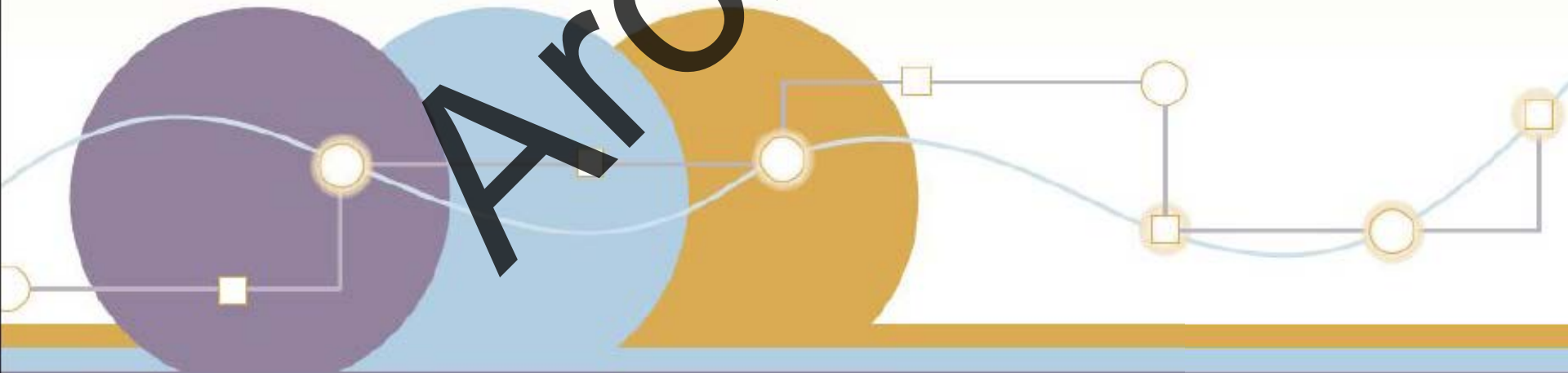


Noteworthy Practices in Performance-based Planning and Programming (PbPP) and Transportation Performance Management (TPM)

September 30, 2013
2:00-4:00 PM EDT

<https://connectdot.connectsolutions.com/sr500perfbaseplan/>

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Noteworthy Practices in Performance-based Planning and Programming (PbPP) and Transportation Performance Management (TPM)

Welcome, Michael Nesbitt, FHWA

Performance Management Elements: An Overview of Requirements and Implementation Status, Pete Stephanos, FHWA

TPM PbPP Regional Workshop Update (Raleigh and Portland), Michael Nesbitt, FHWA

TPM Community of Practice, Michael Kay, U.S. DOT Volpe Center

Nevada DOT Performance Management, Alauddin Khan, Nevada DOT

COMPASS and Performance Measures, Carl Miller, COMPASS

Performance Measures That Actually Improve Performance, Jerry Benson, Utah Transit Authority

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MAP-21

Moving Ahead for Progress in the 21st Century

Welcome

Michael Nesbitt
Federal Highway Administration



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MAP-21

Moving Ahead for Progress in the 21st Century

Performance Management Elements

An Overview of Requirements and Implementation Status



Pete Stephanos
Federal Highway Administration



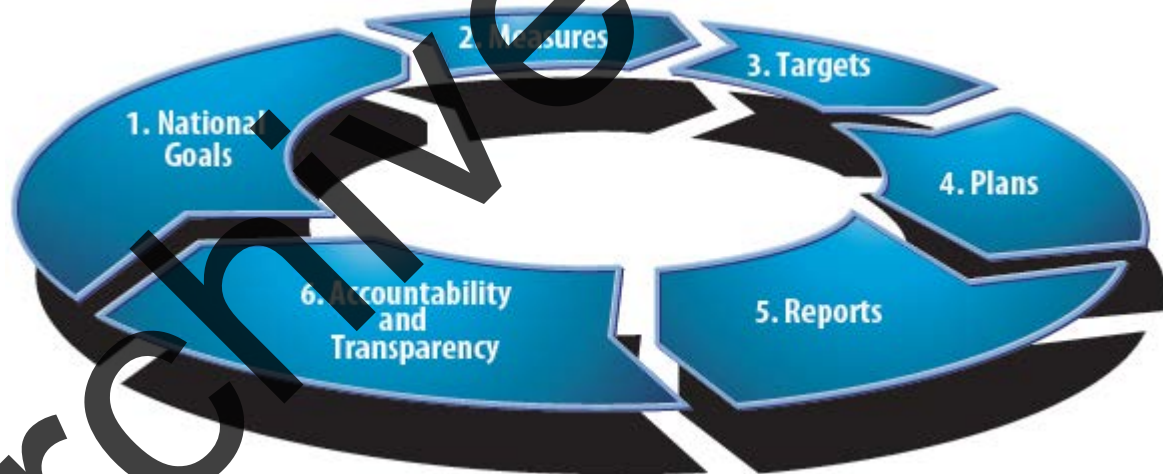
U.S. Department of Transportation
Federal Transit Administration

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MAP-21 Background-Performance Requirements

- **National Goals**
- **Measures**
- **Targets**
- **Plans**
- **Reports**
- **Accountability and Transparency**





9 Inter-related Rules

- Highway Safety Programs (NHTSA)
- Highway Safety Improvement Program (FHWA)
- Metro and Statewide Planning (FHWA-FTA)
- Safety Performance Measures (FHWA)
- Infrastructure Performance Measures (FHWA)
- System Performance Measures (FHWA)
- Highway Asset Management (FHWA)
- Transit Asset Management (FTA)
- Transit Safety Plan (FTA)





FTA Advance Notice of Proposed Rule Making

- **Transit Asset Management system (TAM)**
 - Definition of state of good repair (SGR)
 - Establish SGR performance measures
 - Implementation of TAM plans by recipients
 - Target setting by recipients to be incorporated into planning process
- **Transit Safety**
 - Safety performance criteria for all modes
 - Vehicle safety performance standards
 - Public transportation safety certificate training program
 - Public transportation safety plans



Measure Groupings

PROGRAM	MEASURE CATEGORY
STATUS I Q4 CY2013	• Serious Injuries per VMT
	• Fatalities per VMT
	• Number of Serious Injuries
	• Number of Fatalities
STATUS II Q1 CY2014	• Pavement Condition on the Interstates
	• Pavement Condition on the Non-Interstate NHS
	• Bridge Condition on NHS
STATUS III Q1 CY2014	• Traffic Congestion
	• On-road mobile source emissions
	• Freight Movement
	• Performance of Interstate System
	• Performance of Non-Interstate NHS



Coordinating Implementation – 9 Rulemakings

Measure Rules

- Define Measure
 - Data Elements
 - Data Source
- Interstate Pavement Condition
- Target Setting Requirements
- Define Significant Progress
- State Performance Reporting
- Establish Timing

Planning Rule

- Performance-based Planning Process
- Target Setting Coordination
- MPO Performance Reporting
- STIP/TIP Discussion
- Transition Period

Program Rules

- Plan Requirements
- Special Rules
- Integrating Performance
- Transition Period



**USDOT Implementation of MAP-21 Performance Provisions:
Nine Interrelated Rules**

2013

2014

2015

Planning

Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4

Metropolitan and Statewide Planning Rule

- Establish a performance-based planning process at metropolitan and state level.
- Define coordination in the selection of targets, linking planning and programming to performance targets.



Highway Safety

Safety Performance Measure Rule

- Propose and define fatalities and serious injuries measures, along with target establishment, progress assessment and reporting requirements.
- Discuss the implementation of MAP-21 performance requirements.



Highway Safety Improvement Program (HSIP) Rule

- Integration of performance measures, targets, and reporting requirements into the HSIP.
- Strategic Highway Safety Plan updates.



Highway Safety Program Grants Rule *

- State target establishment and reporting requirements.
- Highway safety plan content, reporting requirements, and approval.

* Interim Final Rule issued by NHTSA in January 2013.



Highway Conditions

Pavement and Bridge Performance Measure Rule

- Propose and define pavement and bridge condition measures, along with minimum condition standards target establishment, progress assessment and reporting requirements.



Asset Management Plan Rule

- Contents and development process for asset management plan.
- Minimum standards for pavement and bridge management systems.



Congestion/System Performance

System Performance Measure Rule

- Define performance of the interstate system, non-interstate national highway system, and freight movement on the interstate system.
- Finalize interpretation of scope of CMAQ performance requirements, including congestion and on-road mobile source emissions.
- Summarize MAP-21 highway performance measure rules



Transit Performance

Transit State of Good Repair Rule

- Define state of good repair and establish measures.
- Transit asset management plan content, target establishment and reporting requirements.



Transit Safety Plan Rule

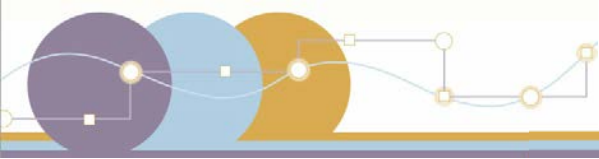
- Define transit safety standards.
- Transit safety plan content and reporting requirements.



**Anticipated Coordinated
Performance Measure
Effective Date**

Indicates the comment period

The Federal Transit Administration plans to issue an Advance Notice of Proposed Rulemaking (ANPRM) for each of these two proposed rules in the summer of 2013, providing an additional comment period.



Implementation Schedule

2013 2014 2015 2016 2017 2018



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TPM Initiatives

- Performance Monitoring
- Training
- Reporting
- Guidebooks
- Workshops
- Pilot Programs
- Assessment and Evaluation Tools

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Transportation Performance Management







FHWA > Transportation Performance Management



North Carolina
Refining a Performance Management System

NC Refining a Performance Management System
NCDOT recognized they needed to refine their performance management system and therefore began a transformation process. (.pdf, 0.6 mb)

-  **What is TPM?**
-  **NC Refining a Performance Management System**
-  **WSDOT's Effective Communication of Performance Drives Results**
-  **Transportation Data Palooza**

TPM and MAP-21

- [What is TPM?](#)
- [National Goals](#)
- [MAP-21 Performance Requirements Summary](#)
- [Implementation Schedule](#)

Engagement

- [Rulemaking Stakeholder Engagement](#)
- [Readiness Stakeholder Engagement](#)

Resources

- [Tools](#)
- [Noteworthy Practices](#)
- [Presentations](#)

News and Events

- [FHWA Webinar Series: Asset Management Book Club Webinar](#)
March 27, 2013, 2:00 PM EST
- [View all TPM Events](#)
- [Subscribe to email updates](#)



Additional Resources

- **MAP-21 Web Site**
www.fhwa.dot.gov/map21
- **Transportation Performance Management Web Site**
www.fhwa.dot.gov/tpm
- **Performance Measure Rulemaking Direct Contact to FHWA**
PerformanceMeasuresRulemaking@dot.gov
- **Performance-based Planning and Programming**
http://www.fhwa.dot.gov/planning/performance_based_planning/

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Noteworthy Practices in Performance-based Planning and Programming (PbPP) and Transportation Performance Management (TPM)

TPM PbPP Regional Workshop Update (Raleigh and Portland)

Michael Nesbitt
Federal Highway Administration



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Agenda

- Day 1
- Workshop objectives
- Performance-based planning and programming (PBPP) and Performance Management
- Panel of peers
- Facilitated Group Discussion
- Key themes & instructions for breakouts
- Breakout Sessions
- Report from Breakout Sessions

- Day 2 (Half Day)
- MAP-21 Performance Provision Requirements
 - Performance Measures, Plan Requirements, Target Setting, Reporting
- Facilitated Group Discussion
- Breakout Sessions
- Workshop Wrap up

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Highlights from Workshops

- **Coordination, Collaboration, and Capacity Building**
 - Participants stated that while channels for coordination among DOTs and MPOs were well established, coordination within an agency's institutional structure was siloed.
 - Implementation training should be tailored to meet the needs of both large and small MPOs.

