

RATS

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

POLICY COMMITTEE

*Mayor Lawrence J. Morrissey, City of Rockford
Mayor Darryl F. Lindberg, City of Loves Park
Board Chairman Scott H. Christiansen, Winnebago County
President Linda M. Vaughn, Village of Machesney Park
Mayor Frederic C. Brereton, City of Belvidere
Board Chairman Catherine H. Ward, Boone County
Deputy Director George F. Ryan, Illinois Department
of Transportation, Region 2*

ROCKFORD AREA TRANSPORTATION STUDY POLICY COMMITTEE

RATS RESOLUTION 2007-7

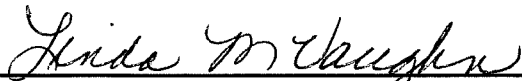
RE: AMENDMENT TO THE YEAR 2035 LONG-RANGE TRANSPORTATION PLAN

- WHEREAS** the Federal Highway Act of 1962, as amended, and the Urban Mass Transportation Act of 1964, as amended, provides for an urban transportation planning process; and
- WHEREAS** the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorizes funding to improve our nation's transportation system for highways, highway safety, and transit for the 5-year period of 2005-2009; and
- WHEREAS** the Rockford Area Transportation Study (RATS) is the Metropolitan Planning Organization (MPO) for the Rockford Urban and Metropolitan Areas, and the Policy Committee has the specific responsibility to direct and administer the continuing urban transportation planning process; and
- WHEREAS** sections included in SAFETEA-LU require MPO's in conducting a continuing, comprehensive and coordinated transportation planning process in Metropolitan Planning Areas (MPA), which include the development of a Long-Range Transportation Plan for the RATS MPA; and
- WHEREAS** the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provide regulations and guidance initiating from SAFETEA-LU for MPO's to follow and implement a transportation planning process that leads to the development of strategies/actions that will lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand; and
- WHEREAS** the RATS Policy Committee adopted a Year 2035 Long-Range Transportation Plan (LRTP) on July 28, 2005, which discusses the issues and strategies for RATS to follow a planning process for the coordination and implementation of transportation improvements in the RATS MPA that will be in compliance with SAFETEA-LU; and
- WHEREAS** FHWA / FTA have issued further regulations and guidance which RATS needs to incorporate into its transportation planning process and amend into the Year 2035 LRTP; and
- WHEREAS** the attached addendum identifies the necessary steps, planning documents and preliminary timetable for the public to participate in the RATS Transportation Planning Process;

NOW, THEREFORE, BE IT RESOLVED

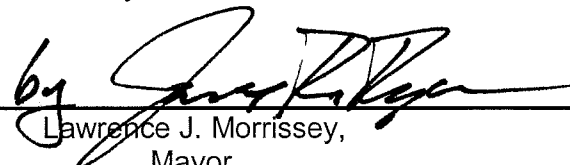

that the Policy Committee adopts the attached addendum as an amendment to RATS Year 2035 LRTP to comply with FHWA / FTA SAFETEA-LU guidance and regulations.

Dated this twenty-eighth day of June, 2007.

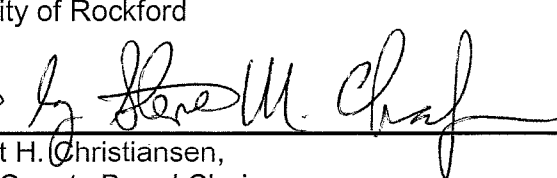
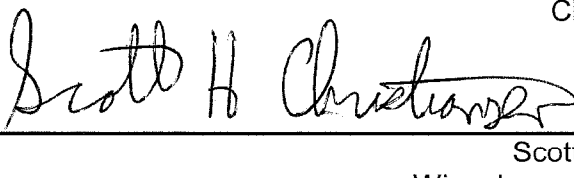


Linda M. Vaughn, Chairman – RATS Policy Committee
Village President,
Village of Machesney Park

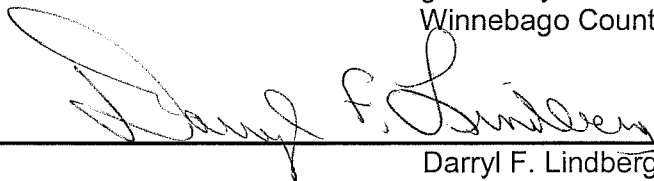
Frederic C. Brereton, Vice-Chairman – RATS Policy Committee
Mayor,
City of Belvidere



