HRTPO Regional Performance Measures (RPMs)

FY16 Update

September 2016

T16-09

HAMPTON ROADS TRANSPORTATION PLANNING ORGANIZATION

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Executive Director

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James Utterback, Hampton Roads District Administrator
Dawn Odom – Alternate

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Dean Vanderley, Captain, U.S. Navy – Alternate
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Robert Case, Ph.D.	Principal Transportation Engineer
Seth Schipinski	Transportation Engineer
Kathlene Grauberger	Senior Administrative Assistant
Michael Long	General Services Manager
Chris Vaigneur	Assistant General Services Manager

Introduction

Although the current federal transportation legislation—MAP-21—newly focuses on performance management, the HRTPO has been conducting transportation performance management for 20 years. This report presents the latest values for one of the components of our performance management system: Regional Performance Measures originially developed in response to Virginia HB 30 (2010).

"Regional Performance Measures"

In 2009, the General Assembly passed legislation granting the Commonwealth Transportation Board (CTB) authority to:

> "*require that appropriate regional organizations develop…quantifiable measures and achievable goals for the urban region relating to, but not limited to, congestion reduction and safety, transit and high-occupancy vehicle (HOV) usage, job-to-housing ratios, job and housing access to transit and pedestrian facilities, air quality, movement of freight by rail, and per capita vehicle miles traveled*."

In 2010, the General Assembly passed legislation that:

1. Established a July 1, 2011 deadline for large MPOs to have regional performance measures approved by the CTB, and
2. Tied the state match for Regional Surface Transportation Program (RSTP) funds to the successful meeting of the July 1, 2011 deadline.

In January of 2011, the Hampton Roads Transportation Planning Organization (HRTPO) Board approved a list of Regional Performance Measures (RPMs) for Hampton Roads. On June 15, 2011, the CTB passed a resolution approving various MPO RPMs, including those for Hampton Roads, and set a May 30, 2012 date for targets to be developed. On February 8, 2012, the Transportation Technical Advisory Committee (TTAC) RPM Task Force met and developed draft directional targets for each RPM.

In April 2012, the HRTPO Board approved the first RPM document which contained directional targets for Hampton Roads' Regional Performance Measures (RPMs) and the latest values for these RPMs (mostly 2011 values), and forwarded both to the Office of the Secretary of Transportation. In September 2013, the Board approved the second RPM document which contained the latest RPM values (mostly 2012 values). In FY14, HRTPO staff included an overview of HRTPO Performance Management with its annual update of RPM values.

HRTPO staff also compiles an annual State of Transportation report with more extensive performance measurement. The latest State of Transportation report is being published concurrently with this study.

This FY16 document contains the latest data available (mostly 2015 values). Staff made this data available for public review and comment from Wednesday, July 6, 2016 through Wednesday, July 20, 2016. Public comments were received from one public agency.

RPM Categories

The Hampton Roads RPMs, approximately 70 measures, are organized in the following 12 categories:

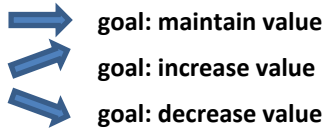
A. Transportation System Measures

1. Congestion Reduction
2. Safety
3. Transit Usage
4. HOV Usage
5. Job-to-Housing Ratios
6. Job and Housing Access to Transit
7. Job and Housing Access to Pedestrian Facilities
8. Air Quality
9. Movement of Freight
10. Vehicle Miles Traveled (VMT)
11. Maintenance

B. Financial System Measures

The first ten categories were suggested by the Commonwealth; the last two—Maintenance and Financial—were added by the TTAC.

Lacking a basis for setting numerical targets, the RPM Task Force decided to set directional—as opposed to numerical—goals, based on the following options:



To assess the success in meeting these goals, staff colored the arrows:

- green indicating that actual trend is following desired trend
- orange indicating that actual trend is directionally opposite desired trend
- blue indicating unclear trend.

The RPM values and targets are presented on the following pages.

Hampton Roads Regional Performance Measures

A. Transportation System Performance Measures[13]

Actual Trend is Following Desired Trend

Actual Trend is Going Against Desired Trend

Actual Trend Unclear

	Data Source	Year 2007	Year 2008	Year 2009	Year 2010	Year 2011	Year 2012	Year 2013	Year 2014	Year 2015	Year 2016	Year 2017	Desired Trend
1. congestion reduction													
Annual Delay, hours per peak auto commuter	Texas Transportation Inst. (TTI)	42	43	42	43	43	43	44	45	n.a.	n.a.	n.a.	
Annual Excess Fuel Consumed, gallons per peak auto commute	Texas Transportation Inst. (TTI)	18	18	17	18	18	18	18	19	n.a.	n.a.	n.a.	
Travel Time Index (extra time during peak period), %	Inrix via TTI	18%	18%	18%	18%	18%	18%	19%	19%	n.a.	n.a.	n.a.	
2. safety													
Annual Roadway Fatalities, number	Virginia DMV[24]	155	153	124	121	136	99	131	125	121	n.a.	n.a.	
Annual Roadway Fatalities, per 100 million VMT[25]	Virginia DMV[24]	0.99	1.01	0.97	0.89	0.86	0.81	0.84	0.88	n.a.	n.a.	n.a.	
Annual Roadway Injuries, number	Virginia DMV[24]	14,494	14,465	14,004	13,449	14,038	15,034	15,432	14,715	14,955	n.a.	n.a.	
Annual Roadway Injuries, per million VMT	Virginia DMV[24]	0.98	0.97	0.95	0.90	0.96	1.04	1.07	1.04	n.a.	n.a.	n.a.	
Annual Roadway Crashes, number	Virginia DMV[24]	30,276	27,599	24,005	23,142	24,115	25,192	25,374	24,874	25,310	n.a.	n.a.	
Annual Roadway Crashes, per million VMT	Virginia DMV[24]	2.05	1.86	1.63	1.55	1.65	1.74	1.77	1.76	n.a.	n.a.	n.a.	
Annual Transit Fatalities, number	Federal Transit Administration (FTA)[6]	0	0	0	0	1	1	0	0	n.a.	n.a.	n.a.	0
Annual Transit Fatalities, per 100 million PMT	Federal Transit Administration (FTA)[6]	0.00	0.00	0.00	0.00	0.85	0.81	0.00	0.00	n.a.	n.a.	n.a.	0
Annual Transit Injuries, number	Federal Transit Administration (FTA)[6]	71	81	109	135	113	73	95	98	n.a.	n.a.	n.a.	
Annual Transit Injuries, per 100 million PMT	Federal Transit Administration (FTA)[6]	69	69	102	118	96	59	86	89	n.a.	n.a.	n.a.	
Annual Transit Collisions[19], number	Federal Transit Administration (FTA)[6]	25	15	27	40	30	26	35	30	n.a.	n.a.	n.a.	
Annual Transit Collisions[19], per 100 million PMT	Federal Transit Administration (FTA)[6]	24	13	25	35	26	21	32	27	n.a.	n.a.	n.a.	
Annual Aviation Fatalities[22], number[23]	National Transp. Safety Board (NTSB)	3	0	0	1	2	0	8	0	3	n.a.	n.a.	0
Annual Aviation Accidents[22], number[23]	National Transp. Safety Board (NTSB)	10	5	6	8	3	1	5	3	3	n.a.	n.a.	
Annual Highway-Rail Crossing Accidents[20], per million populatic	Federal Railroad Administration (FRA)	5	4	5	2	1	4	4	5	3	n.a.	n.a.	
3. transit usage													
Annual Unlinked Passenger Trips (UPT), number	Federal Transit Administration (FTA)[6]	2.7.E+07	2.9.E+07	1.9.E+07	1.9.E+07	1.9.E+07	2.1.E+07	2.1.E+07	2.0.E+07	n.a.	n.a.	n.a.	
Annual Unlinked Passenger Trips (UPT), per capita[21]	HRTPO Calculation	18	20	13	13	13	14	14	13	n.a.	n.a.	n.a.	
Annual Vehicle Revenue Miles (VRM), number	Federal Transit Administration (FTA)[b]	1.5.E+07	1.6.E+07	1.7.E+07	1.6.E+07	1.6.E+07	1.6.E+07	1.6.E+07	1.6.E+07	n.a.	n.a.	n.a.	
Annual Vehicle Revenue Miles (VRM), per capita[21]	HRTPO Calculation	10	11	11	11	11	11	10	10	n.a.	n.a.	n.a.	
Annual Passenger Miles Traveled (PMT), number	Federal Transit Administration (FTA)[b]	1.0.E+08	1.2.E+08	1.1.E+08	1.1.E+08	1.2.E+08	1.23E+08	1.1E+08	1.1E+08	n.a.	n.a.	n.a.	
Annual Passenger Miles Traveled (PMT), per capita[21]	HRTPO Calculation	70	80	72	77	78	82	72	72	n.a.	n.a.	n.a.	
Passengers Boarding or Departing Amtrak Trains (HR)[32]	Amtrak	138,414	166,839	158,914	163,405	175,494	195,263	229,524	215,578	221,917	n.a.	n.a.	
Endpoint On-Time Performance, Amtrak (Rich/NN/Nor")[32]	Amtrak	n.a.	n.a.	n.a.	n.a.	76%	85%	84%	73%	71%	n.a.	n.a.	
Operating Cost Ratio[30], Amtrak ("Washington-Newport News")	Amtrak	n.a.	n.a.	n.a.	n.a.	0.99	0.87	0.98	0.76	0.81	n.a.	n.a.	

