



# STIP Performance Report

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May STIP Revision

TPP, Division

## TxDOT's 2019-2022 STIP System Performance Report

Pursuant to the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

In 2016 the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning Metropolitan Transportation Planning Final Rule. (Ref: 23 CFR 450.314). This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In February 2018, the Texas Department of Transportation Commission (TxDOT Commission) approved by Minute Order 115152 the transportation system goals, strategies, performance measures and 10-year targets. The transportation system goals and strategies were adopted by the commission in May, 2016 as part of the 2019-2023 Strategic Plan; Table 1 below. The performance measures and 10 year targets were presented to the TxDOT Commission in January 2018. Attached is a Minute Order addressing TxDOT Commission adoption of performance measures and targets relevant to the Statewide Long Range Transportation Plan (LRTP), Unified Transportation Program (UTP) and Statewide Transportation Improvement Program (STIP).

Table 1.

| Strategic Plan Goal         | Performance Vision   | Key Performance Measure (KPM)                  | Projected 2027 Outcomes | 2027 Target* |
|-----------------------------|--|--|-------------------------|--------------|
| Promote Safety              | Reduce crashes and fatalities through targeted infrastructure improvements, technology applications, and education           | Safety: Fatalities/Yr                          | 4,120                   | 3,708        |
|                             |  | Safety: Fatality Rate                          | 1.36                    | 1.16         |
| Preserve our Assets         | Maintain and preserve system/asset conditions through targeted infrastructure rehabilitation, restoration and replacement.   | Preservation: Pavement Condition               | 88.0%                   | 90%          |
|                             |  | Preservation: Statewide Bridge Condition Score | 89.1%                   | 90%          |
| Optimize System Performance | Enhance mobility, reliability, connectivity & mitigate congestion through targeted infrastructure & operational improvements | Congestion: Urban Congestion Index             | 1.23                    | 1.20         |
|                             |  | Connectivity: Rural Reliability Index          | 1.12                    | 1.12         |

In October 2018 TxDOT submitted the State's official Biennial Performance Report for Performance period 2018-2021 to FHWA; those measures and targets are attached.

In accordance with the Planning Rule, TxDOT for the past two years has worked closely with its division, districts and the MPOs to configure (and train users) on a multi objective decision analysis (MODA) that uses data from TxDOT's (and MPOs' data where applicable) management systems for pavement, bridges, crash data, roadway inventory and project specific descriptive data to score and rank projects based on cost and anticipated performance. This tool has been made available to all TxDOT, MPO, and Council of Governments (COG) employees for the purpose of optimizing programs of projects to achieve performance targets adopted by TxDOT and MPOs.

TxDOT's planning and programing activities are guided by four key documents: Texas Transportation Plan 2040 (TTP 2040), Unified Transportation Program (UTP), and Statewide Transportation Improvement Program (STIP). These documents are described briefly as follows.

- TTP / SLRTP – The official, Statewide, multimodal transportation plan covering no less than 20 years developed through the Statewide transportation planning processes
- UTP – TxDOT's ten-year intermodal program of transportation projects, consistent with the LRTP and planning processes as well as metropolitan plans, TIPs, and processes.
- STIP – A Statewide prioritized listing of transportation projects covering a period of four years that is consistent with the LRTP, metropolitan transportation plans (MTP), and transportation improvement plans (TIP), and is required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53.

TxDOT is currently developing the new long-range transportation plan, Texas Transportation Plan 2050. The new plan's goals and objectives (draft) are shown in the table below. The TTP 2050 will set the direction for the future of Texas' multimodal transportation system by informing investment strategies tailored to make progress toward TxDOT's performance goals and objectives. TTP 2050 will provide an objective and transparent decision-making framework, better manage transportation infrastructure, prioritize multimodal needs, and align resources to achieve the most beneficial performance outcomes to meet long-term goals and objectives.

## Draft Texas Transportation Plan 2050 Goals and Objectives



|   |  |   |
|---|--|---|
|  <p><b>Enhance Safety</b></p> <ul style="list-style-type: none"> <li>• Design and build infrastructure to reduce crashes and lessen crash severity</li> <li>• Improve incident response times</li> <li>• Promote safe driving, bicycling, and pedestrian activities</li> <li>• Coordinate with law enforcement</li> </ul>  |  <p><b>Maintain our Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Preserve structural integrity</li> <li>• Provide smooth roads</li> <li>• Keep transit fleet running and devices operating</li> <li>• Reduce long-term costs</li> <li>• Mitigate asset risks</li> <li>• Integrate resilience into planning and project considerations</li> </ul> |  <p><b>Optimize Movement</b></p> <ul style="list-style-type: none"> <li>• Reduce congestion</li> <li>• Improve travel time reliability</li> <li>• Connect the system across modes</li> <li>• Implement technology and alternative strategies that reduce peak demand</li> <li>• Ensure freight can move efficiently</li> <li>• Strengthen connections from population clusters to job and economic activity centers</li> </ul>                            |
|  <p><b>Protect and Preserve the Human and Natural Environment</b></p> <ul style="list-style-type: none"> <li>• Protect cultural, natural, and historic resources</li> <li>• Enhance communities' quality of life through infrastructure and design choices</li> <li>• Incorporate environmental resource considerations early in the planning process</li> <li>• Minimize adverse impacts from construction and use</li> </ul> |  <p><b>Efficiently Deliver the Right Projects</b></p> <ul style="list-style-type: none"> <li>• Reduce user costs</li> <li>• Maintain sustainable funding</li> <li>• Improve analytic capabilities to maximize the value of investments</li> <li>• Fairly distribute transportation benefits and costs</li> </ul>  |  <p><b>Invest in People</b></p> <ul style="list-style-type: none"> <li>• Value our employees</li> <li>• Communicate effectively with customers</li> <li>• Be accountable and transparent in decision-making</li> <li>• Solicit feedback from the public and stakeholders</li> <li>• Inform the public and stakeholders on costs, funding, and investment tradeoffs</li> <li>• Improve coordination with all planning partners and stakeholders</li> </ul> |

Round 1 Public Outreach January through March 2019

## TxDOT Highway Safety Performance Measures (PM)

Effective April 14, 2016, the FHWA established the highway safety performance measures; 23 CFR Part 490, Subpart B, to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

The Texas Department of Transportation established the statewide safety targets to support the Strategic Highway Safety Plan (SHSP) and the Highway Safety Improvement Program (HSIP).

TxDOT's SHSP is structured around seven emphasis areas (EAs) identified through extensive data analysis and discussion throughout a comprehensive development, implementation, and evaluation structure. This process was overseen by the executive committee (EC) and supported by a stakeholder group (SG), EA teams to address each of the subjects, and a management team. The EAs will ensure resources are used where they can most effectively

and efficiently improve road safety. The areas are presented below in alphabetical order rather than prioritized, because each of them is a priority:

- Distracted driving.
- Impaired driving.
- Intersection safety.
- Older road users.
- Pedestrian safety.
- Roadway and lane departures.
- Speeding.

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

The HSIP is legislated under Section 148 of Title 23, *United States Code* (23 U.S.C. 148) and regulated under Part 924 of Title 23, *Code of Federal Regulations* (23 CFR Part 924). The HSIP consists of three main components, the Strategic Highway Safety Plan (SHSP), State HSIP or program of highway safety improvement projects and the Railway-Highway Crossing Program (RHCP). In addition, some states also have a High Risk Rural Roads (HRRR) program if they had increasing fatality rate on rural roads.

*(Ref: 23 CFR 450.218(q) and 326(d)).*

***The STIP and TIPs include (to the maximum extent practicable) a description of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the long-range statewide transportation plan and by MPO in the MTP.***

To provide progress towards the statewide highway safety targets, the FY 2019-2022 STIP including revisions to date, contains a number of fundamental safety investments. A total of \$889,173,385 has been programmed in the 2019-2022 STIP to improve highway safety. That is an approximate average of \$222,293,346 per year.

