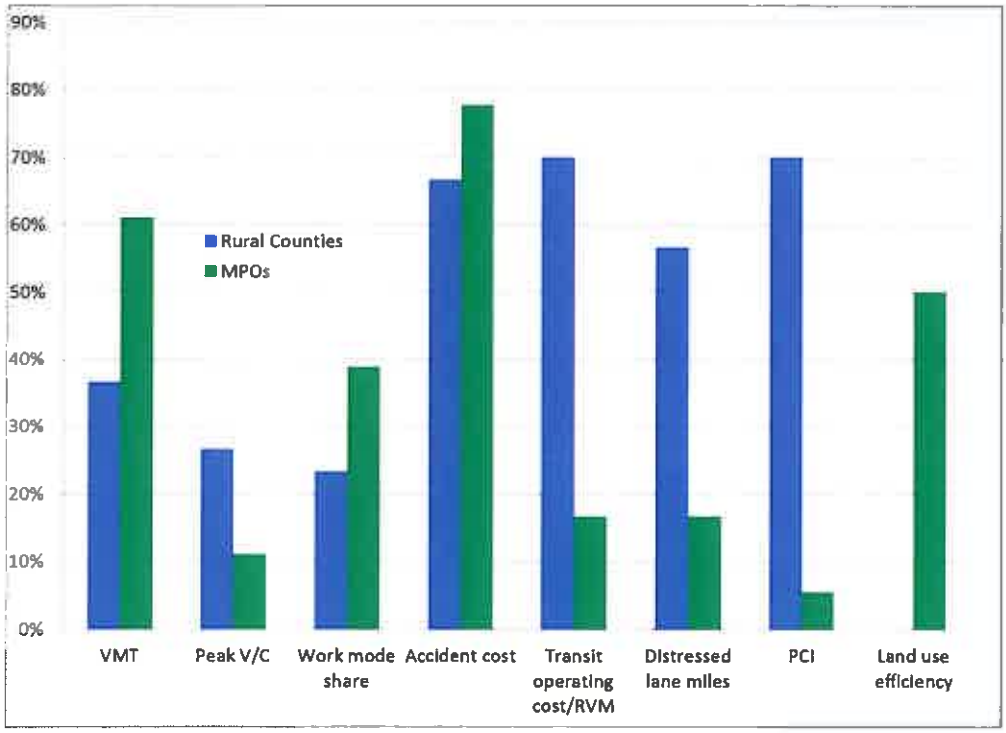
HAVE PERFORMANCE MEASURES?

- 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

- 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
VMT: • Per capita • By locality (city) • By facility ownership • Local vs. tourist	• HPMS • Caltrans Vehicle Volumes • DOF population estimates	
Peak V/C ratio or thresholds	• Caltrans Vehicle volumes • HCM 2010 thresholds • Highway geometrics	
Journey to work mode share	• ACS JTW	
Total accident cost: • Per VMT • Per capita	• SWITRS/TIMS • Same data as for VMT • NHTSA accident costs	
Transit: operating cost per revenue mile	• Transit agency reports	
Distressed lane miles • Total and % of total • By jurisdiction • By facility type	• Regional or local pavement management system • Triennial surveys	
Pavement condition index (PCI) for local roads	• Regional or local pavement management system	
Land use efficiency	• FMMP • DOF population estimates	

 = minimal (< 1 day) = moderate (1 – 2 days)  = major study