TRANSPORTATION ASSET AND PERFORMANCE MANAGEMENT PROGRAM





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Transportation Asset and Performance Management

Gulf Regional Planning Commission (GRPC) guides transportation decision-making by performing the planning and outreach necessary to develop the region's federally required transportation plans and maintain its certification ensuring that the region is eligible to receive federal transportation dollars. GRPC educates stakeholders and promotes innovative measures to enhance the mobility, accessibility and safety of the transportation system. GRPC staff uses planning tasks identified in the UPWP to monitor transportation conditions leading to the identification and development of transportation projects that specifically address MPO objectives.

GRPC has adopted an asset and performance management approach to transportation planning and critical to this method is the use of transportation performance planning to measure infrastructure needs. Transportation performance management is a strategic approach that uses system information to make investment and policy decisions to achieve goals and objectives.

GRPC uses in-house performance measures in addition to federal performance measures to guide planning and project development. GRPC's Transportation Performance Planning Program defines a "way of doing business" and provides structure to the decision-making processes. This is a way of improving GRPC existing procedures for allocating resources to achieve desired outcomes.

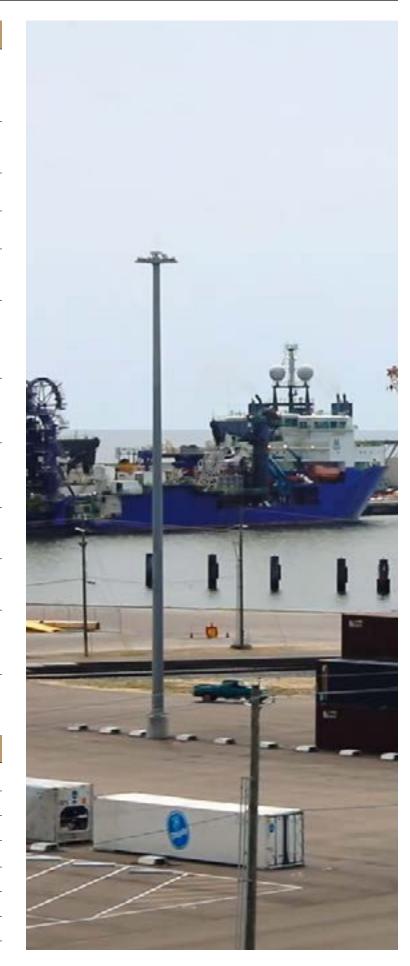
The establishment of GRPC's focus is reached through goals, objectives, strategies, and a set of performance measures aligned with the 23 USC 134(h) MPO planning factors. Programmed projects are linked directly to the performance measures. Completed projects from the STIP and TIP will be assessed, and reports generated to show how we have provided progress toward performance measures.

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Accessibility	Refers to the ease of reaching goods, services ar activities and the time and cost it takes	
Mobility	Ease of movement by automobile, walking, biking transit, etc.	
Safety	Solutions to transportation hazards	
Security	Transportation design elements to deter crime	
Economic Vitality	Benefits to society and increased economic activit in the region	
Resilience	The ability to prepare for anticipated hazards, adapt to changing conditions, and withstand and recover rapidly from disruptions.	
Environment	Avoid and mitigate adverse impacts on the environmer and underserved populations	
Multimodal Connectivity	The quality, speed, convenience, comfort, safety, of walking, biking, and public transit	
Management & Operations	Maximizing the efficient use of existing transportation resources	
Tourism	Visitors with the confidence that they can travel through a region safely and quickly	
Preservation	Replace, repair, or improve transportation assets to bring them to a state of goo repair	

Urban federal-aid roads	693 miles
Urban federal-aid roads (non-interstate)	659 miles
Mobility corridors	189 miles
Mobility corridors (non-interstate)	139 miles
Urban federal-aid intersections	581
Interstate interchanges	20
interstate interchanges	20



Transportation Asset and Performance Management



Economic Vitality

Objective

Improve the transportation system to enhance economic competition

Improve the mobility of freight by truck, rail, and other modes

Strategy

Address freight bottlenecks and other impediments

Provide access to developed and undeveloped areas (such as frontage roads)

Improve the quality of rural centers

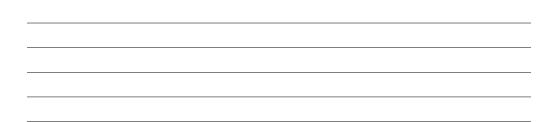
Performance Measure

Number of impediments on freight connectors

% of freight corridors operating under congested conditions (LOS E)

