

Performance Measures Report

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Appendix B. Performance Measure Report

Appendix Purpose

Federal regulations require BTPO as a Metropolitan Planning Organization to shall establish performance targets that address the performance measures or standards established under 23 CFR part 490 (where applicable), 49 U.S.C. 5326(c), and 49 U.S.C. 5329(d) to use in tracking progress toward attainment of critical outcomes for the region of the metropolitan planning organization. Additionally, BTPO uses locally development performance measures and targets to track the progress in achieving goals and objectives listed in the Metropolitan Transportation Plan (MTP).

National Transportation Performance Measure (NTPS) and Local Transportation Performance Measure (LTPS) are the two section in this report. The appendix sections identify the performance measure, current status, performance target, and projects and strategies designed to support the targets. The evaluation of the performance report along with future planned networks allows BTPO to develop projects and strategies to keep the region moving towards achieving the Metropolitan Transportation Plan (MTP) goals and performance targets.

National Transportation Performance Measure Identification and Targets

BTPO has used performance measures since 2010. The Federal Highway Act Moving Ahead for Progress in the Twenty-first Century (MAP-21) link the performance measures to the allocation of resources. The intended result of performance-based planning is to have Metropolitan Planning Organizations (MPO) and the State Department of Transportation's identify measures that monitor performance and allocate additional resources to those areas not meeting the established targets. The Fixing America's Surface Transportation (FAST) Act identifies six national performance categories which apply to the BTPO Planning area. They are:

Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

- Rate of Fatalities (five-year rolling average)
- Serious Injuries per year (five-year rolling average)
- Rate of Serious Injuries (five-year rolling average)
- Number of non-motorized fatalities and serious injuries (five-year rolling average)

Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair.

- Percentage of Pavements of the Interstate System in Good Condition
- Percentage of Pavements of the Interstate System in Poor Condition
- Percentage of Pavements of the National Highway System (NHS) in Good Condition
- Percentage of Pavement of the National Highway System in Poor Condition
- Percentage of Bridges on the NHS classified as in Good Condition
- Percentage of Bridges on the NHS classified as in Poor Condition

System Reliability - To improve the efficiency of the surface transportation system

- Percentage of Interstate System Providing Reliable Travel
- Percentage of the Non-Interstate NHS Providing Reliability Travel

Congestion— To achieve a significant reduction in congestion



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- Annual hours of delay Non-Interstate Arterials and Collectors
- Percentage of Arterials and Collectors operating below acceptable Level of Service

Freight Movement and Economic Vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

- Percentage of the Interstate System Mileage Providing for Reliable Truck Travel Time

Transit Assist Management – To improve the condition of transit capital assists.

- Equipment - The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their Useful Like Balance (ULB)
- Rolling Stock – The percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB
- Facilities – The percentage of facilities within an asset class, rated below adequate condition (rating of 3) on the Transit Economic Requirement Model (TERM) scale

Public Transportation Safety Plan

On July 19, 2018, Federal Transit Administration (FTA) published the final rule on public transit safety performance measures. The effective date of the rule is July 19, 2019, and performance measures are required by July 2020. The safety plan requires transit agencies and MPOs to establish performance targets for fatalities, injuries, safety events, and system reliability. BTPO is coordinating with the Idaho Transportation Department and the Pocatello Regional Transit to identify these performance targets. Reporting of progress will occur during the next update of the MTP.

Table 1 lists the national performance measure summary, and Table 2 lists the Public Transportation performance measures. The summaries include baseline data, targets, and when BTPO reports progress in meeting the targets. The definition of each column in Table 2:

Performance Measure Name: An expression based on a metric, used to establish targets and to determine progress towards achieving established targets.

Performance Metric: A quantifiable indicator of performance or condition.

Reference: The Federal Code references for each performance measures.

Base Date: The date the performance measures data was first collected

State Target: The Idaho Transportation Department Target and date approved

BTPO Target: The Bannock Transportation Planning Organization Target and date approved

Reporting Period: When will the reporting of progress in meeting targets be reported. The two periods are annual in the Transportation Improvement Program (TIP) and every four years in the MTP. The federal rules making is still not clear, but some measures might require a two-year reporting period.