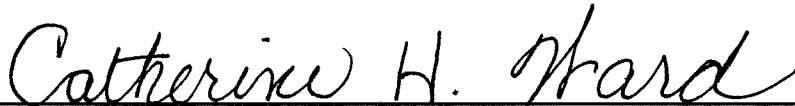
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Winnebago County Board Chairman,
Winnebago County



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City of Loves Park



Catherine H. Ward,
Boone County Board Chairman,
Boone County

George F. Ryan,
Deputy Director,
Illinois Department of Transportation, Region 2

RATS RESOLUTION 2007 – 7

June 28, 2007

ADDENDUM to RATS Resolution 2007-7

On July 28, 2005, the RATS Policy Committee adopted the Year 2035 Long-Range Transportation Plan (LRTP) for the RATS MPO. The RATS transportation planning process is an ongoing process. Changes to the

- area’s transportation systems,
- land use and type of development,
- local / regional economic and labor conditions,
- elected public officials,
- social trends,
- technology,
- environmental justice,
- physical environmental issues,
- public funding for transportation services, and
- federal, state and local regulations and guidance

can and will effect current and previous adopted planning documents. These and numerous other issues/subjects can effect a MPO plan for the urban area. When these situations occur, amendments are necessary to ensure that the RATS MPO planning process remains in compliance with all federal, state and local rules, guidelines and other related information and plans.

In August 2005, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law by President Bush. As a result of;

1. this new legislation,
2. the time the LRTP was adopted by RATS in July 2005, and
3. that new guidelines and Final Rules have been issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to direct and assistance MPOs to develop an integrated multimodal transportation system on February 14, 2007,

the LRTP needs to be updated to comply with current polices. Accordingly, this resolution and addendum have been prepared to bring the RATS transportation planning process into compliance with SAFETEA-LU.

This resolution, addendum and attached documents will serve as an amendment to the RATS Year 2035 LRTP. Following our public review policies, the following timetable is being established to officially amend the LRTP.

1. Public Notice is submitted to local press:	July 11, 2007 – Wednesday
2. Public Meeting is held on proposed amendments:	August 13, 2007 – Monday
3. Technical Committee discussion and recommendation to RATS Policy Committee:	August 23, 2007 – Thursday 10:00 a.m. at Loves Park City Hall
4. Presentation to RATS Policy Committee and possible action:	August 30, 2007 – Thursday 1:15 p.m. at Winnebago County Administration Building

ATTACHMENTS to RATS Resolution 2007-7

1. RATS Human Services Transportation Plan
2. RATS Transportation System Management and Operations Plan
3. RATS Planning, Coordination and Consulting Plan

RATS HUMAN SERVICES TRANSPORTATION PLAN

Background

An increasing number of people are unable to get to work, run errands, or reach medical services simply because they do not have access to reliable transportation. This group of transportation disadvantaged includes disabled individuals who cannot operate vehicles or travel outside of the home on their own because of medical conditions or limitations; people who cannot afford their own automobile; and people who live in areas without access to public transportation.

To enable these individuals to travel for employment, medical, education, and other needs, state and federal grants are used to provide transportation services that assist elderly persons, persons with disabilities and/or low-income persons get to their destinations. In urbanized areas, regular public transportation service and supplemental paratransit service is often available to meet many of these needs. In rural and smaller urban areas, however, public transportation service is less available and human service providers such as senior centers must often find other ways to provide their clients with transportation.

Numerous local programs supported by state and federal agencies provide separate transportation services, including services for the elderly, hospital access for low-income individuals, services for the physically and mentally disabled and transportation for job training or job access. In Illinois, there are numerous state and federal programs administered by a variety of different state agencies that provide funding to be used for public and human services transportation. The lack of coordination among these programs and providers has led to duplication of transportation and dispatching services and an inefficient use of needed transportation and human services funds.

Federal transit law, as amended by SAFETEA-LU, now requires that projects funded from the Section 5310 (Elderly and Disabled), Section 5316 (Job Access and Reverse Commute or JARC), and Section 5317 (New Freedom) programs be derived from a locally developed, coordinated public transit-human service transportation plan (HSTP). The HSTP is intended to maximize the collective coverage of the targeted programs and needs to be developed through a process that includes representatives of public, private and nonprofit transportation and human services providers and the users of these services.

References

The State and the MPO must follow all the requirements contained in the Federal Transit Administration (FTA) Circulars providing Program Guidance and Application Instructions for the Section 5310, 5316 and 5317 programs. Consolidated excerpts and web site addresses for the circulars are listed below.

