

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

Presentation to the
TPB Technical Committee

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Presentation Overview

- A. Background on the TPB Regional Priorities Plan Process
- B. Federal Government Focus on Performance Measurement
- C. International Scan
- D. TPB Goal Areas and Performance Measures
- E. Public Outreach
- F. Next Steps

A. TPB Regional Priorities Plan Process

- CAC request for “financially unconstrained” Regional Priorities Plan
- May 26, 2010, the TPB hosted the Conversation on Setting Regional Transportation Priorities
- July 21, 2010, the TPB voted to form a task force to determine the scope and process for developing a Regional Priorities Plan
- Between October 2010 and April 2011, the TPB Priorities Plan Scoping Task Force met four times
- July 20, 2011, the TPB approved a schedule and scope for developing a Regional Priorities Plan

B. Federal Government Focus on Performance Measurement

1) Bipartisan MAP-21 transportation bill passed Senate EPW Committee unanimously on November 9, 2011

“National Goals-Performance management will... provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing accountability and transparency [and] improving project decision-making through performance-based planning and programming.”

“The metropolitan transportation planning process shall provide for the establishment and use of a performance based approach to transportation decision-making to support the national goals.”

“When preparing the metropolitan plan, the metropolitan planning organization may develop multiple scenarios for consideration.”

Federal Government Focus on Performance Measurement (Cont.)

2) Federal government has sponsored a number of recent conferences and workshops on performance measurement:

- October 22, 2009
- September 13-15, 2010
- September 20, 2011
- December 5-7, 2011 (upcoming)

Federal agencies have also conducted several performance measurement studies targeted towards specific program areas

Federal Government Focus on Performance Measurement (Cont.)

3) National Cooperative Highway Research Program (NCHRP) Project 08-36

- Objective: To move conversation [on performance-based planning] from that of a conceptual framework to realistic examples relating national-level measures to the state and regional level
- Washington Region selected as one of three national pilot sites; two workshops in each site
- Topic: Bus Priority Corridors in Maryland

C. International Scan

- 2009 “International Scan”- U.S. DOT FHWA in cooperation with AASHTO and NCHRP
- Researched how countries abroad link transportation performance and accountability
- Countries: Sweden, United Kingdom, Australia, New Zealand (selection based on experience with transportation performance and accountability)

International Scan (Cont.)

- Recurring recommendations from the transportation agencies abroad:
 - Limit the number of performance measures (since 1998, the British central government has reduced the number of government-imposed performance measures across all government departments from 600 to 30)
 - Ensure that federal, state, and local officials engage in frequent dialogue and collaborative goal-setting
 - Perpetuate long-term improvement by understanding 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

- Regional goals drawn from:
 - *TPB Vision* (adopted 1998)
 - *Region Forward* (approved 2010)
- Performance measures limited to those that are actionable, understandable, and for which data are available

