
A PERFORMANCE-BASED APPROACH TO PLANNING

TPM WORKSHOP
NOVEMBER 29-30, 2017



DEVELOP LIVABLE COMMUNITIES

SUSTAIN THE ENVIRONMENT

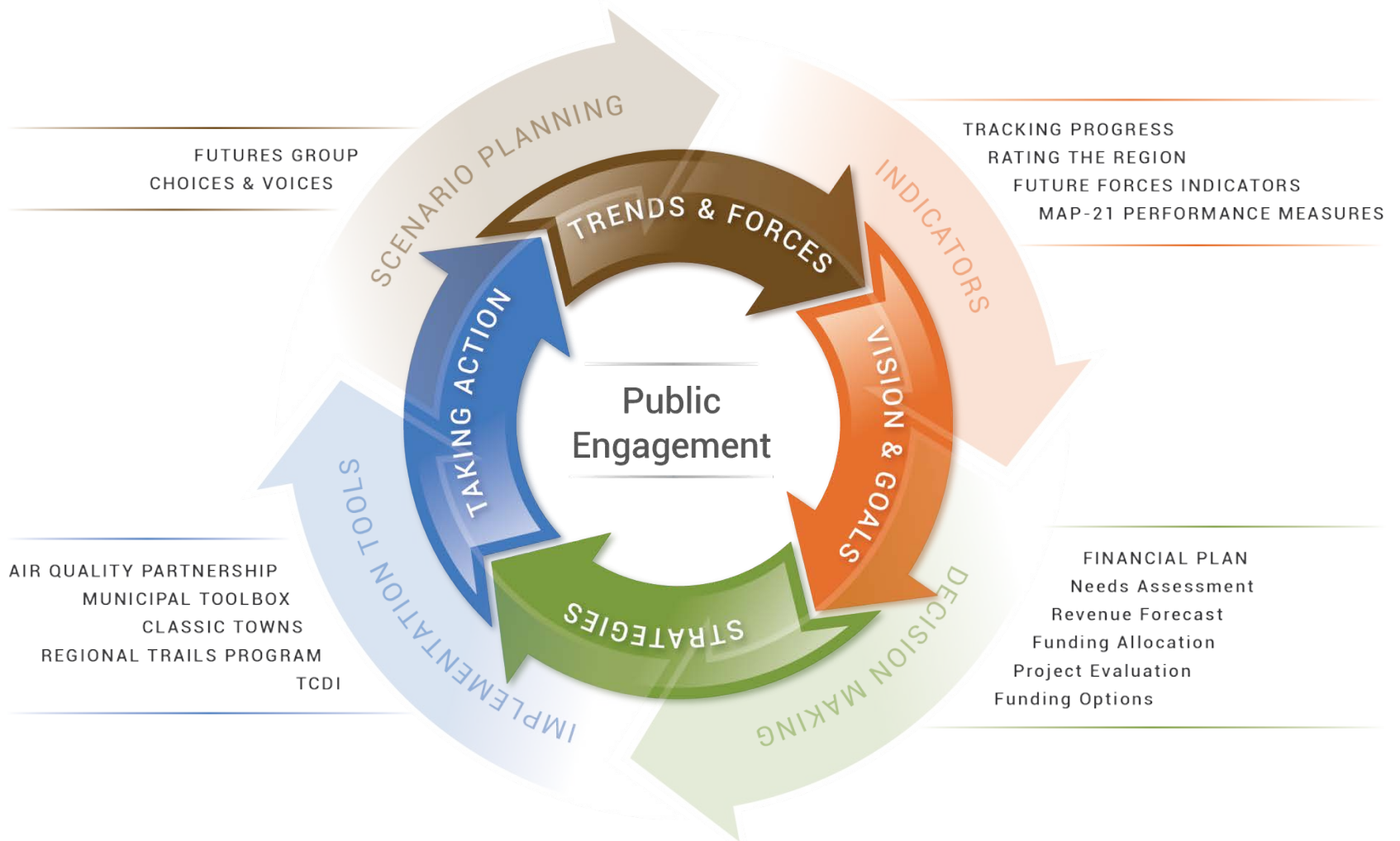
ADVANCE EQUITY & FOSTER DIVERSITY

EXPAND THE ECONOMY

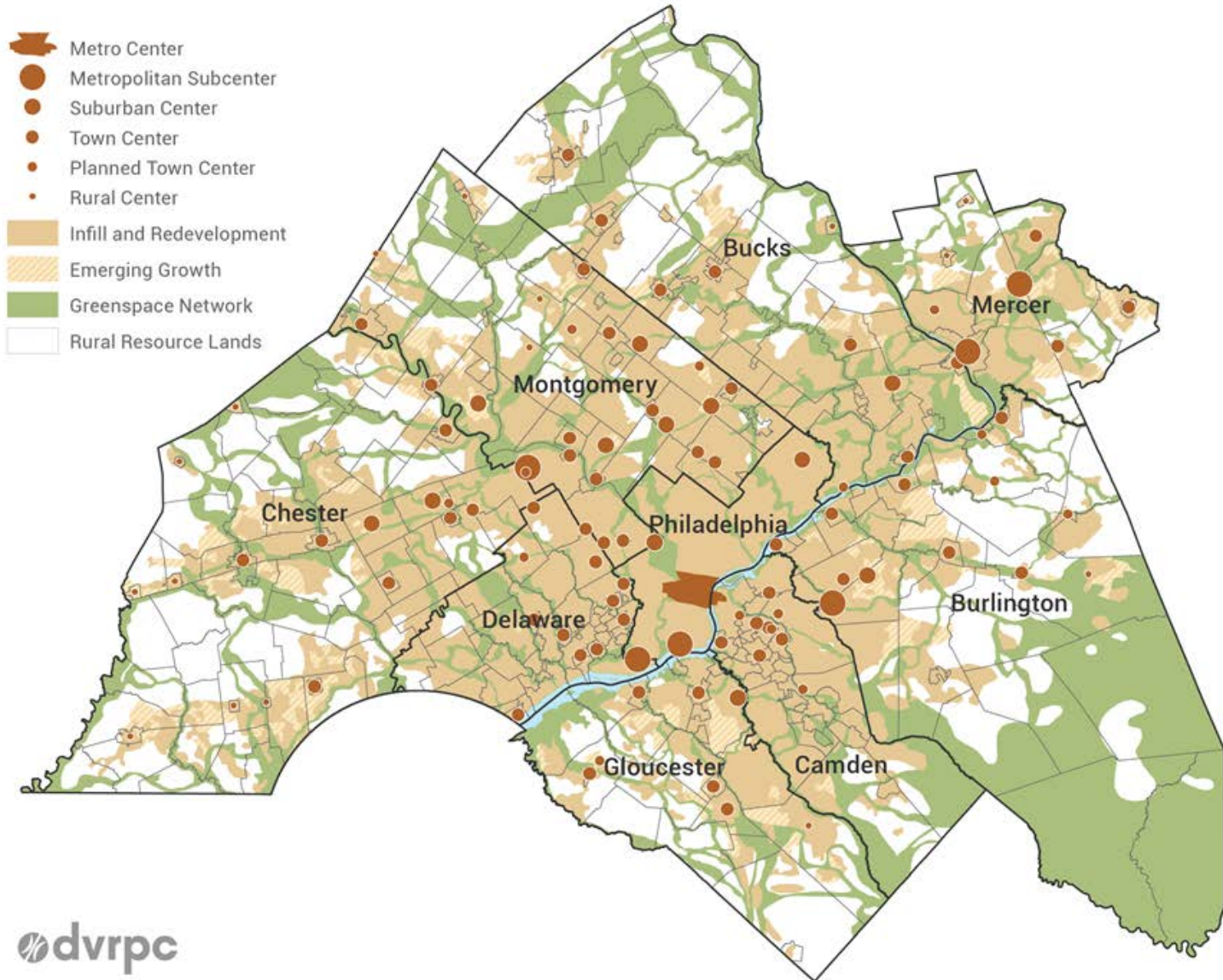
CREATE A MODERN MULTIMODAL TRANSPORTATION NETWORK

