

**East Central Illinois
Economic Development District
Comprehensive Economic Development Strategy
2007**



**East Central Illinois Economic Development District
1776 East Washington Street
Urbana, IL 61802**

East Central Illinois Economic Development District Comprehensive Economic Development Strategy 2007

September 2007

Prepared for

Economic Development Administration (EDA)
East Central Illinois Economic Development District Board

Prepared by

Champaign County Regional Planning Commission (CCRPC)

In Cooperation with

Comprehensive Economic Development Strategy Committee

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Contents

| | |
|---|-----------------|
| Executive Summary | 1 |
| Geography | 2 |
| Demographics | 3 |
| Population | 3 |
| Age Distribution | 3 |
| Race and Ethnicity | 4 |
| Socioeconomic Characteristics | 5 |
| Income | 5 |
| Poverty | 5 |
| Education | 6 |
| Community Infrastructure | 7 |
| Schools | 7 |
| Child Care | 7 |
| Housing | 8 |
| Water | 9 |
| Solid Waste Management | 9 |
| Energy Resources | 10 |
| Renewable Energy Resources | 10 |
| Telecommunications | 11 |
| Public Safety | 12 |
| Transportation | 12 |
| Commuting | 12 |
| Travel Mode | 13 |
| Brownfield Development | 14 |
| Environment | 15 |
| Climate | 15 |
| Air Quality | 15 |
| Water Quality | 16 |
| Hazardous Waste | 16 |
| Wildlife and Vegetation | 17 |
| Natural Resources | 18 |
| Land Cover | 18 |
| Soil Resources | 18 |
| Mineral Resources | 18 |
| Economic Development | 19 |
| Employment Rates | 19 |
| Employment Structure | 19 |
| Employment Trends | 20 |
| Job Growth and Competitive Advantage | 21 |
| Wages | 22 |
| Competitive Advantages and Disadvantages | 23 |
| Action Plan | 25 |
| Goals, Objectives, Tasks, and Conceptual Projects | 28 |
| Future Projects | 34 |
| Potential Funding Sources | 37 |
| Cooperation and Coordination | 40 |
| Evaluation | 41 |
| Endnotes | 43 |
| Appendix 1: Projects | A1 – A50 |

Acronyms

AEDC

American Economic Development Council

CCRPC

Champaign County Regional Planning Commission

CEDS

Comprehensive Economic Development Strategy

DCEO

Illinois Department of Commerce and Economic Opportunity

ECIEDD

East Central Illinois Economic Development District

EDA

Economic Development Administration (Federal)

EDAP

Economic Development Program (IDOT)

EDD

Economic Development District

EPA

Environmental Protection Agency (Federal)

IDNR

Illinois Department of Natural Resources

IDOT

Illinois Department of Transportation

ILEPA

Illinois Environmental Protection Agency

MFT

Motor Fuel Tax

NPL

National Priorities List (hazardous waste)

RCRA

Resource Conservation and Recovery Act (hazardous waste)

RFP

Rail Freight Program (IDOT)

TARP

Truck Access Route Program (IDOT)

TIF

Tax Increment Financing

USDA

United States Department of Agriculture

Executive Summary

The East Central Illinois Economic Development District (ECIEDD) is comprised of Champaign, Douglas, Ford, Iroquois, Piatt, and Vermillion Counties. In its 4,355 square miles, the District has an estimated population of 358,713, or about 2.7% of the state population.

The District is distinguished by:

- Lower than State average population below the poverty level;
- Higher than State average educational attainment level;
- Lower than State average unemployment rates;
- Diverse yet stable employment structure that has strengths in education, health services, and manufacturing;
- Extensive interstate and railroad system connectivity;
- Significant acreage of highly productive soil; and
- Geographic proximity to many major national markets.

The District has identified six primary goals for furthering quality economic development. These goals reflect national and state interests and accentuate the unique qualities of the six-county area. Key concepts of the CEDS goals include:

- Maintenance, modernization, and expansion of transportation and utilities infrastructure;
- Promoting better employment opportunities and business expansion;
- Sustainable growth and development through public-private partnerships and other resources;
- Promoting emerging technologies and interagency communication and coordination;
- Improving upon the existing quality labor force; and
- Protecting the District's natural resources.

Strategies for the ECIEDD in achieving these goals include implementing projects that foster quality of life and further investment in the community, enhancing relationships with agencies and all levels of government, and continually seeking funding for research, new technologies and construction of essential infrastructure. The ECIEDD also enables continuous improvement by identifying performance measures related to the CEDS goals. The ECIEDD, using the CEDS as a blueprint, intends to constantly and positively evolve its economic development initiatives in light of changing times and needs.

Geography

The East Central Illinois Economic Development District is comprised of six counties that range in population, land area, and development. The largest is Iroquois, with 1,122 square miles and Piatt County, the smallest has 440 square miles. The region developed on the backbone of railroad infrastructure which connects nearly all of the towns together now paralleled by many both interstate and state routes. Major interstate routes within the District include Interstate 57, which runs north-south through Iroquois, Ford, Champaign, and Douglas Counties; Interstate 72 which originates in Champaign and runs east-west through Champaign and Piatt Counties; and Interstate 74 which runs east-west through Piatt, Champaign, and Vermilion Counties. Major highways through the region include U.S. Routes 24, 136, 36, 45, and 150.



**East Central Illinois
Economic Development
District**

Source: Illinois Natural Resources Data Clearinghouse

Demographics

Population

Growth and decline in the District can be attributed to fluctuating employment opportunities in other rural counties. Champaign County has seen relatively consistent growth in the past fifteen years. The population in Vermilion County declined due to a loss of manufacturing jobs while populations in Ford and Iroquois Counties declined to a lesser degree due to farm consolidation and a decrease in manufacturing jobs. Growth in Douglas County occurred with the addition of businesses and jobs in the area. Piatt County grew at the highest rate as it is becoming an increasingly popular location for people that commute to jobs in surrounding counties.

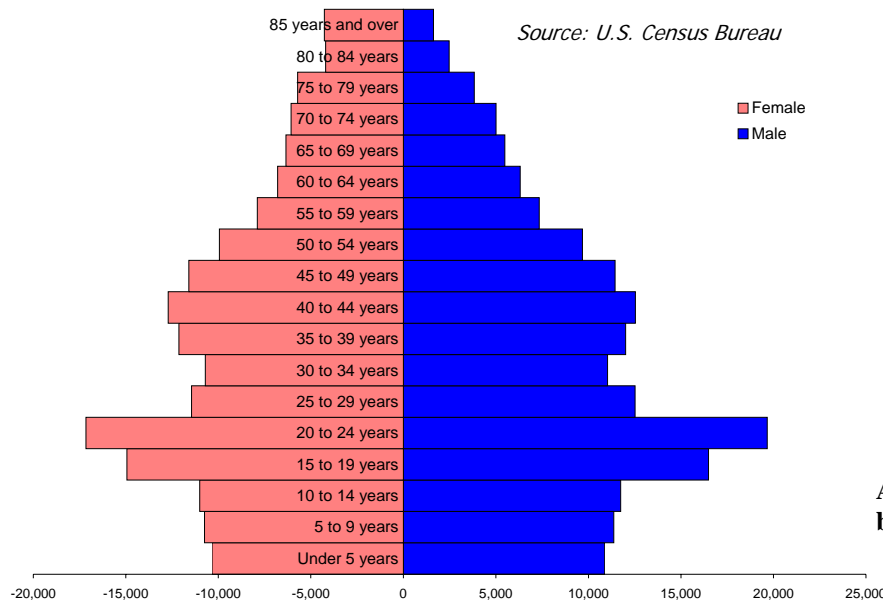
| | 1980 | 1990 | 2000 | Change (%) 1990-2000 | 2005 (est.) | Change (%) 2000-2005 |
|------------------|------------|------------|------------|-------------------------|-------------|-------------------------|
| Champaign | 168,392 | 173,025 | 179,669 | 3.7 | 184,905 | 2.8 |
| Douglas | 19,774 | 19,464 | 19,922 | 2.3 | 19,950 | 0.1 |
| Ford | 15,265 | 14,275 | 14,241 | -0.2 | 14,157 | -0.6 |
| Iroquois | 32,976 | 30,787 | 31,334 | 1.7 | 30,677 | -2.1 |
| Piatt | 16,581 | 15,548 | 16,365 | 5.0 | 16,680 | 1.9 |
| Vermilion | 95,222 | 88,257 | 83,919 | -5.2 | 82,344 | -1.9 |
| District | 348,210 | 341,356 | 345,450 | 1.2 | 348,713 | 0.9 |
| Illinois | 11,434,702 | 11,446,412 | 12,419,293 | 7.8 | 12,765,427 | 2.7 |

**Population Change
1990-2000, 2005
Estimate**

Source: U.S. Census Bureau

Age Distribution

The District has a large portion of its population in the 15 to 19 years and 20 to 24 years cohorts due to the University of Illinois at Urbana-Champaign, which has approximately 41,000 students. The baby boom generation is also evident in the District with large portion of the population in the 40-55 year cohort.



**Age Distribution
by Gender**

Demographics

Race and Ethnicity

According to the 2000 Census, Champaign County is the most diverse county in the District, followed closely by Vermilion County. Douglas, Ford, Iroquois, and Piatt Counties each have less than five percent of their populations of a race or ethnicity other than White. As a whole, the District is nearly 85 percent White, 8.5 percent Black, 3.6 percent Asian, and over 3 percent represented as Other. The Hispanic population comprised 2.9 percent of the total population.

Race and Ethnicity are now split into separate census categories where a person of any race can also have Hispanic ethnicity. All percentages for White, Black, Asian, and Other, add up to 100 percent.

Population by Race/Ethnicity, 1990-2000

| County | 1990 | | 2000 | | Change | | County | 1990 | | 2000 | | Change | |
|-----------------------|---------|---------|---------|---------|---------|---------|---|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent | | Number | Percent | Number | Percent | Number | Percent |
| Champaign | 173,205 | | 179,669 | | | | Iroquois | 30,787 | | 31,334 | | 547 | 1.8% |
| White | 146,506 | 84.6% | 141,536 | 78.8% | -4,970 | -3.4% | White | 30,154 | 97.9% | 30,059 | 95.9% | -95 | -0.3% |
| Black | 16,559 | 9.6% | 20,045 | 11.2% | 3,486 | 21.1% | Black | 164 | 0.5% | 223 | 0.7% | 59 | 36.0% |
| Asian | 8,033 | 4.6% | 11,592 | 6.5% | 3,559 | 44.3% | Asian | 69 | 0.2% | 94 | 0.3% | 25 | 36.2% |
| Other | 1,927 | 1.1% | 6,496 | 3.6% | 4,569 | 237.1% | Other | 400 | 1.3% | 958 | 3.1% | 558 | 139.5% |
| Hispanic | 3,485 | 2.0% | 5,203 | 2.9% | 1,718 | 49.3% | Hispanic | 660 | 2.1% | 1217 | 3.9% | 557 | 84.4% |
| Douglas | 19,464 | | 19,922 | | 458 | 2.4% | Piatt | 15,548 | | 16,365 | | 817 | 5.3% |
| White | 19,280 | 99.1% | 19,375 | 97.3% | 95 | 0.5% | White | 15,508 | 99.7% | 16,173 | 98.8% | 665 | 4.3% |
| Black | 16 | 0.1% | 60 | 0.3% | 44 | 275.0% | Black | 8 | 0.1% | 39 | 0.2% | 31 | 387.5% |
| Asian | 41 | 0.2% | 51 | 0.3% | 10 | 24.4% | Asian | 11 | 0.1% | 21 | 0.1% | 10 | 90.9% |
| Other | 127 | 0.7% | 436 | 2.2% | 309 | 243.3% | Other | 21 | 0.1% | 132 | 0.8% | 111 | 528.6% |
| Hispanic | 292 | 1.5% | 690 | 3.5% | 398 | 136.3% | Hispanic | 35 | 0.2% | 101 | 0.6% | 66 | 188.6% |
| Ford | 14,275 | | 14,241 | | -34 | -0.2% | Vermilion | 88,257 | | 83,919 | | -4,338 | -4.9% |
| White | 14,157 | 99.2% | 13,982 | 98.2% | -175 | -1.2% | White | 78,956 | 89.5% | 72,032 | 85.8% | -6,924 | -8.8% |
| Black | 43 | 0.3% | 35 | 0.2% | -8 | -18.6% | Black | 7,841 | 8.9% | 8,882 | 10.6% | 1,041 | 13.3% |
| Asian | 40 | 0.3% | 46 | 0.3% | 6 | 15.0% | Asian | 507 | 0.6% | 498 | 0.6% | -9 | -1.8% |
| Other | 35 | 0.2% | 178 | 1.2% | 143 | 408.6% | Other | 953 | 1.1% | 2507 | 3.0% | 1,554 | 163.1% |
| Hispanic | 81 | 0.6% | 176 | 1.2% | 95 | 117.3% | Hispanic | 1,405 | 1.6% | 2504 | 3.0% | 1,099 | 78.2% |
| District Total | 341,536 | | 345,450 | | | | <i>Source: U.S. Census Bureau. ¹for 1990 includes Pacific Islander. ²Hispanic is not a racial category. It is an ethnic category based on cultural identities. It was categorized differently in 2000 than in 1990. ³for 2000 includes American Indian and Alaska Native, Native Hawaiian and Pacific Islander, Some other race alone, and Two or more races, for 1990 is Other Race, there was not a value for American Indian, Eskimo, and Aleut</i> | | | | | | |
| White | 304,561 | 89.2% | 293,157 | 84.9% | -11,404 | -3.7% | | | | | | | |
| Black | 24,631 | 7.2% | 29,284 | 8.5% | 4,653 | 18.9% | | | | | | | |
| Asian | 8,701 | 2.5% | 12,302 | 3.6% | 3,601 | 41.4% | | | | | | | |
| Other | 3,463 | 1.0% | 10,707 | 3.1% | 7,244 | 209.2% | | | | | | | |
| Hispanic | 5,923 | 1.7% | 9,891 | 2.9% | 3,968 | 67.0% | | | | | | | |

Socioeconomic Characteristics

Income

Per capita income in the District increased by 35 percent from 1989-1999, nearly one percent more than the average for the State. The highest per capita and median household income levels are in Piatt County, which has a relatively small population. The highest median family incomes, over \$52,000, are in Champaign and Piatt Counties. The large student population skews the household and per capita income levels downward in Champaign County.

Per Capita and Median Income in the District, 1989-1999

| County | Per capita income | | | Median Household Income | | | Median family income | | |
|-----------------|-------------------|---------------|----------------|-------------------------|---------------|----------------|----------------------|---------------|----------------|
| | 1989 | 1999 | Percent Change | 1989 | 1999 | Percent Change | 1989 | 1999 | Percent Change |
| Champaign | 13,130 | 19,708 | 33.4 | 26,541 | 37,780 | 29.7 | 35,630 | 52,591 | 32.3 |
| Douglas | 11,461 | 18,474 | 38.0 | 26,758 | 39,439 | 32.2 | 32,269 | 46,117 | 30.0 |
| Ford | 11,895 | 18,860 | 36.9 | 25,801 | 38,073 | 32.2 | 31,652 | 44,947 | 29.6 |
| Iroquois | 11,653 | 18,435 | 36.8 | 25,435 | 38,071 | 33.2 | 30,516 | 45,417 | 32.8 |
| Piatt | 13,690 | 21,075 | 35.0 | 31,369 | 45,752 | 31.4 | 35,902 | 52,218 | 31.2 |
| Vermilion | 11,771 | 16,787 | 29.9 | 23,841 | 34,071 | 30.0 | 30,392 | 41,553 | 26.9 |
| District | 12,267 | 18,890 | 35.1 | 26,624 | 38,864 | 31.5 | 32,727 | 47,141 | 30.6 |
| Illinois | 15,201 | 23,104 | 34.2 | 32,252 | 46,590 | 30.8 | 38,664 | 55,545 | 30.4 |

Source: U.S. Census Bureau

Poverty

The poverty rate for the District is below the State average and decreased from 1989-1999. The greatest decrease occurred in Douglas County, which dropped from 9.6 percent to 6.4 percent. The lowest poverty rate is in Piatt County, which is 5 percent of the population. Champaign County has the largest number of people in poverty. The large student population may have an effect on the number, but the poverty rate does not include the group quarters population, which includes people living in institutions and college dormitories.

Number/Percent of People below Poverty Level, 1989-1999

| County | 1989 | | 1999 | |
|-----------------|---------------|---------------|---------------|---------------|
| | Number Below | Percent Below | Number Below | Percent Below |
| Champaign | 24,127 | 15.6 | 26,460 | 16.1 |
| Douglas | 1,843 | 9.6 | 1,247 | 6.4 |
| Ford | 1,284 | 9.3 | 956 | 7.0 |
| Iroquois | 2,777 | 9.2 | 2,669 | 8.7 |
| Piatt | 939 | 6.1 | 799 | 5.0 |
| Vermilion | 12,971 | 15.2 | 10,704 | 13.3 |
| District | 43,941 | 10.8 | 42,835 | 9.4 |
| State | 1,326,731 | 11.9 | 1,291,958 | 10.7 |

Source: U.S. Census Bureau

Socioeconomic Characteristics

Education

Residents in the District are well educated with a higher percentage than that of the state having high school diplomas, associate's degrees, graduate or professional degrees. In Champaign County, home of the largest University of Illinois campus, nearly 40 percent of the population has a bachelor's degree or higher. The District also has lower percentages of residents without high school diplomas than the State average. The percentage of people in Champaign County with an education of 8th grade or less is 3 percent, compared to the State average of 7.5 percent.

Educational Attainment, 2004-2005 School Year

| | 8th grade or less | 9th-12th, no diploma | High school graduate | Some college, no degree | Associate degree | Bachelor's degree | Graduate or Professional Degree |
|------------------|-------------------|----------------------|----------------------|-------------------------|------------------|-------------------|---------------------------------|
| Champaign | 3.1% | 5.9% | 24.2% | 21.6% | 7.2% | 18.6% | 19.4% |
| Douglas | 12.2% | 8.5% | 39.6% | 19.5% | 6.4% | 9.4% | 4.4% |
| Ford | 4.6% | 9.4% | 42.0% | 21.7% | 8.5% | 9.3% | 4.6% |
| Iroquois | 8.1% | 11.6% | 40.6% | 21.7% | 6.2% | 7.2% | 4.6% |
| Piatt | 3.9% | 7.4% | 37.2% | 23.4% | 7.0% | 13.4% | 7.6% |
| Vermilion | 7.1% | 14.1% | 38.4% | 20.9% | 7.0% | 8.3% | 4.2% |
| District | 5.3% | 9.0% | 32.0% | 21.4% | 7.0% | 13.5% | 11.7% |
| Illinois | 7.5% | 11.1% | 27.7% | 21.6% | 6.1% | 16.5% | 9.5% |

Source: Illinois State Board of Education, District Summary Report, 2004-2005 School Year

Community Infrastructure

Schools

The District has over 40 public school districts and over 25 private schools. The enrollment for the municipalities or school districts with over 950 students are listed in the table at right.

