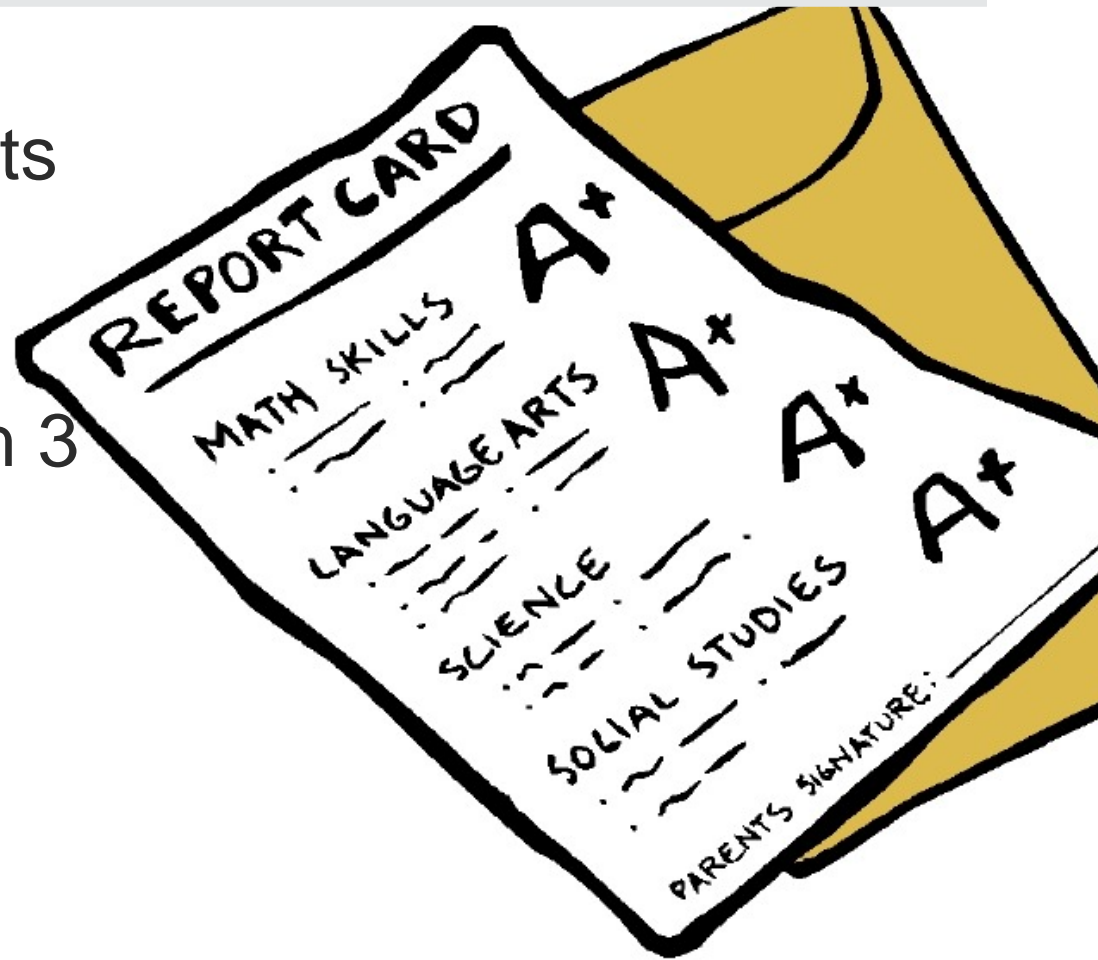


# Performance Measures

- 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
- Metro congestion
- Freight movement on Interstate highways

# Dashboard vs MAP-21 Measures



Performance Safety Condition Projects Citizen Survey Finances Management

Commissioner of Highways  
Gregory A. Whirley, CPA

H  
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G  
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PERFORMANCE

