Performance Measures

- MAP-21 represents transition
- DOT establishes measures through 3 phase rulemaking
- State and MPO must set targets
- **No penalties for not meeting targets**
Performance Measures

- Interstate performance
- NHS performance
- Interstate pavement condition
- NHS pavement condition
- NHS bridge condition
- Fatalities and injuries/VMT
- Fatalities and injuries overall
- Mobile source emissions
- Traffic congestion
- Freight movement on Interstate highways
Performance Measures

➔ Interstate system performance

➔ National Highway System performance (excluding the Interstate system)

➔ Traffic congestion
Dashboard vs MAP-21 Measures
Regrettably, Virginia is not among these States. Based on the State progress reports submitted to the Committee in September 2009, Virginia has fallen far behind other States in putting to work its Recovery Act highway formula funds. According to submissions received from all States and the District of Columbia, your State ranks last among all States (51 out of 51),² based on an analysis of the percentage of Recovery Act highway formula
House Letter: Va. Last to Use Stimulus Cash for Highways

Saturday, October 3, 2009 2:33 PM

In a scathing letter to Gov. Timothy M. Kaine, the chairman of the U.S. House Transportation and Infrastructure Committee said no state has been slower than Virginia in putting federal highway stimulus cash to use.

As of Aug. 31, construction had begun on only 16.5 percent of the $695 million Virginia received for local highway and bridge projects under President Barack Obama’s stimulus initiative, said the letter from Transportation and Infrastructure Committee chairman James L. Oberstar, D-Minn.

Nationally, nearly 43 percent of the billions of dollars a Democratic Congress approved for highway projects already under construction, according to a footnote on the bluntly worded two-page letter to Kaine, picked Democratic National Committee chairman.
Traditional Transportation Measures

→ FHWA proposes the use of the travel time index as a measure in draft USDOT Strategic Plan

→ AASHTO recommends annual hours of delay for multiple MAP-21 performance measure categories
Performance Measures

→ Should examine outcomes that we hope transportation will provide

→ When traveling to a destination what do you think about?
  • MPH?
  • How long it takes to get there?
  • Distance?
Performance Measures

**Atlanta**
- Travel Time Index: 1.35
- Average travel time: 57.4 minutes

**Chicago**
- Travel Time Index: 1.43
- Average travel time: 35.6 minutes

Though Atlanta has a much lower (better) Travel Time Index (TTI), Chicago commuters spend 20 minutes less per peak period trip.
Euclid Avenue in Cleveland, OH

- Built bus rapid transit system
  - Opened in 2008 replacing local bus service
  - Ridership increased 54% - 14,300 people/day
  - Reduced transit travel time 29% along corridor
Euclid Avenue Before
Euclid Avenue After
Development along Euclid Avenue
Wasatch Front’s Trax System
Salt Lake City’s Transit Success
Salt Lake City’s Transit Success
## Wasatch Front TOD

<table>
<thead>
<tr>
<th>Line</th>
<th>Total Development</th>
<th>Transit Induced</th>
<th>% Transit Induced</th>
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<tbody>
<tr>
<td>North/South</td>
<td>$3,967,135,572</td>
<td>$2,287,820,272</td>
<td>58%</td>
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<td>University Line</td>
<td>$730,050,000</td>
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<td>University Campus</td>
<td>$905,751,289</td>
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<tr>
<td>West Valley*</td>
<td>$204,400,000</td>
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<tr>
<td>Front Runner North</td>
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<td>$250,000,000</td>
<td>100%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td>54%</td>
</tr>
<tr>
<td>To be built</td>
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<td></td>
<td></td>
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<tr>
<td>Sugarhouse Streetcar</td>
<td>$405,000,000</td>
<td>$400,000,000</td>
<td>99%</td>
</tr>
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</table>

*Includes constructed and planned*
Criteria for Measures

➔ **Valid.** A good measure should reflect success in providing mobility and accessibility for travelers and freight.

➔ **Flexible.** A good measure should provide responsible agencies with all available options for improvement.

➔ **Systematic.** A good measure should evaluate the transportation system as a whole.

➔ **Clear.** A good measure should be readily understood by agency staff and stakeholders.

➔ **Readily calculated.** A good measure should take advantage of available data and modeling.
Average Travel Time

**Denver 1982**

- Travel Time Index: 1.09
- Average travel time: 50.6 minutes
- Travel time without traffic: 46.4 mins
- Extra rush hour delay: 4.2 mins

**Denver 2007**

- Travel Time Index: 1.31
- Average travel time: 49.6 minutes
- Travel time without traffic: 37.9 minutes
- Extra rush hour delay: 11.7 minutes
Average Travel Time

Regional Accessibility: The Balancing Act

Increase Proximity
Reduce travel distances by putting A & B closer together

Increase Mobility
Build faster connections between A & B

Two ways to improve accessibility between Point A and Point B
Delay Avoided by Non-SOV Travel
Delay Avoided by Non-SOV Travel

Increases in Delay during 2003 LA Transit Strike

- US 101/Red Line: 100%
- I-105/Green Line: 80%
- 110 & I-710/Blue Line: 60%
- I-10/Rapid 720: 40%

Transportation For America
Person Throughput per Lane

Route 29 in Fairfax County - ~8K per lane
Person Throughput per Lane

Columbia Road in Washington, DC – 13K per lane
Moving Forward

- MAP-21 performance measures are important and WILL influence project selection

- Should work with USDOT to provide states and regions flexibility in helping people and goods get to their destination

- Strict measures may hinder local economic development initiatives and poor use of limited funds