

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

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A. Background on the RTPP

- May 2010: Conversation on Setting Regional Transportation Priorities, in response to a request by the CAC
- 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
 - *“The RTPP is expected to focus on identifying a limited number of regional priorities, perhaps 10 to 15 in total at any one time, in order to encourage concentrated regional efforts on addressing the most pressing regional challenges at the time.”*

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

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

- Regional goals were drawn from the *TPB Vision* (1998) and *Region Forward* (2010)
 - *Region Forward* aims to “tie together earlier work in a comprehensive way” by integrating four “building blocks”: the *TPB Vision*, the *Activity Centers Report*, *Reality Check*, and the *2008 Climate Change Report*
- Performance measures must meet the following two criteria:
 - (1) *Meaningful to the interested public*
 - (2) *Data currently available*
- *2010 CLRP* provides baseline data and forecasts for most performance measures in both the RTPP and *Region Forward*

Figure 3: Potential Performance Measures (Goals 1, 2, and 3)

	Regional Goals	Potential Performance Measures	Data Currently Available	Meaningful to Interested Public
1	Provide a Comprehensive Range of Transportation Options	• 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	●	●
		• % change in bike-share usage	●	◐
		• % change in car-share usage	●	◐
2	Promote Transportation Connections, Walkability, and Mixed Use Development in Activity Centers	• Street block density in Activity Centers	●	●
		• Regional Activity Centers with rail transit	●	●
		• Jobs-household ratio in Activity Centers	●	●
		• % of new commercial construction and new households in Activity Centers	●	●
		• Housing and transportation costs as % of income in Activity Centers	◐	◐
		• % of new affordable households in Activity Centers	◐	◐
		• Average number of other Activity Centers accessible within 45 minutes of a given Activity Center by Transit and Highway	●	◐
3	Ensure Adequate Maintenance Preservation, and Safety of the Existing System	• % road pavement in 'Fair or Better Condition'	●	●
		• % bridges non-deficient	●	●
		• % Metro escalators available	●	●
		• Number of transportation injuries and fatalities (all modes)	●	●
		• Percent of high crash locations with a project identified	◐	◐
		• Number of TPB Member Agencies that have completed transportation vulnerability assessments and / or climate adaptation plans	●	◐

Figure 3: Potential Performance Measures (Goals 4, 5, and 6)

	Regional Goals	Potential Performance Measures	Data Currently Available	Meaningful to Interested Public
4	Maximize Effectiveness of the Transportation System	• Hours of delay per person (all vehicles)	●	●
		• Extra time needed for on-time arrival by road compared to free-flow time	●	●
		• Transit on-time reliability	●	●
		• Incident clearance time	●	●
		• Transit ridership	●	●
		• Traffic incidents managed	◐	●
		• Annual congestion cost \$	◐	◐
		• Volume/Capacity Ratio	●	◐
		• HOV lane travel time reliability	◐	◐
		• 95th percentile reliability travel time	●	◐
• Customer Satisfaction Survey results (all modes)	○	◐		
• Annual hours of Capital Bikeshare trips	◐	●		
• HOV travel time savings	◐	◐		
5	Enhance Environmental Quality, Protect Human Health, and Improve Energy Efficiency	• Ozone precursors and particulates	●	●
		• GHG emissions from mobile sources	●	●
		• MPG fleet average	◐	●
		• Stormwater runoff	○	◐
		• Energy consumption per person-mile	◐	●
		• Physical activity (exercise) per trip	○	◐
		• Number of designated Green Spaces	◐	●
6	Support International and Inter-Regional Travel and Commerce	• Number of passengers arriving at region's airports	●	●
		• Value of freight movement for all modes (rail, truck, air, maritime)	●	●
		• Number of international destinations served non-stop by regional airports (passenger flights)	●	●
		• Number of passengers arriving by inter-city rail	◐	●
		• Tonnage of freight movement for all modes (rail, truck, air, maritime)	●	◐
		• Number of international destinations served non-stop by regional airports (air cargo flights)	◐	●

E. Regional Challenges and Strategies to Address Them (Task 2)

- Performance measures that were considered to best meet the two criteria were selected for use in identifying key regional challenges
- Strategies were formulated to address the key regional challenges as comprehensively as possible; many strategies address more than one challenge

Figure 4: Regional Challenges (Goals 1, 2, and 3)