- **Reporting**
 - Everyone is doing some level of reporting
 - Link transportation in context of broader objectives

- **Target Setting**
 - It was important to document assumptions.
 - Some agencies described struggling with assessing their performance management programs.





Highlights from Workshops (continued)

■ Trade-offs & making funding/ investment decisions

- Most agencies focusing on looking for opportunities to enhance project benefits relative to other system performance areas
- Participants expressed it is easier to do trade-off analysis for pavement and bridge projects because data is more reliable
- When it comes to projects that focus on maintenance and increasing capacity, the trade-off analysis becomes more politically driven

■ Data Collection

- In some cases, the data an agency needs for planning is owned and collected by another agency
- Participants also expressed concerns about variability in data collection methodologies across states
- Participants were anxious about any requirements to change their data collection methods.





How is this information being used

- Developing Collaboration Toolkit
- Developing content and subject matter specific trainings
- Identifying resources to help with trade-off analysis
- State specific Workshops on PbPP and TPM

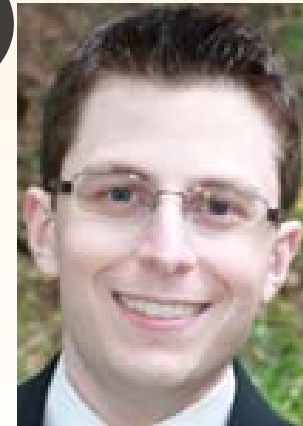
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Noteworthy Practices in Performance-based Planning and Programming (PbPP) and Transportation Performance Management (TPM)

TPM Community of Practice

Michael Kay
U.S. DOT Volpe Center



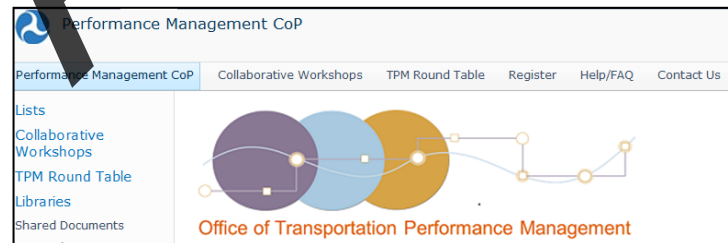
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What is the TPM Community of Practice?

- Virtual workspace for collaboration on activities related to performance management
- “Open” community for practitioners

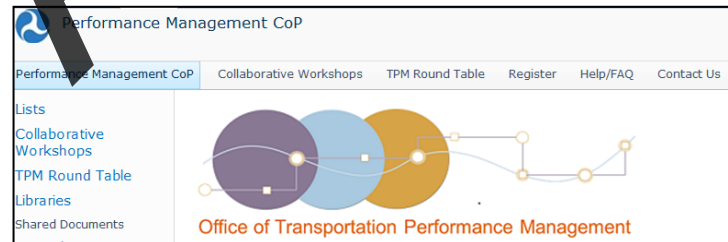
Why the TPM Community of Practice?

- Promotion of best practices
- Insight into emerging questions and issues

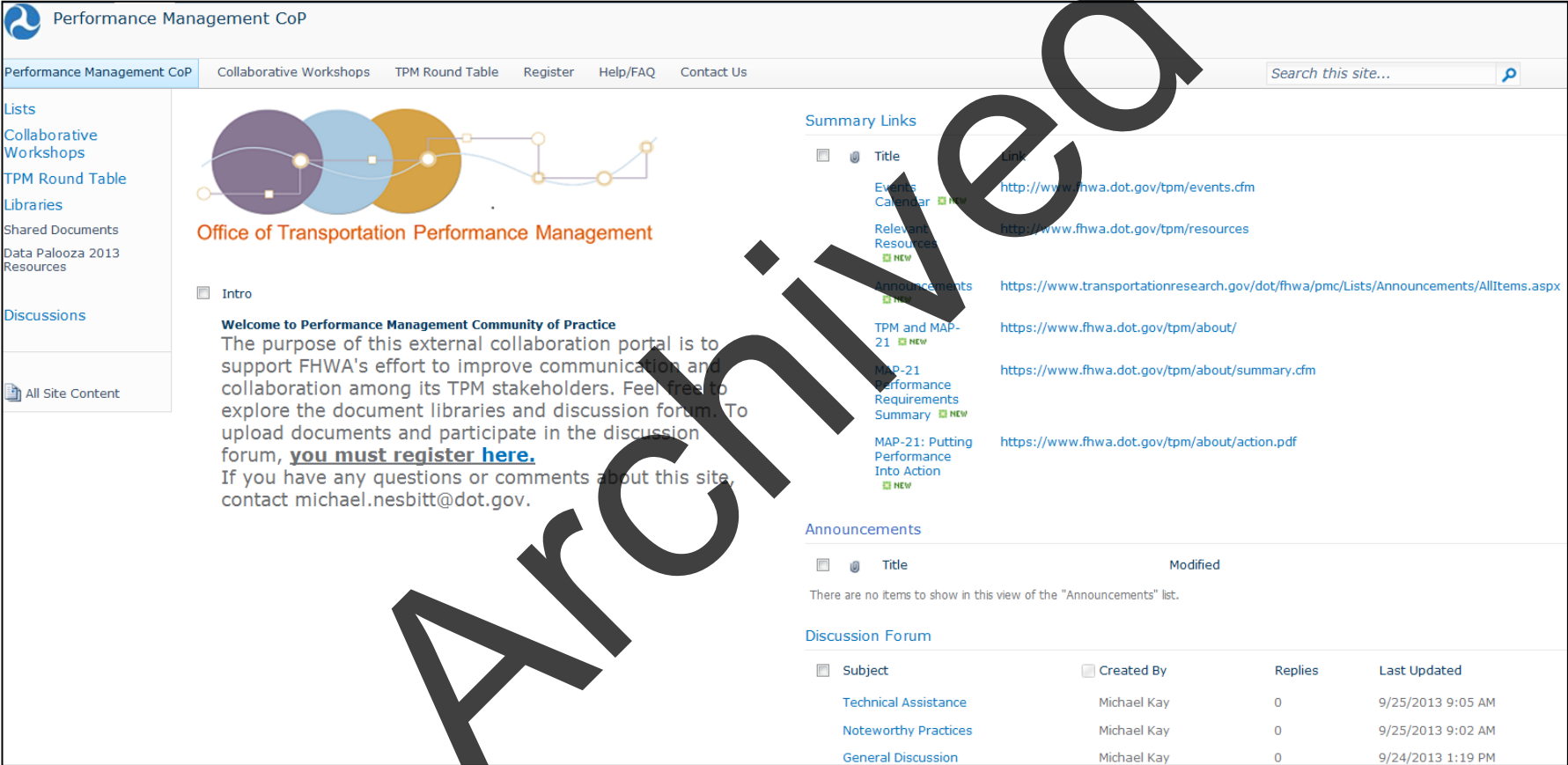


How to Access the TPM Community of Practice?

- Community of Practice (CoP) now accessible:
<http://www.fhwa.dot.gov/tpm/cop>
- Registration required via TransportationResearch.gov in order to contribute:
<https://www.transportationresearch.gov/dot/fhwa/SitePages/register.aspx>



Transportation Performance Management



The screenshot shows the Performance Management CoP website interface. At the top, there is a navigation bar with links for Collaborative Workshops, TPM Round Table, Register, Help/FAQ, and Contact Us. A search bar is located on the right side of the navigation bar. On the left, there is a sidebar menu with categories like Lists, Collaborative Workshops, TPM Round Table, Libraries, Shared Documents, Discussions, and All Site Content. The main content area features a header with the site logo and the text 'Office of Transportation Performance Management'. Below this is an 'Intro' section with a welcome message and a registration link. To the right, there are sections for 'Summary Links' and 'Announcements'. The 'Summary Links' section contains a table of links to various resources. The 'Announcements' section is currently empty. At the bottom, there is a 'Discussion Forum' section with a table listing topics, the creator, the number of replies, and the last update date.

Performance Management CoP

Collaborative Workshops TPM Round Table Register Help/FAQ Contact Us

Search this site...

Office of Transportation Performance Management

Intro

Welcome to Performance Management Community of Practice
 The purpose of this external collaboration portal is to support FHWA's effort to improve communication and collaboration among its TPM stakeholders. Feel free to explore the document libraries and discussion forum. To upload documents and participate in the discussion forum, **[you must register here.](#)** If you have any questions or comments about this site, contact michael.nesbitt@dot.gov.

Summary Links

Title	Link
Events Calendar NEW	http://www.fhwa.dot.gov/tpm/events.cfm
Relevant Resources NEW	http://www.fhwa.dot.gov/tpm/resources
Announcements NEW	https://www.transportationresearch.gov/dot/fhwa/pmc/Lists/Announcements/AllItems.aspx
TPM and MAP-21 NEW	https://www.fhwa.dot.gov/tpm/about/
MAP-21 Performance Requirements Summary NEW	https://www.fhwa.dot.gov/tpm/about/summary.cfm
MAP-21: Putting Performance Into Action NEW	https://www.fhwa.dot.gov/tpm/about/action.pdf

Announcements

There are no items to show in this view of the "Announcements" list.

Discussion Forum

Subject	Created By	Replies	Last Updated
Technical Assistance	Michael Kay	0	9/25/2013 9:05 AM
Noteworthy Practices	Michael Kay	0	9/25/2013 9:02 AM
General Discussion	Michael Kay	0	9/24/2013 1:19 PM

Archived

Transportation Performance Management

Browse and share links

The screenshot shows the Performance Management CoP website interface. The main content area features a header for the 'Office of Transportation Performance Management' and an 'Intro' section with a welcome message. A 'Summary Links' section lists various resources with their titles and URLs. Below this is an 'Announcements' section which is currently empty, and a 'Discussion Forum' section with a table of topics.

