REGIONAL PERFORMANCE MEASURES

VALUES AND TARGETS

HAMPTON ROADS TPO
TRANSPORTATION PLANNING ORGANIZATION

T12-06

APRIL 2012

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Thomas R. Wetherington, Colonel, Langley

HRTPO PROJECT STAFF

Camelia Ravanbakht, Ph.D.	Deputy Executive Director, HRTPO
Robert B. Case, P.E.	Principal Transportation Engineer
Michael Long	General Service Manager
Kathlene Grauberger	Administrative Assistant II
Christopher Vaigneur	Reprographics Coordinator

Regional Performance Measures

Values and Targets

April 2012

TITLE
Regional Performance Measures-
Values and Targets

AUTHOR
Robert B. Case, PE, PTOE

ABSTRACT
This report documents the historical values and current targets for the HRTPO Regional Performance Measures. These measures were developed in response to Virginia HB 30 (2010).

REPORT DATE
April 2012

GRANT/SPONSORING AGENCY
FHWA/VDOT/LOCAL FUNDS

ORGANIZATION NAME, ADDRESS, & TELEPHONE
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, Virginia 23320
757.420.8300
http://www.hrtpo.org

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Background

In 2009, the General Assembly passed legislation (see Appendix for text of full paragraph) 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 (see Appendix for text) 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.

During this fiscal year (FY 2012), HRTPO staff developed current-year values for the RPMs. In addition, values for several recent years were calculated in order to determine trends. On February 8, 2012, the Transportation Technical Advisory Committee (TTAC) RPM Task Force met and developed draft targets for each RPM.

On March 29, 2012, the Virginia Office of Intermodal Planning and Investment (OIPI) sent a memorandum to appropriate MPOs (see Appendix), containing the following:

- MPOs "should derive their own performance measures and associated targets"
- Regional targets and measures are "a rich source of information for agencies like VDOT and DRPT to consider when making decisions on behalf of the public sector"
- "State funding allocations will not be tied to the performance targets set at the state level."

Summary

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 trend—as opposed to numerical—targets, based on the following options:

goal: maintain value

goal: increase value

goal: decrease value

The historical trend data developed by HRTPO staff follows:

A. Transportation System Performance Measures[13]	Value, year 2000	Value, year 2001	Value, year 2002	Value, year 2003	Value, year 2004	Value, year 2005	Value, year 2006	Value, year 2007	Value, year 2008	Value, year 2009	Value, year 2010	Value, year 2011
1. congestion reduction												
Annual Hours of Delay, per peak period traveler	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	35	32	34	n.a.
Annual Gallons of Fuel Lost Due to Congestion, per peak period traveler	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	8	8	9	n.a.
Peak Period Travel Time Tax	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	15.2	12.0	11.7	13.0	n.a.
2. safety												
Annual Roadway Fatalities, number	132	153	136	129	131	139	141	155	153	124	121	n.a.
Annual Roadway Fatalities, per 100 million VMT[25]	0.99	1.15	0.98	0.88	0.90	0.95	0.97	1.05	1.03	0.84	0.81	n.a.
Annual Roadway Injuries, number	17,860	17,563	17,785	18,065	17,815	16,999	16,026	14,494	14,465	14,004	13,449	n.a.
Annual Roadway Injuries, per million VMT	1.33	1.33	1.29	1.24	1.23	1.16	1.10	0.98	0.97	0.95	0.90	n.a.
Annual Roadway Crashes, number	29,432	29,393	31,442	33,047	33,108	32,629	32,019	30,276	27,599	24,005	23,142	n.a.
Annual Roadway Crashes, per million VMT	2.20	2.22	2.27	2.27	2.28	2.22	2.19	2.05	1.86	1.63	1.55	n.a.
Annual Transit Fatalities, number	n.a.	n.a.	0	0	0	0	0	0	0	0	0	n.a.
Annual Transit Fatalities, per 100 million PMT	n.a.	n.a.	0	0	0	0	0	0	0	0	0	n.a.
Annual Transit Injuries, number	n.a.	n.a.	104	47	58	98	40	71	81	109	135	n.a.
Annual Transit Injuries, per 100 million PMT	n.a.	n.a.	127	54	62	91	37	69	69	102	118	n.a.
Annual Transit Collisions[19], number	n.a.	n.a.	73	27	27	70	19	25	15	27	40	n.a.
Annual Transit Collisions[19], per 100 million PMT	n.a.	n.a.	89	31	29	65	17	24	13	25	35	n.a.
Annual Aviation Fatalities, number[23]	n.a.	0	0	1	0	1	3	3	0	0	1	n.a.
Annual Aviation Accidents[22], number[23]	n.a.	5	2	4	4	2	5	10	5	6	8	n.a.
Annual Highway-Rail Crossing Accidents[20], per million population	6.3	8.8	5.7	7.5	10.5	6.1	4.3	4.9	4.2	4.8	2.4	n.a.
3. transit usage												
Annual Unlinked Passenger Trips (UPT), number	n.a.	n.a.	1.8.E+07	1.8.E+07	2.0.E+07	2.4.E+07	2.4.E+07	2.7.E+07	2.9.E+07	1.9.E+07	1.9.E+07	n.a.
Annual Unlinked Passenger Trips (UPT), per capita[21]	n.a.	n.a.	12	12	14	17	16	18	20	13	13	n.a.
Annual Vehicle Revenue Miles (VRM), number	n.a.	n.a.	1.3.E+07	1.3.E+07	1.3.E+07	1.3.E+07	1.5.E+07	1.5.E+07	1.6.E+07	1.7.E+07	1.6.E+07	n.a.
Annual Vehicle Revenue Miles (VRM), per capita[21]	n.a.	n.a.	9	9	9	9	10	10	11	11	11	n.a.
Annual Passenger Miles Traveled (PMT), number	n.a.	n.a.	8.2.E+07	8.7.E+07	9.3.E+07	1.1.E+08	1.1.E+08	1.0.E+08	1.2.E+08	1.1.E+08	1.1.E+08	n.a.
Annual Passenger Miles Traveled (PMT), per capita[21]	n.a.	n.a.	58	61	64	74	75	70	80	72	77	n.a.
Passengers Boarding or Departing Amtrak Trains	n.a.	n.a.	150,575	137,835	128,511	129,832	128,837	138,414	166,839	158,914	163,405	n.a.

