

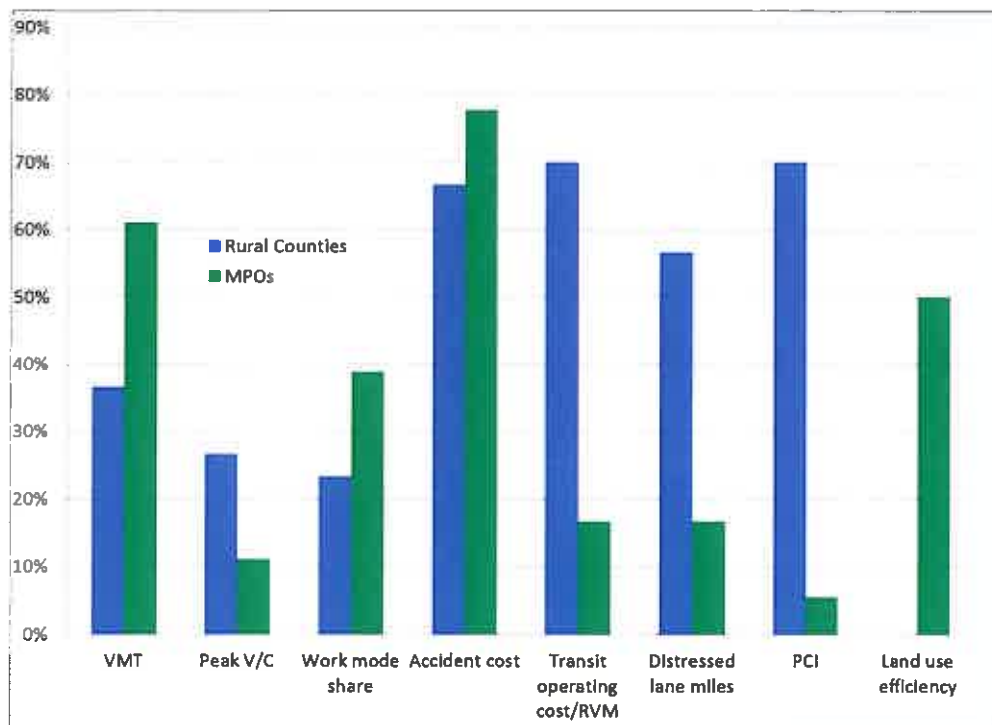
## HAVE PERFORMANCE MEASURES?

- Provide a “report card” on transportation system performance
- Help identify potential actions by planning agency
- Inform decisions on transportation system: management, operations, investment

## THEREFORE, PERFORMANCE MEASURES SHOULD ...

- Align with federal and state goals and objectives
- Inform local agency goals and objectives
- Provide information for local agency decision making
- Be feasible: within bounds of resource capabilities of agency
- Avoid bias

## RURAL RTPAS CURRENTLY USE PERFORMANCE MEASURES











## RURAL AND URBAN AREAS NEED DIFFERENT PERFORMANCE MEASURES

- Rural areas have different priorities, primarily:
  - System maintenance and connectivity
  - Safety
  - Maintaining lifeline transit service
- Urban areas are mainly concerned with
  - Air pollution
  - Congestion
  - Reliability
  - Transit for choice riders

## RCTF – Performance Measures Fact Sheet

- Congestion and reliability
  - Primarily a concern in urban areas
  - Benefit-cost ratios higher in urban areas because of higher traffic densities
- Safety
  - Strict benefit-cost measures favor urban areas because of higher traffic volumes
  - Per-capita cost of accidents takes into account higher proportion of fatal crashes in rural counties
- Traditional performance measures do not recognize added value provided by rural areas
  - Recreational services for urban dwellers
  - Agriculture – food supply – for urban areas
  - Vital trucking links to get freight to urban areas
- Urban areas have greater access to data sources: PeMS, HPMS
- Urban areas have larger budget and staffing for maintaining performance measures

### Summary of recommended performance monitoring performance measures

Performance measures	Data sources	Estimated resource requirements
<b>VMT:</b> <ul style="list-style-type: none"> <li>• Per capita</li> <li>• By locality (city)</li> <li>• By facility ownership</li> <li>• Local vs. tourist</li> </ul>	<ul style="list-style-type: none"> <li>• HPMS</li> <li>• Caltrans Vehicle Volumes</li> <li>• DOF population estimates</li> </ul>	
Peak V/C ratio or thresholds	<ul style="list-style-type: none"> <li>• Caltrans Vehicle volumes</li> <li>• HCM 2010 thresholds</li> <li>• Highway geometrics</li> </ul>	
Journey to work mode share	<ul style="list-style-type: none"> <li>• ACS JTW</li> </ul>	
<b>Total accident cost:</b> <ul style="list-style-type: none"> <li>• Per VMT</li> <li>• Per capita</li> </ul>	<ul style="list-style-type: none"> <li>• SWITRS/TIMS</li> <li>• Same data as for VMT</li> <li>• NHTSA accident costs</li> </ul>	
Transit: operating cost per revenue mile	<ul style="list-style-type: none"> <li>• Transit agency reports</li> </ul>	
<b>Distressed lane miles</b> <ul style="list-style-type: none"> <li>• Total and % of total</li> <li>• By jurisdiction</li> <li>• By facility type</li> </ul>	<ul style="list-style-type: none"> <li>• Regional or local pavement management system</li> <li>• Triennial surveys</li> </ul>	
Pavement condition index (PCI) for local roads	<ul style="list-style-type: none"> <li>• Regional or local pavement management system</li> </ul>	
Land use efficiency	<ul style="list-style-type: none"> <li>• FMMP</li> <li>• DOF population estimates</li> </ul>	



= minimal (< 1 day)



= moderate (1 – 2 days)



= major study