Using the MODA tool, an analysis of the anticipated 10-year impact of the safety, pavement bridges, emission reductions and transit asset management measures related projects is shown in the table attached. The complete list of the 2019-2022 STIP projects (approximately 5,000+ projects) were compiled into one portfolio and analyzed with the MODA tool. The raw numbers did impact across each metric output; however we cannot accurately give performance for each metric. TxDOT has recently implemented a new web-based system that replaced many legacy systems used by TxDOT. The rollover of this data may possibly capture incorrect data which would, in turn, potentially provide inaccurate figures to baselines.

*(Ref: 23 CFR 450.218(q) and 326(d))*

***STIP/TIPs include a linkage from the investment priorities in the TIP/STIP to achievement of performance targets in the plans.***

Investment at TxDOT is driven by the Unified Transportation Program (UTP). Investment priorities as well as state- and federally-mandated linkages are discussed in the attached MO and documented in TxDOT's 2019-2023 Strategic Plan and 2019 UTP. These priorities include that TxDOT will:

- Be effective in successfully fulfilling core functions, measuring success in advancing performance measures, and implementing plans to continuously improve. TxDOT's portfolio management process includes performance measures and metrics to ensure strategic alignment, efficient use of resources, and budget utilization on the most appropriate projects.
- Distribute funding to programs to achieve performance measures and targets identified in the LRTP.
- Continue to evaluate and prioritize projects that directly align with strategic goals related to system performance.

TxDOT's [Performance Dashboard](#) provides performance data in one central location for our customers and also helps identify where adjustments are needed and assists in strategic decision-making by tracking and reporting metrics.

*(Ref: 23 CFR 450.208(e)).*

***Statewide plan and STIP updates should apply asset management principles consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process.***

TxDOT's TTP 2050 (currently being developed) and the STIP have applied the asset management principles that are consistent with the State Asset Management Plan, Transit Asset Management Plan and the Public Transportation Safety Plan in the statewide planning process. These planning documents can be found at the following websites.

TxDOT Strategic Highway Safety Plan - <http://ftp.dot.state.tx.us/pub/txdot-info/sla/strategic-plan-2017-2021.pdf>

TxDOT Transit Asset Management Plan - <http://ftp.dot.state.tx.us/pub/txdot-info/ptn/tam-plan.pdf>

Texas Transportation Asset Management Plan

<https://www.nctcog.org/nctcg/media/Transportation/DocsMaps/Data/Performance/TxDOT-Initial-Transportation-Asset-Management-Plan.pdf>

TxDOT 2019-2023 Strategic Plan - <http://ftp.dot.state.tx.us/pub/txdot-info/sla/strategic-plan-2019-2023.pdf>

## Attachments

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

Page 1 of 1

VARIOUS Districts

In compliance with Title 23 U.S.C. §135, as implemented by 23 C.F.R. Part 450, and Transportation Code §201.601, the Texas Department of Transportation (department) created a statewide long-range transportation plan covering a period of 25 years that provides for the development and implementation of a transportation system and contains all modes of transportation. The plan, known as the Texas Transportation Plan 2040, was adopted by the Texas Transportation Commission (commission) on February 26, 2015.

The department has developed and implemented a performance-based planning and programming process dedicated to providing the executive and legislative branches of government with indicators that quantify and qualify progress toward attaining all department goals and objectives established by the legislature and the commission. The department has also developed and implemented performance metrics and measures as part of the review of strategic planning in the statewide long-range transportation plan.

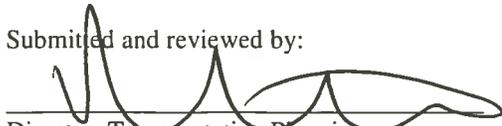
Senate Bill 312 (85<sup>th</sup> Legislature, Regular Session, 2017) amended Transportation Code §201.601 and requires that the statewide long-range transportation plan contain clearly defined transportation system strategies, long-term transportation goals for the state and measurable targets for each goal, and other related performance measures. Senate Bill 312 also amended Transportation Code §201.6015 and requires that the department include the transportation system strategies, goals and measurable targets, and other related performance measures in each of its transportation plans and policy efforts.

The department has developed a set of transportation system goals, strategies, performance measures and 10-year targets, which is attached as Exhibit A. The transportation system goals and strategies were adopted by the commission in May, 2016 as part of the 2017-2021 Strategic Plan. The performance measures and 10-year targets were presented to the commission in January, 2018.

IT IS THEREFORE ORDERED by the commission that the transportation system goals, strategies, performance measures and 10-year targets, as shown in Exhibit A, are hereby adopted.

IT IS FURTHER ORDERED that the transportation system goals, strategies, performance measures and 10-year targets be incorporated into the Texas Transportation Plan 2040 and other transportation plans and policy efforts as they are created or updated.

Submitted and reviewed by:

  
Director, Transportation Planning  
and Programming Division

Recommended by:

  
Executive Director

115152     FEB 22 '18  
Minute             Date  
Number             Passed

## TxDOT Summary of Performance Measures and Targets

| Performance Measures                                    | Projection<br>FY 2019 | Target<br>FY 2019 | Projection<br>FY 2020 | Target<br>FY 2020 | Projection<br>FY 2021 | Target<br>FY 2021 | Projection<br>FY 2022 | Target<br>FY 2022 |
|---|-----------------------|-------------------|-----------------------|-------------------|-----------------------|-------------------|-----------------------|-------------------|
| <b>SAFETY</b>   |                       |                   |                       |                   |                       |                   |                       |                   |
| Total Traffic Related Fatalities                        | 4,012                 | 3,980             | 4,012                 | 3,980             | 4,222                 | 4,155             | 4,327                 | 4,241             |
| Total Traffic Related Fatal Crashes                     | 3,532                 | 3,504             | 3,614                 | 3,571             | 3,697                 | 3,638             | 3,779                 | 3,704             |
| Total Number of Serious Injuries                        | 18,516                | 18,367            | 18,828                | 18,835            | 19,141                | 18,835            | 19,454                | 19,065            |
| Fatalities Per 100 Million Vehicle Miles Driven         | 1.48                  | 1.47              | 1.50                  | 1.51              | 1.51                  | 1.49              | 1.53                  | 1.50              |
| Serious Injuries Per 100 Million Vehicle Miles Driven   | 6.6                   | 6.6               | 6.56                  | 6.56              | 6.51                  | 6.51              | 6.47                  | 6.47              |
| Rural Fatalities Per 100M VMT                           | 3.09                  | 3.06              | 3.21                  | 3.17              | 3.32                  | 3.27              | 3.44                  | 3.37              |
| Urban Fatalities Per 100M VMT                           | 0.92                  | 0.92              | 0.91                  | 0.91              | 0.90                  | 0.90              | 0.89                  | 0.89              |
| Number of non-Motorized Fatalities and Serious Injuries | 2,413                 | 2,394             | 2,507                 | 2,477             | 2,602                 | 2,560             | 2,696                 | 2,642             |

## TxDOT Summary of Performance Measures and Targets

| Performance Measures   | Baseline | 2020 Target | 2022 Target |
|--|----------|-------------|-------------|
| <b>HIGHWAY SYSTEM PERFORMANCE</b>  |          |             |             |
| Percent of the Person-Miles Traveled on the Interstate That Are Reliable         | 79.6%    | 61.2%       | 56.6%       |
| Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable |          |             | 55.0%       |
| <b>FREIGHT RELIABILITY (MOVEMENT) PERFORMANCE</b>                                |          |             |             |
| Truck Travel Time Reliability (TTTR) Index                                       | 1.50     | 1.70        | 1.79        |
| <b>(PHED) PER CAPITA PERFORMANCE OVERVIEW</b>                                    |          |             |             |
| Annual Hours of Peak Hour Excessive Delay Per Capita: Dallas - Fort Worth        |          |             | 15.0        |
| Annual Hours of Peak Hour Excessive Delay Per Capita: Houston                    |          |             | 16.0        |
| <b>PERCENT OF NON-SOV TRAVEL</b>   |          |             |             |
| Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Dallas - Fort Worth    | 19.60%   | 19.21%      | 19.01%      |
| Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Houston                | 20.10%   | 19.70%      | 19.50%      |