Historical trend data, continued:

	Value, year 2000	Value, year 2001	Value, year 2002	Value, year 2003	Value, year 2004	Value, year 2005	Value, year 2006	Value, year 2007	Value, year 2008	Value, year 2009	Value, year 2010	Value, year 2011
4. HOV usage												
Persons per Hour per HOV Ln During Peak Period, avg of count stations	n.a.	n.a.	582	583	554	747	572	703	598	637	685	n.a.
# of Park and Ride Lots and Spaces	n.a.	n.a.	n.a.	2,544	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
# of Occupied Park and Ride Spaces, per 100,000 population	n.a.	n.a.	n.a.	35	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
% of Commuters with Journey-to-Work via Carpool[10]	12.1%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	9.4%	n.a.
5. job-to-housing ratios												
Ratio of Jobs to Labor Force[2]												
Hampton Roads	1.00	0.99	0.97	0.96	0.97	0.97	0.97	0.96	0.95	0.94	0.93	n.a.
Chesapeake city	0.85	0.86	0.84	0.88	0.88	0.88	0.90	0.90	0.89	0.87	0.88	n.a.
Gloucester county	0.51	0.51	0.51	0.50	0.51	0.51	0.51	0.50	0.49	0.49	0.47	n.a.
Hampton city	1.00	0.99	0.96	0.92	0.91	0.92	0.90	0.89	0.90	0.90	0.90	n.a.
Isle of Wight county	0.85	0.82	0.77	0.78	0.77	0.74	0.66	0.65	0.65	0.63	0.57	n.a.
James City county	0.91	0.89	0.87	0.88	0.82	0.84	0.84	0.84	0.87	0.85	0.85	n.a.
Newport News city	1.17	1.15	1.14	1.15	1.16	1.18	1.18	1.16	1.16	1.08	1.08	n.a.
Norfolk city	1.63	1.62	1.56	1.55	1.55	1.57	1.55	1.49	1.51	1.51	1.50	n.a.
Poquoson city	0.29	0.29	0.30	0.30	0.33	0.34	0.33	0.33	0.33	0.34	0.30	n.a.
Portsmouth city	0.97	0.95	0.98	1.01	1.01	0.99	0.98	0.97	0.98	1.02	1.02	n.a.
Suffolk city	0.72	0.72	0.68	0.65	0.65	0.65	0.64	0.65	0.65	0.65	0.66	n.a.
Virginia Beach city	0.83	0.82	0.81	0.79	0.81	0.82	0.83	0.82	0.80	0.79	0.79	n.a.
Williamsburg city	4.28	4.43	4.44	4.24	4.02	3.73	3.67	3.29	3.11	2.98	2.99	n.a.
York county	0.59	0.58	0.58	0.60	0.64	0.66	0.69	0.74	0.72	0.73	0.72	n.a.
Jobs - Labor Force[2] Regional Linear Dissimilarity Index, 0.0 to 1.0[3]	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.11	0.11	0.11	0.11	n.a.
% of Workers Working in Locality (City/County) in Which They Live	49.0%	n.a.	n.a.	n.a.	n.a.	50.4%	48.8%	49.7%	48.3%	48.6%	47.9%	n.a.
Mean Travel Time to Work	24.1	n.a.	n.a.	n.a.	n.a.	23.4	23.5	23.3	23.6	23.2	23.7	n.a.
6. job and housing access to transit												
% of Employment in TAZs[1] Served by Transit[18]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	84%
% of Households in TAZs[1] Served by Transit[18]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	73%
7. job and housing access to pedestrian facilities												
% of Housing Units[9] in TAZs[17] with 1%+ Walk-To-Work Mode Share	49%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
8. air quality												
Annual # of Days when Ozone Levels were Above 8-Hour Standard	23	14	31	10	4	12	10	9	7	0	6	7
NOx[7] (from motor vehicles), tons per day (near future)[15]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	43.1
NOx[7] (from motor vehicles), grams per capita per day (near future)[15]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	23.2
VOC[7] (from motor vehicles), tons per day (near future)[15]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	35.1
VOC[7] (from motor vehicles), grams per capita per day (near future)[15]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	18.9
CO_2 (greenhouse gas, from motor veh's), tons per day (near future)[15]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	22,464
CO_2 (greenhouse gas, from motor veh's), grams/capita/day (near future)[15]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	12,076

Historical trend data, continued:

	Value, year 2000	Value, year 2001	Value, year 2002	Value, year 2003	Value, year 2004	Value, year 2005	Value, year 2006	Value, year 2007	Value, year 2008	Value, year 2009	Value, year 2010	Value, year 2011	Value, year 2012
9. movement of freight													
Barge, Rail, and Truck Shares (%) of General Cargo Handled by Port of Virginia, by weight													
Barge	n.a.	n.a.	n.a.	n.a.	n.a.	8%	10%	4%	5%	4%	4%	4%	
Rail	n.a.	n.a.	n.a.	n.a.	n.a.	25%	24%	31%	31%	30%	28%	30%	
Truck	n.a.	n.a.	n.a.	n.a.	n.a.	67%	66%	65%	64%	66%	68%	66%	
Rail Mode Share (%), freight with Hampton Roads origins, by value and tonnage													
by tonnage[26]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	29%	n.a.	n.a.	35%	n.a.	
by value[26]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	3%	n.a.	n.a.	3%	n.a.	
Rail Mode Share (%), freight with Hampton Roads destinations, by value and tonnage													
by tonnage[26]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	40%	n.a.	n.a.	44%	n.a.	
by value[26]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	4%	n.a.	n.a.	5%	n.a.	
10. per capita vehicle miles traveled													
Daily Vehicle Miles Traveled (VMT) per capita	n.a.	n.a.	23	25	24	24	24	24	24	24	24	n.a.	
% of Commuters with Journey-to-Work by Alternate Modes[8]	21.1%	n.a.	n.a.	n.a.	n.a.	17.3%	21.4%	20.1%	20.0%	17.5%	19.0%	n.a.	
11. maintenance													
% of Pavement in Fair/Good Condition[5]	46%	n.a	50%	n.a.	51%	n.a.	49%	n.a.	46%	n.a.	n.a.	n.a.	
% of Bridges Not Structurally Deficient	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	95.6%	n.a.	94.7%	94.4%	93.9%	
Total Transit Revenue Service Interruptions (mechanical) per million PMT	n.a.	n.a.	63	n.a.	82	62	59	56	40	34	45	n.a.	
B. Financial System Performance Measures													
% of Planned Obligations (for TIP projects) Actually Obligated[11]	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Avg Age of Federal $ Spent on TIP Projects[14]	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]	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 Allocations in SYIP, by District, current year[27]													
Bristol	n.a.	n.a.	n.a.	n.a.	n.a.	8%	7%	10%	8%	8%	8%	10%	10%
Culpeper	n.a.	n.a.	n.a.	n.a.	n.a.	3%	2%	4%	4%	3%	3%	2%	3%
Fredericksburg	n.a.	n.a.	n.a.	n.a.	n.a.	4%	4%	5%	5%	3%	4%	3%	6%
Hampton Roads	n.a.	n.a.	n.a.	n.a.	n.a.	19%	26%	25%	18%	18%	13%	16%	21%
Lynchburg	n.a.	n.a.	n.a.	n.a.	n.a.	5%	5%	4%	4%	3%	3%	2%	2%
Northern VA	n.a.	n.a.	n.a.	n.a.	n.a.	34%	23%	29%	35%	39%	46%	51%	37%
Richmond	n.a.	n.a.	n.a.	n.a.	n.a.	15%	20%	13%	12%	13%	11%	8%	8%
Salem	n.a.	n.a.	n.a.	n.a.	n.a.	7%	8%	5%	8%	7%	7%	3%	7%
Staunton	n.a.	n.a.	n.a.	n.a.	n.a.	5%	4%	5%	7%	5%	6%	5%	6%
total						100%	100%	100%	100%	100%	100%	100%	100%

Footnotes for RPM data:

Footnotes

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

[2] Data: -employment by job location (Quarterly Census of Employment and Wages, QCEW) as "jobs" measure
-employment by home location (Local Area Unemployment Statistics, LAUS) as "labor force" measure

[3] Linear Dissimilarity Index: Calculated via equation 2 in "Feasibility of Using Jobs/Housing Balance in Virginia Statewide Planning", VTRC, Aug 2010, pg. 26, rendering a value between 0 (perfectly balanced) and 1 (perfectly unbalanced) for the region.
See above footnote for source of data.

[4] TTI releases data approximately every two years.

[5] Interstates, freeways, and other principal arterials.

[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: Current VDOT model is MOBILE 6.2; by Mar. 2012 VDOT will be using the 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] "%" = (obligations "Planned" at beginning of subject fiscal year) / (funds "Obligated" by the end of subject fiscal year); source: Annual Obligation Report (AOR).
Note: For FFY11 (and earlier), the AOR contains "$0" as planned obligations for grouped projects, making this quotient meaningless for those FFY's.
In addition, the FY11 AOR contains conflicting data. (Note: Projects will be shown ungrouped in FFY12 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 categories 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, e.g. "2011" estimated in 2010.
Note that VDOT estimates NOx and VOC emissions for the ozone season, and CO_2 emissions as annual averages.

[16] In addition to the pollutants required for AQ conformity, VDOT calculates CO_2 when it conducts analyses for conformity.

[17] Transportation Analysis Zones (TAZs) are the smallest Census areas for which journey-to-work data is reported for Hampton Roads.

[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] 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] "NHTSA": National Highway Traffic Safety Administration.

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

[26] Including domestic portion of international freight movement.

[27] First fiscal year shown in SYIP.

The Hampton Roads RPM targets are as follows:

A. Transportation System Performance Measures[13]

goal: maintain value
goal: increase value
goal: decrease value

<u>1. congestion reduction</u>	
Annual Hours of Delay, per peak period traveler	↗
Annual Gallons of Fuel Lost Due to Congestion, per peak period traveler	↗
Peak Period Travel Time Tax	↗
<u>2. safety</u>	
Annual Roadway Fatalities, number	↗
Annual Roadway Fatalities, per 100 million VMT[25]	↗
Annual Roadway Injuries, number	↗
Annual Roadway Injuries, per million VMT	↗
Annual Roadway Crashes, number	↗
Annual Roadway Crashes, per million VMT	↗
Annual Transit Fatalities, number	0
Annual Transit Fatalities, per 100 million PMT	0
Annual Transit Injuries, number	↗
Annual Transit Injuries, per 100 million PMT	↗
Annual Transit Collisions[19], number	↗
Annual Transit Collisions[19], per 100 million PMT	↗
Annual Aviation Fatalities, number[23]	0
Annual Aviation Accidents[22], number[23]	↗
Annual Highway-Rail Crossing Accidents[20], per million population	↗
<u>3. transit usage</u>	
Annual Unlinked Passenger Trips (UPT), number	↗
Annual Unlinked Passenger Trips (UPT), per capita[21]	↗
Annual Vehicle Revenue Miles (VRM), number	↗
Annual Vehicle Revenue Miles (VRM), per capita[21]	↗
Annual Passenger Miles Traveled (PMT), number	↗
Annual Passenger Miles Traveled (PMT), per capita[21]	↗
Passengers Boarding or Departing Amtrak Trains	↗
<u>4. HOV usage</u>	
Persons per Hour per HOV Ln During Peak Period, avg of count stations	↗
# of Park and Ride Lots and Spaces	↗
# of Occupied Park and Ride Spaces, per 100,000 population	↗
% of Commuters with Journey-to-Work via Carpool[10]	↗

Targets continued:

5. job-to-housing ratios

Ratio of Jobs to Labor Force[2]

Hampton Roads	
Jobs - Labor Force[2] Regional Linear Dissimilarity Index, 0.0 to 1.0[3]	
% of Workers Working in Locality (City/County) in Which They Live	
Mean Travel Time to Work	

