

**TRANSPORTATION PROJECT EVALUATION CRITERIA,
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT**

1. **Name and Congressional District of the primary Member of Congress sponsoring the project.** Don Manzullo, District 16 of the State of Illinois
2. **Other Members supporting the project.** U.S. Senator Dick Durbin, U.S. Senator Barack Obama
3. **If the project is a highway project, identify the State or other qualified recipient responsible for carrying out the project.**
4. **If the project is a transit project, please identify the project sponsor (must be an eligible recipient of Federal transit funds).** City of Rockford, Rockford Mass Transit District, City of Belvidere
425 East State Street
Rockford, IL 61104
5. **Please categorize the project. (Check one)**
Highway or bridge _____ Intermodal facility (passenger) _____
Transit rail new start X Intermodal facility (freight) _____
Bus, bus equipment, or bus facility _____ Bicycle and Pedestrian _____
Other (please identify) _____
6. **Is the project eligible for the use of Federal-aid highway or transit funds under Title 23 or Title 49 of the United States Code?** Yes.
7. **If the project is a highway or bridge project, is it on the National Highway System?**
8. **Briefly describe the total project.** The project consists of preparing an Alternatives Analysis leading to an Environmental Impact Statement (EIS) to evaluate commuter transportation improvements in the Union Pacific (UP) freight rail corridor between the cities of Elgin and Rockford, Illinois in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended. The study area will generally follow the existing Union Pacific rail corridor from Elgin, Illinois to Rockford, Illinois through the cities of Huntley, Marengo, and Belvidere.

The following alternatives will be evaluated in the study: (1) A Commuter Rail Alternative which would extend the Metra Milwaukee District West service from its existing terminus at Big Timber in Elgin to downtown Rockford along the UP freight rail corridor; (2) A second Commuter Rail Alternative which would follow the same UP corridor but would be analyzed on the basis of establishing an independent Northern Illinois Transit Authority (NITA); (3) A Rapid Bus Transit Alternative along the Interstate 90 corridor; (4) A third Commuter Rail Alternative which would extend the Union Pacific West service from its existing terminus in Geneva along the UP freight rail corridor westward to Rochelle and then north along the Illinois Railnet freight corridor to downtown Rockford; and (5) A baseline "No Action" alternative.

- a. **Is it part of a larger system of projects?** A FTA-sponsored feasibility study has been conducted for this project demonstrating that the proposed commuter rail service from Big Timber to downtown Rockford is feasible relative to other successful new commuter rail systems in North America. Before commencement of preliminary engineering and environmental impact analysis for this proposed new start, an Alternatives Analysis needs to be completed. Once the Alternatives Analysis and Environmental Impact Statement is completed and approved by the FTA, negotiations for a Full Funding Grant Agreement for final design and construction would be requested.
- b. **What is the total estimated cost of the project?** The estimated cost for the Alternatives Analysis is approximately \$2,000,000. The Environmental Impact Statement and Preliminary Engineering is estimated at approximately \$10-\$13 million. The completed feasibility study has estimated that the total project cost through construction of this new start commuter rail line is \$88.9 million.

9. **Please identify the specific segment for which project funding is being sought, including terminus points.** Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for a commuter rail corridor between the cities of Elgin and Rockford, IL.
10. **What dollar amount are you requesting in the authorization for this project or segment of a project?** 80% of \$15,000,000, or \$12,000,000.
11. **Project Schedule**
- What is the proposed schedule and status of work on the project?** The regional coalition of the Northern Illinois Commuter Rail Initiative have completed a significant step in determining whether initiation of a commuter rail service would be feasible for the proposed corridor. This report has concluded that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
 - What is the current stage of development of the project? (If the project is a transit new start, please specify whether the project is in alternative analysis, preliminary engineering, final design, has been issued a record of decision, under environmental review, or already has a current full funding grant agreement.)** A feasibility study has been completed indicating that the project is feasible under the FTA New Starts criteria. Under the FTA Section 5309 New Starts program, the project now needs to proceed to the Alternatives Analysis and EIS stage of project development.
 - Will the requested funding for the project be obligated within the next five to six years?** Yes, the funding for the project will be obligated within the next five to six years.
12. **Project Plan**
- Is the project part of the State's long-range plan?** No, not at this time. It should be noted, however, that the Illinois Division of Public Transportation has been directly involved with the feasibility study and is supportive of the project.
 - Is the project included in the metropolitan and/or State Transportation Improvement Program(s)?** This study is included in the Rockford Area Transportation Study's (the region's Metropolitan Planning Organization) Unified Work Program.
13. **Is the project considered by the State and/or regional transportation officials as critical to their needs? Please provide a letter of support from these officials, and if you cannot, explain why not.** Please find attached a letter of support from the Study Director of the Rockford Area Transportation Study. Also included are various resolutions of support endorsing the further development of commuter rail service to the northern Illinois area from surrounding counties, impacted local governments, and local chambers of commerce.
14. **Does the project have national or regional significance? Describe.** As evidenced by the broad coalition that has been formed to study this important transportation initiative, commuter rail service into one of the largest urban areas in Illinois would have regional significance for the northern Illinois/southern Wisconsin area.

