

VTrans Regional Forum  
January 24, 2014

## Commonwealth Transportation Board Meeting Minutes

The VTrans Regional Forum was held across five locations throughout the Commonwealth of Virginia. Locally, the meeting was held at the offices of the Hampton Roads Transportation Planning Organization (TPO), located at: 723 Woodlake Drive, Chesapeake, Virginia 23320.

The meeting began at 1:00 p.m. on Friday, January 24, 2014.

### **Present:**

#### CTB Members

Allison DeTuncq, Commonwealth Transportation Board (CTB)  
Hollis Ellis, Commonwealth Transportation Board (CTB)  
Sheppard Miller, Commonwealth Transportation Board (CTB)

#### Other Attendees

Amy Inman, DRPT  
Arkopal Goswami, Hampton Roads TPO  
Camelia Ravanbakht, Hampton Roads TPO  
Chris Arabia, DRPT  
Chris Chop, Michael Baker International  
Dale Stith, Hampton Roads TPO  
David Hurst, CDM Smith  
Dawn Odom, VDOT Hampton Roads District  
Dwight Farmer, Hampton Roads TPO  
Eric Stringfield, VDOT Hampton Roads District  
Michael Kimbrel, Hampton Roads TPO  
Rob Case, Hampton Roads TPO  
Scott Denny, DOAV  
Teresa Jones, Hampton Roads TPO

### **Introductions and Meeting Purpose – 1:00 to 1:15**

Local introductions were made. Next, David Hurst (CDM) outlined the purpose of the meeting:

The focus of the meeting is Performance-Based Planning and Programming (PBPP) – what is it, how it applies to transportation, and who is doing what at the national, state and local levels - especially here in Virginia. The purpose of this meeting is to discuss how we can better advance and coordinate PBPP in Virginia, within the framework of VTrans and the emerging MAP-21 guidance. The meeting will rely on a format that alternates between web-based presentations and group discussions in each location. At the

end of the meeting, the individual meetings will share highlights from each discussion via the web. The outcome of this meeting will be twofold – to help advance how we coordinate PBPP in Virginia - and to help shape a Guidebook and Webinar on best practices for PBPP in the Commonwealth.

**Agenda Item 1: Broadcast Presentation #1 – What is Performance-based Planning and Programming (PBPP) 1:15 to 1:40**

Lorna Parkins (Baker) and Jessica Dimmick (Renaissance), consultants with the Office of Intermodal Planning and Investment (OIPI), introduced PBPP and provided overview of best practices, at the national and MPO levels. (See attached slides)

**Breakout Session 1: Q&A 1:40 to 1:55**

Participants handed questions (written on index cards) to the meeting facilitators. Once all questions were collected, the Richmond location addressed these questions using a web-meeting call-in system. In some cases, the local facilitators in Hampton Roads also helped address the local questions/follow up questions.

Local question #1: *What happens between Spring 2014 and Spring 2015 in the MAP-21 timeline?*

Response: *Performance measures are being developed. Different measures will be coming out in a staggered fashion. Safety and maintenance, bridges and pavement will likely come out first.*

Local question #2: *Is there a link to the NCDOT webinar?*

Response: *The webinar link can be found at:*

<http://www.nado.org/webinar-materials-strategic-prioritization-in-north-carolina/>

Local question #3: *Will VTrans look at rating and ranking each LRP collectively?*

Response: *No, that is not the intention as of now. Classes of investments (Investment Priorities) are rated in VTrans but projects are prioritized by the state and regional agencies.*

Local question #4: *What are the risks associated with establishing PBPP targets? And will funding be attached to these targets?*

Response: *FHWA will likely focus on two aspects, the physical risks of a project not being implemented and the financial risk to the agency. These targets are not likely to influence the funding process from the federal government or the state, but this remains to be seen.*

**Agenda Item 2: Broadcast Presentation #2 – Applying PBPP in Virginia 1:55 to 2:20**

Lorna Parkins (Baker) provided an overview of the some of the best practices in PBPP across the Commonwealth of Virginia. This discussion centered on the relationship to federal goals, relationship to VTrans goals, data-drive performance measures, and project prioritization. It was emphasized that there is no need to approach PBPP from a clean slate in the Commonwealth. Virginia is well on its way to incorporating PBPP. Jessica Dimmick (Renaissance) provided an overview of some of the notable best practices in PBPP at the MPO level. (see attached slides)

## **Breakout Session 2: Opportunities, Issues, and Agendas 2:20 to 3:00**

Local facilitators engaged participants in a dialogue about opportunities, issues, and ideas to advance PBPP in Virginia, with an emphasis on using VTrans as a framework for coordinating regional and statewide approaches. The discussion intended to yield lists of desired outcomes, concerns, and suggestions for helping participants to address challenges and build upon opportunities for implementing PBPP effectively. The local comments are summarized below.

