

**2017 LRTP Update**  
**Proposed Performance Metrics Framework for Major Projects**

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
<b>Mobility</b>	<ul style="list-style-type: none"> <li>• <del>Relieve</del> Ease congestion</li> <li>• Increase travel by transit, bicycle, and pedestrians</li> <li>• Improve travel times</li> <li>• Improve system connectivity</li> <li>• Increase person throughput</li> <li>• Improve effectiveness &amp; reliability for core riders</li> <li>• <u>Address operating &amp; life cycle costs</u></li> <li>• <u>Extend life of facility &amp; equipment</u></li> </ul>	<ul style="list-style-type: none"> <li>• Reduced person hours of delay</li> <li>• Increased person throughput</li> <li>• Reduced single-occupant vehicle mode share</li> <li>• Increased annual boardings per mile</li> <li>• Increased annual hours of delay savings/mile</li> <li>• <u>Improve roadway condition rating</u></li> <li>• <u>Reduced portion of transit assets past useful life</u></li> </ul>	<p><del>35%</del> <b>45%</b></p>	<ul style="list-style-type: none"> <li>• Increased person throughput</li> <li>• Reduced person hours of delay<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Increased transit ridership</li> <li>• Increased person throughput</li> <li>• Improved <del>system</del> <u>travel time</u> reliability</li> <li>• Improved service frequency</li> </ul>
<b>Economy</b>	<ul style="list-style-type: none"> <li>• Increase economic output</li> <li>• Support job creation &amp; retention</li> <li>• Support goods movement</li> <li>• Invest in disadvantaged communities</li> </ul>	<ul style="list-style-type: none"> <li>• Improved linkages to major employment/activity centers<sup>1</sup></li> <li>• Increased number of jobs</li> <li>• Improved REMI Model economic benefit results</li> <li>• Reduced vehicle hours of delay for trucks</li> <li>• Dollars invested in <u>transportation projects in</u> disadvantaged communities</li> </ul>	<p><del>15%</del> <b>12.5%</b></p>	<ul style="list-style-type: none"> <li>• Reduced truck vehicle hours of delay<sup>2</sup></li> <li>• Improved job access</li> <li>• Dollars invested in <u>transportation projects in</u> disadvantaged communities</li> </ul>	<ul style="list-style-type: none"> <li>• Increased transit oriented development</li> <li>• Improved job access</li> <li>• Dollars invested in <u>transportation projects in</u> disadvantaged communities</li> </ul>

<sup>1</sup> Employment/activity centers include major employment centers, retail centers, education facilities, and healthcare facilities

<sup>2</sup> Reduced person and truck hours will serve as the best proxy available for person and truck travel time reliability for Highway projects.

## Attachment A

Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
<b>Accessibility</b>	<ul style="list-style-type: none"> <li>• Increase population served by facility</li> <li>• Increase service to transit-dependent, cyclist, pedestrian populations including youth, seniors, and people with disabilities</li> <li>• Improve first-last mile connections</li> <li>• <u>Utilize technology</u></li> </ul>	<ul style="list-style-type: none"> <li>• Job accessibility by population subgroup</li> <li>• Mode choice by income quintile</li> <li>• SB 535 Disadvantaged Communities mapping (CalEnviroScreen)</li> <li>• Increased number of households with access to transit</li> <li>• Increased number of households with access to bicycle infrastructure</li> <li>• Increased number of households with disabled persons with access to transit</li> <li>• <u>Increased access to parks and open space areas</u></li> </ul>	<p><b>20%</b> <b><u>17.5%</u></b></p>	<ul style="list-style-type: none"> <li>• Increased number of disadvantaged population served</li> <li>• Improved access or system connectivity</li> <li>• <u>Improved access to parks and open space</u></li> <li>• <u>See note 3</u></li> </ul>	<ul style="list-style-type: none"> <li>• Increased number of <u>households population served by frequent transit</u></li> <li>• Increased number of transit dependent households served</li> <li>• Improved system connectivity</li> <li>• <u>Improved access to parks and open space</u></li> <li>• <u>See note 3</u></li> </ul>
<b>Safety</b>	<ul style="list-style-type: none"> <li>• Reduce incidents</li> <li>• Improve personal safety</li> </ul>	<ul style="list-style-type: none"> <li>• Fatalities by mode</li> <li>• Injuries by mode</li> <li>• Fatalities per capita</li> </ul>	<p><b>15%</b> <b><u>12.5%</u></b></p>	<ul style="list-style-type: none"> <li>• High <u>fatal and severe injury</u> collision area addressed</li> <li>• Reduced safety conflicts</li> </ul>	<ul style="list-style-type: none"> <li>• Improved transit system safety</li> <li>• High collision area addressed <sup>4</sup></li> </ul>