	Data Source	Year 2007	Year 2008	Year 2009	Year 2010	Year 2011	Year 2012	Year 2013	Year 2014	Year 2015	Year 2016	Year 2017	Desired Trend
4. HOV usage													
Persons per Hour per HOV Ln During Peak Period, avg of count	Va. Dept. of Transportation (VDOT)	703	598	637	685	571	638	598	612	525	n.a.	n.a.	
# of Park and Ride Spaces	Va. Dept. of Transportation (VDOT)	n.a.	n.a.	n.a.	n.a.	n.a.	4,423	n.a.	n.a.	4,193	3,069	n.a.	
# of Occupied Park and Ride Spaces, per 100,000 population	Va. Dept. of Transportation (VDOT)	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	#DIV/0!	64	n.a.	n.a.	
% of Commuters with Journey-to-Work via Carpool[10]	American Community Survey (ACS)	n.a.	n.a.	n.a.	9.4%	8.1%	8.9%	8.3%	8.2%	n.a.	n.a.	n.a.	
5. job-to-housing ratios													
Ratio of Jobs to Labor Force[2]													
Hampton Roads	VWC[34]: thru 2012; HRPDC: 2013+	0.96	0.95	0.95	0.93	0.92	0.92	0.92	0.91	0.93	n.a.	n.a.	
Chesapeake	VWC[34]: thru 2012; HRPDC: 2013+	0.90	0.88	0.88	0.90	0.89	0.88	0.87	0.86	0.87	n.a.	n.a.	n.a.
Gloucester	VWC[34]: thru 2012; HRPDC: 2013+	0.51	0.49	0.49	0.51	0.51	0.52	0.52	0.50	0.50	n.a.	n.a.	n.a.
Hampton	VWC[34]: thru 2012; HRPDC: 2013+	0.89	0.89	0.91	0.92	0.90	0.91	0.90	0.88	0.88	n.a.	n.a.	n.a.
Isle of Wight	VWC[34]: thru 2012; HRPDC: 2013+	0.66	0.65	0.64	0.58	0.55	0.57	0.59	0.58	0.59	n.a.	n.a.	n.a.
James City	VWC[34]: thru 2012; HRPDC: 2013+	0.84	0.87	0.86	0.87	0.86	0.87	0.84	0.84	0.85	n.a.	n.a.	n.a.
Newport News	VWC[34]: thru 2012; HRPDC: 2013+	1.17	1.15	1.09	1.15	1.16	1.16	1.15	1.15	1.15	n.a.	n.a.	n.a.
Norfolk	VWC[34]: thru 2012; HRPDC: 2013+	1.50	1.51	1.54	1.33	1.33	1.32	1.30	1.28	1.33	n.a.	n.a.	n.a.
Poquoson	VWC[34]: thru 2012; HRPDC: 2013+	0.33	0.33	0.34	0.30	0.29	0.29	0.27	0.27	0.28	n.a.	n.a.	n.a.
Portsmouth	VWC[34]: thru 2012; HRPDC: 2013+	0.97	0.98	1.03	1.03	1.04	1.05	1.07	1.05	1.07	n.a.	n.a.	n.a.
Suffolk	VWC[34]: thru 2012; HRPDC: 2013+	0.65	0.65	0.66	0.65	0.64	0.69	0.68	0.68	0.71	n.a.	n.a.	n.a.
Virginia Beach	VWC[34]: thru 2012; HRPDC: 2013+	0.82	0.80	0.80	0.77	0.76	0.76	0.77	0.77	0.79	n.a.	n.a.	n.a.
Williamsburg	VWC[34]: thru 2012; HRPDC: 2013+	3.30	3.10	3.02	2.42	2.18	2.18	2.14	2.09	2.13	n.a.	n.a.	n.a.
York	VWC[34]: thru 2012; HRPDC: 2013+	0.74	0.72	0.74	0.71	0.71	0.70	0.70	0.69	0.72	n.a.	n.a.	n.a.
Jobs - Labor Force[2] Regional Linear Dissimilarity Index, 0.0 to 1.	VWC[34]: thru 2012; HRPDC: 2013+	0.11	0.11	0.11	0.10	0.11	0.11	0.10	0.10	0.10	n.a.	n.a.	
% of Workers Working Outside Locality (City/County) in Which	American Community Survey (ACS)	50%	48%	49%	48%	47%	49%	46%	47%	n.a.	n.a.	n.a.	
Mean Travel Time to Work, minutes	American Community Survey (ACS)	23.3	23.6	23.2	23.7	23.3	24.0	24.0	24.4	n.a.	n.a.	n.a.	
6. job and housing access to transit													
% of Employment in TAZs[1] Served by Transit[18]	HR Transp. Planning Org. (HRTPO)[1]	n.a.	n.a.	n.a.	n.a.	84%	84%	84%	84%	85%	85%	n.a.	
% of Households in TAZs[1] Served by Transit[18]	HR Transp. Planning Org. (HRTPO)[1]	n.a.	n.a.	n.a.	n.a.	73%	73%	73%	73%	75%	75%	n.a.	
7. job and housing access to pedestrian facilities													
% of Housing Units[9] in areas[17] with 1%+ Walk-To-Work Mode Sl	CTPP: 2000, 2008; ACS: 2011[33]	n.a.	43%	n.a.	n.a.	37%	38%	n.a.	n.a.	n.a.	n.a.	n.a.	
8. air quality													
Annual # of Days when Ozone Levels were Above 8-Hour Stand	Dept. of Environmental Quality (DEQ)	9	7	0	6	7	3	0	0	0	n.a.	n.a.	0
NOx′ (from motor vehicles), tons per day (near future)[15]	Va. Dept. of Transportation (VDOT)	n.a.	n.a.	n.a.	n.a.	43	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	32
NOx′ (from motor vehicles), grams per capita per day (near futı	Va. Dept. of Transportation (VDOT)	n.a.	n.a.	n.a.	n.a.	23	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
VOC′ (from motor vehicles), tons per day (near future)[15]	Va. Dept. of Transportation (VDOT)	n.a.	n.a.	n.a.	n.a.	35	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	28
VOC′ (from motor vehicles), grams per capita per day (near futı	Va. Dept. of Transportation (VDOT)	n.a.	n.a.	n.a.	n.a.	19	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
CO_2 (greenhouse gas, from motor veh's), tons per day (near fut	Va. Dept. of Transportation (VDOT)[--]	n.a.	n.a.	n.a.	n.a.	22,464	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
CO_2 (greenhouse gas, from motor veh's), grams/capita/day (ne	Va. Dept. of Transportation (VDOT)[--]	n.a.	n.a.	n.a.	n.a.	12,076	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	

