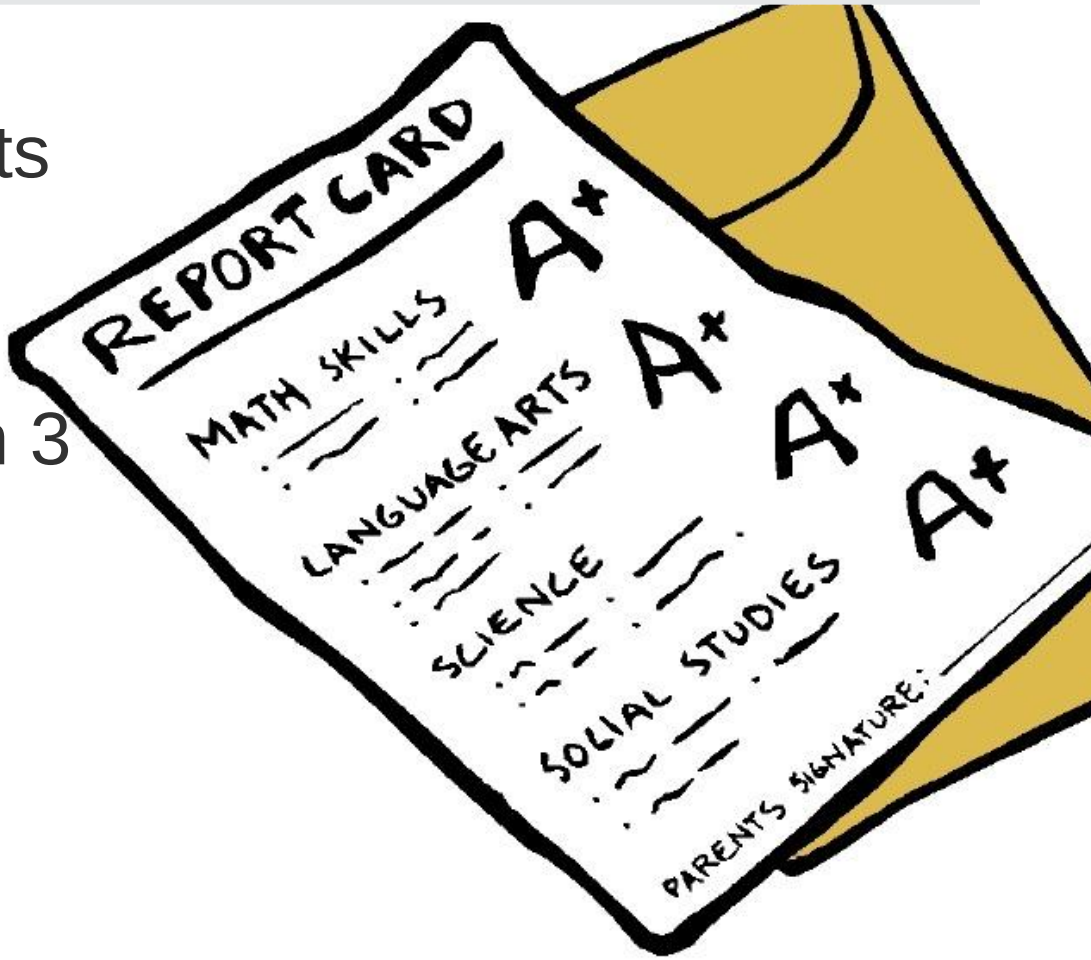
# Performance Measures

- 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

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# Performance Measures

- Interstate system performance
- National Highway System performance (excluding the Interstate system)
- Traffic congestion

# Dashboard vs MAP-21 Measures

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# U.S. House of Representatives
## Committee on Transportation and Infrastructure
### Washington, DC 20515

James L. Oberstar
Chairman

David Heymsfeld, Chief of Staff
Ward W. McCarragher, Chief Counsel

October 1, 2009

John L. Mica
Ranking Republican Member

James W. Coon II, Republican Chief of Staff

*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*

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# Transparency Influences Decision-making

The Washington Post

NEWS | LOCAL | POLITICS | SPORTS | OPINIONS | BUSINESS | ARTS & LIVING | GOING OUT GUIDE | JOBS | CARS | R

## 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 I Committee said no state has been slower than Virginia in putting federal highway stimulus cash to u