The central northern Illinois region, comprised of the counties of Boone, Kane, McHenry, Ogle, Stephenson and Winnebago and having a population of over 1,084,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average. The region will continue to see substantial population and economic growth within the next twenty years, particularly along Interstate 90 and the communities that are along the Union Pacific rail corridor. These growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be sought to maintain a thriving region for economic development and livable and sustainable communities.

Establishment of commuter rail service through Winnebago and Boone counties, tied to the end of the existing Metra service on the Milwaukee District West Line in Elgin, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

15. **Has the proposed project encountered, or is it likely to encounter, any significant opposition or other obstacles based on environmental or other types of concerns? If yes, please describe.**

No.

16. **Describe the economic, environmental, congestion mitigation, and safety benefits associated with completion of the project.**

Commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with benefits of:

- Enhancing mobility to and from the central northern Illinois region by providing more travel choices, especially east-west travel along Interstate 90 and the Union Pacific rail line corridor;
- Supporting and enhancing the multiple growth center development patterns in Elgin, Huntley, Marengo, Belvidere, and Rockford;
- Providing additional capacity in heavily-traveled corridors such as Interstate 90 and reducing less cost-effective single occupancy vehicular travel;
- Reducing air pollution generated from mobile sources such as automobiles and buses;
- Strengthening economic development opportunities in the central northern Illinois region by enhancing transportation service for travel to major employment and population centers, as well as creating new opportunities for transit-oriented development; and
- Meeting Federally stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas.

17. **Has the project already received funding through the State's federal-aid highway or transit formula apportionments or from other Federal, State, local or private funds? If yes, how much and from what source?**
The feasibility study for this project that has been recently completed was funded through the Federal Transit Administration is project has been supported through the "*Northern Illinois Commuter Rail Initiative*", a consortium of local and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations throughout the central northern Illinois region. Through this consortium, \$198,700 was received in the Federal Transit Administration's FY2003 National Planning and Research Program to conduct a commuter rail feasibility study along the UP freight rail line from Elgin to Rockford.

18. **Has the project received funding in a previous authorization act? No.**

19. **If the project has received funding in a previous authorization act, please cite the act(s) and amount(s) authorized.**

N/A

20. **Has the project received funding in a previous appropriations act?**

Yes.

21. **If the project has received funding in a previous appropriations act, please cite the act(s) and amount(s) appropriated.**

\$198,700 was received from the Federal Transit Administration FY2003 National Planning and Research Program.

22. **If the Committee on Transportation and Infrastructure chose to fund this project, please provide a description of the project as you would like it to appear in the Bill.**

For completion of Alternatives Analysis, EIS, and Preliminary Engineering for new commuter rail start along Union Pacific Rail corridor from Elgin to Rockford, Illinois.

RATS

Rockford Area Transportation Study
Metropolitan Planning Organization
City of Rockford, Public Works Department
425 East State Street, Rockford, IL 61104

POLICY COMMITTEE

Mayor Douglas P. Scott, City of Rockford
Mayor Darryl F. Lindberg, City of Loves Park
Board Chairman Scott H. Christiansen, Winnebago County
President Linda M. Vaughn, Village of Machesney Park
Mayor Frederic C. Brereton, City of Belvidere
Board Chairman Susan L. Anderson, Boone County
Deputy Director Gregory L. Mounts, Illinois Department of
Transportation, Region 2

January 31, 2005

U.S. Representative Don Manzullo, 16th District
Attn: Mr. Bryan Davis, Director of Economic Development
415 S. Mulford Road
Rockford, IL 61108

Re: Request for funding: Northern Illinois Commuter Rail Initiative

Dear Congressman Manzullo:

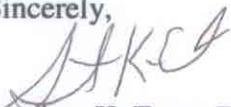
On behalf of the Rockford Area Transportation Study, I would like to reconfirm our support for the continued development and efforts towards extending commuter rail service into the central northern Illinois region. This effort is consistent with the RATS Long-range Transportation Plan.

As indicated by the thirty-five county and local governments, chambers of commerce and economic development groups that endorsed the Northern Illinois Commuter Rail Feasibility Study, there is incredible regional support for this issue. The recently completed feasibility study concludes that commuter rail service into this region could be a viable transportation alternative to a limited regional highway system and would be a regional asset.

