommittee. The Mobility Subcommittee consists of human services and transportation agencies, governmental entities, workforce development organizations, public and private transit providers, assisted living facilities, and ambulance providers. The Mobility Subcommittee was primarily responsible for the development of the Human Services Transportation Plan (HSTP). The duties of the Mobility Subcommittee are to facilitate

public involvement to identify transportation needs, identify and work with resource agencies to develop strategies that address the transportation needs of public transit dependent populations. The Mobility Subcommittee also advocates for enhancements, expansion and new services that improve the well-being of public transportation dependent populations.

In the 4th quarter of Fiscal Year 2018, the functions of the Mobility Subcommittee transition to the Alternative Transportation Committee.

STP/STBG Subcommittee

This subcommittee was originally created to focus on the selection and prioritization of candidate projects for the use of Federal Aid Urban (FAU) funds, a special category of funding used primarily for regional highway projects. Under MAP-21, the Federal Aid Urban category had been replaced with the Surface Transportation Program (STP) and the funds could be used for highway and transit purposes. The recently passed federal transportation bill Fixing America's Surface Transportation (FAST) Act, converts the STP into the Surface Transportation Program Block Grant (STBG) Program under Section 133 of Title 23 of the United States Code. The STBG promotes flexibility in State and local transportation decisions and provides funding to best address State and local transportation needs. Approximately \$2.5- \$2.9 million dollars is allocated annually to the Rockford MPO Urbanized Area. The STP/STBG Subcommittee continues to meet on an as-needed basis to

provide advice on the use of these funds. Project funds are programmed and adopted at the discretion of the MPO Policy Committee.

Greenways Planning Committee

The most recent greenways planning effort was led by staff under the direction and supervision of the Greenways Planning Committee, and the Technical Committee and Policy Committee. The Greenways Planning Committee was comprised of a representative from each of the major environmental planning and advocacy groups in our region, as well as citizens with environmental and greenways planning backgrounds. Over the course of the 2015, the Greenways Planning Committee meet officially three times at the R1PC offices located at 313 North Main Street in downtown Rockford.

The Greenways Planning Committee was made up of a representative from the following agencies:

- Illinois Dept. of Natural Resources
- Natural Land Institute
- Forest Preserves of Winnebago County
- Rockford Park District
- Belvidere Park District
- Boone County Soil & Water Conservation District
- Winnebago County Soil & Water

Conservation District

- Winnebago County Geographic Information System
- Boone County Conservation District
- Local Residents

Bicycle and Pedestrian Advisory Committee

As part of the process of developing the vision statement, goals, and strategies for the Bicycle and Pedestrian Plan, a Bicycle & Pedestrian Advisory Committee (BPAC) was created. This ad hoc committee was developed to ensure that the Bicycle and Pedestrian Plan would reflect the needs, interests, and concerns of the community. The BPAC met four times between September 2016 to December 2016. Members of the BPAC are representatives of various agencies, organizations, and individuals working to enhance active transportation in the region. The development of long-term a bicycle and pedestrian subcommittee is recommended as part of the 2017 Bicycle and Pedestrian Plan update.

Environmental Committee

The Environmental Committee was formed in 2017 as a committee of Regional 1 Planning Council (R1PC). The committee is made up of technical experts and interested individuals from around the region with representatives from local governments, organizations, and private citizens. There are over 30 people who currently

serve on this committee.

The overarching goal of the committee is to further the collaboration, implementation, and effectiveness of environmental planning throughout the Rockford Region. The committee will also provide advice, input, and support on environmental planning topics to the R1PC board and other MPO committees.

The group currently functions as a RPC committee, but has the opportunity to become a standing committee with continued regional interest. The committee as a whole meets quarterly with smaller project-based working groups meeting on a more frequent basis. Members were able to choose which topic group they were most interested in from seven options: energy conservation/consumption, land use/growth management, water resources, education/culture, infrastructure, biodiversity, and health.

Alternative Transportation Committee

The Alternative Transportation Committee (ATC) was created to act in an advisory capacity to the MPO Technical Committee on alternative transportation policy, planning, and implementation activities. Alternative transportation refers to any mode of personal transportation other than a single-occupant vehicle. Alternative transportation modes include biking, walking, carpooling, and taking public transportation. The ATC supports the development of and maintenance of both the

Coordinated Public Transit- Human Services Transportation Plan and the Bicycle and Pedestrian Plan for the Rockford Metropolitan Area, as well as makes recommendations on priorities for funding and implementation of alternative transportation programs and capital projects.

Members of the committee represent local governments, public transportation agencies, non-profit organizations, public health organizations, and local advocacy groups. The committee as a whole meets quarterly with smaller standing and ad hoc working groups meeting on a more frequent basis. Working groups include the following:

- The Mobility acts as a standing advisory working group to the ATC on the evaluation and prioritization the FTA Section 5310 Program projects, as well as evaluate and prioritize Job Access and Reverse Commute (JARC) and New Freedom eligible projects.
- The Transportation Alternative Program (TAP) acts as a standing advisory working group to the ATC on the evaluation and prioritization Transportation Alternatives Set-Aside eligible projects.
- Access Advisory acts as a standing advisory working group to the ATC to provide advice and recommendations to improve accessibility, and identify accessibility needs and issues to new and existing transportation programs and plans as it relates to ADA.

Appendix B. Federal Requirements for Metropolitan Planning

In regard to public involvement and participation, federal regulations mandate that the metropolitan planning process comply with the Code of Federal Regulations 23 CFR 450.316, as cited below:

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in consultation with all interested parties and shall, at a minimum, describe explicit

procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained

in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93, subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with

such planning activities. In addition, the MPO(s) shall develop the metropolitan transportation plans and TIPs with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under 23 U.S.C. 201- 204.

(c) When the MPA includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO(s) shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines

roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under § 450.314.

[81 FR 34135, May 27, 2016, as amended at 81 FR 93473, Dec. 20, 2016]

Appendix C. Public Participation Survey

Public Involvement Survey

For the Rockford Metropolitan Agency for Planning's Public Participation Plan

The Rockford Metropolitan Agency for Planning (RMAP) is always interested in potential improvements to its public involvement and engagement process and appreciates hearing from you to ensure public participation in transportation planning. As the regional transportation planning agency for Rockford Region, RMAP ensures that requirements for federal and state transportation funding are met to help secure locally needed transportation projects. RMAP actively seeks input from the public and interested stakeholders as outlined by the adopted Public Participation Plan. The survey form below will help us continue to improve with your suggestions. Thank you in advance for your time and assistance.

Please feel free to contact RMAP with questions or comments at 815.319.4180 or by e-mail at info@r1planning.org.

What are the best ways to communicate with you about regional transportation issues and way you can get involved?

	Very Effective	Somewhat Effective	Not Very Effective	Not at All Effective	Not Sure
Direct mailings	<input type="checkbox"/>				
Email	<input type="checkbox"/>				
Information kiosks/booths	<input type="checkbox"/>				
Newsletters	<input type="checkbox"/>				
Newspaper advertisements	<input type="checkbox"/>				
Public Service Announcements	<input type="checkbox"/>				
Speaker presentations	<input type="checkbox"/>				
Social media	<input type="checkbox"/>				
Websites/internet	<input type="checkbox"/>				
Other, Please Specify _____	<input type="checkbox"/>				

What is the best way to gather your comments and questions about local transportation issues?

Choose up to THREE.

- Comment cards
- Email
- Open houses
- One-on-one discussions (i.e. telephone)
- Surveys
- Websites/internet
- Public Workshops
- Other, Please Specify _____

Please list three ideal community locations for public meetings within the region. See Attachment A for a map of RMAP's planning area.

Location 1: _____

Location 2: _____

Location 3: _____

When is the preferred days and times of day to hold public meetings? Choose ALL that apply.