There are sixteen colleges and universities in or near the District. The University of Illinois is the largest school in the District with approximately 41,000 students. It has nearly 28,000 undergraduate students enrolled in nine undergraduate divisions that together offer 4,000 courses in more than 150 fields of study. The University Library is the largest public university collection in the world, housing 22 million items in the main library and in the more than 40 departmental libraries and units.ⁱ

Other schools located in the District are Parkland College, Danville Area Community College, and Lakeview College of Nursing. Parkland College offers 100 degree and certificate programs designed for career and job placement or for transfer to programs at four-year institutions.ⁱⁱ Danville Area Community College serves over 5,000 students per year in over 1,500 unique courses.ⁱⁱⁱ

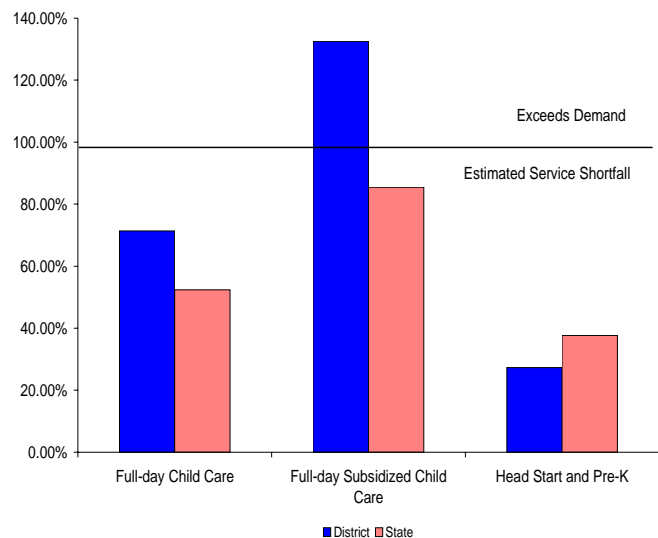
Child Care

Child Care is an important social service industry, caring for approximately 22,000 children of the 25,504 children in the District between 0 and 5 years of age in 2000. The graph at right classifies the potential number of children in need of childcare (as defined by the Illinois Facilities Fund Non-Profit group) and calculates the service level defined by the number of spaces available. Results under 100% do not meet the expected demand of potential children and results over 100% exceed the demand but do not indicate an over-abundance of service. Actual numbers may vary widely from year to year and are influenced specifically in Champaign County by the University.

School Enrollment, 2004-05 School Year

| County Municipality | Enrollment |
|---------------------|------------|
| Champaign | |
| Champaign | 9,276 |
| Urbana | 4,490 |
| Mahomet | 2,769 |
| Tolono | 1,435 |
| Rantoul | 2,452 |
| St. Joseph | 1,210 |
| Douglas | |
| Tuscola | 951 |
| Ford | |
| Paxton | 1,485 |
| Gibson City | 1,104 |
| Iroquois | |
| Clifton | 1,259 |
| Watseka | 1,208 |
| Piatt | |
| Monticello | 1,640 |
| Vermilion | |
| Danville | 6,356 |
| Fithian | 1,121 |
| Georgetown | 1,264 |
| Hoopeston | 1,380 |
| Westville | 1,281 |

Source: Illinois State Board of Education, District Summary Report, 2004-2005 School Year



Supply and Demand for childcare, District and State levels

Source: Illinois Facilities Fund

Community Infrastructure

Housing

Housing tenure and vacancy characteristics in the District for 2000 and 1990 show that the percent of owner occupied housing is increasing, and the percentage of vacant housing is decreasing. In 2000, 60 percent of the housing was owner occupied, up from 59 percent in 1990. This is lower than the State percentage of 63.2. Piatt County has the highest owner occupancy rate at 76.4 percent. Champaign County has the lowest rate of 52.3 percent.

The percent of renter occupied units is increasing at a higher rate than the State average of 30.8 percent. In 2000, nearly 33 percent of the housing units in the District were rental units, slightly less the number in 1990, 33.8 percent. Champaign County has the highest percentage of renter occupied housing, with 41.5 percent of its units rented. Piatt County has the lowest percentage of rental housing at 18.8 percent.

The vacancy rate in the District decreased slightly from 7.2 percent in 1990 to 6.8 in 2000. The highest vacancy rate in the District is in Iroquois County, at 8.5 percent. The lowest rate is in Piatt County, at 4.8 percent.

The median value for owner occupied housing in District counties increased substantially from 1990 to 2000. The value in each District county is substantially less than for the State as a whole.

Median Value for Owner-Occupied Housing

| | 1990 | 2000 | Percent Change |
|-----------------|--------|---------|----------------|
| Champaign | 67,500 | 94,700 | 40.30 |
| Douglas | 44,000 | 70,500 | 60.23 |
| Ford | 42,400 | 70,600 | 66.51 |
| Iroquois | 40,200 | 77,900 | 93.78 |
| Piatt | 51,800 | 82,600 | 59.46 |
| Vermilion | 38,500 | 56,000 | 45.45 |
| District (mean) | 47,400 | 75,383 | 59.07 |
| Illinois | 80,100 | 130,800 | 63.30 |

Source: U.S. Census Bureau

Housing Tenure and Vacancy, 1990-2000

| | 1990 | | | | 2000 | | | |
|-----------|-----------|-----------|---------|---------|-----------|-----------|---------|---------|
| | Total | Occupied | Vacant | Percent | Total | Occupied | Vacant | Percent |
| Champaign | 68,416 | 63,900 | 4,683 | 6.8 | 75,280 | 70,597 | 4,683 | 6.2 |
| Douglas | 7,607 | 7,206 | 431 | 5.7 | 8,005 | 7,574 | 431 | 5.4 |
| Ford | 6,118 | 5,602 | 421 | 6.9 | 6,060 | 5,639 | 421 | 6.9 |
| Iroquois | 12,819 | 11,788 | 1,142 | 8.9 | 13,362 | 12,220 | 1,142 | 8.5 |
| Piatt | 6,227 | 5,934 | 323 | 5.2 | 6,798 | 6,475 | 323 | 4.8 |
| Vermilion | 37,061 | 34,072 | 2,943 | 7.9 | 36,349 | 33,406 | 2,943 | 8.1 |
| District | 138,248 | 128,502 | 9,943 | 7.2 | 145,854 | 135,911 | 9,943 | 6.8 |
| Illinois | 4,506,275 | 4,202,240 | 293,836 | 6.5 | 4,885,615 | 4,591,779 | 293,836 | 6.0 |

Source: U.S. Census Bureau

Community Infrastructure

Water

The Mahomet Aquifer is the major groundwater resource for East Central Illinois, including the counties in the District. It extends from Vermilion and Iroquois Counties on the east to Cass, Mason, and Tazewell Counties on the west. Roughly, it encompasses the northern two-thirds of Champaign and Vermilion Counties, much of Ford, Piatt, and Douglas Counties, and the southern two-thirds of Iroquois County. These aquifers are generally reliable and meet the requirements of smaller communities. A number of communities also rely on surface water resources within the District. These sources include the Kankakee/Iroquois, Vermilion, Upper Sangamon, Upper Kaskaskia, and the Embarras/Middle Wabash watersheds.

Water Capacities in Gallons per Day

| Community | Source | Storage Capacity | Treatment Capacity | Average Daily Demand | Peak Daily Demand | Available Capacity over Peak |
|---|--------|------------------|--------------------|----------------------|-------------------|------------------------------|
| Champaign | | | | | | |
| Illinois American (serves Champaign, Urbana, & Savoy) | Well | 6,650,000 | 40,000,000 | 19,270,000 | 33,060,000 | 6,940,000 |
| Rantoul | Well | 2,500,000 | 4,500,000 | 1,600,000 | 2,500,000 | 2,000,000 |
| Mahomet | Well | 370,000 | 864,000 | 450,000 | 950,000 | 86,000 |
| Douglas | | | | | | |
| Tuscola | Other | 750,000 | 1,000,000 | 450,000 | 650,000 | 500,000 |
| Ford | | | | | | |
| Gibson City | Other | 400,000 | 1,440,000 | 750,000 | 803,000 | 637,000 |
| Paxton | Well | 800,000 | 2,500,000 | 650,000 | 1,520,000 | 980,000 |
| Iroquois | | | | | | |
| Watseka | Well | 650,000 | 2,100,000 | 700,000 | 1,300,000 | 280,000 |
| Piatt | | | | | | |
| Monticello | Well | 1,176,000 | 1,000,000 | 650,000 | 900,000 | 100,000 |
| Vermilion | | | | | | |
| Hoopeston | Well | 625,000 | 2,880,000 | 700,000 | 1,400,000 | 1,480,000 |
| Danville | Lake | 9,050,000 | 14,000,000 | 7,800,000 | 10,130,000 | 3,870,000 |

Source: Department of Commerce and Economic Opportunity Community Profiles - various years

Solid Waste Management

In 1997, there were 161 dumping sites identified by the Illinois Waste Management and Research Center located throughout the East Central Illinois Development District. Illinois Landfill, located in Hoopeston, opened in 1991 and is expected to close in 2046; Brickyard Disposal and Recycling in Danville opened in 1972 and is expected to close in 2025. There are three transfer stations in the District, two in Champaign County and one in Piatt County. The Central Waste Services and Recycling Facility is located in Urbana and the University of Illinois operates the Waste Transfer and Material Recovery Facility in Champaign. The City of Monticello in Piatt County operates the Monticello Transfer Station which opens generally twice annually. Two compost facilities are also in operation, the Urbana Municipal Landscape Recycling Center and the Brickyard Disposal and Recycling Center in Danville. Both facilities accept grass, leaves, and brush and are open to the public for drop-off and pick-up.^{iv}

Community Infrastructure

Energy Resources

Ameren Corporation, with its operating companies of AmerenCILCO, AmerenCIPS, and AmerenIP, serve a majority of the District's electricity and natural gas needs. AmerenIP produces electricity in the market from national power grid suppliers, predominantly produced through coal-fired, gas-fired, hydroelectric and nuclear power plants owned and operated by the parent company Ameren. Soyland Power Cooperative generates power for the Coles-Moultrie and Eastern Illini cooperatives in parts of Champaign, Douglas, Ford, Iroquois, Piatt, and Vermillion Counties, while Wabash Valley Power supplies Enerstar Power Corporation in Champaign, Douglas and Iroquois Counties. Soyland Power currently generates baseload electricity from a coal fired facility in Pike County and a natural gas facility in Scott County, both located in West Central Illinois. Wabash Valley Power generates electricity from two primary facilities located on the Illinois/Indiana border at Cayuga and East Mt. Carmel. Ameren Corporation provides electric services and generation through subsidiaries to various areas throughout the District. There are nine power plants within the District generating 1500 MegaWatts annually. The largest power plant is Goose Creek Energy Center, a natural gas fired turbine facility in Piatt County, while others include coal-fired plants and cogeneration heat and electricity plants. These are located throughout the District except for Iroquois County. Many of these power plants have been involved with lawsuits from the state regarding Clean Air Act compliance; after a number of large settlements, the plants have drastically improved their emission ratings.

Renewable Energy Resources

Studies from the University of Illinois have shown that while Illinois has a desirable amount of solar radiation for energy production, the cost of photovoltaic production and battery capacity, as well as currently subsidized energy costs, make this form of energy production cost prohibitive. The cost for solar energy is approximately 50 cents per kilowatt hour where current costs are around 11 cents but rising.

Wind power is an increasingly viable alternative for energy production with developing technology and increased interest in renewable energy. Many areas in Illinois have already undertaken wind farm projects with more being proposed every year. Much of the District is rated as having fair potential for wind energy and all counties have a major transmission line through which generated energy can be supplied and sold to distribution companies.

Community Infrastructure

Telecommunications

The state of Illinois has been a leader in telecommunication technology development for decades, including the first electronic switching system in 1960, ISDN connections and more recently digital switching and fiber optics. Digital switching is the ability to maintain digital signals between origination and reception points providing high speed, high quality, secure voice, data and image communications. These services are present in most of the larger communities as well as many of the smaller communities due to state and federal funding initiatives. DSL and broadband internet access are also available in many of the communities through large scale private communications companies.

Telecommunications Availability

| Community | Local Telephone Supplier | Digital Switching | Fiber Optics |
|------------------|--------------------------|-------------------|--------------|
| Champaign | | | |
| Champaign | SBC, McLeod | Yes | Yes |
| Urbana | SBC, McLeod | Yes | Yes |
| Rantoul | Verizon | Yes | Yes |
| Mahomet | Verizon | No | No |
| Douglas | | | |
| Tuscola | Verizon | No | Yes |
| Ford | | | |
| Gibson City | SBC | Yes | Yes |
| Paxton | Verizon | No | Yes |
| Iroquois | | | |
| Watseka | SBC | Yes | Yes |
| Piatt | | | |
| Monticello | Verizon | Yes | Yes |
| Vermilion | | | |
| Danville | SBC | Yes | Yes |
| Hoopeston | Verizon | Yes | No |

Source: Department of Commerce and Economic Opportunity Community Profile

Health Care Services

There are eight hospitals located in the District. The largest is Carle Foundation Hospital in Urbana. It is a 295 bed Level I trauma center. It is the primary teaching hospital for the University of Illinois, College of Medicine at Urbana-Champaign, and has 25 departments including surgical, cardiovascular, and neonatal ICUs.^v Provena Covenant Medical Center is a 270 bed comprehensive medical facility located in Urbana. It has a medical staff of 250 physicians that represent 37 areas of specialized care.^{vi} Provena United Samaritans Medical Center in Danville is a 210 bed comprehensive medical center with over 100 physicians.^{vii} Other hospitals in the District are the Veteran's Administration Hospital in Danville, Gibson Community Hospital in Gibson City, Iroquois Memorial Hospital in Watseka, and John and Mary E. Kirby Hospital in Monticello.

Community Infrastructure

Public Safety

Crime statistics are tracked on a report by report basis and are not separated by crime against residences and crime against businesses. Crime rates have decreased slightly within the District between 2000 and 2005. Iroquois, Douglas, Ford, and Piatt Counties all have less than 1000 crimes per 100,000 people while Vermilion and Champaign are near 4,000 and 8,000 crimes per 100,000, respectively. In 2005, burglary and larceny were the most common types of crime in the District.

Transportation

The District includes two east-west interstates and one north-south interstate. U.S. Routes and State routes are also well traveled. Mass transit services are available in Champaign-Urbana as well as in Danville. Passenger rail travels daily from Champaign and Danville to Chicago and goes as far south as New Orleans. Freight Rail is the backbone of the District, serving the major cities as well as many of the smaller ones. The University of Illinois Willard Airport located in Savoy, Champaign County is the only airport in the region with commercial air flights. There are numerous other airports in the District not served by commercial carriers.

Commuting

The mean travel time to work within the District is 20.8 minutes, nearly eight minutes less than the average for the State. Champaign County had the lowest mean travel time at 16.8 minutes. Piatt County had the highest time, 23.6 minutes, most likely a result of over half of its residents commuting to jobs in other counties. Champaign and Vermilion counties are the major employment centers in the District. Piatt County is emerging as a bedroom county with more workers commuting out of the county than working in it.

Mean Travel Time to Work, 2000

| County | Mean Travel Time |
|-----------------|------------------|
| Champaign | 16.8 |
| Douglas | 19.8 |
| Ford | 21.2 |
| Iroquois | 22.9 |
| Piatt | 23.6 |
| Vermilion | 20.4 |
| District | 20.8 |
| Illinois | 28 |

Source: U.S. Census Bureau

Commuting Patterns, 2000

| | Live In | Work In | Live and Work In | Commute Out | Commute In |
|------------------|---------|---------|------------------|-------------|------------|
| Champaign | 91,368 | 100,737 | 86,425 | 4,943 | 14,312 |
| Douglas | 9,423 | 8,296 | 5,670 | 1,127 | 2,626 |
| Ford | 6,774 | 5,823 | 3,903 | 2,871 | 1,920 |
| Iroquois | 14,728 | 10,601 | 9,208 | 5,520 | 1,393 |
| Piatt | 8,375 | 4,583 | 3,460 | 4,905 | 1,123 |
| Vermilion | 34,948 | 34,490 | 30,042 | 4,906 | 4,448 |

Source: Illinois Department of Employment Security, U.S. Census Bureau 2000

Community Infrastructure

Travel Mode

The primary mode of travel when commuting in the District is by car, truck, or van, used by between 63% and 94% of the population in 2000. Public transit accounts for up to 10 percent of commuting traffic in some areas, while the majority of the remaining population condensed in larger urbanized areas walk. Biking and walking are becoming more desirable modes of transit and are encouraged by municipalities and the county. Developing business policies and infrastructure to accommodate alternative modes of transportation allows for greater accessibility for employees and patrons and helps cater to local markets.

Travel Mode Split for Commuting Purposes, 2000

| | Champaign | | Danville | | Gibson City | | Hoopston | | Mahomet | |
|-------------------------------|---------------|---------------|---------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Actual | Percent | Actual | Percent | Actual | Percent | Actual | Percent | Actual | Percent |
| Total: | 34,283 | | 12,584 | | 1,529 | | 2,410 | | 2,386 | |
| Car, truck, or van: | 25,821 | 75.32% | 11,716 | 93.10% | 1,359 | 88.88% | 2,255 | 93.57% | 2,210 | 92.62% |
| Drove alone | 22,104 | 85.60% | 10,001 | 85.36% | 1,204 | 88.59% | 1,892 | 83.90% | 2,058 | 93.12% |
| Carpooled | 3,717 | 14.40% | 1,715 | 14.64% | 155 | 11.41% | 363 | 16.10% | 152 | 6.88% |
| Public transportation: | 2,129 | 6.21% | 149 | 1.18% | na | na | na | na | 13 | 0.54% |
| Bus or trolley bus | 2,022 | 94.97% | 106 | 71.14% | na | na | na | na | 3 | 23.08% |
| Streetcar or trolley car | 0 | 0.00% | 0 | 0.00% | na | na | na | na | 0 | 0.00% |
| Subway or elevated | 6 | 0.28% | 0 | 0.00% | na | na | na | na | 10 | 76.92% |
| Railroad | 50 | 2.35% | 0 | 0.00% | na | na | na | na | 0 | 0.00% |
| Ferryboat | 17 | 0.80% | 0 | 0.00% | na | na | na | na | 0 | 0.00% |
| Taxicab | 34 | 1.60% | 43 | 28.86% | na | na | na | na | 0 | 0.00% |
| Motorcycle | 70 | 0.20% | 8 | 0.06% | 0 | 0.00% | 7 | 0.29% | 24 | 1.01% |
| Bicycle | 764 | 2.23% | 30 | 0.24% | 5 | 0.33% | 0 | 0.00% | 0 | 0.00% |
| Walked | 4,216 | 12.30% | 308 | 2.45% | 98 | 6.41% | 80 | 3.32% | 10 | 0.42% |
| Other means | 123 | 0.36% | 71 | 0.56% | 11 | 0.72% | 0 | 0.00% | 0 | 0.00% |
| Worked at home | 1,160 | 3.38% | 302 | 2.40% | 56 | 3.66% | 68 | 2.82% | 129 | 5.41% |

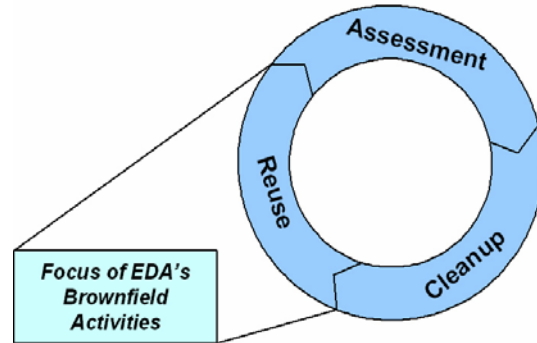
| | Monticello | | Paxton | | Rantoul | | Tuscola | | Urbana | |
|-------------------------------|--------------|---------------|--------------|---------------|--------------|---------------|--------------|---------------|---------------|---------------|
| | Actual | Percent | Actual | Percent | Actual | Percent | Actual | Percent | Actual | Percent |
| Total: | 2,586 | | 2,130 | | 6,451 | | 2,181 | | 17,441 | |
| Car, truck, or van: | 2,333 | 90.22% | 2,023 | 94.98% | 6,037 | 93.58% | 2,039 | 93.49% | 11,126 | 63.79% |
| Drove alone | 2,247 | 96.31% | 1,783 | 88.14% | 5,120 | 84.81% | 1,818 | 89.16% | 9,302 | 83.61% |
| Carpooled | 86 | 3.69% | 240 | 11.86% | 917 | 15.19% | 221 | 10.84% | 1,824 | 16.39% |
| Public transportation: | 8 | 0.31% | 9 | 0.42% | 56 | 0.87% | na | na | 1,895 | 10.87% |
| Bus or trolley bus | 0 | 0.00% | 9 | 100.00% | 12 | 21.43% | na | na | 1,860 | 98.15% |
| Streetcar or trolley car | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | na | na | 7 | 0.37% |
| Subway or elevated | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | na | na | 0 | 0.00% |
| Railroad | 8 | 100.00% | 0 | 0.00% | 5 | 8.93% | na | na | 13 | 0.69% |
| Ferryboat | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | na | na | 7 | 0.37% |
| Taxicab | 0 | 0.00% | 0 | 0.00% | 39 | 69.64% | na | na | 8 | 0.42% |
| Motorcycle | 8 | 0.31% | 0 | 0.00% | 8 | 0.12% | 0 | 0.00% | 58 | 0.33% |
| Bicycle | 0 | 0.00% | 5 | 0.23% | 27 | 0.42% | 7 | 0.32% | 778 | 4.46% |
| Walked | 130 | 5.03% | 26 | 1.22% | 107 | 1.66% | 40 | 1.83% | 2,967 | 17.01% |
| Other means | 22 | 0.85% | 32 | 1.50% | 85 | 1.32% | 0 | 0.00% | 65 | 0.37% |
| Worked at home | 85 | 3.29% | 35 | 1.64% | 131 | 2.03% | 95 | 4.36% | 552 | 3.16% |

