

RMAP 2040 LONG RANGE TRANSPORTATION PLAN



JUNE 17, 2010 DRAFT

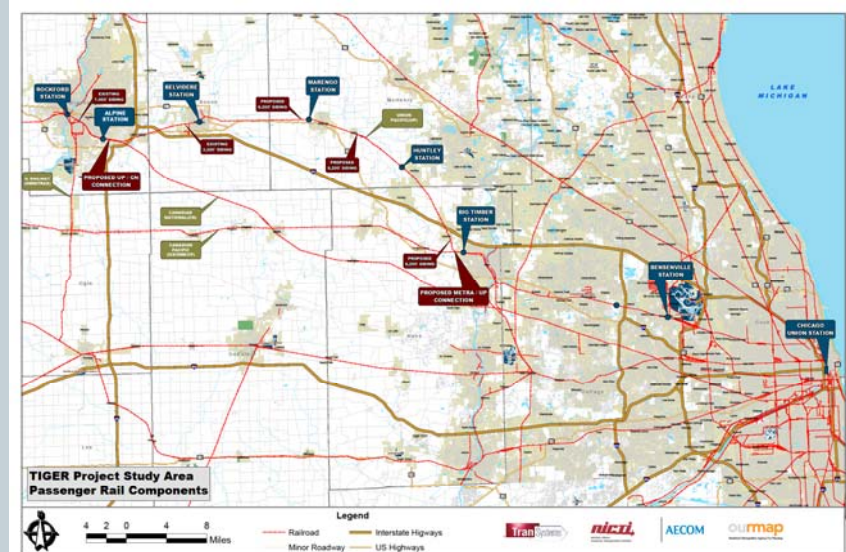
PLAN DEFINITION



- **Limited changes in section; waiting for 2010 Census**
 - 2010 Census data gathering process updated
 - Not using American Community Survey (poor)
 - LEP Population Map
- **Transportation model summary**
 - New PTV software, adds freight component
 - Capable of adding a transit mode split
- **Provides overview of Public Participation Process**
 - Visualizations
 - Enhanced digital communication

RAIL

- Rail infrastructure consolidation
- Freight
 - Freight connections (WI, Chicago, Canada)
 - Future investments at RFD (transload)
 - Links to supply chains and economic development
 - TIGER
- Passenger
 - Intercity service Chicago to Dubuque
 - Commuter service (New Starts/Small Starts)
 - Provides analysis of co-location
 - Midwest high speed rail planning
 - Future connections to Madison, WI
 - Urban Circulators/Streetcars



TIGER

FREIGHT AND URBAN GOODS MOVEMENT



- **Freight Study**
 - Major truck and rail transportation corridors
 - Intermodalism (transload, containerization, etc)
 - Analyzes emerging industry sectors and supply chains
 - Targets freight exchanges to prime locations that can effectively utilize the current and projected transportation network and freight commodities
- **Identifies congestion locations**
- **Recommends capital investment to improve freight transportation logistics**

AIRPORT

- **Greater Business Development on Airport Property**
 - Foreign Trade Zone (FTZ) # 176
 - Global TradePark
 - Direct foreign investment (Wanxiang)
- **Forecasts Cargo and Passenger enplanements**
 - Passenger Enplanements dramatically dropped due to economic climate
 - Cargo Sector did not grow as projected , and actually declined about 3%
- **Airport Expansion Efforts**
 - Runway expansion
 - Landing control modernization
 - Terminal renovation
 - Addition of an international terminal
 - Service expansion to Cancun, Mexico