Recipient Designation: For *Section 5310* funds, the state designates an agency with the requisite legal, financial, and staffing capabilities to receive and administer Federal funds under this program. The designated State agency is the recipient of all Section 5310 funds apportioned to the State, and applies to the Federal Transit Administration (FTA) for these funds on behalf of private non-profit agencies and eligible local governmental authorities within the State.

For *Section 5316 and 5317* funds, the state must designate a public entity to be the recipient for JARC and New Freedom funds.

- In urbanized areas with populations less than 200,000 and in non-urbanized areas, the State is the designated recipient. For these areas, the designated State agency is responsible for administering the JARC and New Freedom program.
- In urbanized areas over 200,000 in population, the recipient charged with administering the JARC Program must be officially designated through a process consistent with 49 U.S.C. Section 5307(a)(2): *an entity designated in accordance with the planning process under sections 5303, 5304, and 5306, by the chief executive officer of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under section 5336 that are attributable to transportation management areas identified under Section 5303.*

The Urbanized Area Formula (Section 5307) designated recipient provides and coordinates transportation services for the region and is familiar with FTA's program oversight requirements; therefore, it is appropriate for the designated recipient for the JARC and New Freedom programs to be the same as the designated recipient for Section 5307 funds. Alternatively, the Metropolitan Planning Organization (MPO), State, or another public agency may be a preferred choice based on local circumstances. The designation of recipient should be made by the State in consultation with responsible local officials and publicly owned operators of public transportation. The recipient for JARC funds will apply to FTA for these funds on behalf of sub-recipients within the recipient's area.

Apportionment: *Section 5310 (Elderly and Disabled)* funds are apportioned among the States by a formula based on the number of elderly persons and persons with disabilities in each State.

Of the total *Section 5316 (JARC)* funds available, FTA apportions 60 percent among designated recipients in large urbanized areas; 20 percent to the States for small urbanized areas; and 20 percent to the States for rural and small urban areas under 50,000 in population. JARC funds are apportioned among the recipients by formula. The formula is based on the ratio that the number of eligible low-income and welfare recipients in each such area bears to the number of eligible low-income and welfare recipients in all such areas.

Of the total *Section 5317 (New Freedom)* funds available, FTA apportions 60 percent among designated recipients in large urbanized areas; 20 percent to the States for small urbanized areas; and 20 percent to the States for rural and small urban areas under 50,000 in population. New Freedom funds are apportioned among the recipients by formula. The formula is based on the ratio that the number of individuals with disabilities in each such area bears to the number of individuals with disabilities in all such areas. .

Coordination Requirements: Projects selected for funding under *Sections 5310, 5316 and 5317* must be derived from a locally developed, coordinated public transit-human services transportation plan developed through a process that includes representatives of public, private, and non-profit transportation and human service providers, participation by the public, and representatives addressing the needs of older adults, individuals with disabilities and low-income individuals. .

Planning Requirements: *Section 5310, 5316 and 5317* projects in urbanized areas must be included in the Year 2035 Long-Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP). Projects outside urbanized areas must be included in, or be consistent with the Statewide Long-Range Transportation Plan and must be included in the STIP.

Program of Projects: The program of projects (POP) for *Section 5310, 5316 and 5317* identifies the sub-recipients and projects for which the State or designated recipient is applying for financial assistance. The annual POP the State submits to FTA for approval must indicate the total number of sub-recipients; identify each sub-recipient and indicate whether they are governmental authorities, or private non-profit agencies. In addition, the POP must include a brief description of each project, which includes the counties served by the project. The POP must show, for each project, the total project cost and the Federal share. The total Federal funding level for the POP cannot exceed the total amount of Section 5310 funds available. The program of projects must be identical to, or consistent with, listings contained in the applicable TIP and STIP.

The Coordinated Public Transit–Human Services Transportation Plan: Federal transit law, as amended by SAFETEA–LU, requires that projects selected for funding under the *Sections 5310, 5316 and 5317* be “derived from a locally developed, coordinated public transit-human services transportation plan” and that the plan be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” The experiences gained from the efforts of the Federal Interagency Coordinating Council on Access and Mobility (CCAM), and specifically the United We Ride (UWR) Initiative provide a useful starting point for the development and implementation of the local public transit-human services transportation plan.