U.S. Census Bureau, 2000

Community Infrastructure

Brownfield Redevelopment

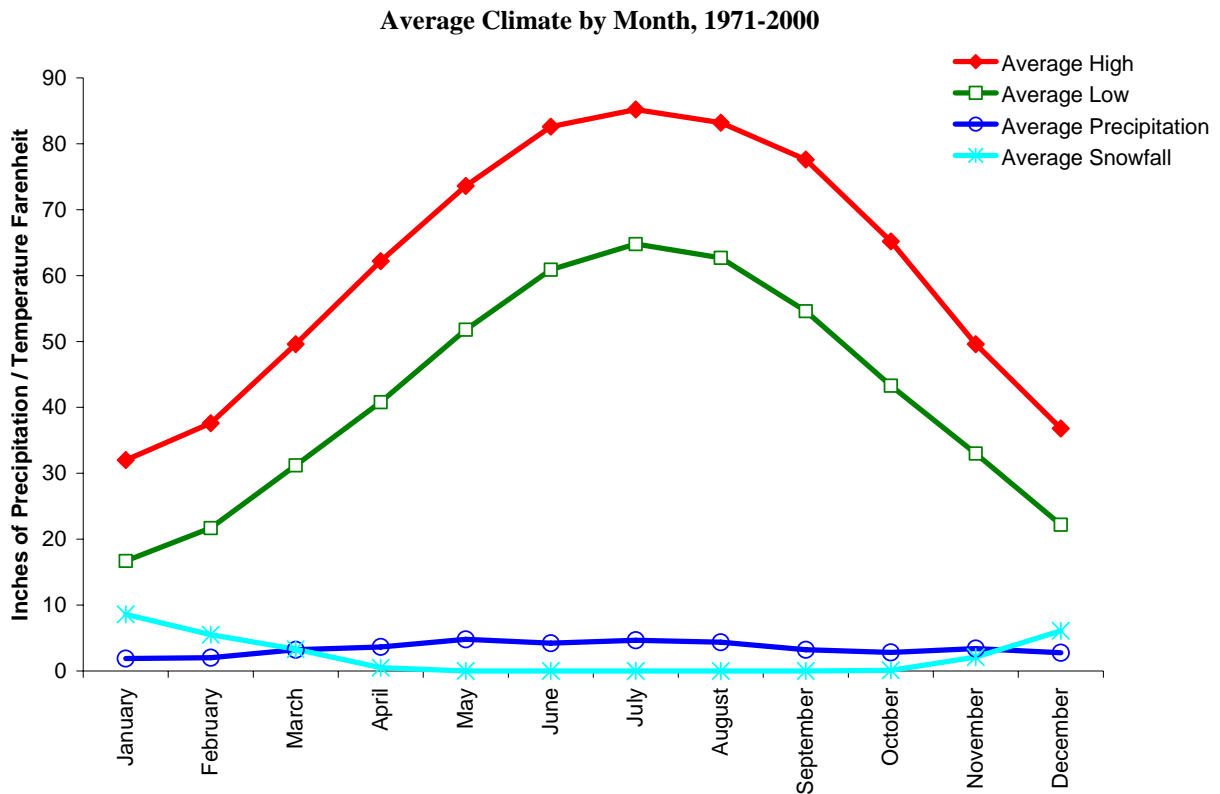
A Brownfield is a property on which presence or potential presence of a hazardous substance, pollutant, or contaminant complicates the development or redevelopment of that site. Current Environmental Protection Agency (EPA) grants and loan funds have exceeded \$525 million towards 1,620 projects. There are eight different Brownfield sites within the District that have or are currently receiving funds through the Municipal Brownfield Redevelopment Grant administered by the Illinois Environmental Protection Agency (IEPA). The IEPA is involved with the assessment and cleanup portions of the diagram shown at right, while EDA provides funding to redevelop the site with a suitable use, often retail and commercial.



Source: Economic Development Authority

Climate

The District has a temperate, humid climate. It has four distinct seasons, with January as the coldest month and July as the warmest month. The growing season is approximately 170 days. Typically, 40 inches of rain falls each year. May and June have the most rain with over four inches each month. The winter months of January and February are the driest, with less than two inches of precipitation each month. The average annual snowfall is 26 inches. The prevailing wind speed in the District is approximately five miles per hour.^{viii}



Source: The Weather Underground

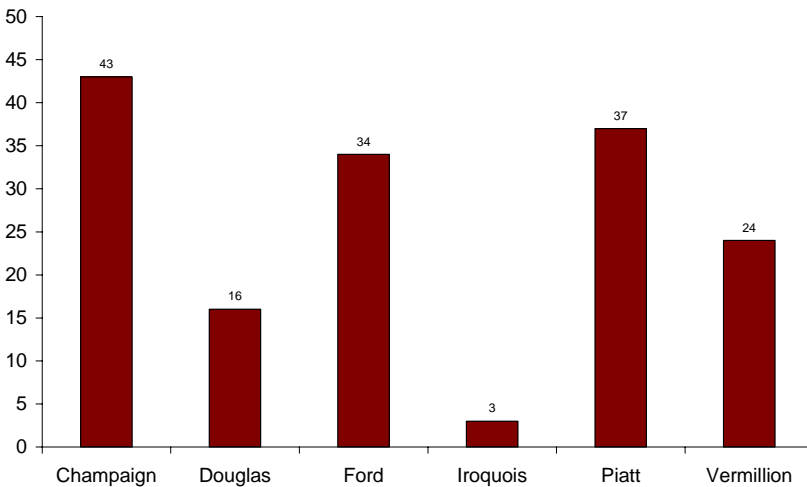
Air Quality

All of the counties in the District are classified as “Air Quality Attainment Areas” by the Illinois State Environmental Protection Agency. This classification means that the counties within the District meet the National Ambient Air Quality Standards, which observes six criteria established by federal law.

Water Quality

The leading pollutants and stressors for water bodies in the District are sediments, nutrients, and low dissolved oxygen. Primary sources for these stressors include agriculture based activities, municipal point source, and hydromodification or habitat modification. The chart below is an approximation of the percentage of surface water that is impaired or threatened due to water quality issues and the activity that is impaired.

Number of Impaired Waterbodies by County



Source: U.S. EPA through Scorecard.com

Hazardous Waste

Ten superfund sites are located in the District, two in Champaign County and eight in Vermillion County^{ix}. Only one is on the National Priorities List (NPL) which identifies the nation's highest priority sites. Sites given this designation are the most hazardous sites in the nation and are prioritized to determine funding. An initial assessment determines the risk or potential risk to human health; however, other tests and surveys must be completed to fully determine priority status and funding. Chanute Air Force Base in Rantoul is Proposed NPL meaning that it is currently being assessed for inclusion as NPL but has not yet completed the tests and surveys. Hegeler Zinc in Danville is recorded as a Final NPL and is currently undergoing a National Priorities List Responsible Parties Search that intends to find potential responsible parties. The other six sites are designated as non-NPL having cleaned or in the process of cleaning the site. Safety Kleen Corp. in Urbana is the only RCRA permitted Hazardous Waste site in the District and is categorized as a transfer/storage site.^x

Environment

Wildlife & Vegetation

The District is one of the flattest parts of the state and is the source for numerous river basins. Wetlands account for one percent or less of the land area in each of the counties, but much of the area that was wetlands is now drained through tiling and planted for row crops. Four percent of the Vermilion River basin is forested, which is the largest forested area in the District. Prior to settlement more land was forested, especially on the east banks of rivers, while much of the area was grassland categorized as prairie and savanna. The District is home to a variety of mammals, birds, fish, amphibians, and reptile species, including 68 endangered or threatened species.

Natural Resources

Land Cover

Ninety percent of the land in Champaign, Ford, and Iroquois, and Piatt Counties is farmed. Seventy-eight percent of the land in Vermilion County and 86 percent of the land in Douglas County is farmed. Overall, nearly 89 percent of the land in the District is farmed. Corn and soybeans are the major crops grown. Secondary crops include winter wheat, oats, hay, vegetables, as well as cattle, hogs, and eggs.

Farmed Land by County, 2002

| County | Acreage Farmed | Total Acreage | Percent of Total |
|-----------------|------------------|------------------|------------------|
| Champaign | 577,066 | 638,860 | 90.3% |
| Douglas | 232,690 | 268,800 | 86.6% |
| Ford | 286,069 | 312,320 | 91.6% |
| Iroquois | 678,918 | 718,080 | 94.5% |
| Piatt | 257,869 | 279,680 | 92.2% |
| Vermilion | 449,964 | 577,030 | 78.0% |
| District | 2,482,576 | 2,794,770 | 88.8% |

Source: USDA Census of Agriculture, 2002; USDA Soil Conservation Service Soil Survey

Soil Resources

Soils in East Central Illinois are highly productive and are a direct result of continental glaciation that affected this part of the state. Of the 2.8 million acres in the District, nearly 2.55 million are rated as Prime Farmland soils by USDA. Prime Farmland is defined as those soils having the best combination of physical and chemical characteristics for producing food, feed, fiber and forage crops. Piatt and Douglas Counties have the highest percentage of Prime Farmland at 96 percent. Ninety-five percent of the land in Ford County is prime farmland, 90 percent in Champaign County, and 89 percent of the land in Iroquois and Vermilion Counties is considered prime farmland. These soils are also very favorable for non-agricultural uses due to low slopes, adequate drainage, and low susceptibility to shifting. Engineering alternatives have been developed for many of the local soil conditions present, making nearly all areas in the District suitable for development.^{xi}

Mineral Resources

Mineral resources in the District consist mostly of coal, sand and gravel, and lime. Vermilion County has more than 3 billion tons of minable coal reserves. Past mining produced more than 160 million tons of coal. More than 6,000 acres of land in Vermilion County were strip mined. Champaign County has 305 million tons of coal. Douglas and Piatt Counties have excavations for sand and gravel. In the western part of Vermilion County, near Fairmount, there is a large limestone quarry that has been in operation since the early 1900's, producing crushed limestone for concrete aggregate. Gravel, stone, and agricultural lime are quarried in Douglas County east of Tuscola.^{xii}

Economic Development

Employment Rates

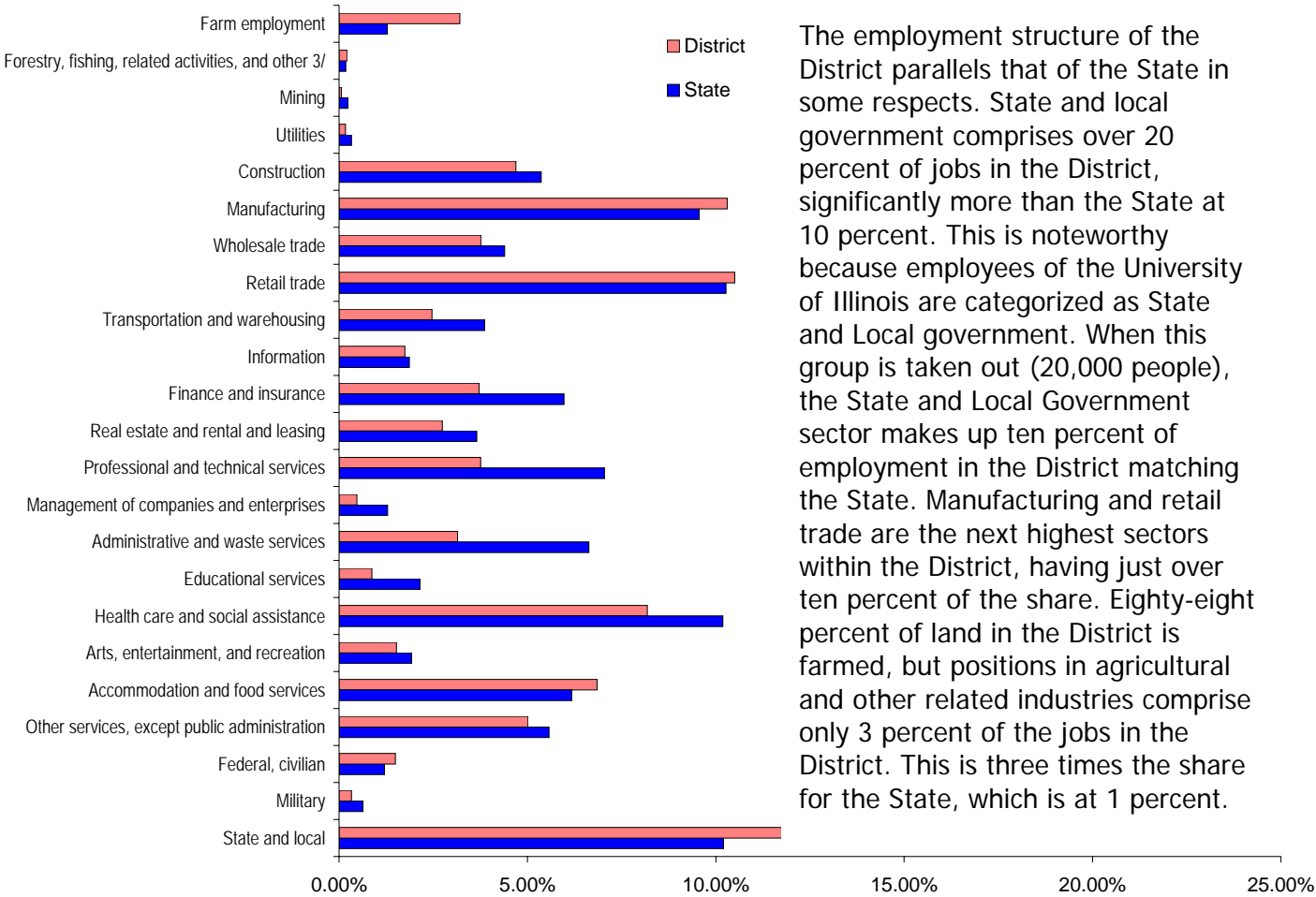
In 2005, the District had over 180,000 people in the labor force; the average unemployment rate of the counties was 4.7 percent, a point lower than that of the State. The lowest unemployment rate was in Champaign County, which had a rate of 3.9 percent, and the highest rate of unemployment was in Vermillion County, at 6.3 percent.

Employment Data by County, 2005

| County | County Labor Force | Employed | Unemployed | Rate |
|------------|--------------------|-----------|------------|------|
| Champaign | 102,196 | 98,198 | 3,998 | 3.9 |
| Douglas | 10,796 | 10,300 | 496 | 4.6 |
| Ford | 7,431 | 7,079 | 352 | 4.7 |
| Iroquois | 16,753 | 15,986 | 767 | 4.6 |
| Piatt | 9,161 | 8,789 | 372 | 4.1 |
| Vermillion | 38,406 | 35,978 | 2,428 | 6.3 |
| District | 184,743 | 176,330 | 8,413 | 4.7 |
| Illinois | 6,469,300 | 6,100,800 | 368,500 | 5.7 |

Source: Illinois Department of Employment Security

Employment Sectors, District and State levels



Employment Structure

The employment structure of the District parallels that of the State in some respects. State and local government comprises over 20 percent of jobs in the District, significantly more than the State at 10 percent. This is noteworthy because employees of the University of Illinois are categorized as State and Local government. When this group is taken out (20,000 people), the State and Local Government sector makes up ten percent of employment in the District matching the State. Manufacturing and retail trade are the next highest sectors within the District, having just over ten percent of the share. Eighty-eight percent of land in the District is farmed, but positions in agricultural and other related industries comprise only 3 percent of the jobs in the District. This is three times the share for the State, which is at 1 percent.

Economic Development

Employment Trends

The largest gain in employment (188 percent) occurred in Agriculture services, forestry, fishing, and mining. This is substantially more than the 101 percent increase shown for the State. These increases are despite a nearly 40 percent decline in total farm employment. Employment in the District's service sector increased 117 percent, which is less than the State average of 165 percent. State and local government employment increased nearly 30 percent. Federal, civilian, and military employment decreased with the closing of Chanute Air Force Base in Rantoul. Unlike the rest of the State, where manufacturing declined by nearly 30 percent, manufacturing increased by 11 percent in the District. Wholesale trade increased by 77 percent, a significantly higher percentage than the State's 33 percent.

| Top District Employers | Municipality | Employees |
|--|--------------|-----------|
| Champaign County | | |
| University of Illinois at Urbana-Champaign | Urbana | 20,572 |
| Carle Clinic | Urbana | 2,919 |
| Carle Foundation Hospital | Champaign | 2,750 |
| Champaign Unit #4 School District | Champaign | 1,305 |
| Kraft Foods, Inc. | Champaign | 1,300 |
| Provena Covenant Medical Center | Urbana | 1,200 |
| Kirby Foods, Inc. | Champaign | 950 |
| Christie Clinic Association | Champaign | 800 |
| Urbana School District #116 | Urbana | 730 |
| Douglas County | | |
| Union Pacific | Villa Grove | 300 |
| Cabot Corp. | Tuscola | 240 |
| School District 301 | Tuscola | 115 |
| Equistar Chemicals | Tuscola | 110 |
| County Government | Tuscola | 110 |
| Ford County | | |
| Gibson Area Community Hospital | Gibson City | 320 |
| BAC INC. | Paxton | 250 |
| Alamo Group | Gibson City | 150 |
| School District | Gibson City | 150 |
| Solae Company | Gibson City | 142 |
| Iroquois County | | |
| IMH HealthCare | Watseka | 420 |
| The Arc of Iroquois County | Watseka | 220 |
| Chicago Steel Tape | Watseka | 200 |
| Ford Iroq Spec Ed Co-op | Gilman | 180 |
| Piatt County | | |
| Monticello Schools Unit 25 | Monticello | 174 |
| Piatt County Nursing Home | Monticello | 150 |
| City of Monticello | Monticello | 150 |
| Kirby Hospital | Monticello | 105 |
| Vermilion County | | |
| Vermilion County Schools (14) | Danville | 2,274 |
| Department of Veterans Affairs | Danville | 1,149 |
| Walgreen's | Danville | 876 |
| Provena United Samaritans Medical Center | Danville | 838 |
| McLane Midwest Company, Inc. | Danville | 727 |
| Danville School District #118 | Danville | 670 |
| Vermilion County | Danville | 650 |
| Quaker Foods | Danville | 545 |
| KIK Custom Products | Danville | 627 |
| Freight Car Services | Danville | 505 |