Title	Link
Events Calendar	http://www.fhwa.dot.gov/tpm/events.cfm
Relevant Resources	http://www.fhwa.dot.gov/tpm/resources
Announcements	https://www.transportationresearch.gov/dot/fhwa/pmc/Lists/Announcements/AllItems.aspx
TPM and MAP-21	https://www.fhwa.dot.gov/tpm/about/
MAP-21 Performance Requirements Summary	https://www.fhwa.dot.gov/tpm/about/summary.cfm
MAP-21: Putting Performance Into Action	https://www.fhwa.dot.gov/tpm/about/action.pdf

Subject	Created By	Replies	Last Updated
Technical Assistance	Michael Kay	0	9/25/2013 9:05 AM
Noteworthy Practices	Michael Kay	0	9/25/2013 9:02 AM
General Discussion	Michael Kay	0	9/24/2013 1:19 PM

Access resources

Make announcements

Contribute to discussions



Future Developments

- Calendar of events
- Posting of additional resources
- Integration with related websites (FHWA TPM, TRB ABC30)
- Email alerts
- Enhanced user profile settings

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Noteworthy Practices in Performance-based Planning and Programming (PbPP) and Transportation Performance Management (TPM)

Nevada DOT Performance Management

Alauddin Khan, PE, PTOE
Chief Performance Management Engineer
Nevada DOT



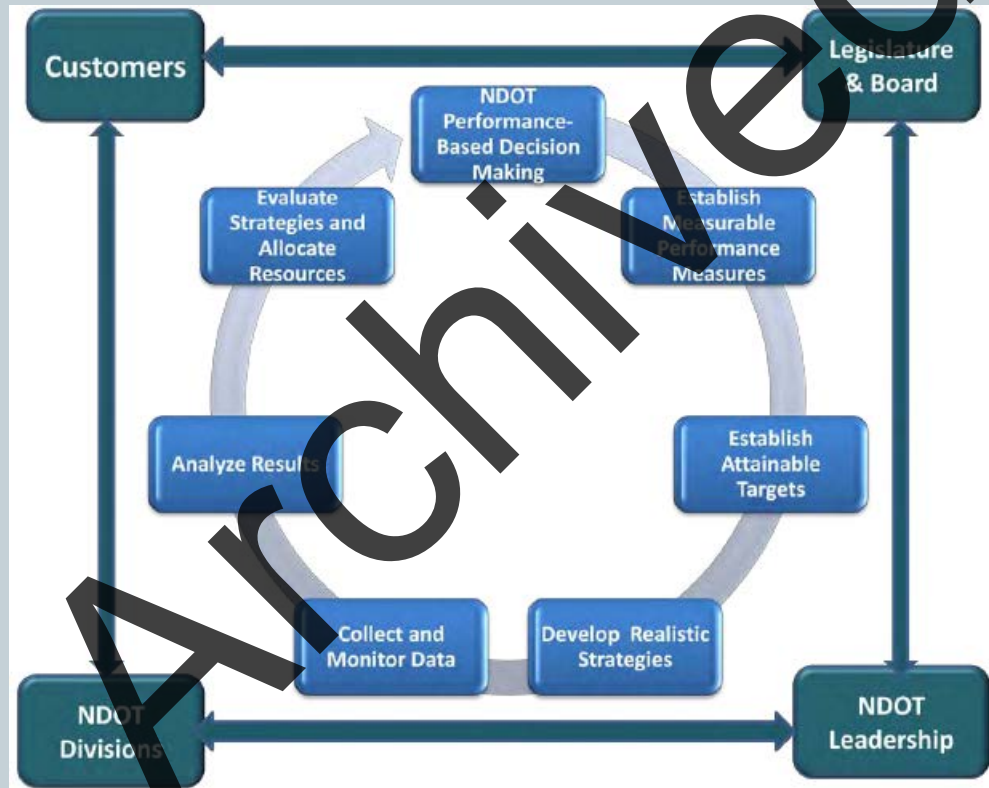
The Process



- Started before MAP-21, in 2007
- Mandated by Nevada State Legislature
- 15 Performance Measures

Archived

Performance Management



Iterative Dynamic Process



- **Major Project Delivery**
 - Revised 3 times to continuously improve
- **Reduce Congestion**
 - Revised Twice
- **Pavement Condition,**
 - Revised Twice
- **Maintain State Bridges**
 - Revised Twice

Archived

Legislative Mandate



- Quarterly on Major Projects
- Annual Report
 - Progress, Milestones
 - Budget
 - Issues

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Governor's Performance Based Budgeting



- Work closely with Governor's cabinet members
- Established statewide performance measures
- Integrated PMs keeping in mind Map-21

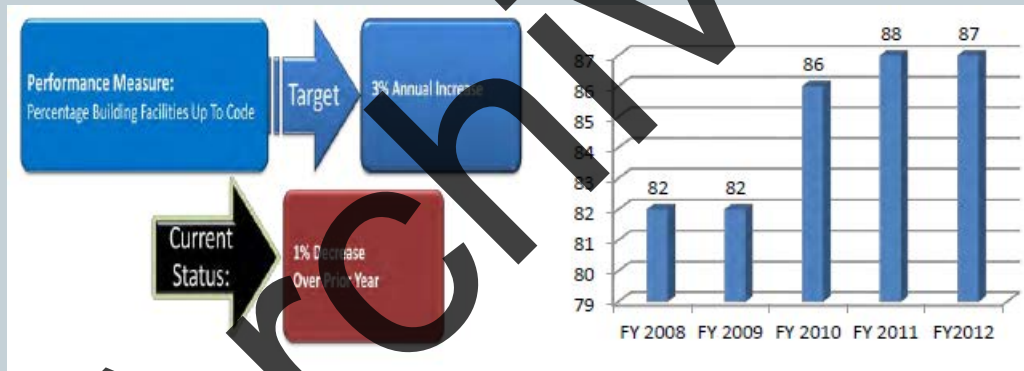
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Beyond Map 21 - 15 Performance Measures

1. **Reduce Work-Place Accidents**
2. **Provide Employee Training**
3. **Improve Employee Satisfaction**
4. **Streamline Agreement Execution Process**
5. **Improve Customer Outreach/Satisfaction**
6. **Reduce and Maintain Congestion on the State System**
7. **Streamline Project Delivery: Bid Opening to Construction Completion**
8. **Maintain State Roadways**
9. **Maintain State Fleet**
10. **Maintain State Facilities**
11. **Emergency Management, Security, and Continuity of Operations**
12. **Reduce Fatal Crashes**
13. **Streamline Project Delivery: Schedule And Estimate- Initiation To Bidding**
14. **Maintain State Bridges**
15. **Streamline Permitting Process**

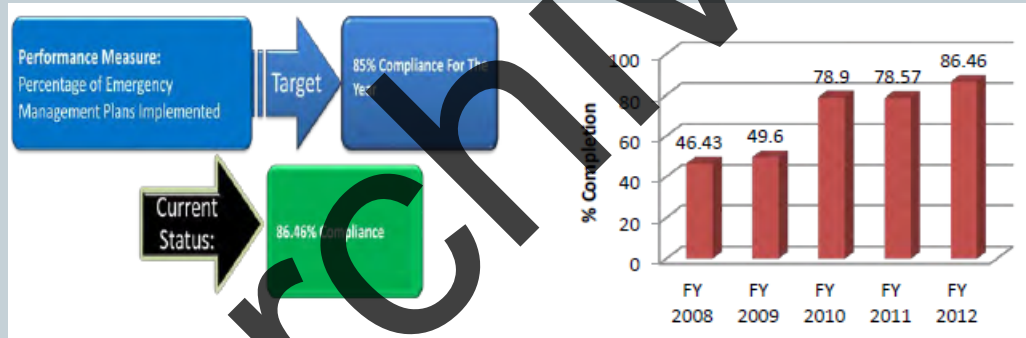
Targets Achieved

10. Maintain NDOT Facilities



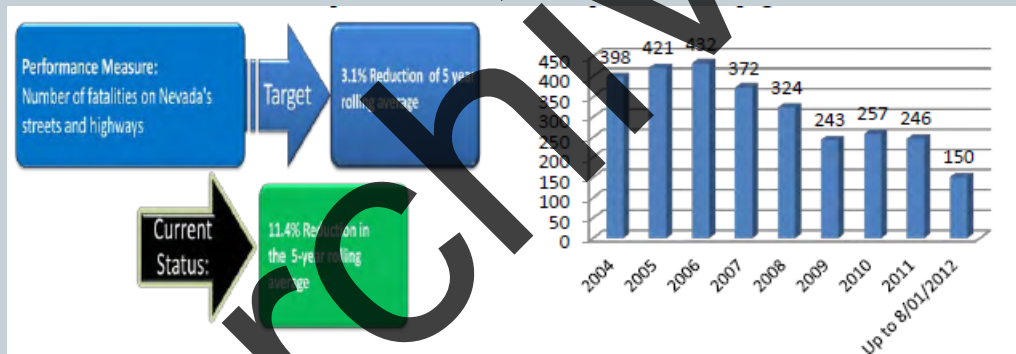
Targets Achieved

11. Emergency Management, Security, and Continuity of Operations



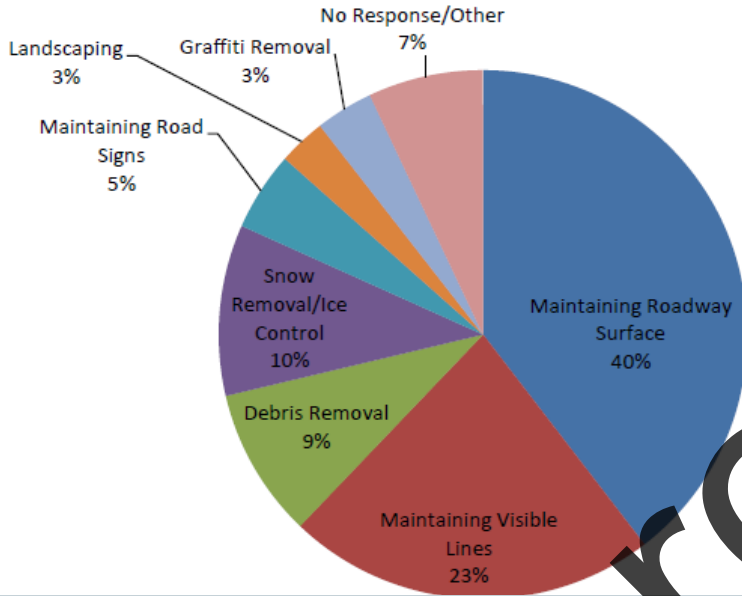
Targets Achieved -Safety

12. Reduce Fatal Accidents

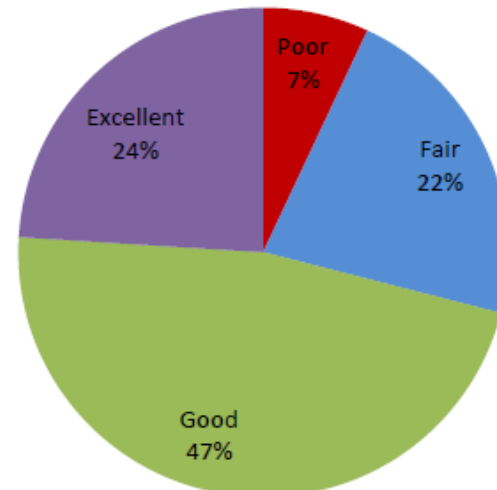


Customers Focus Performance Management System

Customer Priority Of NDOT Maintenance Activities (Statewide)



NDOT's Performance In Maintaining The Roadway Surface (Statewide)



Highways



8. MAINTAIN STATE HIGHWAY PAVEMENT

Performance Measure:

Percentage of state maintained roadways receiving annual preservation in accordance with the Department's pro-active pavement preservation program.