Development of the Coordinated Public Transit–Human Services Transportation Plan:

- A. *Overview:* A locally developed, coordinated public transit-human services transportation plan (“coordinated plan”) identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs, and prioritizes transportation services for funding and implementation. Local plans may be developed on a local, regional, or statewide level. The decision as to the boundaries of the local planning areas should be made in consultation with the State and the metropolitan planning organization (MPO), where applicable. The agency leading the planning process is decided locally and does not have to be the State. A coordinated plan should maximize the programs’ collective coverage by minimizing duplication of services. Further, a coordinated plan shall be developed through a process that includes representatives of public and private and non-profit transportation and human services transportation providers, and participation by members of the public. Members of the public should include representatives of the targeted population(s) including individuals with disabilities, older adults, and people with low incomes. While the plan is only required in communities seeking funding under one or more of the three specified FTA programs, a coordinated plan should also incorporate activities offered under other programs sponsored by Federal, State, and local agencies to greatly strengthen its impact.
- B. *Required Elements:* Projects shall be derived from a coordinated plan that minimally includes the following elements at a level consistent with available resources and the complexity of the local institutional environment:
- An assessment of available services that identifies current transportation providers (public, private, and non-profit);
 - An assessment of transportation needs for individuals with disabilities, older adults, and people with low incomes. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
 - Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
 - Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities identified.

Web Page Links:

Section 5310 Circular - http://www.fta.dot.gov/laws/circulars/leg_reg_6622.html

Section 5316 Circular - http://www.fta.dot.gov/laws/circulars/leg_reg_6623.html

Section 5317 Circular - http://www.fta.dot.gov/laws/circulars/leg_reg_6624.html

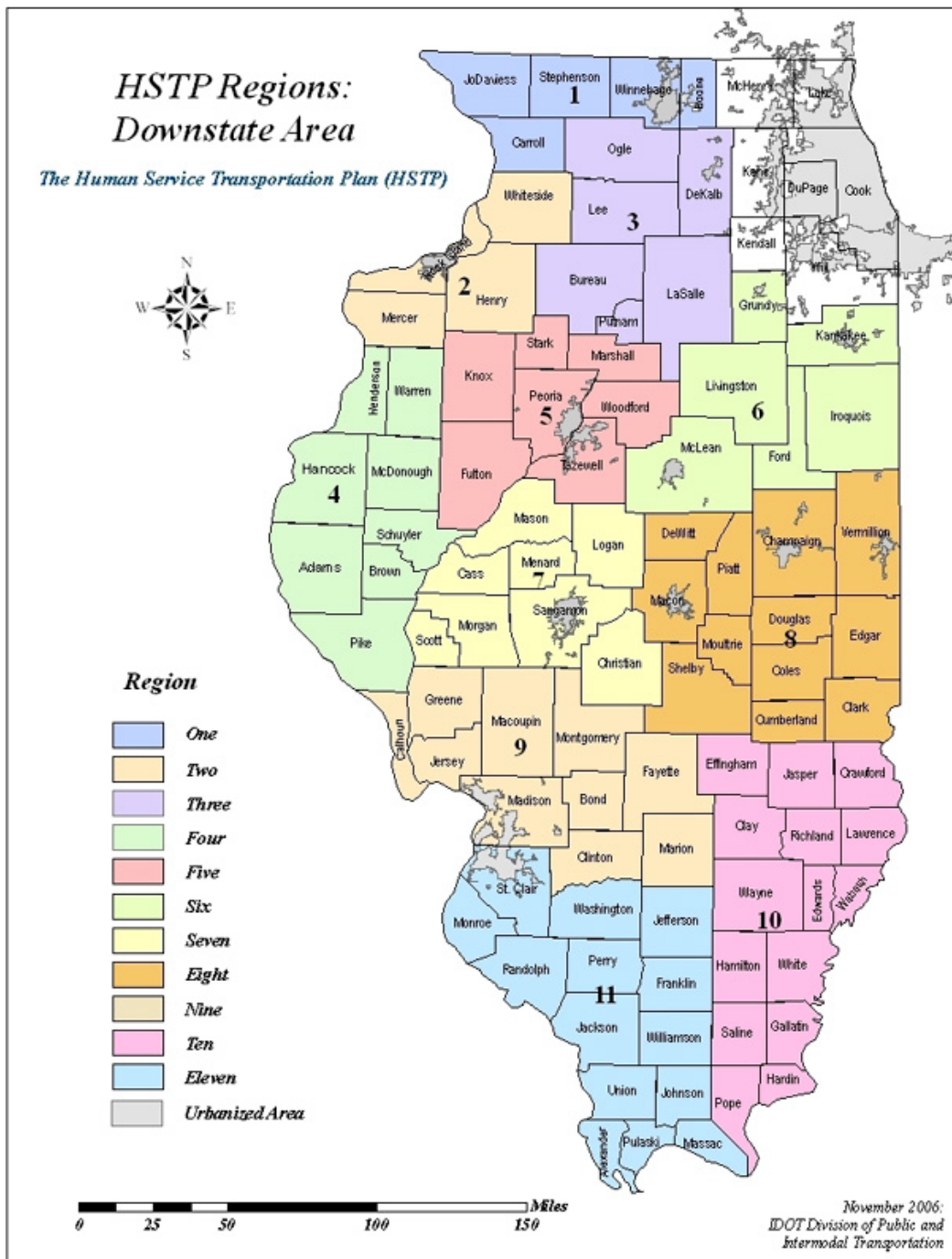
United We Ride - <http://www.unitedweride.gov/>