Bending Trends into a Framework for a More Sustainable Future

PERFORMANCE-BASED APPROACH TO LONG-RANGE PLANNING



LAND USE VISION MAP



CONGESTION MANAGEMENT PROCESS

- multipurpose & multimodal management system
- developed through a collaborative process with other agencies
- partnerships with universities to provide research capabilities
- regularly updated

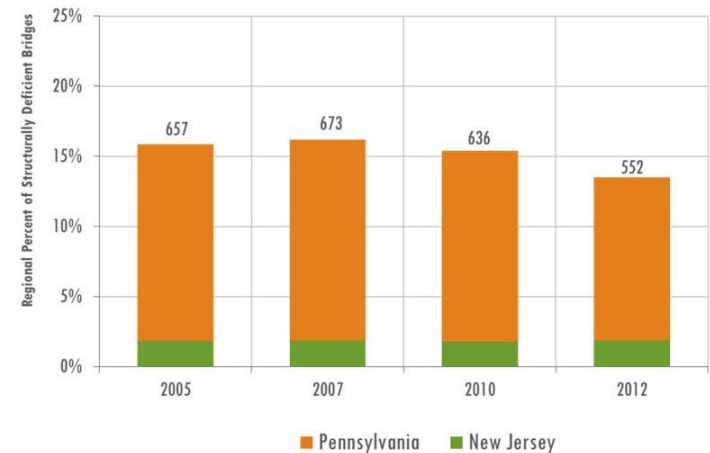


Tracking Progress Indicators



- are we achieving long-range plan goals?
- prioritizes goals for the Plan update
- groundwork for assessing needs

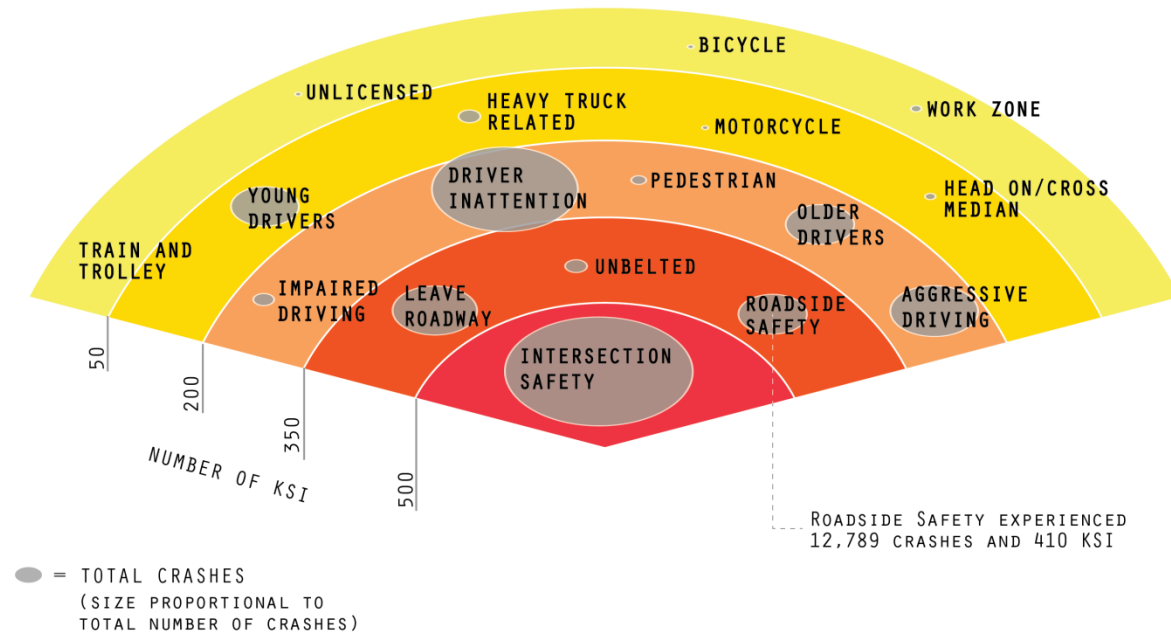
STATE BRIDGES GREATER THAN 8' IN DEFICIENT CONDITION



Source: NJDOT and PennDOT.