	Data Source	Year 2007	Year 2008	Year 2009	Year 2010	Year 2011	Year 2012	Year 2013	Year 2014	Year 2015	Year 2016	Year 2017	Desired Trend
9. movement of freight													
Shares (%) of General Cargo Handled by Port of Virginia, by wei	Virginia Port Authority (VPA)												
Barge	VPA	4%	5%	4%	4%	4%	4%	4%	4%	3%	n.a.	n.a.	
Rail	VPA	31%	31%	30%	28%	30%	32%	34%	33%	33%	n.a.	n.a.	
Truck	VPA	65%	64%	66%	68%	66%	64%	62%	63%	64%	n.a.	n.a.	
		100%	100%	100%	100%	100%	100%	100%	100%	100%			
Rail Mode Share (%), freight with HR origins, by value and tonn	Freight Analysis Framework (FAF3)												
by tonnage[zb]	FAF3	29%	n.a.	n.a.	35%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
by value[zb]	FAF3	3%	n.a.	n.a.	3%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Rail Mode Share (%), freight with HR destinations, by value and	Freight Analysis Framework (FAF3)												
by tonnage[zb]	FAF3	40%	n.a.	n.a.	44%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
by value[zb]	FAF3	4%	n.a.	n.a.	5%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
10. per capita vehicle miles traveled													
Daily Vehicle Miles Traveled (VMT) per capita	Va. Dept. of Transportation (VDOT)	24.2	24.2	24.0	23.8	23.6	23.1	22.7	22.3	n.a.	n.a.	n.a.	
% of Commuters with Journey-to-Work by Alternate Modes[o]	Census	20%	20%	18%	19%	19%	19%	18%	18%	n.a.	n.a.	n.a.	
11. maintenance													
% of Pavement in Non-Deficient Condition, VDOT-maintained r	Va. Dept. of Transportation (VDOT)	n.a.	70%	69%	66%	76%	75%	83%	85%	89%	n.a.	n.a.	
% of Bridges Not Structurally Deficient	Va. Dept. of Transportation (VDOT)	96%	n.a.	95%	94%	94%	94%	94%	94%	93%	94%	n.a.	
Total Transit Revenue Service Interruptions (mechanical) per m	Federal Transit Administration (FTA)[b]	56	40	34	45	38	29	27	28	n.a.	n.a.	n.a.	
B. Financial System Performance Measures													
Actual Obligations / Planned Obligations[11]	Va. Dept. of Transportation (VDOT)	n.a.	n.a.	n.a.	n.a.	n.a.	1.28	0.95	1.14	0.60	n.a.	n.a.	n.a.
Average Age of Federal Dollars Spent on TIP Projects[14]	Va. Dept. of Transportation (VDOT)	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Mid-Fiscal-Year Total of Unspent Obligations for TIP Projects[12]	Va. Dept. of Transportation (VDOT)	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
% of Total District Allocn's in SYIP (i.e. omitting St'wide[31]), year	Va. Dept. of Transportation (VDOT)												
Bristol	HRTPO Calculation	10%	8%	8%	8%	10%	10%	11%	8%	5%	5%	6%	n.a.
Culpeper	HRTPO Calculation	4%	4%	3%	3%	2%	3%	8%	5%	3%	4%	4%	n.a.
Fredericksburg	HRTPO Calculation	5%	5%	3%	4%	3%	6%	5%	4%	6%	7%	9%	n.a.
Hampton Roads	HRTPO Calculation	25%	18%	18%	13%	16%	21%	29%	28%	36%	34%	27%	
Lynchburg	HRTPO Calculation	4%	4%	3%	3%	2%	2%	2%	1%	2%	4%	5%	n.a.
Northern VA	HRTPO Calculation	29%	35%	39%	46%	51%	37%	25%	31%	26%	27%	22%	n.a.
Richmond	HRTPO Calculation	13%	12%	13%	11%	8%	8%	8%	7%	9%	10%	11%	n.a.
Salem	HRTPO Calculation	5%	8%	7%	7%	3%	7%	8%	8%	6%	6%	8%	n.a.
Staunton	HRTPO Calculation	5%	7%	5%	6%	5%	6%	4%	7%	6%	4%	7%	n.a.
total		100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	

Footnotes

1 Transportation Analysis Zone (TAZ) data from regional 4-step model

2 Data employment by job location as "jobs" measure; employment by home location as "labor force" measure

3 Calculated via equation 2 in "Feasibility of Using Jobs/Housing Balance in Virginia Statewide Planning", VTRC, Aug 2010, pg. 26; 0: perfectly balanced; 1: perfectly unbalanced.

