

CHAPTER 10

ASSESSING PERFORMANCE OF THE TRANSPORTATION SYSTEM

Communities in Motion 2040 discusses the many issues—such as financial, current and future transportation needs, and sustainability—that have been taken into account while developing the long-range vision for the Treasure Valley. But is it possible to determine if the plan is actually working—that is, whether growth is consistent with the CIM 2040 Vision? Or, if public resources are being used as effectively as possible?

The answer is yes. COMPASS regularly gathers data on growth in the economy, jobs, building permits, and other indicators to determine the health of the valley and the potential demand on the transportation system. It shares this data with the public and with stakeholders, who use it to track progress made toward each of CIM 2040's 17 goals. To track progress, COMPASS compares the data to performance measures and targets.

COMPASS provides the data on growth in a number of reports, including:

- **Performance Monitoring Report.** This report summarizes and evaluates many factors in order to show how much progress is being made toward meeting CIM goals. The baseline performance monitoring report for CIM 2040 was posted to the

Set goals—high goals for you and your organization. When you have a goal to shoot for, you create teamwork, people working for a common good.

– Bear Bryant

Note: A glossary of terms is available at www.compassidaho.org/comm/glossary.htm. Acronyms in this document are defined in Appendix B.

COMPASS website in July 2014 and will be updated every two years. All previous performance monitoring reports are currently available [online](#).

- **Congestion Management System Report.** This annual CMP report helps transportation and land use planning entities implement congestion management strategies and projects to improve travel time, particularly in areas of high congestion. (See Chapter 6 for additional information on the COMPASS CMP.) The report also helps evaluate progress made toward managing congestion. Additionally, the information within the report serves as input into the project prioritization process for the yearly update of the [regional TIP](#).
- **Development Monitoring Report.** This report gives an overview of development activity using building permit information collected from cities and counties. Building permits are tabulated with their addresses at several levels of geography, allowing for the creation of maps and detailed analyses of specific geographic areas upon request. Annual development monitoring reports are available [online](#).

In addition, the [COMPASS Performance Dashboard](#) will display performance monitoring data for Ada or Canyon Counties.

CIM 2040 Performance Measures and Targets



Infill development, 13th Street, Boise. Photo: Diane Kushlan, as part of the *Your Treasure Valley Future Photo Challenge*.

CIM 2040 includes performance measures and targets for transportation, and also assesses land use, housing, community infrastructure, economic development, open space, farmland, and health as they relate to transportation.

Performance measures and targets were developed from several sources, and comprise those that were:

- identified by the COMPASS Board;
- created for the scenario planning process to establish the CIM 2040 Vision (Chapter 3);
- used in previous performance monitoring reports; and
- likely to be required by MAP-21.

CIM 2040 Goals

- 1. Transportation**
 - 1.1. Enhance the transportation system to improve accessibility and connectivity to jobs, schools, and services; allow the efficient movement of people and goods; and ensure the reliability of travel by all modes considering social, economic, and environmental elements.
 - 1.2. Improve safety and security for all transportation modes and users.
 - 1.3. Protect and preserve existing transportation systems and opportunities.
 - 1.4. Develop a transportation system with high connectivity that preserves capacity of the regional system and encourages walk and bike trips.
- 2. Land Use**
 - 2.1. Coordinate local land use planning, transportation planning, and development to maximize the use of existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.
 - 2.2. Recognize and more clearly define and support the regional role of all communities, including small communities.
 - 2.3. Encourage infill development and more compact growth near community-identified activity centers.
 - 2.4. Strive for more walkable, bikeable, and livable communities with a strong sense of place and clear community identity and boundaries.
- 3. Housing**
 - 3.1. Encourage mixed-use neighborhoods, town centers, and other development types that include a variety of housing options to meet the transportation and housing needs of all socio-economic groups.
- 4. Community Infrastructure**
 - 4.1. Promote land use patterns that provide Treasure Valley residents with safe, reliable, and cost-efficient infrastructure services.
 - 4.2. Promote maintenance and preservation of existing infrastructure.
- 5. Health**
 - 5.1. Promote a transportation system and land-use patterns that enhance public health, protect the environment, and improve the quality of life.
- 6. Economic Development**
 - 6.1. Develop a regional transportation system that connects communities, provides access to employment centers, and provides efficient truck, rail, and/or air freight movement throughout the Treasure Valley.
 - 6.2. Maintain the vitality of regional centers, downtowns, and main streets through continued public and private investments in new and existing business, housing, and transportation options as appropriate.
- 7. Open Space**
 - 7.1. Promote development and transportation projects that protect and provide all of the region's population with access to open space, natural resources, and trails.
- 8. Farmland**
 - 8.1. Protect and enhance transportation routes for the efficient movement of farm equipment and products.
 - 8.2. Protect agricultural land for food, fiber, and fuel production and support of other agricultural and food-related businesses.