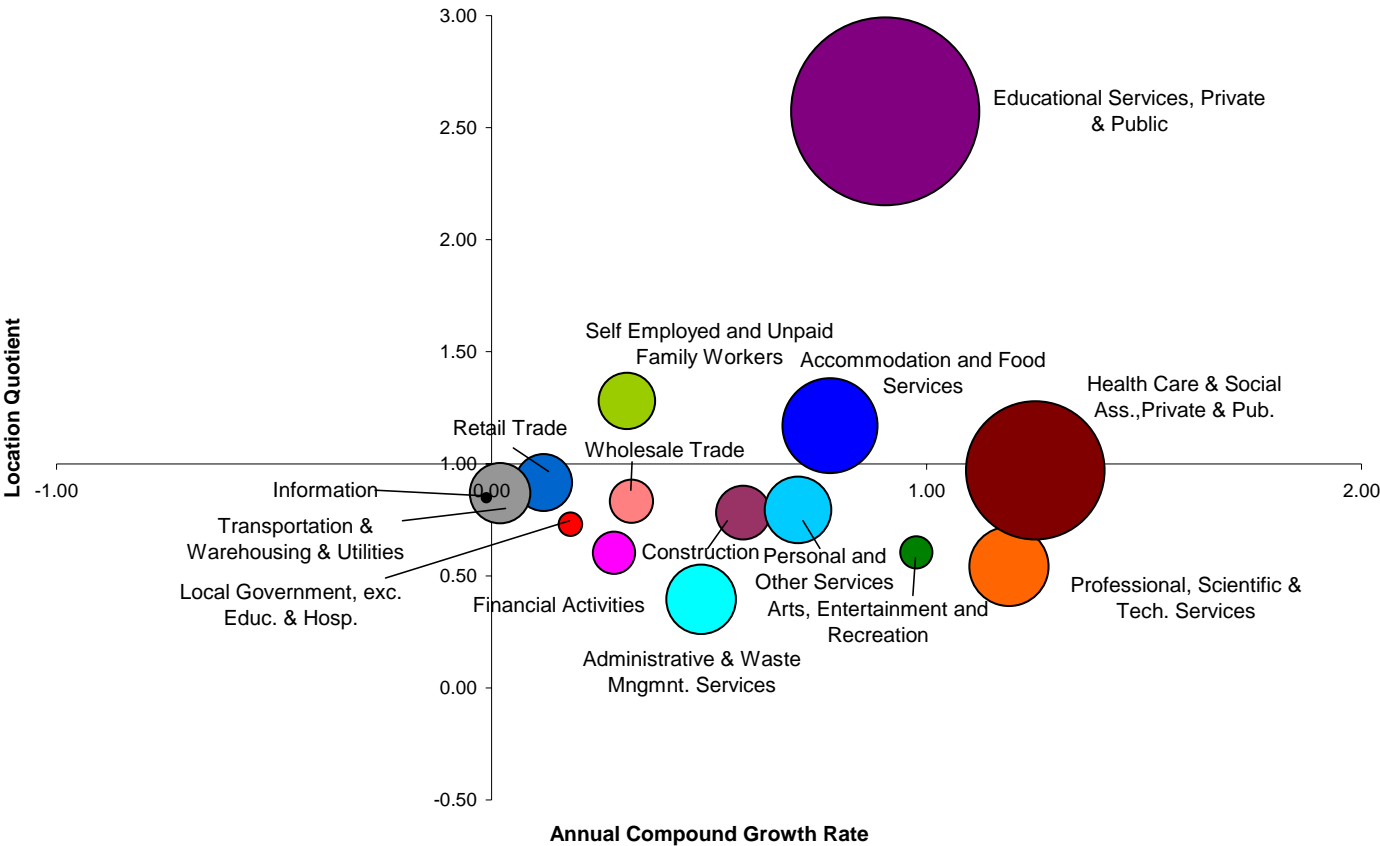
Sources: Champaign County Top Employers Directory, Illinois DCEO Area Profiles 2001-2006

Economic Development

Job Growth and Competitive Advantage

Illinois Department of Commerce and Economic Opportunity (DCEO) developed ten year employment projections for County and MSA areas for Illinois in 2004. These projections show the District as having steady growth in a range of sectors over the next seven to ten years; specifically, Educational Services, Arts-Entertainment-Recreation, Professional-Scientific-Tech. Services, and Health Care, both public and private.

Estimated Job Growth by Sector, 7-10 year projection (2004)



Labor Market Information – Illinois Department of Employment Security

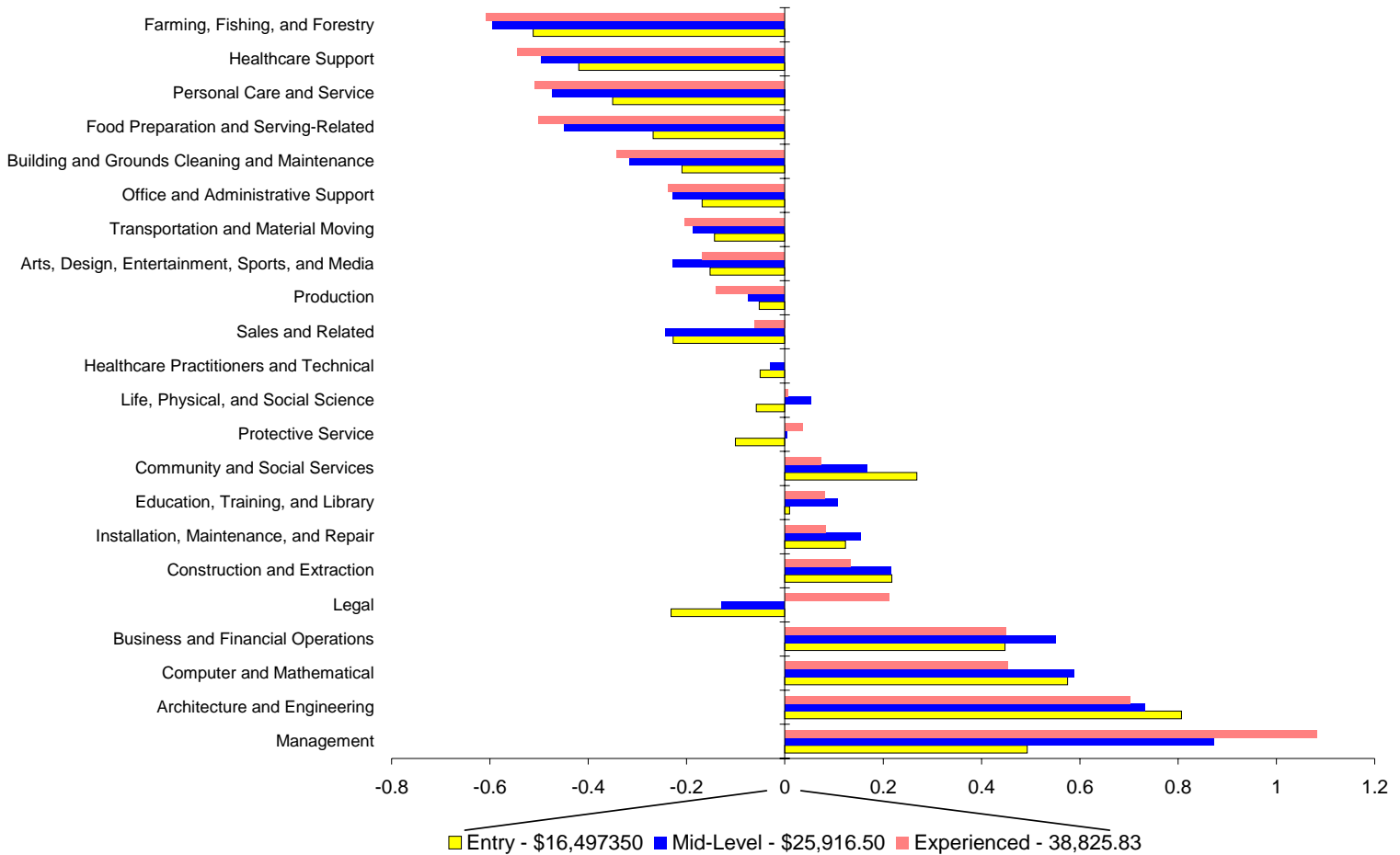
Each county has a distinct role in the District's competitive advantage. Champaign County leads in Education and Food Services, Douglas, Ford, Iroquois and Piatt in Self Employed and Unpaid Family Workers, while Vermilion County has had an advantage in occupations that are declining such as manufacturing, Federal and State Government, and agricultural production. The individual county charts present much different information than when combined in the District. This indicates a separation in the economic strength of the District and presents opportunities to develop a variety of economies within the District.

Economic Development

Wages

Occupational Wages for the first quarter of 2006 are compared to average District wage to determine an economic prosperity factor. This identifies occupations that have higher than average wages within the District. The District has higher wages in management, architecture and engineering, and computer and mathematics occupations. The data also shows differences between entry, mid-level, and experienced level positions. Entry and median level positions in the District tend to be paid a higher percentage of the median across all occupations than those in experienced level positions.

Occupational Wages Compared to Average District Wage by Level of Experience, 2006 1st Quarter
Standard Occupational Classification



Labor Market Information – Illinois Department of Employment Security

Competitive Advantages and Disadvantages

The District has chosen to use a system in which the region's attributes were classified in one of three categories: "advantages", "neutral" and "disadvantages". This is a recognized approach used by industrial site location firms.

Advantages

The following paragraphs identify attributes within the six-county Economic Development District that are considered to be advantageous in terms of the region's economic development potential. The District's relative position is felt to be "better than" that found elsewhere in other competing areas of the Midwestern United States. Specific location advantages include the District's:

- Proximity and accessibility to nine of the nation's 50 leading metropolitan markets as well as its strategic location to capitalize upon industrial "clustering" approaches to further economic development;
- Above average ground transportation linkages with major markets via interstate highways and railroad mainlines, etc.;
- Above average access to commercial air freight service;
- Above average technical and professional support for industrial operations;
- Locally accessible, adequately financed technical and vocational employee training programs via the area's community colleges and universities;
- Competitive cost of skilled and unskilled labor;
- Readily available and highly reliable electrical and natural gas services, along with high quality modern telecommunications services;
- Lower capital development costs (*e.g.*, land acquisition and construction costs) than those typically found in more metropolitan, industrially-oriented areas; and
- A general willingness by public officials to offer state and local incentives to aid business start-up and expansion ventures.

Neutral Elements

The six-county Economic Development District's position was felt to be "neutral," that is, "generally comparable" to that found elsewhere in other competing areas of the Midwest according to some other measures:

- Reasonable access to air passenger services via commercial airports at Champaign-Urbana, Chicago, St. Louis and Indianapolis;

Competitive Advantages and Disadvantages

- A sufficient range of “quality of life indicators” (e.g., cost of living, housing costs, educational opportunities, cultural amenities, health care services and effective police and fire protection services);
- A comparable range of reasonably modern, affordably priced, industrially oriented vacant structures.

Disadvantages

Finally, the District’s position was evaluated according to workforce-oriented attributes that were considered disadvantages when pursuing certain types of industrial location and expansion objectives. A summary of the District’s location disadvantages include:

- The state’s workers compensation rates exceed the rates for neighboring states, which, unlike Illinois, *will* permit companies to self-insure for worker’s compensation;
- The understandable reluctance of investors to site industries in the many small towns of the District that lack public sewage treatment facilities (or capacity);
- The scarcity of available sites for construction in full-service industrial parks.
- Economic clusters have not been fully identified and analyzed at the District level.

In the opinion of the Economic Development District, the six-county area has a sufficient number of location advantages to outweigh the disadvantages. The challenges include increasing the number of jobs throughout the District, improving the quality of jobs, and enhancing our economic identity and diversity.

Action Plan

The purpose of the Action Plan is to provide a strategy for how economic development can be successfully implemented in the District, and highlight tasks and projects that can be undertaken by local stakeholders to implement the goals and objectives created for the six-county Economic Development District. In addition, the Plan includes discussion on community and private sector participation, and how the CEDS document relates to the State's economic development priorities. The implementation of the CEDS document must:

- Promote economic development and opportunity;
- Foster effective transportation access;
- Enhance and protect the environment;
- Maximize effective development and use of the workforce consistent with any applicable state or local workforce investment strategy;
- Promote the use of technology in economic development, including access to high-speed telecommunications;
- Balance resources through sound management of physical development; and
- Obtain and utilize adequate funds and other resources.

The first section will outline the District strategy. The second section will detail tasks and conceptual projects that local stakeholders can complete to successfully implement the CEDS goals and objectives. The third section focuses on infrastructure Projects anticipated to occur in the 6-county District in the future. Potential funding sources at Federal, State, and local levels are then provided. The final section of the Action Plan provides discussion about cooperation and coordination with different interest groups.

District Strategy

Through interaction with CEDS Advisory Committees, respective county boards, selected municipal officials and others, the Economic Development District (EDD) has formulated an area-wide, multiyear development strategy that recognizes the region's economic character as well as its realistic development potentials for future growth.

The District recognizes Interstate 57 as its transportation spine. In coming years, communities located on or adjacent to I-57 should be prepared to take advantage of opportunities for industrial and business development. The same would be true for District communities located on I-74, which shares a common interchange with I-57.

In the past ten years, new industrial development has pushed beyond Cook County's south suburbs into the upper end of the I-57 corridor. Major industrial developments have occurred within the corridor in Will County and northern Kankakee County. Truck shipments from new industrial development in the northern I-57 corridor have been increasing. Going south from I-94 and I-80 at Chicago, the I-57 corridor connects with six additional elements of the federal Interstate highway system (I-74, I-72, I-70, I-64, I-24, and I-55).

To the South of the District area, the heaviest flow of east-west truck traffic within the nation now occurs on I-70 (Source: National Transportation Safety Board). The District is well positioned to access this and other growing transportation corridors. Because of favorable cost-differentials of land and labor, there is a reasonable expectation that the District will see increased interest from industrial developers in its section of the I-57 corridor within the next ten years. This expectation would also hold for the District communities located on I-74.

The District also sees opportunities for new development on three east-west federally designated highways and one state designated highway: US Routes 24, 136, and Illinois Route 133. All of these are laterals that depend upon I-57, for the most part, as the main trunk. Additionally, each of the federal highways offers easy connection to other segments of the Interstate highway system. Toward the District's northern boundary in Iroquois County, US Route 24 intersects I-57 to connect with US Route 41 (a limited access truck corridor) at the Indiana border and, to the west, with I-57 at Pontiac. Further south in Champaign County, US Route 136 intersects I-57 to connect with US 41 on the east and with I-74 and Bloomington-Normal on the west. Still further south in Douglas County, US Route 36 intersects I-57 to connect with US Route 41 and Indianapolis on the east and with the City of Decatur's ring road and I-72 on the west. Finally, in southern Douglas County, I-57 interchanges at Arcola with Illinois Route 133, which offers ten-minute access to the communities of Hindsboro to the east and Arthur to the West. IDOT reports frequent use of these routes by trucking firms.

Finally, the District sees opportunities for new development on several north-south state designated highways with good access to the Interstate system. These include: Illinois Routes 1, 49, and 130. Prior to the construction of I-57, Illinois Route 1 was the primary north-south route for truck freight serving communities on Illinois's eastern border. When trucks have more than a single delivery to make (e.g., Watseka and Milford), Route 1 continues to serve as a local north-south truck route within the District, according to IDOT Region 5 District Office. Next is

Action Plan

Illinois Route 49, which is located off US Route 24 seven miles east of I-57's Gilman interchange. Route 49 allows truckers to exit I-57 for multiple deliveries at Gilman, Crescent City, Cissna Park, and Rankin (just to the south of the District), before returning to the Interstate at Paxton (outside the District). Finally is Illinois Route 130, which is located off I-74 six miles east of the I-57 interchange at Champaign. This route allows trucks to exit I-57 at Champaign for multiple deliveries to Champaign, Urbana and Philo (all Champaign County communities), as well as Villa Grove and Camargo in Douglas County before returning to I-57 at Tuscola.

Twenty-nine of the District's forty-six municipalities are located on one or more of the Interstates and federally designated highways described above. The Economic Development District contends that the economic benefits of successful industrial and commercial expansions and locations within these designated areas will also accrue (to some degree) throughout the remainder of the six-county area. As previously noted, commuting times of 20-25 minutes are an established fact throughout Central Illinois.

In establishing difficult priorities for the use of limited state and federal financial resources to aid local economic development within the District, preferential consideration should be given to worthwhile projects principally located within the transportation corridors described here. This policy should not be construed as ignoring the remaining areas of the six-county region. Instead, this policy is intended to realize that the amount of state and federal assistance that can be deployed (by EDA and other pro-development agencies) is "limited" and, therefore, must be used in a way that will maximize local and area wide benefits (i.e., employment opportunities, etc.). When financially feasible projects appear outside the transportation corridors described here, the District will give consideration to assisting these so far as its resources permit.

Goals, Objectives, Tasks, and Conceptual Projects

Goal 1. Continue to maintain, modernize and/or expand the six-county District's public utilities and transportation facilities that are essential preconditions to private sector investment.

Objectives

The continued development of a balanced intermodal transportation system capable of providing for the safe, efficient and economical movement of people and goods within the six-county Economic Development District.

Increase availability of both the area's immediate and long-range water supply and transmission capabilities to accommodate increasing consumption demand resulting from industrial, commercial and residential growth.

Construction, modernization, and/or expansion of the areas sewage collection, treatment and disposal capabilities in an effort to increase their availability and the public's accessibility to such essential services.

Tasks

Offer support for federal, state and local highway access and safety improvements that facilitate sound traffic patterns and vehicular/pedestrian safety. The EDD could utilize its Sub-State Clearinghouse for this objective.

Provide technical assistance to local governments in maximizing the economic potentials associated with existing and proposed transportation facilities, especially interchange areas, located within the District.

Continue to assess the status of existing and proposed public water supplies with respect to their ability to support the continued growth and development of the six-county District.

Provide technical assistance to local governments in identifying and utilizing the provisions of appropriate state and federal assistance programs to modernize and or expand local water treatment supplies, transmission capabilities and treatment plants.

Continue to assess the status of existing and proposed wastewater systems with respect to their ability to adequately accommodate and support the regions future economic growth.

Conceptual Projects

Several community-oriented transportation projects have been identified which include selected local roadway, highway access bridge and signalization improvements within the District.

The most logical sources of funding for the above referenced projects would include on-going as well as special sources of funding. On-going funding sources include: local MFT funds used in combination with IDOT's Economic Development Program (EDAP), Truck Access Route Program (TARP), and/or Rail Freight Program (RFP). Special sources of funding include the State of Illinois Opportunity Returns program.

Specific projects associated with this measure will be those jointly defined by the District and its local municipalities that both support the area-wide objectives of fostering the region's continued orderly growth and prosperity and are deemed eligible for federal and/or state assistance.

There are several communities needing technical assistance and/or funding support for water system improvements.

There are several communities needing technical assistance and/or funding support for wastewater improvements.

Goal 2: Improve the District's capacity to effectively foster the expansion of existing business operations as well as the location of new industrial investments in the six-county area which generate better paying employment opportunities for local residents.

Objectives

Continue to strengthen the capabilities of local governments and development organizations within the District and their efforts to solicit desirable firms interested in starting operations within the six county area.

Continue to cooperate with local governments and developments in an effort to strengthen the capability for providing financial aid and other forms of assistance to existing local businesses interested in expanding their current operations within the District.

Tasks

Continue to provide technical assistance to local governments and development organizations in the preparation of promotional materials which can be used to solicit the attention of prospective and interested firms in initiating new operations within the District (i.e., printed brochures, slide presentations, a system of responding to requests for community information, development of websites, etc.

Continue to foster an increased awareness of the economic importance of the District's existing businesses and industries and its potential to generate new capital and venture investments and employment opportunities with appropriate assistance from local government(s) and/or development organizations.

Conceptual Projects

Maintain and disseminate on a regional basis, information on training in economic development sponsored by state and/or federal agencies and private sector resources. This could include Illinois DCEO, EDA, USDA – Rural Development, Economic Development Institute of the University of Oklahoma, Etc.

Acquisition of slide/tape presentations from AEDC, which would then be utilized by the EDD as the basis for selected workshops dealing with various aspects of industrial and commercial prospects.

Goal 3. Improve the range, accessibility, quality and cost effectiveness of the District's present level of public and private sector facilities and services to foster future sustainable growth and development within the six-county region.

Objectives

Provision of an adequate variety of housing units and neighborhood environments to accommodate the District's existing and projected residential needs.

The provision of quality responsive educational services to the District in a cost-effective manner.

The provision of a quality health care system accessible to the general public in a cost effective manner.

The provision of an adequate and appropriate level of criminal justice/law enforcement services and fire protection services throughout the District in a cost-effective manner.