Annual Target:

Category 1:	10.0%	\$99 million
Category 2:	8.3%	\$79 million
Category 3:	8.3%	\$71 million
Category 4:	6.7%	\$26 million
Category 5:	5.0%	<u>\$20 million</u>
		\$295 million annually

Ultimate Target:

Perform annual rehabilitation as necessary to maintain the existing condition of the roadway network and perform rehabilitation necessary to eliminate the accumulated backlog.

For Decision-Makers and the Public



Benefit Cost



- **Conduct and report BCs**
- Help towards a Performance Management System

- **FHWA Support**
 - Nat Coley and Iyad Alattar
 - Helped refine Benefit Cost Analysis policy
 - Provide training to staff

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Business-Focus Process

15. STREAMLINE PERMITTING PROCESS

Summary of Status	District 1	District 2	District 3	HQ	Summary
Total Permits Accepted:	434	264	124	0	822
Total Permits Processed more than 45 days:	28	12	0	0	40
Total Permits Processed less than or equal to 45 days:	311	160	57	0	528
Total Permits Processed:	339	172	57	0	568
Total Permits Processed with Re-Reviews:	30	17	0	0	47
Total Permits Processed through FHWA:	21	18	3	0	42
Percentage of Permits Processed more than 45 days:	8.26%	6.98%	0.00%	0.00%	7.04%
Percentage of Permits Processed less than or equal to 45 days:	91.74%	93.02%	100.00%	0.00%	92.96%

Next Generation Performance Measures



- Tasked researchers to come up with next generation performance measures
- Mostly operations performance measures

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Internal Performance Measures



- Assessing other divisions to develop internal performance measures
- Not be reported to the legislature/feds
- Internal staff and department

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New Framework and System



- Will be launching a new framework and system in the next few months
- Meeting with our federal partners in October to streamline the process

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Coordinating with Partners



- **Planning to coordinate with**
 - RTC SNV (LV)
 - RTC Reno
 - Other MPOs
 - Neighboring DOTs
 - State Agencies
- **No Specific Planning Performance Measure in Map-21**

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Questions



Alauddin Khan, PE, PTOE

Chief Performance Management Engineer

akhan@state.dot.nv.us

415-572-8081 -c

775-888-7192 -o

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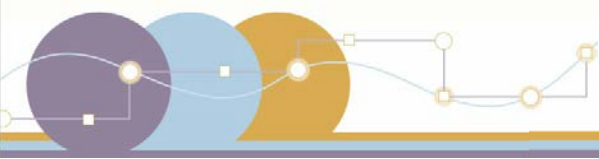
Noteworthy Practices in Performance-based Planning and Programming (PbPP) and Transportation Performance Management (TPM)

COMPASS and Performance Measures

Carl Miller
Community Planning Association
of Southwest Idaho (COMPASS)



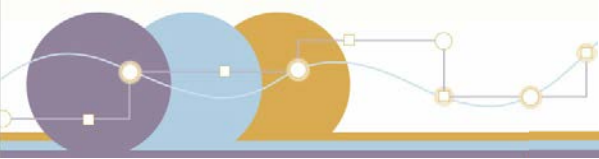
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Presentation Outline

- 1. COMPASS and the Treasure Valley*
- 2. Performance Monitoring Report*
- 3. Performance Monitoring Report 2.0 and Next Steps*





COMPASS and the Treasure Valley





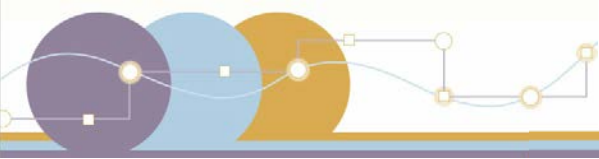
Transportation Performance Management



COMMUNITIES IN MOTION

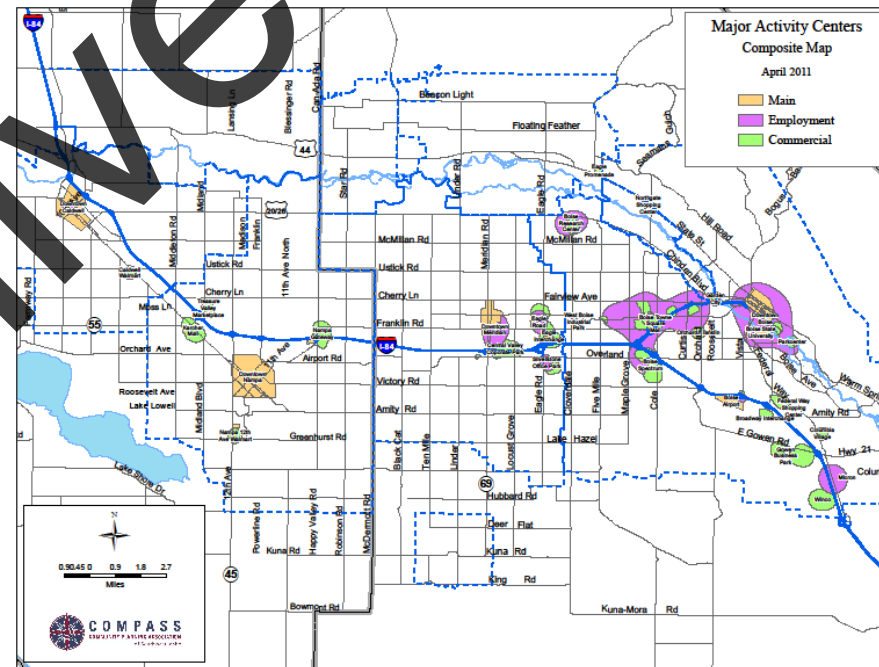


**ANNUAL PERFORMANCE
MONITORING REPORT**



Balance Between Jobs and Housing

- Jobs Housing Balance
- Land Use Diversity
- Major Activity Centers



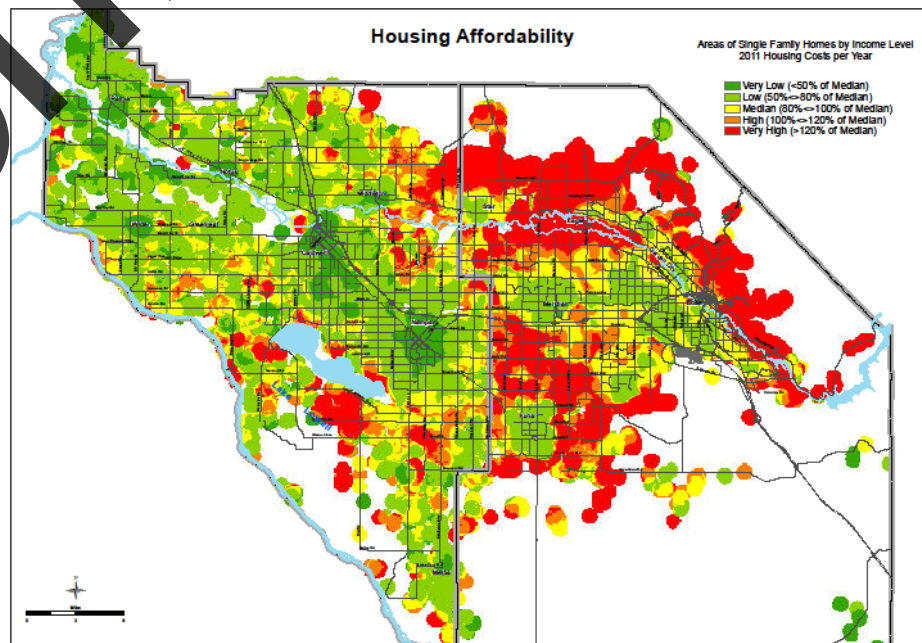
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Choices in Housing

- Housing Prices
- Housing Affordability
- Housing + Transportation Affordability
- Transit Supportive Housing

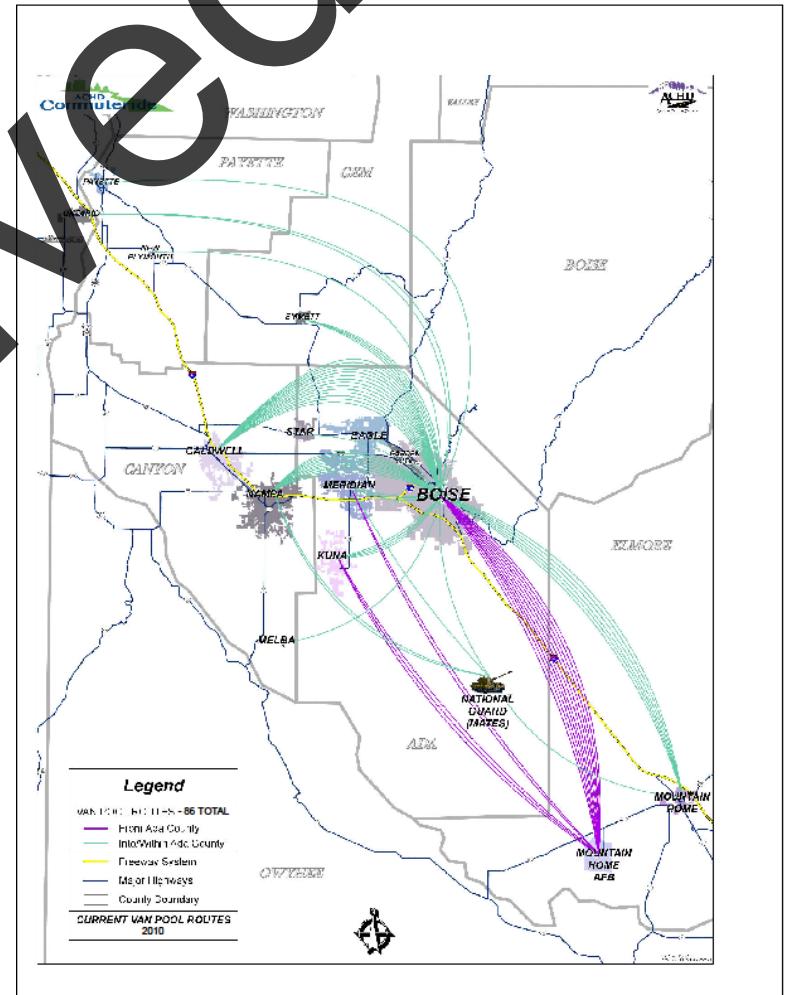
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Choices in Transportation

- Peak Hour Travel Time
- Transit Revenue Minutes
- Park and Ride Map
- Vanpool Map
- Sidewalks and Bikeways