## TxDOT Summary of Performance Measures and Targets

| Performance Measures  | Baseline | 2020 Target | 2022 Target |
|---|----------|-------------|-------------|
| <b>PAVEMENT</b>   |          |             |             |
| Percentage of Pavements of the Interstate System in Good Condition      |          |             | 66.40%      |
| Percentage of Pavements of the Interstate System in Poor Condition      |          |             | 0.3%        |
| Percentage of Pavements of the Non-Interstate System in Good Condition  | 54.5%    | 52.0%       | 52.3%       |
| Percentage of Pavements of the Non- Interstate System in Poor Condition | 14.0%    | 14.3%       | 14.3%       |
| <b>BRIDGES</b>  |          |             |             |
| Percentage of NHS Bridges Classified as in Good Condition               | 50.7%    | 50.6%       | 50.4%       |
| Percentage of NHS Bridges Classified as in Poor Condition               | 0.88%    | 0.80%       | 0.88%       |

## TxDOT Summary of Performance Measures and Targets

| Performance Measures                             | Baseline | 2020 Target | 2022 Target |
|--|----------|-------------|-------------|
| <b>EMISSIONS REDUCTION PERFORMANCE OVERVIEW</b>  |          |             |             |
| Total Emission Reductions <b>Statewide: NOx</b>  | 2,814.02 | 3,699.40    | 8,122.03    |
| Total Emission Reductions <b>Statewide: VOC</b>  | 767.58   | 1,135.39    | 8,122.03    |
| Total Emission Reductions <b>Statewide: PM10</b> | 0.97     |             | 13.71       |
| Total Emission Reductions <b>Statewide: CO</b>   | 580.24   |             | 891.11      |
| <b>EMISSIONS REDUCTION PERFORMANCE OVERVIEW</b>  |          |             |             |
| Total Emission Reductions: <b>NCTCOG</b>         |          |             |             |
| NOx  | 2,410.80 | 2,892.96    | 6,509.16    |
| VOC  | 499.72   | 599.67      | 1,399.23    |
| Total Emission Reductions: <b>HGAC</b>           |          |             |             |
| NOx  | 403.22   | 806.44      | 1,612.87    |
| VOC  | 267.86   | 535.72      | 1071.44     |
| Total Emission Reductions: <b>El Paso</b>        |          |             |             |
| CO   | 580.24   |             | 891.11      |
| PM 10  | 0.97     |             | 13.71       |

## TxDOT Summary of Performance Measures and Targets

| Performance Measures  | Baseline | 2020 Target | 2022 Target |
|---|----------|-------------|-------------|
| <b>TRANSIT ASSET MANAGEMENT</b>                                   |          |             |             |
| Percent of Revenue Vehicles at or Exceeding Useful Life Benchmark |          |             | <15%        |
| Percent of Service Vehicles at or Exceeding Useful Life Benchmark |          |             | <15%        |
| Percent of Facilities Rated Below 3 on Condition Scale (TERM)     |          |             | <15%        |
| Percent of Track Segments with Performance Restrictions           |          |             | NA          |



# STIP Analysis Using MODA Tool

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Metrics

Scenario: Unconstrained 

SELECT METRIC

TIMEFRAME

Estimated Impact on Fatal and Serious I... 

FY 2019 – FY 2031

Estimated Impact on Fatal and Serious Injury Crashes - Funded Alternatives

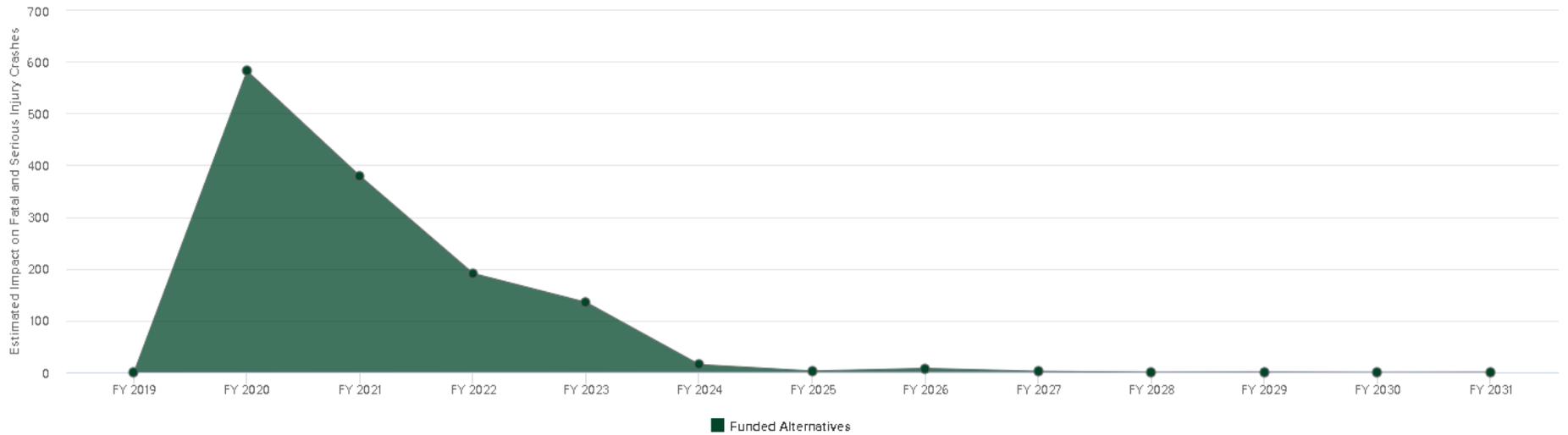
1,315.57  
SUM

0.23  
AVG

0  
MIN

41.02  
MAX

Group by: None 



Metrics

Scenario: Unconstrained 

SELECT METRIC

TIMEFRAME

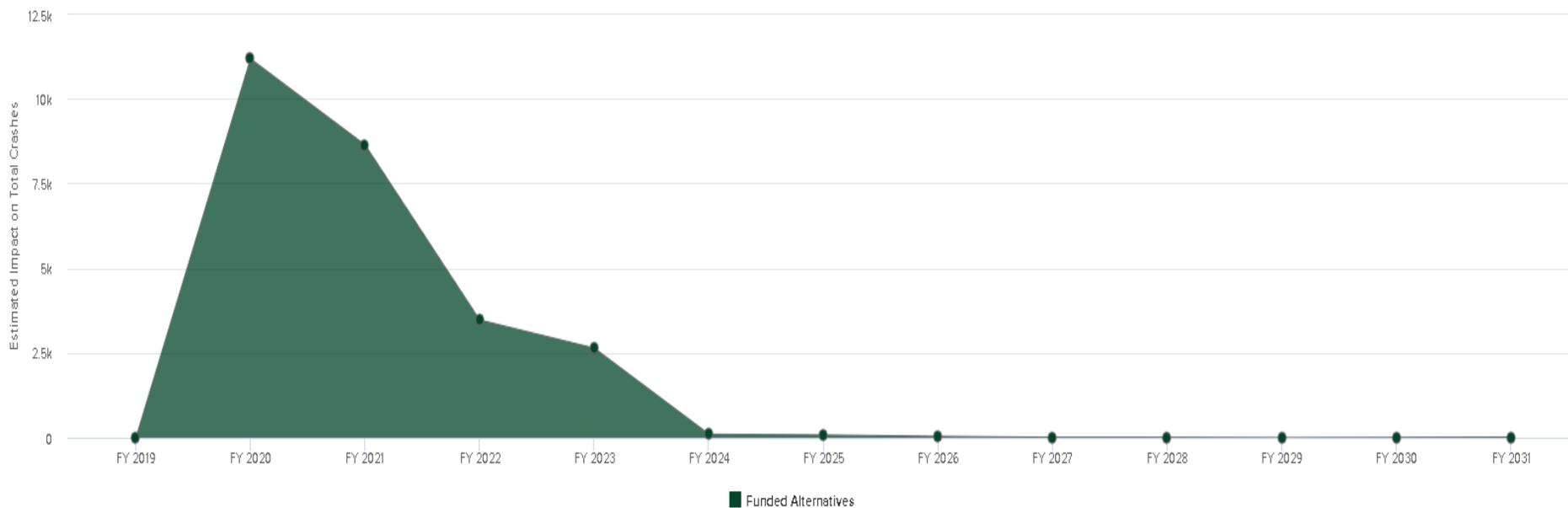
Estimated Impact on Total Crashes 

FY 2019 – FY 2031

Estimated Impact on Total Crashes - Funded Alternatives

|                  |             |          |                 |
|------------------|-------------|----------|-----------------|
| 26,213.10<br>SUM | 4.59<br>AVG | 0<br>MIN | 1,198.05<br>MAX |
|------------------|-------------|----------|-----------------|