Figure B-1 National Performance Measures Summary by Category

Performance Measure Name	Performance Metric	Reference	Base Data	State Target	BTPO Target	Progress Reporting
Safety						
Fatalities Per Year	Fatalities	23 CFR § 490.207(a)(1)	State 193 (2015)	188 (8/31/18)	Support State Target (2/28/18)	TIP
Rate of Fatalities	Fatalities per 100 million VMT	23 CFR § 490.207(a)(2)	State 1.21 (2015)	1.14 (8/31/18)	Support State Target (2/28/18)	TIP
Number of Serious Injuries Per Year	Serious Injuries	23 CFR § 490.207(a)(3)	State 1302 (2015)	1.239 (8/31/18)	Support State Target (2/28/18)	TIP
Rate of Serious Injuries rate	Serious Injuries per 100 million VMT	23 CFR § 490.207(a)(4)	State 8.31 (2015)	7.49 (8/31/18)	Support State Target (2/28/18)	TIP
Number of non-motorized fatalities and serious injuries	Non-motorized fatalities or serious injuries	23 CFR § 490.207(a)(5)	State 115 (2015)	120 (8/31/18)	Support State Target (2/28/18)	TIP
Infrastructure Condition						
Percent of Pavements of the Interstate System in Good Condition	Percentage	23 CFR §490.307(a)(1)	State 50.70% (2017) BTPO 39.40% (2017)	50% (5/20/18)	Support State Target (11/16/18)	MTP



Performance Measure Name	Performance Metric	Reference	Base Data	State Target	BTPO Target	Progress Reporting
Percent of Pavements on the Interstate System in Poor Condition	Percentage	23 CFR §490.307(a)(2)	State 1.4% (2017) BTPO 0.0% (2017)	4% (5/20/18)	Support State Target (11/16/18)	MTP
Percent of Pavements on the Non-Interstate National Highway System in Good Condition	Percentage	23 CFR §490.307(a)(3)	State 46.01% (2017) BTPO 46% (2017)	50% (5/20/18)	Support State Target (11/16/18)	MTP
Percent of Pavements of the Non-Interstate National Highway in Poor Condition	Percentage	23 CFR §490.307(a)(4)	State 2.1% (2017) BTPO 0.0% (2017)	8% (5/20/18)	Support State Target (11/16/18)	MTP
Percent of bridges on NHS classified as in Good condition	Percentage of total deck area	23 CFR § 490.407(c)(1)	State 18.94% (2017) BTPO 19.62%	19% (5/20/18)	Support State Target (11/16/18)	MTP 19% (2018)
Percent of bridges on NHS classified as in Poor condition	Percentage of total deck area	23 CFR §490.407(c)(2)	State 2.31% (2017) BTPO 8.72% (2017)	3% (5/20/18)	Support State Target (11/16/18)	MTP 2.3% (2018)
System Performance						



Performance Measure Name	Performance Metric	Reference	Base Data	State Target	BTPO Target	Progress Reporting
Percentage of Person Miles Traveled on the Interstate that are reliable	Level of Traffic Time Reliability (LOTTR) is the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile). Segments with a LOTTR ratio over 1.5 are considered not-reliable	23 CFR §490.507(a)(2)	State 96.7% (2018) BTPO 100% (2018)	90% (5/20/18)	Support State Target (11/16/18)	MTP
Percentage of Person Miles Traveled Non-Interstate NHS that is reliable	Level of Traffic Time Reliability (LOTTR)	23 CFR § 490.507(a)(2)	State 88.7% (2018) BTPO 74.6% (2018)	70% (5/20/18)	Support State Target (11/16/18)	MTP
Truck Travel Time Reliability Index (TTTR) Interstate	Truck Travel Time Reliability Index (TTTR) The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment.	23 CFR § 490.607	State 1.18 (2018) BTPO 1.20 (2018)	1.30 (5/20/18)	Support State Target (11/16/18)	MTP