The benefits that result from commuter rail service include enhancing mobility to and from the central northern Illinois region by providing more travel choices, reducing congestion and air pollution generated from mobile sources such as automobiles and buses, strengthening economic development opportunities in the central northern Illinois region by enhancing transportation service for travel to major employment, educational, and population centers, and meeting Federally stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas.

The Rockford Area Transportation Study strongly endorses the continued effort to move this project through the FTA New Starts process, including conducting Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering to extend commuter rail service from its existing terminus in Elgin to Rockford via the Union Pacific railroad.

Sincerely,



Stephen K. Ernst, RATS Study Director

RESOLUTION #877-2004

**RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION**

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative*, or "*NICRI*") collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
2. The preliminary ridership analysis anticipates an annual ridership of 222,000 commuters and compares favorably with other "New Start" commuter rail services throughout the United States.
3. Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.

- 4. Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the country.
- 5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

NOW, THEREFORE, BE IT RESOVED that the CITY OF BELVIDERE, ILLINOIS

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
- 4) Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).
- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

Adopted by Belvidere City Council this 20 day

of December, 2004.

Frederic C. Brereton, Mayor

Attest:
 City Clerk

Ayes: 10

Nays: 0

Absent: 0

Ayes: Gordon, Lewis, Racz, Robinson, Sanderson, Wise, Bowley Cantrell, Murphy, and Gamlin.

Nays: None

SYLVIA E. SCHROEDER
Boone County Clerk & Recorder
601 North Main Street, Suite 202
Belvidere, Illinois 61008-2799
Telephone: 815-544-3103
Fax: 815-547-8701

STATE OF ILLINOIS)
COUNTY OF BOONE)

I, SYLVIA E SCHROEDER, DO HEREBY CERTIFY THAT I am the
County Clerk in and for the County of Boone; that the attached is a true and correct
copy of Resolution #05-01 duly passed by the Chairman and County
Board of Boone County at a regular meeting held on January 12, 2005
DATED this 14th day of January, 2005.

SEAL

Sylvia E. Schroeder
SYLVIA E SCHROEDER
BOONE COUNTY CLERK



Boone County Government

601 NORTH MAIN STREET - SUITE 201
BELVIDERE, ILLINOIS 61008
PHONE: (815) 547-4770
FAX: (815) 547-3579

RESOLUTION 05-01

ENDORISING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative, or "NICRI"*) collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin, Congressman Manzullo, and the Federal Transit Administration, the region secured \$200,000 to conduct a feasibility study and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
2. The preliminary ridership analysis anticipates an annual ridership of 222,000 commuters and compares favorably with other "New Start" commuter rail services throughout the United States.

Resolution 05-01

Page Two

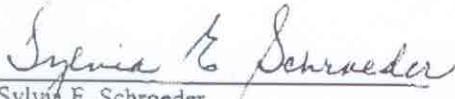
3. Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.
4. Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the county.
5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

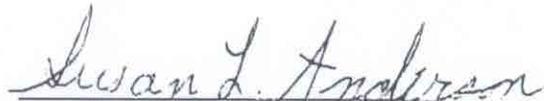
NOW, THEREFORE, BE IT RESOLVED that the Boone County Board:

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
- 4) Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).
- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

ADOPTED by the Boone County Board, County of Boone, State of Illinois, this 12th day of January, 2005.

ATTEST:


Sylvia E. Schroeder
Boone County Clerk


Susan L. Anderson, Chairman
Boone County Board

Ayes: 9 Nays: 0 Absent: 3

RESOLUTION

RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be sought out to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative, or "NICRI"*) collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

- 1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad Belvidere Subdivision, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
- 2. The preliminary ridership analysis anticipates an annual ridership of 222,000 commuters and compares favorably with other "New Start" commuter rail services throughout the United States.
- 3. Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.
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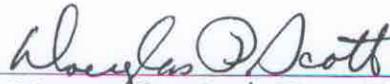
5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

NOW, THEREFORE, BE IT RESOVED that the City Council of the City of Rockford

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well as continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
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- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

Adopted by the Rockford City Council this 3rd day

Of January ~~2004~~ 2005.


City of Rockford, Mayor (Village President)

Attest:



Ayes: Greene, Curran, Mark, D. Johnson, Bell, Jacobson, Goral, N. Johnson, Beach, Holt, Beck, McNeely, Conness -13-

Nays: -0-

Absent: Timm -1-



1/20/05

Serving Boone County Since 1915

Jim Ryan
 NICRI Project Manager
 425 E. State Street
 Rockford, Illinois 61104

**RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
 COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS
 REGION**

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

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WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative*, or "NICRI") collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District

West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

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1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
2. The preliminary ridership analysis anticipates an annual ridership of 222,000 commuters and compares favorably with other "New Start" commuter rail services throughout the United States.
3. Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.
4. Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the country.
5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

NOW, THEREFORE, BE IT RESOVED that the Belvidere Area Chamber of Commerce:

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.

- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
- 4) Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).
- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

Sincerely,



Thomas Lassandro
Executive Director
Belvidere Area Chamber of Commerce

RESOLUTION 2005-1**RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION**

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative*, or "NICRI") collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

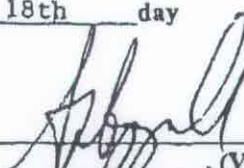
1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
2. The preliminary ridership analysis anticipates an annual ridership of 222,000 commuters and compares favorably with other "New Start" commuter rail services throughout the United States.
3. Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.

- 4. Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the country.
- 5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

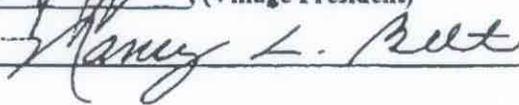
NOW, THEREFORE, BE IT RESOVED that the Village of Cherry Valley, Illinois:

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
- 4) Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).
- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

Adopted by Village Board of Trustees this 18th day
of January, 2005.



(Village President)

Attest: 

Ayes: 6
Nays: 0
Absent: 0

**RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION**

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative, or "NICRI"*) collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
2. The preliminary ridership analysis anticipates an annual ridership of 222,000 commuters and compares favorably with other "New Start" commuter rail services throughout the United States.
3. Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.
4. Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the country.

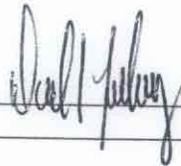
5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

NOW, THEREFORE, BE IT RESOVED that the Greater Rockford Transportation Coalition

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
- 4) Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).
- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

Adopted by G.R.T.C. _____ this 21st day

of December _____, 2004.



_____, President

Attest: _____

Ayes: 4 _____

Nays: 0 _____

Absent: 2 _____

**RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION**

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative, or "NICRI"*) collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
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4. Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the country.

5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

VILLAGE OF DAVIS
P.O. BOX 366
DAVIS IL 61019

NOW, THEREFORE, BE IT RESOVED that the _____ (insert name of Agency) _____:

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
- 4) Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).
- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

VILLAGE OF DAVIS
P.O. BOX 366
DAVIS IL 61019

Adopted by _____ this 11th day

of January, 2004⁵

Bradley Meinert
_____, Mayor (Village President)

Attest: Kimberly K Satres

Ayes: 5

Nays: 0

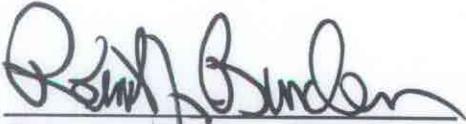
Absent: 1

STATE OF ILLINOIS)
COUNTY OF WINNEBAGO)
CITY OF LOVES PARK)

CERTIFICATE

I, ROBERT J. BURDEN, CITY CLERK, IN AND FOR SAID City, State of Illinois, and keeper of the records and files thereof, as provided by Statute, being first duly sworn on oath, that he is the duly elected, qualified and acting City Clerk of the City of Loves Park, does hereby certify that the foregoing is a true, perfect and complete copy of Resolution 04-176 passed by the City Council of the City of Loves Park at a meeting held on December 20, 2004.

IN TESTIMONY WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED THE SEAL OF SAID City this 22nd day of December, 2004.


Robert J. Burden, City Clerk

**RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION**

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative, or "NICRI"*) collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
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3. Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.
4. Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the country.

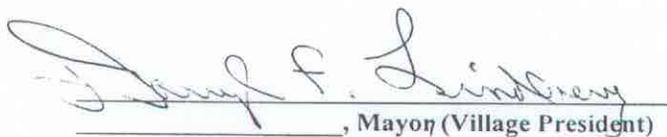
5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

NOW, THEREFORE, BE IT RESOVED that the City of Loves Park _____:

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
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- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

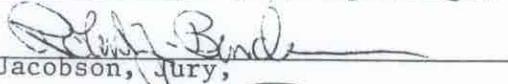
Adopted by Loves Park City Council this 20th day
of December, 2004.