The provision of an adequate level of solid waste collection and disposal services throughout the District in a cost-effective manner.

Tasks

Continue to encourage the conservation of a sufficient number of appropriately located building sites within the District to accommodate anticipated residential development needs.

Continue to encourage the area's educational systems to increase their current emphasis on vocational and technical curriculum that would support the District's existing businesses.

Continue to encourage general improvements in the overall quality of the District's health care systems through the enhancement of mental, environmental, preventive and physical health care programs in a cost effective manner.

Continue to monitor the existing levels of law enforcement/fire protection services available within the District and encourage appropriate utilization of state and federal assistance programs and/or intergovernmental agreements to share services in a cost effective manner.

Continue to monitor the District's existing systems for appropriately managing solid wastes and, upon request, advise local governments as to planning and operational deficiencies that might jeopardize such services, as well as funding opportunities for correcting these.

Conceptual Projects

Periodic reassessment of the District's housing stock to determine its ability to adequately accommodate projected residential demands due to anticipated economic growth within the District.

Undertake an appraisal of the appropriateness of existing vocational training curriculums within the District's high schools and community colleges to determine the extent to which they are appropriately geared to the occupational requirements of area employers.

Periodically reassess the District's health care delivery system and its ability to effectively deal with the needs of area residents.

Periodically reassess the District's solid waste collection and disposal practices and its ability to adequately accommodate projected demands generated as a result of economic growth.

Goal 4. Improve the District's understanding of and ability to utilize emerging technology as a means of promoting the six-county region and managing development-related tasks and data for future dissemination to private sector investors, etc.

Objectives

Explore the level of interest by local governments and development organizations in developing promotional tools that utilize today's emerging technology.

Tasks

Offer technical assistance for securing the necessary expertise to design and "bring on line" community web sites where none presently exist, but would be appropriate for economic development efforts.

Conceptual Projects

Submit a limited number of community demonstration projects for grant funding assistance under the National Telecommunications Act programs.

Goal 5. Improve on the overall capabilities of the District's labor force in order to accommodate the vocational requirements of existing and prospective private sector employers.

Objectives

Assist in matching present vocational skills with existing and projected employment opportunities within the District.

Tasks

Promote the development of a study intended to identify and evaluate the current effectiveness of existing vocational training facilities and programs so far as these meet the requirements of existing and potential employers.

Conceptual Projects

With the assistance of area educational institutions involved in vocational training programs, undertake the development of a study which would 1) evaluate the overall effectiveness of such programs currently offered within the District; 2) evaluate the occupational skills which will be needed by existing and potential employers within the District for the next 5-10 years; and 3) formulate appropriate recommendations for changes in the curriculum offered through existing vocational programs.

Goal 6. Foster the prudent utilization of the District's soil, water, geological and other natural resources in a manner that serves the six-county region's orderly, long-term prosperity while preserving a quality lifestyle.

Objectives

Encourage the location of future physical development within the District in a manner which is compatible with identifiable soil capabilities as well as protective of existing water resources.

Tasks

In conjunction with county Soil and Water Conservation Districts, encourage the updating of detailed soil surveys within the District, and encourage efforts in the public and private sectors designed to insure the prudent consumption of the District's water resources to preserve future supplies.

Future Projects

This section highlights projects that local stakeholders have prioritized for the six-county EDD. The CEDS committee has determined that each of these projects achieves at least one of the goals identified in this document. At this time, the CEDS committee is formulating a project prioritization methodology for projects in the six county EDD; use of this methodology is anticipated for the following CEDS cycle. For this CEDS document, projects will be verified for relevancy with the goals identified, and prioritized at a regional level by how many goals are deemed relevant to each project by the committee. This prioritization does not necessarily signify that projects will be implemented in the order in which they are prioritized; it is merely an indication of the strength of a project in achieving the overarching principles established by the EDA.

The following information was requested of stakeholders submitting projects to be included in the CEDS:

- County
- Municipality
- Project title
- Sponsoring community or agency
- Nature of project
- Specific businesses which will participate in or benefit from the project
- Commitments and/or tools required
- Estimated project cost
- Projected funding sources
- Project location
- Implementation Date
- Relationship to economic development
- Project readiness
- Job creation/retention
- Job quality

Each project was then reviewed for consistency with the CEDS goals and sorted in order of relevancy. The following table summarizes projects submitted for the CEDS, including their title, county of origin, and prioritization as defined by each county. Appendix 1 details all projects submitted for this document.

Project Prioritization Table

High Priority Projects

| County | Project No. | Project Title |
|-----------|-------------|---|
| Ford | 1 | Jordan Industrial Park |
| Piatt | 1 | Monticello Interstate Commerce Center |
| Champaign | 1 | Olympian Drive Improvements (Market St. to US Route 45) |
| Vermilion | 1 | Fairchild Subway Replacement |
| Douglas | 1 | Tuscola Local Area Steam Utility |
| Iroquois | 1 | Satellite Emergency Room |

Medium Priority Projects

| County | Project No. | Project Title |
|-----------|-------------|--|
| Ford | 2 | Paxton Industrial Park – Paxton Plaza |
| Piatt | 2 | Bear Industrial Park - Monticello |
| Champaign | 2 | Curtis Road Rebuild - Savoy |
| Vermilion | 2 | Infrastructure on the South Rail Industrial Site |
| Douglas | 2 | FutureGen Clean Energy Project |
| Iroquois | 2 | Iroquois County Encubator |
| Ford | 3 | Paxton Industrial Park- Schimanski Property |
| Champaign | 3 | Ludlow Gravity Flow Sanitary Sewer Extension |
| Vermilion | 3 | Fithian Farm Site Development |
| Douglas | 3 | Amishland Area Phase II |
| Iroquois | 3 | Iroquois County Sewage Treatment System |
| Champaign | 4 | Murray Road Sanitary Sewer Improvements - Rantoul |
| Vermilion | 4 | New Interstate 74 Interchange and “Beltline” Road |
| Douglas | 4 | Tuscola Business Centre |
| Iroquois | 4 | Gilman – Sheldon Natural Gas Line Improvement |
| Champaign | 5 | Northwest Sanitary Sewer Improvements – Rantoul |
| Vermilion | 5 | Lyons Road Reconstruction and Connection to Indianola Road |
| Douglas | 5 | Tuscola Area Floodplain Mitigation |
| Iroquois | 5 | County High-Speed Internet Connection |
| Champaign | 6 | Old Town Drainage and Pavement – Savoy |
| Vermilion | 6 | Infrastructure on Route One North Industrial Site |
| Iroquois | 6 | Infrastructure – Establishment in Northeast Watseka |
| Champaign | 7 | East Urbana Sanitary Sewer Interceptor Project |
| Vermilion | 7 | Extension on the Southgate Industrial Park |
| Iroquois | 7 | Truck Access Road |
| Champaign | 8 | Industrial Park Water Tower – Rantoul |
| Vermilion | 8 | Reconstruction on North Bowman Avenue |
| Iroquois | 8 | Onarga Existing Infrastructure Expansion |

Low Priority Projects

| County | Project No. | Project Title |
|-----------|-------------|---|
| Champaign | 9 | Urbana to Danville Trail |
| Vermilion | 9 | Residential Development Infrastructure |
| Iroquois | 9 | Infrastructure – Establish along Route 49 between Gilman and Onarga |
| Champaign | 10 | North Shore Sewer - Urbana |
| Vermilion | 10 | Reconstruction of East Winter Avenue |
| Vermilion | 11 | Infrastructure on Route 1 South Site |
| Vermilion | 12 | Ross Lane (CR 1500 N) Extension to Catlin/Tilton Road |
| Vermilion | 13 | Infrastructure on the Route 9 Site |

Potential Funding Sources

Federal Funding Sources

Economic Development Administration

- Public Works and Economic Development Investments
- Partnership Planning Grants

United States Department of Agriculture (USDA)

- Community Facilities Direct Loans
- Community Facilities Grants
- Rural Community Development Initiative
- Rural Economic Development Loans and Grants

State Funding Sources

Community Development Assistance Program (CDAP)

- Economic Development Loans
- Public Facilities Assistance
- Housing and Rehabilitation Programs

Illinois Department of Transportation (IDOT)

- Motor Fuel Tax Funds (MFT)
- Economic Development Program (EDP)
- Truck Access Route Program (TARP)
- Rail/Freight Program (RFP)

Community Development Assistance Programs (CDAP)

The Community Development Assistance Program (CDAP) is a federally funded grant program that assists Illinois communities by providing grants to local governments to assist them in financing economic development, public facilities and housing rehabilitation projects. The program is targeted to assist low-to-moderate income persons by creating job opportunities and improving the quality of their living environment. The program is limited to communities with populations under 50,000 that are not located within an entitlement city or one of the eight large urban counties that receive funds directly from the federal government. Funds are targeted toward projects that primarily benefit low-to-moderate income persons.

Economic Development Program (EDP)

This program provides state assistance in improving highway access to new or expanding industrial distribution or tourism developments. The intent is to make available state matching funds that will be a positive contribution in the location-selection process and to target those projects which will expand the state's existing job base or create new employment opportunities. The focus of the program is on the retention and creation of primary jobs. Funding will be available to construct highway facilities that provide direct access to industrial, distribution or tourism developments. The program is designed to assist in those situations where development of these types of facilities is imminent. Projects which only improve opportunities for development or are speculative in nature are not eligible for EDP funding. Projects providing access to retail establishments, office parks, government facilities or school/universities are not eligible for EDP funding.

Truck Access Route Program (TARP)

The purpose of the TARP is to help local government agencies upgrade roads to accommodate 80,000 pound trucks. The routes are to provide access to points of loading and unloading and to facilities for food, fuel, truck repair and driver rest. Projects must connect to a truck route and end at another truck route or truck generator. IDOT will provide up to \$30,000 per lane mile and \$15,000 per intersection. The state participation will not exceed 50 percent of the total construction cost or \$600,000, whichever is less. Each fall IDOT solicits local projects that can be constructed during the upcoming fiscal year.

Rail/Freight Program (RFP)

The purpose of the RFP is to provide capital assistance to communities, railroads and shippers to preserve and improve rail freight service in Illinois. The primary role of the program is to facilitate investments in rail service by serving as a link between interested parties and channeling government funds to projects that achieve statewide economic development. IDOT will generally provide low interest loans to finance rail improvements and, in some cases, provide grants. The focus is on projects with the greatest potential for improving access to markets and maintaining transportation cost savings, and where state participation will leverage private investments to foster permanent solutions to rail service problems. A benefit/cost ratio is used to evaluate potential rail freight projects.

Public Works and E.D. Investments

This program helps support the construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments, attract private sector capital, and promote regional competitiveness, including investments that expand and upgrade infrastructure to attract new industry, support technology-led development, redevelop brownfield sites and provide eco-industrial development.

Partnership Planning Grants

The Planning Program helps support planning organizations, including District Organizations, in the development, implementation, revision or replacement of comprehensive economic development strategies (CEDS), and for related short-term planning investments and State plans designed to create and retain higher-skill, higher-wage jobs, particularly for the unemployed and underemployed in the nation's most economically distressed regions.

USDA Community and Economic Development Programs

Grant funds may be used to assist in the development of essential community facilities. Grant funds can be used to construct, enlarge, or improve community facilities for health care, public safety, and community and public services. This can include the purchase of equipment required for a facility's operation. A grant may be made in combination with other financial assistance such as a direct or guaranteed loan, applicant contributions, or loans and grants from other sources.

Local Funding Sources

Local Budgets

County, Municipal, and township budgets sometimes have funding available for projects. If funding for a project is not in the budget, a budget amendment and prioritizing a project can take place.

Private Contributions

Private donations of land, capital, or infrastructure can be essential to starting and/or completing a project.

Municipal Bonds

Municipal Bonds are debt obligations issued by states, cities, counties and other governmental entities to raise money to build projects in their communities.

Tax-Increment Financing (TIF) Districts

This incentive can assist in a project by granting funds to a particular project in a certain area of a city or county. This also depends on funds availability.

Enterprise Zones

This is another incentive that can help a project get jumpstarted. It is a tax-abatement on equipment purchases and real estate taxes.

Cooperation and Coordination

Public-Private Partnerships

Public-private partnerships can help remove some of the burden from municipal budgets while promoting community involvement and interest in a project. Public-private partnerships between businesses and other stakeholders, such as governments, can apply the resources and competencies of business for social gain. The East Central Illinois region realizes that economic and community development initiatives must include collaborative public-private partnerships that span our Economic Development District and beyond.

Integrating the CEDS with Illinois economic development priorities

ECIEDD strives to coordinate economic development efforts in a manner that is conducive to both state and local interests. Anticipated future projects are discussed and prioritized in terms of their regional significance and other principles espoused by the Illinois Department of Commerce and Economic Opportunity (DCEO). Local stakeholders are continuously in contact with state staff and representatives, working to make east central Illinois an important and pioneering resource for the state of Illinois.

Evaluation

The East Central Illinois Economic Development District (ECIEDD) understands and encourages the evaluation process within the organization. Evaluation should be a critical element of an ongoing planning process and answer the question "How are we doing?" in order to make the District as an agency, and the region as a whole, effective. As a designated Economic Development District by the Counties of Champaign, Douglas, Ford, Iroquois, Piatt and Vermillion, the ECIEDD conducts annual evaluations of performance based on the goals and objectives provided in this document. The results of this evaluation will be included in the annual report submitted to the EDA as part of the requirements of a planning grantee. The East Central Illinois Economic Development District will conduct its annual evaluation based on the performance measures listed in this section.

Performance measures will be used to determine areas that are in need of revision or more intensified efforts. It must be noted that not all objectives and activities have been allocated a specific performance measure. This is due to the fact that all the strategies, objectives, and activities are inter-related when referring to economic development and a specific measure of performance cannot be applied to every activity or objective. Many of the activities of the East Central Illinois Economic Development District have intangible long-term results, and are necessary to bring about a positive change to the economic picture of the East Central Illinois region.

In addition, regional economic indicators will be used as they become available to determine the East Central Illinois Economic Development District's overall economic progress or decline. If the District is effective, some improvement should be realized in overall regional economic development indicators over a five-year period.

The table on the following page shows performance measures that will be utilized to help gauge implementation success of economic development initiatives in the ECIEDD. The table also references relevant CEDS goals for each performance measure.

ECIEDD Performance Measures

| Goals | Potential Performance Measures |
|---|--|
| Continue to maintain, modernize and/or expand the six-county District's public utilities and transportation facilities that are essential preconditions to private sector investment. | <p>New lane miles added to system by functional classification (IDOT, every 5 years)</p> <p>Funding spent on maintaining transportation infrastructure, different travel modes (MPO TIP)</p> <p>New miles of water infrastructure</p> <p>New miles of sewer infrastructure</p> <p>Number of emplanements at regional airports</p> <p>Geographic access to public transit</p> |
| Improve the District's capacity to effectively foster the expansion of existing business operations as well as the location of new industrial investments in the six-county area which generate better paying employment opportunities for local residents. | <p>Number of jobs created</p> <p>Number of jobs retained</p> <p>Number and types of investments undertaken in the region</p> <p>Small business payroll and employment vs. county payroll and employment and state/national payroll and employment</p> |
| Improve the range, accessibility, quality and cost effectiveness of the District's present level of public and private sector facilities and services to foster future sustainable growth and development within the six-county region. | <p>Inventory facilities and usage</p> <p>Adaptive capacity of facilities and services</p> <p>Number of new Intergovernmental or public-private agreements</p> |
| Improve the District's understanding of and ability to utilize emerging technology as a means of promoting the six-county region and managing development-related tasks and data for future dissemination to private sector investors, etc. | <p>Number of information requests received by local Economic development organizations from outside of Illinois</p> <p>Inventory of latest technology</p> |
| Improve on the overall capabilities of the District's labor force in order to accommodate the vocational requirements of existing and prospective private sector employers. | <p>Private sector investment</p> <p>Educational attainment</p> <p>Continuing education</p> |
| Foster the prudent utilization of the District's soil, water, geological and other natural resources in a manner that serves the six-county region's orderly, long-term prosperity while preserving a quality lifestyle. | <p>Converted farmland</p> <p>Aquifer usage</p> <p>Water pollution</p> <p>Air pollution</p> |

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- ⁱ “About Illinois,” <http://www.uiuc.edu/overview/about.html>, accessed on January 31, 2007.
- ⁱⁱ “Parkland at a Glance,” <http://www.parkland.edu/glance.html>, accessed on January 31, 2007.
- ⁱⁱⁱ “Danville Area Community College: About Us,” <http://www.dacc.cc.il.us/about.php>, accessed on January 31, 2007.
- ^{iv} Illinois Environmental Protection Agency, Non-hazardous Solid Waste Management and Landfill Capacity in Illinois: 2005.
- ^v “Carle Foundation Hospital – About Us,” <http://www.carle.com/Hospital/about/>, accessed on February 2, 2007.
- ^{vi} “Provena Covenant Medical Center – About Us,” <http://www.provena.org/covenant/body.cfm?id=15&oTopID=15>, accessed on February 2, 2007.
- ^{vii} “Provena United Samaritans Medical Center – About Us,” <http://www.provena.org/usmc/body.cfm?id=12&oTopID=12>, accessed on February 2, 2007.
- ^{viii} Illinois State Water Survey
- ^{ix} U.S. EPA Superfund Sites <http://www.epa.gov/superfund/sites/index.htm> , accessed on July 31, 2007
- ^x Environmental Inspections – Illinois EPA – Bureau of Land, <http://www.epa.state.il.us/land/waste-mgmt/haz-waste-sites.html>, accessed on February 2, 2007.
- ^{xi} Roger Windhorn, Illinois Soil Survey, United States Department of Agriculture.
- ^{xii} United States Department of Agriculture, Natural Resources Conservation Service, Illinois Soil Survey

Appendix 1: Proposed Projects

PROJECT NUMBER: F - 1

COUNTY: Ford

CITY/TOWN: Gibson City

PROJECT TITLE: Jordan Industrial Park

SPONSORING COMMUNITY OR AGENCY: Gibson City / Ford County

NATURE OF PROJECT:

The Jordan Industrial Park is 89 acres in size, is located inside a TIF district and is rail served. The industrial park is owned by Gibson City, has infrastructure in place and is within a short distance to many interstate interchanges.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

Ford County businesses and surrounding counties will benefit from this project

COMMITMENTS AND/OR TOOLS REQUIRED: To be determined

ESTIMATED PROJECT COST: Unknown at this time

PROJECTED FUNDING SOURCES: CDAP Revolving Loan Funds, Tax-Increment Financing District, EDA Investment and local dollars

PROJECT LOCATION: Located on Route 9 with access to Routes 47 and 54

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: Having this site ready and available would be attractive and would allow for industrial companies to start or expand a business

PROJECT READINESS: Infrastructure is in place

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: F - 2

COUNTY: Ford

CITY/TOWN: Paxton

PROJECT TITLE: Paxton Industrial Park – Paxton Plaza

SPONSORING COMMUNITY OR AGENCY: Paxton / Ford County

NATURE OF PROJECT: The Paxton Industrial Park – Paxton Plaza is 32.5 acres in size and has general commercial zoning.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT: Ford County businesses and surrounding counties will benefit from this project

COMMITMENTS AND/OR TOOLS REQUIRED: To be determined

ESTIMATED PROJECT COST: Unknown at this time

PROJECTED FUNDING SOURCES: CDAP Revolving Loan Funds, EDA Investment and local dollars

PROJECT LOCATION: Located off of Route 9 with easy access to Interstate 57

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: Having this site ready and available would be attractive and would allow for industrial companies to start or expand a business

PROJECT READINESS: Infrastructure is in place

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: F - 3

COUNTY: Ford

CITY/TOWN: Paxton

PROJECT TITLE: Paxton Industrial Park – Schimanski Property

SPONSORING COMMUNITY OR AGENCY: Paxton / Ford County

NATURE OF PROJECT: Paxton Plaza is 30.6 acres and is ready for industrial use. This site has infrastructure in place and is within a short distance to many interstate interchanges.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT: Ford County businesses and surrounding counties will benefit from this project

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST: Unknown at this time

PROJECTED FUNDING SOURCES: CDAP revolving loan funds, EDA Investment and local dollars

PROJECT LOCATION: Located off of Route 9 with manufacturing zoning

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: Having this site ready and available would be attractive and would allow for industrial companies to start or expand a business

PROJECT READINESS: Infrastructure is in place

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: P - 1

COUNTY: Piatt

CITY/TOWN: Monticello

PROJECT TITLE: Monticello Interstate Commerce Center I-72

SPONSORING COMMUNITY OR AGENCY: Monticello / Piatt County

NATURE OF PROJECT: This 108 acres within the City of Monticello city limits was recently added as the second Illinois site in McShane Corporation's Interstate Commerce Center venture. The land is available or can be built to suit.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT: Piatt County businesses and surrounding counties will benefit from this project

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST: Unknown at this time

PROJECTED FUNDING SOURCES: CDAP grant, Local funds, and EDA Investment

PROJECT LOCATION: Located near Interstate 72

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: Having this site ready and available would be attractive and would allow for industrial companies to start or expand a business

PROJECT READINESS: Information not available at this time

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: P - 2

COUNTY: Piatt

CITY/TOWN: Monticello

PROJECT TITLE: Bear Industrial Park

SPONSORING COMMUNITY OR AGENCY: Monticello / Piatt County

NATURE OF PROJECT: These 24 acres within the City of Monticello city limits has rail access and a new lift station serving the property. There are also 2 other manufacturing firms that sit adjacent to this industrial park.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:
Piatt County businesses and surrounding counties will benefit from this project

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST: Unknown at this time

PROJECTED FUNDING SOURCES: CDAP grant, Local funds, and EDA Investment

PROJECT LOCATION: Located 2 miles from Interstate 72 on the south-end of town, Route 105

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: Having this site ready and available would be attractive and would allow for industrial companies to start or expand a business

PROJECT READINESS: Information not available at this time

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: C - 1

COUNTY: Champaign

CITY/TOWN: Urbana

PROJECT TITLE: Olympian Drive Improvements from Market to US Route 45

SPONSORING COMMUNITY OR AGENCY: Urbana / Champaign County

NATURE OF PROJECT:

The majority of the land within the Champaign and Urbana city limits north of Interstate 74 is zoned industrial, general business, and residential and is developing into a major regional center that generates employment and attracts traffic from well beyond Champaign County. In order for these tracts to develop as zoned, east-west transportation access must be improved. There is no direct east-west connection through the areas north of Champaign-Urbana between Interstate 74 and Ford Harris Road, a distance of two and one-half miles. This roadway is part of the enhanced arterial system that is proposed to surround the urbanized area in the Long Range Transportation Plan.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

Additional spin-off development of service businesses (and related jobs, etc.) in the area is also projected.