The COMPASS Board approved initial CIM 2040 performance measures and then asked the CIM Planning Team to refine them (Figure 10.1). The Planning Team and the Public Participation Committee formed a work group to review the initial measures and targets, and made recommendations to the Board. The Board approved the final measures in December 2013.

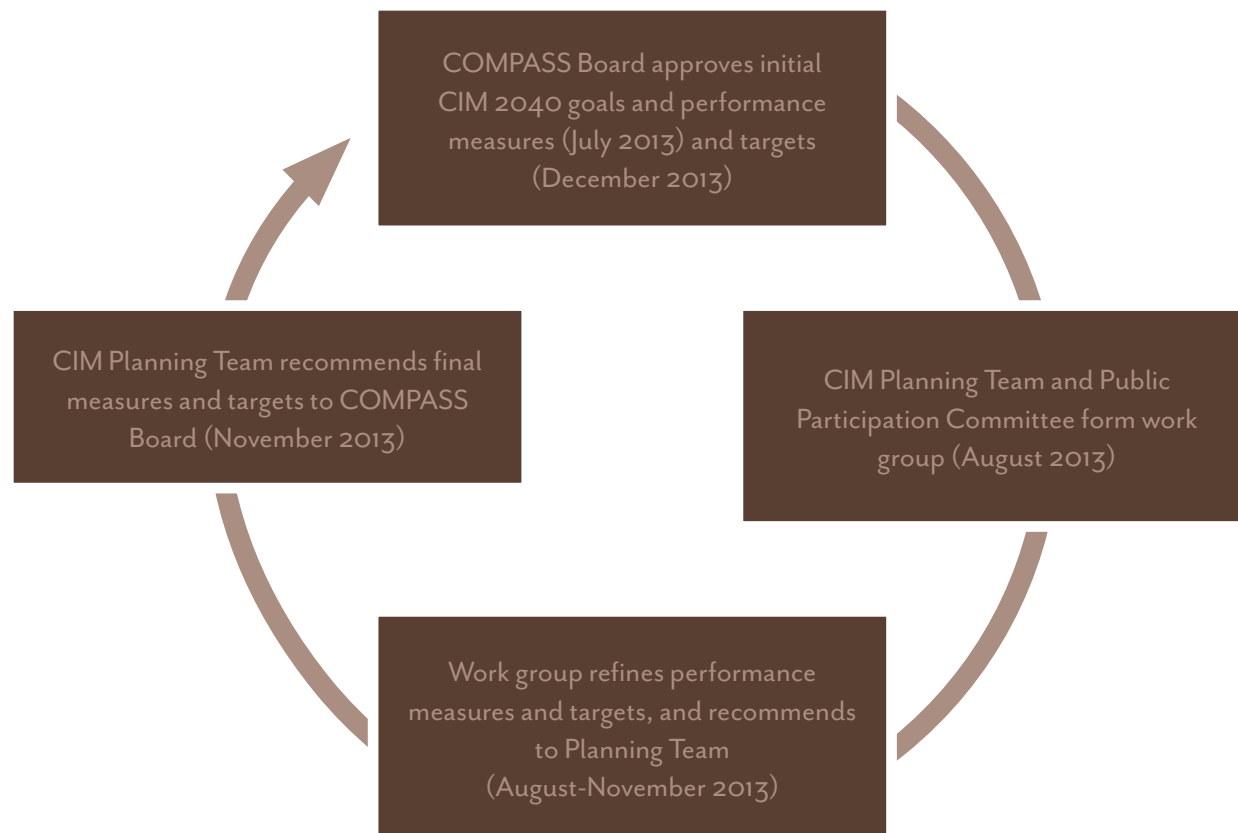


Figure 10.1. CIM 2040 performance measures and target development

The work group considered many factors as it reviewed each potential performance measure:¹

- Does it represent a key concern?
- Is it clear?
- Are data available?
- Can it be forecasted?
- Is the measure something the agency and its investments can influence?