Congestion Free Travel on Interstates  
Daily Updates



SAFETY

Highway Deaths Since  
the Beginning of the Year



CONDITION

Quality of Road Surface



FINANCE

YTD Planned vs. Actual Expenditures  
(Variance)

## DASHBOARD

Performance Reporting System for Projects and Programs



# Dashboard vs MAP-21 Measures

**TABLE 10. VEHICLE HOURS OF DELAY IN 2035**

Indicator	Recentralization	Trend	Sprawl
Annual Vehicle Hours of Delay (millions)	124.0	144.4	171.4
Annual Wasted Time (millions of person hours)	146.3	170.3	202.3
Annual Person Hours of Delay per Capita	23.8	27.7	32.9
Annual Wasted Fuel (millions of gallons)	21.3	27.1	35.5
Annual Congestion Cost (billions of 2008 \$s)	\$ 3.12	\$ 3.64	\$ 4.33
Annual Congestion Cost per Household (2008 \$s)	\$ 1,338	\$ 1,560	\$ 1,857

DVRPC 2008



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

**James L. Oberstar**  
**Chairman**

**John L. Mica**  
**Ranking Republican Member**

October 1, 2009

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

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),<sup>2</sup> based on an analysis of the percentage of Recovery Act highway formula*

# Transparency Influences Decision-making

## The Washington Post

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

### 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.

# Performance Measures

- MAP-21 measures are limited
  - Must work for 50 states, DC and 300+ MPOs
- USDOT is prohibited from establishing additional performance measures
- States and regions may establish additional measures