Group by: None 



Metrics

Scenario: **Unconstrained** ⌵ ⓘ

SELECT METRIC

TIMEFRAME

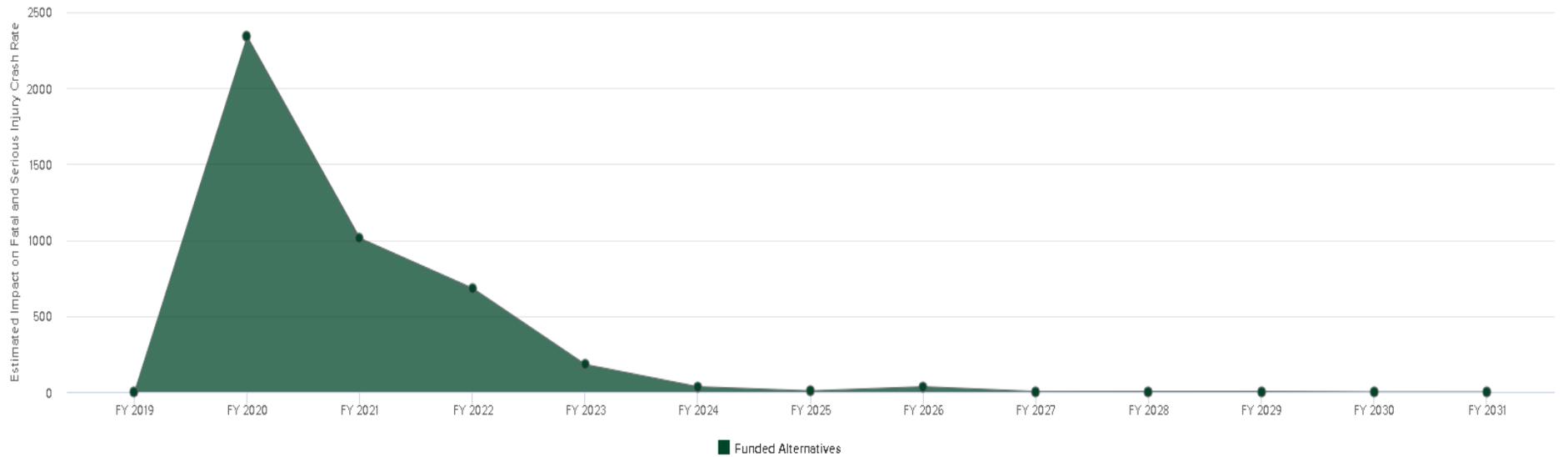
Estimated Impact on Fatal and Serious I... ⌵

FY 2019 – FY 2031

Estimated Impact on Fatal and Serious Injury Crash Rate - Funded Alternatives

|                 |             |          |                 |
|-----------------|-------------|----------|-----------------|
| 4,300.40<br>SUM | 0.75<br>AVG | 0<br>MIN | 1,652.10<br>MAX |
|-----------------|-------------|----------|-----------------|

Group by: **None** ⌵



Metrics

Scenario: Unconstrained ▼ i

SELECT METRIC

TIMEFRAME

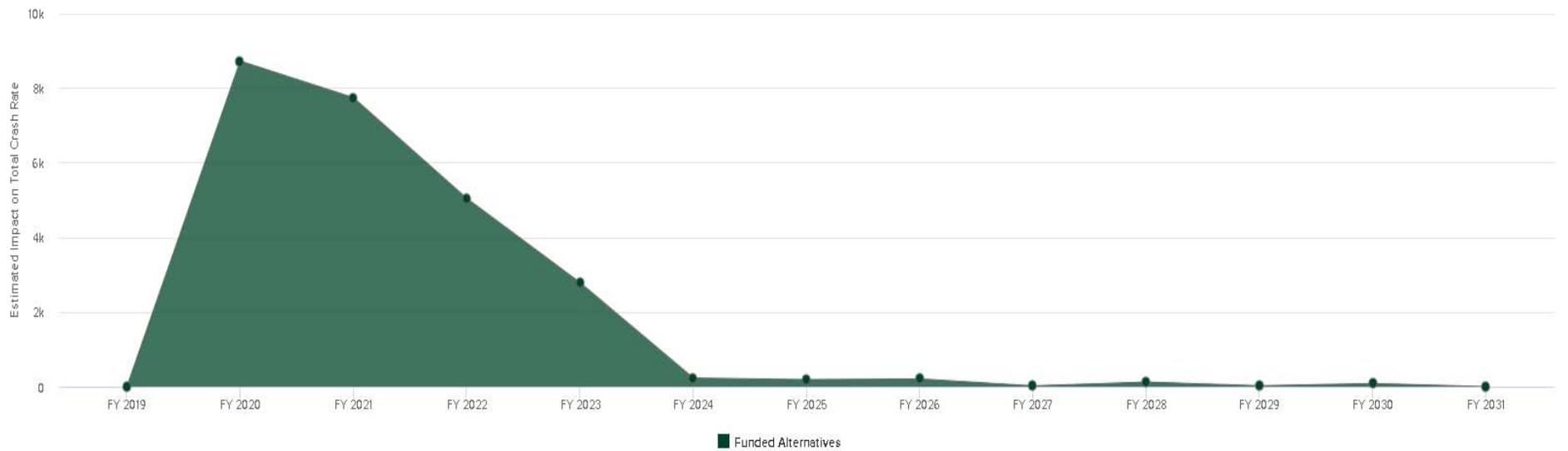
Estimated Impact on Total Crash Rate ▼

FY 2019 – FY 2031

Estimated Impact on Total Crash Rate - Funded Alternatives

|                  |             |          |                 |
|------------------|-------------|----------|-----------------|
| 25,162.96<br>SUM | 4.41<br>AVG | 0<br>MIN | 1,921.33<br>MAX |
|------------------|-------------|----------|-----------------|

