

# FEBRUARY 10, 2010 MEETING

## ITEM 5.a.

### CENTRE COUNTY LONG RANGE TRANSPORTATION PLAN (LRTP) 2040

#### Discuss Performance Measures

PennDOT's guidance for preparing the FY 2010-11 Unified Planning Work Program noted that performance measures should be developed for the LRTP and Transportation Improvement Program (TIP), in coordination with the Federal Highway Administration and Federal Transit Administration.

Staff has initiated work on the development of performance measures for the new LRTP and TIP, using the project ranking criteria adopted by the CCMPO in June 2009 as a starting point. The project ranking criteria are listed on the attached table.

Potential performance measures that may be derived from the ranking criteria are highlighted in the second column. Other potential performance measures are listed in the third column.

**Staff is seeking input from the Technical Committee about performance measures that could be identified for the LRTP and TIP. At the meeting, the Technical Committee should review and discuss potential performance measures.**

Factors that should be considered when developing performance measures include, but are not limited to:

- Relationship to LRTP goals and objectives (as reflected in project ranking criteria)
- Keeping the measures simple
- Using readily-available data and analysis tools
- Context of measure (e.g. countywide; program-specific; project-specific, etc.)
- Time period for assessing performance (e.g. annually; every two years; every four years, etc.)

Work on the performance measures will continue in the next few months as the new LRTP and TIP are prepared.

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The LRTP project evaluation process is underway and will continue in February, with the initial results of the technical ranking to be presented in March. A first draft LRTP project list will be presented in April. Policy adjustments may be made by the Coordinating Committee at that time.

A Final Draft LRTP will be presented in June for approval to complete an Air Quality Conformity Analysis and public comment period. The new LRTP will be presented for adoption in September.

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Presented by: MPO staff

Action: Comments and recommendations to staff about potential performance measures.

Goal	Defining Objectives <i>(Potential Performance Measures are Highlighted)</i>	Other Potential Performance Measures
1. Safety and Security	<ul style="list-style-type: none"> <li>▪ Reduces crash rates</li> <li>▪ Reduces conflicts between motorized and non-motorized transportation modes</li> <li>▪ Improves safety of intersections and roadway alignments</li> <li>▪ Improves the security of the traveling public (Ex: Improves upon incident response, establishes detour/evacuation routes, implements security features on public transportation vehicles and facilities).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Number/rates for fatal crashes</li> <li>▪ Number of high-crash clusters</li> <li>▪ ITS applications for incident response</li> </ul>
2. Preservation of the Existing Transportation System	<ul style="list-style-type: none"> <li>▪ Prolongs the useful life of the existing transportation system and infrastructure through reconstruction, rehabilitation and preventative maintenance</li> <li>▪ Rehabilitates and modernizes the public transportation facility/fleet</li> <li>▪ Improves ride quality (Ex: reduces the International Roughness Index).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Structurally deficient (SD) bridges</li> <li>▪ SD bridge deck area</li> <li>▪ Miles outside pavement restoration cycles</li> <li>▪ Transit vehicle age</li> </ul>
3. Efficient System Management and Operation	<ul style="list-style-type: none"> <li>▪ Reduces congestion, improves Levels of Services, reduces travel times</li> <li>▪ Increases public transportation service frequency and capacity</li> <li>▪ Improves system functionality (Ex: signal upgrades, ITS applications, access management).</li> </ul>	<ul style="list-style-type: none"> <li>▪ Vehicle miles of travel (VMT)</li> <li>▪ Vehicle hours of travel (VHT)</li> <li>▪ Volume/capacity ratios in key links</li> <li>▪ Vehicle hours of service (transit)</li> </ul>
4. Integration and Connectivity of the Transportation System	<ul style="list-style-type: none"> <li>▪ Eliminates/overcomes barriers (Ex: closures, detours &amp; delays, weight restrictions) in key corridors</li> <li>▪ Establishes/maintains intermodal connections</li> <li>▪ Introduces new connections between existing travel patterns (Ex: street connectivity, linking bicycle/pedestrian routes, connections between transit routes and providers)</li> <li>▪ Aligns residents with their destinations</li> </ul>	<ul style="list-style-type: none"> <li>▪ Bridge postings</li> <li>▪ Road postings</li> </ul>
5. Accessibility and Mobility Options for People and Freight	<ul style="list-style-type: none"> <li>▪ Improves public transportation services: routes, ride share opportunities, vanpools and park and ride lots</li> <li>▪ Improves pedestrian and bicycle facilities</li> <li>▪ Improves access to airports, freight distribution facilities, or major commercial/industrial districts</li> <li>▪ Implements Complete Streets principles</li> </ul>	<ul style="list-style-type: none"> <li>▪ Persons within .25 mile of transit route</li> <li>▪ Transit ridership</li> <li>▪ Rideshare program enrollment</li> <li>▪ Number of enplanements at airport</li> </ul>
6. Consistency with Planned Growth and Development Areas	<ul style="list-style-type: none"> <li>▪ Is consistent with County, Regional and Municipal Comprehensive Plans and associated documents (Ex: Official Map, Zoning Ordinances)</li> <li>▪ Improves/supports the existing transportation infrastructure in existing and planned growth areas</li> <li>▪ Promotes Smart Growth Principles (Ex: Establishes walkable communities, fosters distinct communities and sense of place, supports integration of mixed land uses into communities)</li> <li>▪ Avoids negative impacts on communities and the environment</li> </ul>	<ul style="list-style-type: none"> <li>▪ Located within designated growth area or infrastructure service area</li> </ul>
7. Environment and Air Quality Conformity	<ul style="list-style-type: none"> <li>▪ Improves air quality</li> <li>▪ Avoids impacts on endangered or threatened species, key natural habitats, agricultural lands and historic and cultural resources</li> <li>▪ Avoids impacts upon water resources (Ex: water recharge areas and exceptional value/high quality streams)</li> <li>▪ Promotes energy conservation</li> </ul>	<ul style="list-style-type: none"> <li>▪ Mitigation targets (wetland acres, etc.)</li> <li>▪ Volatile Organic Compound (VOC) emissions</li> <li>▪ Nitrogen Oxide (NOx) emissions</li> </ul>
8. Economic Vitality	<ul style="list-style-type: none"> <li>▪ Improves access and/or enhances freight movement to regional and national economic centers</li> <li>▪ Encourages tourism</li> <li>▪ Encourages infill development, the redevelopment of brownfield sites within reach of existing infrastructure and the overall revitalization of core communities</li> </ul>	<ul style="list-style-type: none"> <li>▪ Rail shipping (metric to be determined)</li> </ul>
*9. Priority*	<ul style="list-style-type: none"> <li>▪ A project ranked as the <u>number one priority</u> by the requesting entity shall receive a half-point (0.5) bonus</li> </ul>	