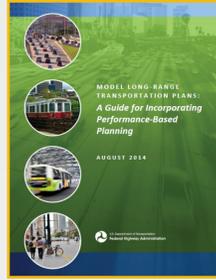


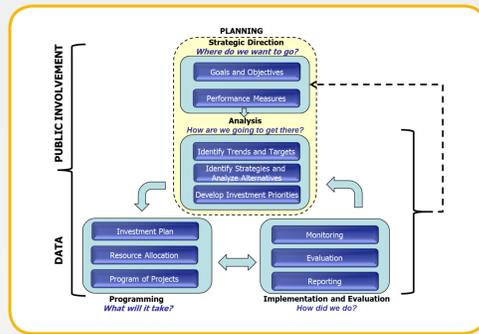
Overview

The FHWA document, "Model Long-Range Transportation Plans: A Guide for Incorporating Performance-based Planning" provides information about developing a performance-based statewide long-range transportation plan, metropolitan transportation plan, or rural area plan. It highlights examples of effective practices.



What is Performance-based Planning?

A data-driven and strategic approach that uses public and stakeholder involvement to make planning decisions



Requirements

Federal law requires agencies to use a performance-based approach in metropolitan and statewide and nonmetropolitan transportation planning.

	State (LRTP)	Metropolitan (MTP or RTP)
Performance measures and targets	Encouraged—"...should include...a description of the [national] performance measures and performance targets used in assessing the performance of the transportation system..." (23 USC § 135(f)(7)(A))	Required—"A description of the performance measures and performance targets...[for the national measures]" (23 USC § 134(i)(2)(B))
System performance report	Encouraged—"... should include...a system performance report and subsequent updates evaluating the condition and performance of the transportation system..." (23 USC § 135(f)(7)(B))	Required—"Evaluating the condition and performance of the transportation system with respect to the performance targets..." (23 USC § 134(i)(2)(C))
Financial plan	Encouraged—"May include...a financial plan..." (23 USC § 135(f)(5)(A))	Required—"A financial plan..." (23 USC § 134(i)(2)(E))

Guidebook is available at: http://www.fhwa.dot.gov/planning/performance_based_planning/mlrtp_guidebook/

Elements of a Performance-based LRTP

Baseline Information

Baseline information provides the foundation for the strategic elements of transportation plans and includes:

- A description of the multimodal transportation system
- Information on existing system conditions and performance
- Factors and trends that influence the future
- Revenue projections
- consideration of applicable planning studies, policies, and performance-based plans

Strategic Vision, Goals, and Objectives

- Include national goal areas and other goal areas important to the community and stakeholders (e.g., quality of life, accessibility, equity)
- Link transportation plan goals and objectives to broader plans



Lima-Allen County Regional Planning Commission: 2040 Transportation Plan identifies four goals (Creating regional economic opportunities; Promoting / sustaining system level operational efficiencies, reliability, safety, and security; Protecting the natural and built environments; Promoting vibrant, livable communities). Each goal contains 3-6 objectives, and associated performance measures.

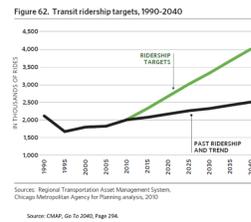
Performance Measures and Targets

Performance measures and targets are used to

- Clarify the definition of goals
- Monitor and report toward implementation of plan goals and objectives
- Identify location, extent, and intensity of performance needs or deficiencies
- Evaluate potential impacts of scenarios, programs, and projects

Chicago Metropolitan Agency for Planning (CMAP): GO TO 2040

- Uses a trend line to illustrate its performance targets in transit ridership and transit access
- Specifically calls out targets for 2015 and 2040

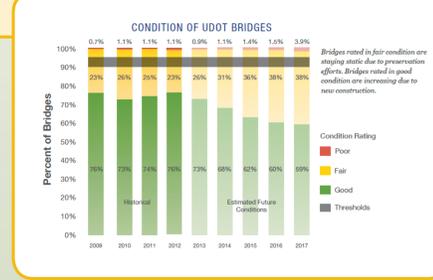


Chicago Metropolitan Agency for Planning (CMAP): GO TO 2040 Uses a trend line to illustrate its performance targets in transit ridership and transit access.