COMMITMENTS AND/OR TOOLS REQUIRED: To be determined

ESTIMATED PROJECT COST: \$41 million

PROJECTED FUNDING SOURCES: To be determined; Local and EDA investments anticipated

PROJECT LOCATION: Market Street to US Route 45

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: This project will open up other local areas for economic development

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: Permanent jobs at those developments plus increased property, sales, and utility taxes would also be realized.

JOB QUALITY: To be determined

PROJECT NUMBER: C - 2

COUNTY: Champaign

CITY/TOWN: Savoy

PROJECT TITLE: Curtis Road Rebuild

SPONSORING COMMUNITY OR AGENCY: Savoy / Champaign County

NATURE OF PROJECT:

This project has been in the planning stages for over 30 years. The I-57 interchange and a portion of the road will be completed in 2007-2008. The Phase 2 plan would improve the road to Wesley Avenue in Savoy in 2009-2010. The grade separation at US Route 45 is projected to start in 2012.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

There will be increased opportunities for commercial growth that would provide additional sales and property tax revenues. It will help relieve traffic on other roads in the area and provide better access to Savoy, Champaign, Urbana, and the University of Illinois.

COMMITMENTS AND/OR TOOLS REQUIRED: To be determined

ESTIMATED PROJECT COST: \$42 million

PROJECTED FUNDING SOURCES: To be determined; Local, State of Illinois, and EDA investments anticipated

PROJECT LOCATION: West access to Savoy, Champaign, Urbana, and the University of Illinois from Interstate 57

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: This project will open up other local areas for economic development

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: The benefit to the county will be initial construction jobs and positive economic impacts which could create permanent future jobs.

JOB QUALITY: To be determined

PROJECT NUMBER: C - 3

COUNTY: Champaign

CITY/TOWN: Rantoul

PROJECT TITLE: Industrial Water Park Tower, Village of Rantoul

SPONSORING COMMUNITY OR AGENCY: Rantoul / Champaign County

NATURE OF PROJECT:

In 2006, the Village approved a new community comprehensive plan to serve as a guide for development and growth. The regions of the community experiencing growth and strong interest are the industrial area west of Interstate 57 (400+ acres) and at the Interchange itself. This growth is taxing the existing water distribution system and has resulted in insufficient fire flow in the Industrial Park. The construction of a new 500,000 gallon water tower was identified in an October 2005 study performed by Donohue and Associates, Inc.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

Recent additions and proposed development in the Village of Rantoul West Side Industrial Park (west of I-57) is straining the water distribution system in the Industrial Park and will limit economic development opportunities. In order to improve current fire flow delivery rates in the Industrial Park and to provide the reserve capacity to meet future anticipated demands, the construction of a new water tower is warranted.

COMMITMENTS AND/OR TOOLS REQUIRED: To be determined

ESTIMATED PROJECT COST: \$1.7 million

PROJECTED FUNDING SOURCES: To be determined; Local and EDA investments anticipated

PROJECT LOCATION: West of Interstate 57 to support the needs of the Rantoul Industrial Park

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: The addition of a new water tower in the Industrial Park will result in improved fire flow delivery rates and provide additional reserve capacity to meet future anticipated demands and economic incentives to existing and future industrial customers in the form of reduced property insurance costs.

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: C - 4

COUNTY: Champaign

CITY/TOWN: Rantoul

PROJECT TITLE: Ludlow Gravity Flow Sanitary Sewer Extension

SPONSORING COMMUNITY OR AGENCY: Rantoul / Champaign County

NATURE OF PROJECT:

The Village of Ludlow is a small northern Champaign County community without a sanitary collection system or treatment capability. Their residents have long depended on individual septic systems. The community has taken the initiative to develop plans for a collection system, but is in need of a viable outlet for their sanitary flow. The Village has been seeking to develop a sanitary sewer collection system to meet the environment requirements of the Illinois Environmental Protection Agency (IEPA) for their community. The Villages of Rantoul and Ludlow have been in ongoing negotiations to determine the viability of Rantoul accepting and treating this additional wastewater stream. The Village of Rantoul's concern involves the development of a gravity sanitary sewer interceptor along North Maplewood Drive to accept the flow and allow its use for existing residential and proposed residential development around the Brookhill Golf Course region.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

To be determined

COMMITMENTS AND/OR TOOLS REQUIRED: To be determined

ESTIMATED PROJECT COST: \$975,000

PROJECTED FUNDING SOURCES: Village of Rantoul, State of Illinois, EDA Investment

PROJECT LOCATION: Along North Maplewood Drive toward Ludlow

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: The development of the proposed sanitary sewer extension north along Maplewood Drive would provide residential development opportunities in and around the region (1000+ acres) of an established public recreational facility, Brookhill Golf Course, offer a sanitary service connection opportunity for existing rural families seeking improved utility service, and most importantly provide a necessary sanitary outlet for treatment of a northern Champaign County community needing to comply with IEPA requirements.

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: C - 5

COUNTY: Champaign

CITY/TOWN: Rantoul

PROJECT TITLE: Murray Road Sanitary Sewer Improvements

SPONSORING COMMUNITY OR AGENCY: Rantoul / Champaign County

NATURE OF PROJECT:

The commercial areas in the south east quadrant of the Interstate 57 interchange are experiencing growth and strong interest. This area (350+ acres) is poised for growth, but lacks sanitary sewer and will require the construction of approximately 11,000 linear feet of a new line. The Murray Road Sanitary Improvements were identified in the December 2005 Long Range Planning Document developed by Foth & Van Dyke - Daily Division.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

To be determined

COMMITMENTS AND/OR TOOLS REQUIRED: To be determined

ESTIMATED PROJECT COST: \$1.2 million

PROJECTED FUNDING SOURCES: Village of Rantoul, State of Illinois, EDA Investment

PROJECT LOCATION: Along the east and west sides of South Murray Road

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: The proposed sanitary sewer improvements will offer increased employment and housing opportunities within the community, while generating additional property, sales and utility taxes to support Village and recreational services.

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: C - 6

COUNTY: Champaign

CITY/TOWN: Rantoul

PROJECT TITLE: Northwest Sanitary Sewer Improvements

SPONSORING COMMUNITY OR AGENCY: Rantoul / Champaign County

NATURE OF PROJECT:

In 2006, the Village approved a new community comprehensive plan to serve as a guide for development and growth. The areas of the community experiencing growth and strong interest are the industrial area west of Interstate 57 (400+ acres) and at the Interchange itself. This growth is taxing the existing sanitary system constructed through the residential areas. The northwest sanitary improvements were identified in an October 2004 study performed by Foth & Van Dyke - Daily Division in response to sanitary sewer overflows in Indian Hills. Recent additions and proposed development in the Village of Rantoul West Side Industrial Park (west of I-57) are stressing the sanitary sewer system in the residential areas of northwest Rantoul and will limit economic development opportunities throughout the community.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

To be determined

COMMITMENTS AND/OR TOOLS REQUIRED: Financial assistance to address the surcharging of the upstream sanitary sewer line and that of the Northwest Pump Station, through the construction of approximately 9,600 linear feet of new 36 inch interceptor sewer along Murray Road and 3100N. This approach offers both short term and long term solutions as it addresses current surcharging problems, while providing significant capacity to transport additional flows from future development of the western region of the Village.

Subsequently, this may also require capacity improvements on the gravity sewer system downstream of the Northwest Pump Station discharge. The total project cost is estimated at \$1.25 million.

ESTIMATED PROJECT COST: \$1.25 million

PROJECTED FUNDING SOURCES: Village of Rantoul, State of Illinois, EDA Investment

PROJECT LOCATION: Murray Road and 3100 N

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: The proposed sanitary sewer improvements will afford significant economic development opportunities and immediately address potential environmental compliance issues within the Village of Rantoul.

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: C - 7

COUNTY: Champaign

CITY/TOWN: Savoy

PROJECT TITLE: Old Town Drainage and Pavement

SPONSORING COMMUNITY OR AGENCY: Savoy / Champaign County

NATURE OF PROJECT:

For many years, heavy rains have caused flooding of private property and streets, much of this water comes from the golf course. The Village worked on the problem for many years and an engineering study was completed in 2005. Part of the overall plan was implemented in late 2005 and 2006.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

To be determined

COMMITMENTS AND/OR TOOLS REQUIRED: To be determined

ESTIMATED PROJECT COST: \$12 million

PROJECTED FUNDING SOURCES: Village of Savoy, EDA Investment

PROJECT LOCATION: Near U of I golf course in Village of Savoy

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: A small segment of the original historic part of the community will have a serious public health issue if left unresolved.

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: C - 8

COUNTY: Champaign

CITY/TOWN: Urbana

PROJECT TITLE: East Urbana Sanitary Sewer Interceptor Project

SPONSORING COMMUNITY OR AGENCY: Urbana / Champaign County

NATURE OF PROJECT:

Major tracts (300 acres) of land on the east side of Urbana have been sold to Menard's Corporation, which intends to build a store in this area and to promote or develop additional projects including single family housing, office, and retail space. This, plus the recent United States Post Office, Wal-Mart, and other developments is consuming the availability of the existing sanitary sewer system.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

To be determined

COMMITMENTS AND/OR TOOLS REQUIRED: Total project costs are estimated at \$7.9 million. The City of Urbana and the Urbana-Champaign Sanitary District request \$6.32 million in funding with a local share of \$1.58 million. Rapid development on the east side of Urbana will soon require the extension of the sanitary sewer system including a new regional pump station, a force main and interceptor sewers to serve proposed subdivisions and businesses. The area to be served is approximately 3100 acres bound by I-74, High Cross Road/Illinois Route 130, Curtis Road, and Race Street.

ESTIMATED PROJECT COST: \$7.9 million

PROJECTED FUNDING SOURCES: City of Urbana, State of Illinois, EDA Investment

PROJECT LOCATION: 3100 acres bound by I-74, High Cross Road/Illinois Route 130, Curtis Road, and Race Street in Urbana

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: The economic impacts of this project will be far ranging. Initial construction jobs will be just the beginning of both job and tax base increases due to future developments. The area to be served is approximately 3,100 acres. Increases in employment in the area plus property, sales, and utility taxes will be generated.

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: C - 9

COUNTY: Champaign

CITY/TOWN: Urbana

PROJECT TITLE: Urbana to Danville Trail

SPONSORING COMMUNITY OR AGENCY: Urbana Park District / Champaign County

NATURE OF PROJECT:

The Urbana to Danville trail is proposed as a Rail-to-Trail initiative on the currently inactive and railbanked CSX rail line between Urbana and Danville. This 24.5 mile strip of land is currently owned by CSX, but is being leased by the Champaign County Design and Conservation Foundation (CCDC) in the hopes that it can be purchased. Senator Durbin acquired \$400,000 toward the land acquisition, but CSX has not demonstrated interest in negotiating for the land sale. Once the land is acquired, a paved shared-use path is proposed that will connect the communities as well as some major regional attractions such as Kickapoo State Park and the Urbana Parks system. There is a need to create an east-west link for pedestrians and bicyclists for recreation and commuter purposes between Danville and Urbana-Champaign.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

To be determined

COMMITMENTS AND/OR TOOLS REQUIRED: Funding for land acquisition in the short term and construction of the shared-use path in the longer term. Assistance in initiating negotiations with CSX. The approximate cost per mile of trail is between \$450,000 - \$900,000 depending upon use of Illinois Department of Transportation standards, width of trail, topography, and amenities included. CCDC has appraised the land at \$600,000 and received a grant of \$400,000 with a limited time to use these funds. CSX has proposed \$7 million as value of acquisition rights because the land can be used for a utility corridor and generate revenue.

ESTIMATED PROJECT COST: \$7.9 million

PROJECTED FUNDING SOURCES: City of Urbana, State of Illinois, EDA Investment

PROJECT LOCATION: 3100 acres bound by I-74, High Cross Road/Illinois Route 130, Curtis Road, and Race Street in Urbana

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: This would help create more multimodal opportunities in the county, which is one of the goals of the Long Range Transportation Plan 2025 and is also a theme in the County Vision. Urban, rural, and unique scenic landscapes would all be connected along this corridor. Commuter and recreational users' safety would also be increased due to the off-street nature of the proposed facility. This amenity would help enhance the regional attractiveness of Urbana-Champaign and Danville as places to live, work, and recreate. If national trends follow, adjacent property values would increase.

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: C - 10

COUNTY: Champaign

CITY/TOWN: Urbana

PROJECT TITLE: North Shore Sewer

SPONSORING COMMUNITY OR AGENCY: Urbana / Champaign County

NATURE OF PROJECT:

The area along North Shore Drive in Urbana has developed with uses ranging from light to heavy industrial. The area is currently not served by sanitary sewer. Several users along North Shore Drive have expressed an interest in connecting to sanitary sewer and the possibility that they may need to relocate if sewer were not made available. The City of Urbana has programmed \$400,000 (\$200,000 for sewer installation and \$200,000 for road resurfacing) for the project in the Capital Improvement Plan for Fiscal Year 2008-2009 with construction planned for 2009.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

Aramark Corporation
Bumper to Bumper Auto Supply Inc.
Gerdau Ameristeel
Hedrick Precision Engines
Polar Refrigeration Heating & Cooling Inc
Mayfield Transfer
Urbana Concrete Construction Company
Eastern Illinois Foodbank

ESTIMATED PROJECT COST: \$415,000

PROJECTED FUNDING SOURCES: City of Urbana, State of Illinois, Private Sector, EDA Investment

PROJECT LOCATION: North Shore Drive, Urbana, Illinois

IMPLEMENTATION DATE: Spring 2009

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

The proposed sanitary sewer improvements will provide a significant retention and expansion benefit to the businesses in the area that require sanitary sewer in order to stay and expand in their current location.

PROJECT READINESS: Currently being designed and engineered

JOB CREATION / RETENTION: Approximately 50 jobs

JOB QUALITY: Light to Heavy Industrial / Distribution

PROJECT NUMBER: V-1

COUNTY: Vermilion

CITY/TOWN: Danville

PROJECT TITLE: Fairchild Subway Replacement

SPONSORING COMMUNITY OR AGENCY: City of Danville

NATURE OF PROJECT:

Replacement of the 1,280 foot Fairchild Subway supporting 6 railroad tracks operated by the Norfolk and Southern and the CSXT railroad companies. Preservation of the east – west industry corridor linking I-74 to IL 1 as the only grade separated corridor in the City.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

All of the Lynch / Voorhees corridor businesses.

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST: 4.5 million

PROJECTED FUNDING SOURCES: Federal funds, Illinois Commerce Commission, Local Funds

PROJECT LOCATION:

Fairchild Street between Baldwin Street and Bowman Avenue, City of Danville, Illinois

IMPLEMENTATION DATE:

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

It is a vital east/west connection in Danville, linking the I-74 to IL Rt. 1. It connects industrial areas to retail areas and to the high school.

PROJECT READINESS: Preliminary engineering completed, ready for Phase I and II engineering.

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-2

COUNTY: Vermilion

CITY/TOWN: Hoopeston

PROJECT TITLE: Infrastructure on the South Rail Industrial Site

SPONSORING COMMUNITY OR AGENCY: City of Hoopeston

NATURE OF PROJECT:

The City of Hoopeston has experienced a significant decline of manufacturing in the past decade. This has resulted in the loss of businesses and in turn a significant number of jobs. In the last two years, the City of Hoopeston has become active in laying the foundation for future economic growth. One method of accomplishing this growth is through the identification of sites for industrial development. The Hoopeston Economic development Steering Committee has identified 4 sites surrounding Hoopeston that are in the process of being designated for future industrial development (Appendix A).

The South Rail Site totals 216 acres and is located on the south edge of Hoopeston. This parcel is owned by two different individuals; 58 acres by one owner and 159 acres by the other. This site is served by rail with a spur. The railroad runs along the western edge of the property. The site is also bordered on the south and the east by an 80,000 pound road. Sewer, water, gas, and electric all border this site. There is a 12inch water main which stops at the fire hydrant in front of Casey's at the corner of 9 and the Market Street Extension. The water line runs to the west. Water would need to be extended .32 miles south to reach the northwest corner of the site. There is 78 pounds of static pressure at the water tower. This would mean the approximate pressure at the site would be 72 pounds. The sewer line stops in front of Casey's and runs to the west and then south, along the railroad adjacent to the site.

The gas line runs along the eastern edge of the property, along 1550 east road. Ameren's existing gas facilities are probably not adequate to serve a large load. If a large load is going to be used a new high-pressure line from an existing interstate pipeline tap would need to be extended. The substation is within a quarter mile of the southeast corner of the site. A 3rd party supply would then be pursued; Ameren would provide delivery services only. Currently in the Hoopeston area are two interstate pipelines - Trunkline and Panhandle Eastern. There may be capacity limitations on the Panhandle line, therefore securing supply through Trunkline would be the best option. Ameren would need to extend a 4" steel line (from their existing tap) to the south rail property. A definite answer on optimal service extension and the applicable costs cannot be given until delivery pressure, maximum anticipated demand, and annual usage is determined. The trunk line tap is within a ¼ mile of the site, allowing for extension of gas for high capacity users.

Ameren has a 69KV line running along 1550E Rd., which is on the east edge of this site. They also have 2-12KV lines. One runs along the railroad tracks going through this property and the other runs along the 1500E Rd which is the west edge of this site. Proposed loads and usages must be known to determine which line is most appropriate to serve their load. And, any costs will be a function of the probable service configuration. In order to determine this Ameren will need to confirm delivery voltage, maximum anticipated demand, and metering point location.