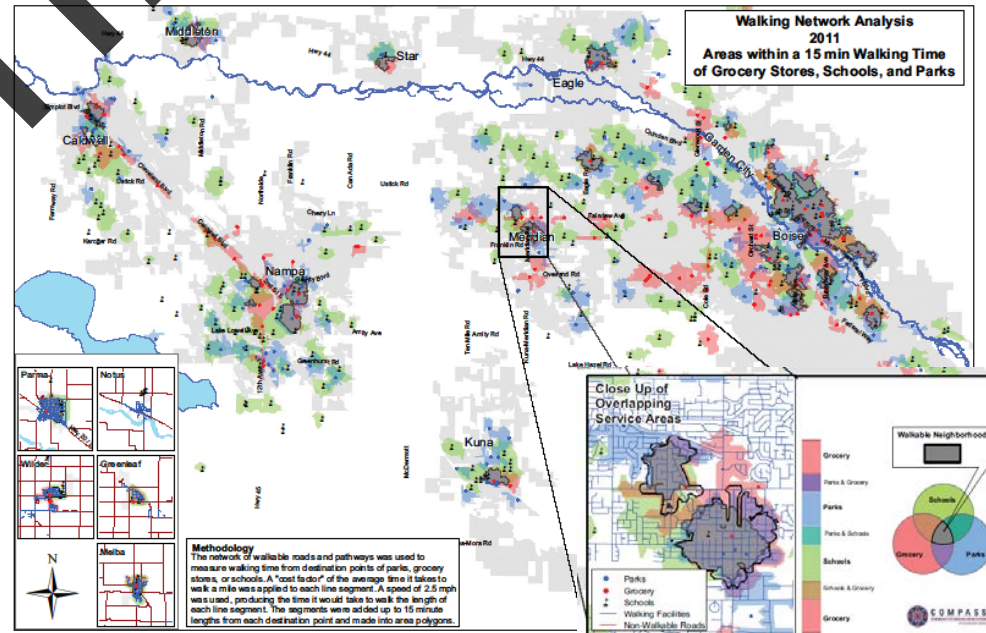




Connectivity

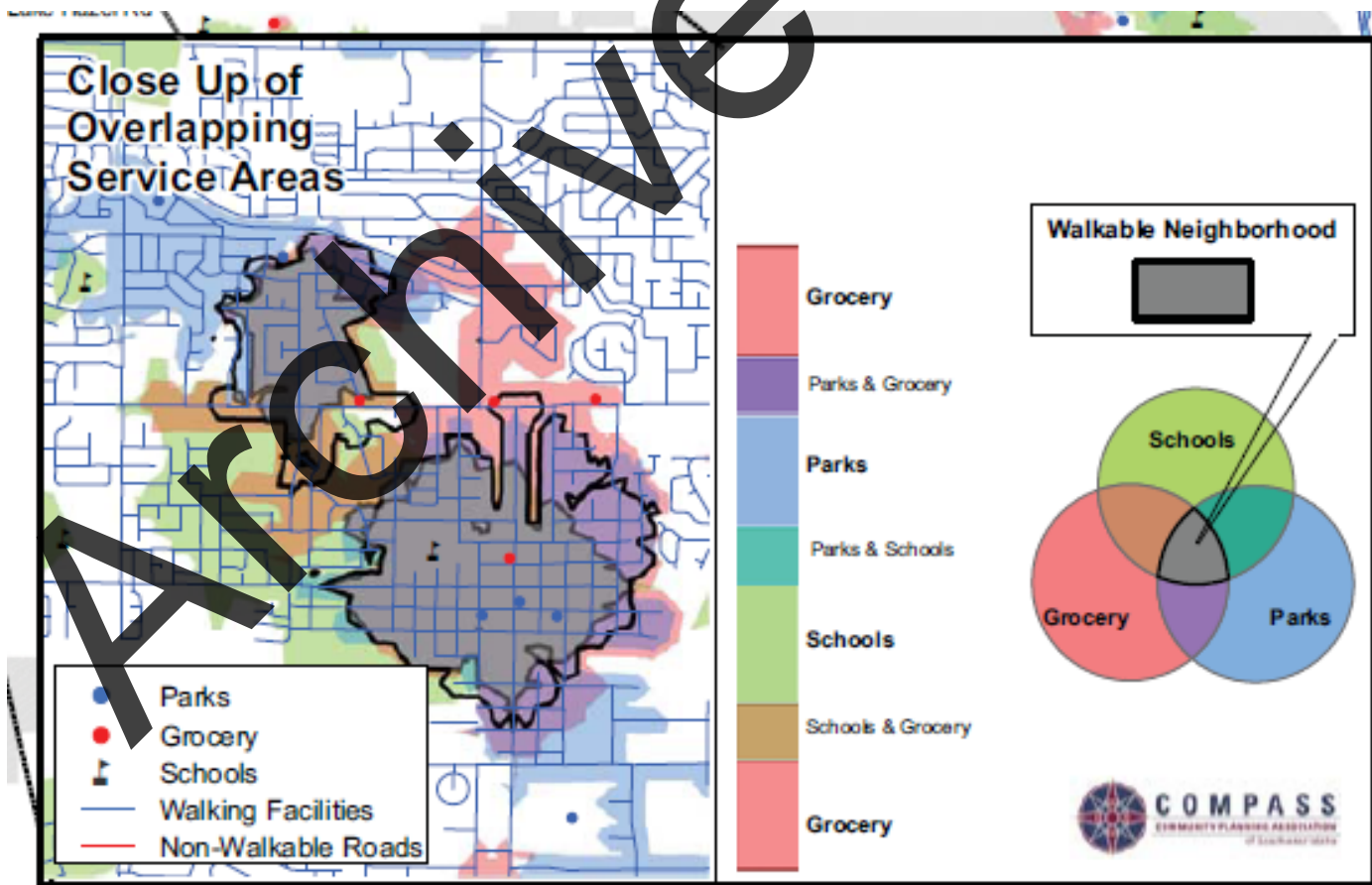
- Household Connectivity
- Population Near Transit
- Employment Near Transit
- Social Services Near Transit

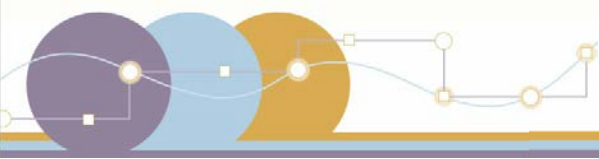
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Connectivity

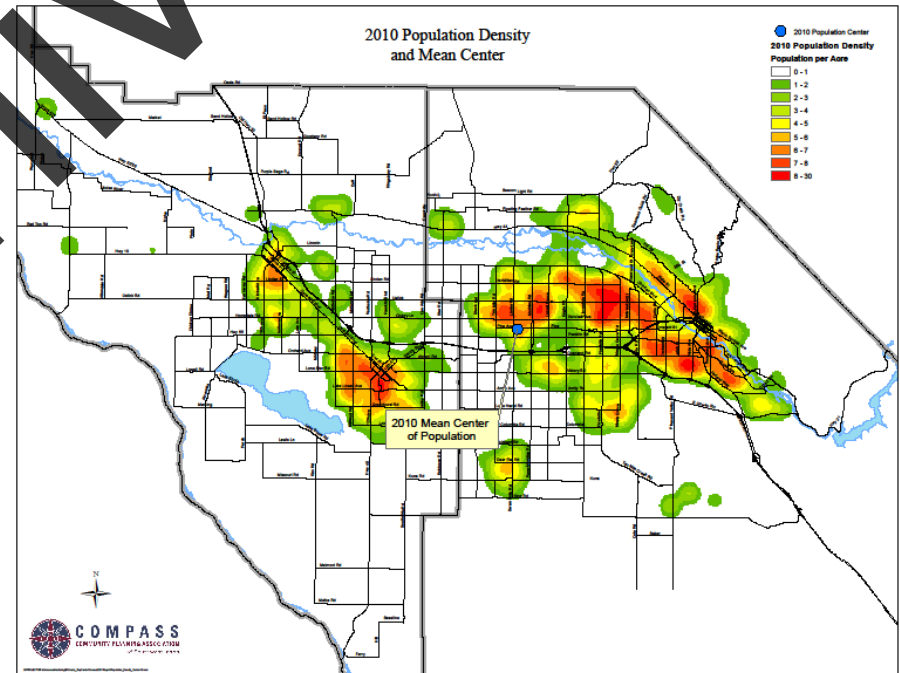




Preservation of Open Space and Agricultural Land

- Area of Impact and City Limits
- Population Density
- Open Space Density
- Employment Density

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Transportation Performance Management

City of Garden City



Balance between Jobs and Housing

Jobs to Housing Ratios:
2010: 1.3 2009: 1.4

New Jobs to New Housing Ratio:
2010: -164.5 2009: -530

Land Use Mix:
2010: 66% 2009: n/a

Major Activity Centers:
2010: 34% 2009: n/a

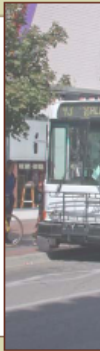


Choices in Housing

Median Housing Price (000's):
2010: \$173 2009: \$160

Housing Affordability:
2010: 59% 2009: 54%

Transit Supportive Housing:
2010: 35.4% 2009: n/a



Choices in Transportation

Peak Hour Travel Time:
2010: 24.2 minutes 2009: n/a

Transit Revenue Minutes per Capita:
2010: 4.2 2009: n/a

Park & Ride spaces per Capita (1,000):
2010: 0 2009: n/a

Vanpools per Capita (1,000):
2010: 0.9 2009: n/a

Sidewalks per roadway mile:
2010: 54.2% 2009: n/a

Bikeways per roadway mile:
2010: 14.2% 2009: n/a



Connectivity

Household Connectivity:
2010: 3.6% 2009: 4%

Housing near Transit:
2010: 58.2% 2009: 49%

Employment near Transit:
2010: 85.9% 2009: 84%

Social Services near Transit:
2010: 81.2% 2009: 95%

Route Directness Index:
2010: n/a 2009: n/a



Preservation of Open Space & Agricultural Land

Acres outside Area of Impact:
2010: 0 2009: 0

Unincorporated Acres within Area of Impact:
2010: 685 2009: 653

Population Density:
2010: 3.2 2009: 3.2

Acres of Open Space per Capita:
2010: 59.9 2009: 21.6

Employment Density:
2010: 1.8 2009: 2.1

Adopted CIM 2010?	No
-------------------	----



Balance between Jobs and Housing

Garden City's tax base is nearly equally distributed between residential and commercial uses. While no additional standards implemented or adopted in 2010, Garden City has current plans and ordinances in place that encourage mixed uses.



Choices in Housing

Garden City has not implemented or adopted any new plans or ordinances that foster choices in housing since the adoption of the 2008 Development Code. However, Garden City offers a wide variety of housing choices. The median residential tax assessed property value in Garden City is \$154,650 with one quarter of the homes valued between \$0-\$114,000 and one quarter of the homes valued between \$262,900-\$1,334,900.



Choices in Transportation

Garden City continues to participate in the Boise lead State Street Transit planning process for bus rapid transit on State Street. Additionally Garden City has put considerable effort and resources into completing and connecting greenbelt system over the past five years.



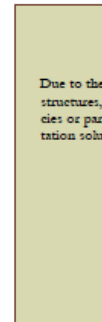
Preservation of Open Space & Agricultural Land

In April of 2010 Garden City adopted a Master Parks Plan.