### **Benefits**

- Transparency of the entire process. This has an increasing emphasis, particularly under MAP-21.
- Establishing a common language. Communication across the state. (Ms. Allison DeTuncq, CTB)
- Better collaboration between localities and state. (Mr. Hollis Ellis, CTB)
- More efficient decision-making.

### **Challenges**

- MPO prioritization processes are all different, making it challenging for CTB to evaluate projects on an even playing field.
- Local priorities versus state priorities.
- Challenges associated with planning to the need rather than the metric.
- Conveying value (ROI, Economic Impact) of the project.

### **Suggestions/Ideas**

- Perhaps opportunities for CTB to evaluate like-minded projects. For example, prioritized projects within downtown areas could be evaluated together.
- Potential for VTrans to have a project scoring system/section that creates the various project categories (like-minded projects) so that apples are compared to apples (expanded on point mentioned above).
- Economic impact is an important prioritization criteria to consider. Everything, including infrastructure, starts from the condition of our economy (Mr. Sheppard Miller, CTB).
- Planning to the need.
- Different scoring methods for different project categories and eligibilities (example: CMAQ versus HSIP).

Several local questions were asked and addressed during the breakout session:

**Question #1:** Is the Guidebook superfluous once the federal guidelines come out?

**Answer:** The guidebook will likely be more specific than the federal guidelines and be able to address areas where federal guidance is vague or limited.

Question #2: Transportation models and performance criteria vary across locations. Historically, the CTB project selection process has not necessarily looked through one set of uniform criteria. It is challenging to weigh the results from various MPOs since the results and processes of each MPO prioritization process is different (Mr. Sheppard Miller and others).

Answer: This is very challenging. Other state practices highlighted in the previous presentation were legislatively mandated. Perhaps commonality can be found with like-minded projects. For example, projects within downtown areas could be evaluated together.

### **Closing Remarks (Web-meeting)**

Kelli Nash (OIP) adjourned the meeting and mentioned several upcoming events, including:


- Vision workshops for VTrans2040 (Corridors of Statewide Significance)
- Upcoming webinars in Spring 2014 to bring closure to the VTrans2035 effort

### **Closing Remarks (Locally, in Hampton Roads)**

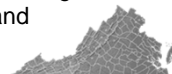
The local facilitators offered CTB members an opportunity to make any final comments. The following comments were made:

- Challenges with the PBPP process, but we are off to a great start (Ms. Allison DeTuncq, CTB).
- This is a great dialogue and I look forward to refining the process (Mr. Hollis Ellis, CTB).


The meeting formally concluded at 3:50 p.m. on Friday, January 24, 2014.



**VTrans Regional Transportation Planners' Forum**  
 Making the Connection: Implementing Performance-Based Planning and Programming in Virginia  
**January 24, 2014**



Welcome! Please introduce yourselves locally.  
 We will begin promptly at 1:00 p.m.




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**Broadcast Presentation #1**



What is Performance Based Planning and Programming (PBPP) and why are we talking about it?

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**Today's Meeting**

Focus	Purpose	Outcome
<ul style="list-style-type: none"> <li>• Discuss PBPP</li> <li>• What?</li> <li>• Where?</li> <li>• How?</li> </ul>	<ul style="list-style-type: none"> <li>• How to <b>advance</b> and <b>coordinate</b> PBPP in VA</li> </ul>	<ul style="list-style-type: none"> <li>• Next steps in PBPP</li> <li>• Input for PBPP manual &amp; webinar</li> </ul>

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**VTrans** 2040  
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### Agenda

1:00 to 1:15	15 minutes	Welcome and Introduction	Local Facilitators (offline)
1:15 to 1:40	25 minutes	Broadcast Presentation #1: What is PBPP?	Broadcast from Richmond
1:40 to 2:00	20 minutes	Q&A	Local Facilitators in turn
2:00 to 2:20	20 minutes	Broadcast Presentation #2: Applying PBPP in Virginia	Broadcast from Richmond:
2:20 to 3:00	40 minutes	Breakout Session: Opportunities, Issues, and Ideas for Moving Forward	Local Facilitators (offline)
3:00 to 3:10	10 minutes	Short Break	
3:10 to 3:35	25 minutes	Report Back	Local Facilitators in turn
3:35 to 3:45	10 minutes	Closing	Broadcast from Richmond