	Morning (9 a.m. – 11 a.m.)	Mid-day (11 a.m. – 1 p.m.)	Afternoon (1 p.m. – 4 p.m.)	Evening (5 p.m. – 8 p.m.)
Monday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tuesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wednesday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Thursday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Friday	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you would like to be added to the RMAP mailing list to receive meeting notices, etc. please fill out the questions below:

Name: _____

Organization, if applicable: _____

Email Address: _____

Phone Number: _____

Which of the following mailing lists are you interested in joining? Choose ALL that apply.

- Policy Committee Meeting Notices
- Long Range Transportation Plan Update
- Technical Committee Meeting Notices
- Transportation Improvement Updates
- Mobility Subcommittee Meeting Notices
- Public Transportation Plans & Studies
- Bicycle & Pedestrian Plans & Studies
- Unified Work Program Updates
- Corridor Plans & Studies
- Newsletters
- Freight Plans & Studies

Appendix D. Record of Public Process

Rock River Times Certificate of Publication, January 3rd, 2018

Certificate of publication

State of Illinois

County of Winnebago

City of Rockford

The Rock River Times certifies that it is a publisher of legal notices; that such paper is a secular newspaper of general circulation in said county; that it is published in the city, county and state aforesaid. It hereby further certifies that a notice, of which the attached notice is a true copy, has been legally published in said newspaper 1 time(s) for 1 consecutive week(s); that the first publication was on the 3rd day of January, 2018; that the last publication was on the 3rd day of January, 2018. It further certifies that The Rock River Times has been regularly published for one year prior to the first publication of said notice and is a newspaper as defined in the "Illinois Notice by Publication Act" 715 ILCS 5/0.01 et seq. In witness whereof The Rock River Times, publisher aforesaid, has hereunto caused its name to be signed on this 3rd day of January, A.D. 2018, by any of its following duly authorized officers or agents and that a Corporate Resolution has been passed that the signature of said officer or agent may be represented by rubber stamp facsimile as his true and original signature:

By



Joshua Johnson

Publisher, The Rock River Times

NOTICE OF PUBLIC COMMENT
FOR THE RMAP PUBLIC
PARTICIPATION PLAN DRAFT

Notice is hereby given that the Rockford Metropolitan Agency for Planning (RMAP), the federal-designated Metropolitan Planning Organization for the Rockford Metropolitan Area, is seeking public comments on its draft of the Public Participation Plan.

The Public Participation Plan (PPP) is a federally required document that identifies the methods and strategies taken by RMAP to engage the public in transportation planning decisions. The document also provides information regarding the transportation planning process, organizations involved in the transportation planning process and information regarding other RMAP planning documents. The draft PPP can be viewed at: http://www.mapil.org/wp-content/uploads/ppp_draft_2018.pdf.

As mentioned, the PPP is required by the federal Fixing America's Surface Transportation Act (FAST Act). As stipulated in FAST Act, a 45-day public comment period is afforded. The purpose of this comment period is to solicit feedback from the public as to how they perceive the transportation planning process as well as solicit suggestions from the public as to how to better the process.

Public comments will be accepted regarding the PPP from January 2, 2018 until February 16, 2018. Comments can be submitted to RMAP through email, telephone, or sending written comments. RMAP staff contact information is listed below.

Sydney Turner
Metropolitan Planner
Region 1 Planning Council
313 N Main Street,
Rockford, IL 61101
sturner@r1planning.org
815-319-4185

Jon Paul Dipla, AICP
Director of Metropolitan Planning Organization
Region 1 Planning Council
313 N Main Street,
Rockford, IL 61101
jpdipla@r1planning.org
815-319-4183

8432R TRRT 1/3

Press Release Announcing Public Open Houses, *January 24th, 2018*

The times are indicated below.

DATES

Monday, February 5th, 2018
4:00 PM to 6:00 PM
Loves Park City Hall – Community Center
100 Heart Blvd
Loves Park, IL 61111

Wednesday, February 7th, 2018
5:00 PM to 7:00 PM
Ida Public Library
320 N. State St
Belvidere, IL 61008

Thursday, February 8th, 2018 *
5:00 PM to 7:00 PM
Regional Design Center
315 N. Main St
Rockford, IL 61101

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

Sydney Turner
Metropolitan Planner
Region 1 Planning Council
313 N. Main Street
Rockford, IL 61101
815-319-4185
sturner@r1planning.org

Jon Paul Diipla, AICP
Director of Metropolitan Planning Organization
Region 1 Planning Council
313 N. Main Street
Rockford, IL 61101
815-319-4183
jdiipla@r1planning.org



COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

Press Release

For Immediate Release
January 24, 2018

For more information, contact:
Sydney Turner
sturner@r1planning.org

Public Open House RMAP Public Participation Plan

A public information open house will be held at three locations to obtain comment of the **draft Public Participation Plan for the Rockford Metropolitan Agency for Planning**. To continually improve the public engagement process, Region 1 Planning Council (RIPC) is currently updating the Public Participation Plan, a federally required document for all Metropolitan Planning Organizations (MPO). The purpose of this document is to set forth the policies, procedures, methods and details for involving the general public and area transportation stakeholders in the transportation planning and programming activities of the Rockford Metropolitan Agency for Planning (RMAP), the designated MPO, for the Rockford Metropolitan Planning Area (MPA) which is comprised of the urbanized portions of Boone and Winnebago and portions of northeast Ogle County.

The Public Participation Plan (PPP) is a federally required document that identifies the methods and strategies taken by the MPO to engage the public in transportation planning decisions. The document also provides information regarding the transportation planning process, organizations involved in the transportation planning process and information regarding other MPO planning documents.

As mentioned, the PPP is required by the federal Fixing America's Surface Transportation Act (FAST Act). As stipulated in FAST Act, a 45-day public comment period is afforded. The purpose of this comment period is to solicit feedback from the public as to how they perceive the transportation planning process as well as solicit suggestions from the public as to how to better the process.

Public comments will be accepted regarding the PPP from January 2, 2018 until February 16, 2018. Comments can be submitted to the MPO through email, telephone, or sending written comments. MPO staff contact information is listed below.

The draft RMAP Public Participation Plan for the Rockford Metropolitan Area is available on the RMAP website at: <http://www.rmapil.org/> or by contacting MPO staff via the contact information found below. The objective of the open houses is to allow the public to participate in the planning process and provide feedback on the draft document during the public comment period.

The format of these open houses allows for an informal discussion between the public and MPO staff.

313 N. Main Street Rockford, Illinois 61101 R1planning.org ☎ 815.319.4180

Winnebago County / Boone County / City of Rockford / City of Belvidere / City of Loves Park / Village of Machesney Park /
Rockford Mass Transit District / IDOT District #2

* Note: The February 8th, 2018 public open house was cancelled due to inclement weather conditions. The cancellation was posted to the MPO website, sent to the mailing list, and posted to social media. Comments on the document were still encouraged to be provided to the MPO.

Rockford MPO Technical Committee Meeting Agenda, January 18th, 2018



COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

RMAP TECHNICAL COMMITTEE - *Revised*
Thursday, January 18, 2018 - 10:00am
City of Loves Park, City Hall - 100 Heart Blvd

AGENDA

1. APPROVAL OF THE NOVEMBER 16, 2017 RMAP TECHNICAL COMMITTEE MEETING MINUTES

2. COMMUNICATIONS & PETITIONS

3. AGENCY REPORTS:

VOTING MEMBERS

- 3.01 - Illinois Dept. of Transportation, District 2
- 3.02 - Winnebago County Highway Department
- 3.03 - City of Rockford, Public Works Dept.
- 3.04 - City of Loves Park, Public Works Dept.
- 3.05 - Village of Machesney Park
- 3.06 - Chicago/Rockford International Airport
- 3.07 - Rockford Mass Transit District
- 3.08 - City of Loves Park, Community Development Dept.
- 3.09 - Village of Cherry Valley
- 3.10 - City of Rockford, Community Development Dept.
- 3.11 - Winnebago County Planning and Economic Development Dept.
- 3.12 - *not assigned*
- 3.13 - Boone County Highway Dept.
- 3.14 - City of Belvidere, Public Works Dept.
- 3.15 - Village of Roscoe
- 3.16 - Village of Winnebago
- 3.17 - Rock River Water Reclamation District
- 3.18 - Forest Preserves of Winnebago County