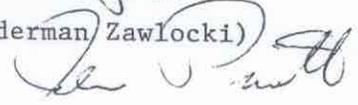
MOTION: ALDERMAN PRUITT
SECOND: ALDERMAN LAUGHLIN


_____, Mayor (Village President)

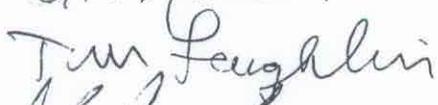
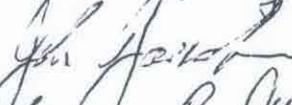
Motion carried. 9 Ayes (Aldermen Brinker, Thomas, Jacobson, Jury,
Ayes: _____
Little, Pruitt, Laughlin, Miller, Holmes) 1 Absent (Alderman Zawlocki)

Nays: _____
Absent: _____

Attest: 






RESOLUTION

01-R-05

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and,

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and,

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and,

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

1. reducing less cost-effective single occupancy vehicular travel,
2. reducing air pollution generated from mobile sources such as automobiles and buses,
3. providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway oriented transportation system,
4. meeting federally-stated goals of encouraging/developing balanced, multi-modal transportation systems within and between metropolitan areas, and
5. furthering other goals of the Federal Transportation Equity Act for the 21st century and its predecessor, the Intermodal Transportation Efficiency Act,

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce and regional transportation planning organizations (hereby referred to as the Northern Illinois Commuter Rail Initiative or "NICRI") collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, IL; and,

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and,

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

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NOW THEREFORE, BE IT RESOLVED that the Village of Machesney Park:

1. Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.

2. Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.

3. Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an alternative analysis, environmental impact statement and preliminary engineering for the proposed commuter service.

4. Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the alternatives analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).

5. Encourages appointed and elected officials on the local, State and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central Northern Illinois region through funding, staff resources, legislation and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central Northern Illinois region.

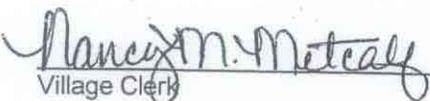
FURTHER, the Village Clerk of Machesney Park shall attest the same after the signature of the Village President.

PASSED this 10th day of January, 2005.



President of the Board of Trustees
of the Village of Machesney Park

ATTEST:



Village Clerk

Ayes: 6
Nays: 0
Absent: 0

CITY OF ROCHELLE



RESOLUTION R04-24

**RESOLUTION ENDORSING THE CONTINUED
EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL
NORTHERN ILLINOIS REGION.**

**PASSED BY THE
CITY COUNCIL
OF THE
CITY OF ROCHELLE**

THIS 27TH

DAY OF DECEMBER, 2004

WITH 5 YEAS AND 0 NAYS

ABSENT OR NOT VOTING: 0.

CITY OF ROCHELLE

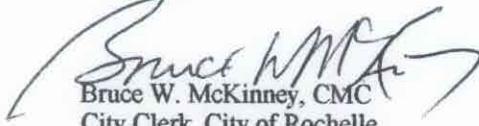
STATE OF ILLINOIS)
COUNTY OF OGLE)

CERTIFICATE

I, the undersigned, hereby certify that I am the duly qualified and acting City Clerk of the City of Rochelle, County of Ogle and State of Illinois, and as such City Clerk, I am the keeper of the journals, records and files of the City of Rochelle.

I do hereby certify that the attached Resolution, Number 04-24, presented to the City Council on the 27th day of December, 2004 and as signed by the Mayor of the City of Rochelle on the 28th day of December, 2004 and attested by the City Clerk, all as appears from the official records of the City in my Care and custody.

IN WITNESS WHEREOF, I have hereunto affixed my official signature and the corporate seal of the City of Rochelle, Illinois this 5th day of JANUARY 2005


Bruce W. McKinney, CMC
City Clerk, City of Rochelle

A Resolution Endorsing the Continued Efforts to Study the Extension of commuter Rail Service into the Central Northern Illinois Region.

RESOLUTION

RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be sought out to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative, or "NICRI"*) collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad Belvidere Subdivision, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
2. The preliminary ridership analysis anticipates an annual ridership of 222,000 commuters and compares favorably with other "New Start" commuter rail services throughout the United States.
3. Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.
4. Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the country.

Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.

Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the country.

The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

NOW, THEREFORE, BE IT RESOVED that the City of Rochelle:

Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.

Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.

Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.

Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).

Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

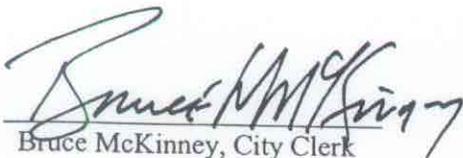
Ayes: Councilmen Colwill, Hayden, Hayes, Kissick and Mayor Olson

Nays: None.

Absent: None.

Adopted by the City of Rochelle this 27th day of December, 2004.