6. job and housing access to transit

% of Employment in TAZs[1] Served by Transit[18]	
% of Households in TAZs[1] Served by Transit[18]	

7. job and housing access to pedestrian facilities

% of Housing Units[9] in TAZs[17] with 1%+ Walk-To-Work Mode Share	

8. air quality

Annual # of Days when Ozone Levels were Above 8-Hour Standard	0
NOx[7] (from motor vehicles), tons per day (near future)[15]	31.9 (set by VDOT for 2018)
NOx[7] (from motor vehicles), grams per capita per day (near future)[15]	
VOC[7] (from motor vehicles), tons per day (near future)[15]	27.6 (set by VDOT for 2018)
VOC[7] (from motor vehicles), grams per capita per day (near future)[15]	
CO_2 (greenhouse gas, from motor veh's), tons per day (near future)[15]	
CO_2 (greenhouse gas, from motor veh's), grams/capita/day (near future)[15]	

9. movement of freight

Barge, Rail, and Truck Shares (%) of General Cargo Handled by Port of Virginia, by weight

Barge	
Rail	
Truck	

Rail Mode Share (%), freight with Hampton Roads origins, by value and tonnage

by tonnage[26]	
by value[26]	

Rail Mode Share (%), freight with Hampton Roads destinations, by value and tonnage

by tonnage[26]	
by value[26]	

10. per capita vehicle miles traveled

Daily Vehicle Miles Traveled (VMT) per capita	
% of Commuters with Journey-to-Work by Alternate Modes[8]	

11. maintenance

% of Pavement in Fair/Good Condition[5]	
% of Bridges Not Structurally Deficient	
Total Transit Revenue Service Interruptions (mechanical) per million PMT	

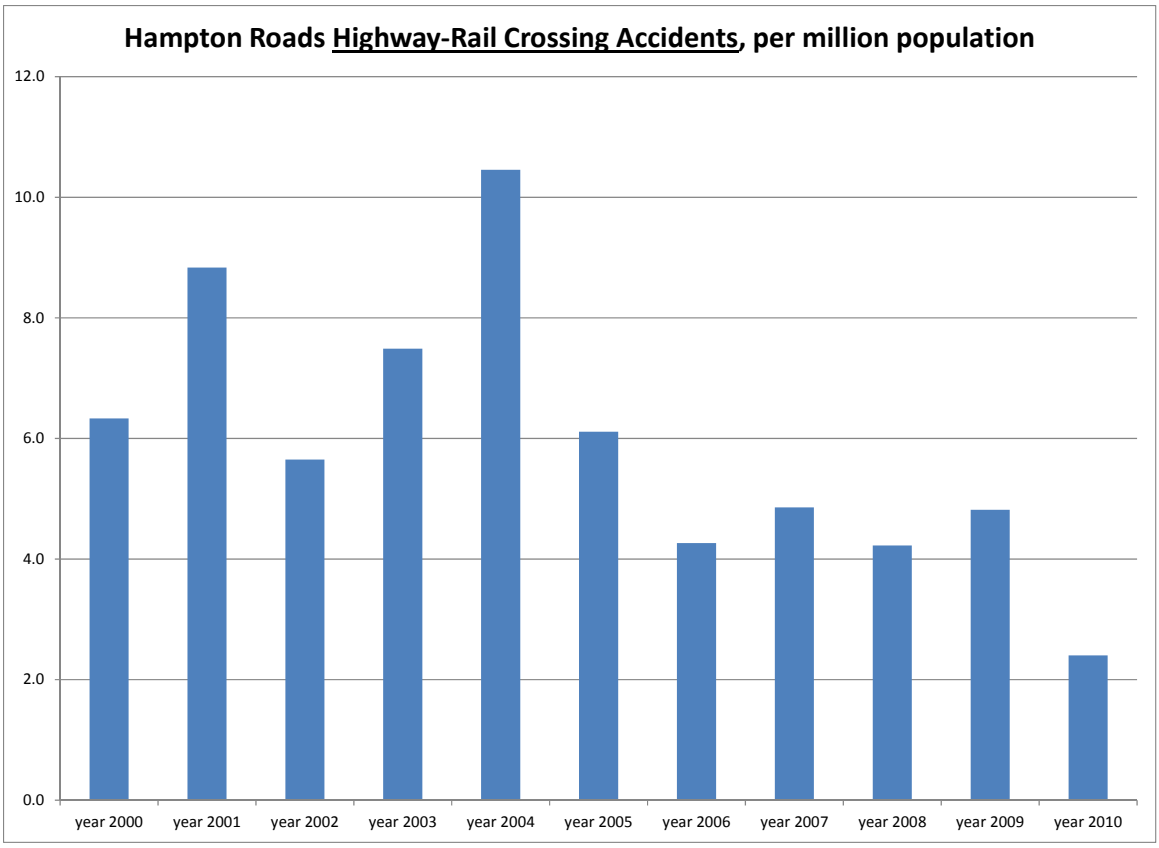
Targets continued:

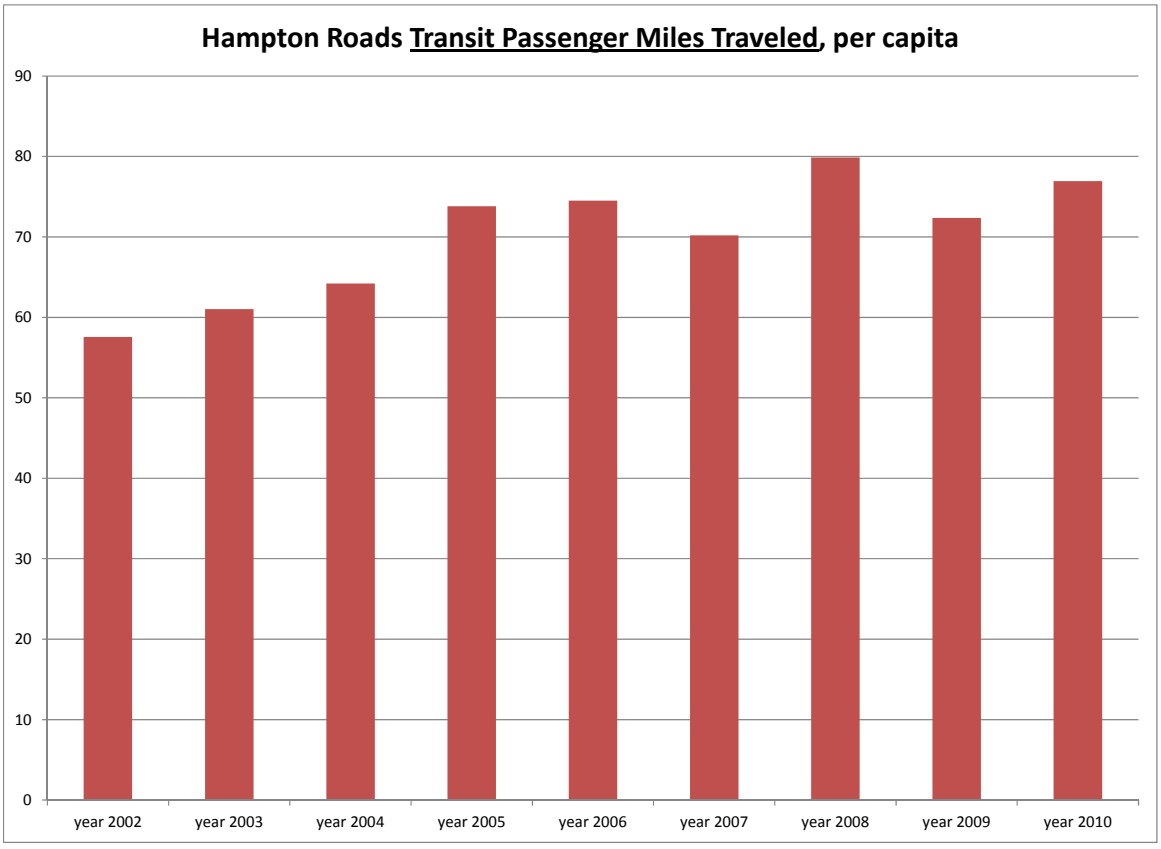
B. Financial System Performance Measures

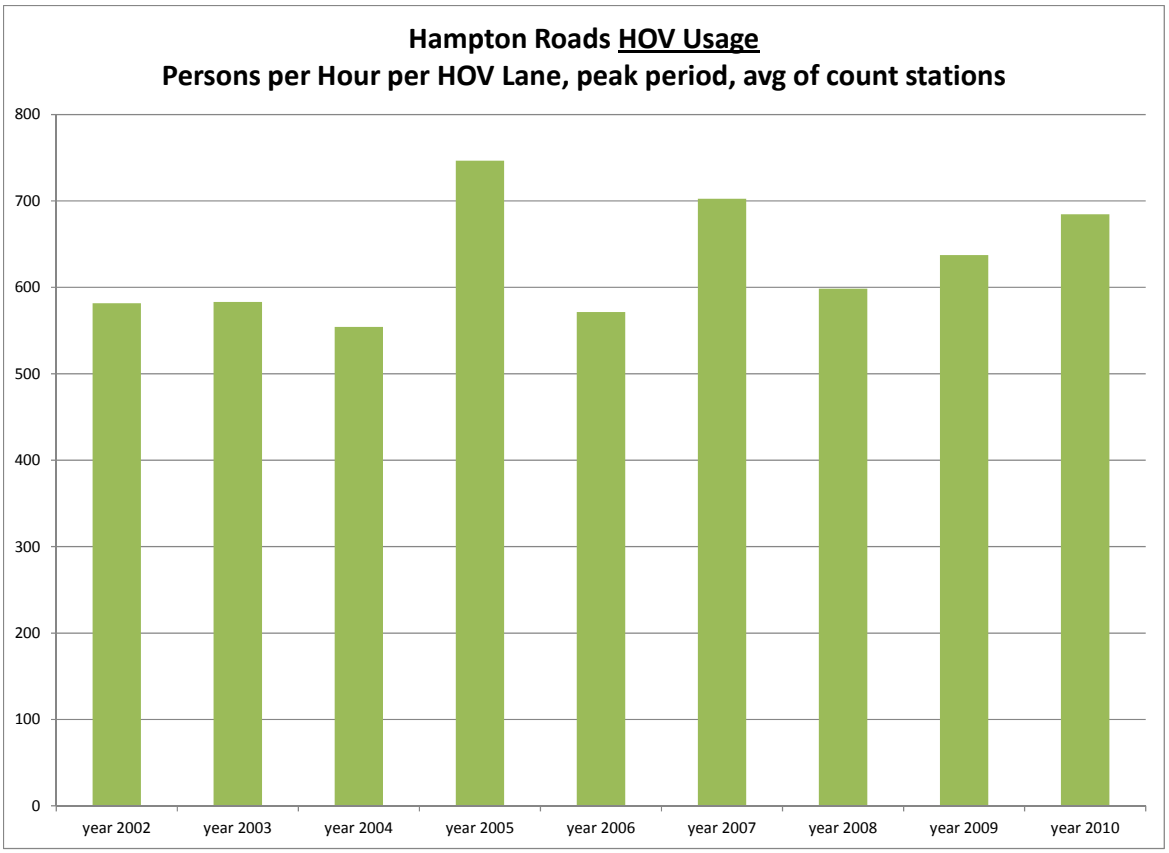
% of Planned Obligations (for TIP projects) Actually Obligated[11]	n.a.	(FY11 AOR inaccurate[11])
Avg Age of Federal $ Spent on TIP Projects[14]	n.a.	(data not avail. from VDOT)
Mid-Fiscal-Year Total of Unspent Obligations for TIP Projects[12]	n.a.	(data not avail. from VDOT)
% of Total District Allocations in SYIP, by District, current year[27]		
Hampton Roads		