# Performance Measures

## Atlanta

1.35

Travel Time Index

57.4 minutes

Average travel time

## Chicago

1.43

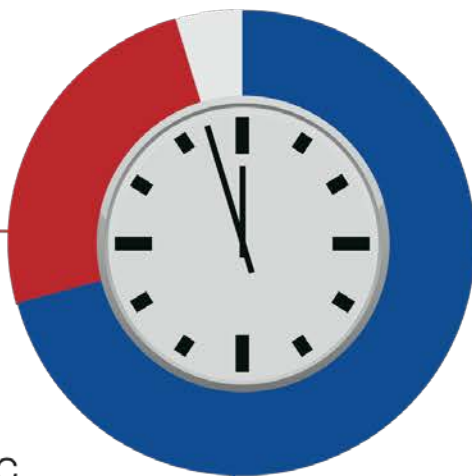
**35.6** minutes

Extra rush hour delay

**14.8 mins**

Travel time without traffic

**42.5 mins**

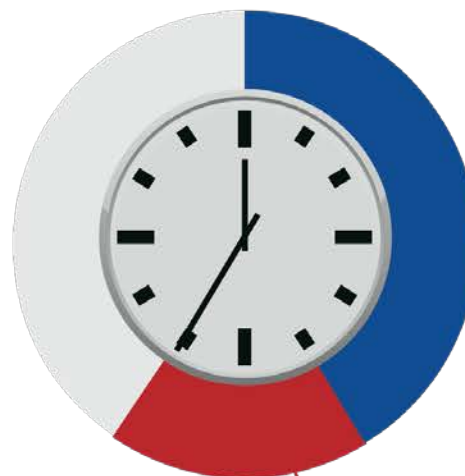


Travel time without traffic

**24.9 minutes**

Extra rush hour delay

**10.7 minutes**



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



# Performance Measures

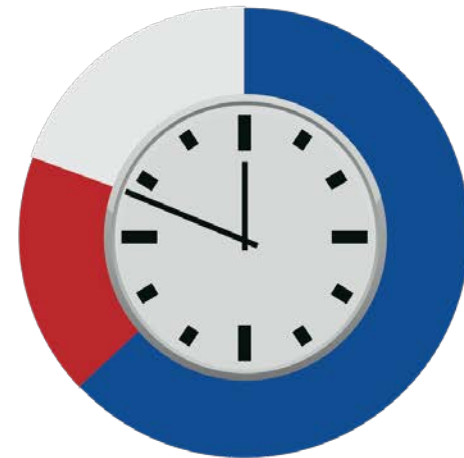
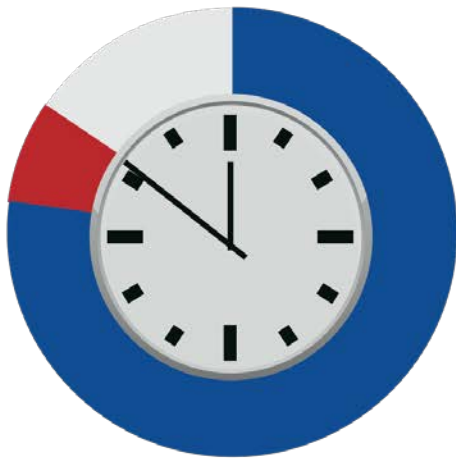
## Denver 1982

1.09  
50.6 minutes  
46.4 mins  
4.2 mins

Travel Time Index  
Average travel time  
Travel time without traffic  
Extra rush hour delay

## Denver 2007

1.31  
49.6 minutes  
37.9 minutes  
11.7 minutes



# GreenDOT - Massachusetts



# GreenDOT - Massachusetts

Goal ▶ Triple mode share of bicycling, transit + walking

Horizon ▶

2013

2015

2020



Task ▶ Connect land use planning with transportation planning + investments

Indicators ▶

GreenDOT Implementation Plan activities incorporated into MPO's Unified Planning Work Programs



Project evaluation criteria that prioritize mode shift, GreenDOT + GHG reduction adopted by MPOs



Transit authorities participate in all MassDOT and MPO corridor studies



RTA's participate in MassDOT MEPA review and mitigation formation



All MassDOT owned roads 'master planned' for Complete Street improvements during future repaving or reconstruction



Complete Commuter Rail Master Plan to evaluate options to expand capacity + increase ridership along each line



Priority Development Areas (PDAs) + Priority Protection Areas (PPAs) approved by HED established in all MPOs



Strategic regional visions for 'zero' SOV growth + GHG reduction adopted by MPOs



# Regional Transportation and Land Use Measures

- Virginia requires MPOs to track
  - Job-to-housing balance
  - Per capita VMT
  - Job and housing access to transit and HOV facilities
  - Job and housing access to pedestrian facilities
  - Transit usage
  - HOV usage

# Regional Transportation and Land Use Measures

## Job-to-Housing Ratio

One key measure targeted at encouraging reasonably compact development around activity centers is the **jobs-to-housing ratio**, which measures the relationship between the density of employment opportunities and the amount of people seeking those employment opportunities in a given region. This measure is designed to help gauge how the balance of jobs to housing in an area impacts the demand for the transportation network. An imbalance causes traffic volumes to be concentrated in one direction during the morning peak period and the opposite direction in the afternoon peak period. This imbalance heightens the demand for increased capacity. The more intense congestion that results from unbalanced peak hour commutes imposes avoidable direct and indirect costs on each commuter and business.

# DVRPC – Comprehensive Measures

**TABLE ES-4. 2035 ECONOMIC DEVELOPMENT INDICATORS**

Indicator	Recentralization	Trend	Sprawl
Average Annual Household Automobile and Utility Expenses (2008 \$s)	\$ 14,770	\$ 15,070	\$ 16,060
Total Supportive Infrastructure Costs (billions of 2008 \$s)	\$ 7.38	\$ 10.8	\$ 35.6
Supportive Infrastructure Costs per New Housing Unit (2008 \$s)	\$ 28,600	\$ 37,400	\$ 53,300
Jobs Added to Environmental Justice Communities	79,400	17,300	(151,000)

*DVRPC 2008*

# Moving Forward

- All MAP-21 measure become effective 2<sup>nd</sup> quarter of 2015 calendar year
- States have one year to set targets after that date
  - MPOs have 6 months after state targets are set
- Should work with regions to have buy-in on additional measures before March 2015
  - Allows measure to be incorporated already required MAP-21 process