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

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

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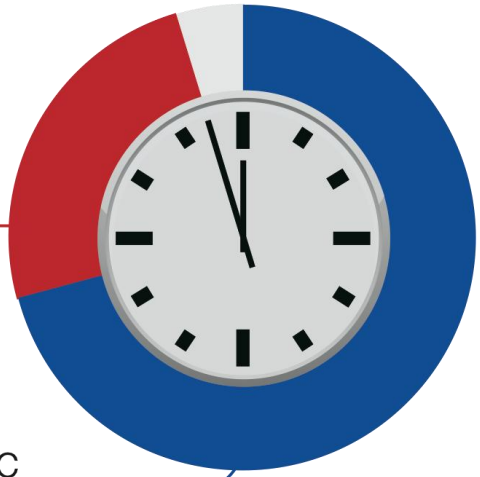
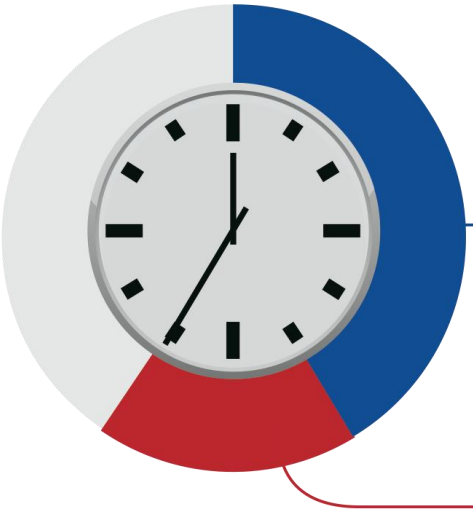
# Performance Measures

- 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 | | Chicago |
|---|---|---|
| 1.35 | Travel Time Index | 1.43 |
| 57.4 minutes | 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.

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# 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

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# Euclid Avenue Before

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# Euclid Avenue After

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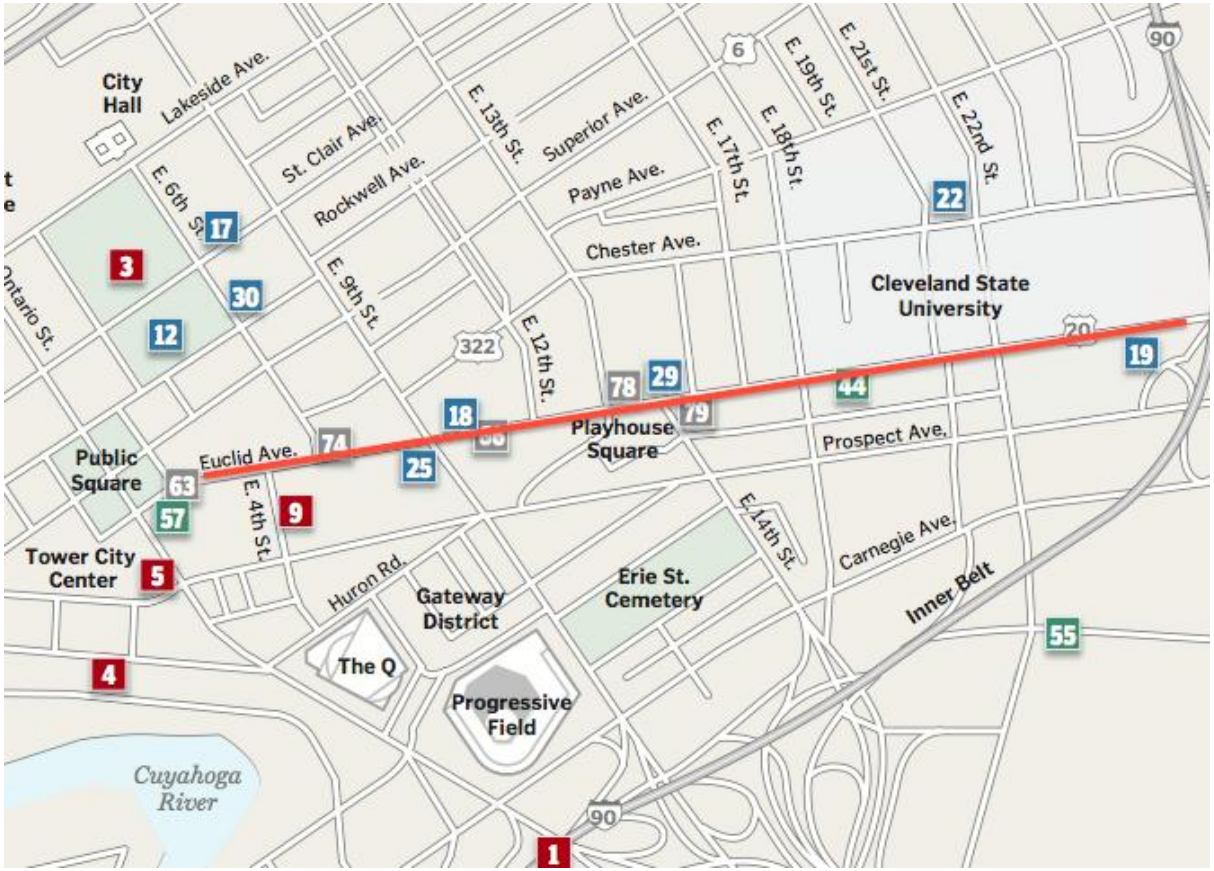
# Development along Euclid Avenue