Connectivity

- Participated in the 3.2 mile greenbelt extension from Eagle Road to Garden City limits to link the greenbelt from City of Eagle to Lucky Peak
- In conjunction with the City of Boise has nearly completed the 36th Street pedestrian bridge to link the greenbelt at the east end of the city.
- Applied for a grant for a pedestrian bridge to link the greenbelt from the north to south side of the river.
- Adopted Original Town Circulation Network Plan, identifying local street connectivity and a future map.



Opportunities

Due to the constraints of transportation funding structures, Garden City is reliant on land use policies or park systems to implement healthy transportation solutions within the City.

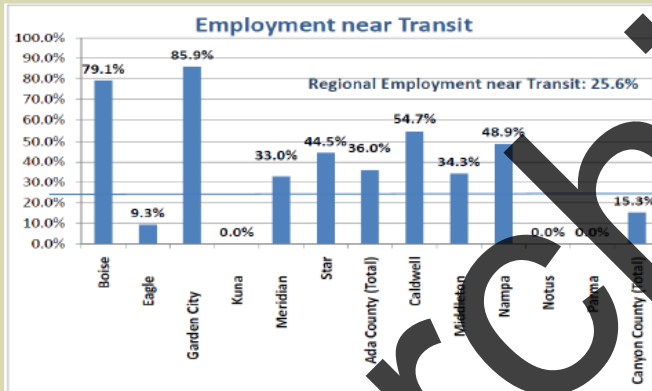
Transportation Performance Management

Employment near Transit

Snapshot:

To increase the amount of commuters who use public transit, both the household (origin) and employment site (destination) must be located nearby a transit route. This indicator looks at the percentage of jobs in a community that are within a walkable distance of a transit station. This concept also measures "smart growth" — the degree to which firms are located near public transportation nodes, thus reducing the need for car travel and increasing opportunities for physical exercise. It also shows the responsiveness of a transportation system to the needs of transit-dependent populations.

Results:



Chart/Trend:

The amount of employment within 1/4 mile of transit stops has declined since 2008.

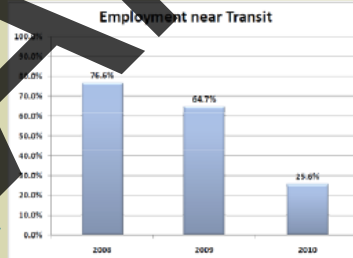
Data Definition

This indicator measures the percentage of employment within a one quarter mile pedestrian shed "of a transit route, based on network connectivity not as straight-line distance (i.e., "as the crow flies")."

Data Source:

Employment data: Idaho Department of Labor.
Transit routes: Valley Regional Transit.

Map: Page 115

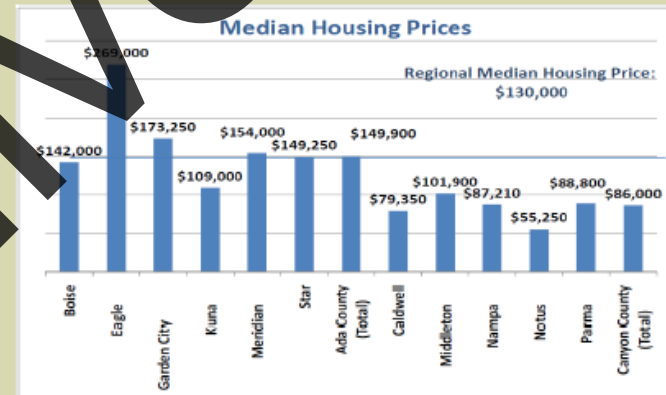


Median Housing Prices

Snapshot:

Housing prices reflect the ability of communities to provide for affordable housing in areas of choice. Changes in housing values also reflect the equity in ownership and the ability of households to enter the housing ownership market. The average regional median housing sales price for 2010 was \$133,787.

Results:



Trend/Chart

No trend is available as this year is the first for tracking median housing prices by using Intermountain Multiple Listing Service sales data. For previous data MLS listings by MLS Area were used.

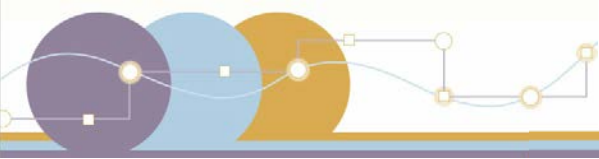
Data Definition:

For the Performance Monitoring Report, median housing prices reflect the multiple listing service median sales price over the previous year.

Data Source:

Intermountain multiple listing service.

Map: Page 104



Transportation Performance Management

Performance Monitoring Report

- 1. Measures but No Targets*
- 2. Changing Measures*
- 3. Not Directly Influencing Decisions*
- 4. Various Audiences*
- 5. Before MAP-21*

Performance Monitoring Report 2.0

- 1. Scenario Planning*
 - a. Establish Targets based on shared vision*
- 2. Meaningful Measures*
 - a. Board Approved*
 - b. Stakeholder Coordination and Buy-in*
 - c. Qualitative Review of Results*
- 3. Directly Influencing Decisions*
 - a. Implementation Grant Proposal*
 - b. Scorecard*
- 4. Something for Everyone*
 - 1. Report*
 - 2. Dashboard*
 - 3. Scorecard*
- 5. MAP-21 Compliance*

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Transportation Performance Management

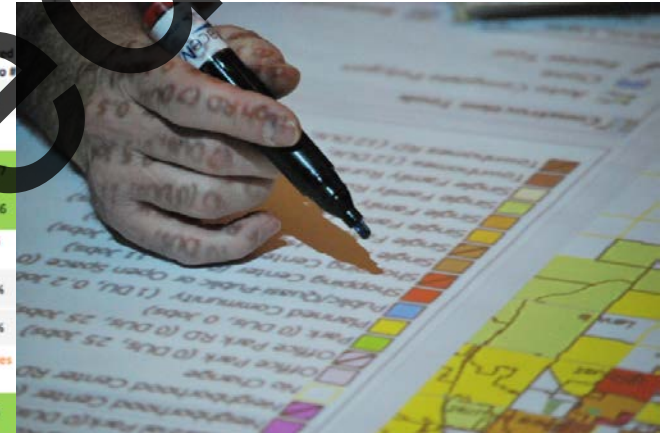
1. Scenario Planning



2040 Growth Scenarios Indicator Comparisons

	2010	Trend	Community Choices	Preferred Scenario #
Local Jobs-Housing Balance (Average of Jobs-Housing Ratios for Local Areas of Impact)	0.66	0.78	0.95	0.73
The ratio of jobs and housing in a community, which helps reduce commuting.				
Composite Population (Population + Jobs) in Downtown Major Activity Centers	44,846	49,103	69,757	83,111
Population in 2010 Major Activity Centers	54,420	63,363	74,269	87,556
The amount of people living in areas of large concentrations of jobs and housing. Major Activity Centers as defined in the COMPASS Performance Monitoring Report.				
Multifamily Percent for Total Homes	11.2%	9.8%	17.8%	14.2%
Multifamily Percent for Just New Homes Added by 2040	N/A	7.9%	26.1%	18.1%
Percent of multifamily (such as condos and apartments) is a measure of housing under the use of different housing types, which provides more choice in affordability and location.				
Average Residential Density	3.00	3.00	3.51	3.96
Average Mixed Use Score	0.33	0.29	0.37	0.39

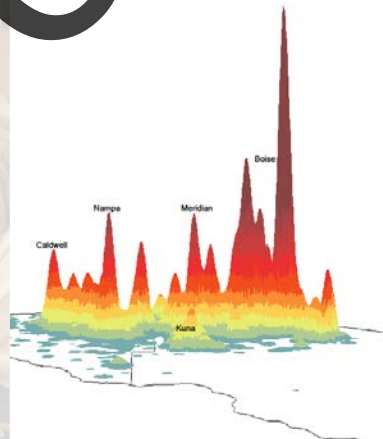
In collaboration with the community and the council for the region. A few more months.



Workshop Invitees/Interests

- Agriculture
- Bankers/Lenders
- Bike/Ped Advocates
- Business Community
- Community Groups
- Developers/Builders
- Disabled Advocates
- Economic Development
- Elderly Advocates
- Environmental Interests
- Faith-based organizations
- First Responders
- Government "watchdogs"
- Health Interests
- Healthy/Local foods
- Housing Agencies
- Leadership Team
- Local Emergency Management
- Low Income Groups
- Major Employers
- Military
- Minority Groups
- Neighborhood/Homeowner Associations
- News Media
- Non-member cities/highway districts
- Member Agencies
- Other Elected Officials
- Property Managers
- Real Estate Agents
- Recreation Groups
- Refugees/Refugee Agencies
- School Districts
- Schools
- Special Districts
- State/Fed Agencies
- Tourism/Hospitality
- Transit Groups
- Transportation/Land Use Professionals
- Universities/Trade Schools
- University Students
- Utilities
- Vanpool Users
- Youth
- Public at large

...plus entire COMPASS Board



2. Meaningful Measurement

1. Board Approved
2. Stakeholder Buy-in
3. Qualitative Review of Results

Transit

Which of these transit measures are appropriate?
Select all that apply.

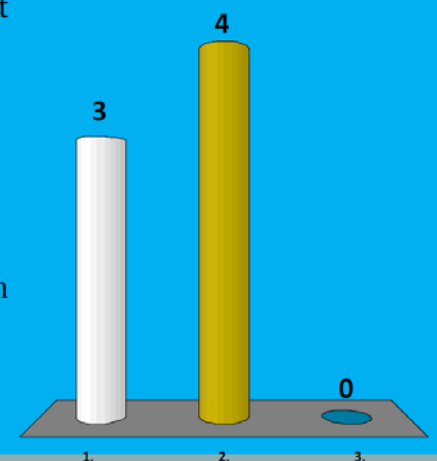
1. Annual transit ridership
2. Annual transit passenger miles
3. Passenger trips per vehicle revenue hour
4. Passenger load (ridership/capacity)

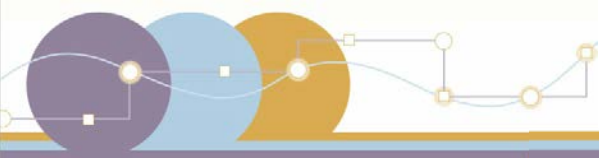


Access to Transit

Households and employment near transit are based on proximity to transit routes. Should the 2040 target be based on:

1. Existing routes
2. VRT's Valleyconnect plan
3. Something else






3. *Implementation Grant*



3. Development Review Scorecard/Checklist




Employment Center

A center for nearby employment-related business. Freight and mobility would typically be prioritized in these areas.

Features: Light industrial/manufacturing aligned along freight routes; energy-efficient buildings; perimeter office buildings serve as noise buffers to nearby neighborhoods; transit connections; extensive walkway/distance; pocket parks.

Housing: 0-20% Jobs: 80-100% Other: 5-15%




Mixed Use

Horizontal mix of land uses, including housing and employment, spread out in relatively low density. Complete streets for all users would be a priority.

Features: Mix of residential and employment areas reduce peak traffic; accommodate demands work, services, and retail walkable within a variety of modes; streets with critical mass to promote transit services; multiple transportation modes; bike and pedestrian friendly design; road design and traffic signals that reduce congestion; leverage or service road when appropriate.