Implementation

At the federal level, the United We Ride (UWR) initiative was established to break down the barriers between programs and set the stage for local partnerships that generate common sense solutions. The overall goal of this effort is to make it easier for the customer to access public and specialized transportation services by reducing transportation service duplication, increase efficient transportation service delivery, and expand transportation access for older Americans, persons with disabilities, and individuals with low incomes. The HSTP is the tool identified in SAFETEA-LU to accomplish this goal.

In Illinois, the local Metropolitan Planning Organization (MPO) is responsible for ensuring that the new federal coordination requirements are met for urbanized areas and the Illinois Department of Transportation (IDOT) is responsible for those parts of the state that are outside the jurisdiction of MPOs. IDOT has begun to implement the HSTP to be in compliance with the new requirements, which went into effect in federal fiscal year 2007.

Because Illinois has no formal rural public transportation planning infrastructure, IDOT has created a framework for developing the plan and project submission process for public and human services transportation funding. Through a combination of research and public involvement sub-state regions were established to facilitate the HSTP process (see map below). Each region will develop an HSTP to coordinate the delivery of services within its boundaries.



Coordination

Much of the developmental work within rural and small urban areas will be carried out by a regional coordinator working with regional review committees to develop the non-urbanized portion of the regional HSTP. In urbanized areas, the MPO staff will function as the regional coordinator and the organizer of the

urbanized area review committee. A key challenge will be integrating the rural HSTP with the urbanized the area HSTP within each region.

The primary role of the MPO is to facilitate the review committee meetings, solicit feedback on the plan and projects for the urbanized portion of the region and to develop an urbanized area HSTP document. Another key responsibility will be to work with rural and small urban regional coordinator to integrate the HSTP activities of the MPO and the Regional Transportation Committee. IDOT will provide oversight for the program to ensure that the HSTP procedural guidelines are being met.

Process

The HSTP development process must, at a minimum, include stakeholders representing public, private and non-profit transportation service providers, human service providers, the public, representatives addressing the needs of older adults, individuals with disabilities and low-income individuals, planning organizations and/or county government representatives. In the urbanized area, the MPO staff will compile and analyze input and organize it into a readable report that will be reviewed and adopted by the MPO Policy Committee. At a minimum, the plan must analyze and address the following issues.

- Identify the public and specialized transportation goals of the community
- Inventory of existing transportation services
- Asses human services transportation needs
- Analyze gaps in human services transportation service
- Recommend short and long-term transportation strategies to address service gaps and improve coordination

Once information on local needs and resources is compiled and organized the plan needs to explore the following questions for the region.

- Where are we doing well?
- Where do we need to do better?
- What will it take to get to the next level of service provision?

Where there is agreement on needed improvements, strategies to implement the improvements and an action plan to accomplish the strategies needs to be developed. The action plan needs to include the following elements.

- A clear set of steps
- Identification of who is responsible for carrying out each step
- Timeline for tasks
- A strategy for communication within the group

Projects

In order to be eligible for federal funding, projects identified through the HSTP process must be included in the state STIP, a Regional Program of Projects (RPOP) in rural and small urban areas and in the TIP in urbanized areas.

- Projects for the Section 5316 (JARC), and Section 5317 (New Freedom) programs will be competitively selected using local criteria.
- All projects funded from the Section 5310 (Elderly and Disabled), Section 5316 (JARC), and Section 5317 (New Freedom) programs will be competitively selected regardless of who the designated recipient is.
- All projects funded from the Section 5310 (Elderly and Disabled), Section 5316 (JARC), and Section 5317 (New Freedom) programs will be reviewed and approved by IDOT and/or the State Oversight Committee (SOC).