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# Wasatch Front's Trax System

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# Salt Lake City's Transit Success

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# Salt Lake City's Transit Success

Sugarhouse Streetcar Rendering

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# Wasatch Front TOD

| Line | Total Development | Transit Induced | % Transit Induced |
|---|---|---|---|
| North/South | $3,967,135,572 | $2,287,820,272 | 58% |
| University Line | $730,050,000 | $346,550,000 | 47% |
| University Campus | $905,751,289 | $314,340,038 | 35% |
| West Valley* | $204,400,000 | $64,900,000 | 32% |
| Front Runner North | $250,000,000 | $250,000,000 | 100% |
| TOTAL | | | 54% |
| | | | |
| To be built | | | |
| Sugarhouse Streetcar | $405,000,000 | $400,000,000 | 99% |

*Includes constructed and planned

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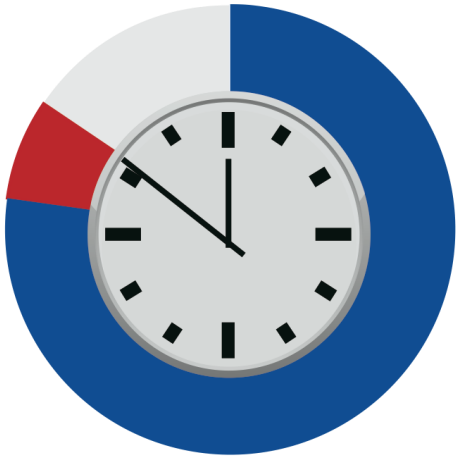
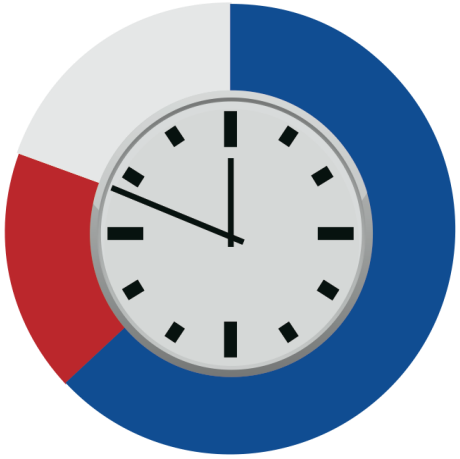
# Criteria for Measures

- **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 | | Denver 2007 |
|---|---|---|
| 1.09 | Travel Time Index | 1.31 |
| 50.6 minutes | Average travel time | 49.6 minutes |
| 46.4 mins | Travel time without traffic | 37.9 minutes |
| 4.2 mins | Extra rush hour delay | 11.7 minutes |