4 First fiscal year shown in SYIP, e.g. the "2013" number shown herein comes from the FY13 column of the FY13-18 SYIP.

5 New performance measure for FY13 evaluation (i.e. not included in FY12 evaluation).

6 FTA's National Transit Database

7 These two pollutants (NOx and VOC)--precursors of ground-level ozone--are measured in several Va. MPOs for AQ conformity.
Note: "2011" numbers are from VDOT's MOBILE 6.2 model; subsequent numbers will be calculated using MOVES model, making comparison to earlier numbers difficult.

8 Sum of all modes other than Drove Alone (i.e. including bike, ped, transit, work-at-home, carpool, etc.).

9 Given the necessary proximity of jobs to houses of persons who walk to work, this measure is intended to cover both job and housing access to pedestrian facilities.

10 The goal of HOV lanes--carpooling--is measured herein.

11 Actual obligations ("Obligated") / planned obligations ("TIP"); source: Annual Obligation Report (AOR).

12 "Total" = "Unspent Obligations" for each project, summed over all projects in TIP.
Due to large amount of funds typically obligated near end of fiscal years, "Total" calculated via financial "snapshot" taken near middle of subject fiscal year.
"Unspent Obligations" for a project = (total obligations for any year up to and including FY of snapshot) - (total spent in any year up to snapshot date).
Because the "total obligations" will exclude matching funds, the "total spent" should exclude matching funds.

13 The source of the first ten category names is Section 33.1-23.03 Code of Va. [amended via Chapter 670],
except that "movement of freight" is used herein instead of original "movement of freight by rail"; category 11 and financial RPMs were added by HRTPO.

14 This calculation covers all federal transportation dollars spent during the subject fiscal year.
"Average Age" is a weighted average of the ages of each payment made during the subject fiscal year.
The age of a specific payment is calculated by comparing the date of the payment to the date of the appropriate obligation for that payment.
To calculate "Average Age", weight the age of each payment by the amount of that payment.
If the actual dates are not available, monthly or FY data may be used, e.g. the age of a payment made in FY11 for an obligation made in FY09 is 2.0 years.

15 For air quality conformity, VDOT estimates emissions for various future years including one near future year; NOx and VOC emissions for the ozone season, and CO2 emissions as annual averages.

16 In addition to the pollutants required for AQ conformity, VDOT calculates CO2 when it conducts analyses for conformity.

17 Due to slow release of TAZ data by the CTPP, in later years staff used ACS data by Block Group (block groups being similar in size to TAZs).

18 Due to the relatively large size of a typical TAZ, consider only those TAZs which are bordered or penetrated by transit as being served by transit.

19 FTA's "National Transit Database" uses the term "collisions" ("Collision_Total"), instead of "crashes".

20 FRA uses the term "accidents".

21 Using July estimates from Weldon Cooper for nine localities (Ches., Norf., Ports., Suf., VaB., Hamp., JCC, NN, Wlmbg.).
Note: The Urbanized Area (UZA) population (which is typically used by FTA) could not be found for inter-census years.
For year 2000, the HR9 Weldon Cooper population (1,413,272) is similar to the Urbanized Area (UZA) population (1,394,439).

22 "Fatalities"= number of people died; "Accidents"=number of crash events; NTSB and FAA use the term "accidents".

23 No rate (e.g. "per PMT") is included here because the number of person-miles-of-travel (PMT) in the airspace above Hampton Roads is not known.

24 "DMV": Department of Motor Vehicles.

25 Rate shown is for a 3-year period ending in year shown.

26 Including domestic portion of international freight movement.

27 VDOT-maintained roadways only.

28 VMT for this year not yet available.

29 PMT for this year not yet available.

30 OCR = "Total Costs excl. OPEB's, Capital Charge and Other Costs" / "Total Revenue". (OPEB: other post-employment benefits)

31 Note: Some large projects (e.g. US 460, I-95 HOT Lanes) are in "Statewide".

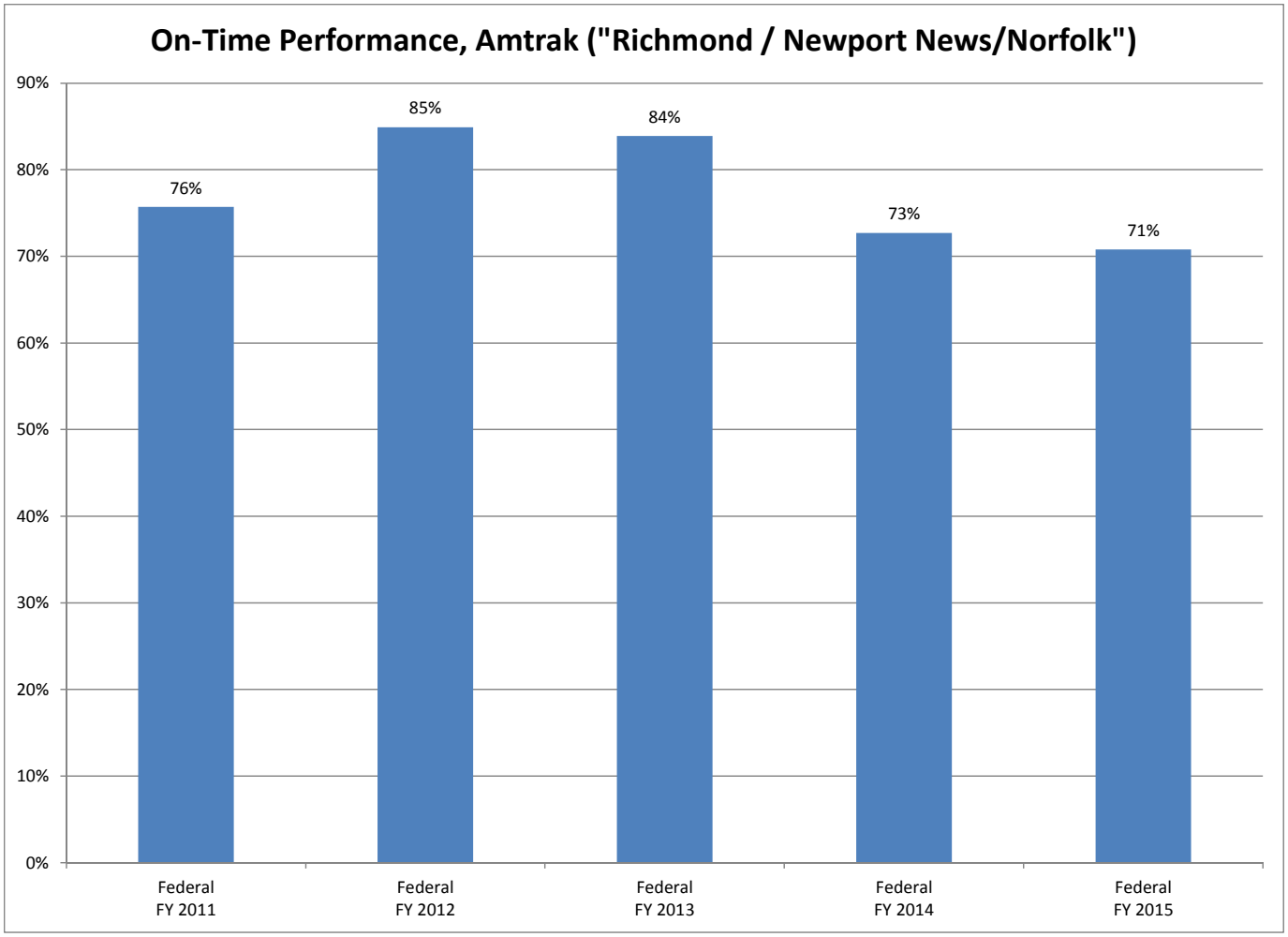
32 Note: Norfolk Amtrak began on 12-12-12.