<sup>3</sup> Metro considered measuring “increased network connectivity for walking and biking” and found that while major highway and transit projects may offer accommodations for bicycling and walking, the improvements to bicycle and pedestrian system connectivity will likely be minimal and impossible to compare effectiveness quantitatively from one project to another.

<sup>4</sup> The Statewide Integrated Traffic Records System (SWITRS) is maintained by the California Highway Patrol (CHP) and does not log fatalities and severe injuries on the transit system.

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Metro Theme	Goals and Objectives	System Performance Measures	Weight (%)	Highway Project Performance Measures	Transit Project Performance Measures
<p><b>Sustainability &amp; Quality of Life</b></p>	<p>Improve environmental quality</p> <ul style="list-style-type: none"> <li>• Reduce greenhouse gas (GHG) emissions</li> <li>• Reduce urban heat island effect</li> <li>• Reduce storm water runoff impacts</li> <li>• Reduce biological and habitat impact</li> </ul> <p>Improve public health</p> <p>Improve quality of life</p> <ul style="list-style-type: none"> <li>• Improve access to parks and recreation</li> <li>• Reduce noise impacts</li> </ul>	<p>Improve environmental quality</p> <ul style="list-style-type: none"> <li>• Reduced VMT per capita</li> <li>• Reduced GHG per capita</li> <li>• Reduced impact on habitat preservation and open space areas</li> </ul> <p>Improve public health</p> <ul style="list-style-type: none"> <li>• Reduced EPA air quality conformity criteria pollutants</li> <li>• Increased bike, pedestrian, and transit trips</li> </ul> <p>Improve quality of life</p> <ul style="list-style-type: none"> <li>• <del>Increased access to parks and open space areas</del></li> </ul>	<p style="text-align: center;"><b>15%</b> <b><u>12.5%</u></b></p>	<p>Reduced impact on environment</p> <ul style="list-style-type: none"> <li>• Reduced GHG emissions</li> <li>• Reduced urban heat island effect</li> <li>• Reduced storm water runoff impact</li> <li>• Reduced impact on habitat preservation and open space areas</li> </ul> <p>Improved public health</p> <ul style="list-style-type: none"> <li>• Support for active transportation</li> <li>• <del>Improved access to healthcare facilities</del></li> </ul> <p>Improve quality of life</p> <ul style="list-style-type: none"> <li>• Reduced noise impacts</li> <li>• <del>Improved access to parks and open space</del></li> </ul>	<p>Reduced impact on environment</p> <ul style="list-style-type: none"> <li>• Reduced GHG emissions</li> <li>• Reduced VMT</li> <li>• Reduced urban heat island effect</li> <li>• Reduced storm water runoff impact</li> <li>• Reduced impact on habitat preservation and open space areas</li> </ul> <p>Improved public health</p> <ul style="list-style-type: none"> <li>• Support for active transportation</li> <li>• <del>Improved access to healthcare facilities</del></li> </ul> <p>Improve quality of life</p> <ul style="list-style-type: none"> <li>• Reduced noise impacts</li> <li>• <del>Improved access to parks and open space</del></li> </ul>