Tracking Progress Indicators

KSI* AND CRASH INCIDENCE BY AASHTO EMPHASIS AREAS
DELAWARE VALLEY, 2013-2015 3-YEAR AVERAGES



*KSI REFERS TO PERSONS KILLED OR SEVERELY INJURED IN CRASHES
SOURCE: PENNDOT AND NJDOT, 2013-2015

Scenario Planning

Future Forces



People and jobs moving to walkable communities is the start of a long-term trend.



Increased outsourcing and automation means individuals must create their own economic opportunities.



Continued rise in atmospheric carbon levels lead to significant disruptions from climate change.



Smartphones, apps, and real-time info help people get around using new and existing transportation modes.



An abundance of domestically produced oil and natural gas keeps the cost of energy low.

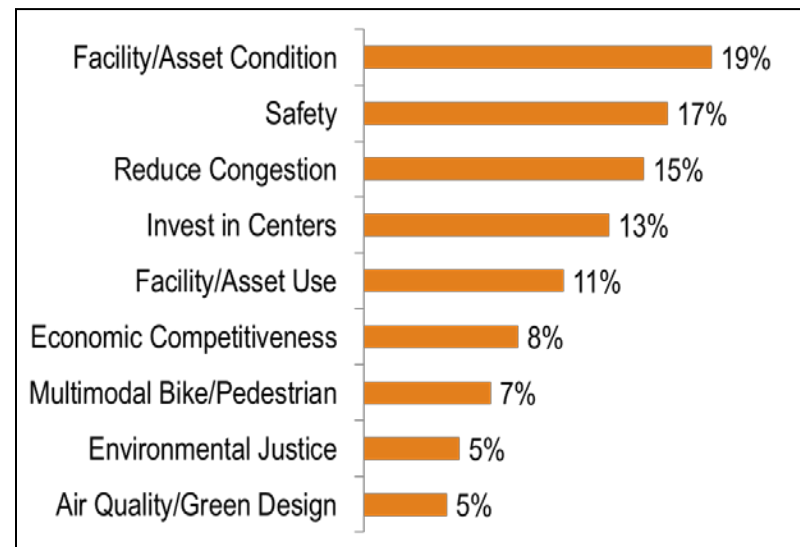
Project Evaluation

- **TIP Benefit Criteria**
 - Roadway Preservation
 - Roadway Operational Improvements
 - Bike/Ped
 - Transit Preservation
 - Transit Operational Improvements
- **Long-Range Plan Roadway Screening and Evaluation Criteria**
 - Roadway Network Expansion
- **Long-Range Plan Transit Screening and Evaluation Criteria**
 - Transit Network Expansion

Project Evaluation Criteria

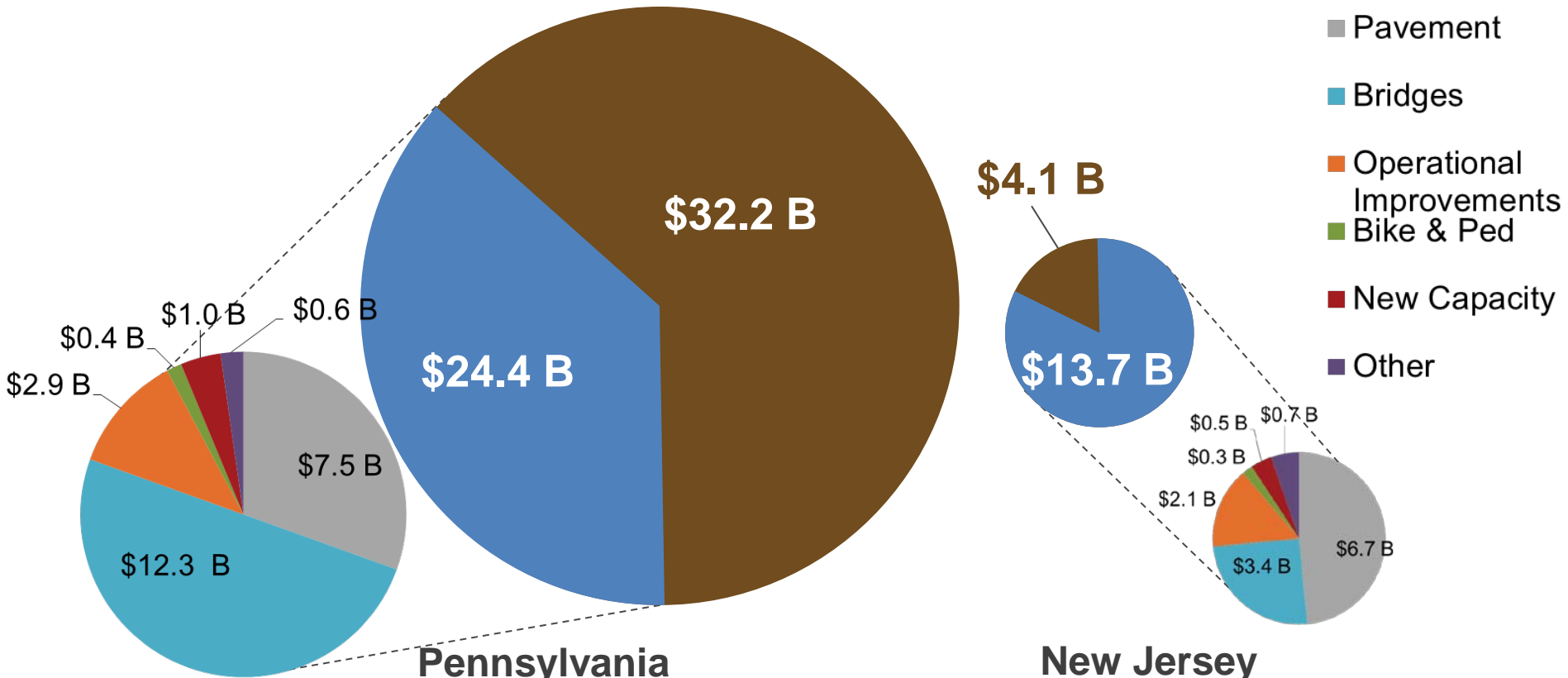
- universal TIP criteria (with separate criteria for highway and transit system expansion, CMAQ, and TAP projects)
 - relate to long-range plan goals
 - quantitative
 - developed using Decision Lens
 - cost-benefit optimization

Universal TIP Evaluation Criteria with Weighting



- will be revised to be compatible with MAP-21/FAST Act PMs

PA Roadway Funding Allocation



Pennsylvania

Unfunded Vision: \$32.2 B

Available Revenue: \$24.4 B

Aspirational Vision: \$56.6 B

New Jersey

Unfunded Vision: \$4.1 B

Available Revenue: \$13.7 B

Aspirational Vision: \$17.8 B

All Figures in Billions of Year-of-Expenditure Dollars

Challenges in Performance-Based Planning

- Avoid a 'one size fits all' approach
- Set realistic targets
- Consistent data across states and regions
- Keep it simple & understandable
- Measure performance and outcomes rather than inputs or process
- Have a transparent correlation between goals and measures
(and avoid measuring the same goal multiple times)
- Don't let perfection be the enemy of the good
- Maintain a consensus-based approach



Thank You!

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