33 CTPP: Census Transportation Planning Products; ACS: American Community Survey

34 VWC: Virginia Workforce Connection

Amtrak

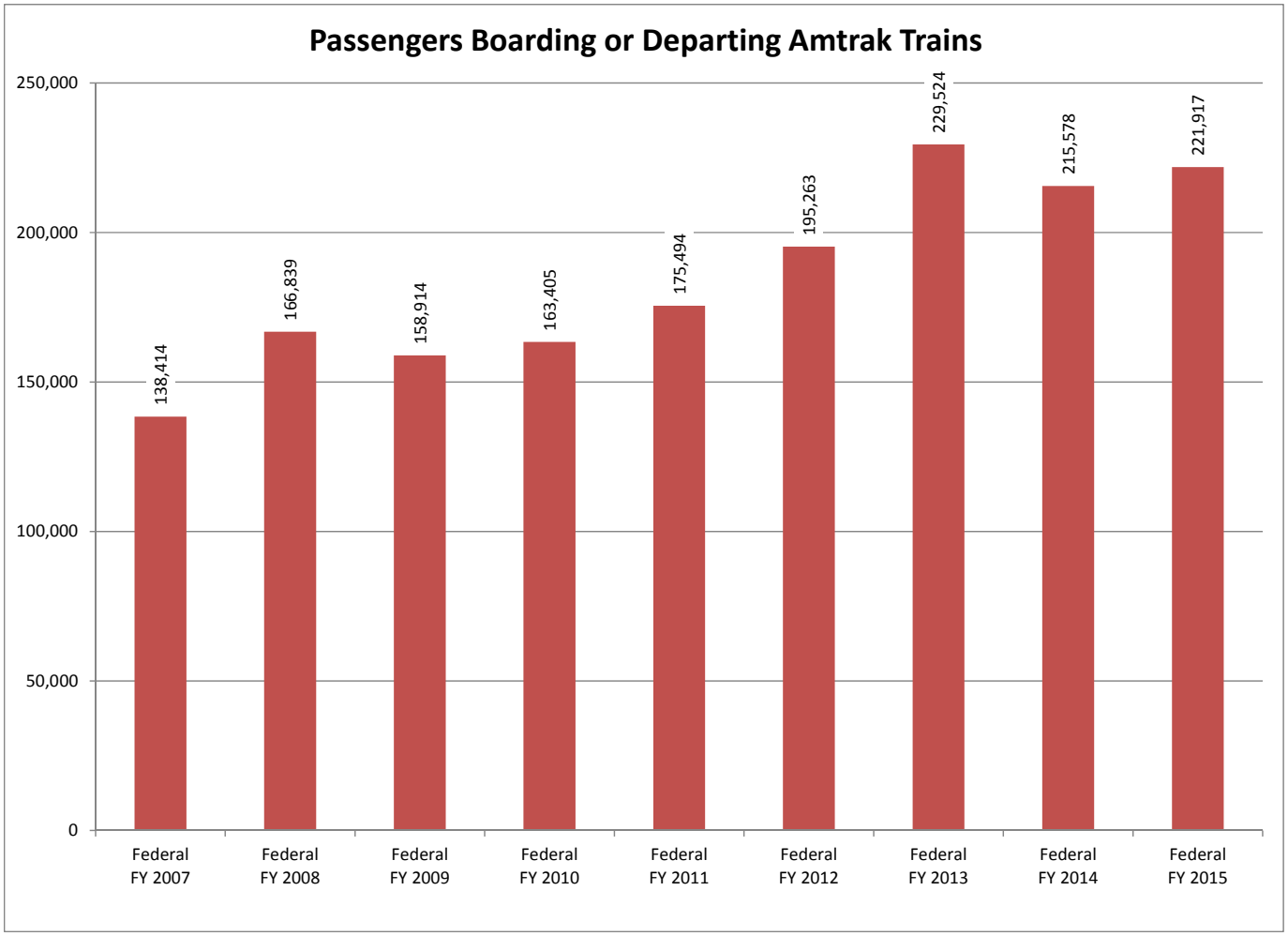
Although Amtrak on-time performance has declined…



Amtrak

…Amtrak usage has increased.

Note: Two trains run daily from Newport News; service from Norfolk (one train) began December 2012.



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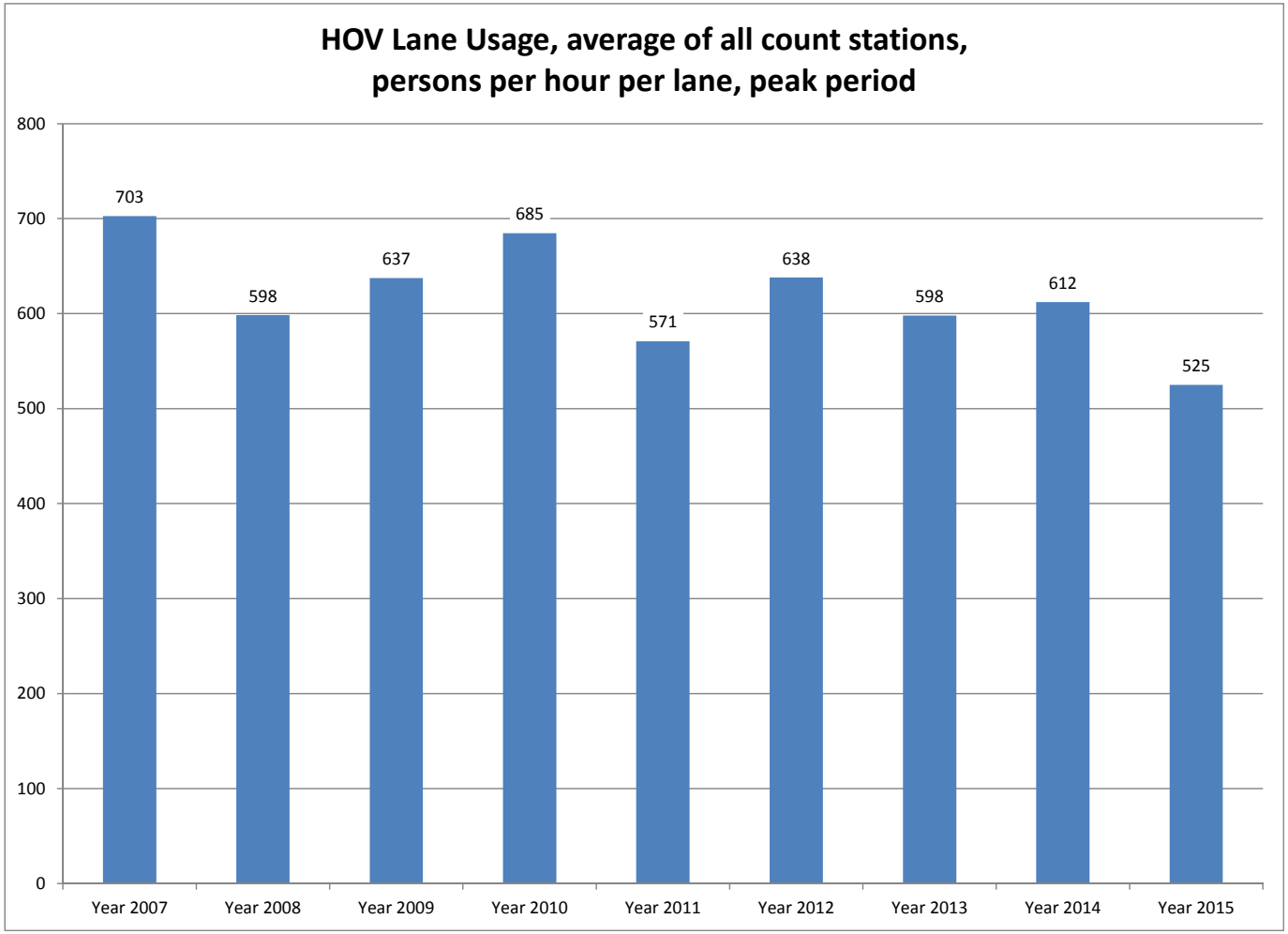
HOV