- 3.19 - Boone County Conservation District
- 3.20 - Rockford Park District
- 3.21 - Winnebago County Soil & Water Conservation District
- 3.22 - Village of Poplar Grove

NON-VOTING MEMBERS

- 3.23 - Illinois Environmental Protection Agency
- 3.24 - Illinois State Toll Highway Authority
- 3.25 - IDOT, Division of Public Transportation
- 3.26 - IDOT, Division of Urban Program Planning
- 3.27 - Ogle County Highway Dept.
- 3.28 - Boone County Council of Aging
- 3.29 - State Line Area Transportation Study
- 3.30 - Federal Highway Administration, IL Division
- 3.31 - Economic Development District of Northern Illinois
- 3.32 - Growth Dimensions
- 3.33 - Stateline Mass Transit District
- 3.34 - Rockford Metropolitan Agency for Planning

4. **LIMEBIKE BIKESHARE:** Discussion on potential bike sharing services in the region. In 2015, the MPO completed the Bike Share Feasibility Study for the City of Rockford. As interest has grown in the region for bike sharing services, the MPO and local municipalities have begun conversations with bike sharing companies, including LimeBike, a company that offers subsidy-free, dockless smart bikes to cities, schools, and institutions.

5. **MPO ALTERNATIVE TRANSPORTATION COMMITTEE:** Discussion on the proposed Alternative Transportation Committee. The role of the committee is to act as an advisory committee to the MPO Technical Committee on active and public transportation policy, planning, and implementation activities.

6. **MPO PERFORMANCE MEASURES (SAFETY PERFORMANCE TARGETS) – RMAP RESOLUTION 2018-1:** Discussion regarding federally required performance measure categories from the FAST-Act. Safety performance measures targets must be established by the MPO no later than February 27th, 2018. Additional performance measure targets must be established by November 2018. The Technical Committee is asked for its recommendation of **RMAP Resolution 2018-1**.

7. **RMAP FY 2018 – FY 2021 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT – RMAP RESOLUTION 2018-2:** Amendment to the RMAP FY 2018-2021 TIP at the request of the Boone County Highway Department, IDOT, and the Winnebago County Highway Department for the addition of projects and modification of existing projects. The RMAP Technical Committee is asked for its recommendation of **RMAP Resolution 2018-2**.

8. **NATIONAL HIGHWAY SYSTEM DESIGNATIONS:** Discussion regarding IDOT proposed updates to the National Highway System (NHS) within the MPO planning area. IDOT, with guidance from FHWA, has initiated the process of the Statewide update to the NHS by contacting Metropolitan Planning Organizations as well as Counties and Municipalities directly affected by proposed additions or deletions from the NHS system. Discussion will focus on the selection criteria as well as the implications of the changes to the NHS.

9. **RMAP PUBLIC PARTICIPATION PLAN:** Discussion on the status of the draft update of the RMAP Public Participation Plan (PPP). Updates to the draft PPP includes new language/requirements from FAST Act, restructuring of the document, updated participation methods and strategies, and the inclusion of the Public Involvement Survey results.

10. **TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT PROCEDURE:** Discussion regarding process for and definitions of amendments and administrative modifications made to the TIP.

11. **PROGRESS REPORTS**

12. **OTHER BUSINESS**

13. **ADJOURNMENT**

313 N. Main Street Rockford, Illinois 61101 R1planning.org p 815.319.4180

Winnebago County / City of Rockford / City of Loves Park / Village of Machesney Park / Boone County / City of Belvidere / IDOT District #2 / Rockford Mass Transit District

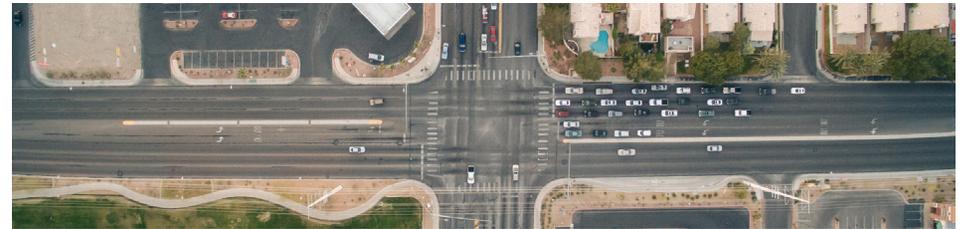
Opportunities for public comment will be afforded on all agenda items.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact RMAP at 815-319-4180 at least two working days before the need for such services or accommodations.



Region 1 Planning Council
COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

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Our Role in Transportation Planning

The Rockford Metropolitan Agency for Planning (RMAP) is the Metropolitan Planning Organization (MPO) for the Rockford region. What does RMAP do, and what is an MPO? We'll tell you.

By Federal law, all large urbanized areas (over 50,000 persons) are required to have an organization that plans and coordinates the decisions regarding the area's transportation systems. RMAP is empowered and governed by a Cooperative Agreement that was developed and mutually adopted by the Cities of Rockford, Loves Park, and Belvidere; the Counties of Winnebago and Boone; the Village of Machesney Park; Rockford Mass Transit District (RMTD) and the Illinois Department of Transportation (IDOT).

The dynamic nature of transportation planning necessitates that these entities conduct their work on a continuing basis; constantly monitoring the changing situations and updating their plans and improvement programs. Collectively, such efforts are simply referred to as 'the transportation planning process' and the entities that perform this work are officially called Metropolitan Planning Organizations.

The planning for the transportation needs of the Rockford Region is an ongoing process that has been performed by the MPO for the past 50 years. RMAP is the designated MPO for the Rockford Metropolitan Planning Area (MPA). RMAP serves the urbanized areas and forecasted urbanized areas of Boone, Ogle, and Winnebago Counties. RMAP coordinates planning and transportation improvement activities, including the Transportation Improvement Program & the Long Range Transportation Plan throughout those counties.

RMAP PLANNING AREAS

BICYCLE & PEDESTRIAN

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. Plans and activities include the Bicycle and Pedestrian Plan for the Rockford Metropolitan Area.



ECONOMIC DEVELOPMENT

Using several types of transportation and economic modeling programs, RMAP can test alternative transportation scenarios in Boone, Ogle, and Winnebago Counties to observe the short- and long-term impact on jobs, income, population, and other economic variables.



ENVIRONMENT

RMAP has developed strategies to include conservation and sustainability into the area's overall transportation planning process. Plans and activities include: The Greenways Plan for Boone and Winnebago Counties and the Regional Plan for Sustainable Development.



FREIGHT

Over the past several years, RMAP has completed several planning documents to assess current conditions on the region's freight infrastructure. The overall objective of these planning efforts is to examine the freight transport chains/supply-chains that occur along multi-modal corridors.



PUBLIC TRANSPORTATION

RMAP helps increase interactions and coordination between transit providers to determine where combined efforts provide solutions to public transportation needs. Plans and activities include the Coordinated Public Transit-Human Services Transportation Plan and supporting area public transit activities.



ROADWAYS

As the primary means of travel within the region, RMAP actively tracks the local, state, and federal funds spent on improving and maintaining the system during short- and long-term and planning for future roadway improvements. Plans and activities include the Long Range Transportation Plan & the Transportation Improvement Program.



ABOUT US

Established in 2017, Region 1 Planning Council (R1PC) is a nonprofit association of government agencies that fulfills the needs of coordination and promote regionalism in northern Illinois among government, workforce, and education entities for long-range planning, securing program funds, and analyzing/providing data in support of regional projects and initiatives.

We are comprised of the Metropolitan Planning Organization, Rockford Metropolitan Agency for Planning (RMAP), that conducts federally mandated transportation planning, the Economic Development District, Economic Development District of Northern Illinois (EDDNI), that helps public and private stakeholders identify strategies and projects to attract and retain jobs, and Winnebago County Geographical Information System (WinGIS), that creates and manages an accurate countywide Geographic Information System (GIS) designed to offer shared data and applications to its members.