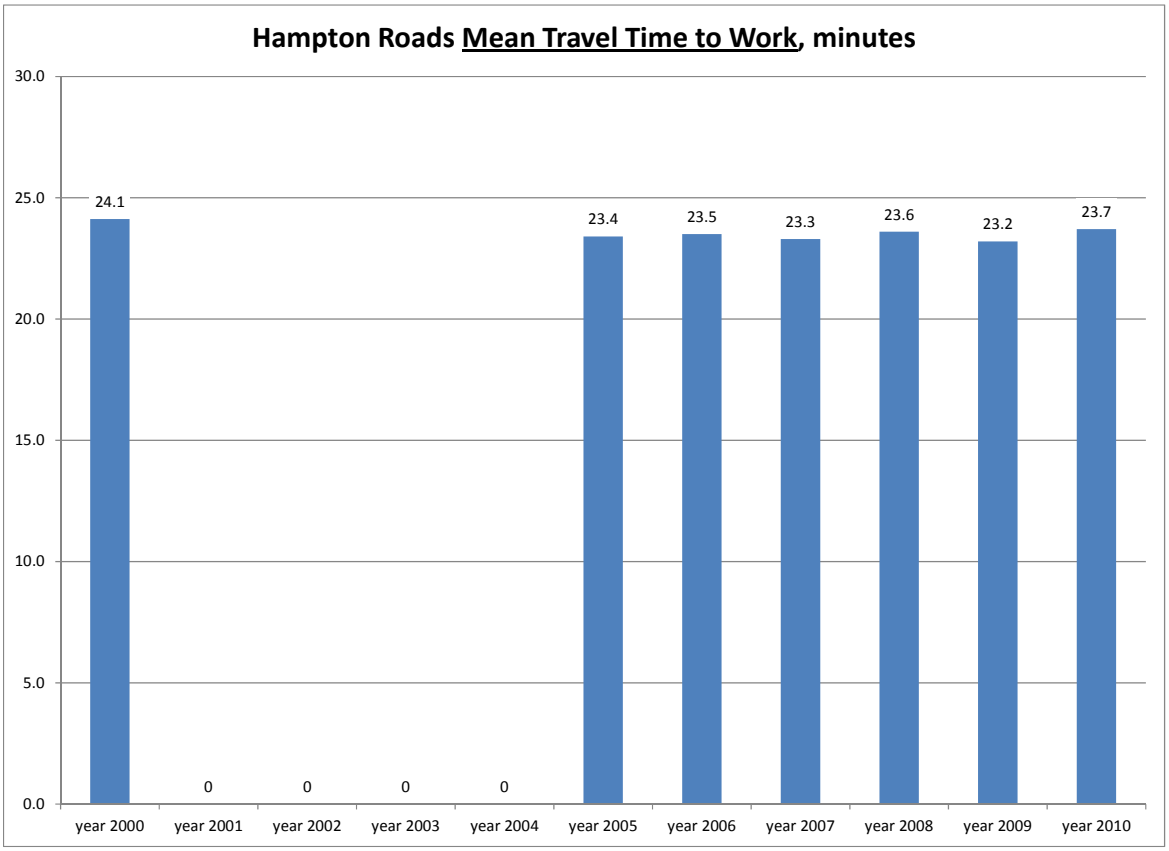
Note: For footnotes, see page 6.

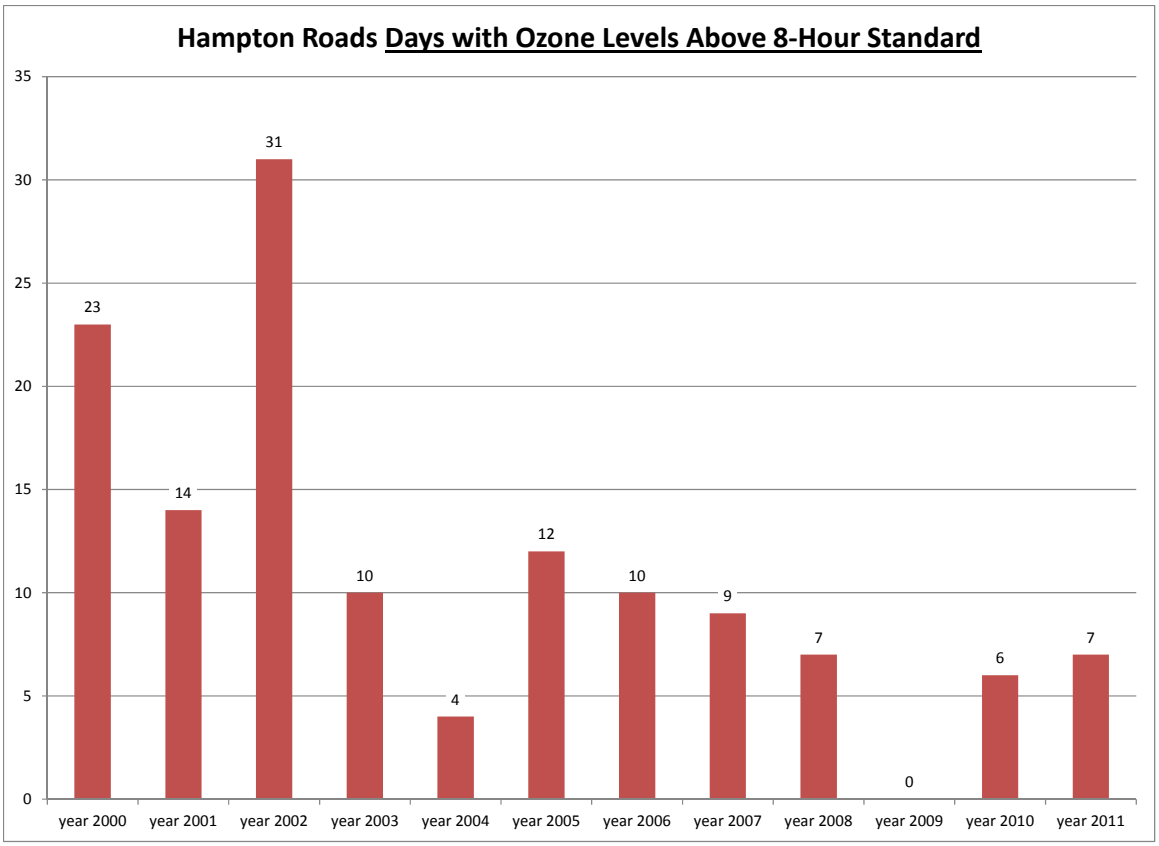
Highlights from the historical RPM data are included on the following pages:

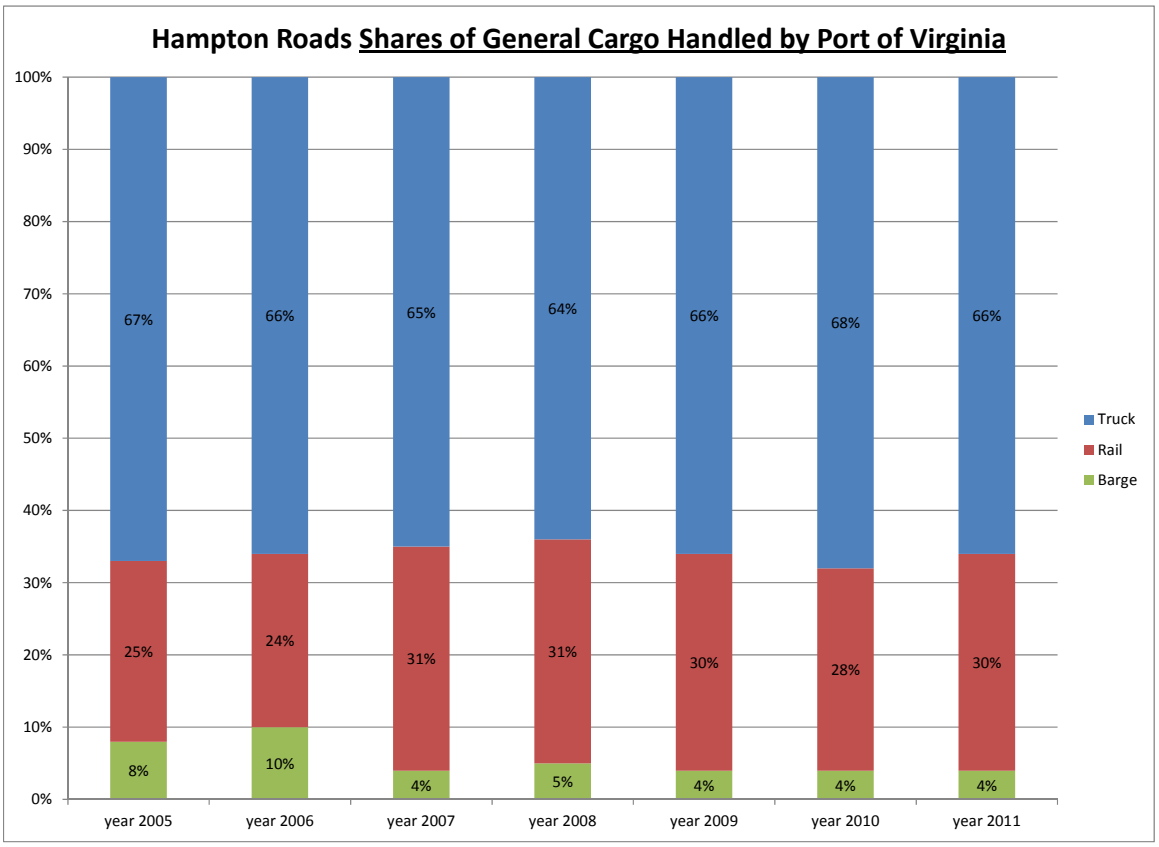

Hampton Roads Highway-Rail Crossing Accidents, per million population
12.0
10.0
8.0
6.0
4.0
2.0
0.0
year 2000
year 2001
year 2002
year 2003
year 2004
year 2005
year 2006
year 2007
year 2008
year 2009
year 2010