HOV usage has declined over the last 10 years.



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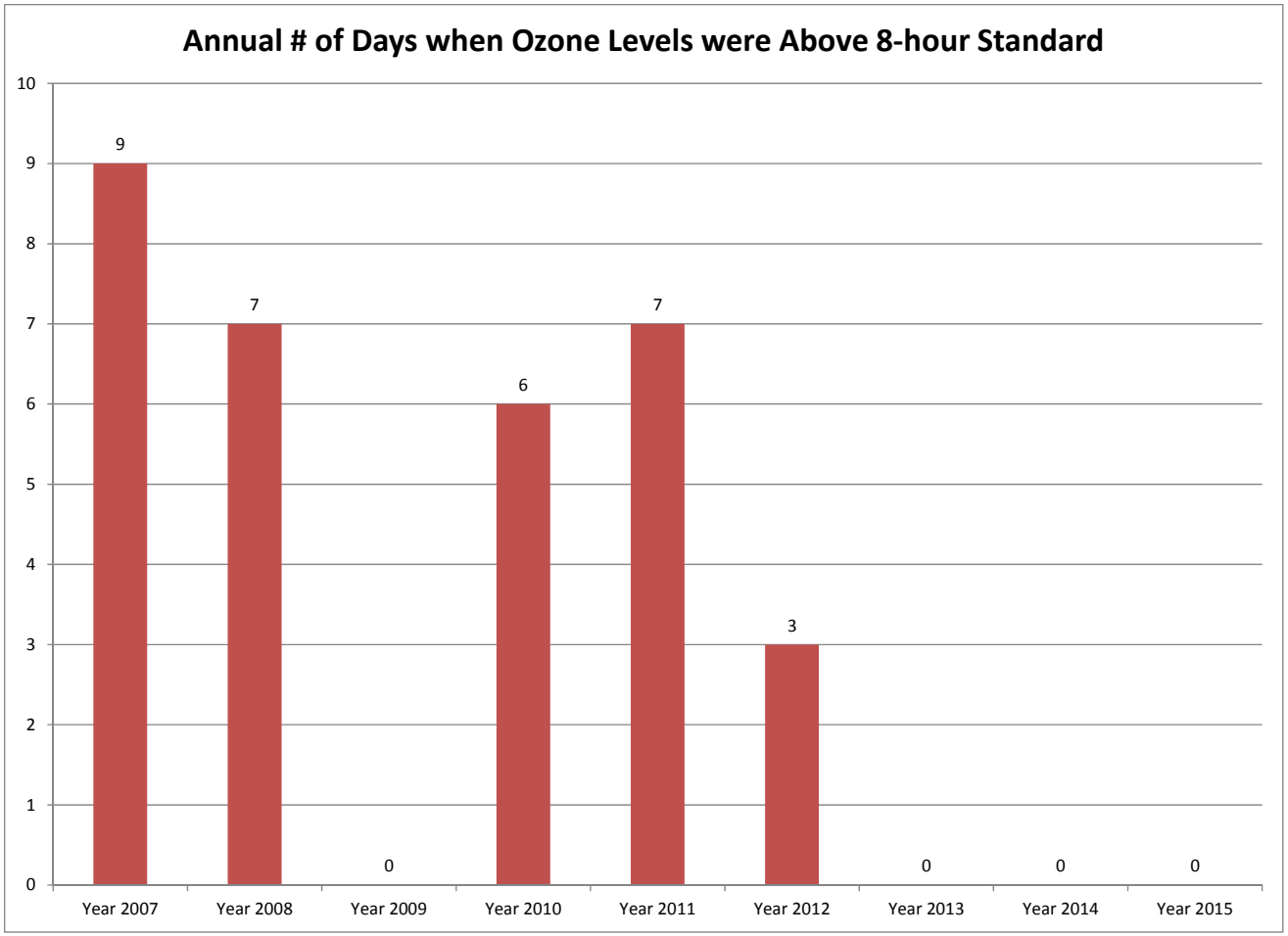
Air Quality

With no violations in the last three years, Hampton Roads air quality has improved dramatically.

Note: Hampton Roads is "in attainment" for air quality conformity.