Goal 1: Provide a Comprehensive Range of Transportation Options		
	Performance Measure	Regional Challenge
1.1	Daily VMT per capita	Maintain progress toward reducing VMT per capita
1.2	Number of jobs accessible within 45 minutes	Continue to increase the number of jobs accessible within 45 minutes by auto and transit
1.3	Mode share for commute and daily trips	Increase use of alternatives to single occupant vehicle travel
1.4	Morning rush hour congestion	Reduce projected morning rush hour congestion on roadways and Metrorail
1.5	% region's bus stops that are fully accessible	Increase the percentage of bus stops that are fully accessible
Goal 2: Promote Transportation Connections, Walkability, and Mixed-Use Development in Activity Centers		
	Performance Measure	Regional Challenge
2.1	Street block density in Activity Centers	Increase street block density in key Activity Centers
2.2	Regional Activity Centers with rail transit	Increase the number of Activity Centers with rail transit
2.3	Jobs-household ratio in Activity Centers	Improve the jobs/housing balance in Activity Centers
2.4	% of new commercial construction and new households in Activity Centers	Increase the percentage of commercial construction and new households in Activity Centers
Goals 3: Ensure Adequate Maintenance, Preservation, and Safety of the Existing System		
	Performance Measure	Regional Challenge
3.1	% road pavement in 'Fair or Better Condition'	Increase the percentage of road pavement that is in 'fair or better condition'
3.2	% bridges non-deficient	Increase the percentage of bridges that are 'non-deficient'
3.2	% Metro escalators available	Increase the percentage of Metro escalators available
3.4	Number of transportation injuries and fatalities (all modes)	Maintain progress on reducing the number of motorized traffic and transit injuries and fatalities; reduce bicycle and pedestrian injuries and fatalities

Figure 4: Regional Challenges (Goals 4, 5, and 6)

Goal 4: Maximize Effectiveness of the Transportation System		
	Performance Measure	Regional Challenge
4.1	Hours of delay per person (all vehicles)	Reduce hours of delay per person
4.2	Extra time needed for on-time arrival by road compared to free-flow time	Reduce the extra time needed for on-time arrival by road compared to free-flow time
4.3	Transit on-time reliability	Improve transit on-time reliability
4.4	Incident clearance time	Reduce the duration of incident clearing times
4.5	Transit ridership	Increase transit ridership
Goal 5: Enhance Environmental Quality, Protect Health, and improve Energy Efficiency		
	Performance Measure	Regional Challenge
5.1	Ozone precursors and particulates	Ensure all ozone precursor, nitrogen oxide, and particulate matter emissions remain below adopted budgets
5.2	GHG emissions from mobile sources	Seek further reductions in GHG emissions from mobile sources
Goal 6: Support International and Inter-Regional Travel and Commerce		
	Performance Measure	Regional Challenge
6.1	Number of passengers arriving at region's airports	Ensure continued growth in the number of passengers arriving at the region's airports
6.2	Value of freight movement for all modes (rail, truck, air, maritime)	Ensure continued growth in the value of freight movement for all modes (rail, truck, air, maritime).
6.3	Number of international destinations served non-stop by regional airports (passenger flights)	Increase the number of international destinations served non-stop by regional airports (passenger flights)

Figure 5: Potential Strategies

	Strategy -----> Performance Measure	Goal 1 - Provide a Comprehensive Range of Transportation Options					Goal 2 - Promote Transportation Connections, Walkability, and Mixed Use Development in Activity Centers				Goal 3 - Ensure Adequate Maintenance Preservation, and Safety of the Existing System				Goal 4 - Maximize Effectiveness of the Transportation System					Goal 5 - Enhance Environmental Quality, Protect Human Health, and Improve Energy Efficiency		Goal 6 - Support International and Inter-Regional Travel and Commerce		
		1.1	1.2	1.3	1.4	1.5	2.1	2.2	2.3	2.4	3.1	3.2	3.3	3.4	4.1	4.2	4.3	4.4	4.5	5.1	5.2	6.1	6.2	6.3
S.1.	Seek continuation of funding to ensure the reliability and safety of the region's transit network, particularly a continuation of or replacement for PRIIA funding for Metrorail beyond 2020	X	X	X	X							X	X			X				X	X			
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	X		X	X								X							X	X			
S.3.	Identify and implement cost-effective bus priority treatments	X	X	X												X		X		X	X			
S.4.	Assess status of bus stop accessibility throughout the region and implement cost-effective improvements					X																		
S.5.	Seek opportunities to implement recommendations produced by the Transportation/Land-Use Connections (TLC) Program						X	X																
S.6.	Use transportation resources to support mixed use development in the region's activity centers, particularly around underutilized rail stations		X					X	X	X														
S.7.	Devote sufficient funding to ensuring 'state of good repair' for roadways and bridges									X	X													
S.8.	Support the implementation of effective safety measures for bicyclists and pedestrians, as well as other modes												X											
S.9.	Identify and implement cost-effective management techniques and capacity improvements to address travel time and reliability problems resulting from congestion on roadway and transit systems				X									X	X				X					
S.10.	Provide adequate funding and staff support for regional incident management programs, including MATOC																X							
S.11.	Support programs such as Eco-driving, which provide cost-effective reductions in gasoline and diesel fuel consumption and GHG emissions																			X				
S.12.	Provide funding for ensuring adequate roadway and transit access to the region's airports																				X	X	X	

F. Public Outreach Activities and Schedule

- 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