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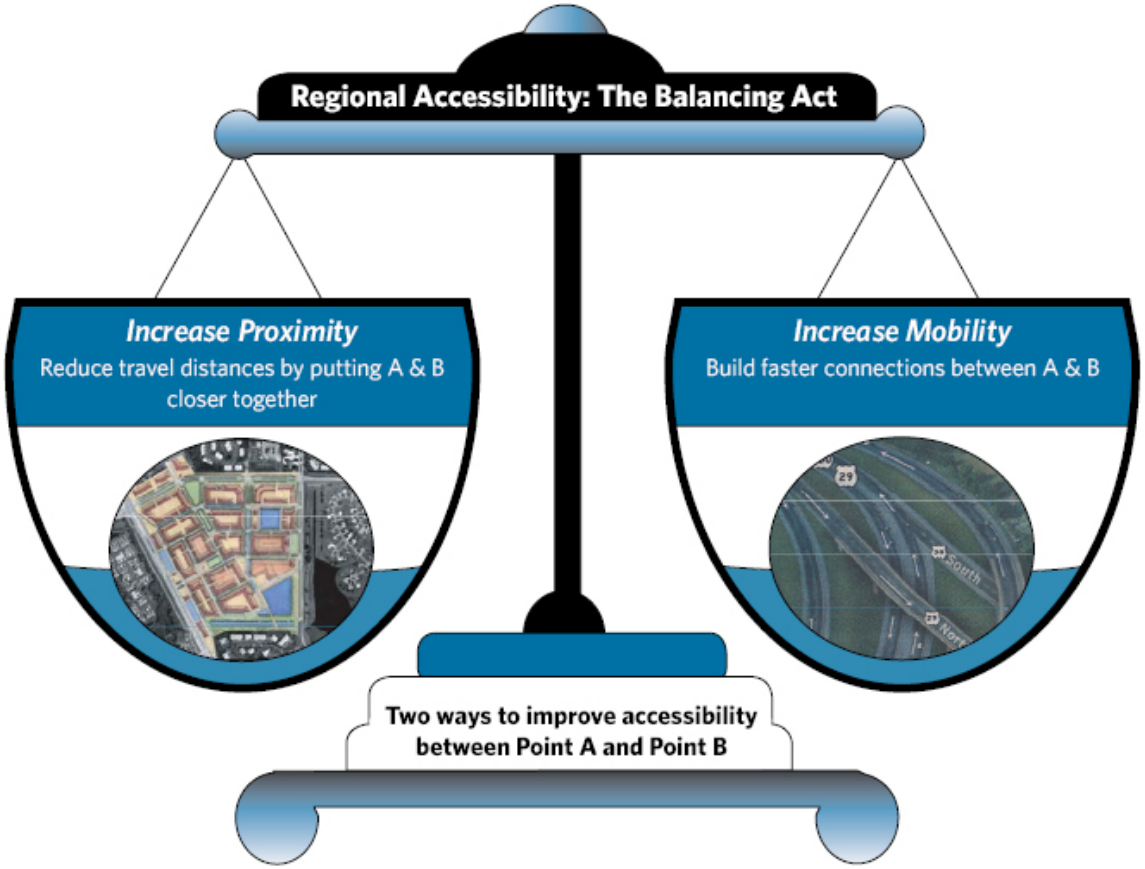
# Average Travel Time