Attest:


Bruce McKinney, City Clerk


Chet Olson, Mayor

**RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION**

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative, or "NICRI"*) collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
2. The preliminary ridership analysis anticipates an annual ridership of 222,000 commuters and compares favorably with other "New Start" commuter rail services throughout the United States.
3. Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.
4. Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the country.

5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

NOW, THEREFORE, BE IT RESOVED that the Ogle County Board :

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
- 4) Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).
- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

Adopted by Ogle County Board this 21st day
of December, 2004.

Betty K. Mackin
Chs. Ogle County Board

Attest: Rebecca Huntley

Ayes: 24

Nays: 0

Absent: 0



STEPHENSON COUNTY, ILLINOIS

RESOLUTION NO. 05 01 1083

RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, Stephenson and Winnebago and having a population of over 1,084,400 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative*, or "NICRI") collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
2. The preliminary ridership analysis anticipates an annual ridership of 222,000 commuters and compares favorably with other "New Start" commuter rail services throughout the United States.
3. Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.
4. Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the country.
5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

NOW, THEREFORE, BE IT RESOVED that the Stephenson County Board:

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options

for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.

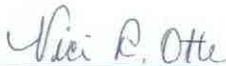
- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
- 4) Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).
- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

Adopted this 12th day January, 2005

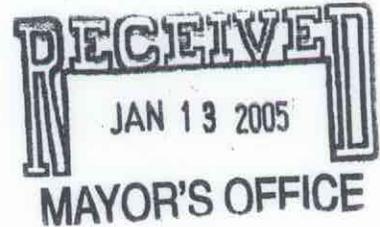


John J. Blum, Chairperson
Stephenson County Board

ATTEST:



Vici Otte, Stephenson County Clerk
and ex-officio Clerk of the County Board



STATE OF ILLINOIS)
) SS
COUNTY OF WINNEBAGO)

DAVID F. JOHNSON, COUNTY CLERK WITHIN AND FOR SAID COUNTY, AND HAVING A SEAL DO HEREBY CERTIFY THAT I HAVE COMPARED THE FOREGOING COPY OF THE RECORD OF:

RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION.

WITH THE ORIGINAL RECORD THEREOF NOW REMAINING IN MY OFFICE, AND HAVE FOUND THE SAME TO BE A CORRECT TRANSCRIPT THEREFROM AND OF THE WHOLE OF SUCH ORIGINAL RECORD.

IN TESTIMONY WHEREOF I HAVE HEREWITH SET MY HAND AND AFFIXED THE SEAL OF SAID COUNTY, AT THE CITY OF ROCKFORD, IN SAID COUNTY,

THIS 11TH DAY OF JANUARY A.D., 2005

DAVID F. JOHNSON WINNEBAGO COUNTY CLERK

BY: *Barbara J. Bruchart* DEPUTY COUNTY CLERK



12/23/2004

RESOLUTION
of the
COUNTY BOARD OF THE COUNTY OF WINNEBAGO, ILLINOIS

SUBMITTED BY: Executive Committee

2004 CR 264

RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION
OF COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and,

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 Tollway corridor; and,

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and,

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

1. reducing less cost-effective single occupancy vehicular travel,
2. reducing air pollution generated from mobile sources such as automobiles and buses,
3. providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
4. meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan area; and
5. furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative, or "NICRI"*) collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at big Timber to a location terminating in downtown Rockford, Illinois; and,

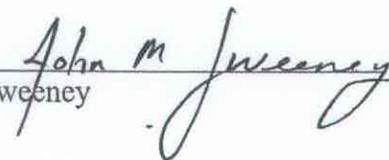
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Respectfully Submitted,
EXECUTIVE COMMITTEE

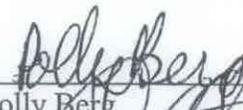


Randy Olson

Bob Kinnison, Chairman

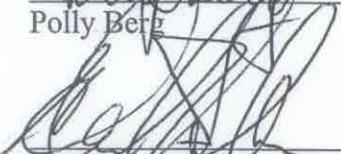


John Sweeney

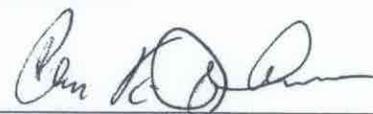


Polly Berg

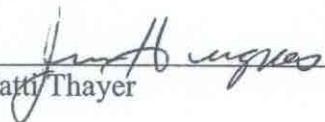
Rick Pollack



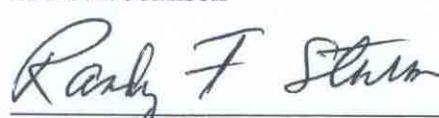
Glenn "Bud" Wilkins



Chris K. Johnson



Patti Thayer



Randy Sturm
acting Chairman

T



ROCKFORD REGIONAL
**CHAMBER OF
COMMERCE**

Rockford Regional Chamber of Commerce 515 N. Court St. P.O. Box 1747 Rockford, IL 61110-0247
Phone 815.987.8100 Fax 815.987.8122 E-mail: cservice@rockfordchamber.com
Website: www.rockfordchamber.com

**RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION**

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

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WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative*, or "NICRI") collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

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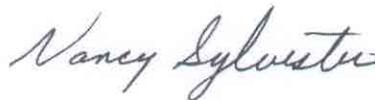
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NOW, THEREFORE, BE IT RESOVED that the Rockford Regional Chamber of Commerce:

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
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Jeff Stewart, Chairman
Board of Directors
Rockford Regional Chamber of Commerce



Nancy Sylvester, Interim President
Rockford Regional Chamber of Commerce

Approved by the Board of Directors January 25, 2005

**RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION**

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

WHEREAS, more than 35 municipal and county governments, regional economic development agencies, Chambers of Commerce, and regional transportation planning organizations (hereby referred to as the *Northern Illinois Commuter Rail Initiative, or "NICRI"*) collectively endorsed studying the feasibility of extending commuter rail service along the Metra/Milwaukee District West Line, from its current terminus at Big Timber to a location terminating in downtown Rockford, Illinois; and

WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

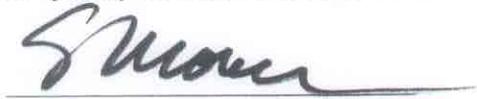
1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
2. The preliminary ridership analysis anticipates an annual ridership of 222,000 commuters and compares favorably with other "New Start" commuter rail services throughout the United States.
3. Annual operating revenue for the proposed commuter rail extension is anticipated to be about \$1.6 million and operating costs are anticipated to be approximately \$3.3 million. A cost recovery of about 50% is the goal of most commuter rail systems.
4. Capital needs for the infrastructure of this commuter rail extension is estimated at \$88.9 million, a relatively low capital start-up cost for commuter New Start projects being proposed throughout the country.

5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

NOW, THEREFORE, BE IT RESOVED that the River District Association:

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
- 4) Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).
- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

Adopted by the Board of Directors of the River District Association this 13th day of January, 2005.



Stephen T. Moore, President
Board of Directors
River District Association

FEB 03 2005

**RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION**

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

- 1) reducing less cost-effective single occupancy vehicular travel,
- 2) reducing air pollution generated from mobile sources such as automobiles and buses,
- 3) providing better transportation service to persons traditionally underserved by our currently dominant automobile/highway-oriented transportation system,
- 4) meeting Federally-stated goals of encouraging/developing balanced, multimodal transportation systems within and between metropolitan areas; and
- 5) furthering other goals of the Federal Transportation Equity Act for the 21st Century and its predecessor, the Intermodal Transportation Efficiency Act.

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WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study, and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

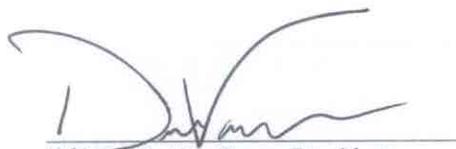
WHEREAS, the NICRI Commuter Rail Feasibility Study was completed by Transystems in November 2004 and revealed the following results based upon a detailed analysis and findings of fact:

1. The most advantageous commuter rail route for the region from a cost of service and ridership standpoint is from the end of the existing Metra commuter rail service at Big Timber to Rockford along the Union Pacific Railroad, which parallels Interstate 90 through the communities of Huntley, Marengo, Belvidere, Cherry Valley, and Rockford.
2. The preliminary ridership analysis anticipates an annual ridership of 222,000 commuters and compares favorably with other "New Start" commuter rail services throughout the United States.

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5. The establishment of commuter rail service along the Rockford-Belvidere corridor, tied to the end of the existing Metra service on the Milwaukee District West Line, shows considerable promise to become an effective and successful service to meet the mobility needs of growing communities along the corridor and to channel growth along a fixed rail system that can serve as a fulcrum to support and guide the inevitable development that will occur in this region over the next decade.

NOW, THEREFORE, BE IT RESOVED that Growth Dimensions for Belvidere-Boone County, Inc. :

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
- 4) Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).
- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.