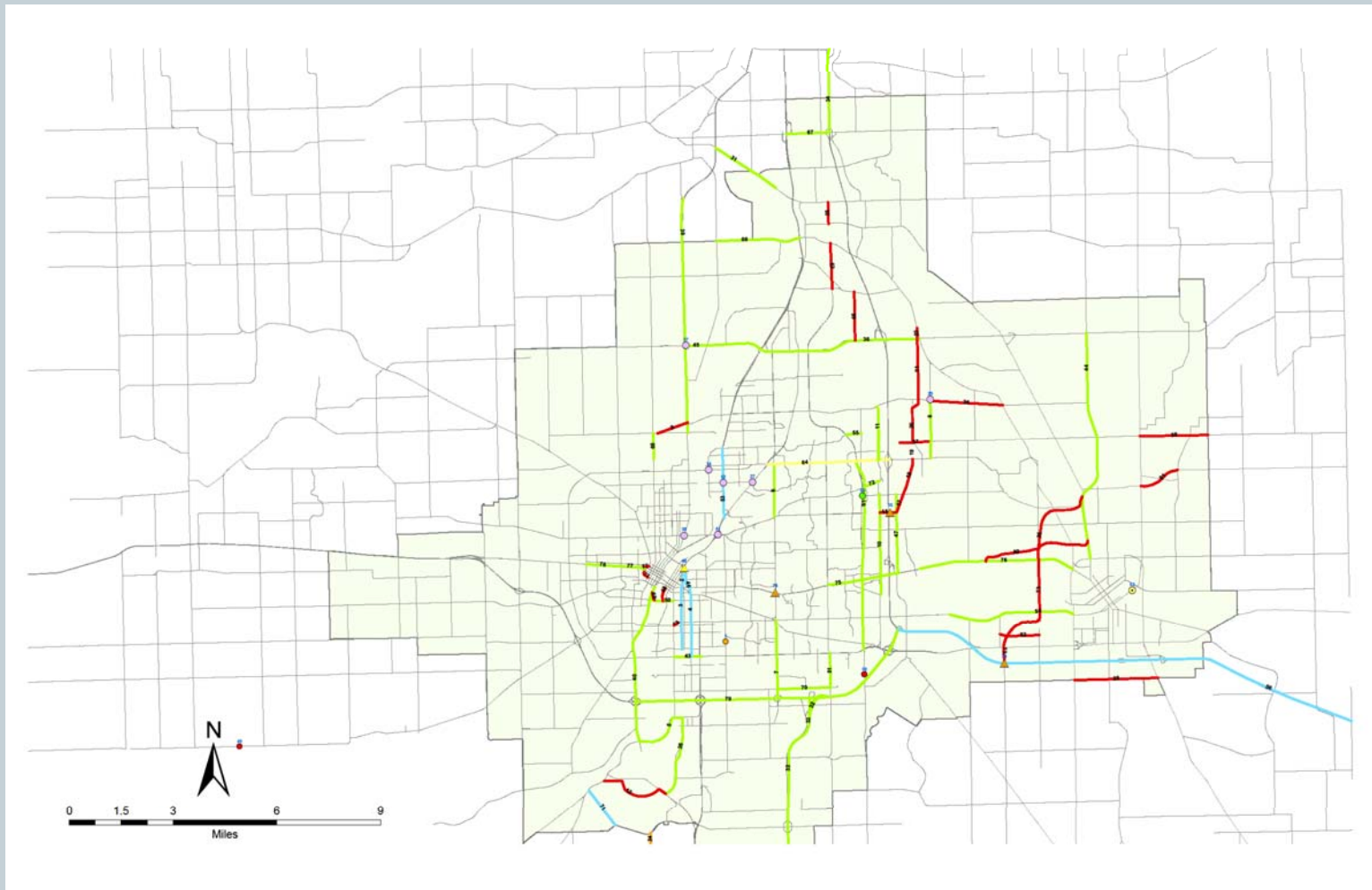


ROADWAY

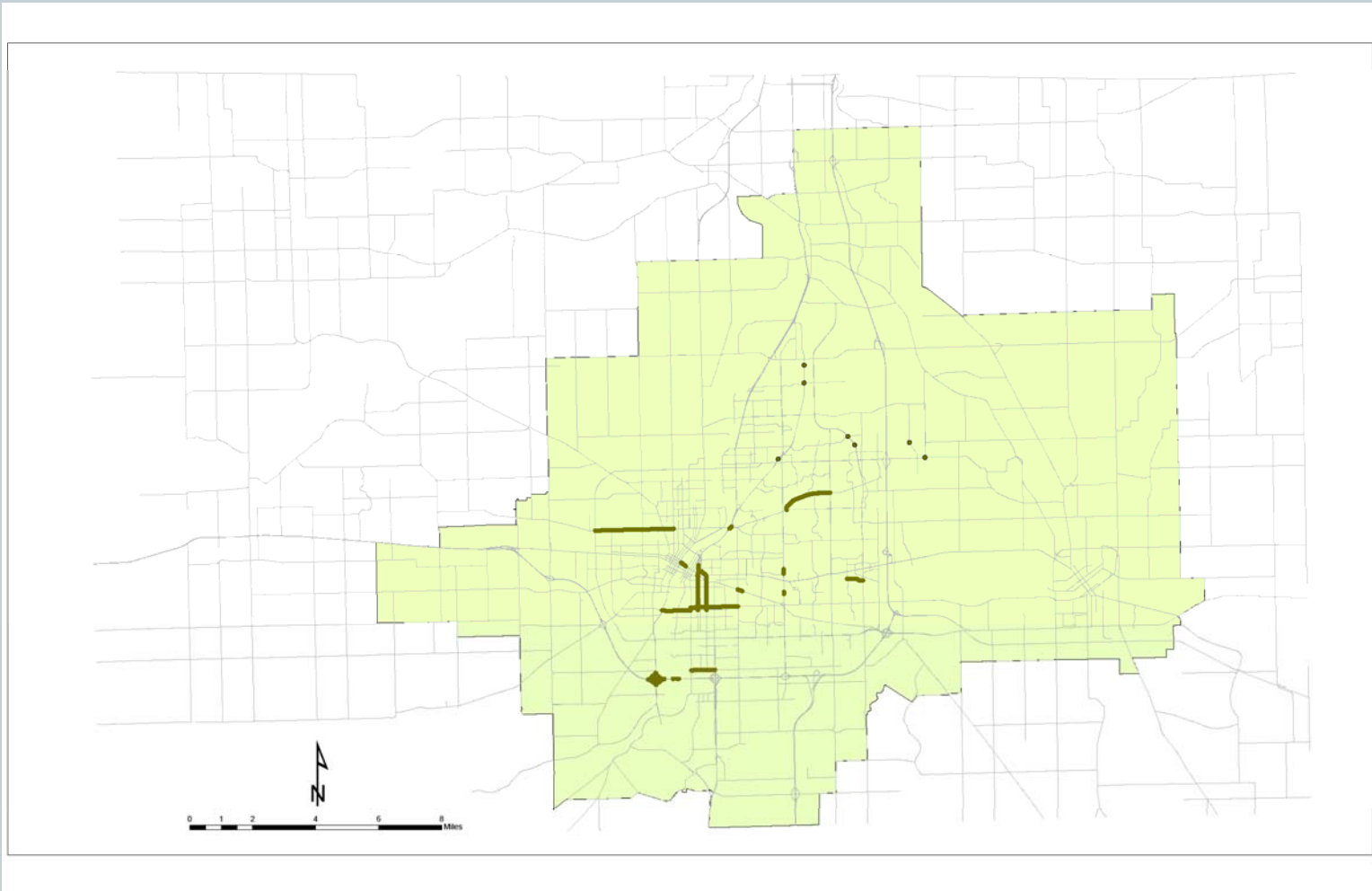


- **Details future capacity expansion, new links, and reconstruction projects put forward by local jurisdictions within the time horizon of the LRTP**
- **Provides financial analysis for funding streams received for roadway projects in the region**
 - Details money received in the last 5 years and forecasts monies to be received over the course of the next 30 years (based on 5 year Avg)
 - Requires fiscal constraint
 - Details short and long term funding streams
 - Explains RMAP's goal of creating a Strategic Regional Arterial System (SRA)
 - Prioritizes state of good repair and life cycle cost containment
- **Elaborates on modern design philosophy**
 - Functional Classification
 - ROW Reservation
 - Level of Service (LOS)
 - Introduces Complete Streets
 - Roadway and Signal Spacing