Housing: 20-50% Jobs: 50-70% Other: 10-20%




Existing Neighborhood

Established neighborhoods with existing development, with different opportunities for reuse and growth than in future developments. Primarily housing lot with a few services, schools, parks, and small-scale shopping to support the neighborhood.

Features: Range of housing styles, ages, and costs; high potential; retail and services within a short distance; community gardens; transit options; sidewalks and bike lanes.

Housing: 75-95% Jobs: 5-15% Other: 10-25%




Future Neighborhood

Neighborhoods projected to be built, with different opportunities for planned development than in existing developments. Primarily housing lot with a few services, including parks, schools, and small-scale shopping to support the neighborhood.

Features: Range of housing types; services within walking distance; pedestrian pathways; parks and recreation; neighborhood gardens; road network with narrow streets, boulevards, and alleys; close to existing infrastructure and potential for transit.

Housing: 75-95% Jobs: 5-15% Other: 10-25%




Transit Oriented Development

Vertical mix of land uses, including housing and employment spread out in relatively higher densities, enabling transit services.

Features: Variety of building heights; moderate to high densities; mixed-use buildings with ground-floor retail; adaptive reuse/redevelopment potential; pocket parks and plazas; right-sized parking areas; appropriately sized roads; bike lanes; transit station access.

Housing: 20-80% Jobs: 20-80% Other: 10-25%




Small Town

Smaller area with low to medium density with opportunities for sustainable growth while maintaining a small-town feel. Primarily residential lot with local services and nearby transit on the urban area for employment and regional amenities.

Features: Main street businesses serve local needs; opportunities for age-tourism; parks and side lots; larger back yards with gardens provide local produce; "third places" for community gathering; proximity to highway.

Housing: 75-95% Jobs: 5-15% Other: 10-25%



Downtown

This area supports the highest densities and land-use mix, including housing, office, and retail jobs. Downtowns typically are centers for culture and activity. Complete streets for all users would be a priority.

Features: Mixed-use buildings, typically with ground-floor retail; restaurants and eateries with patio seating; pocket parks and plazas; variety in building height and massing; multiple transportation options; right-sized parking areas; mix of high-density housing, including affordable, workforce, market rate, and luxury and redevelopment potential.

Housing: 20-40% Jobs: 60-80% Other: 5-15%

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3. Development Review Scorecard/Checklist

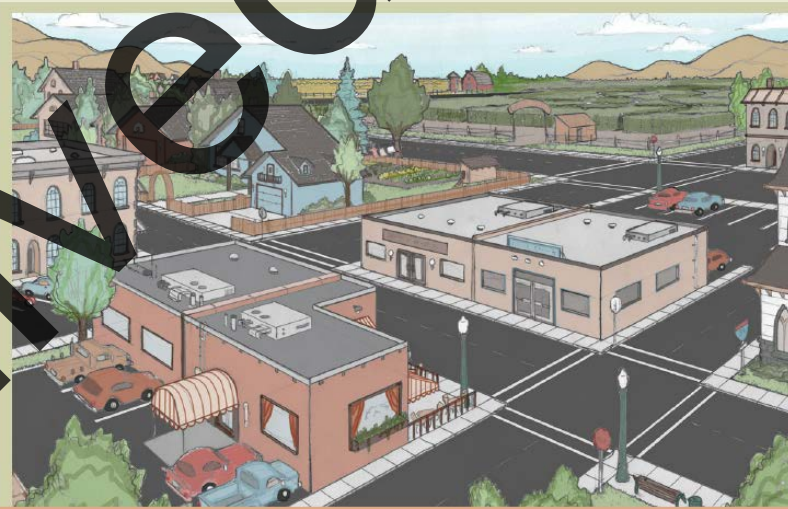


Employment Center

A center for mostly employment-related business. Freight and mobility would typically be prioritized in these areas.

Features: Light industrial/manufacturing aligned along freight routes; energy-efficient buildings; perimeter office buildings serve as noise buffers to nearby neighborhoods; transit connections; eateries within walking distance; pocket parks.

Housing: 0-20% Jobs: 80-100% Other: 5-15%



Small Town

Smaller and rural towns with opportunities for sustainable growth while maintaining a small-town feel. Primarily residential but with local services and mostly reliant on the urban area for employment and regional amenities.

Features: Main street businesses serve local needs; opportunities for agri-tourism; park and ride lots; larger back yards with gardens provide local produce; “third places” for community gatherings; proximity to highway.

Housing: 75-95% Jobs: 5-15% Other: 10-25%



5. MAP-21





Carl Miller, AICP

Community Planning Association of Southwest Idaho

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cmiller@compassidaho.org

When performance is measured, performance improves. When performance is measured and reported back, the rate of improvement accelerates. —Thomas Monson

Noteworthy Practices in Performance-based Planning and Programming (PbPP) and Transportation Performance Management (TPM)

Performance Measures That Actually Improve Performance



Jerry Benson
Chief Operating Officer
Utah Transit Authority



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Performance Measures - for What?

Policy

Operations

Archived

- Safety
- State of Good Repair
- Project Performance

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Performance Improves Through Continuous Process Improvement



"Check" = Measure, monitor, report

- Aligned measurement at all levels
- Reporting relevant to the decisions and actions of the audience (worker)
- Accountability for meeting performance targets



Aligned Performance Measures

Level	Measure	Target
State/MPO	Transportation System Safety	< 300 Fatalities
Transit System	Transit major accidents	< 1 major accident per 100,000 miles
Bus operating division	Avoidable vehicle accidents	< 1 avoidable accident per 100,000 miles
Driver team	Avoidable vehicle accidents by team members	< 2 avoidable accidents per year

Key Performance Indicator Dashboard

current at January 27, 2009 09:14

Preventable Accidents per 100,000 miles



$\leq .85$ preventable accidents per 100,000 miles

Complaints per 100,000 miles



< 7.5 complains per 100,000 miles traveled

Average Weekday Boardings



$\geq 49,000$ passengers per week day

Schedule Adherence



$\geq 80\%$ on time performance

Average Hold Time (Call Center)



≤ 1 minute hold time for a passenger calling the call center

Average Miles Between Mechanical Road Calls



$\geq 15,000$ miles between road calls

Boardings per Revenue Vehicle Service Hour



≥ 20.5 passengers

Average Cost Per Revenue Vehicle Service Hour



$\leq \$93.52$

Farebox Recovery Ratio



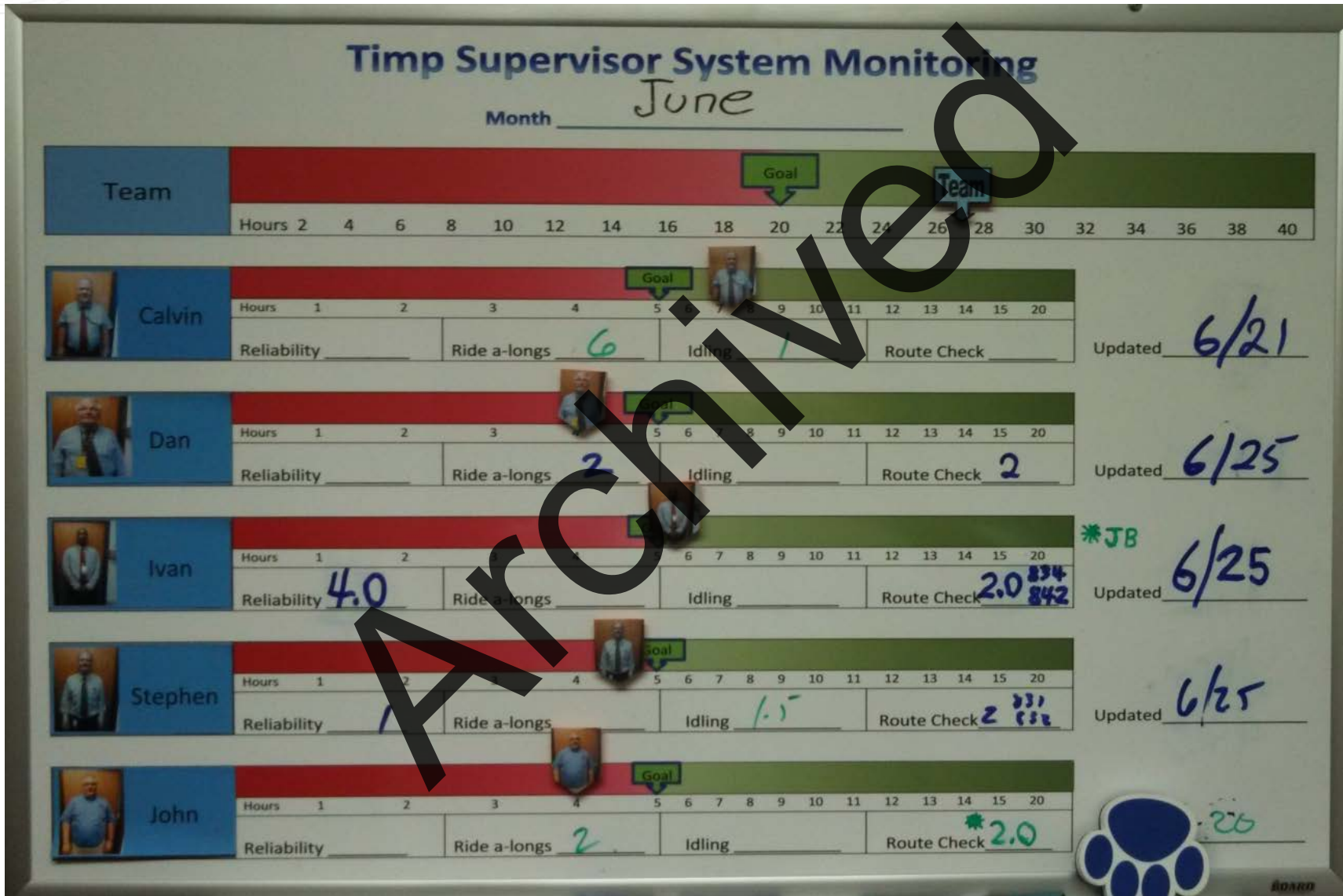
$\geq 24.95\%$ recovery ratio

Reporting Relevant to Actions and Decisions

Position	Action/Decision	Timeframe
Executive	Set policy, determine budget, develop strategy, give direction	One quarter to five years
Department Manager	Set department goals and budget, root cause analysis	One week to one year
Supervisor	Oversee daily work, direct workers, incident response	One minute to one week
Worker	Perform assigned task	One second to one day

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Reporting to Improve Performance



Reporting to Improve Performance



Reporting to Improve Performance

UTA MDC

11/15/2006 16:30:34

Bicycle (0)

Wheelchair (0)

TransDat V Mobile Data Computer

16:30:34

Wednesday Nov 15, 2006

16:24	SLCC RD...	REDWOOD RD @ 4439 S	5:54	Reset
		***SALT LAKE COMMUNITY COL...		
16:33	MEDW BR...	3900 S @ 188 W	2.29	
		***MEADOWBROOK TRAX STATI...		
16:52	MEDW BR...	3900 S @ 188 W		
17:01	SLCC BRUN	BRUIN BLVD @ 1750 W		
17:08	VALY FAIR	CONSTITUTION BLVD @ ...		