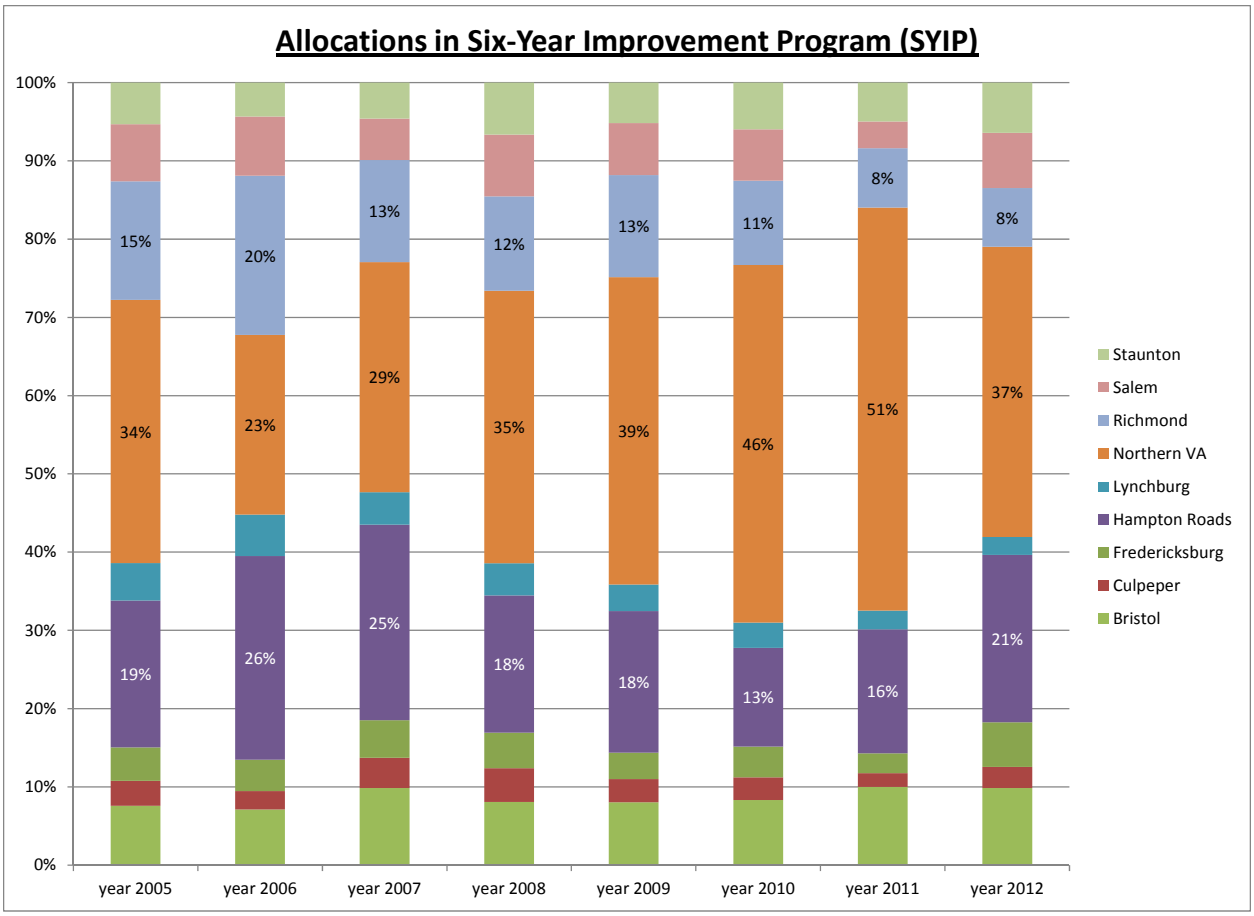

Hampton Roads Transit Passenger Miles Traveled, per capita
90
80
70
60
50
40
30
20
10
0
year 2002
year 2003
year 2004
year 2005
year 2006
year 2007
year 2008
year 2009
year 2010


Hampton Roads HOV Usage
Persons per Hour per HOV Lane, peak period, avg of count stations
800
700
600
500
400
300
200
100
0
year 2002
year 2003
year 2004
year 2005
year 2006
year 2007
year 2008
year 2009
year 2010


Hampton Roads Mean Travel Time to Work, minutes
30.0
25.0
20.0
15.0
10.0
5.0
0.0
24.1
0
0
0
0
23.4
23.5
23.3
23.6
23.2
23.7
year 2000
year 2001
year 2002
year 2003
year 2004
year 2005
year 2006
year 2007
year 2008
year 2009
year 2010


Hampton Roads Days with Ozone Levels Above 8-Hour Standard
35
30
25
20
15
10
5
0
23
14
31
10
4
12
10
9
7
0
6
7
year 2000
year 2001
year 2002
year 2003
year 2004
year 2005
year 2006
year 2007
year 2008
year 2009
year 2010
year 2011


Hampton Roads Shares of General Cargo Handled by Port of Virginia
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
67%
25%
8%
66%
24%
10%
65%
31%
4%
64%
31%
5%
66%
30%
4%
68%
28%
4%
66%
30%
4%
year 2005
year 2006
year 2007
year 2008
year 2009
year 2010
year 2011
Truck
Rail
Barge



Next Steps

The HRTPO staff intends to update the values of the RPMs once per year.

Appendix

HB 2019, Chapter 670 of the 2009 Acts of Assembly, §33.1-23.03 (D) (2)

2. That the Commonwealth Transportation Board, with the assistance of the Office of Intermodal Planning and Investment, may require that appropriate regional organizations develop as part of a long-range plan 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.

HB 30, Chapter 874 of the 2010 Acts of Assembly, Item 436 (B) (2)

2. Beginning July 1, 2011, in providing the required match for federal Regional Surface Transportation Program funds made available to Metropolitan Planning Organizations in urbanized areas greater than 200,000, the board shall only make allocations to those Metropolitan Planning Organizations that, in consultation with the Office of Intermodal Planning and Investment, have developed regional transportation and land use performance measures pursuant to Chapters 670 and 690 of the 2009 Acts of Assembly and have been approved by the board.

COMMONWEALTH of VIRGINIA

Office of the Governor

Sean T. Connaughton
Secretary of Transportation

MEMORANDUM

TO: Metropolitan Planning Organization

FROM: David Tyeryar, Deputy Transportation Secretary
Office of the Secretary of Transportation
Director of the Office of Intermodal Planning and Investment

SUBJECT: Regional Performance Targets

DATE: March 29, 2012

Following the passing of Chapter 670 of House Bill 2019 and Chapter 690 of Senate Bill 1398, the Virginia Office of Intermodal Planning and Investment (OIPI) was directed to provide guidance to the affected Metropolitan Planning Organizations (MPOs) on the types of performance measures and targets that would satisfy the legislative requirements and the data requirements needed to report each performance measure. The development of targets for MPO measures was meant to be interpreted as a policy driven consensus based planning approach. It serves to strengthen the role that performance assessment plays in the overall Transportation planning process.

As part of the ongoing VTrans2035 Update, we believe that MPOs, which represent various jurisdictions, should derive their own performance measures and associated targets, because this information is more technically informing to both the regional and statewide planning processes. The use of specific targets and performance measures to manage performance at the regional level becomes a rich source of information for agencies like VDOT and DRPT to consider when making decisions on behalf of the public sector. The value and implementation of performance targets in statewide planning helps to promote the overall accountability of Virginia's planning process. Performance Based initiatives like *target setting* allow for statewide agencies to track their progress toward goals and can give transportation decision makers important information, on which to base their programming and planning of projects across the Commonwealth.

Without a collaborative process, the performance of the statewide system would lack assurance that there is sufficient and useful information to support the resources and efforts being directed toward regions across the Commonwealth. Overall this will provide useful information for the statewide condition of the Commonwealth's transportation system; and MPOs should be closely involved in developing appropriate performance measures because of the wide range of transportation contexts across the Commonwealth. Again our intent is that each planning organization, in conjunction with state and regional governments, sets its own targets. State funding allocations will not be tied to the performance targets set at the state level.

The Commonwealth would like to thank you in advance for developing specific performance measures in close collaboration with the state and regional stakeholders responsible for implementing performance-based planning.