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

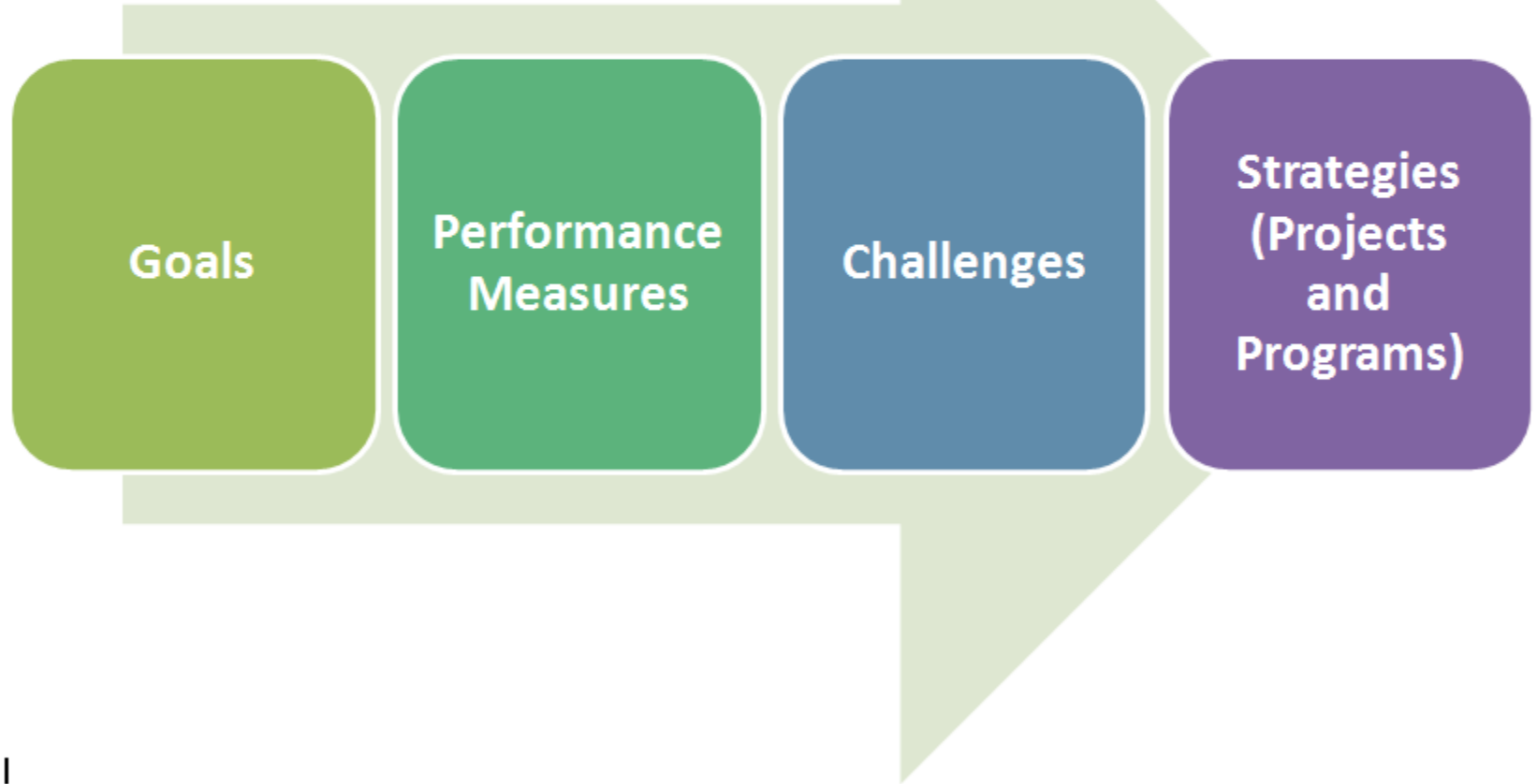


Table 1: Potential Performance Measures for Each of Six Regional Goals (extract – refer to memorandum for full table)

	Regional Goals	Potential Performance Measures	Data Currently Available	Understandable to Interested Public	Actionable by TPB Member Agencies
1	Provide a Comprehensive Range of Transportation Options	<ul style="list-style-type: none"> • Daily VMT per capita • Mode share split for all trip purposes • % change in morning rush hour congestion • % region’s bus stops that are fully accessible • % transit share of work trips • Progress in Implementing the TPB's Bicycle and Pedestrian Plan • % change in bike-share usage • % change in car-share usage • % change in number of people registered for ‘Guaranteed Ride Home’ 	<ul style="list-style-type: none"> ● ● ○ ○ ○ ○ ● ● ● 	<ul style="list-style-type: none"> ● ● ○ ○ ○ ○ ○ ○ ○ 	<ul style="list-style-type: none"> ○ ○ ○ ○ ○ ○ ○ ○ ○
2	Promote Transportation Connections, Walkability, and Mixed Use Development in Activity Centers	<ul style="list-style-type: none"> • Street block density in Activity Centers • Jobs-household ratio in Activity Centers • Average number of other Activity Centers accessible within 45 minutes of a given Activity Center by Transit and Highway • % of new commercial construction and new households in Activity Centers • % of new affordable households in Activity Centers • Housing and transportation costs as % of income in Activity Centers 	<ul style="list-style-type: none"> ● ○ ○ ○ ○ ○ 	<ul style="list-style-type: none"> ● ● ○ ○ ○ ○ 	<ul style="list-style-type: none"> ○ ○ ○ ○ ○ ○
3	Ensure Adequate Maintenance Preservation, and Safety of the Existing System	<ul style="list-style-type: none"> • % road pavement in ‘Fair or Better Condition’ • % bridges in in ‘Fair or Better Condition’ • % Metro escalators available • Number of bike and pedestrian fatalities • Number of traffic fatalities • % Metro elevators available • WMATA passenger injury rate • Percent of high crash locations with a project identified 	<ul style="list-style-type: none"> ○ ○ ● ● ● ● ● ○ 	<ul style="list-style-type: none"> ○ ○ ● ● ● ● ● ○ 	<ul style="list-style-type: none"> ○ ○ ○ ○ ○ ○ ○ ●