Value of vehicle operating cost (VMT) and travel time (VHT) in the region

Truck Travel Time Reliability (TTTR) Index



Objective

Improve mobility by reducing traffic congestion and delay

Enhance regional connectivity

Strategy

Expand roadway capacity where needed

Reconstruct and redesign problem corridors

Provide critical linkages enabling more direct travel

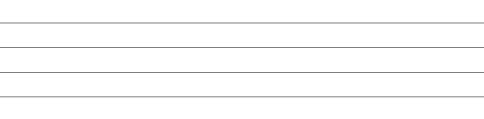
Performance Measure

Miles of roads operating over capacity (LOS E)

Vehicle Hours Traveled (VHT) and Vehicle Miles Traveled (VMT) in the region

% person-miles traveled on the Interstate that are reliable

% person-miles traveled on the non-Interstate NHS that are reliable





Safety & Security

Objective

Reduce motor vehicle crash fatalities and serious injuries

Strategically enhance corridors for safety and context

Strategy

Mitigate or eliminate safety concerns at intersections

Improve visibility and awareness with signage

Improve safety at railroad crossings

Install lighting on mobility corridors and interchanges

Improve conditions to prevent lane departures

Provide safety education

Address aggressive driving and speed related problems (traffic calming, etc.)

Performance Measures

Number of serious injury and fatality crashes

% of railroad crossings with adequate signals and vertical crossing profile

Number of intersections with crash rate above 1.5 per 1,000,000 vehicles

% of non-interstate mobility corridors lighted

Number of interstate interchanges lighted

Number of rural lane departure crashes

Number of fatalities

Rate of fatalities

Number of serious injuries

Rate of serious injuries

Objective

Maintain transportation infrastructure in a good state of repair

Strategy

Prioritize pavement condition

Prioritize bridge condition

Performance Measures

% of federal-aid roads with a good (<95) or acceptable (>95 to <170) IRI

% of NHS bridges by deck area in Good condition

% of NHS bridges by deck area in Poor condition

% of non-Interstate NHS pavements in Good condition

% of non-Interstate NHS pavements in Poor condition

% of Interstate pavements in Good condition

% of Interstate pavements in Poor condition





Transportation Asset and Performance Management



Objective

Improve mobility by reducing traffic congestion and delay

Prepare for technological advances to manage roadway demand

Strategy

Use operational strategies to improve traffic flow at intersections

Support carpooling, electric vehicle use or first responder efficiency

Utilize innovative technologies to improve conditions

Performance Measures

Average travel time on mobility corridor

Number of paved park and ride lots

Miles of NHS roadway with excessive travel time delay

Number of intersections with extended delay

Objective

Use transportation improvements to provide equitable benefits

Improve mobility for underserved communities

Provide a setting for regional transportation decision-making

Minimize adverse impacts to the natural and the human environment

Provide transportation resiliency

Strategy

Address infrastructure that is repeatedly damaged by extreme weather events

Address current and future vulnerabilities to evacuation routes

Maintain a social media presence

Prioritize projects that reduce idling

Develop projects located in or directly benefit underserved communities

Performance Measures

Number of days that Pollution Standard Index is in unhealthful range

Number of GRPC Facebook followers

Number of comments received and attendance from outreach efforts

Number of projects positively impacting underserved communities

Miles of roadway that experience storm water inundation



Objective

Improve mobility and access for pedestrians and bicyclists

Reduce pedestrian and bicycle crash fatalities and serious injuries

Make public transportation a viable choice mode of transportation

Support shared mobility options to put more people into fewer vehicles

Strategy

Provide adequate pedestrian crossings

Install suitable pedestrian and biking infrastructure on mobility corridors

Add or widen shoulders on rural roads

Install sidewalks and multi-use pathways

Use protected bicycle lanes where needed

Use pavement markings to indicate bicycle use

Improve pedestrian and bicycle and ADA access to transit stops

Improve fixed route transit headways

Performance Measure

% of signalized intersections suitable for pedestrian crossing

% of transit stops with suitable pedestrian and bicycle access

% of federal-aid roads with pedestrian pathways

% of federal-aid roads suitable for bicycles based on FHWA Bikeway Guide

% of mobility corridors suitable for bicycles based on FHWA Bikeway Guide

% of mobility corridors with pedestrian pathways

% of stops with shelter

Fixed-route transit ridership

Number of non-motorized crashes (per capita)

Number of non-motorized fatalities and serious injuries

% of revenue vehicles exceeding their Useful Life Benchmark (ULB)

% of non-revenue service vehicles exceeding their ULB

% of facilities rated under 3.0 on the Transit Economic Requirements Model

Number of fatalities by mode (fixed route & non-fixed route)

Rate of fatalities per 100,000 total vehicle revenue miles by mode (fr & nfr)

Number of injuries by mode (fixed route & non-fixed route)

Rate of injuries per 100,000 total vehicle revenue miles traveled by mode

Number of safety events by mode

Rate of safety events per 100,000 total vehicle revenue miles by mode

Mean distance between major mechanical failures