Group by: None ▼



Metrics

Scenario: **Unconstrained** ⌵ ⓘ

SELECT METRIC

TIMEFRAME

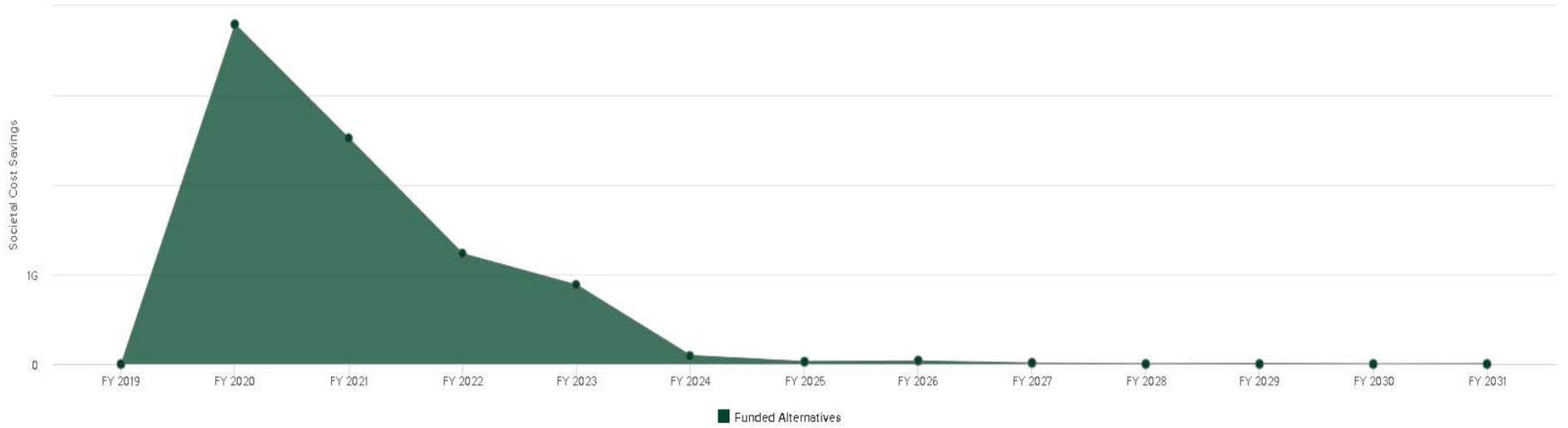
Societal Cost Savings ⌵

FY 2019 – FY 2031

Societal Cost Savings - Funded Alternatives

|                         |                     |          |                       |
|-------------------------|---------------------|----------|-----------------------|
| 8,609,381,773.22<br>SUM | 1,507,244.71<br>AVG | 0<br>MIN | 254,166,325.49<br>MAX |
|-------------------------|---------------------|----------|-----------------------|

Group by: **None** ⌵



Metrics

Scenario: Unconstrained ▼ i

SELECT METRIC

TIMEFRAME

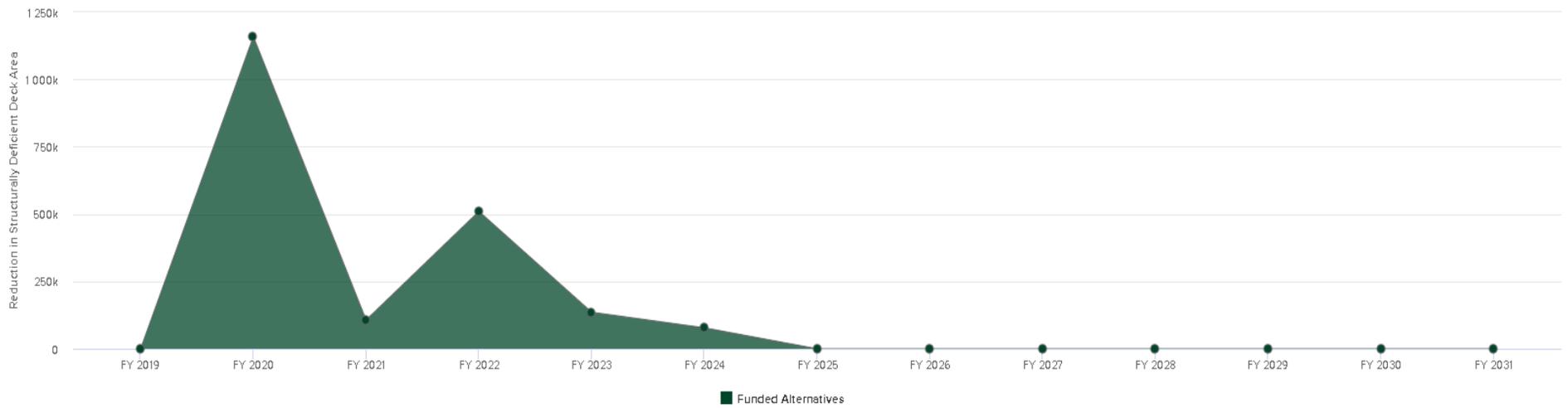
Reduction in Structurally Deficient Deck... ▼

FY 2019 – FY 2031

Reduction in Structurally Deficient Deck Area - Funded Alternatives

|                     |               |          |                |
|---------------------|---------------|----------|----------------|
| 1,989,351.10<br>SUM | 348.28<br>AVG | 0<br>MIN | 292,110<br>MAX |
|---------------------|---------------|----------|----------------|

Group by: None ▼



Metrics

Scenario: Unconstrained 

SELECT METRIC

TIMEFRAME

Deck Area Receiving Preventative Maint... 