The owner of the 58 acres has provided the City of Hoopeston with a letter explaining his intent to sell. The economic development committee is working with the owner of the 159 acres to obtain a letter of intent to sell.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

This project will benefit the community as a whole by bringing additional businesses and jobs to the community. It would also benefit the community in attracting new businesses to Hoopeston if the infrastructure were already in place.

COMMITMENTS AND/OR TOOLS REQUIRED:

Engineering, right of way acquisition, funding

ESTIMATED PROJECT COST: To be determined

PROJECTED FUNDING SOURCES:

The City of Hoopeston is in the process of putting together an annual TIF plan to allow for the yearly allocation of funds toward infrastructure extensions and improvements.

PROJECT LOCATION: See Appendix A for a map of the proposed industrial sites.

IMPLEMENTATION DATE: As soon as possible

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

In order to compete with other communities for new industry, it is important that the City of Hoopeston have shovel-ready sites. Having utilities extended to the sites prior to construction would eliminate time delays and the associated increased costs. The infrastructure component adds to the direct cost of a project. Having shovel-ready sites would provide an additional incentive to prospective industries; making Hoopeston potentially more attractive than other communities. The City would like to have utilities extended to the sites so when a prospect shows interest the process can be expedited.

PROJECT READINESS:

This site has an option agreement in place with the property owner. The existing locations of sewer, water, electric, and gas lines have been identified.

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-3

COUNTY: Vermilion County

CITY/TOWN: Near Fithian

PROJECT TITLE: Fithian Farm Site Development

SPONSORING COMMUNITY OR AGENCY: Vermilion County

NATURE OF PROJECT:

The Fithian Farm site is a 1,200 acre site, under one ownership. With the advent of larger developments and the need for larger tracts, this site needs to be developed for future industrial use. It is currently used for farming. This would include right of way acquisition for utilities, utility extensions, and detailed plans for rail and road improvements. In order to handle large capacities for a large industrial development, water and sewer would have to come from Danville. A water main would have to be extended 15 miles. A sewer line would have to be extended 22 miles. Depending on need, new gas and electric lines may also need to be ran.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

The area within a 50 mile radius of the site would benefit from a large development at this site, include the construction, retail and commercial industries.

COMMITMENTS AND/OR TOOLS REQUIRED:

Engineering studies, right of way acquisition, funding

ESTIMATED PROJECT COST:

20' ROW Acquisition for water/sewer line (36.4 acres) – \$45,500 (10% of \$7,500/acres cost + \$500/ac crop loss)

20" Main, 7% Engineering, 1M gpd storage tank, 15% contingency - \$13,100,000 (2006 est.)

12" force main, 5 pump stations, 15% contingency - \$3,534,150 (2006 est.)

Electric extension - \$1.5-2M (2006 est.)

Gas extension - \$1.9M (2006 est.)

Roadway upgrades – to be determined

PROJECTED FUNDING SOURCES: Vermilion County, IDOT

PROJECT LOCATION: It is located in Vermilion County, at the intersection of Rt. 150 and Rt. 49 (see attached map)

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: Having a site this large that is ready for development would be attractive to large industrial developments.

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-4

COUNTY: Vermilion

CITY/TOWN: Danville, IL

PROJECT TITLE: New Interstate 74 Interchange and "Beltline" Road

SPONSORING COMMUNITY OR AGENCY: Danville

NATURE OF PROJECT:

Construction of a new limited access divided roadway on the east side of Danville commencing at a new interchange with Interstate 74 just west of the Brewer Road overpass with a proposed alignment parallel to and west of Brewer Road. The Beltline would then proceed to Main Street and then continue to Voorhees Street. The long term intent would be to eventually link the Beltline back into Route 1 on the North side of Danville. The primary purposes for the Beltline as identified in the feasibility studies would be to open up much needed new lands for development, provide an alternative North-South transportation connection through the Danville area, and divert the majority of through truck traffic off of Route 1. This entire project would be completed in multiple phases over several years. The acquisition of right-of-way and construction of the new interchange would encompass the first phase, followed by acquisition of right-of-way and construction of the segment of the beltline from the new interchange at I-74 to Voorhees St. The feasibility studies have already been completed that justified the need for this roadway and that determined the desired alignment. In addition, a new access point for an interchange on Interstate 74 has already been approved by the federal government. (see attached map)

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

The entire community of Danville and Vermilion County by opening up additional areas of development and by providing an additional transportation route for trucks.

COMMITMENTS AND/OR TOOLS REQUIRED:

Right of ways, engineering studies, utility alignments

ESTIMATED PROJECT COST: To be determined

PROJECTED FUNDING SOURCES:

IDOT, City and County funds

PROJECT LOCATION: East side of Danville

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

This project will open up areas for economic development. Currently there is only one 111 acre tract of land available; that is "shovel ready" with all utilities and roadway access.

PROJECT READINESS: A feasibility study showing need and alignments is complete

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-5

COUNTY: Vermilion

CITY/TOWN:

PROJECT TITLE: Lyons Road Reconstruction and Connection to Indianola Road

SPONSORING COMMUNITY OR AGENCY: Vermilion County

NATURE OF PROJECT:

Reconstruction of Lyons Road from Catlin east to Illinois Route 1 would allow for additional development of land for economic development projects and would allow better traffic flow for residents and employees alike. Some of the parcels of land in this area would have rail access making it more attractive for development. Included with this project is a connection from Lyons Road to the Indianola Road allowing access without having to cross the Norfolk Southern Railroad. It would also provided enhanced emergency vehicle access to the south side of Catlin. Improvements would include, but is not limited to widening, resurfacing, drainage improvements and utility adjustments.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:
Vermilion County

COMMITMENTS AND/OR TOOLS REQUIRED:

Engineering studies, right of way acquisition, funding

ESTIMATED PROJECT COST: To be determined

PROJECTED FUNDING SOURCES: Vermilion County, IDOT

PROJECT LOCATION: Lyons Road in Vermilion County

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: This project would open up additional land for development including access to the Norfolk Southern Railroad.

PROJECT READINESS:

A feasibility study on this corridor was completed on September 27, 2006.

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-6

COUNTY: Vermilion

CITY/TOWN: Hoopeston

PROJECT TITLE: Infrastructure on Route One North Industrial Site

SPONSORING COMMUNITY OR AGENCY: City of Hoopeston

NATURE OF PROJECT:

The City of Hoopeston has experienced a significant decline of manufacturing in the past decade. This has resulted in the loss of businesses and in turn a significant number of jobs. In the last two years, the City of Hoopeston has become active in laying the foundation for future economic growth. One method of accomplishing this growth is through the identification of sites for industrial development. The Hoopeston Economic development Steering Committee has identified 4 sites surrounding Hoopeston that are in the process of being designated for future industrial development (Appendix A).

The first site is the Route One North Site which is owned by 3 different land owners and totals 449 acres. This contains a 125 acre parcel, a 134 acre parcel, and a 228 acre parcel. The 134 acre parcel is currently under option until December 31, 2007. The City is working with remaining land owners to get the other two parcels under option. This site is served by rail along the eastern edge of the site. It is also bordered by County Road 4300 along the northern edge and Route One along the western edge. This site tends to flood in the southeast corner during heavy rains. This corner would therefore have to be filled with about 5ft of dirt to reach the railroad track. Ameren CIPS does not serve the Northwest quarter section of section 2. They do serve the rest of section 2. There is a 12 KV – 3 Phase distribution which borders the east and south of this property, 69 KV subtransmission also borders the east and south of this property and 138 KV transmission within ½ mile of this property. A 4 inch water main running north extends into the southeast corner of this site. Another 4 inch water main running north, hits the site on the south end in the center of the parcel. The main currently extends to the south side of Thompson Avenue. It would need to be extended .02 miles (across the road) to reach the south border of the site. An 8 inch sewer line connects with the site in the southwest corner and would need to be extended .02 miles north to reach the south border of the site.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

This project will benefit the community as a whole by bringing additional businesses and jobs to the community. It would also benefit the community in attracting new businesses to Hoopeston if the infrastructure were already in place.

COMMITMENTS AND/OR TOOLS REQUIRED:

Engineering studies, right of way acquisition, funding

ESTIMATED PROJECT COST: To be determined

PROJECTED FUNDING SOURCES:

The City of Hoopeston is in the process of putting together an annual TIF plan to allow for the yearly allocation of funds toward infrastructure extensions and improvements.

PROJECT LOCATION: See Appendix A for a map of the proposed industrial sites.

IMPLEMENTATION DATE: As soon as possible

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

In order to compete with other communities for new industry, it is important that the City of Hoopston have shovel-ready sites. Having utilities extended to the sites prior to construction would eliminate time delays and the associated increased costs. The infrastructure component adds to the direct cost of a project. Having shovel-ready sites would provide an additional incentive to prospective industries; making Hoopston potentially more attractive than other communities. The City would like to have utilities extended to the sites so when a prospect shows interest the process can be expedited.

PROJECT READINESS: This site has an option agreement in place with the property owner. The existing locations of sewer, water, electric, and gas lines have been identified.

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-7

COUNTY: Vermilion County

CITY/TOWN: Danville

PROJECT TITLE: Extension of the Southgate Industrial Park

SPONSORING COMMUNITY OR AGENCY:

NATURE OF PROJECT: The current Southgate Industrial park is located on the south side of Interstate 74 at exit 220. There are only 3 shovel ready sites left in this park. One is 30 acres, one is 42 acres and one is 111 acres. Over the past year, the average site request has been 200 acres/project with two requesting 1,000+ acres. In order to be able to compete, we need to further develop the Southgate industrial park to the west which would include, but is not limited too, land acquisition, site due diligence, road construction and utility extensions.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:
City of Danville, Vermilion County

COMMITMENTS AND/OR TOOLS REQUIRED:
Land acquisition, engineering study, right of way acquisition. funding

ESTIMATED PROJECT COST: To be determined

PROJECTED FUNDING SOURCES: City of Danville, Vermilion County

PROJECT LOCATION: City of Danville, west of existing Southgate Industrial Park

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: The current Southgate Industrial park is located on the south side of Interstate 74 at exit 220. There are only 3 shovel ready sites left in this park. One is 30 acres, one is 42 acres and one is 111 acres. Over the past year, the average site request has been 200 acres/project with two requesting 1,000+ acres. In order to be able to compete, we need to further develop the Southgate industrial park to the west which would include, but is not limited too, land acquisition, site due diligence, road construction and utility extensions.

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-8

COUNTY: Vermilion

CITY/TOWN: Danville/County

PROJECT TITLE: Reconstruction of North Bowman Avenue

SPONSORING COMMUNITY OR AGENCY: Danville

NATURE OF PROJECT:

Reconstruct North Bowman Avenue from Voorhees St. to West Newell Rd on the northeast side of Danville. The segment of North Bowman Avenue from Winter Avenue northward to West Newell Road is presently a rural two lane roadway that lacks sufficient width and is in too poor of a condition to withstand additional heavy truck traffic. This segment of Bowman Ave. will be rebuilt to accommodate the additional traffic that will accompany new growth in the area. The segment of Bowman Ave. South of Winter Avenue to Voorhees Street is also two lanes and in poor condition. The current transportation infrastructure along this segment of Bowman is inadequate to serve the development that now exists in this area. Recent growth along this portion of the corridor has been in the form of multi-family residences and churches, which typically generate a lot of vehicular and pedestrian traffic. This segment of Bowman Avenue will need to be rebuilt to accommodate a third center turn lane, install curbs and gutters along the roadway to improve drainage, and install sidewalks along the roadway to improve the safety of the area for pedestrians.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

Airport, City of Danville, Vermilion County

COMMITMENTS AND/OR TOOLS REQUIRED:

Engineering study, right of way acquisition, funding

ESTIMATED PROJECT COST: To be determined

PROJECTED FUNDING SOURCES: City of Danville, Vermilion County, IDOT

PROJECT LOCATION: Bowman Ave. which is located along the east edge of Danville

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: The primary reasons for reconstructing this segment of North Bowman Avenue are to promote additional use of the Vermilion County Airport and to encourage new development in the vicinity of the airport. The Vermilion County Airport is the only airport in the County capable of receiving larger cargo and/or commuter aircraft. The airport is located on the East side of Bowman Avenue between West Newell Road and Poland Road. While there is little development in this area presently, the area is ripe for both business and residential development due to its location within the community and availability of utilities.

PROJECT READINESS: To be determined

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-9

COUNTY: Vermilion

CITY/TOWN: Hoopeston

PROJECT TITLE: Residential Development Infrastructure

SPONSORING COMMUNITY OR AGENCY: City of Hoopeston

NATURE OF PROJECT:

The City of Hoopeston has a need for new moderate income housing. Currently when new hospital or school employees are seeking newer homes they must build outside of Hoopeston, as there isn't a location in town for new housing structures. The City of Hoopeston was recently included in a grant through the Illinois Institute for Rural Affairs to receive technical assistance in conducting a housing study. This project will begin in mid February 2007 and will aid in initiating the planned residential development in Hoopeston. The economic development committee is in the process of working with the land owner and the TIF District Administrator to identify a possible developer.

Hoopeston has a residential development planned on the east side of town on 80 acres within the TIF district; 63 of the 80 acres will be developed (Appendix B). This project is a four phase mixed use housing development. The first phase of the development includes 14 single family lots with an average lot size of 100' wide by 150' deep. Phase two includes 10 single family lots with an average lot size of 90' wide by 150' deep. This phase also includes 6 zero lot line lots for 3 duplex units with an average lot size of 60' wide by 155' deep. Phase 3 includes 68 single family lots with an average lot size of 100' by 155' deep. Phase 4 includes 38 single family lots with an average lot size of 100' wide by 155' deep. It will also include a new retention pond with a volume of 800,000 gallons and new park space including a retention pond equal to 3.7 acres. The total development will result in the construction of 130 single family homes and 12 duplex buildings with 24 units for a total of 154 new homes in Hoopeston.

The infrastructure needed on this site includes utilities, sanitary sewer, storm sewer and roads. The engineering should be planned for the entire project but actual construction would be implemented with each of the four phases. Concrete streets with appropriate curbing are by far the most attractive way to go and a minimum of at least one concrete sidewalk. All utilities will be underground and historic style streetlights will be added.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

The community and the school district will benefit from have a site ready for new residential development.

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST:

The City engineer has estimated costs at \$450 per foot based on a B-6.24 curb and gutter, 4' sidewalk on both sides (4" thick), and 66' right of way. This includes concrete driveway aprons from the back of curb to the right of way line. This also includes the water, sanitary sewer and services.

PROJECTED FUNDING SOURCES:

A portion of TIF funds have been designated for infrastructure for residential development.

PROJECT LOCATION: See attached map of project area (Appendix B)

IMPLEMENTATION DATE: As soon as possible

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

Having a new housing development in Hoopeston would aid in attracting new residents. It would also help the community retain younger families that prefer a new home. The schools would also see a direct benefit through increased enrollment. Additional benefits to the community would include increased economic activity associated with new residents living in Hoopeston, increased tax revenues, and the increased value of recreational services often provided through land for parks and schools.

PROJECT READINESS:

The City has begun discussions with a developer who has interest in working either as the developer or a consultant to the City. A housing assessment is being conducted and data is being compiled. Completion of the assessment is expected by the end of October, 2007.

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-10

COUNTY: Vermilion

CITY/TOWN: Danville

PROJECT TITLE: Reconstruction of East Winter Ave.

SPONSORING COMMUNITY OR AGENCY: Danville/Vermilion County

NATURE OF PROJECT:

Reconstruct East Winter Avenue from Bowman Avenue to Michigan Avenue on the Northeast side of Danville. This segment of East Winter Avenue is currently a narrow unimproved rural roadway. A significant amount of traffic uses this roadway as a shortcut into or around Danville. This roadway will be rebuilt to accommodate additional traffic and growth. Further, East Winter Avenue will eventually be rebuilt further eastward to link into the new Beltline road.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

City of Danville, Vermilion County

COMMITMENTS AND/OR TOOLS REQUIRED:

Engineering study, right of way construction, funding

ESTIMATED PROJECT COST: To be determined

PROJECTED FUNDING SOURCES: City of Danville, Vermilion County, IDOT

PROJECT LOCATION: E. Winter Ave. (east side of Danville)

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: Open up additional land for development and will connect into the new Beltline road

PROJECT READINESS:

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-11

COUNTY: Vermilion

CITY/TOWN: Hoopeston

PROJECT TITLE: Infrastructure on the Route 1 South Site

SPONSORING COMMUNITY OR AGENCY: City of Hoopeston

NATURE OF PROJECT:

The City of Hoopeston has experienced a significant decline of manufacturing in the past decade. This has resulted in the loss of businesses and in turn a significant number of jobs. In the last two years, the City of Hoopeston has become active in laying the foundation for future economic growth. One method of accomplishing this growth is through the identification of sites for industrial development. The Hoopeston Economic development Steering Committee has identified 4 sites surrounding Hoopeston that are in the process of being designated for future industrial development (Appendix A).

The third site is the Route 1 south site. This 112 acre site is owned by one individual. AmerenCIPS does not serve the Southwest portion of this site which is 1/16th of a mile east of route 1 and 1/2 of a mile north of city road 4000N. They could serve the rest of the property. They have a 12KV-3 phase distribution within a 1/2 mile, 69 KV subtransmission within a mile and 138KV transmission within 1 1/2 miles.

At this time the owner is not interested in selling but will consider working with the City in the future.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

In order to compete with other communities for new industry, it is important that the City of Hoopeston have shovel-ready sites. Having utilities extended to the sites prior to construction would eliminate time delays and the associated increased costs. The infrastructure component adds to the direct cost of a project. Having shovel-ready sites would provide an additional incentive to prospective industries; making Hoopeston potentially more attractive than other communities. The City would like to have utilities extended to the sites so when a prospect shows interest the process can be expedited.

COMMITMENTS AND/OR TOOLS REQUIRED:

Engineering study, right of way acquisition

ESTIMATED PROJECT COST: To be determined

PROJECTED FUNDING SOURCES:

The City of Hoopeston is in the process of putting together an annual TIF plan to allow for the yearly allocation of funds toward infrastructure extensions and improvements.

PROJECT LOCATION: See Appendix A for a map of the proposed industrial sites.

IMPLEMENTATION DATE: As soon as possible

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

In order to compete with other communities for new industry, it is important that the City of Hoopeston have shovel-ready sites. Having utilities extended to the sites prior to construction would eliminate time delays and the associated increased costs. The infrastructure component adds to the direct cost of a project. Having shovel-ready sites

would provide an additional incentive to prospective industries; making Hoopeston potentially more attractive than other communities. The City would like to have utilities extended to the sites so when a prospect shows interest the process can be expedited.

PROJECT READINESS:

We are working with this property owner to obtain an option agreement on this site. The existing locations of sewer, water, electric, and gas lines have been identified.

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-12

COUNTY: Vermilion County

CITY/TOWN: Near Tilton

PROJECT TITLE: Ross Lane (CR 1500 N) Extension to Catlin/Tilton Road

SPONSORING COMMUNITY OR AGENCY:

NATURE OF PROJECT:

This project would encompass the west end of Ross Lane that is not already improved. The east end of Ross Lane has already been upgraded with a signalized intersection with Illinois Route 1. This extension would open up land that is currently used for agriculture and allow for economic development. Some parcels of land would have access to the Norfolk Southern railroad making it more viable. This project would require the reconstruction of the existing roadway for approximately a mile to the west and then the construction of new alignment for approximately a half mile to make a direct connection with the Catlin/Tilton Road. Utility adjustments would have to be made to make this a viable economic development site.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

Vermilion County

COMMITMENTS AND/OR TOOLS REQUIRED:

Engineering study, right of way acquisition, funding

ESTIMATED PROJECT COST: To be determined

PROJECTED FUNDING SOURCES: Vermilion County, IDOT

PROJECT LOCATION: East Ross Lane (CR 1500 N)

IMPLEMENTATION DATE: To be determined

RELATIONSHIP TO ECONOMIC DEVELOPMENT: This extension would open up land that is currently used for agriculture and allow for economic development. Some parcels of land would have access to the Norfolk Southern railroad making it more viable.

