

# Initial Goals, Performance Measures, Challenges, and Strategies, and Proposed Public Outreach Activities for the TPB Regional Transportation Priorities Plan

Presentation to the National Capital Region  
Transportation Planning Board (TPB)

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Ronald F. Kirby  
Director, Department of Transportation Planning

# Presentation Overview

- A. Background on the TPB Regional Transportation Priorities Plan (RTPP)
- B. Federal Government Focus on Performance Measurement
- C. International Scan
- D. TPB Goal Areas and Performance Measures (Task 1)
- E. Regional Challenges and Strategies to Address Them (Task 2)
- F. Public Outreach Activities and Schedule

# A. Background on the RTPP

- May 2010: Conversation on Setting Regional Transportation Priorities
- July 2010: TPB formed task force, which held four meetings to determine scope and process for developing a RTPP
- July 2011: TPB approved RTPP schedule and scope

# Schedule of Activities for Developing a RTPP

Tasks	FY2011		FY2012				FY2013				FY2014	
	Jan-Jun		Jul-Dec		Jan-Jun		Jul-Dec		Jan-Jun		Q1	
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4		
<b>Task 1</b>												
Reaffirm Regional Goals and Agree Upon Performance Measures	■		■									
<b>Task 2</b>												
Determine Regional Challenges and Strategies to Address Them												
–Near Term		■	■	■	■	■	■	■	■	■	■	■
–Longer Term												
<b>Task 3</b>												
Develop Regional Priorities, both Funded and Unfunded												
–Near Term			■	■	■	■	■	■	■	■	■	■
–Longer Term												
Interim Reports					▲		▲		▲			▲
Public Outreach and Comment					●		●		●		●	
Final Reports												■

**Strategy-Development Process  
for the TPB's Regional  
Transportation Priorities Plan**



## B. Federal Government Focus on Performance Measurement

- Bipartisan MAP-21 transportation bill passed Senate EPW Committee unanimously on November 9, 2011  
*“The metropolitan transportation planning process shall provide for the establishment and use of a performance based approach to transportation decision-making.”*
- Federal government has sponsored several recent studies and conferences on performance measurement
- NCHRP Project 08-36 (104)
  - “Move conversation from that of a conceptual framework to realistic examples.”
  - Washington Region one of three pilot sites (Topic: Bus Priority Corridors in Maryland)

## C. International Scan

- 2009 U.S. DOT International Scan researched how other countries have linked transportation performance and accountability
- Recurring recommendations:
  - Limit the number of performance measures
  - Ensure that federal, state, and local officials engage in frequent dialogue and collaborative goal-setting
  - Understand that the real value of performance management is the development of an improved decision-making and investment process, not the achievement of many arbitrary, short-term targets

## D. TPB Goal Areas and Performance Measures (Task 1)

- Regional goals drawn from the *TPB Vision* (1998) and *Region Forward* (2010)
- Seek performance measures that are actionable, understandable, and for which data are available



## Assessment of Potential Performance Measures (Snapshot: Figure 3, Goal 1)

Regional Goals	Potential Performance Measures	Data Currently Available	Understandable to Interested Public	Actionable by TPB Member Agencies
<b>Provide a Comprehensive Range of Transportation Options</b>	• Daily VMT per capita	●	●	●
	• Number of jobs accessible within 45 minutes	●	●	●
	• Mode share for commute and daily trips	●	●	●
	• Morning rush hour congestion	●	●	●
	• % region's bus stops that are fully accessible	●	●	●
	• Peak hour passenger congestion	◐	●	●
	• % change in bike-share usage	●	◐	◐
	• % change in car-share usage	●	◐	◐
• % change in number of people registered for 'Guaranteed Ride Home'	●	●	●	