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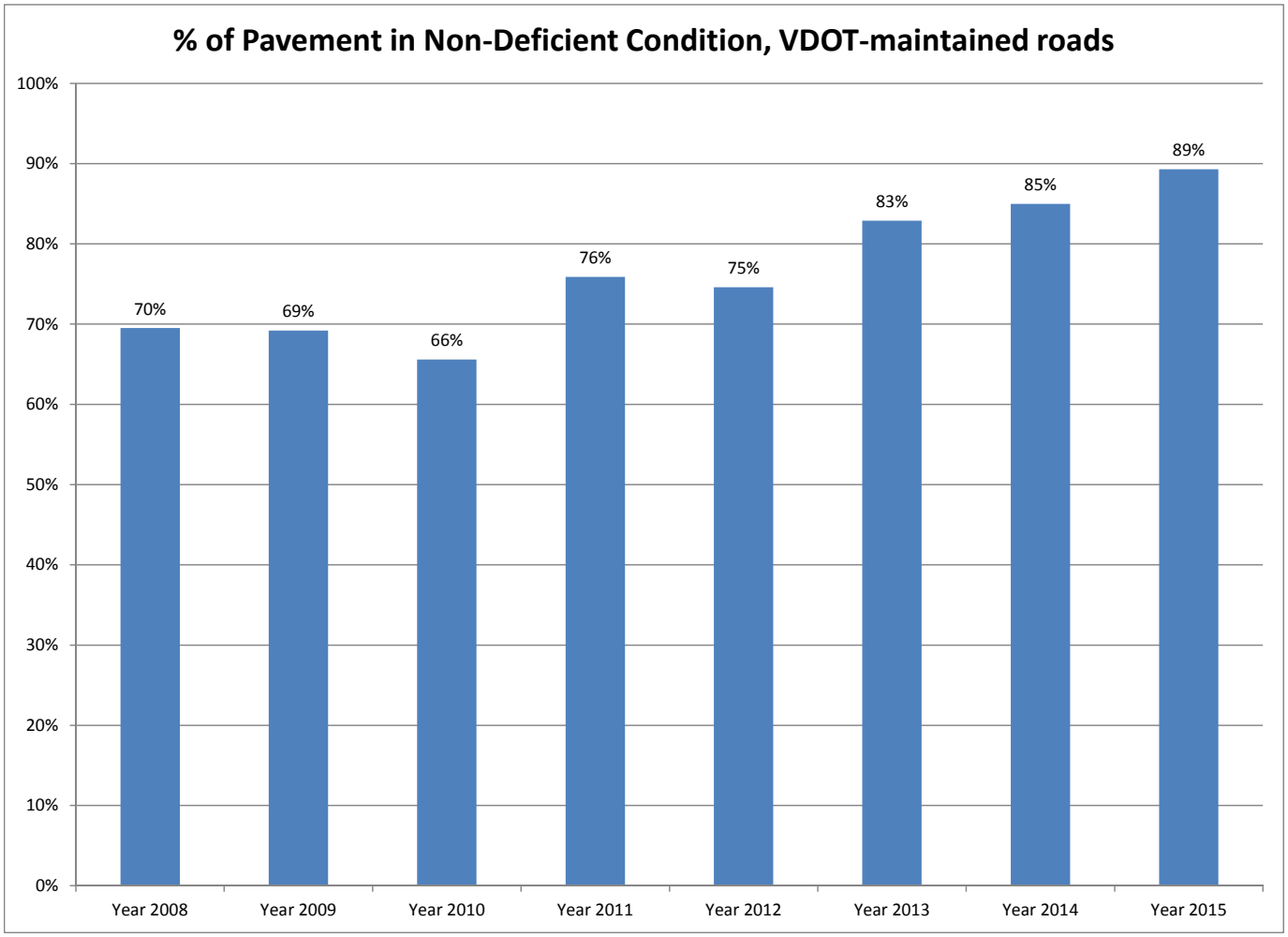
Pavement

Pavement condition has improved significantly over the last four years.



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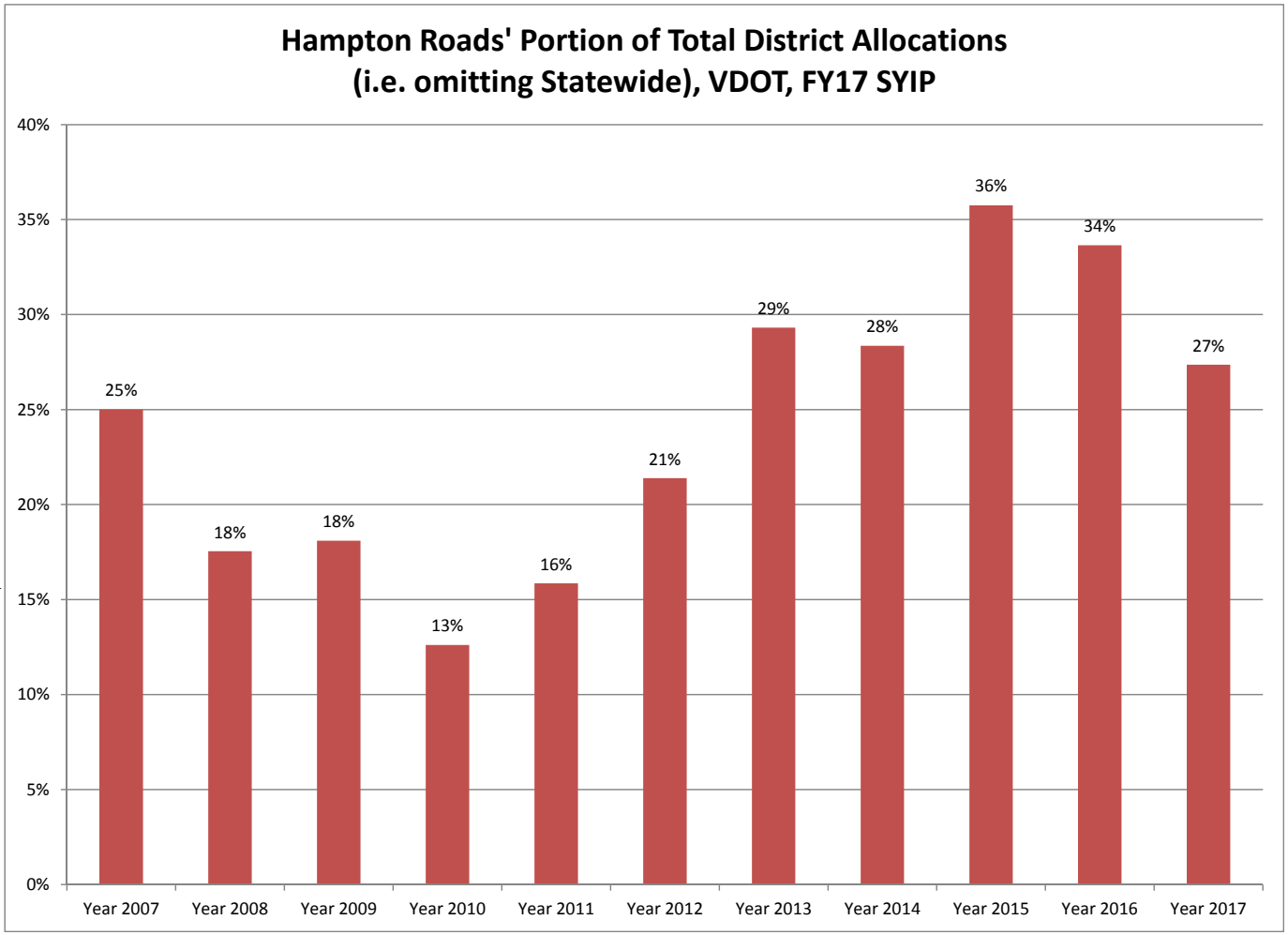
SYIP

In recent years, allocations to the Hampton Roads District have exceeded the district's share of state population (21%).