Major Capacity Expansion Projects



Major Road Reconstruction Projects

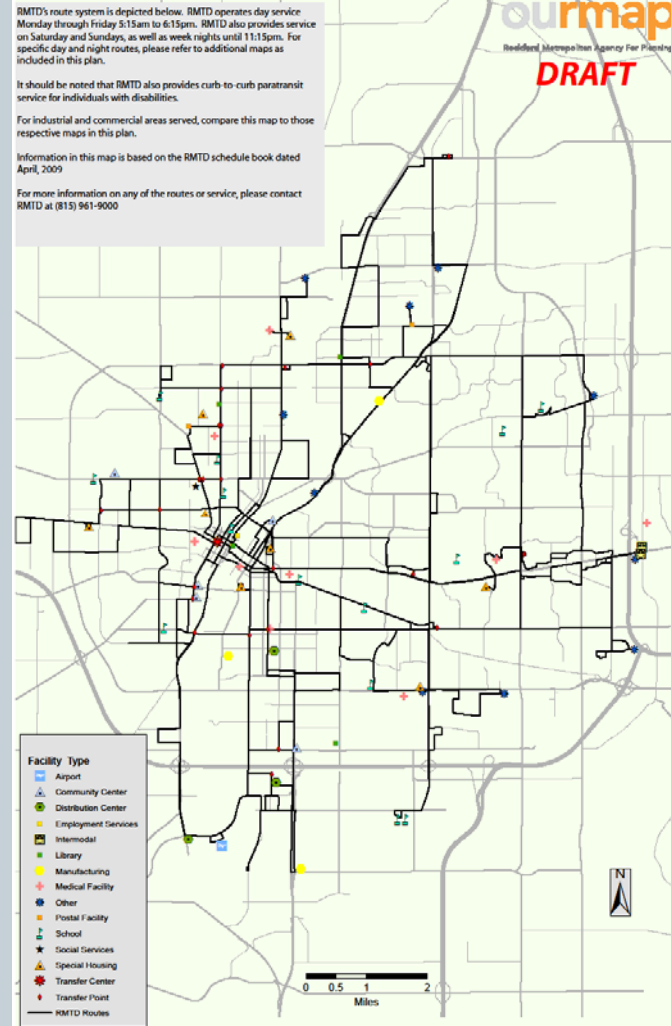


TRANSIT



- **Details cooperative efforts between transit providers and other resource agencies**
 - Human Services Transportation Plan (HSTP)
 - Mobility Subcommittee
 - New Starts / Small Starts
- **Provides financial information on expenditures and revenues for the time horizon of the plan**
 - Capital expenses
 - Operating and maintenance expenses
 - Fairbox revenues and local subsidies
- **Explores expansion of public transit services within the planning area**
 - RMTD East Side Transfer Center
 - Fixed-Route service to Belvidere/Boone County
- **Explores the link between Land Use, the location of new job centers, and transit service**
 - Coordination between resource agencies and the transit district to efficiently use the existing route structure
 - Links to housing and TOD
 - Introduces concept of regional sustainability linking land use and transit

RMTD Route Structure



BICYCLE AND PEDESTRIAN

- **Details implementation of the Bike/Ped Plan**
 - **Highlights Reduction of:**
 - ✦ Single Occupant Vehicles (SOV)
 - ✦ Vehicles Mile of Travel (VMT)
 - ✦ Green House Gasses (GHG's)
 - **Increases regional:**
 - ✦ Air quality
 - ✦ Livability
 - ✦ Community Health Index
- **Provides a framework for the update of the Greenway Plan**
 - Identifies existing and proposed bikeway facilities both on-street and shared use paths
 - Provides a “Green” method of travel to the region’s parkland resources and other regional trip generators