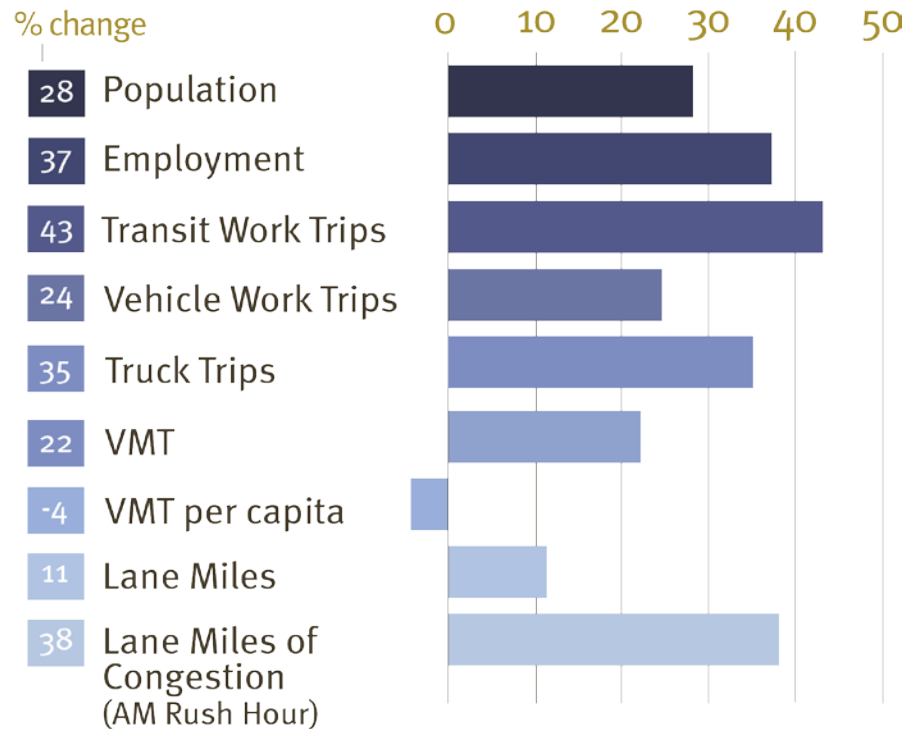
No	○	Maybe	◐	Yes	●
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## E. Regional Challenges and Strategies to Address Them (Task 2)

- Performance measures that were considered to best meet the three criteria were selected for use in identifying key regional challenges
- The following charts show data for the selected Goal 1 performance measures