We offer a more modern and holistic governance platform for local policymakers to convene on

and understand the issues affecting the region and their respective jurisdictions. With the combined expertise of RMAP, EDDNI, and WinGIS, the R1PC will work with government, economic development, and nonprofit partners to plan projects and programs to make them ready for implementation, as well as to increase their competitiveness for funding opportunities and speak with a single voice on regional policy and priorities.

The R1PC allows policymakers to understand how a project can influence multiple aspects of a community, including housing; education; environment; transportation; community health; public safety; and economic, community and workforce development. Those policymakers can deliberate on regional planning and economic development strategies and also rely on the R1PC staff to help with implementation planning and monitoring progress. This starts the region down the path of achieving its goals and becoming a model for other regions to enhance their own attempts at collaboration.



PLANNING

LAND USE, TRANSPORTATION, COMPREHENSIVE PLANNING, ECONOMIC DEVELOPMENT & REDEVELOPMENT, WORKFORCE DEVELOPMENT, & MORE



FUNDING

GRANT WRITING AND ADMINISTRATION, REVOLVING LOAN FUND, & PROGRAM DEVELOPMENT



ANALYTICS

GIS, ECONOMIC IMPACT MODELING, TRAVEL DEMAND MODELING, RESEARCH, DATA COLLECTION AND ANALYSIS, & RFP FULFILLMENT



LEGISLATIVE ADVOCACY

COUNCIL OF GOVERNMENTS & REGIONAL COORDINATION

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LONG-RANGE TRANSPORTATION PLAN

The Long Range Transportation Plan (LRTP) is a federally required document that provides an innovative and sustainable transportation framework that fits the local context of the Rockford Metropolitan Planning Area's transportation network over the next 20-35 years. The purpose of the plan is to guide recommendations and strategies for future connectivity and integration of the multi-modal transportation system. Key elements of the plan include information regarding land use, environmental and economic linkages, and trends to the transportation network of the region. The Transportation for Tomorrow (2040): A Long Range Transportation Plan for the Rockford Region, was last adopted by the Policy Committee in July 2015. Updates to The Transportation for Tomorrow (2040): A Long Range Transportation Plan for the Rockford Region are required every five years.



MPO Planning Documents

The Rockford Metropolitan Agency for Planning (RMAP) is the Metropolitan Planning Organization (MPO) for the Rockford region. By Federal law, all large urbanized areas (over 50,000 persons) are required to have an organization that plans and coordinates the decisions regarding the area's transportation systems. This guide is meant to provide a brief overview of the various documents RMAP is required to maintain by federal statute, as well as some of our additional transportation plans and studies.

BICYCLE & PEDESTRIAN PLAN

The Bicycle & Pedestrian Plan focuses on the active transportation network for the Rockford Metropolitan Area. The purpose of the Bicycle and Pedestrian Plan is to promote a safe and efficient transportation network for people that provides a balanced multi-modal system minimizing costs and impacts to the taxpayer, society, and the environment within the Metropolitan Planning Area (MPA). Key elements of the plan include the design standards for pedestrian and bicycle facilities, summary of the existing pedestrian and bicycle network and recommendations for project and program implementation. The Bicycle and Pedestrian Plan for the Rockford Metropolitan Area was last updated and adopted in 2017. Updates to the Bicycle and Pedestrian Plan are scheduled on an update cycle of 5 years.

GREENWAYS MAP & PLAN

The Greenways Plan is a regional effort led by the MPO to create a regional vision for coordinated greenway and trail preservation development. The purpose of the Plan is to promote a regional greenway network that protects natural and cultural resources; provides alternative forms of transportation and recreational benefits; enhances environmental and scenic qualities; and stimulates economic development. The development of the plan allowed governments, nonprofit organizations, and residents of the counties to participate in discussions on the relationship between environmental stewardship for natural and cultural resources and growth management. Key elements of the Plan include a map of the region's green infrastructure, trails and paths, local river corridor plans, and agricultural preservation areas. The plan was last adopted in 2015 and updates are scheduled every 5 years.

HUMAN SERVICES TRANSPORTATION PLAN

The Coordinated Public Transit - Human Services Transportation Plan (HSTP) is a federally required document that identifies the transportation needs of individuals with disabilities, seniors, and people with low-income. The plan addresses financial, service, education and infrastructure gaps in the public transportation network as well as develops strategies to improve transportation infrastructure. It is used to recommend funding allocations from the Federal Transportation Administration program: Job Access and Reverse Commute (JARC), Enhanced Mobility for Seniors Program and Individuals with Disabilities Program and New Freedom Program. The plan aims to maintain and enhance existing service levels, improve coordination and communication of service delivery and improve educational outreach of transit providers and services to the community. The HSTP was last adopted in July 2017. Updates are required every 5 years.

MANAGEMENT & OPERATIONS PLAN

The Management & Operations Plan (M&O) is a federally required document that is used by government jurisdictions and local transportation authorities to ensure that the transportation network can accommodate future growth. Management and operations strategies improve the performance of existing transportation facilities, identify methods to relieve vehicular congestion, and maximize the safety and mobility of people and goods. The purpose of the plan is to evaluate the existing conditions of the transportation system, analyze operations efficiency, manage roadway issues, and develop a framework to integrate the congestion management process in the MPA. As a result, it will assist with prioritizing projects for implementation from the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). The M&O was last adopted in 2009. Updates to the M&O are required every 5 years.

PUBLIC PARTICIPATION PLAN

The Public Participation Plan (PPP) is a federally required document that overviews policies and procedures to give the public adequate opportunity to participate and provide public feedback on transportation plans before their adoption. The purpose of this document is to set forth the policies, procedures, methods, and details for involving the general public and area transportation stakeholders in the transportation planning and programming activities of RMAP. Key elements of the plan include strategies to engage, inform, promote, and improve the public participation process for all who live, work and visit the RMAP MPA. The PPP was last adopted in July 2008. Updates to the PPP occur every 5 years.

TRANSPORTATION IMPROVEMENT PROGRAM

The Transportation Improvement Program (TIP) is a federally required and fiscally-constrained document that is used to track and document all surface transportation projects that use federal transportation funding from the Federal Highway Association (FHWA), the Federal Transportation Administration (FTA) and state transportation funding from the Illinois Department of Transportation. The purpose of the document is to provide an annual, itemized account of all federal, state, and local transportation dollars used by the government jurisdictions within the MPA within a four-year period. Key elements of the TIP include the project development of all highway and transit projects in the Rockford MPA. The TIP was last adopted in September 2017. Updates to the TIP are required annually.

TITLE VI & ENVIRONMENTAL JUSTICE

The Title VI & Environmental Justice plan is a federally required document used to ensure that the level and quality of the transportation planning process is provided in a nondiscriminatory manner promoting full and fair participation in transportation decision-making without regard to race, color, or national origin. In addition, the plan is required to ensure reasonable access to transportation programs and facilities by persons with limited English proficiency. Key elements of the plan include equitable transportation policies and procedures to accommodate the general public and underserved populations within the RMAP MPA. Title VI & Environmental Justice Considerations: related to Transportation Planning and Transportation Improvements in the Rockford Metropolitan Planning Area was last adopted September 2015. Updates to Title VI & Environmental Justice are required every three years.

UNIFIED WORK PROGRAM

The Unified Work Program is a federally required report that documents the federal, state, and local transportation funds the MPO receives for transportation planning. The UWP details the work activities that the MPO undertakes during its fiscal year (July 1st – June 30th). The purpose of the plan is to identify the funds and activities to be conducted by the MPO during a fiscal year. These funds provide financial operational assistance so that the RMAP can perform the required transportation planning work including preparing technical documents and conducting the 3-C Planning Process to ensure that the MPO leads a cooperative, continuing and comprehensive approach to transportation planning within the MPA. The FY 2018-Unified Work Program was adopted in May 2017. Updates to the UWP are required annually.