Figure B-2 Public Transportation Performance Measures

Performance Measure Name	Metric	Reference	Effective Date	State Target	PRT Baseline (2018)	MPO Target	Progress Reporting
Equipment	The performance measure for non-revenue, support-service and maintenance vehicles equipment is the percentage of those vehicles that have either met or exceeded their ULB	CFR 49 625.43(a)	10/1/2016	62% Exceed ULB 10/2/2018	100% of equipment exceed ULB	Support State Target	MTP
Rolling Stock	percentage of revenue vehicles within a particular asset class that have either met or exceeded their ULB.	CFR 49 625.43(a)	10/1/2016	23% Exceed ULB 10/2/2018	38% ULB	Support State Target	MTP
Facilities	Percentage of facilities within an asset class, rated below condition three (3) on the TERM scale	CFR 49 625.43(a)	10/1/2016	21% of facilities with a rating less than 3 on TERM Scale 10/2/2018	0.0%	Support State Target	MTP



Evaluation of Efforts to Reach National Performance Targets

Safety

BTPO has agreed to support the Idaho Transportation Department's Target for all five safety targets. BTPO has supported the targets by encouraging agency partners to apply for safety projects for high crash locations. The City of Pocatello completed Jefferson and Alameda Safety Improvement Project in 2017. The intersection improvement of E. Benton Street and S. 2nd Avenue, completed in 2016, shows a drop of 91.7 (Pocatello, 2019). Idaho Transportation Department completed in summer 2018 a signalization on Highway 30 and Philbin Street. Both intersections had a history of fatal and serious injuries.

The Bicycle and Pedestrian Master Plan identified several strategies to improve bicycle and pedestrian safety. BTPO and regional partners sponsored two Looking Glass Academy training (2018 and 2019). The training provided professional and residents the tools needed to evaluate sidewalk conditions and to identify deficiencies.

Objective 1G focuses on the reduction of number and severity of crashes within the planning area. BTPO will continue to work with member agencies in identifying potential problem areas and encourage projects aimed at the reduction of crashes. BTPO will include in work plan a study to identify potential projects by evaluating the crash types and potential control measures to provide a list of potential locations for member agency to develop projects.

Infrastructure Condition

ITD established targets for the six performance measures in November 2018. BTPO has supported the maintenance projects within the planning area. Goal 2 supports the preservation of existing facilities.

System Performance

ITD established targets for the three performance measures in November 2018. Two of the measures are related to the interstate system. BTPO has worked with ITD on planned interstate improvements to ensure the projects will not reduce the reliability of the National Highway System. BTPO completed the Yellowstone Corridor Study in 2016. That study identified ways to improve reliability on Yellowstone, which contains the only segments in the planning area with poor reliability. A combined project in May 2019 retimes the signals on Yellowstone to Pole Line Road. This effort should improve reliability in the planning area and support ITD's targets.

Transit Assist Management

ITD and Pocatello Regional Transit set Transit Assist Management (TAM) targets in October 2018. BTPO and PRT completed a Long-Range Transit Plan in 2016 which identified policies to improve the condition of buses within the planning area. The FY 2018 TIP included six new buses which arrived in 2019. These buses and others planned should allow PRT to reduce the percentage of rolling stock above the ULB threshold.



Local Performance Category and Measures

The 2045 MTP identified five of the categories identified in the FAST Act, but also identified were additional measures needed to track the process of goals and strategies identified in the MTP. Infrastructure condition, system reliability, active transportation, network accessibility, and environmental sustainability are the additional categories added to the 2040 MTP list. The 2045 MTP continues to work toward meeting targets in the following areas:

Infrastructure Condition (MTP Measures of Physical Condition) – To maintain the highway infrastructure asset system in a state of good repair

- Percent of Pavements of Collectors and Arterial not on the NHS in Good Condition
- Percent of Pavements of Collectors and Arterial not on the NHS in Poor Condition
- Percentage of Bridges not on the NHS classified as Structurally Deficient
- Percentage of Bridges not on the NHS classified as in Good Condition
- Percentage of Bridges not on the NHS classified as in Poor Condition

System Reliability – To improve the efficiency and reliability of the surface transportation system

- Percentage of Arterial Corridors Un-congested
- Percentage of Arterials Corridors operating at acceptable Travel Time Reliability
- Percentage of Arterials and Collectors operating below acceptable Level of Service
- Percentage of Traffic Signals operated below acceptable Level of Service

Active Transportation– Provide multi-modal options that support a safe, active, and healthy community.