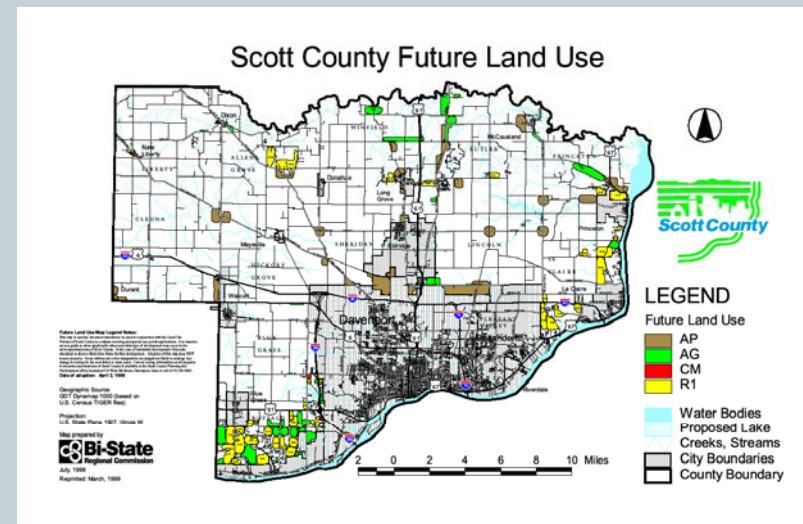
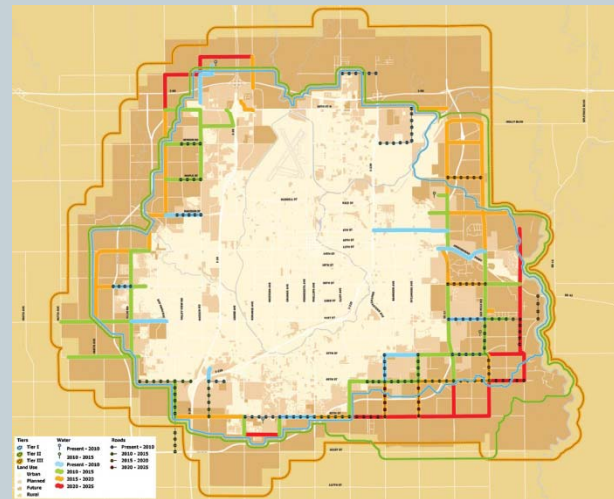
LAND USE AND URBAN FORM



- **Details local jurisdictions' planning efforts**
 - Local comprehensive plan updates
 - Major corridor studies
 - Boundary Agreements
- **Provides a history of development issues and how they pertain to current land use**
- **Links transportation , public utilities, and land use**
 - Stresses the cause and effect nature of land use decisions on the transportation system
 - Recommends Infill over Greenfield development
- **Gives an overview of growth management techniques**
 - Adequate facilities planning areas
 - Transit Oriented Development (TOD)
 - Infill Development
 - Smart Growth
 - Farmland Preservation
- **Provides an overview of housing related issues**
 - Affordable Housing
 - Green Construction
 - Mixed-Income Development
 - Affordability Index

Land Use Policies

- *The Rockford Region and its individual municipalities should derive an Adequate Facilities Planning Area to control the overexpansion of development outside of the pre-existing “Urban core”.*
- Planning efforts to support this policy include:
 - ✦ Development of local and regional facility/development timing maps
 - ✦ Local ordinances codifying the need for development to connect to public utilities
 - ✦ Analysis of fiscal indicators determining the Return On Investment (ROI) for utility investment, need for growth in terms of land availability and pricing, and livability factors that come into consideration