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November/December 2017

THE CONNECTION POINT

Upcoming Events

November 16, 2017
 RMAP Technical Committee
 at City of Loves Park: Public Works
 Conference Room
 - 10:00 AM

November 30, 2017
 Environmental Committee
 at Regional Design Center
 - 4:00 - 6:00PM

December 12, 2017
 RMAP Mobility Subcommittee
 at the Regional Design Center
 - 10:00 AM

December 16, 2017
 RMAP Technical Committee
 at City of Loves Park: Public Works
 Conference Room
 - 10:00 AM

Cancellations will be posted on the [website](#).



Regional Environmental Committee Kick-Off

R1PC recently hosted the inaugural meeting of the Environmental Committee. The committee is a collection of government agency representatives, technical experts, and interested individuals from around the region with the goal of furthering collaboration, implementation, and effectiveness of environmental planning. The committee will help prioritize and pursue future projects as well as help guide/influence the planning process of ongoing projects.

Initially, the introductory meetings of the committee will allow members to become acquainted, formulate goals, develop long-term tracking measures, and prioritize projects to pursue. The committee will then develop project-based working groups to tackle individual projects.

The first meeting had 29 individuals in attendance. Meeting attendees were introduced to the committee framework, each other, and the previous regional planning work most relevant to this subject, *Vital Signs: Regional Plan for Sustainable Development* (2014). Members then selected a topic in which they had technical expertise in or were passionate about. The available topics were energy conservation/consumption, land use/growth management, water resources, education/culture, infrastructure, biodiversity, or health.

The next meeting of the Environmental Committee will take place on Thursday, November 30th from 4PM – 6PM at the Regional Design Center in Downtown Rockford. If you'd like more information on the committee, please contact Ben Rohr at brohr@r1planning.org.

APA-IL Honors City of Rockford's Downtown Strategic Action Plan

The City of Rockford was the recipient of the American Planning Association Illinois Chapter (APA-IL) 2017 Best Practice award for the Downtown Rockford Strategic Action Plan. The award was presented to the City of Rockford during the APA-IL State Chapter Conference on September 13th, 2017, in Naperville, IL.

City Administrator Todd Cagnoni, AICP represented the City of Rockford and included Jon Paul Diipla, AICP and Anna Ma from R1PC in the receipt of this award during the ceremony. Congratulations to the City of Rockford!



Todd Cagnoni (center) accepting the award on behalf of the City with members from Farr Associates (right) & R1PC staff (left). Photo Source: APA-IL

Grant Awarded for At-Risk Youth Intervention

Dana Northcott and the program and fund development team are in the process of negotiating a grant from the Illinois Criminal Justice Information Authority (ICJIA) to support the creation of The Community-Based Violence and Interruption Prevention (VIP) program, a trauma-focused initiative that provides support and services to criminal justice-involved or at-risk youth who are between the ages of 11 and 16 and have experienced trauma due to violence. The objective of the VIP program is to keep youth and families engaged in order to shift kids away from criminal behavior through street intervention, counseling and therapy, case management, and youth development services.

Youth Services Network (YSN), the major program partner, will provide crisis intervention and outreach to identify youth who qualify for the VIP program, along with obtaining referrals from other sources including the Rockford Police Department and Juvenile Justice Assessment Center. Once program participants are identified, YSN will meet with youth and their families to develop a case management plan to coordinate community services, set goals, and provide advocacy services to address each individual's and family's most pressing needs and challenges. The grant supports the addition of a YSN Parent Engagement Specialist to assist families in understanding the trauma the youth has experienced, and work with parents or caregivers on building parenting skills and increasing supportive parent-child communication. A grant-funded YSN therapist

will use Trauma-Focused Cognitive Behavioral Therapy to help participants more effectively manage their thoughts and feelings related to their trauma, as well as build skills to relax, regulate emotions, and be gradually desensitized to traumatic memories and reminders.

Participants will be able to choose the youth development services they wish to participate in based upon their personal interests:

- Rockford Police Department's Police Athletic Club, a youth crime prevention program that utilizes mentorship and educational, athletic, and recreational activities to foster trust and understanding between police officers and youth.
- Center for Nonviolence and Conflict Transformation's Mobile Lab Project, a program that teaches at-risk youth skills in computer literacy, music education and recording, entrepreneurship development, and nonviolence leadership development.
- Participation in mindful movement strategies such as yoga, which can significantly reduce risk factors related to trauma including fear, helplessness, sensory issues, and anxiety.

Dana and her team are proud of the collaborative work they have done with Youth Services Network, the Rockford Police Department, and the Center for Nonviolence and Conflict Transformation to win this competitive grant award from ICJIA.

GRANT-FUNDED EXPANSION OF FELONY DRUG UNIT

The Illinois Criminal Justice Information Authority (ICJIA) has recently awarded a grant, written by R1PC, to the Winnebago County State's Attorney's Office to support the expansion of its Felony Drug Unit by providing funds to increase prosecutor resources and training. The grant funding will help to address the county's growing drug problem by increasing prosecutor resources at a time when government budgets have been consistently cut. ICJIA has awarded funds to hire an additional drug prosecutor and to pay for a portion of an existing Drug Unit prosecutor in the State's Attorney's Office. This much-needed support will alleviate the large number of drug cases in Winnebago County relative to the number of prosecutors assigned to the drug unit, and will allow the unit to provide the prosecutorial resources necessary to effectively collaborate with law enforcement and manage these labor-intensive cases from investigation through trial.

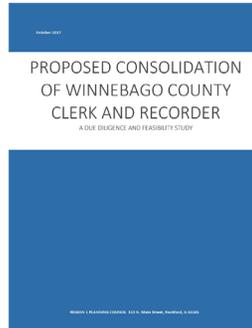
Grant funds will also be used to send prosecutors to specialized training, including training programs sponsored by both the National District Attorneys Association (NDAA) and the Public Agency Training Council (PATC). Added resources will also provide prosecutors with the time needed to train local law enforcement on how best to conduct investigations that will withstand legal challenges and lead to successful prosecution.

STUDYING GOVERNMENT EFFICIENCIES THROUGH DEPARTMENT CONSOLIDATION

While R1PC has typically conducted planning and analysis work for transportation, workforce development, and economic development, the Council has recently expanded into government operations analysis in the form of a due diligence and feasibility study for one of R1PC's members, Winnebago County.

The study examined the implications of consolidating the elected position of County Recorder into the County Clerk position and the potential savings the merger could create. Staff conducted extensive research on best practices, legislation, and merger processes published in third-party reports and news media throughout Illinois. Research also included interviewing County Clerk Margie Mullins, County Recorder Nancy McPherson, and key staff from other counties where consolidation has taken place or was considered.

R1PC is the only group, outside of Cook County, that has published thorough findings beyond simple cost-savings estimates. Policymakers and taxpayers can use the study to obtain a comprehensive understanding of the facets of the consolidation question, and R1PC looks forward to providing more of this helpful research and analysis for the community.



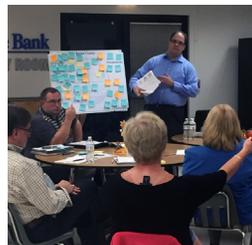
Phase 2 of the Boone County Comprehensive Plan Concludes

The Boone County Comprehensive Plan is moving along, Phase 2 (Public Participation) is nearly finished. Work completed thus far includes five public workshops, a vision survey, informational booths at festivals and events, and interactive vision boards. There have been 250+ responses gathered from the vision survey and boards and over 130 people in attendance at the public workshops.

In October, the Economic Development and Education workshop and the Land Use, Transportation, and Housing workshop were held. Over 30 people attended each. Attendees took part in a variety of activities ranging from topic specific Strengths, Weaknesses, Opportunities, and Challenges (SWOC) activities to a visual survey and map drawing exercise. Valuable public comment and feedback was provided through the two meetings. In early November, a final public workshop, focused on the Action Plan, was held. In that meeting, attendees had the opportunity to review draft goals and objectives for each topic and help develop action steps needed to accomplish those goals and objectives. All meeting materials and responses are posted on the Boone County website for review.