The SOC is composed of agencies involved in the planning and provision of transportation, human service and economic development services. Representatives of the agencies listed below serve on the SOC.

- IDOT
- Rural Technical Assistance Center (RTAC), part of the Illinois Institute for Rural Affairs
- Illinois Department of Aging
- Illinois Department of Human Services
- Illinois Department of Healthcare and Family Services
- Illinois Department of Commerce and Economic Opportunity
- Lieutenant Governor's Office
- MPO representative
- Illinois Association of Regional Councils
- Illinois Public Transportation Association

In order to meet federal requirements, projects in urban areas under 200,000 population and rural areas that are requesting funds through Section 5316 (JARC) and 5317 (New Freedom) programs will be competitively selected and prioritized at the local level and then submitted to the State Oversight Committee for final review and state wide prioritization.

Rockford Urban Area / Rockford Area Transportation Plan (RATS) HSTP Approach

1. RATS will be the lead agency in developing the HSTP for the Rockford Urban Area.
2. Establish an HSTP Advisory Committee to coordinate the public involvement process and evaluate the input received. Representatives of the public transportation provider(s), human service agencies, the MPO, users of the transportation services being considered and IDOT-DPIT will be included in the Advisory Committee. RATS will be creating a subcommittee to address this issue and other related HSTP topics.
3. Implement a broad based proactive public involvement process to identify and catalogue existing services, determine unmet needs and identify potential strategies to meet those needs. Once the **RATS Subcommittee on HSTP** is formally established, one of the priorities will be to reach out to the community groups and the general public to engage them in the identification of issues and to seek their participation and involvement in this matter.
4. Create a regional consensus on feasible strategies to enhance the effectiveness and efficiency of human service transportation provided in the region.
5. Coordinate with the HSTP Regional Coordinator for region #1 to ensure the urbanized area boundary does not create a barrier to the delivery of seamless transportation services to the targeted populations.
6. Develop an Action Plan that clearly identifies the actions to be taken, the projects to be implemented and the persons/ agencies responsible for making the specified activities happen.
7. Amend the projects proposed for federal funding into the RATS TIP.
8. Forward those projects to IDOT for review and approval.
9. Monitor and evaluate the effectiveness of implemented strategies and projects.
10. Adjust strategies to address new and/or previously undetected needs.
11. Amend the TIP and STIP to reflect projects selected for funding.
12. The goal is to have the HSTP framework plan completed by July 1, 2007. (*Note: The adoption of this resolution meets this goal.*)
13. Depending on the timetable of the **RATS HSTP Subcommittee** being established and the response by the public to the planning process that is being described in the plan amendment, a fully completed HSTP would be developed and submitted to RATS for their review. Ultimately, the HSTP would become an amendment to the RATS 2035 LRTP.

TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS

Background and Introduction

SAFETEA-LU and the associated implementing regulations include “promote efficient system management and operation” as a required planning factor in the MPO planning process. SAFETEA-LU also states that “A [long-range] transportation plan...shall contain, at a minimum...Operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods.” While federal law and regulation has required some focus on transportation system management and operations for a number of years, management and operations strategies such as incident response, special event planning, and work zone management have received relatively little attention. However, during the last two decades, various constraints have highlighted the need for coordination of regional operations strategies within the planning process. Among the factors making it increasingly difficult to construct new highway and transit capacity are:

- Environmental, Community, and Space Constraints - In many metropolitan areas, there are fewer opportunities for highway or transit capacity expansion along congested corridors. Often the environmental and community impacts that would result from new or widened roadways go beyond what is acceptable to the public. In some cases, there is little or no additional space within public right-of-ways. These constraints on traditional infrastructure construction have placed increased pressures on public officials and transportation agencies to find new ways of enhancing the effective capacity and reliability of the existing transportation network.
- Funding Constraints - As transportation construction costs have increased, State and local budgets have become more strained. Some transportation capacity projects move forward despite community, environmental, and space constraints, but overcoming these constraints requires longer construction periods, frequent project mitigations, and more complex construction techniques. This means that each project consumes a bigger share of available funds. At the time that project costs are increasing, many States and localities are facing infrastructure deterioration from years of deferred maintenance. These funding challenges mean that few agencies can build all of the facilities that might be desired.
- Inability to Respond to Short-term Problems - Major construction projects rarely deliver new capacity in the short term. In fact, some large-scale projects take well over a decade to complete. At the same time, transportation patterns are more diverse and less predictable than ever. New transportation challenges emerge unexpectedly as a result of economic shifts or short-term trends. Thus, there is a need for transportation solutions that can respond quickly to congestion, safety, and economic concerns.