PROJECT READINESS:

A feasibility study on this area was completed on September 27, 2006.

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: V-13

COUNTY: Vermilion

CITY/TOWN: Hoopeston

PROJECT TITLE: Infrastructure on the Route 9 site

SPONSORING COMMUNITY OR AGENCY:

NATURE OF PROJECT:

The City of Hoopeston has experienced a significant decline of manufacturing in the past decade. This has resulted in the loss of businesses and in turn a significant number of jobs. In the last two years, the City of Hoopeston has become active in laying the foundation for future economic growth. One method of accomplishing this growth is through the identification of sites for industrial development. The Hoopeston Economic development Steering Committee has identified 4 sites surrounding Hoopeston that are in the process of being designated for future industrial development (Appendix A).

The fourth site is the Route 9 site. This 117 acre site is owned by one individual. This site would require water and sewer to be extended .73 miles to reach the southeast corner of the site. Per the serviced territory maps with Eastern Illinois Electric Coop. this is not in AmerenCIPS service territory. It appears they were serving the property in 1965 when the service maps were drawn so they may have grandfather rights to serve this property. This is something that would need to be further researched if the inquiry on this became more serious. We have 12KV – 3 phase distribution bordering the south of this property, 138KV transmission within a ¼ mile and a 69KV/138KV substation within a ½ mile of this site. The closest water and sewer is an 8 inch line, located at the CVS property on the corner of route 9 and route 1.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

This project will benefit the community as a whole by bringing additional businesses and jobs to the community. It would also benefit the community in attracting new businesses to Hoopeston if the infrastructure were already in place.

COMMITMENTS AND/OR TOOLS REQUIRED:

Engineering study, right of way acquisition

ESTIMATED PROJECT COST: To be determined

PROJECTED FUNDING SOURCES:

The City of Hoopeston is in the process of putting together an annual TIF plan to allow for the yearly allocation of funds toward infrastructure extensions and improvements.

PROJECT LOCATION: See Appendix A for a map of the proposed industrial sites

IMPLEMENTATION DATE: As soon as possible

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

In order to compete with other communities for new industry, it is important that the City of Hoopeston have shovel-ready sites. Having utilities extended to the sites prior to construction would eliminate time delays and the associated increased costs. The infrastructure component adds to the direct cost of a project. Having shovel-ready sites would provide an additional incentive to prospective industries; making Hoopeston

potentially more attractive than other communities. The City would like to have utilities extended to the sites so when a prospect shows interest the process can be expedited.

PROJECT READINESS:

We are working with the property owner to obtain an option agreement on this site. The existing locations of sewer, water, electric, and gas lines have been identified.

JOB CREATION / RETENTION: To be determined

JOB QUALITY: To be determined

PROJECT NUMBER: D - 1

COUNTY: Douglas

CITY/TOWN: Tuscola

PROJECT TITLE: Tuscola Local Area Steam Utility

SPONSORING COMMUNITY OR AGENCY: City of Tuscola

NATURE OF PROJECT:

Creation of Local Area Utility for transport and operation of a steam pipeline providing for the distribution of steam to a variety of industrial consumers. New entity would own and operate pipeline from exit at existing steam production facility operated by Duke Energy Generating Services at Tuscola; Duke currently supplies steam to Lyondell – Equistar Chemicals and Cabot Corporation at their Tuscola facilities. Construction of pipeline would provide additional opportunities for further development by complimentary industries which have steam demand needs and/or excess steam supply capabilities.

New steam assets and additional user as part of overall system would provide for additional cost sharing and cost reduction to current users, enhancing long term viability of their operations.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

Lyondell – Equistar Chemicals, Tuscola; Duke Energy Generating Services; Emerald Renewable Energy, LLC (Cargill subsidiary), Cargill AgHorizons facility at Tuscola.

COMMITMENTS AND/OR TOOLS REQUIRED: Bonding authority to be extended for project. Revenues from development of ethanol facility by Emerald Renewable Energy, LLC (a Cargill subsidiary) could potentially fulfill revenue necessary for project once bond financing secured. A legal entity must be established in order to meet guidelines for the tax exempt revenue bonds -- this is most likely to be the City of Tuscola.

ESTIMATED PROJECT COST: \$25 million

PROJECTED FUNDING SOURCES: Tax Exempt Revenue Bonds with assistance from Illinois Finance Authority.

PROJECT LOCATION: The industrial corridor west of the City of Tuscola, Douglas County, Tuscola Township

IMPLEMENTATION DATE: Spring 2009

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

Provides path for existing industry and new development to partner together in order to reduce long term operating costs of each individual facility while also increasing likelihood of long term viability of existing facilities. Demonstrates potential for operational synergies to be utilized between existing industry and new renewable energy development in East Central Illinois. Builds on overall regions utility infrastructure assets for exploration of future potential synergies with renewable energy development and new coal power electrical generation development with carbon capture storage, such as the DOE FutureGen project.

PROJECT READINESS:

Emerald Renewable Energy, LLC awaiting acceptance of IEPA air permit and completion of key utility negotiations in order to proceed with project. Feasibility analysis currently being conducted by various interested parties to establish costs, statutory authority, and need for further analysis.

JOB CREATION / RETENTION: 40-55 direct new jobs. Retention of up to 140 jobs.

JOB QUALITY: Average salary of \$40,000 with extensive benefits.

PROJECT NUMBER: D - 2

COUNTY: Douglas

CITY/TOWN: Tuscola

PROJECT TITLE: FutureGen Clean Energy Project

SPONSORING COMMUNITY OR AGENCY: US Department Of Energy / FutureGen Alliance

NATURE OF PROJECT:

FutureGen is a public-private partnership to design, build, and operate the world's first coal-fueled, near-zero emissions power plant, at an estimated net project cost of US \$1.5 billion. The commercial-scale plant will prove the technical and economic feasibility of producing low-cost electricity and hydrogen from coal while nearly eliminating emissions. It will also support testing and commercialization of technologies focused on generating clean power, capturing and permanently storing carbon dioxide, and producing hydrogen. In the process, FutureGen will create unique opportunities for scientific exploration, education, and stakeholder engagement.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

Lyondell – Equistar Chemicals, Duke Energy Generating Services, CSX Transportation, Ameren, Panhandle Energy, various small businesses in region including retail and service businesses, variety of institutions of higher education, and various contractors from surrounding region.

COMMITMENTS AND/OR TOOLS REQUIRED:

Depending on final design and site selection a variety of additional tools may be needed related to community planning for potential project impacts.

ESTIMATED PROJECT COST: \$1.5 billion projected for actual FutureGen project. Unknown costs associated with variety of community/county planning issues.

PROJECTED FUNDING SOURCES: DOE projected to fund approximately 76% of the project with remaining approximately 24% coming from partners in the FutureGen Alliance and other interested entities. State of Illinois has committed in excess of \$90 million worth of incentives for various aspects of this project.

PROJECT LOCATION: Main facility located approximately 1.5 miles west of City of Tuscola in Douglas County, Tuscola Township. CO2 transport pipeline corridor of approximately 10 miles south into Arcola Township, also in Douglas County. Proposed CO2 sequestration plume located on Douglas-Coles County line.

IMPLEMENTATION DATE: Final design and site characterization - 2008, construction to begin - 2009, facility online - 2012

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

FutureGen is aimed at demonstrating the commercial viability of power generation using Intergrated Gasification Combined Cycle (IGCC) technology with Carbon Capture and Storage technology. This has extensive economic development potential throughout Illinois and the Illinois coal industry, as well as providing the research and demonstration needed to encourage the development of other new coal powered electric generation throughout the state and the entire world.

Selection of site at Tuscola would provide potential for considerable economic development benefits throughout region. Planning consideration would be needed to address a variety of community and regional actions to accommodate this development and those industries which would be directly tied to the project.

PROJECT READINESS: Site selection projected for late-November 2007.

**JOB CREATION / RETENTION: 200 Direct permanent jobs; 220 Indirect permanent jobs
770 Direct construction related jobs; 44 month construction period**

JOB QUALITY: High – expected to be well paying positions consistent with other power generation facilities in addition to high end research positions comparable to other government supported scientific research facilities.

PROJECT NUMBER: D - 3

COUNTY: Douglas

CITY/TOWN: Tuscola

PROJECT TITLE: Amishland Area Phase II

SPONSORING COMMUNITY OR AGENCY: City of Tuscola

NATURE OF PROJECT:

Completion of the platting process is necessary as well as the completion of infrastructure installation for the Amishland Area Development. The original developer of the project passed away prior to its completion, and the remainder of the 72 acre parcel was conveyed to various financiers and lienholders to satisfy encumbrances from the original development. Divergent ownership of the remaining acreage renders further development unlikely without a collaborative planning effort and financial assistance. No single land owner is likely to proceed without the others.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

Tuscola National Bank, Amishland Development, LLC, and other private land owners will benefit from the collaborative approach to planning and constructing the infrastructure. Additionally, several potential retail businesses will benefit as much needed development area becomes accessible. Finally, Tanger Outlet Center and Amishland Red Barn, which are both adjacent to the site, will benefit from additional retail development in the vicinity.

COMMITMENTS AND/OR TOOLS REQUIRED:

Planning assistance is needed to develop a collaborative plan to meet the needs of all of the landowners. Funding is also necessary for the project.

ESTIMATED PROJECT COST: \$750,000

PROJECTED FUNDING SOURCES: City of Tuscola Amishland TIF: \$250,000

PROJECT LOCATION: Immediately adjacent to and south of the Tanger Outlet Center and the Amishland Red Barn in Tuscola, Illinois.

IMPLEMENTATION DATE: As early as CY2008.

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

Approximately 50 acres of the original project concept remain undeveloped. The completion of the infrastructure assets to serve the area would create access to at least 10 separate parcels that are ideally situated for retail development.

PROJECT READINESS: Design engineering could be completed in 3-6 months, with construction to commence immediately thereafter.

JOB CREATION / RETENTION: Approximately 100 FTE jobs.

JOB QUALITY: Unknown at this time

PROJECT NUMBER: D - 4

COUNTY: Douglas

CITY/TOWN: Tuscola

PROJECT TITLE: Tuscola Business Centre

SPONSORING COMMUNITY OR AGENCY: City of Tuscola

NATURE OF PROJECT:

Installation of public facilities to include roads, drainage systems, water, wastewater, and technology facilities to accommodate the development of a 300 acre parcel as a mixed use business/industrial park. The parcel is adjacent to the intersection of US Route 36 and Interstate 57.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

Weitendorf Enterprises of Joliet, IL is the owner/developer of the property. Potential businesses to locate in the development will include highway-oriented retail, office and research facilities, warehousing and distribution facilities, and light manufacturing/assembly.

COMMITMENTS AND/OR TOOLS REQUIRED:

Funding is needed to construct the substantial public facilities in support of this development. Additionally, access to the site will require the review and approval of the state and federal departments of transportation.

ESTIMATED PROJECT COST: \$2.5 million

PROJECTED FUNDING SOURCES: City of Tuscola TIF Area #1: \$1million
Private ownership of land

PROJECT LOCATION:

Southeast quadrant of the intersection of US Route 36 and Interstate 57 in Tuscola, Douglas County, Illinois

IMPLEMENTATION DATE: As soon as CY2008.

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

Substantial potential/interest exists for several identified developments to occur in this area once the public facilities are constructed.

PROJECT READINESS: Preliminary infrastructure studies are underway. Phase I environmental and archeological surveys have been completed. Design engineering could be completed in 4-6 months, with construction activities to follow immediately thereafter.

JOB CREATION / RETENTION: 300 – 500 new jobs created.

JOB QUALITY: Unknown.

PROJECT NUMBER: D - 5

COUNTY: Douglas

CITY/TOWN: Tuscola

PROJECT TITLE: Tuscola Area Floodplain Mitigation

SPONSORING COMMUNITY OR AGENCY: City of Tuscola

NATURE OF PROJECT:

The proposed project consists of modifications to the Hayes Branch and Scattering Fork drainage channels to improve their hydraulic capacities, thereby lowering the base flood elevations throughout the Tuscola area. Flood prone areas exist throughout the Tuscola area, and the mitigation of chronic flooding would substantially increase the area available for development and decrease the relative cost of development activities in the Tuscola area. The modifications consist of land acquisition and both "double-trapezoidal" and "one-sided floodplain shelf" methods of channel excavation, as detailed in "City of Tuscola Floodplain Remapping Report" prepared by Clark Deitz, Inc. in November, 2006.

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

The entire business area of the City of Tuscola and surrounding areas will benefit from the project. Additionally, future businesses and existing business expansions will benefit due to lower base flood elevations and the suitability of additional lands for development by their removal from floodplain designation. Specifically, the entire US Route 36 business corridor through Tuscola is floodplain encumbered currently, and will be removed from that designation by the execution of the proposed project.

COMMITMENTS AND/OR TOOLS REQUIRED:

The City of Tuscola has submitted its floodplain modeling results to the Illinois Department of Natural Resources (IDNR) for review, as a prerequisite to acceptance by the Federal Emergency Management Agency (FEMA). The project parameters will also require approval by IDNR and FEMA. Additionally, funding is needed to complete this project.

ESTIMATED PROJECT COST:

| | |
|------------------------------------|---------------|
| Scattering Fork Drainage District: | \$960,000 |
| Hayes Branch Drainage District: | \$2.8 million |

PROJECTED FUNDING SOURCES:

| | | |
|------------------------------------|-----------------------------|-----------|
| Scattering Fork Drainage District: | City of Tuscola TIF Area #1 | \$480,000 |
| Hayes Branch Drainage District: | State and Federal funds | |

PROJECT LOCATION: Tuscola Township, Douglas County, Illinois

IMPLEMENTATION DATE: Dependent upon funding / as soon as CY2008

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

Chronically flood prone areas are a substantial barrier to economic development in the Tuscola area. The proposed project would virtually eliminate chronically flood prone areas, thereby allowing additional development of retail, commercial, industrial, and residential projects

PROJECT READINESS:

Modeling of the drainage channels and feasibility analyses of the projects have been completed. Design engineering could be completed within 2-3 months, with construction to follow immediately thereafter.

JOB CREATION / RETENTION: Unknown, but potential of at least 100-200 new jobs and approximately 100 retained jobs.

JOB QUALITY: Unknown.

PROJECT NUMBER: I – 1

COUNTY: Iroquois

CITY/TOWN: Gilman

PROJECT TITLE: Satellite Emergency Room

SPONSORING COMMUNITY OR AGENCY: Iroquois Memorial Hospital

NATURE OF PROJECT:

Develop a satellite emergency room at Gilman, near I-57, that is connected to the full-service emergency facility at Iroquois Memorial Hospital by cutting edge communications and equipment

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

This will provide better emergency health care for area residents and travelers in Iroquois County

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST:

PROJECTED FUNDING SOURCES:

PROJECT LOCATION: Gilman

IMPLEMENTATION DATE:

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

PROJECT READINESS:

JOB CREATION / RETENTION:

JOB QUALITY:

PROJECT NUMBER: 1 – 2

COUNTY: Iroquois

CITY/TOWN: Milford

PROJECT TITLE: Iroquois County Incubator

SPONSORING COMMUNITY OR AGENCY: Iroquois Development Association

NATURE OF PROJECT:

Acquire the abandoned 140,000 square feet former Howard Industries building and refurbish it to serve as a small manufacturing incubator for local entrepreneurs and others

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST:

PROJECTED FUNDING SOURCES: \$2.5 million

PROJECT LOCATION: Milford

IMPLEMENTATION DATE:

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

PROJECT READINESS:

JOB CREATION / RETENTION:

JOB QUALITY:

PROJECT NUMBER: I – 3

COUNTY: Iroquois

CITY/TOWN: Entire County

PROJECT TITLE: Iroquois County Sewage Treatment System

SPONSORING COMMUNITY OR AGENCY: Iroquois Development Association and County Government

NATURE OF PROJECT:

Establish a sewage treatment system that connects all communities in Iroquois County to existing or new sewage treatment facilities

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST:

PROJECTED FUNDING SOURCES:

PROJECT LOCATION:

IMPLEMENTATION DATE:

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

PROJECT READINESS:

JOB CREATION / RETENTION:

JOB QUALITY:

PROJECT NUMBER: I – 4

COUNTY: Iroquois

CITY/TOWN: Gilman / Sheldon

PROJECT TITLE: Gilman – Sheldon Natural Gas Line Improvement

SPONSORING COMMUNITY OR AGENCY: Iroquois Development Association and City of Watseka

NATURE OF PROJECT:

Install a larger, higher pressure natural gas line with appropriate storage capacity from Gilman east to Sheldon

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST:

PROJECTED FUNDING SOURCES:

PROJECT LOCATION:

IMPLEMENTATION DATE:

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

PROJECT READINESS:

JOB CREATION / RETENTION:

JOB QUALITY:

PROJECT NUMBER: I – 5

COUNTY: Iroquois

CITY/TOWN: Entire County

PROJECT TITLE: County High-Speed Connection

SPONSORING COMMUNITY OR AGENCY:

NATURE OF PROJECT:

Establish a public-owned cutting edge, high speed computer and communications system to serve IMH, Iroquois County Public Schools, governments, and businesses

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST:

PROJECTED FUNDING SOURCES:

PROJECT LOCATION:

IMPLEMENTATION DATE:

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

PROJECT READINESS:

JOB CREATION / RETENTION:

JOB QUALITY:

PROJECT NUMBER: I – 6

COUNTY: Iroquois

CITY/TOWN: Watseka

PROJECT TITLE: Infrastructure – Establishment in Northeast Watseka

SPONSORING COMMUNITY OR AGENCY: Watseka

NATURE OF PROJECT:

Obtain right of way to establish roads, utilities, and related infrastructure around the proposed Super Wal-Mart location on the northeast side of Watseka

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST:

PROJECTED FUNDING SOURCES:

PROJECT LOCATION:

IMPLEMENTATION DATE:

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

PROJECT READINESS:

JOB CREATION / RETENTION:

JOB QUALITY:

PROJECT NUMBER: I – 7

COUNTY: Iroquois

CITY/TOWN: Watseka

PROJECT TITLE: Track Access Road

SPONSORING COMMUNITY OR AGENCY: Iroquois Development Association

NATURE OF PROJECT:

Improve 1 mile of Iroquois County road to heavy truck status to access a parcel of land in Watseka that has been designated for industrial development

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST:

PROJECTED FUNDING SOURCES:

PROJECT LOCATION:

IMPLEMENTATION DATE:

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

PROJECT READINESS:

JOB CREATION / RETENTION:

JOB QUALITY:

PROJECT NUMBER: I – 8

COUNTY: Iroquois

CITY/TOWN: Onarga

PROJECT TITLE: Onarga Existing Infrastructure Expansion

SPONSORING COMMUNITY OR AGENCY: Onarga

NATURE OF PROJECT:

Acquire land options and right of way at the Onarga I-57 exit to install access roads and utilities to attract motels, convenience stores, gas stations, restaurants, and related businesses

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST:

PROJECTED FUNDING SOURCES:

PROJECT LOCATION:

IMPLEMENTATION DATE:

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

PROJECT READINESS:

JOB CREATION / RETENTION:

JOB QUALITY

PROJECT NUMBER: I – 9

COUNTY: Iroquois

CITY/TOWN: Gilman / Onarga

PROJECT TITLE: Infrastructure – Establish along Route 49 between Gilman and Onarga

SPONSORING COMMUNITY OR AGENCY:

NATURE OF PROJECT:

Obtain right of ways to establish roads, utilities, and related infrastructure along Route 49

SPECIFIC BUSINESSES WHICH WILL PARTICIPATE IN OR BENEFIT FROM PROJECT:

COMMITMENTS AND/OR TOOLS REQUIRED:

ESTIMATED PROJECT COST:

PROJECTED FUNDING SOURCES:

PROJECT LOCATION:

IMPLEMENTATION DATE:

RELATIONSHIP TO ECONOMIC DEVELOPMENT:

PROJECT READINESS:

JOB CREATION / RETENTION:

JOB QUALITY: