

Section 9: Monitoring Performance

Monitoring, evaluating and reporting system performances are key aspects of performance-based planning. These are done to ensure that investments and policies have their desired effect and to learn which approaches work best in certain areas and under certain conditions. By collecting, analyzing, and evaluating data, future decisions and investment priorities can be influenced by past experience.

Currently, SPC has a number of tools to help monitor and evaluate progress toward the vision, goals and objectives of the plan. See the following companion documents:

- **Regional Congestion Management Process** – This is a broad, regional level planning tool designed to help manage congestion by identifying congested corridors and recommending multimodal strategies for congestion mitigation. The CMP provides information that helps transportation planners, professionals and others to understand the overall congestion climate in individual corridors and the region.
- **Air Quality Conformity Determination: Pittsburgh Transportation Management Area for the 8-Hour Ozone Standard and PM 2.5 Air Quality** - This report documents the process used by SPC in the Spring of 2015 for making the transportation-related conformity determination for the plan under the 8-hour ozone standard, the PM 2.5 air quality standards, and the carbon monoxide standards. The conformity determination is required by the federal Clean Air Act. SPC's conformity finding is based upon criteria and procedures described in EPA's Transportation Conformity Rule (40 CFR Part 93) and satisfies all applicable conformity requirements for the 8-hour ozone standard and the PM 2.5 air quality standards.
- **Federal Highway Administration Traffic Incident Management Self Assessment for Southwestern Pennsylvania** – The Traffic Incident Management Self Assessment (TIMSA) provides a formal process for State and local transportation, public safety and private sector partners to collaboratively assess their traffic incident management programs and identify opportunities for improvement. These annual assessments have enabled state and local program managers and practitioners to evaluate their TIM programs and identify strengths and weaknesses in their programs in order to prioritize program activities and initiatives. Each year the new assessment is compared against the baseline established in initial assessments in 2003 and 2004 and against the previous year's assessment.



- **Report on Environmental Justice** - This report documents multiple analyses, outcomes and activities that have been conducted as part of the region's planning process in accordance with environmental justice. Environmental justice directives mandate fair and equitable processes and outcomes.
- **Planning and Environmental Linkage (PEL) Report** – The PEL report complies with federal requirements for long range planning in the area of Planning and Environmental Linkage. The report includes: a regulatory context, a summary of agency consultation activities conducted, a resource inventory, a review of existing state conservation plans and maps, development of a regional ecosystem framework, environmental screening of projects, discussion of potential environmental mitigation activities, and description of associated planning tools that were developed.

Over the next two years, as the pending final requirements from U.S. DOT on performance based planning programs are implemented, SPC will be examining all affected programs of its planning process. The pending requirements (to be finalized later in 2015) will contain guidance for agency coordination (MPOs, State DOTs and transit providers), setting attainable targets, definitions of measures, as well as reporting requirements. The program categories included in this guidance include:



- **Metropolitan and Statewide Planning Regulations** – This establishes the performance-based planning process and defines the coordination of selecting targets, linking planning and programming to the jointly developed targets.
- **Highway Conditions** – Defines pavement and bridge condition measures, as well as minimum condition standards, targets and progress assessment and reporting requirements. It also defines the process and content for asset management planning, including minimum standards for pavement and bridge management systems.
- **Highway Safety** - Defines fatality and serious injury measures along with performance targets, assessment and reporting requirements. It integrates performance measures, target and reporting requirements into the HSIP program and issues guidance on the development of State Strategic Highway Safety Plan updates.
- **Congestion Mitigation/System Performance** – Defines performance measures for the interstate and non-interstate national highway system. It will also finalize the CMAQ performance requirements that include congestion and on-road mobile source emissions.

- **Freight** - Guidelines for performance measurement and reporting of freight movement on the interstate system.
- **Transit Performance** – Defines and establishes performance measures for state of good repair and requires transit providers to set targets and report on their progress, as well as defines the process for asset management planning. Transit performance also includes transit safety criteria and standards and transit safety plan content and reporting requirements. Transit target setting is required for safety and state of good repair is required of states as well as transit providers.

The above program categories are directly correlated to the achievement of the National Performance Goals as established in MAP-21:

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
4. **System Reliability** - To improve the efficiency of the surface transportation system
5. **Freight Movement and Economic Vitality** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
7. **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

As SPC's programs are examined and reorganized to meet the performance management requirements, it is anticipated that an annual report will be developed that contains the aforementioned federally-required measures, locally-adopted measures outlined in Section 5, and the measures that are already being monitored as a part of the current tools. It is important to note that many of the locally-developed and adopted measures as well as the measures already being monitored as a part of the CMP, ROP and Safety Plan will fulfill federal requirements.

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