Thus, interest in improving the reliability and operating efficiency of the transportation system is now becoming paramount in importance for MPOs. This is because an effective transportation system requires not only the provision of highway and transit infrastructure for movement of the public and freight, but also the efficient and coordinated operation of the regional transportation network in order to improve system efficiency, reliability, and safety. Furthermore, linking planning and operations is important to improve transportation decision-making and the overall effectiveness of transportation systems.

Planning for Operations

“Planning for operations” can be defined as a set of activities with the intent of making investment decisions and/or establishing and carrying out plans, policies, and procedures that enable and improve transportation systems management and operation. For a regional transportation system Management and Operations

(M&O) program to be effective, those directly responsible for operating the system must agree on what measures to use to assess performance, a concept for how the system should be operated on a regional basis, and how to make changes to achieve desired improvements in system operating performance.

The statutes and regulations that govern the transportation planning process have the flexibility to accommodate and, in fact, encourage M&O solutions. It has become clear that MPOs, State DOTs, and other agencies that lead transportation planning efforts can use the planning process as an important forum and tool for collaboration between planners and operators. Coordination between planners and operators helps ensure that regional transportation investment decisions reflect full consideration of all available strategies and approaches to meet regional goals and objectives.

RATS Management and Operations Goal

The RATS MPO's goal is to link operations and planning of the regional transportation system to solve operational problems, improve system performance, and improve communication across transportation-related agencies. There are many programs in the RATS region that, in order to be successful, must cross functional and jurisdictional boundaries; examples include corridor signal system coordination, pavement management, traveler information services, response to weather events, and emergency management. These programs depend on an unprecedented level of collaboration, coordination, and integration to achieve optimum performance and truly benefit the region's residents, businesses and travelers. The RATS MPO's planning for operations at the regional level is therefore a deliberate, collaborative, and coordinated activity that takes place when transportation agency managers responsible for day-to-day operations work together at a regional level with transportation planners.

Measuring Performance of the Regional Transportation System

One of the critical components in developing regional management and operational strategies is establishing performance measures. Performance measurement involves the act of developing specific transportation system performance criteria and quantitatively tracking those measures. Performance measures have many functions and can be used to:

- Identify what attributes of the transportation system are most important
- Provide information on current system conditions and performance
- Evaluate the success of implemented and on-going projects and programs
- Provide a metric for communicating with decision-makers and the public about past, current, and expected future transportation system conditions
- Serve as criteria for investment decisions made in the transportation planning process

Efforts to focus on system performance often result in better recognition of the value associated with management and operational improvements. Data on system performance can highlight the value of investments in programs that minimize incident-related delays, provide information on real-time travel conditions, and improve emergency response times by showing how they can improve transportation system reliability and reduce travel times for customers.

Performance measures can also help link planning and operations by focusing attention on customer-oriented outcomes and elevating attention to M&O strategies within the transportation planning process. By focusing attention on system characteristics that are important to the traveling public, the issues faced by operators such as incident response, work-zone management, and provision of traveler information take on greater importance. Incorporating these issues into the planning process will help focus the RATS MPO's planning task on those issues which are of the highest importance to the traveling public in the region.

RATS MPO's Approach to Management & Operations

In order to integrate transportation system M&O into the regional planning process, the MPO will develop a program that identifies key transportation performance measures of relevance to the region, coordinate with transportation system operators and providers to collect appropriate data for those measures, compile and analyze the data and produce regular reports on the performance of the region's transportation system. This information will be used by RATS to help develop its Long Range Transportation Plans and Transportation Improvement Programs by facilitating the development of more cost-effective and performance-based transportation investments and actions.

Creation of Performance Measures

Performance measures developed for this region will be multimodal (e.g., highway, transit, non-motorized modes) and address a cross-section of key issues, including congestion, safety, mobility, reliability and accessibility. As the RATS MPO's experience and capabilities related to M&O evolve, the number and categories of performance measures may be expanded to provide additional detail on the performance of the region's transportation system for planners, policy-makers and the public.

Performance measures can be grouped into three categories:

- Input measures - which generally address the supply of resources;
- Output measures - which address the delivery of transportation programs, projects, and services; and
- Outcome measures - which address the degree to which the transportation system meets policy goals and objectives.

While input and output measures are the easiest to implement, outcome measures focus on the effects that the traveling public most cares about - issues such as travel time and delay, safety, and reliability.