Land Use Policies



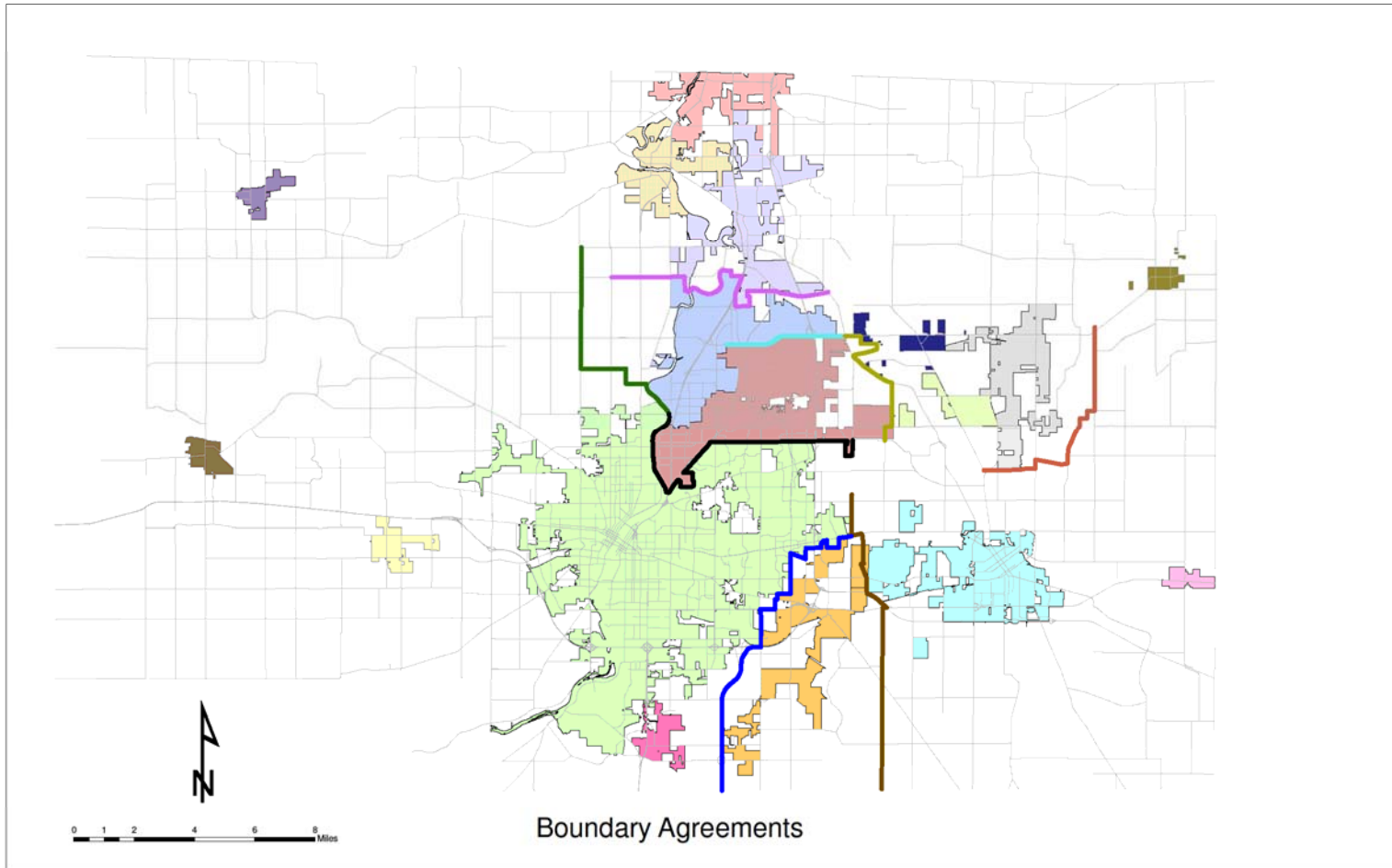
- *RMAP should assist local municipalities in creating multimodal, sustainable, and livable development plans within the Metropolitan Area by reviewing and commenting on development projects of a regional scale.*
 - Plan review by RMAP staff in support of regional goals
 - Good housekeeping seal of approval on major development decisions
 - Provide objective 3rd party overview on areas in which multiple jurisdictions have purview

Land Use Policies



- *RMAP should use its leadership role in regional organization to convene local municipal governments for the purpose of negotiating growth sectors and future municipal boundaries.*
- RMAP would provide guidance for future growth sector locations based on economic, social, and cost/benefit analysis
- RMAP will represent a regional focus to assist municipalities as they negotiate growth and infrastructure
- RMAP will assist local municipalities in the creation of boundary agreements

Current Boundary Agreements



Sustainability



- The region shall promote the development of an integrated, multi-modal, metropolitan transportation system that facilitates the efficient, safe and economic movement of people and goods. Cornerstone objectives of the transportation system shall be right-sized and goal-driven to maximize effectiveness.
 - Work to achieve a state-of-good-repair of existing transportation assets
 - Allow an uninhibited interchange between highways, rail, bicycle/pedestrian, transit, air and other transportation facilities
 - Spur innovation by using modern, urban-based best practices, such as complete streets, to maximize effectiveness of scarce public resources
 - Balance the needs of business, industrial and residential access with safety and congestion relief
 - Seek low-cost solutions to spot safety problems that can be implemented within existing public right-of-way
 - Target transportation corridors where a high return on investment (ROI) can be demonstrated
- The region shall seek a coordinated growth strategy that enhances livability of neighborhoods, balances development pressure with infill development, promotes the agriculture economy, reduces green house gas emissions, introduces walkable landscapes, conserves natural resources and rejuvenates historical economic centers.
 - Maximize open space by utilizing existing building stock and concentrating development in mixed-use, mixed-income developments of moderate to high density
 - Advocate with regional partners to redirect outward fringe growth on greenfields to traditional urban core neighborhoods
 - Reduce the effects of sprawl by prioritizing transportation investments where partnerships exist to rehabilitate blighted and distressed areas
 - Package incentives to promote regional growth objectives; Utilize newly signed regional compact agreement in conjunction with CEDS to prioritize incentives
 - Engage non-traditional partners from agriculture and prioritize green economic development