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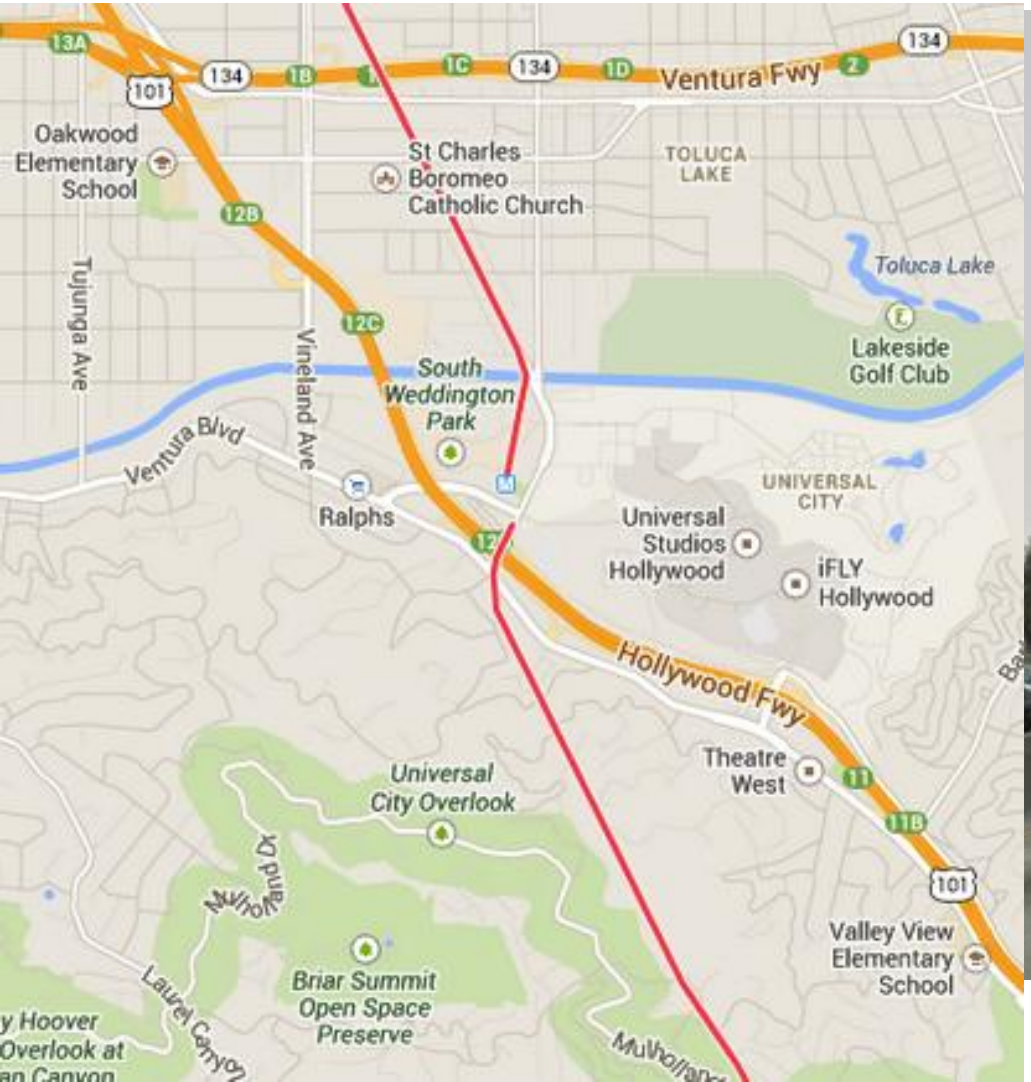
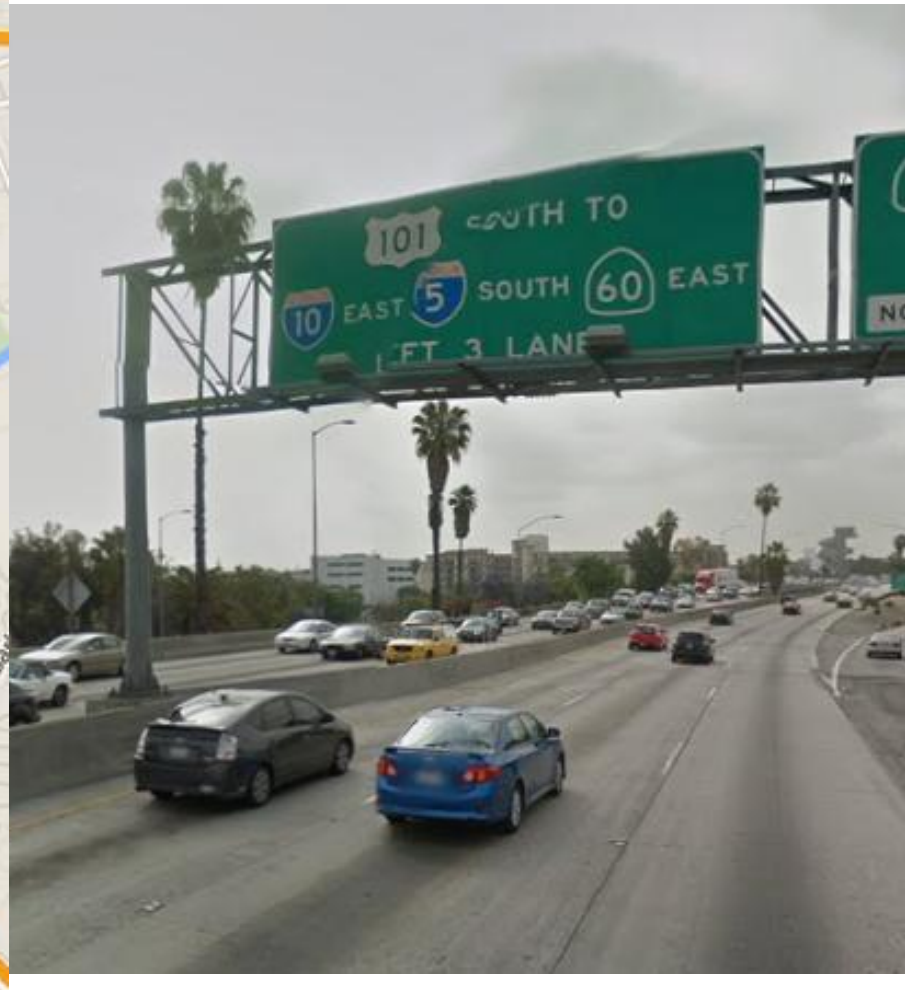
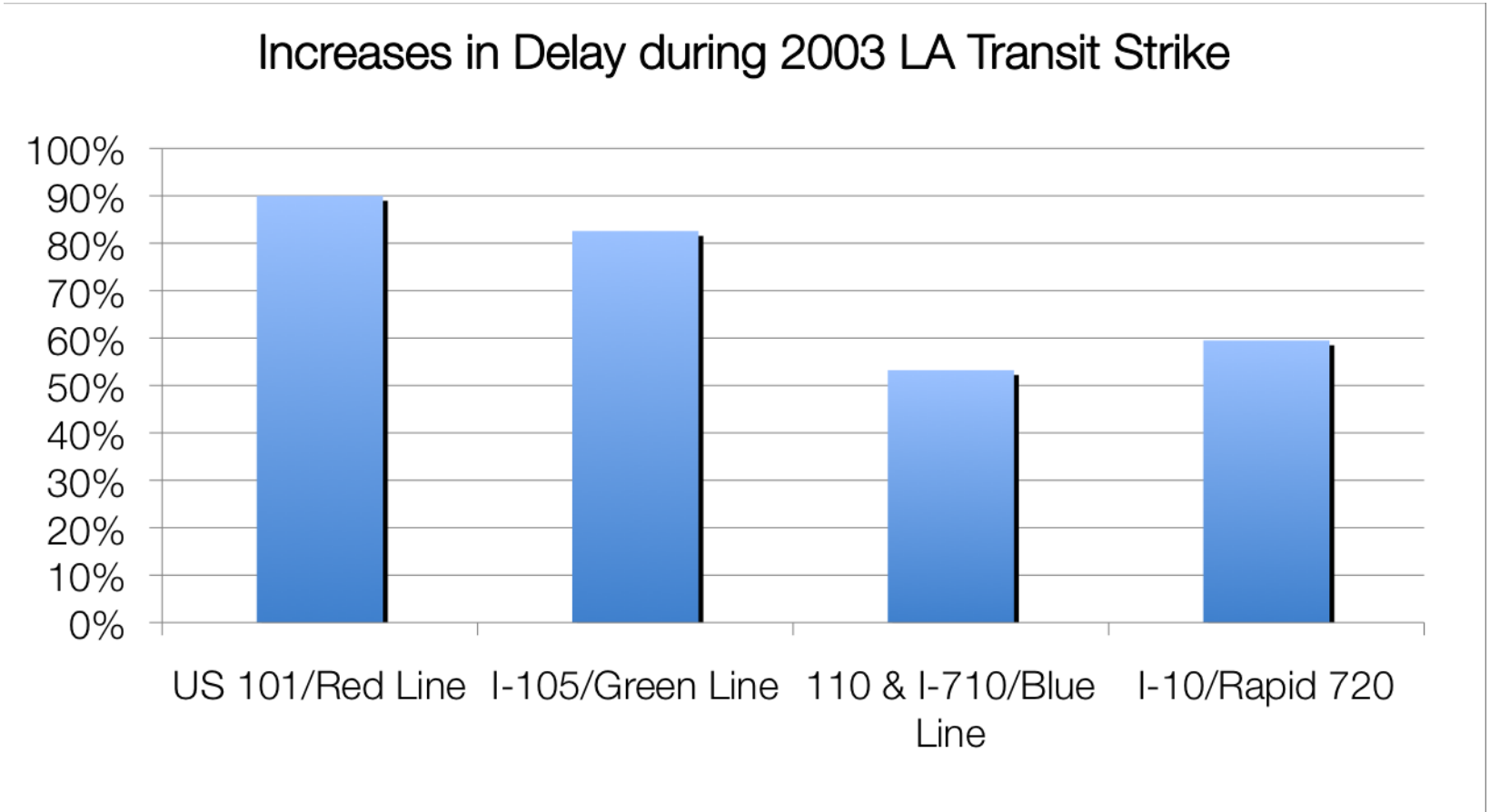
# Delay Avoided by Non-SOV Travel



# Delay Avoided by Non-SOV Travel

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# Person Throughput per Lane

Route 29 in Fairfax County - ~8K per lane

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# Person Throughput per Lane

Columbia Road in Washington, DC – 13K per lane

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# 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

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