

PERFORMANCE



Starting with MAP-21 and continued under the FAST Act, states and metropolitan areas are now required to incorporate performance management strategies into their planning processes. Federal planning requirements direct metropolitan planning organizations (MPOs) to coordinate with their respective state departments of transportation and area public transportation providers in developing short and long range transportation plans, performance measures and a congestion management process. Together, these plans and processes are used to track and maximize the benefits of transportation planning decisions and infrastructure investments. This process, referred to as Performance Based Planning and Programming, involves setting goals and targets, gathering measurable data, and then conducting annual analysis to determine if transportation projects are making progress towards reaching those goals.

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PERFORMANCE BASED PLANNING AND PROGRAMMING (PBPP)

The Federal Highway Administration defines Performance Based Planning and Programming (PBPP) as the “application of performance management within the planning and programming process to achieve desired performance outcomes for the multimodal transportation system.” Desired performance outcomes are those that support the federal planning priorities mentioned in Chapter 4. The application of performance management encompasses a range of activities and products undertaken by transportation agencies, stakeholders, and the public. For ACOG, as an MPO, this includes the development of MTPs, Transportation Improvement Programs (TIP), and a Congestion Management Process (CMP).

The PBPP process offers a framework for utilizing performance management for effective planning and programming prioritization (Figure 15.1). This process includes: the creation of goals, objectives and performance measures, setting targets, developing investment priorities, monitoring the progress, and evaluating/reporting performance and programming. The investment prioritization, evaluation and programming stages are continual activities which require constant monitoring of the transportation system. This process is essential for the

OCARTS area to assess transportation investments based on their ability to meet the established goals and targets, and in turn adjust investment priorities accordingly.

Each step in the PBPP process is connected to the next to ensure goals translate into specific measurable statements. These statements then form the basis for selecting and analyzing strategies and projects from the MTP, TIP and CMP. Ideally, selection decisions are influenced by expected performance returns. As the OCARTS area shifts towards a performance based planning process, ACOG will utilize the regional goals and associated performance measures to effectively select projects that line up with those goals to guide investment priorities. This will occur through a set of MTP selection criteria which rank projects based on their ability to enhance the region’s transportation system, and meet federal, state and local goals and targets (See Chapter 6 and Chapter 4, respectively). The short-range plan, or TIP process, will also utilize regional goals and performance measures to effectively select projects for federal STBG-UZA funds (more information about the TIP can be found on the ACOG website). As with the MTP, the STBG-UZA project selection criteria uses a ranking system to prioritize projects. Additionally, the CMP relates to both the MTP and the TIP to specifically address federal congestion mitigation priorities. Congestion mitigation strategies and priority corridors, identified in the CMP, should be integrated within the MTP and TIP selection criteria. Integration should ensure project programming is helping to relieve congestion and increase safety. The congestion management process is discussed further in Chapter 9.

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OCARTS GOALS, OBJECTIVES AND PERFORMANCE MEASURES

OCARTS goals incorporate the national and state priorities, while also including other focus areas relevant to the region (Chapter 4). Per PBPP guidance, each regional goal directs the selection of objectives, desired outcomes and subsequent performance measures. Table 15.1 displays the OCARTS performance measures that ACOG will use to monitor, analyze and report progress towards obtaining the regional goals.