FY 2019 – FY 2031

Deck Area Receiving Preventative Maintenance - Funded Alternatives

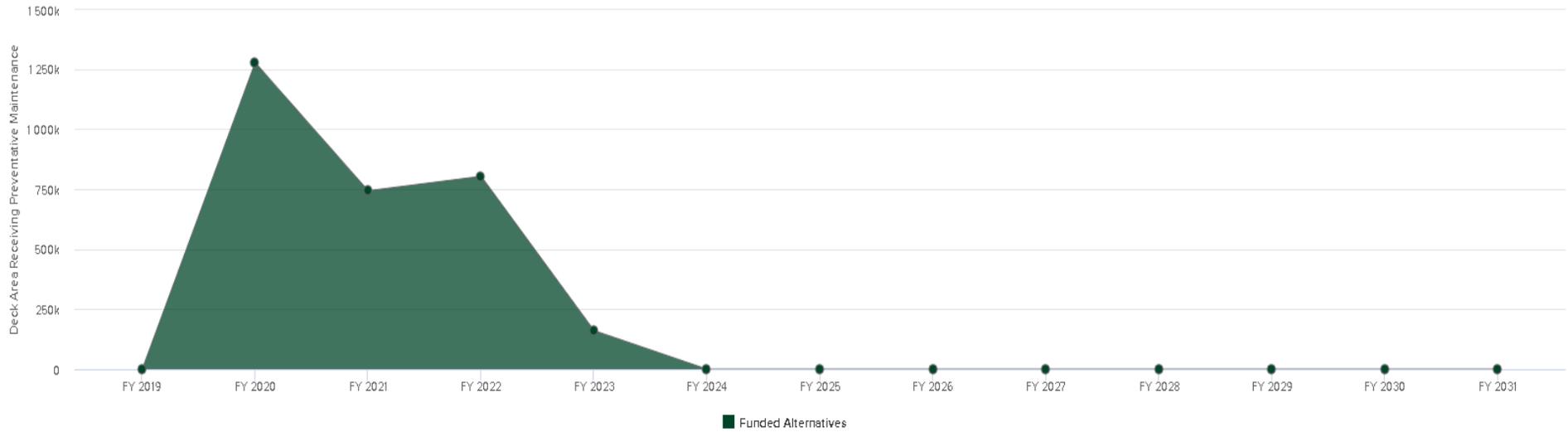
2,984,067.60  
SUM

522.42  
AVG

0  
MIN

327,611.40  
MAX

Group by: None 



Metrics

Scenario: Unconstrained ▼ i

SELECT METRIC

TIMEFRAME

Reduction in Poor Lane Miles (by Ride S... ▼

FY 2019 – FY 2031

Reduction in Poor Lane Miles (by Ride Score) - Funded Alternatives

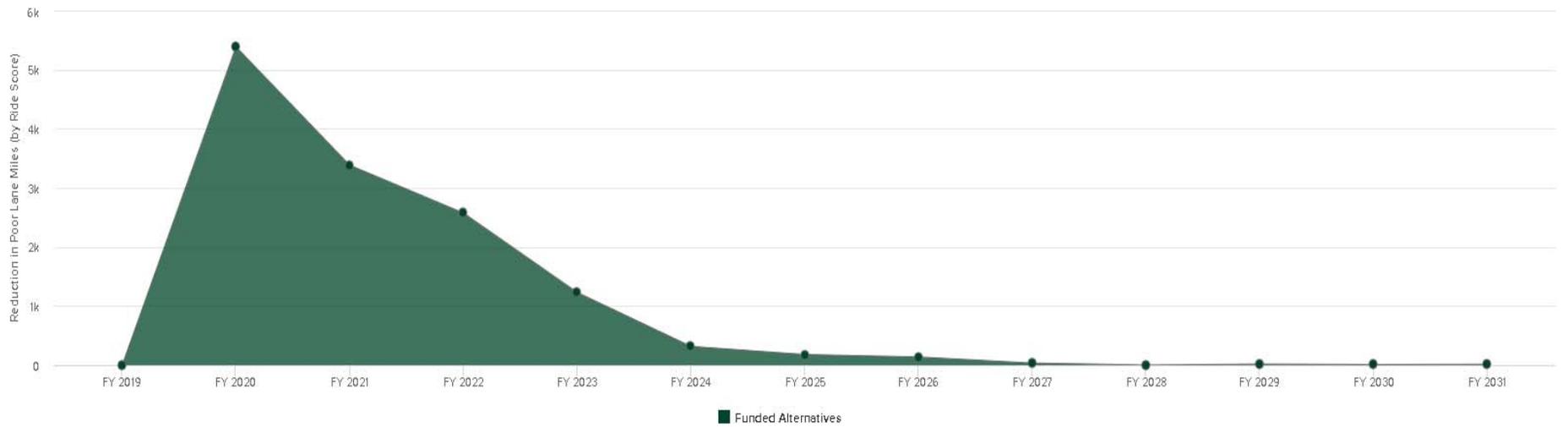
13,291.09  
SUM

2.33  
AVG

0  
MIN

112.65  
MAX

Group by: None ▼



Metrics

Scenario: **Unconstrained** ⌵ i

SELECT METRIC

TIMEFRAME

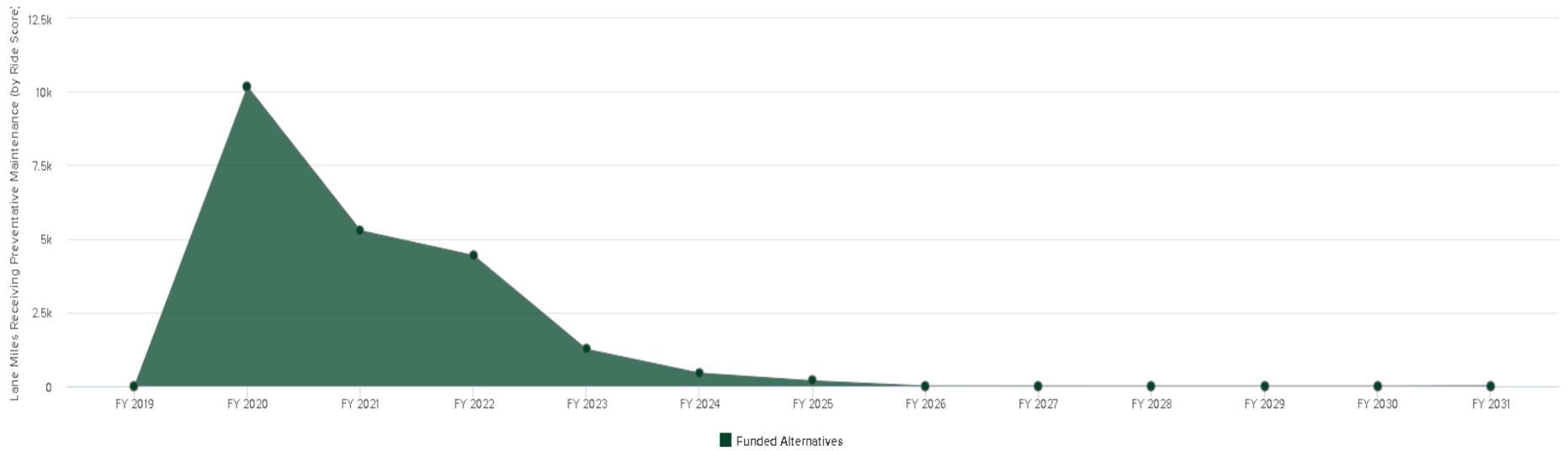
Lane Miles Receiving Preventative Main... ⌵

FY 2019 – FY 2031

Lane Miles Receiving Preventative Maintenance (by Ride Score) - Funded Alternatives

|                  |             |          |               |
|------------------|-------------|----------|---------------|
| 21,757.29<br>SUM | 3.81<br>AVG | 0<br>MIN | 125.81<br>MAX |
|------------------|-------------|----------|---------------|

Group by: **None** ⌵



Metrics

Scenario: Unconstrained 

SELECT METRIC

TIMEFRAME

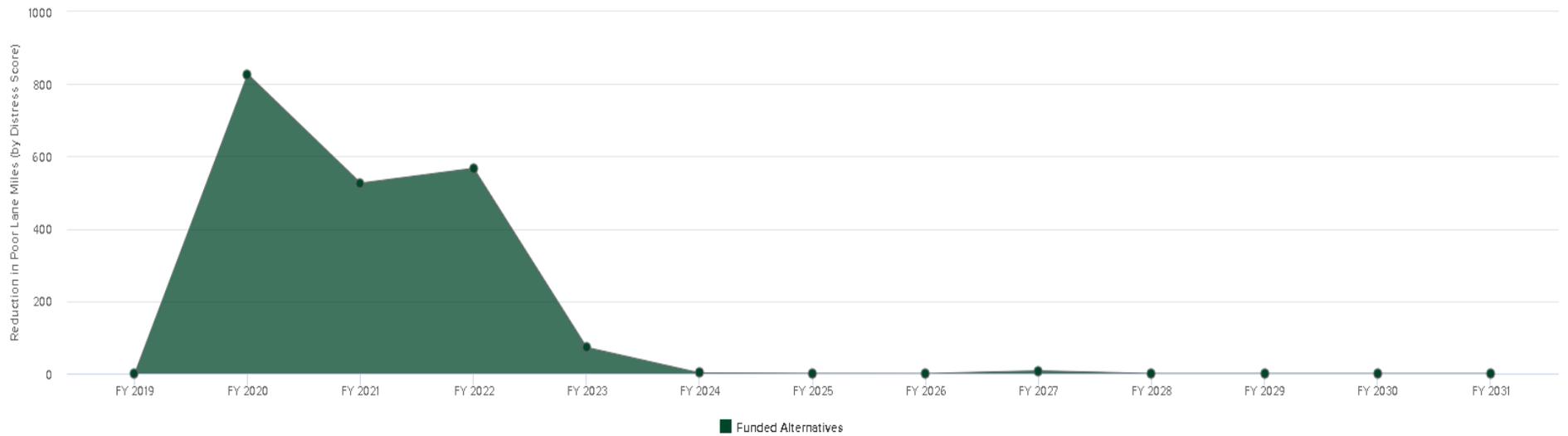
Reduction in Poor Lane Miles (by Distre... 

FY 2019 – FY 2031

Reduction in Poor Lane Miles (by Distress Score) - Funded Alternatives

|                 |             |          |           |
|-----------------|-------------|----------|-----------|
| 2,002.69<br>SUM | 0.35<br>AVG | 0<br>MIN | 62<br>MAX |
|-----------------|-------------|----------|-----------|