Table 2: Selected Performance Measures and Associated Challenges (extract – refer to memo for full table)

#	Goals	Selected Performance Measures	Challenges
1	Provide a Comprehensive Range of Transportation Options	<ul style="list-style-type: none"> • Daily VMT per capita • Mode shares for all trip purposes regionally and for activity centers 	<ul style="list-style-type: none"> • Decrease daily VMT/per capita • Increase use of alternative modes to single-occupant travel
2	Promote Transportation Connections, Walkability, and Mixed Use Development in Activity Centers	<ul style="list-style-type: none"> • Street block density in Activity Centers • Jobs-household ratio in Activity Centers • Housing and transportation costs as % of income in Activity Centers 	<ul style="list-style-type: none"> • Limited walkability in many Activity Centers • Reduce need to take long trips • TOD taking place • Affordable development for citizens
3	Ensure Adequate Maintenance, Preservation, and Safety of the Existing System	<ul style="list-style-type: none"> • % road pavement in 'Fair or Better Condition' • % bridges in 'Fair or Better Condition' • % Metro escalators available • Number of bike and pedestrian fatalities • Number of traffic fatalities 	<ul style="list-style-type: none"> • Maintain/improve road pavement conditions • Maintain/improve bridge conditions • Reduce bike/pedestrian fatalities • Maintain/improve transit access • Reduce traffic fatalities
4	Maximize Effectiveness of the Transportation System	<ul style="list-style-type: none"> • Annual hours of delay per person (all vehicles) • Planning time index (extra time for on-time arrival/on-time performance) • On-time reliability (Bus, Metro, VRE, MARC) • Average incident clearance time 	<ul style="list-style-type: none"> • Reduce delay • Increase travel reliability • Increase on-time reliability
5	Enhance Environmental Quality, Protect Human Health, and	<ul style="list-style-type: none"> • Ozone precursors and particulates • GHG emissions from mobile-sources 	<ul style="list-style-type: none"> • Maintain reductions in ozone precursors and particulates

Table 3: Examples of Challenges Identified and Strategies

Challenges	Strategies
<ul style="list-style-type: none"> • Decrease daily VMT/per capita • Increase use of alternative modes to single-occupant travel 	<ul style="list-style-type: none"> • Implement variably-priced lanes to provide congestion-free travel for passenger vehicles and buses • Accelerate implementation of improved bicycle and pedestrian facilities
<ul style="list-style-type: none"> • Limited walkability in many Activity Centers • Reduce need to take long trips • Affordable development for citizens 	<ul style="list-style-type: none"> • Support improved multimodal access to rail stations • Implement Transportation/Land Use planning projects • Support affordable housing initiatives in activity centers
<ul style="list-style-type: none"> • Maintain/improve road pavement and bridge conditions • Reduce bike/pedestrian fatalities 	<ul style="list-style-type: none"> • Devote greater managerial and financial resources to ensuring state of good repair for roads, bridges, and transit facilities • Implement effective bicycle and pedestrian safety programs
<ul style="list-style-type: none"> • Reduce delay • Increase travel reliability 	<ul style="list-style-type: none"> • Implement bus priority treatments • Strengthen incident management capabilities
<ul style="list-style-type: none"> • Remove barriers to green stormwater approaches 	<ul style="list-style-type: none"> • Support green infrastructure design
<ul style="list-style-type: none"> • Increase total value/tonnage of freight • Increase total number of passengers arriving at region's airports • Increase number of passengers arriving by inter-city rail 	<ul style="list-style-type: none"> • Remove obstacles to double-track/double-stack freight rail service • Improve access to airports for both passengers and goods • Improve access to inter-city rail station

E. Public Outreach

- Ascertain through public outreach which measures resonate most with citizens of the region
- December 2011: Technical Committee, TPB, and CAC will be briefed on Draft Interim Report 1 - A reaffirmation of regional goals; an initial set of performance measures, challenges, and strategies; and a proposed public outreach schedule through June 2012
- January 2012: Listening Sessions with Regional Stakeholders and Citizens, and web-based comment form
- February 2012: Final Interim Report 1, including feedback received
- April 2012: Focus Groups
- June 2012: Technical Committee, TPB, and CAC will be 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, including feedback received

F. Next Steps

- Next steps track the agreed work schedule:
 - Development of initial set of goals, performance measures, and challenges by end of 2011
 - Development of examples of near-term strategies by end of 2011
 - Public Outreach activities through June 2012
 - Interim Reports in January and July 2012

TPB Regional Priorities Plan Schedule

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