FIGURE 15.1: PERFORMANCE BASED PLANNING AND PROGRAMMING (PBPP) FRAMEWORK

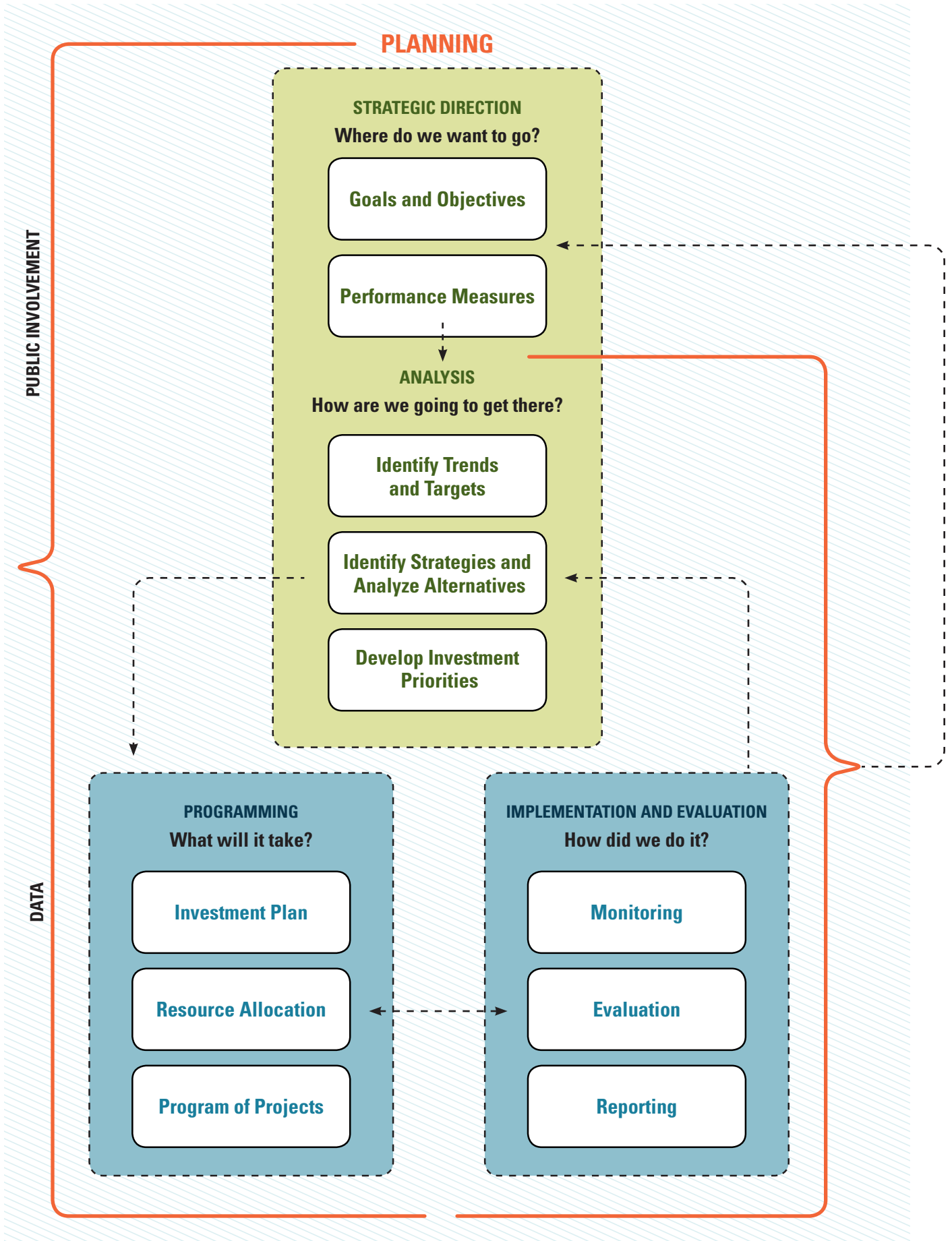


TABLE 15.1: OCARTS PERFORMANCE MEASURES

GOALS	OBJECTIVES	PERFORMANCE MEASURES
<p>Economic Strength: Promote economic vitality through enhanced mobility</p>	<ul style="list-style-type: none"> - Invest in improvements that enhance the efficiency of the existing transportation system - Improve accessibility to regional employment centers - Increase efficiency of goods movement by truck, rail, water, air and pipeline 	<ul style="list-style-type: none"> - Truck travel time reliability - Interstate travel time reliability - Non-interstate travel time reliability - Mode share for commuter trips - User cost (as a function of delay)
<p>Safety and Security: Provide a safe and secure transportation system</p>	<ul style="list-style-type: none"> - Improve design, construction, and maintenance of infrastructure to reduce the number and severity of crashes, injuries and fatalities - Increase awareness of the public on safety issues and skills - Collaborate on transportation system security strategies 	<ul style="list-style-type: none"> - Number of fatalities - Rate of fatalities - Number of serious injuries - Rate of serious injuries - Number of non-motorized fatalities and non-motorized serious injuries - Existence of regional security strategies
<p>Equity and Options: Provide transportation access for the movement of all people and goods</p>	<ul style="list-style-type: none"> - Provide equitable transportation services and improvements - Expand and maintain accessible and connected pedestrian and bicycle facilities - Expand and maintain a safe, secure and accessible public transportation system 	<ul style="list-style-type: none"> - Miles of sidewalk and bicycle paths/lanes added within ¼ mile of transit stop - Percent of population and jobs located within ¼ mile of transit stops
<p>Healthy Communities: Improve connection between land use and transportation to enable citizens to live healthier lives and reduce environmental impacts</p>	<ul style="list-style-type: none"> - Improve and increase the walkability and bikeability of the region - Leverage Clean Cities to bring together stakeholders in the public and private sectors to deploy alternative and renewable fuels, idle-reduction measures, fuel economy improvements, and emerging transportation technologies - Reduce the impacts transportation projects have on the environment 	<ul style="list-style-type: none"> - Mode share for commuter trips. - Annual air quality index reading for the region.
