Action Requested

No action is requested. This item is being presented for input from the Transportation Subcommittee.

Previous Action

No Prior Action
Why is NOACA initiating performance planning?

- To ensure that the needs of the region are met through effective collaboration and resource allocation
- Improved project decision-making
- Increased accountability and transparency
- Communicate the region’s needs when competing for limited resources
- Promote coordination with both internal and external stakeholders and oversight agencies
- Lastly, because we are required to...
Strategic Direction

- Regional Strategic Plan, *Going Forward Together*, Adopted by the Board of Directors January 2015
  - The plan embraces a vision statement, five goals and strategies for meeting the goals and effectively allocating the region’s resources
  - NOACA will STRENGTHEN regional cohesion, PRESERVE existing infrastructure, and BUILD a sustainable multi-modal transportation system to SUPPORT economic development and ENHANCE quality of life in Northeast Ohio
Strategic Direction

Five Goals:

- **STRENGTHEN** regional cohesion
- **PRESERVE** existing infrastructure
- **BUILD** a sustainable multimodal transportation system
- **SUPPORT** economic development
- **ENHANCE** quality of life in Northeast Ohio

Photo Source: Lorain Port Authority
## Strategic Direction

- **Goal alignment** - Important that NOACA’s goals align with and support the goals of our state and federal partners

<table>
<thead>
<tr>
<th>Strengthen Regional Cohesion</th>
<th>NOACA</th>
<th>ODOT (Access Ohio 2040)</th>
<th>US DOT (MAP- 21)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preserve Existing Infrastructure</td>
<td>Preservation</td>
<td>Infrastructure Condition</td>
<td></td>
</tr>
<tr>
<td>Build a Sustainable Multimodal Transportation System</td>
<td>Mobility and Efficiency</td>
<td>Congestion Reduction</td>
<td></td>
</tr>
<tr>
<td>Accessibility and Connectivity</td>
<td>System Reliability</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Support Economic Development</td>
<td>Economic Development</td>
<td>Freight Movement and Economic Vitality</td>
<td></td>
</tr>
<tr>
<td>Reduced Project Delivery Delays</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhance Quality of Life</td>
<td>Safety</td>
<td>Environmental Sustainability</td>
<td></td>
</tr>
<tr>
<td>Stewardship</td>
<td>Safety</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Performance Measures

- Performance measures are indicators of transportation system conditions
- Indicators are assessed against defined goals and targets
- Mandated by MAP-21 (and updated in the FAST Act); rulemakings are currently underway
- The performance measures selected for the transportation plan should meaningfully reflect all of the goals and objectives of NOACA’s vision, strategies, and long range transportation plan.
Performance Measures

- NOACA is currently working on setting performance measures related to the 7 national goal areas:
  - Safety
  - Infrastructure Condition
  - Congestion Reduction
  - System Reliability
  - Freight Movement and Economic Vitality
  - Environmental Sustainability
  - Reduced Project Delivery Delays
Performance Measures

- Methodology for Effective Implementation
  - Use measures that matter
  - Engage the public and stakeholders
  - Build on performance based plans
  - Coordinate and collaborate
  - Link planning to programming
  - Communicate results
Safety Performance Measures

Final Rule

- Published as final on March 15, 2016
- Effective April 14, 2016
- Five measures:
  1. Number of fatalities
  2. Rate of fatalities
  3. Number of serious injuries (What is a “serious injury”?)
  4. Rate of serious Injuries
  5. Number of Non-motorized fatalities and serious injuries
- State Targets to be published by Aug 2017 for CY 2018
- MPO targets due 180 days after State targets
- Targets applicable to all public roads in the MPO
- MPOs held accountable through the Statewide and Metropolitan Planning Process
Safety Performance Measures

From the Transportation Safety Action Plan

- Number of alcohol/drug related fatalities/severe injuries
- Rate of alcohol/drug related fatalities/severe injuries
- Number of fatal/severe injury crashes involving a motorcycle
- Number of unhelmeted motorcyclist fatalities/severe injuries
- Number of pedestrian fatalities/severe injuries
- Number of bicycle fatalities/severe injuries
- Fatalities/severe injuries from Roadway Departure crashes
- Number of fatal/severe injury crashes involving a driver 25 years old or younger
- Others?
Infrastructure Performance measure

Notice of Proposed Rule Making

- **Pavements**
  - Percentage of pavements on the Interstate System in Good condition
  - Percentage of pavements on the Interstate System in Poor condition
  - Percentage of pavements on the NHS (excluding the Interstate System) in Good condition
  - Percentage of pavements on the NHS (excluding the Interstate System) in Poor condition