Group by: None 



Metrics

Scenario: Unconstrained ⌵ ℹ

SELECT METRIC

TIMEFRAME

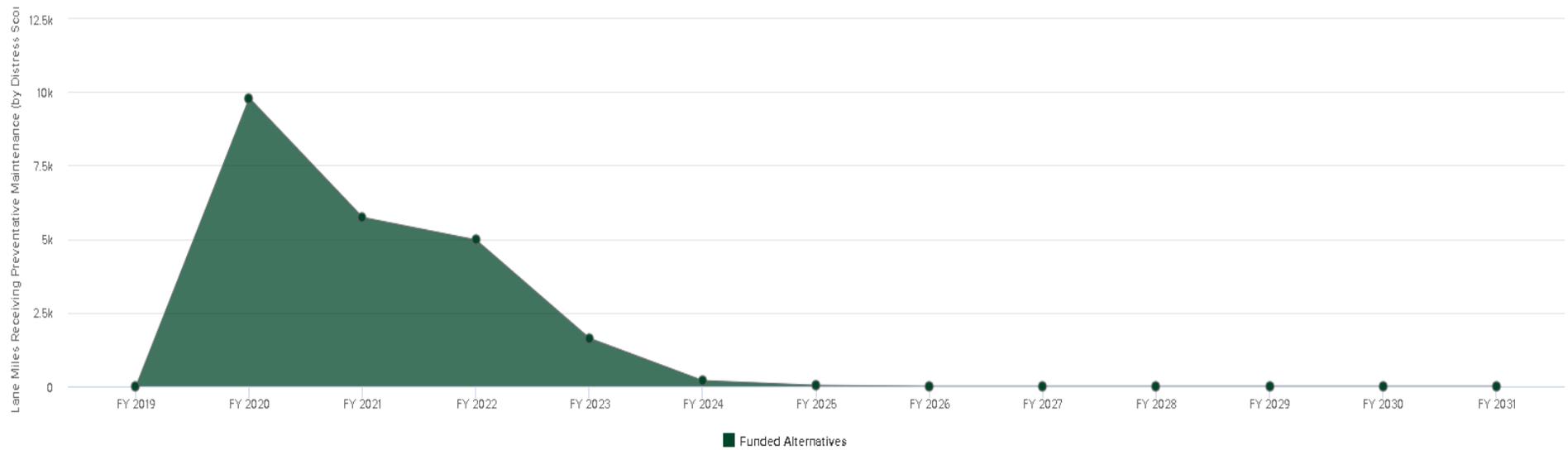
Lane Miles Receiving Preventative Main... ⌵

FY 2019 – FY 2031

Lane Miles Receiving Preventative Maintenance (by Distress Score) - Funded Alternatives

|                  |             |          |               |
|------------------|-------------|----------|---------------|
| 22,354.89<br>SUM | 3.91<br>AVG | 0<br>MIN | 162.06<br>MAX |
|------------------|-------------|----------|---------------|