- Percentage of commute trips via non-single occupant vehicles
- Average Bicycle and Pedestrian Counts at Autonomous Traffic Count Stations
- Transit Ridership Fixed Route
- Transit Ridership Demand Response
- Boardings per hour on Fixed Routes

Network Accessibility – Active *transportation network* connectivity

Percentage of non-Interstate Arterials and Collectors with Pedestrian Accommodations

- Percentage of Local Road Pedestrian Accommodations
- Percentage of Bicycle Network Complete
- Pedestrian Non-Interstate Collectors and Arterials with ADA curb Returns

Environmental Sustainability -

- The annual amount of emissions for pollutants identified in the State Implementation Plan Transportation Air Quality



Infrastructure Condition

Performance Measure	Performance Metric	Methodology Summary	Threshold	Baseline Year	Baseline Measure	MTP 2045	Target
Percent of Pavement of Non-NHS Collectors pavement in good condition or better	Pavement Condition Index	Average PCI is calculated for each road segment separately. Rating fall between 0 and 100	Greater than 85	2013	74.2%		80%
Percent of Pavement of Non-NHS arterials pavement in poor condition	Pavement Condition Index	Average PCI is calculated for each road segment separately. Rating fall between 0 and 100		2013	79.8		80%
Percentage of Bridges not on the NHS classified as Structurally Deficient	Deficiency Rating	23 CFR § 490.407	Structurally Deficient	2012	17.4%	14.8% (2018)	Less than 10%
Percent of Bridges not on the NHS classified as in Good or better condition	Decks, superstructure and substructure ratings	23 CFR § 490.407 Bridges are classified in Good condition when all sections of the bridge report (deck, superstructure, and substructure) are above a 6 rating	Above 6 in all three rating sections	2014	15%	16%	25%



Percent of Bridges not on the NHS classified as in Poor Condition	Percent of bridge decks, superstructure or substructure in Satisfactory condition or better condition.	23 CFR § 490.407 Bridges are classified as in poor condition when any of the sections of the bridge report (deck, superstructure, and substructure) rated at 4 or lower	Any section in bridge report below 4	2014	15%	36% (2018)	20%
System Reliability							
Percentage of Arterial Corridors Reliable	Planning Time Index (95 th percentile travel time /divided by the base travel time or the 85 th percentile travel speed from 8:00 - 2:00 am	The mileage of arterial corridors which has a TTI of 1.5 or less divided by the total mileage of arterial corridors. (Velocity Iteris Software)	1.5	2018	61%	61%	80%
Percentage of Arterials Corridors operating at acceptable travel time Level of Service	Planning Time Index (85 th percentile travel time /divided by the posted speed limit	Mileage of system above LOS D	LOS D Principal Arterials LOS C Minor Arterials and Collectors	2018	98%	98%	90%
Congestion							



Annual Vehicles hours of delay Non-Interstate Collectors and Arterials	Vehicle hours of delay due to traffic signals	Reported from BTPO's Synchro traffic simulation model. The Measures of effectiveness report determines the total hours of delay. The report calculates the seconds of delay for each vehicle for every signalized intersection within the system. The seconds of delay is multiplied by the number of vehicles in the network. BTPO defines the PM Peak hour from 5:00 to 6:00 pm.	None	2016	PM Peak Hour 564	PM Peak Hour 513 (2018)	At or below baseline (does not include outline intersection)
The Percentage of Collectors and Arterials with PM Volume to Capacity Ratio above or equal to 0.80.	PM Peak Volume to Capacity ratio	Roadway Volume divided by the Capacity of the roadway by functional classification based on travel demand model output.	Collectors = 0.80; Arterials = 0.90	2012	Collector 2.3% Arterial 3.5% Interstate 1.8%	Collector 1.9% Arterial 3.0% (2018)	Collector < 30% Arterial < 45% Interstate < 20%
Active Transportation							
The percentage of commute trips via non-single occupant vehicles	Commute mode split	The total number of workers divided by the number who did not drive alone.	Single Occupant Vehicle	2007 - 2011	20.5%	23% (2012-2016)	30%