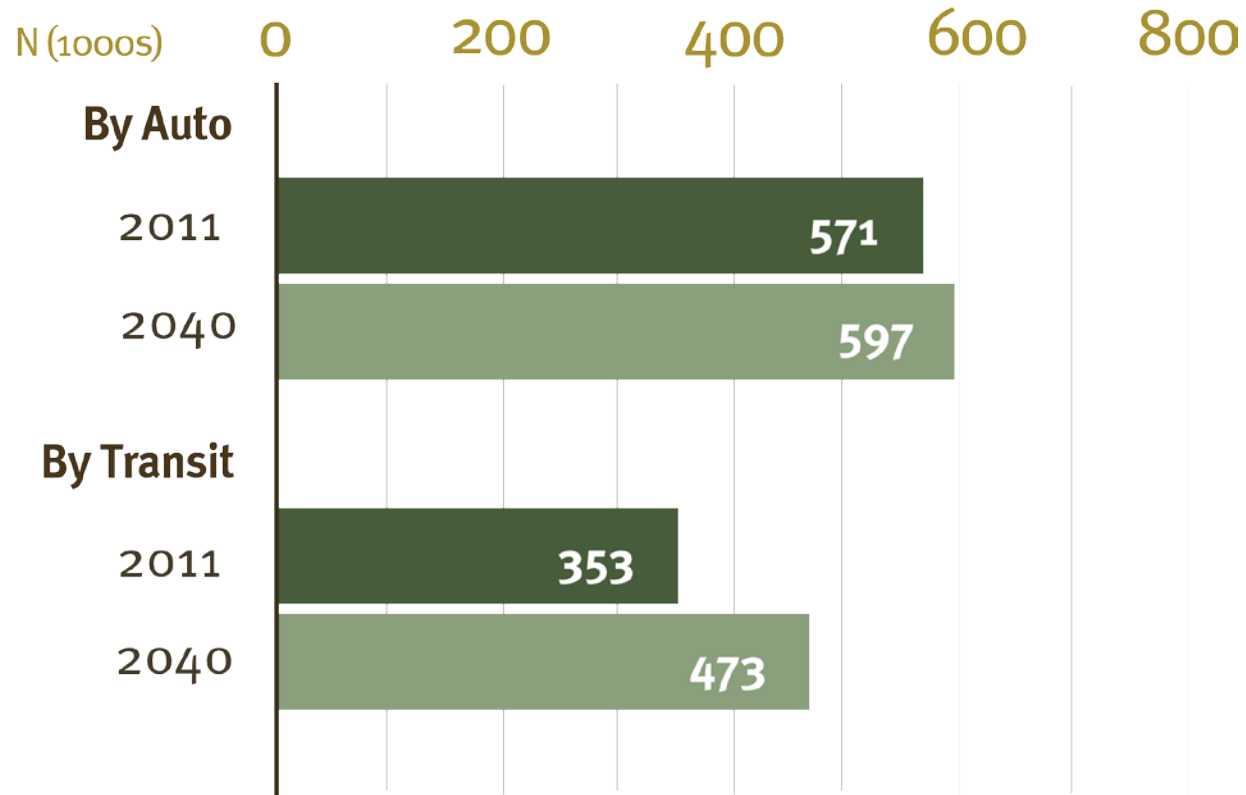
# Measure 1.1: Daily VMT Per Capita

## Forecasted Change in Travel Patterns and Traffic Conditions, 2011 -2040



**Challenge: Maintain progress toward reducing VMT per capita**

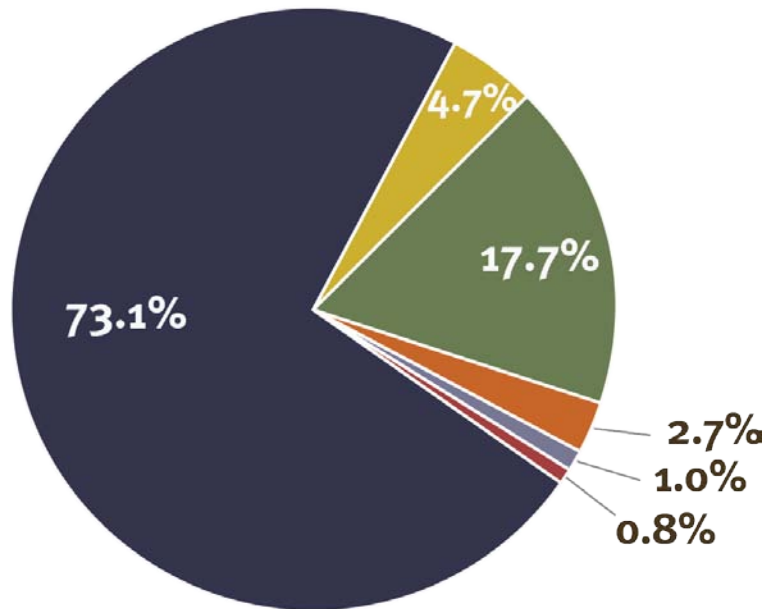
# Measure 1.2: Number of Jobs Accessible within 45 Minutes



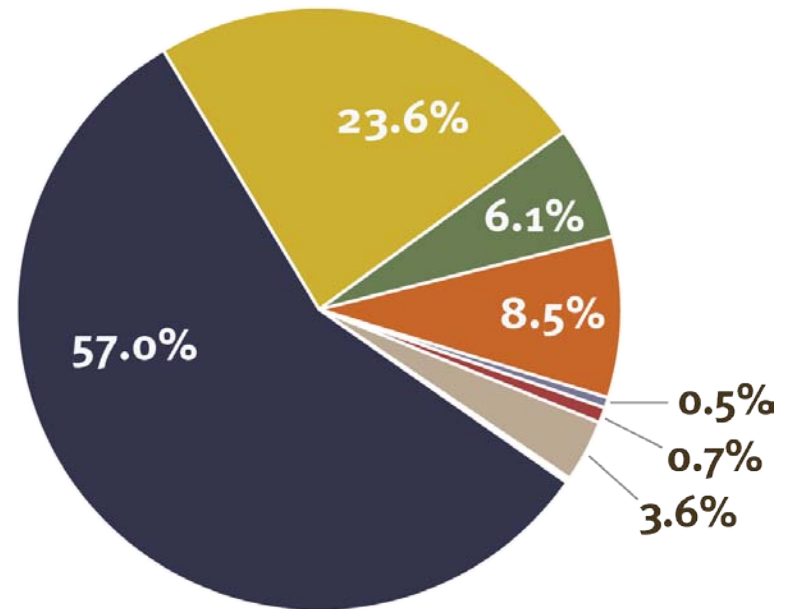
**Challenge: Increase the number of jobs accessible within 45 minutes by auto and transit**