<p>Connectivity: Develop connections among all types of transportation</p>	<ul style="list-style-type: none"> - Provide efficient connections within and between modes and facilities - Better connect land use and transportation decision-making - Invest in projects that enhance the existing transportation infrastructure - Implement a Complete Streets policy where appropriate 	<ul style="list-style-type: none"> - Percent of population and jobs located within ¼ mile of transit stops - Average trip distance - Total miles of sidewalk and bicycle facilities

TABLE 15.1: OCARTS PERFORMANCE MEASURES *continued*

GOALS	OBJECTIVES	PERFORMANCE MEASURES
<p>Performance: Increase the efficiency and reliability of the transportation system</p>	<ul style="list-style-type: none"> - Invest in improvements that enhance the efficiency of the existing transportation system - Supply alternative travel options. For every person that carpools, uses transit, walks or rides their bicycle, there is one less car on the road - Increase capacity where needed 	<ul style="list-style-type: none"> - Truck travel time reliability - Interstate travel time reliability - Non-interstate travel time reliability - User cost (as a function of delay)
<p>System Preservation: Maintain and improve the quality of the transportation system</p>	<ul style="list-style-type: none"> - Preserve existing and future transportation investments - Decrease unnecessary bridge and roadway wear and tear - Encourage policies and procedures that preserve traffic operations and safety 	<ul style="list-style-type: none"> - Percent of NHS bridges classified as in good condition - Percent of NHS bridges classified as in poor condition - Percent of interstate pavements in good condition - Percent of non-interstate pavements in good condition - Percent of interstate pavements in poor condition - Percent of non-interstate pavements in poor condition

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NEXT STEPS FOR OCARTS AREA

Moving forward, the OCARTS area intends to fully integrate the MTP, TIP and Congestion Management processes into a performance based planning and programming approach. ACOG is currently in the process of working closely with Oklahoma Department of Transportation (ODOT) to set targets for the federal performance measures. Once baselines and targets are set, they will be used to evaluate the future efficiency of the transportation system. This will allow ACOG to assess how

well federally funded projects are helping to meet federal and regional goals through evaluation and selection of projects in the MTP and TIP. Based on the performance of the system, adjustments can be made to project programming prioritization and funding for subsequent years. Additionally, an analysis on regional performance will be completed and reported in the MTP every five years. More so, as part of the self-certification process, OCARTS will notify the Federal Highway Administration (FHWA) on how the region is utilizing performance measure results for more effective planning and programming.