¹ These considerations are from *Performance-Based Planning and Programming Guidebook*, FHWA, September 2013.

- Is the measure meaningful for the types of services or area?

Figure 10.2 and Figure 10.3 categorize the 56 CIM 2040 performance measures by topic area. Many of the performance measures address multiple CIM 2040 goals and MAP-21 performance areas. The full list of performance measures, their descriptions, cross-referenced goals, and baseline and target values are [online](#).

Safety	<ul style="list-style-type: none"> • Automobile: crashes, injuries, and fatalities • Bicycle: crashes, injuries, and fatalities • Pedestrian: crashes, injuries, and fatalities • Transit crashes
Infrastructure Conditions	<ul style="list-style-type: none"> • Bridge conditions • Transit vehicle replacement • Pavement conditions (pending available data) • Bicycle and pedestrian facility conditions (pending available data)
Congestion Reduction	<ul style="list-style-type: none"> • Interstate congestion • Travel time index • Duration of congestion (pending available data)
System Reliability	<ul style="list-style-type: none"> • Automobile peak hour travel time • Bicycle level of service • Pedestrian level of service • Miles of sidewalks and bikeways • On-time performance • Transit level of service • Passenger load factor (pending available data)
Freight Movement and Economic Vitality	<ul style="list-style-type: none"> • Freight travel time index • Farm-to-market travel time (pending available data) • Housing + Transportation Affordability Index (pending available data)
Environmental Sustainability	<ul style="list-style-type: none"> • Vehicle emissions
Reduced Project Delivery Delays	<ul style="list-style-type: none"> • Transportation Improvement Program (TIP) status report

Figure 10.2. CIM 2040 transportation performance measures

Land Use	<ul style="list-style-type: none"> • Jobs-housing balance • Population in downtowns • Land development consistency • Population in major activity centers • Population in infill development • Transit-supportive housing • Households near transit
Housing	<ul style="list-style-type: none"> • Housing affordability index • Location affordability index • New multi-family units • Average residential density
Community Infrastructure	<ul style="list-style-type: none"> • Acres annexed per new population • Households outside area of impact • LEED buildings
Health	<ul style="list-style-type: none"> • Household connectivity • Households near parks • Households near schools • Households near grocery stores
Economic Development	<ul style="list-style-type: none"> • Employment near transit • Economic clusters
Open Space	<ul style="list-style-type: none"> • Miles of trails and pathways • Boise River Greenbelt miles • Boise River Greenbelt access • Ratio of parks to population • Ratio of open space to population
Farmland	<ul style="list-style-type: none"> • Consumption of agricultural land • Acres of farmland

Figure 10.3. CIM 2040 other performance measures

MAP-21 Performance Requirements

MAP-21 emphasizes performance-based planning and programming to direct resources toward projects that collectively and efficiently help achieve national goals.

MAP-21 requires that MPOs collaborate with states and with public transportation providers to set targets. (MAP-21 rulemaking is still ongoing, and national and state performance measures are still forthcoming.)

MAP-21 National Goals

1. Safety: Achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. Infrastructure Condition: Maintain a highway infrastructure asset system in a state of good repair
3. Congestion Reduction: Achieve a significant reduction in congestion on the national highway system
4. System Reliability: Improve the efficiency of the surface transportation system
5. Freight Movement and Economic Vitality: Improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. Environmental Sustainability: Enhance the performance of the transportation system while protecting and enhancing the natural environment
7. Reduced Project Delivery Delays: Promote jobs and the economy; and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

Performance Measure Usage

Performance measurement reporting helps COMPASS demonstrate whether the region is meeting the goals outlined in CIM 2040 and required by MAP-21. Reporting also allows for clear communication, accountability to the public, and better decision making.

Residents and other stakeholders can track progress made toward CIM 2040 goals on the [COMPASS Performance Dashboard](#).

Local governments can use [COMPASS' development review checklist](#) to evaluate whether land development proposals support CIM goals and objectives.

Summary

The CIM 2040 performance measures and targets serve a vital role in identifying progress toward 1) achieving the plan goals (Chapter 1) and implementation policies (Chapter 11) and 2) meeting MAP-21 performance goal area requirements. They also allow for increased communication with and accountability to stakeholders and the public and provide a systematic approach to improved decision making through better information.

Over the next several decades, we are certain to get somewhere—but only by focusing on the CIM 2040 goals and objectives, and using performance measures to track progress will we identify progress toward a better quality of life for Treasure Valley residents.