System Performance Report

The System Performance Report evaluates the condition and performance of the transportation system with respect to performance targets. For MPOs, required to be included in the MTP; for States, encouraged in the LRTP.

Utah DOT Strategic Direction and Performance Measures Report tracks progress toward the agency's long range plan goals; details historical and expected future performance.

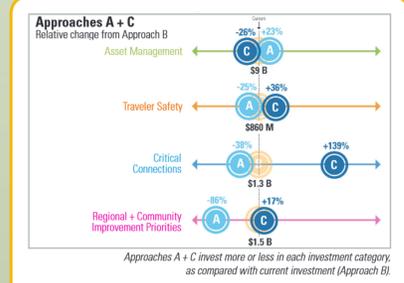


Forecasts of Future Conditions and Needs

Performance-based plans compare expected conditions / performance with desired performance outcomes. Needs assessment typically involves identification of funding needed to operate, maintain, and serve expected transportation demand and/or to meet performance targets.

Strategies and Investments

A preferred investment strategy is selected to meet or move toward performance targets. Methods for identifying solutions include: data analysis, modeling, review of other plans, public and stakeholder input, and intergovernmental consultation. Solutions screening involves considering qualitative and quantitative factors, including: environmental resources, air quality conformity, equity, environmental justice, and economic impacts.



Minnesota DOT State Highway Investment Plan 2014-2033 (MNSHIP) developed three alternative approaches to dividing funding between its investment categories.

Financial Plan

A financial plan serves as a key input for investment analysis, project selection, and moving projects from the plan to the STIP or TIP. MPO plans must be cost feasible (use fiscal constraint); Statewide plans should be informed by expected revenues and investment strategies in related plans.

Public and Stakeholder Participation and Agency Collaboration

Scenario planning can help the public and stakeholders define a vision and goals and consider potential futures. Tools allow for visualizations to help explore trade-offs between future investment options and performance impacts.

Agency partners include State DOTs, MPOs, and transit agencies, as well as toll road operators, local governments, other transportation service providers, and agencies that have a role in implementation.

In preparing What Moves You Arizona, the 2035 LRP, Arizona DOT conducted extensive public outreach. The Plan focused on public involvement during two key phases: Goals and Objectives and Alternative Investment Choices. Social media, surveys, videos, and radio, TV, and newspaper advertising were used to engage the public.

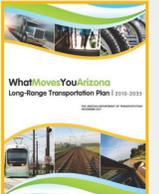


Case Studies



Arizona Department of Transportation

The Arizona LRTP defines transportation system goals, objectives, and performance measures; assesses future needs and anticipated revenues, considering likely future performance under different investment mixes; and establishes a preferred investment option that is based on a realistic revenue forecast.



Michigan Department of Transportation

19 core measures were included in the plan, with seven subordinate measures. The Plan established targets or "aims" for each of its measures. The LRTP has several supporting documents, including a Goals, Objectives and Performance Measures Report and Mi Dashboard.

Pikes Peak Area Council of Governments (Colorado Springs area)

Plan includes 17 goals in 2035 RTP, each with corresponding performance measures and objectives. With input from the public, PPACG developed a weighting system for each criterion. New 2040 RTP includes 13 goals and new performance measures, including new measures such as: planning time index, non-motorized system connectivity and accessibility index, transit ridership, and injury and fatality metrics (rather than crash rates).

Metropolitan Transportation Commission (San Francisco Bay Area)

Plan Bay Area includes 7 major goals with 10 related performance targets (climate and housing targets required by SB 375, other 8 targets developed through collaborative process). Examples: Climate protection—reduce per capita CO₂ emissions from cars and light duty trucks by 15% by 2035; Transportation system effectiveness—Increase non-auto mode share by 10% and decrease automobile VMT per capita by 10%.

North Central PA Planning Commission

The Rural Planning Organization developed a detailed project selection and prioritization process. A Project Prioritization Committee evaluated the merits of selection criteria and used software to determine the weight of each selection criteria. A database was created to track projects and determine their priority.