# Measure 1.3: Mode Share For Commute and Daily Trips

Commute Mode Share  
2007/08



Daily Mode Share  
2007/08

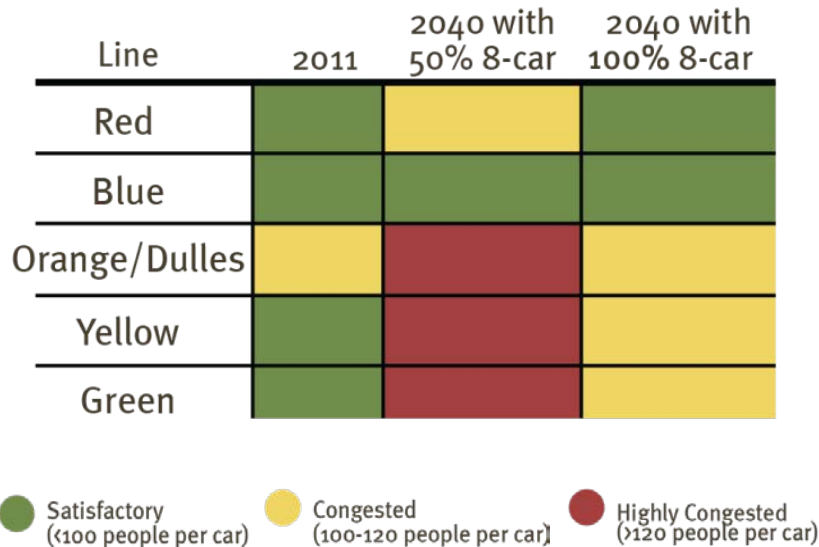


● Auto Driver ● Auto Passenger ● Transit ● Walk ● Bicycle ● School Bus ● Other

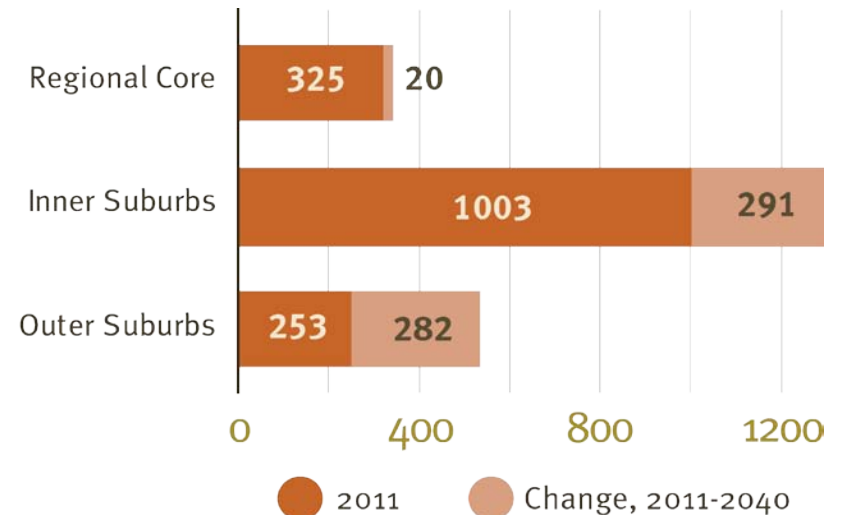
**Challenge: Increase use of alternatives to single occupant vehicle travel**