Phase 3 of the planning process starts in December. During this phase, information gathered from the public workshops will be analyzed and used to develop the written draft of the plan. The first draft of the document will be available in late spring. At that point, the draft will be presented to local organizations, groups, boards, and government agencies for review. The expected conclusion of this process is early summer.

Updates on the planning process can be found at: <https://www.facebook.com/Boone-County-Comprehensive-Plan-100451513905684/>



Timeline of the Boone County Comprehensive Plan update.



IDOT's 32nd Annual Fall Planning Conference

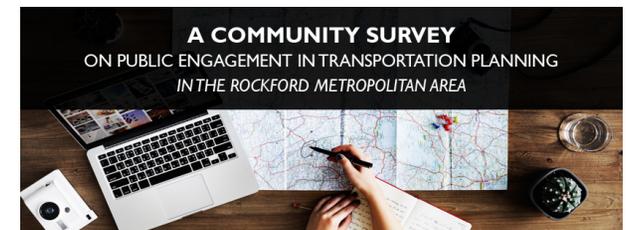
Several staff members recently attended Illinois Department of Transportation's (IDOT) 32nd Annual Fall Planning Conference co-sponsored by IDOT and the Illinois Association of Regional Councils. The annual conference offers a variety of sessions on metropolitan, rural, and state-wide transportation topics and allows transportation professionals in Illinois to engage with industry experts on innovative transportation planning practices.

Topics covered in this year's conference included best practices for using data to enhance and promote bicycle and pedestrian projects; modeling tools for land use, environmental, and financial sustainability; asset management, freight planning, and hazard vulnerability analyses. A session led by IDOT detailed available State data resources for MPOs and transportation professionals to utilize in advancing the development of required transportation planning performance measures.

IDOT Secretary of Transportation Randy Blankenhorn and Federal Highway Administration Illinois Division Administrator Kay Batey were in attendance and provided attendees updates on current State and Federal transportation planning initiatives and the uncertain climate of future funding strategies for infrastructure.



Attendees visit the University of Illinois Biomass Energy Farm to hear about one of IDOT's sustainability initiatives.



R1PC is looking for public participation in the form of a digital survey that will be used for the Public Participation Plan that is currently under development.

Transportation affects each of us, every day, but not in the same way. That is why it is essential that a wide variety of individuals, businesses, and organizations are engaged in the regional planning process and that their voices are heard. To continually improve the public engagement process, R1PC is currently updating the Public Participation Plan, a federally required document for all Metropolitan Planning Organizations (MPO). The purpose of this document is to set forth the policies, procedures, methods, and details for involving the general public and area transportation stakeholders in the transportation planning and programming activities of the Rockford Metropolitan Agency for Planning (RMAP), the MPO for the Rockford Metropolitan Area.

The survey will be available until November 30, 2017 and can be accessed [here](#).

Illinois Problem-Oriented Policing

Marlana Dokken, Regional Grants Program Manager, was invited to participate in a panel discussion at the Illinois Problem-Oriented Policing Conference with the Illinois Criminal Justice Information Authority (ICJIA). In addition to Dokken, the session titled "Addressing Gun Violence: Lessons from the Field", featured Maureen Brennan and Justin Escamilla of ICJIA, Chief Jerry Mitchell from the Peoria Police Department, and Tracy Parsons from the City of Champaign. The Panel discussed lessons learned, successes, and challenges related to the planning and implementation of Partnerships and Strategies to Reduce Violent Crime, a focused deterrence model to address gun violence.

Problem-oriented policing places a high value on new responses that are preventative in nature and not dependent on the use of the criminal justice systems, as well as in the field of poverty reduction. The State of Illinois, Rockford, Winnebago County, its judicial system, service providers, and community partners have been working collectively to make an impact on our communities' most violent crime. Currently in the research and planning stage, implementation is scheduled to take place 1st quarter 2018.



The annual Problem-Oriented Policing Conference is hosted by the Illinois Law Enforcement Training and Standards Board Executive Institute



The conference took place at the Grand River Center in the Port of Dubuque.

Growing Sustainable Communities

Ben Rohr, Land Use Planner, attended the Growing Sustainable Communities Conference in Dubuque, Iowa. Over the course of conference, he attended several different sessions on subject matter ranging from the environment to housing. The conference, held annually in Dubuque, celebrated its 10th anniversary. Over 300 professionals from around the country attended. Many of the techniques, tools, and presentations provided at the conference will help guide work R1PC will pursue through the newly formed Environmental Committee and future planning projects.

Dubuque is leading sustainability efforts in the Midwest and has been recognized nationally for its pursuit of and commitment to sustainable initiatives. Its mayor, Roy D. Buol, has taken charge in leading the way by participating on panel discussions, organizations, and conferences throughout the country and globe. Most notably, he was part of the 2015 United Nations Climate Change Conference in Paris and presented at the 2016 U.S.-China Climate Leaders Summit in Beijing, China. This city's efforts are shining examples of how sustainability practices fit into the framework of local municipal and regional government.

Next year's conference will be held on October 2nd-3rd in Dubuque, Iowa. For more information on this year's conference and next year's event, click [here](#).

Utilizing Economic Modeling in Transportation

Colin Belle, Metropolitan Planner, recently traveled to the City of Charleston, South Carolina for the 2017 Regional Economic Modeling Users' Conference. The invite-only event was the 32nd consecutive conference held by Regional Economic Modeling Inc. (REMI). The Users Conference is comprised of experts in economic and demographic analysis who explore pressing policy questions and vital economic research.

Belle presented at this year's conference as part of the Transportation and Infrastructure Panel and presented on "Performance-Based Transportation Project Selection". His presentation focused on how the region's Metropolitan Planning Organization (MPO) is utilizing both the region's travel demand and economic models to rank projects based on their benefit-cost ratio. This ranking will provide a quantitative measure on a potential project's impact on the region.

This is particularly important for the agency, as both the Federal and State Departments of Transportation are urging MPOs to perform an economic analysis on major infrastructure projects and incorporate regional priorities into the Transportation Improvement Program (TIP) process. The MPO believes that it will meet these requirements, as well as introduce new techniques to elected and transportation planning officials so that they have a better understanding on project selection criteria.



5

Staff Highlights

Sydney Turner Recognized with Spirit-of-the-Future Award

Sydney Turner, Metropolitan Planner, recently received Crusader Community Health's Spirit-of-the-Future award. The Spirit-of-the-Future Award recognizes individuals (40 and under) who exhibit unique kindness and caring for others in the community, as well as future leaders who demonstrate the Spirit of Caring today. She was nominated by IGNITE Rockford – the Young Professionals arm of the Rockford Chamber of Commerce. She is passionate about community involvement and volunteerism. Her nominator noted, "Sydney goes above and beyond in volunteering and is truly a future star of the region". Sydney currently serves on the IGNITE Rockford's leadership team as co-chair of Involve, which focuses on helping young professionals connect with local nonprofits and organizations.



Welcome Michelle Vella to the RIPC Team!

Michelle Vella has joined R1PC as a Grant Writer. In this role, she will procure funding for the Council and its partner organizations by writing and administering grants. Michelle earned a Bachelor of Arts degree in sociology and anthropology from Knox College and a juris doctorate from Northern Illinois University College of Law. She is currently working on her master's degree in rhetoric and professional writing at Northern Illinois University. Prior to delving into the world of grant writing and administration, Michelle served as Assistant General Counsel at Pfizer, Inc., where she worked for over 13 years as corporate legal counsel and a global compliance officer for the company's vaccines division. Before Pfizer, she began her legal career as a Winnebago County Assistant State's Attorney, then worked as an Assistant City Attorney for the City of Rockford.