Home

Logout

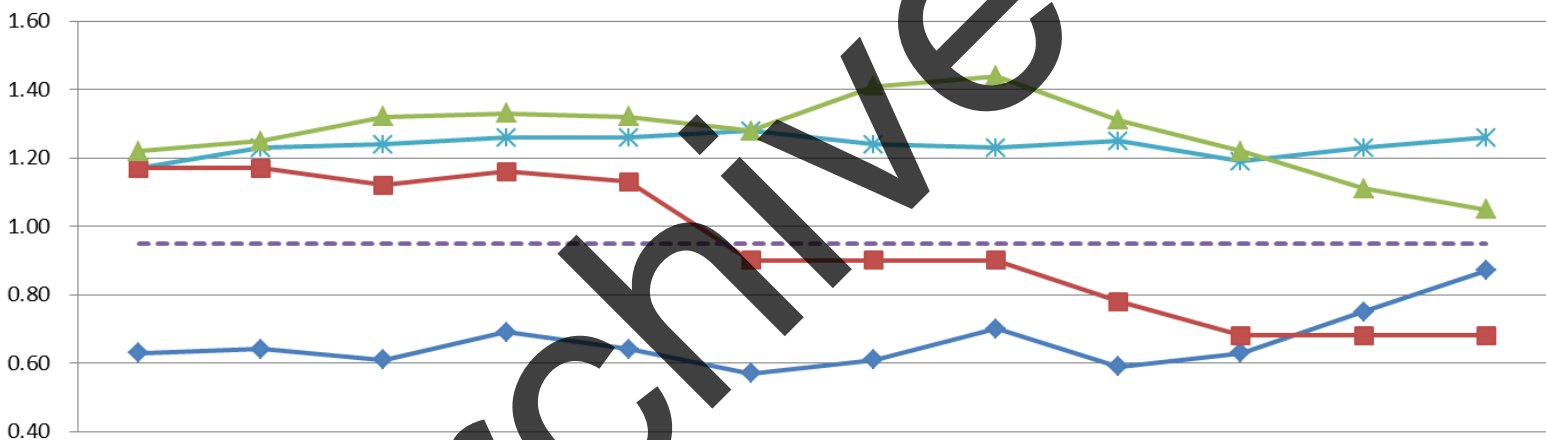
05340 0663 D 4.1.2510

Reporting to Improve Performance



Reporting to Improve Performance

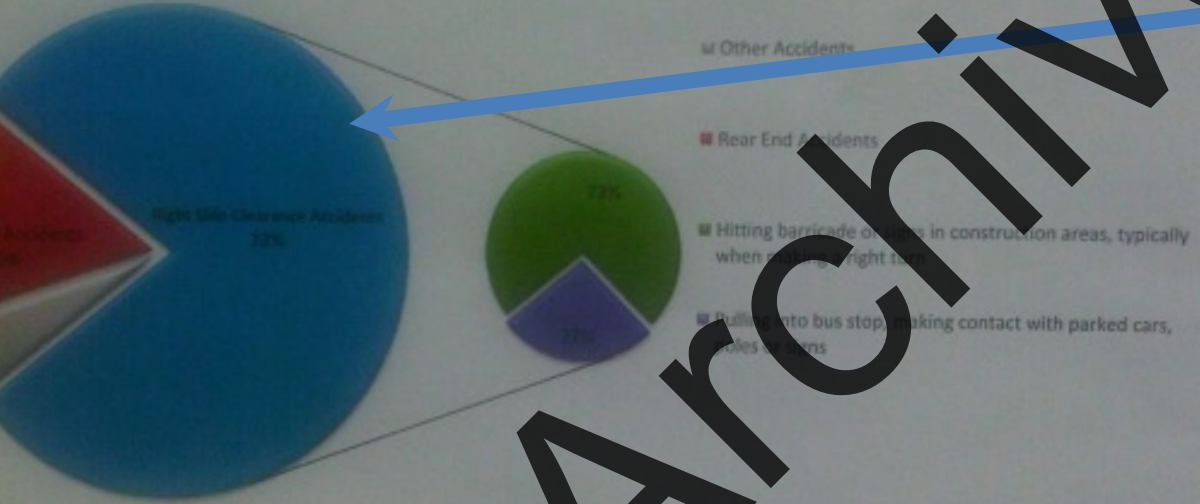
Bus Avoidable Collisions /100,000 Miles 12 Month Rolling Average



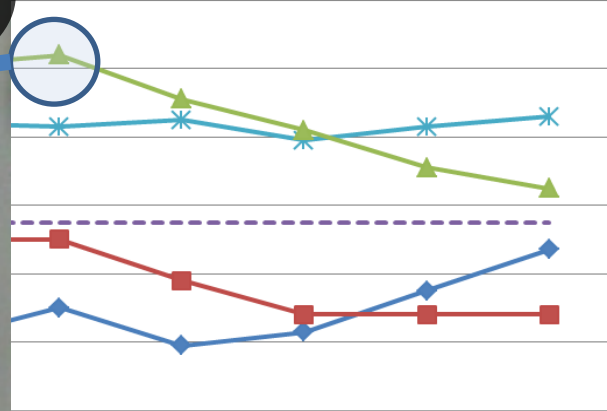
	Jun-12	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13
—*— Salt Lake	1.17	1.23	1.24	1.26	1.26	1.28	1.24	1.23	1.25	1.19	1.23	1.26
—◆— Riverside	0.63	0.64	0.61	0.69	0.64	0.57	0.61	0.70	0.59	0.63	0.75	0.87
—■— Ogden	1.17	1.17	1.12	1.16	1.13	0.90	0.90	0.90	0.78	0.68	0.68	0.68
—▲— Timpanogos	1.22	1.25	1.32	1.33	1.32	1.28	1.41	1.44	1.31	1.22	1.11	1.05
- - - Goal	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95

Reporting to Improve Performance

2012 Timpanogos Avoidable Accidents



Month Rolling Average



Jan-13	Feb-13	Mar-13	Apr-13	May-13
1.23	1.25	1.19	1.23	1.26
0.70	0.59	0.63	0.75	0.87
0.90	0.78	0.68	0.68	0.68
1.44	1.31	1.22	1.11	1.05
0.95	0.95	0.95	0.95	0.95

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Reporting to Improve Performance

KEY PERFORMANCE INDICATORS - 2013

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD
Budgeted vs Actual Expense:	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
Platform Hours:	Red	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Red
Hubo Miles:	Green	Green	Green	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
Investment per Rider:	Green	Green	Green	Green	Green	Red	Red	Red	Red	Red	Red	Red	Red
Ridership:	Green	Red	Red	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green
Miles Between Service Interruptions:	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
Reliability:	Red	Red	Green	Red	Red	Green	Green	Green	Green	Green	Green	Green	Red
Missed Trips:	Red	Red	Red	Red	Red	Green	Green	Green	Green	Green	Green	Green	Red
Avoidable Accidents per 100,000 Miles:	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red
Negative Customer Comments	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red	Red

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Reporting to Improve Performance

KEY PERFORMANCE INDICATORS - 2013

Mt. Timpanogos Maintenance Division:

- Regen performance for AUGUST of 2013
 - 21 schedule days in AUGUST
 - Total regens scheduled for the month = 101
 - Completed regens = 61
 - Pass regens = **67**
 - Fail regens = 24
 - No charts found/not performed = 10
- Performed regens and reviews by myself –
(Shawn DeWitt) = 25 for the month.

Jun Jul Aug Sep Oct Nov Dec YTD

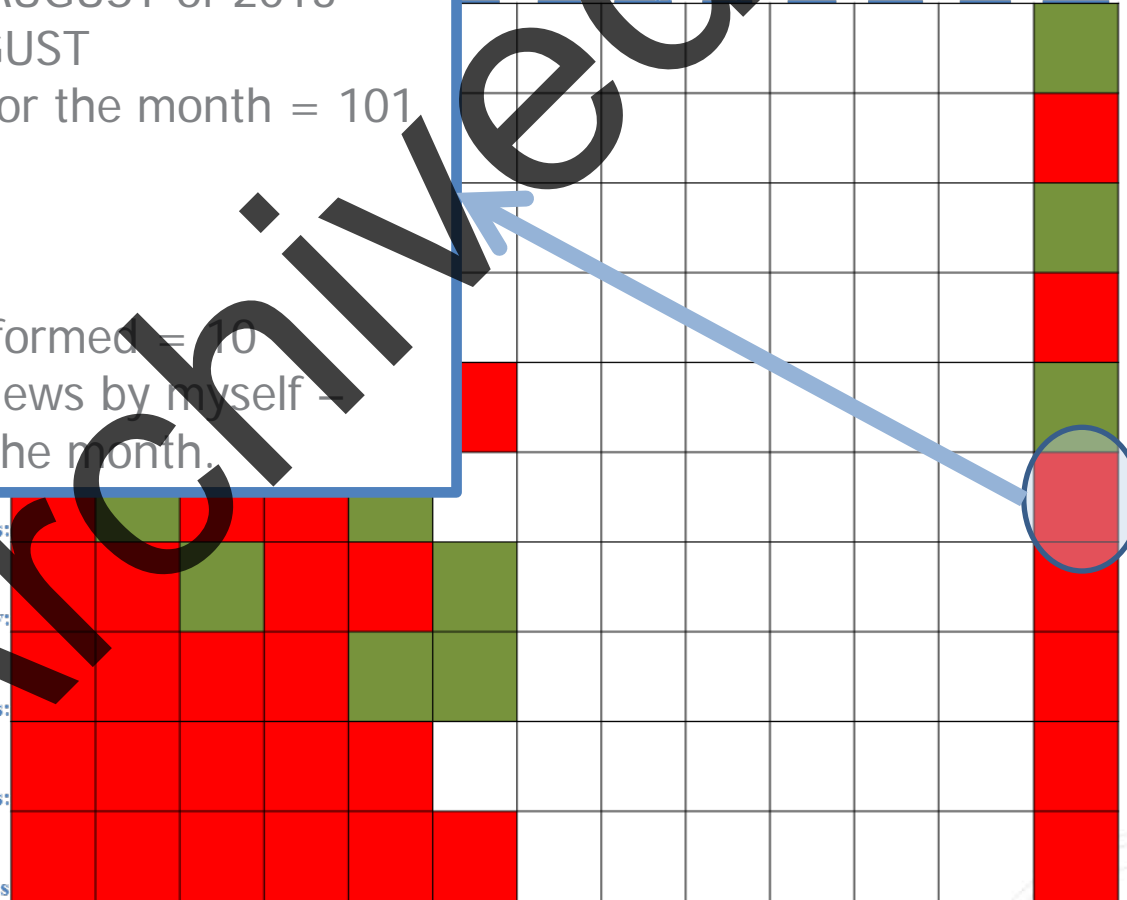
Miles Between Service Interruptions:

Reliability:

Missed Trips:

Avoidable Accidents per 100,000 Miles:

Negative Customer Comments



Accountability

- Build accountability into reporting
 - public, peer reporting, photos, etc.
- Use existing accountability tools – performance reviews, merit pay
- Celebrate and publically recognize achievers

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