Transit Ridership Fixed Route	Unlinked Passenger Trips	Date as reported to the NTD Excel table T19_Op_Stats_service.xls	None	2012	334,100	231,121 (2017)	699,531
Transit Ridership Demand Response Route	Unlinked Passenger Trips Demand Response	Date as reported on the NTD Excel table T19_Op_Stats_service.xls	None	2012	101,700	76,432 (2017)	105,000
Boardings per Revenue hour on the fixed route	Boardings	Calculated from NTD data total annual unlinked vehicle revenue hours	None	2012	14.8	10.4 (2017)	14.8
Network Accessibility							
Percentage of non-Interstate Arterials and Collectors with Pedestrian Accommodations	Miles of Sidewalk on collectors and arterials	Total centerline Non-interstate collector and arterial miles with the sidewalk (one side) or shared-use path x 100/Total centerline collector and arterial miles	None	2012	26.5	46% (2018)	100%
Percentage Local Roads with Pedestrian Accommodations	Miles of Sidewalk on collectors and arterials	Total centerline collector and arterial miles with sidewalks or shared-use path x 100/Total centerline collector and arterial miles	None	2018	54%	54% (2018)	85%
Percentage of Bicycle Network completed	Bicycle lanes, separated multi-use path, bicycle routes, or wide curb lane.	The total centerline of bike lanes, shared-use path, bicycle routes, or wide curb lanes /Total centerline miles identified in the Bicycle Network	None	2014	30.9%	27% (2018)	100%



Percentage of non-Interstate Collectors and Arterials with ADA Curb Returns	ADA Compliant curb returns	Calculated from the BTPO GIS system. Access Board guidelines are used to inventory each curb ramp every three years	ADA Compliant Ramp	2016			
Environmental Sustainability							
Transportation Air Quality	tons of on-road mobile source criteria air pollutants	Calculated within the MOVES2014 air quality model	Calculated within the MOVES2014 air quality model	2011	PM ₁₀ = 415 NO _x = 1,364 VOC = 603	PM ₁₀ = 396 NO _x = 132 VOC = 140	PM ₁₀ = 498 NO _x = 856 VOC = 651



Evaluation of Efforts to Reach Local Performance Targets

Infrastructure Condition

Three bridges not on the NHS system were included in the Transportation Improvement Program from 2015 to 2019. BTPO is continuing to work with member agencies to apply for bridge improvement funds. The City of Pocatello applied in 2019 for improvements to Custer Street bridge over the Portneuf River. The bridge is currently listed a fair condition.

System Reliability

BTPO updated the Yellowstone Corridor Study in 2017. As part of the study, a new coordination plan was developed. The implementation of the coordination plan begun in 2019. BTPO continued to work with regional partners to upgrade the regional traffic control center. Performance management software was installed in 2017, which allow for better tracking of travel times and decreases response time to system issues.

Congestion

The system reliability section outlines the activities related to congestion. Both the annual vehicle hours of delay and volume to capacity performance measures are below the target.

Active Transportation

BTPO encourages commuting to work through the annual Portneuf Bike to Work event. BTPO also updated in February 2019 the Bicycle and Pedestrian Master plan which increased the planned number of bicycle facilities. The 2012 -2016 American Community Survey showed an increase of 2.5% from the 2017-2011 numbers.

Network Accessibility

Local agencies have continued to improve and install sidewalks in residential areas. The baseline data for half of the measures needed to be updated to 2018 due to changes in the collection method.

Environmental Sustainability

BTPO has updated the conformity determination four times since 2015. In each case, the region is below the Motor Vehicle Emissions Budget. BTPO works with Idaho Department of Environmental Quality and local partners to continue to work towards the improvement of air quality in the region.

Pocatello, C. o. (2019). Number of Crashes at Benton St. and 2nd Ave. Reduced by 91.67% [Press release]. Retrieved from <https://www.pocatello.us/CivicAlerts.aspx?AID=966>