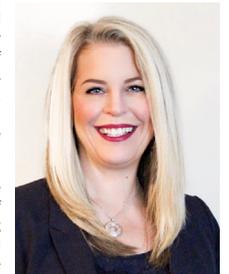
As a member of R1PC's program and fund development team, Michelle will work on behalf of RPC participating organizations seeking grant funding or grant administration support. Her efforts will include planning programs related to RPC grant proposals, working with R1PC's analytics team to gather data in support of proposals, writing proposals, and managing grant awards in accordance with state and federal laws. Michelle's experience in law, technical writing, and compliance will complement the program and fund development team's extensive grant-related expertise.

Marlana Dokken Receives Appointment from Governor

Governor Bruce Rauner has appointed Marlana Dokken, Regional Grants Program Manager, to the Task Force on Opportunities for At-Risk Women.

The Task Force will strategize and design a plan for the Department of Commerce and Economic Opportunity to partner and outsource with State and local governmental agencies, companies, and organizations that aid in helping at-risk women and their families become successful citizens. For the purposes of this task force, "at-risk women" are defined as individuals at increased risk due to the factors of poverty, abuse, addiction, financial challenges, illiteracy, and other causes. This may include, but is not limited to, women who have previously been incarcerated.

Marlana has worked extensively with our local and State criminal justice systems as well as with the subject of poverty reduction; she is eager to begin addressing factors that will improve opportunity for women of all backgrounds. The bill was introduced by Litesa Wallace and was passed with bi-partisan support.



Region 1 Planning Council
313 North Main Street, Rockford, IL 61101

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January/February 2018

THE CONNECTION POINT

Upcoming Events

January 18, 2018
 RMAP Technical Committee
 at Loves Park City Hall,
 100 Heart Blvd., Loves Park, IL
 - 10:00 AM

January 25, 2018
 RMAP Policy Committee
 at Regional Design Center,
 315 N. Main St., Rockford IL
 - 1:00 PM

February 13, 2018
 RMAP Mobility Subcommittee
 at RMTD East Side Transfer Center
 725 N. Lyford Rd., Rockford IL
 -10:00 AM

February 22, 2018
 RMAP Technical Committee
 at Loves Park City Hall,
 100 Heart Blvd., Loves Park, IL
 - 10:00 AM

RMAP Policy Committee
 at Regional Design Center,
 315 N. Main St., Rockford IL
 - 1:00 PM

R1PC Board Meeting
 at Regional Design Center,
 315 N. Main St., Rockford IL
 - 1:30 PM

March 13, 2018
 RMAP Mobility Subcommittee
 at RMTD East Side Transfer Center
 725 N. Lyford Rd., Rockford IL
 -10:00 AM

March 22, 2018
 Environmental Committee
 at Regional Design Center,
 315 N. Main St., Rockford IL
 - 4:00 PM

Cancellations will be posted on the website.

Region 1 Planning Council's Inaugural Meeting

The first meeting of Region 1 Planning Council (R1PC) took place on December 14th in the Regional Design Center. Approximately twenty elected officials and community leaders were in attendance as board members. The organizations represented at the table included municipalities, county governments, utility providers, colleges and universities, economic development and workforce agencies, health care providers, and park districts. A large number of area professionals, many representing the same organizations and agencies, also attended the meeting to show a strong support of a regional approach.

The meeting's agenda included the adoption of Region 1 Planning Council's bylaws, as well as the appointment of the Chairman and Vice Chairman. Mayor Mike Chamberlain, City of Belvidere, was appointed as the Chairman of R1PC and Chairman Frank Haney, Winnebago County, was appointed Vice-Chairman. Additional topics discussed at the meeting included an outline of the proposed schedule of meetings, brief overview of each of the divisions within R1PC, and description of the Environmental Committee.

The final portion of the meeting reviewed the next action steps for R1PC. These action items include establishing a new fiscal agent, preparing the annual budget, the development of a Council of Governments, and updates from committees.

R1PC Board meetings will be held the fourth Thursday of even months at 1:30 PM in the Regional Design Center, 315 North Main Street, Rockford. The next meeting will be February 22nd at 1:30 PM.



Public Comment Period Open for RMAP's Public Participation Plan

BY: SYDNEY TURNER,
 METROPOLITAN PLANNER

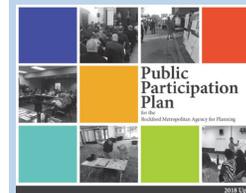
Rockford Metropolitan Agency for Planning (RMAP) is seeking public comments on its draft of the Public Participation Plan.

The Public Participation Plan (PPP) is a federally required document that identifies the methods and strategies taken by RMAP to engage the public in transportation planning decisions. The document also provides information regarding the transportation planning process, organizations involved in the transportation planning process and other RMAP planning documents.

The draft PPP can be viewed [here](#).

As mentioned, the PPP is required by the federal Fixing America's Surface Transportation Act (FAST Act). As stipulated in FAST Act, a 45-day public comment period is afforded. The purpose of this comment period is to solicit feedback from the public as to how they perceive the transportation planning process as well as solicit suggestions from the public as to how to better the process.

Public comments will be accepted regarding the PPP from January 2, 2018 until February 16, 2018. The Comments can be submitted to RMAP through email, telephone, or sending written comments.



2016 American Community Survey Released from US Census

BY: THOMAS BONA, RESEARCH AND INFORMATION DIRECTOR

The most recent set of demographic, social, and economic data from the U.S. Census Bureau was released in December, proving an updated look at our region, especially smaller counties, communities, and census tracts and block groups. The 2012-2016 American Community Survey 5-Year Estimates are important to Region 1 Planning Council's work in transportation, land use, and economic development planning, as well as grant writing and research efforts. The estimates are also important to our government, educational, nonprofit and private sector partners, and R1PC's Analytics team is available to assist in gathering and analyzing the most relevant data in the best format for your needs.

Here are some answers to questions you may have about the ACS data:

How can I access ACS data? The website Factfinder.Census.gov is the easiest way. The Census is beta testing Data.Census.gov, which will be even more user friendly.

How does the ACS differ from the Decennial Census? The ACS estimates replaced the "long-form" Census and provide the only available federal data regarding detailed characteristics of the population. ACS data is comparable to the 2000 and 2010 Census, though for basic counts and characteristics, the 2010 Census or the annual Population Estimates Program are often best. ACS is a survey-based estimates program, not a "complete count" as the decennial Census strives to be.

What kind of information is available in the ACS? A list of the many subjects is available [here](#).

When should I use the 5-Year estimates vs. the 1-Year estimates? The 1-Year estimates only cover geographies with populations of 60,000 or more, because of sample size limitations. The 5-Year estimates are available not only for smaller counties and communities, but at the tract and block group level. R1PC uses that these smaller geographies to create demographic maps. These smaller geographies can also be combined into custom area for neighborhood-based analysis. The 5-Year estimates are the most precise estimates; while the 1-Year estimates provide the timeliest data and are useful for a short-term time series.

For more information on how the Analytics team can help you, contact us at tbona@r1planning.org to learn more.



Educating the Next Generation on Urban Design

BY: JON PAUL DIPLA, DEPUTY DIRECTOR OF REGIONAL PLANNING

Planners from various partner agencies engaged in a semester-long planning education activity at Jefferson High School in Rockford through the American Planning Association (APA) Ambassador Program. Tim Bragg (Rockford Park District), Nathan Bruck, AICP (City of Loves Park), Jon Paul Dipla, AICP (R1PC), and David Sidney, AICP (Transform Rockford) coordinated with Mr. Craig Stenberg, Architectural and Engineering Design Pathway Teacher, and his student teams as they developed conceptual site plans and uses for the former Magna grocery store site in Rockford, IL. During this semester-long project, the planner team visited the classroom periodically and assisted students by answering questions regarding the planning profession, urban design principles, compatibility of conceptual designs with nearby existing land uses, and the surrounding transportation network. This project culminated in poster presentation sessions in which each student team discussed their site layout and plans.