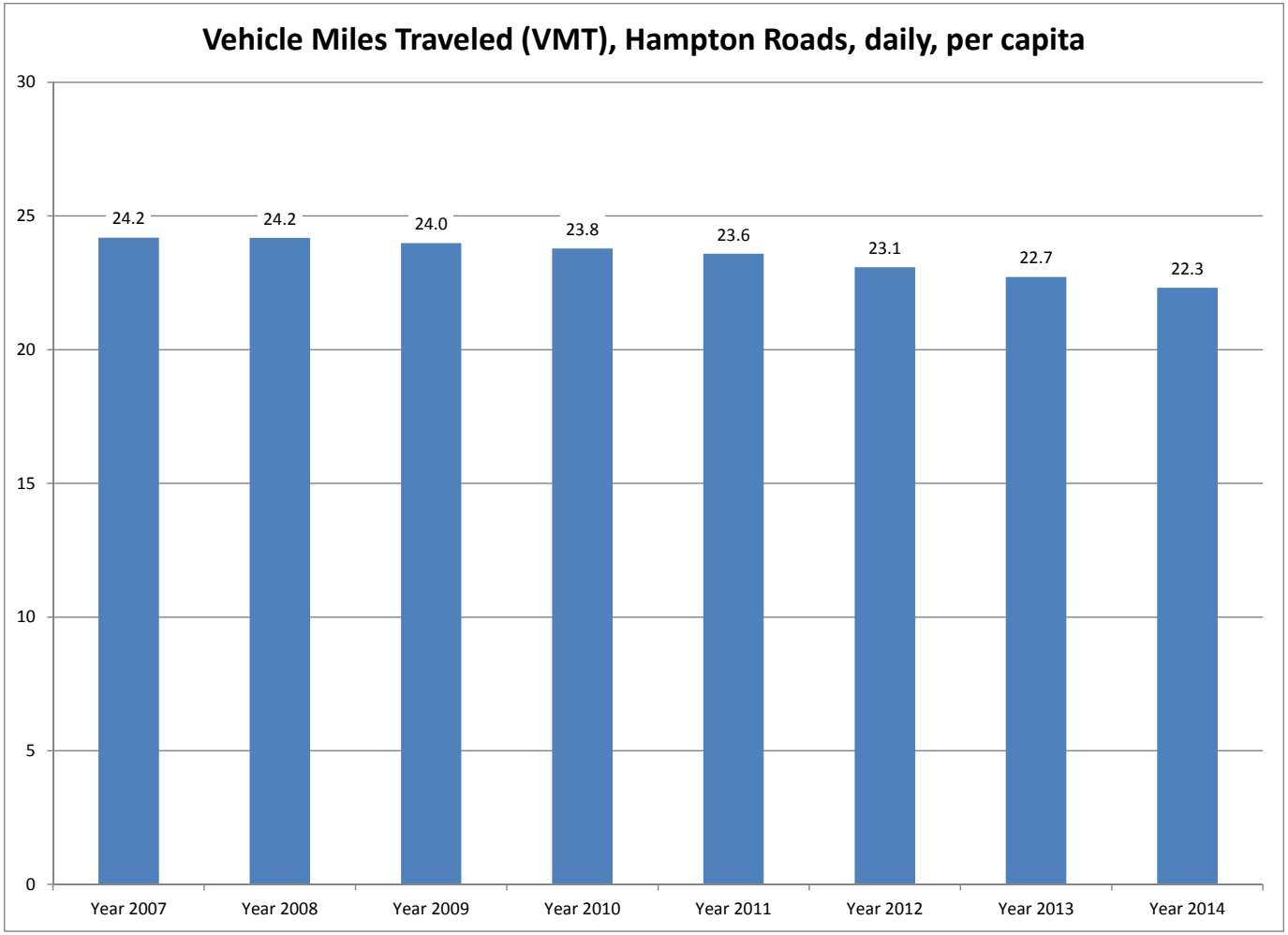
Note: HB 1887 (passed in 2014) changed the method of distributing VDOT funds.



VMT

The post-recession decline of per capita VMT continues.

Note: The recession began December 2007 and ended June 2009.



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APPENDIX- PUBLIC COMMENTS

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
HAMPTON ROADS DISTRICT
1700 NORTH MAIN STREET
SUFFOLK, VIRGINIA 23434

Charles A. Kilpatrick, P.E.
Commissioner

July 29, 2016

Camelia Ravanbakht, Ph.D.
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, Virginia 23320

Re: Draft State of Transportation in Hampton Roads 2016 and FY16 Regional Performance Measures Update

Dear Dr. Ravanbakht,

The Hampton Roads District Transportation Planning Office has completed a formal review of the HRTPO's *Draft State of Transportation in Hampton Roads 2016* and the *Draft Regional Performance Management FY16 Update*. The primary focus of this review is to ensure consistency with federal and state program requirements as identify in federal transportation code.

The *Draft State of Transportation in Hampton Roads 2016* details the current status of all facets of the transportation system in Hampton Roads, including air, rail, water, and highways. This report is produced as part of the region's Congestion Management Process (CMP) and the HRTPO's Performance Management effort. The *Draft Regional Performance Management FY16 Update* presents the latest values for one of the components of the Hampton Roads performance management system developed in response to state and federal legislation. Both documents are expected to be approved by the HRTPO Board at their September 2016 meeting.

The Hampton Roads District has reviewed both documents and finds that they are consistent with state and federal MPO program requirements and will continue to coordinate and provide data with the HRTPO for subsequent updates. We do however have the following comments regarding the document:

State of Transportation in Hampton Roads 2016

- Pages 1 and 53: The new landmark legislation for prioritizing transportation projects should first be identified as "Smart Scale" and in parenthesis mentioned as "formerly referred to as House Bill (HB) 2". The new website is "vasmartscale.org" and House Bill 1887 provides funding for Smart Scale.

- Page 11 and 12: Have there been any developments in high speed rail that should be mentioned?

- Page 13: It should be mentioned that the Jordan Bridge was reconstructed and reopened as the South Norfolk Jordan Bridge in 2012.

- Page 43-44: In addition to crash and fatality rates, is there any information on active transportation usage in the region?

- This document has been circulated to our Operations and Maintenance Divisions for further review.

Draft Regional Performance Management FY16 Update

- We recommend that the document provide a more detailed explanation for the changing trends in performance measures or at least reference other studies that better analyze these trends such as the State of Transportation in Hampton Roads 2016 report. We added reference to the State of Transportation report.

- Is there a strategy to change the direction of any categorical measures that are not following the desired trend? We intend to address strategy via the performance management required by FAST Act.

- Consider providing X-Axis and Y-Axis titles on the graphs to denote what information is being presented. The X-axis is simply year, and the Y-axis is provided in chart title.

The comments identified are preliminary in nature and provided for your review or revision as deemed appropriate. Please notify Mr. Carl Jackson at 757-925-2596, should you have any questions.

Sincerely,

Eric L. Stringfield
Hampton Roads Transportation Planning Director

ELS/cej