Group by: None ⌵



Metrics

Scenario: Unconstrained ⌵ i

SELECT METRIC

TIMEFRAME

Benefit Congestion Index - Auto ⌵

FY 2019 – FY 2031

Benefit Congestion Index - Auto - Funded Alternatives

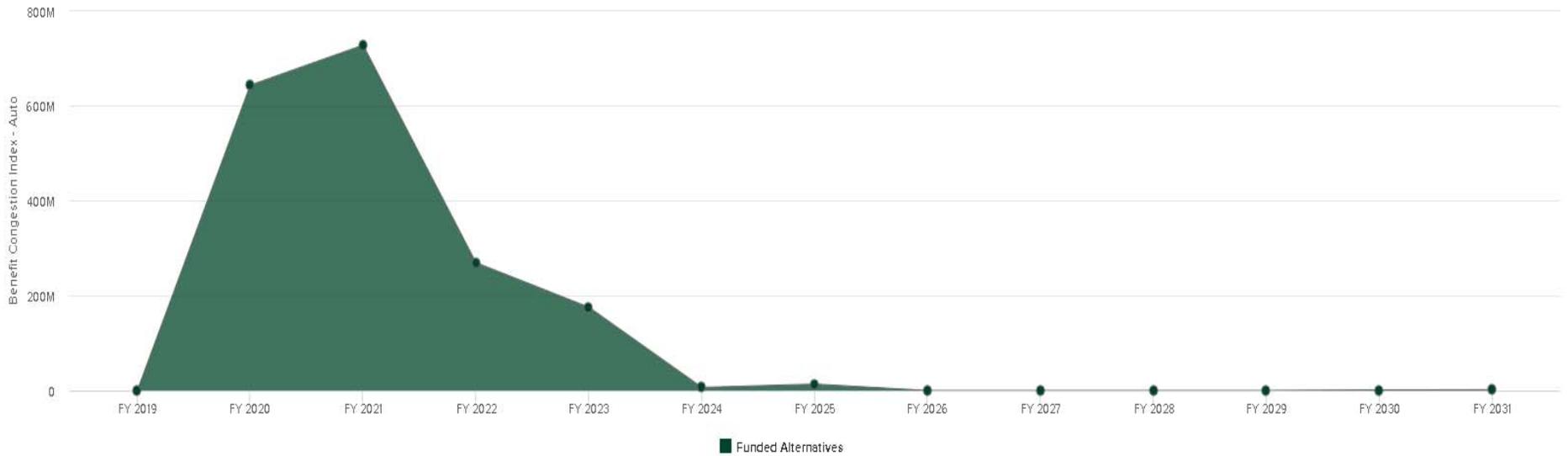
1,836,630,712.70  
SUM

321,538.99  
AVG

0  
MIN

242,442,889.37  
MAX

Group by: None ⌵



Metrics

Scenario: Unconstrained 

SELECT METRIC

TIMEFRAME

Benefit Congestion Index - Truck 

FY 2019 – FY 2031

Benefit Congestion Index - Truck - Funded Alternatives

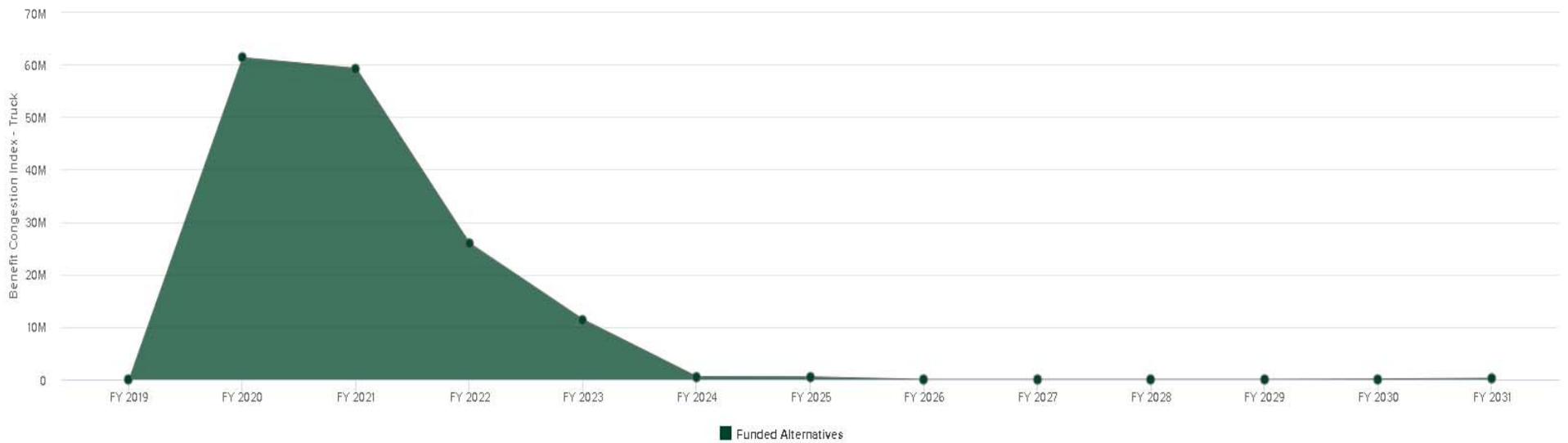
159,236,546.47  
SUM

27,877.55  
AVG

0  
MIN

17,260,729.31  
MAX

Group by: None 



Metrics

Scenario: Unconstrained 

SELECT METRIC

TIMEFRAME

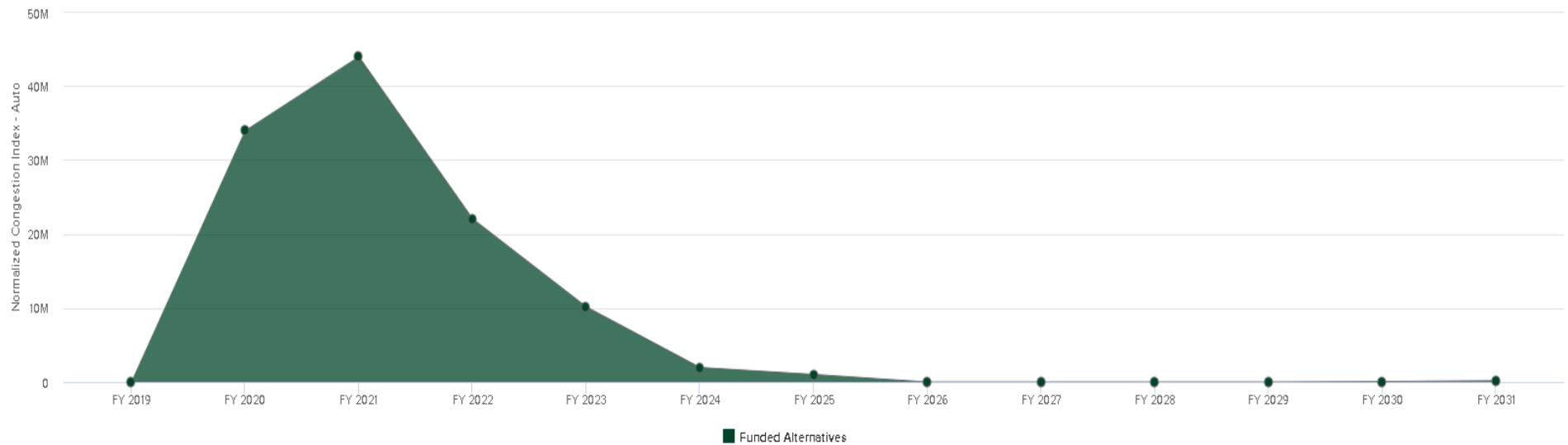
Normalized Congestion Index - Auto 

FY 2019 – FY 2031

Normalized Congestion Index - Auto - Funded Alternatives

|                       |                  |          |                     |
|-----------------------|------------------|----------|---------------------|
| 113,320,464.74<br>SUM | 19,839.02<br>AVG | 0<br>MIN | 5,653,573.71<br>MAX |
|-----------------------|------------------|----------|---------------------|

Group by: None 



Metrics

Scenario: **Unconstrained** ⌵ ⓘ

SELECT METRIC

TIMEFRAME

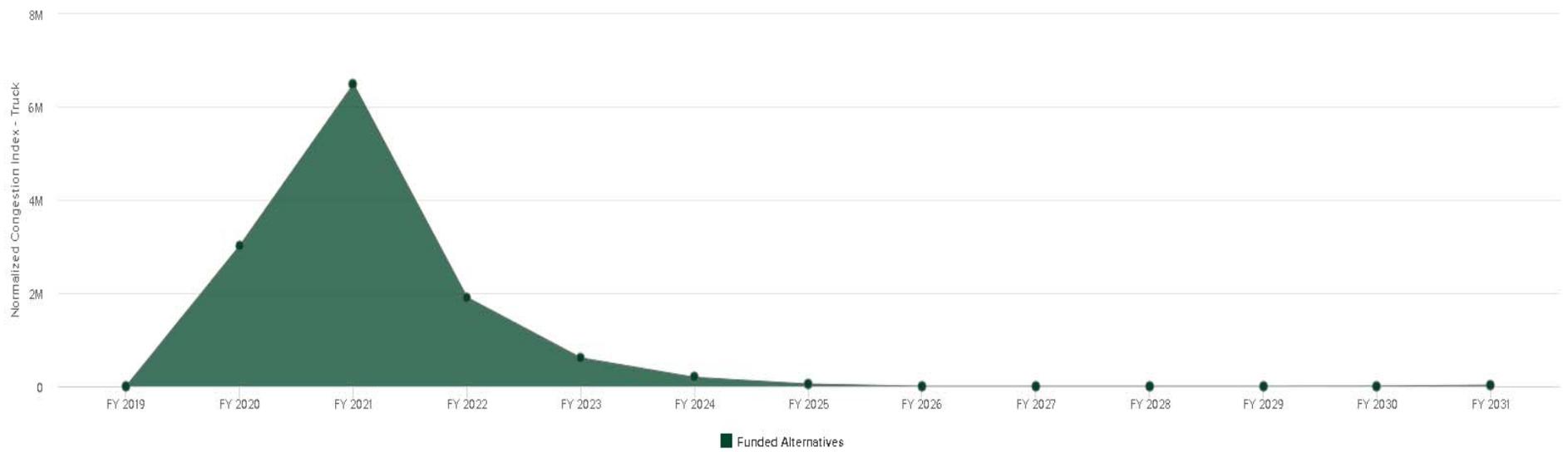
Normalized Congestion Index - Truck ⌵

FY 2019 – FY 2031

Normalized Congestion Index - Truck - Funded Alternatives

|                      |                 |          |                     |
|----------------------|-----------------|----------|---------------------|
| 12,287,244.16<br>SUM | 2,151.13<br>AVG | 0<br>MIN | 2,746,981.58<br>MAX |
|----------------------|-----------------|----------|---------------------|

Group by: **None** ⌵



Metrics

Scenario: Unconstrained 

SELECT METRIC

TIMEFRAME

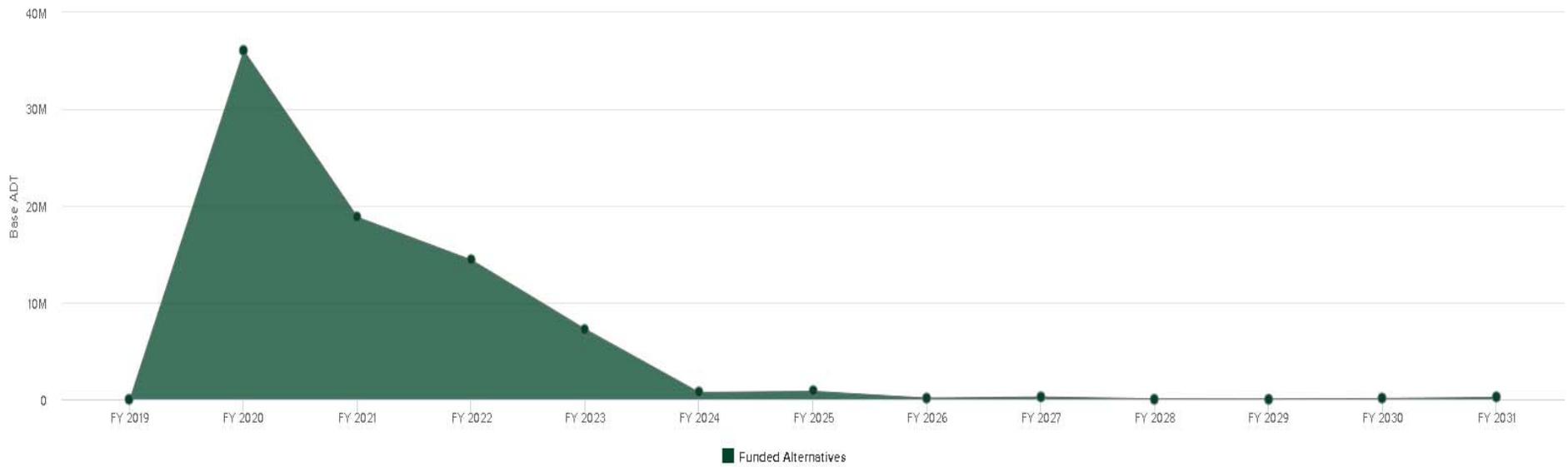
Base ADT 

FY 2019 – FY 2031

Base ADT - Funded Alternatives

|                      |                  |          |                |
|----------------------|------------------|----------|----------------|
| 78,667,582.50<br>SUM | 13,772.34<br>AVG | 0<br>MIN | 570,010<br>MAX |
|----------------------|------------------|----------|----------------|

Group by: None 



Metrics

Scenario: **Unconstrained** ⌵ ⓘ

SELECT METRIC

TIMEFRAME

Base ADTT ⌵

FY 2019 – FY 2031

Base ADTT - Funded Alternatives

|                      |                 |          |               |
|----------------------|-----------------|----------|---------------|
| 10,233,367.19<br>SUM | 1,791.56<br>AVG | 0<br>MIN | 87,710<br>MAX |
|----------------------|-----------------|----------|---------------|

Group by: **None** ⌵