Environmental Committee's Goals & Priorities Taking Shape

BY: BEN ROHR, LAND USE PLANNER

The Environmental Committee's second meeting took place on November 30th with an attendance of 25 individuals, including some new faces. The three agenda items for the November 30th meeting, included:

- An introduction the Region 1 Planning Council (R1PC),
- The role of the Environmental Committee within the RPC, and
- Setting committee-wide and topic-specific goals.

During the meeting, each working group analyzed the goals and strategies from the Rockford Regional Vital Signs Report. The seven different topic-based working groups within the Environmental Committee are: energy conservation/consumption, land use/growth management, water resources, education/culture, infrastructure, biodiversity, and health. While many of them overlap directly with a topic chapter or two in the Rockford Regional Vital Signs Report, they are also continuously flexible based on committee members' interests, passions, and expertise. At the end of the meeting, each group reported back on their experience with analyzing the goals. Each group took a different, but ultimately effective approach in completing this task.

The next Environmental Committee meeting will be on March 22nd from 4PM-6PM at the Regional Design Center in downtown Rockford. Future meetings will take place every other month from 4:00PM-6PM in the Regional Design Center.

Coordinating to Improve Our Region's Infrastructure

BY: THOMAS BONA, RESEARCH AND INFORMATION DIRECTOR

Thomas Bona was recently asked to represent Region 1 Planning Council on "Coordinating to Improve Our Region's Infrastructure" panel at U.S. Rep. Cheri Bustos' annual Economic Summit this past November at Augustana College in Rock Island. Audience members included government officials and business leaders from around Bustos' northwestern Illinois district. Bona shared the history of transportation and economic development planning conducted by the organizations that now make up R1PC, and how with subject matter experts now in the same office, the organization provides more coordinated assistance to the region. For example, Bona discussed how long-term planning, coupled with workforce and economic impact research and grant writing – much conducted by or in partnership with R1PC – led to the development of the future workforce development center for Rock Valley College (RVC) at the Barber-Colman campus. Bustos, in her keynote speech, also praised the partnership of local, state, and federal government, as well as Chicago Rockford International Airport and RVC, in drawing AAR Corp's aircraft maintenance, repair, and overhaul facility to Rockford.

Bona's panel was moderated by the executive director of Bi-State Regional Commission, the regional council for the Quad Cities, which has provided one of the models R1PC was inspired by. Also on the panel were the executive directors of Blackhawk Hills Regional Council, which represents counties to the west and south of our region, and Tri-County Regional Planning Commission in the Peoria area.

Panelists all agreed the best way for the private sector to partner with the infrastructure planners in their region is to connect with their local government officials and explain their needs. Local government officials can then explain what road, utility, broadband, and other projects are planned, but also bring business concerns to the regional council. In the R1PC forum, government officials plan for projects that bring the most benefit to businesses, as opposed to making scattered, unconnected investments that don't generate much economic growth.



Joint Planning Efforts Highlighted for the State

BY: BEN ROHR, LAND USE PLANNER

A representative from the Illinois Department of Public Health (IDPH) visited the area this past November to attend a presentation by the Boone County Health Department, Boone County Planning Department, and R1PC. The presentation highlighted the integration and collaboration between the Boone County Comprehensive Plan process and the Boone County Health Department's Illinois Project for Local Assessment of Needs (IPLAN) planning process. The two processes have share of resources and data, coordinated plan timelines, and attended each other's public meetings as part of the collaborate effort. The IDPH representative was pleased and excited to see the effort and stated that he would like to see it become a model within the state.

The Comprehensive Planning Process for Boone County Gathers Student Input

BY: BEN ROHR, LAND USE PLANNER

On December 7th, Boone County and Region 1 Planning Council conducted six focus group sessions at Belvidere High School and Belvidere North High School. The conversations focused on the future of Boone County from the perspective of high school students. The students provided input on what they would like to see change, what would drive them to live in the county after graduation, and if they supported the goals created through the goals created through the previous Boone County Comprehensive Plan public participation process. Additionally, a survey created by R1PC was distributed via email to all students at North Boone High School. The survey asked questions that mirrored those asked during the focus groups, in an attempt to get the opinion of all high school students in the county on similar topics. Sixty-five students participated in the survey.

In addition to the high-school engagement, the Comprehensive Plan process included five topic-specific public workshops with 170 total people in attendance. It was a fantastic overall showing of support and participation by residents of Boone County. With the participation of the high school students, the initial public participation phase is now complete.

Employee SPOTLIGHT

Ivy Hood
RESEARCH ASSOCIATE



We want to highlight the diverse collection of individuals who work at Region 1 Planning Council with our employee spotlight series. During this series, we will interview a new employee for each publication to hear a little about the people who make up our team. This issue we are highlighting Ivy Hood.

When did you join the R1PC team? January 3, 2017

What is your education and background? B.S. in Economics and International Studies from Rockford University, 2016

What is your job in 25 words or less? Simply, my job is to find the most accurate information and format it into something easily comprehensible for internal use or for partner agencies.

What skills do you need as Research Associate? It's imperative to be detail oriented and inherently curious.

What aspect of your role do you enjoy the most? I love studying a new topic; data and research can be very technical, so it's an outlet to uninhibitedly dive into something.

What has been your favorite project at R1PC? The Proposed Consolidation of the Winnebago County Clerk and Recorder. I love the idea that it's possible to use resources in the most effective and efficient way possible, and growing up I studied a lot of philosophy and logic; this project allowed me to go back to that and think about a question from every angle.

What is most rewarding about your job; what makes it all worthwhile? I love feeling like I am a part of something that could impact our whole region.

What is your favorite part about working for R1PC? My colleagues!

When you are not working, what do you enjoy doing in your free time? I'm a bit of a gym rat, and I love hiking and kayaking in the warmer seasons.

What are some fun facts about you? In college, I studied in Japan for a year and I'm a huge fan of Harry Potter and Sherlock Holmes.

Region 1 Planning Council
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Appendix E. R1PC Internal Public Participation Evaluation



COLLABORATIVE PLANNING FOR NORTHERN ILLINOIS

INTERNAL PUBLIC PARTICIPATION EVALUATION

Plan or Project: _____

Lead Project Coordinator: _____

Date: _____ Time: _____

Location: _____

Type of public participation:

- | | |
|--|---|
| <input type="checkbox"/> Information Kiosk/Booth | <input type="checkbox"/> Speaker Presentation |
| <input type="checkbox"/> Public Q & A Forum | <input type="checkbox"/> Workshops |
| <input type="checkbox"/> Open House | <input type="checkbox"/> Other: _____ |

Who facilitated/hosted the event?

- RPC Staff
- Other: _____

How was the event advertised?

- | | |
|--|---|
| <input type="checkbox"/> Flyers | <input type="checkbox"/> Rockford Register Star |
| <input type="checkbox"/> Local radio station | <input type="checkbox"/> Rock River Times |
| <input type="checkbox"/> Local news station | <input type="checkbox"/> Social media |
| <input type="checkbox"/> RPC newsletter | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> RPC website | |

How many people attended the event?

- | | |
|--|---|
| <input type="checkbox"/> 1 – 10 attendees | <input type="checkbox"/> 51 – 75 attendees |
| <input type="checkbox"/> 11 – 25 attendees | <input type="checkbox"/> 76 – 100 attendees |
| <input type="checkbox"/> 26 – 50 attendees | <input type="checkbox"/> 100 + attendees |

Do you feel there was a group that was under-represented? If yes, please note.

What types of stakeholders were represented at this meeting?

What type(s) of outreach materials/activities were used?

How was public participation incorporated into the decision-making process?

Is there evidence of the degree to which public input influenced the process and changed the p

In what ways could this event be improved for future events?

Please attach copies of the following items for record, if applicable:

- Attendance/Sign-In Sheet
- List of Comments Made at the Event
- Materials/Handouts

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Winnebago County / Boone County / City of Rockford / City of Belvidere / City of Loves Park / Village of Machesney Park / Rockford Mass Transit District / IDOT District #2