RATS will initially focus on a core set of *output* measures. Using simpler output performance reporting can inspire the attention and collaboration necessary to design measures that address the most important aspects of the system performance. As the RATS MPO gains experience and temporal data on various measures, a blend of both output and *outcome* measures may be preferable to using either type alone. Output measures provide an immediate indication of accomplishment for those activities whose benefits accrue over the long term (i.e., where "outcomes" are not immediately apparent). However, the MPO will attempt to monitor outcomes over the long term as data and expertise allow.

Categories of performance measures that RATS will use to frame development of a set of core regional performance measures include:

Category	Examples of Possible Core Performance Measures
Safety	<ul style="list-style-type: none"> • Change in Number of K (Fatal) and A (incapacitating injury) types of crashes • Change in Number of Crashes/Million Miles Traveled • Pedestrian or Bike Accidents per Year • Number of Traffic Fatalities/Injuries within Region
Congestion & Reliability	<ul style="list-style-type: none"> • Change in average travel time between selected origins & destinations • Total hours of delay in region • Person-miles (or hours) of travel in congested conditions • Travel Time Index
Accessibility & Mobility	<ul style="list-style-type: none"> • Percent of region's population within ¼-mile (OR 15 minute walk distance) of transit services • Total transit ridership OR transit mode share • Number of access permits granted on congested roadway segments
Environmental	<ul style="list-style-type: none"> • Change in mobile source emissions (or appropriate proxy) • Change in energy consumption (or appropriate proxy) • Acres of wetlands created/impacted/banked due to transportation projects

The actual performance measures ultimately employed by RATS will be dictated to a great extent by (1) the system operation and management priorities determined to be of highest importance by the MPO and its planning partners and (2) the extent to which data to support a particular measure can be obtained in a cost-effective and usable manner. The focus on management and operations requires more detailed data than has traditionally been analyzed by the MPO. The system focus means that data on conditions are needed virtually everywhere on the transportation system, across jurisdictions and modes. Issues such as data formats, accuracy, consistency, and appropriate use can complicate the process of establishing inter- and intra-agency data sharing programs.

The RATS MPO will work collaboratively with the Illinois Department of Transportation (IDOT), local governments, the Rockford Mass Transit District and the Boone County Council on Aging to address these challenges and develop a core performance measurement program. In particular, the RATS MPO will work with IDOT to use information available through the Illinois Roadway Information System (IRIS) for developing and reporting performance measures. IRIS is a computerized database managed by IDOT in which a variety of condition and performance data is collected and maintained on all public highways as defined in Illinois Compiled Statutes.

RATS Planning, Coordination and Consulting Plan with Resource Agency

In order to comply with 23 CFR 450, Section 6001 it is important for MPOs to coordinate with State and Federal resource agencies, sharing information and creating a planning process that looks at environmental issues as a regular task item. In most cases the resource agencies can provide plans, maps and databases, often in GIS-ready format. Often information is available from resource agency websites that complements the work of the MPO planner. In particular, the following is available from the respective resource agencies:

- ◆ US Army Corps of Engineers – GIS based mapping of permit activity, mapping of wetland mitigation areas and banks.
- ◆ US Fish and Wildlife – Consultation on Federal endangered species lists and compliance with the Endangered Species Act. Soon to be available GIS coverages of habitat.
- ◆ US Environmental Protection Agency / IL EPA – Powerful web-based tools that provide a range of environmental conditions and features within MPO areas. Watershed assessment tracking and environmental results. Envirofacts data warehouse for air, water and land. Air data and NEPA compliance.
- ◆ IL Department of Natural Resources – State list of endangered species and statewide conservation plans.
- ◆ IL Historic Preservation Agency – Access to the HAARGIS system that provides detailed information on historic properties and structures from a web-based environment.
- ◆ IL Department of Agriculture – Compliance with the Farmland Preservation Act. Updated soils information on a county by county basis. Land use planning assistance to ensure compact and contiguous development in urban areas, minimizing the conversion of agriculture land to non-agriculture uses. Information available through the regional Soil & Water Conservation Districts.
- ◆ Winnebago Soil & Water Conservation District
- ◆ Rockford Park District
- ◆ Winnebago County Forest Preserve District
- ◆ Boone County Conservation District
- ◆ Belvidere Park District
- ◆ Village of Winnebago Park District
- ◆ Natural Land Institute

MPOs can assist the resource agencies by providing transportation and land use planning data in GIS-ready format for easy and seamless