Richard K. Van Evera, President
Board of Directors
Growth Dimensions

FEB 07 2005

VILLAGE OF WINNEBAGO
108 WEST MAIN STREET
WINNEBAGO, ILLINOIS 61088

RESOLUTION 05-01R

**A RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY
THE EXTENSION OF COMMUTER RAIL SERVICE INTO THE
CENTRAL NORTHERN ILLINOIS REGION**

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

WHEREAS, intercity commuter rail service appears to be a desirable transportation mode in itself from the standpoint of effective and efficient interurban travel, with such service having the potential benefit of:

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WHEREAS, through the assistance of Senator Durbin and the Federal Transit Administration, and supported by Congressman Manzullo, the region secured \$200,000 to conduct a feasibility study and hired Transystems Corporation to conduct the NICRI Commuter Rail Feasibility Study, the initial step in the Federal Transit Administration process to secure transit "New Starts" federal funding; and

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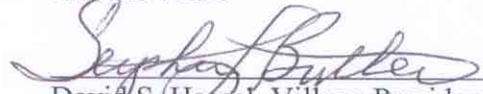
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NOW, THEREFORE, BE IT RESOLVED that the **VILLAGE OF WINNEBAGO, ILLINOIS**

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.

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- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

APPROVED:


~~David S. Hassel, Village President~~
STEPHEN L. BUTLER, ACTING PRESIDENT

ATTEST:


Sally Jo Huggins, Village Clerk

APPROVED: 1-10-25

RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

WHEREAS, these growth pressures will continue to put a strain on the existing roadway transportation network, and alternative transportation modes must be explored to maintain a thriving region for economic development and livable and sustainable communities; and

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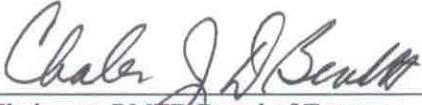
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NOW, THEREFORE, BE IT RESOLVED that the Rockford Mass Transit District:

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
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- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

Adopted this 10th day of February, 2005.


Chairman, RMTD Board of Trustees

FEB 14 2005

RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION

WHEREAS, the central northern Illinois region, comprised of the Counties of Boone, Kane, McHenry, and Winnebago and having a population of over 984,000 people, has collectively seen a 26% increase in population over the past decade, more than three times the State of Illinois average; and

WHEREAS, the central northern Illinois region will continue to see substantial population and economic growth within the next twenty years, particularly along the Interstate 90 tollway corridor; and

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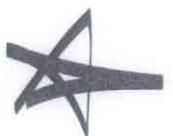
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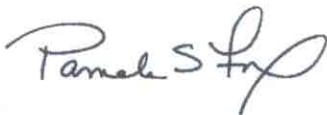
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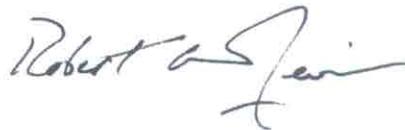
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NOW, THEREFORE, BE IT RESOVED that the Rockford Regional Chamber of Commerce:

- 1) Endorses the completed NICRI Commuter Rail Feasibility Study, which finds that the proposed service would be feasible relative to other successful new commuter rail systems in North America.
- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
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Pamela Fox, Chairman
Board of Directors
Rockford Area Economic Development Council



Robert A. Levin, President
Rockford Area Economic Development Council

**RESOLUTION ENDORSING THE CONTINUED EFFORTS TO STUDY THE EXTENSION OF
COMMUTER RAIL SERVICE INTO THE CENTRAL NORTHERN ILLINOIS REGION**

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NOW, THEREFORE, BE IT RESOVED that the **VILLAGE OF POPLAR GROVE**

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- 2) Encourages the Northern Illinois Commuter Rail Initiative to continue the dialogue with regional agencies and the public regarding funding options for capital and operating support for the proposed commuter rail service, as well continue discussions with host railroads in regards to an operating agreement for such commuter rail service.
- 3) Endorses future efforts to obtain funding for the next stages of project development for the commuter rail extension through the FTA New Starts process, which is to conduct an Alternatives Analysis, Environmental Impact Statement, and Preliminary Engineering for the proposed commuter service.
- 4) Encourages both state and federal legislators to commit and earmark funding in their next transportation budget in order to conduct the Alternatives Analysis component of the FTA New Starts Process, which includes the study of alternative options to commuter rail extension proposed (for example, analyzing a no-build scenario, constructing a commuter rail line from Greater Rockford Airport to Chicago, or building dedicated bus lanes along the Northwest Tollway).
- 5) Encourages appointed and elected officials on the local, State, and Federal levels in various agencies whose responsibility is to carry out transportation-related initiatives, to work with the central northern Illinois region through funding, staff resources, legislation, and other means necessary to implement and complete a comprehensive feasibility study to extend commuter rail service into the central northern Illinois region.

Adopted by February 14 this _____ day
of 2005, ~~2004~~ Village of Poplar Grove

Royce J. Day Mayor (Village President)
Attest: Martha Luba

Ayes: 5
Nays: 0
Absent: 1