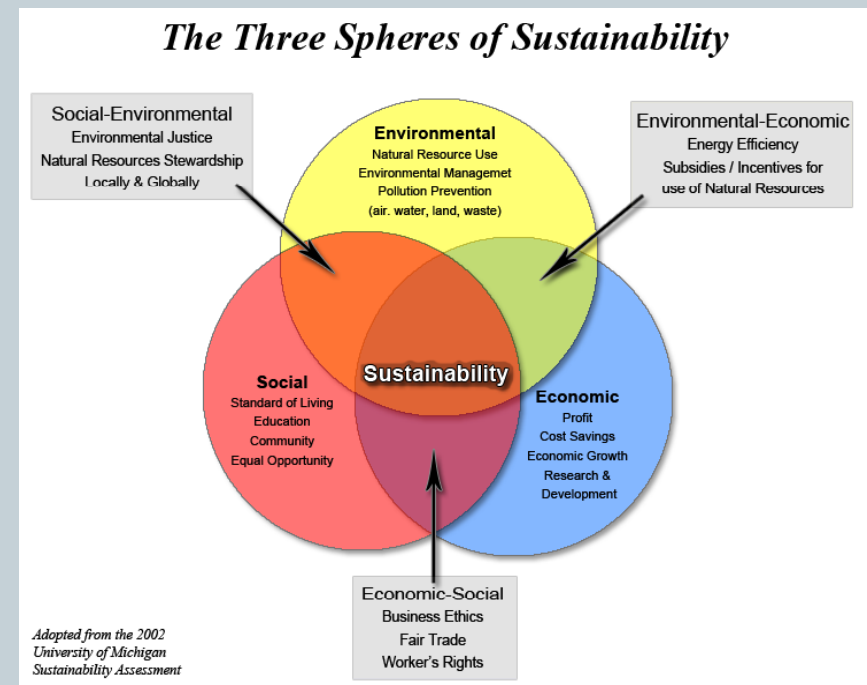
Sustainability



- **The region shall focus and prioritize transportation investments that promote financial and environmental sustainability, foster a business climate that encourages private sector partnerships, spurs economic competitiveness and creates jobs, utilizes the strengths of an exceptional local labor pool, develops world-class neighborhoods and maximizes the quality of life for the citizens of the region.**
 - Market the region as a competitive force in the field of green industry, utilize the robust labor shed, and distinguish the region as forward-thinking, eco-friendly and solution-driven
 - Embrace the environmental work of the regional partners and develop strategies through a regional lens that promotes sustainability
 - Develop regional consensus on water resource and stormwater management issues
 - Seek opportunities for transit-oriented-development especially in conjunction with passenger rail stations
 - Advocate for changes in tax policy that move the region forward towards long-term sustainability
- **The regional planning framework shall integrate the disparate activities of transportation, land use, education, housing, economic development, human capital development, and human services to amplify the incremental value associated with coordinated planning.**
 - RMAP to involve resource agencies from a wide variety of disciplines and boldly plan for comprehensive solutions that go beyond traditional transportation planning
 - Affordable housing partnerships with Rockford and Winnebago County housing authorities
 - Work with RAEDC, Growth Dimensions, RLDC, Mobility Subcommittee, RRDP and others to seek opportunities to integrate housing and workforce development, education and human capital development with traditional MPO work products on transportation and land use
 - Integrate education at all levels into a regional context
 - Look at the housing + transportation (H + T) relationships and seek a balanced affordable housing plan for the region

Sustainability

- The region shall develop metrics that provide transparent reporting and analysis of community health indicators framed around equity and environmental justice.
 - Incorporate the regional indicator's project into the development of regional metrics
 - Advocate for federal and state investment reform that is goal-driven and sized appropriately for the region
 - Utilize best practices where possible
 - Develop analytics of the true cost of development to municipal and county governments



REGIONAL ECONOMIC DEVELOPMENT



- **Includes an update on the region's economic forecast**
 - Dwelling units, population, employment forecasts
 - Journey to work data
 - Job multipliers
- **Information on Comprehensive Economic Development Strategy (CEDS) and Economic Development District (EDD)**
- **Introduces future work on regional indicators of community health**

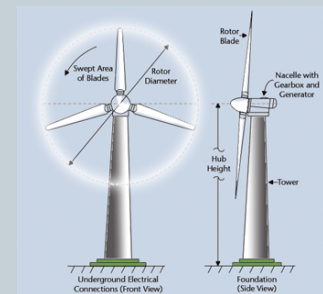
TECHNOLOGY



- **Includes plans for a fiber network throughout the region**
 - Coordination with the Northern Illinois Technology Triangle (NITT) fiber system
 - Discussion on applications to federal funding programs for the implementation of such a system
 - BTOP within ARRA
 - Ties elements of the CMP to traffic operations
- **Creation of the RMAP website**
 - Application to the Public Participation Process
 - Use of the site for reporting requirement under the American Recovery and Reinvestment Act (ARRA)
- **Integration of the congestion management process into ongoing MPO work products (TIP)**
- **Merger of WinGIS with Boone County GIS**
 - Current problems with the regional center-line file

ENVIRONMENTAL AND GREEN PLANNING

- Consideration of climate change philosophy in the transportation planning process
 - Performance standards
 - Ongoing efforts by local agencies
 - Green House Gas (GHG) emission reduction strategies
 - Energy Efficiency (EECBG)
- The creation of the Greater RMAP Environmental Education Network (GREEN)
- Green technologies and their use in the region



Drawing of the rotor and blades of a wind turbine, courtesy of ESN

PLAN REFINEMENT



- **Discussion of possible outcomes from the authorization of the next Federal Transportation Bill**
- **Inclusion of federally required MPO documentation**
 - Management and Operations Plan (CMP)
 - Title VI and Environmental Justice
 - Federal List of Obligated Projects (FLOP)
- **Introduces supportive planning topics**
 - Housing (Affordable + Transit supportive land use)
 - Education and human capital
 - Stormwater management
 - Groundwater planning (water resources)
 - Climate change (GHG emissions)
 - Urban Farming and local foods
 - Tax policy
 - Public-Private Partnerships (3P)
 - Complete Streets (Urban based best practices)

Public Comment



- **Public comments received during the creation of the LRTP**
 - A complete listing of any written comments received by RMAP Staff
 - Staff response to public comment