# Measure 1.4: Morning Rush Hour Congestion

**Peak Hour Metrorail Passenger Congestion, 2011 -2040**

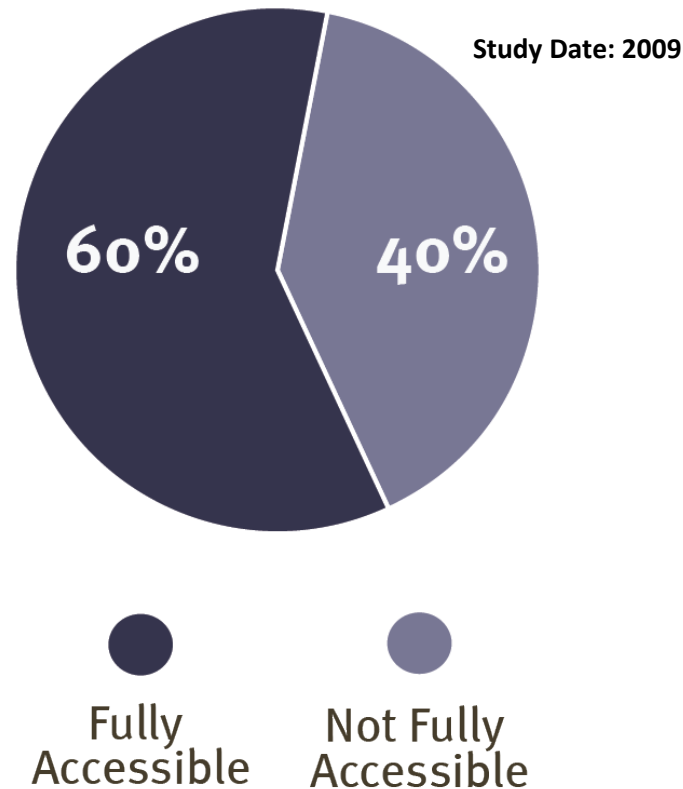


**Forecasted Change in Lane Miles of Congestion, 2011 -2040**



**Challenge: Reduce projected morning rush hour congestion on roadways and Metrorail**

# Measure 1.5: Percentage of Region's Bus Stops that are Fully Accessible



**Challenge: Increase the percentage of bus stops that are fully accessible**

# Regional Challenges and Strategies to Address Them (Cont.)

- Regional challenges were identified for each of the performance measures
- Regional challenges identified for Goal 1, and potential strategies for addressing them, are listed on the following slide; many strategies address more than one challenge



<b>Goals and Associated Challenges</b>	
<b>Goal</b>	<b>Challenge</b>
Provide a Comprehensive Range of Transportation Options	1.1 Maintain progress toward reducing VMT per capita
	1.2 Continue to increase the number of jobs accessible within 45 minutes by auto and transit
	1.3 Increase use of alternatives to single occupant vehicle travel
	1.4 Reduce projected morning rush hour congestion on roadways and Metrorail
	1.5 Increase the percentage of bus stops that are fully accessible

<b>Potential Strategies for Addressing Regional Challenges</b>	
<b>Strategy</b>	<b>Challenges Addressed</b>
S.1. Seek continuation of Passenger Rail Investment and Improvement Act (PRIIA) funding for Metro beyond 2020	1.1, 1.3, 1.4
S.2. Support cost-effective programs for encouraging use of alternative modes to single-occupancy automobiles, including Commuter Connections, bike-sharing, and high-priority projects from the TPB's bicycle and pedestrian plan	1.1, 1.3, 1.4
S.3. Assess status of bus stop accessibility throughout the region and implement cost-effective improvements	1.5

# F. Public Outreach Activities and Schedule

- December 2011: Technical Committee, TPB, and CAC briefed on Draft Interim Report 1
- January 2012: Listening Sessions with Regional Stakeholders and Citizens, including CAC, Access for All, and ACPAC; web-based comment form
- February 2012: Final Interim Report 1, incorporating feedback received
- April 2012: Focus Groups (members of the general public)
- June 2012: Technical Committee, TPB, and CAC briefed on Draft Interim Report 2 – A revised set of performance measures, challenges, and strategies based on feedback received; and a proposed public outreach schedule through June 2013
- July 2012: Final Interim Report 2, incorporating feedback received