- **Bridges**
  - Percentage of NHS Bridges Classified as in Good Condition
  - Percentage of NHS Bridges Classified as in Poor Condition
Infrastructure Performance Measures

- From Transportation Asset Management Steering Committee
  - Non NHS Pavements in good condition
  - Non NHS bridges in good condition
- Others?
Congestion/Reliability/Freight Performance Measure

- Notice of Proposed Rule Making
  - Percent of Interstate/Non Interstate NHS System Providing for Reliable Travel Times
  - Percent of Interstate/Non Interstate NHS Where Peak Hour Travel Times Meet Expectations
  - Percent of Interstate System Providing for Reliable Truck Travel Times
  - Percent of the Interstate System Mileage Uncongested
  - Annual Hours of Excessive Delay
  - 2- and 4-year Total Emission Reductions for each applicable criteria pollutant and precursor
Congestion/Reliability/Freight Performance Measures

- Decrease vehicle VMT per capita
- Ozone attainment
- PM 2.5 attainment
- Increase mode share
- Transit on time performance
- Carbon Intensity per capita
Environmental Sustainability Performance Measures

- Transit accessibility
- Bicycle and pedestrian mode share
- Bicycle and pedestrian activity and safety
- Bicycle and pedestrian level of service
- Access to jobs, community destinations
- Connectivity/Network Completeness
- Miles of network
- Decrease impervious surfaces
- Increase green infrastructure
- Others
Other Performance Measures

- **Goal Area:**
  - Active Transportation
    - Percentage of jobs that are within one mile of a bike lane
    - Bicycle and pedestrian mode share
  - Cleaner Air
    - Average Vehicle Occupancy
    - Carbon Intensity per capita
  - Economic Vitality
    - Percent of EJ Populations with adequate access to employment centers
    - Percentage of population in the urbanized area that is within one-quarter mile of a fixed-route transit line.
  - Cleaner Water
    - Aquatic Life Use Assessments
    - Recreational waters assessment
  - Transit
    - Service effectiveness: Passengers per revenue hour – Heavy Rail
    - State of good repair – Power
  - Others…
Next Steps

- Input received from the subcommittee will be utilized to develop performance measures
NOACA will **STRENGTHEN** regional cohesion, **PRESERVE** existing infrastructure, and **BUILD** a sustainable multimodal transportation system to **SUPPORT** economic development and **ENHANCE** quality of life in Northeast Ohio.
Performance Measures

- Integrating performance based plans into the planning process
  - Regional Strategic Plan
  - Transportation Asset Management Plan
  - Congestion Mitigation Process
  - Regional Bicycle Plan
  - Coordinated Public Transit Human Services Transportation Plan
  - Freight Plan
  - Water Quality Strategic Plan
  - Air Quality Strategic Plan
  - Transportation Safety Action Plan
Linking NOACA Planning Initiatives

- Based on a well-defined Vision, policy goals and objectives
- Based on quality data and reliable management systems
- Defines system performance measures for short and long-term strategic management
- Creates accountability through performance measurement of impacts and effectiveness
- Rooted together to direct a comprehensive approach to transportation planning
Performance Based Planning and Programming

Planning
- Strategic Direction
- Data Analysis

Programming
- Investment Plan
- Resource Allocation
- Program Projects

Implementation and Evaluation
- Monitor / Evaluate
- Report

- Where are we at in the process?
The Development of NOACA’s Draft Measures

<table>
<thead>
<tr>
<th>I. Regional Cohesion</th>
<th>II. Preserve Infrastructure</th>
<th>III. Build a Multi-modal &amp; Sustainable Transportation System</th>
<th>IV. Support Economic Development</th>
<th>V. Enhance Quality of Life</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road</td>
<td>Pavement condition on Interstate system</td>
<td>Pavement condition on non-interstate NHS</td>
<td>Bridge</td>
<td>Bridge condition on NHS</td>
</tr>
<tr>
<td>Safety</td>
<td>Number &amp; rate of fatalities</td>
<td>Number &amp; rate of serious injuries</td>
<td>Number of non-motorized fatalities and serious injuries</td>
<td>System reliability</td>
</tr>
</tbody>
</table>

Apply MAP-21 Measures
Performance-Based Planning and Programming

Goals and Objectives

Performance Measures

Identify Trends and Targets

Identify Strategies and Analyze Alternatives

Develop Investment Priorities

Investment Plan

Resource Allocation

Program of Projects

Monitoring

Evaluation

Reporting

Strategic Direction

Where do we want to go?

Analysis

How are we going to get there?

Programming

What will it take?

Implementation and Evaluation

How did we do?

Planning

Data

Public Involvement

Performance-Based Planning and Programming

Where do we want to go?

How are we going to get there?

What will it take?

How did we do?