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**VTrans** 2040  
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- ▶ VTrans is the long-range statewide multimodal policy plan
- ▶ Lays out the overarching vision and goals for transportation in the Commonwealth



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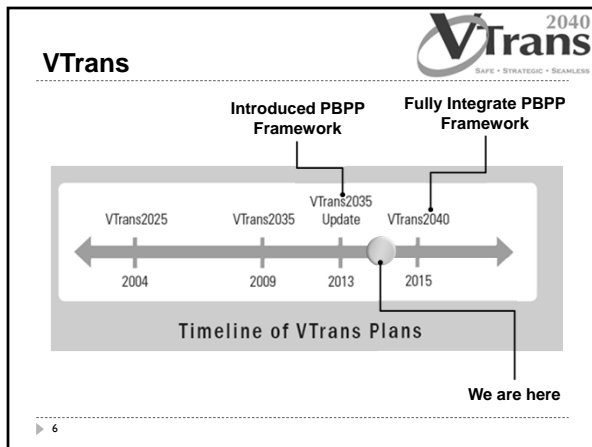
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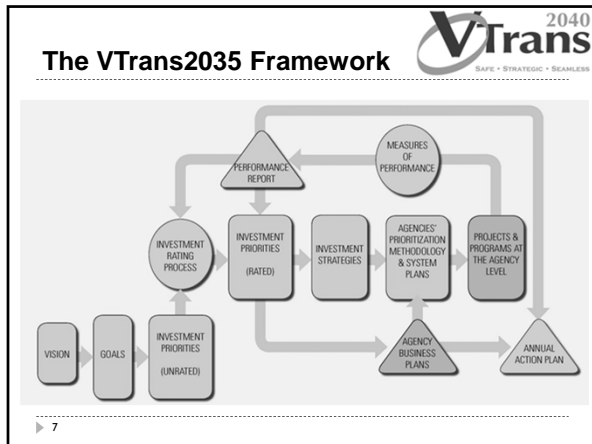
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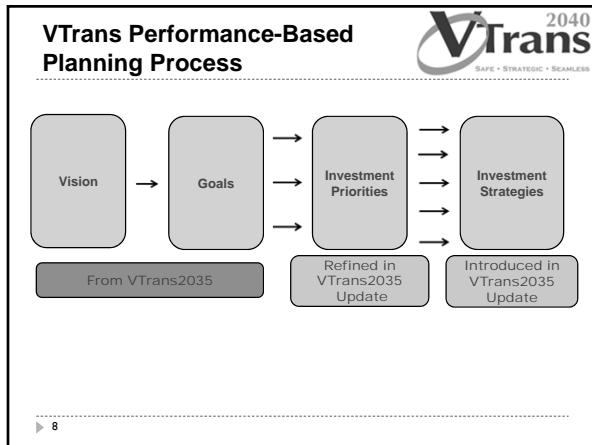
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### What is PBPP?

- ▶ A strategic approach that:
  - ▶ Uses data and information to support decisions
  - ▶ Assesses progress towards goals
  - ▶ Helps achieve performance outcomes

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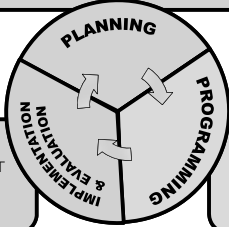
**What is PBPP?** 

LINKING TOGETHER:

WHERE DO WE WANT TO GO?  
HOW WILL WE GET THERE?

HOW WELL DID IT WORK?

WHAT ARE WE GOING TO DO?



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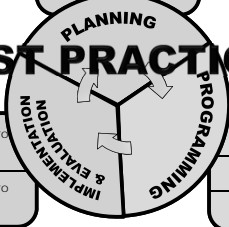
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**BEST PRACTICES** 

HAVING A VISION / GOALS  
HAVING MEASURABLE OBJECTIVES  
HAVING PERFORMANCE MEASURES

USING MEASURES TO EVALUATE INVESTMENTS  
USING MEASURES TO EVALUATE SYSTEM

HAVING A PROJECT PRIORITIZATION PROCESS  
USING PRIORITIZATION CRITERIA  
ENSURING CRITERIA ARE TIED TO GOALS / OBJECTIVES



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**Using PBPP** 

Transportation agencies use PBPP for:

- Monitoring and reporting program implementation
- Informing strategic decision-making
- Supporting transportation budgeting process
- Facilitating better project selection

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**MAP – 21 Requirements**

States and MPOs must integrate plans into a performance-based process

Desire for Coordination

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**MAP – 21 Mobility Performance Measures Schedule**

MPOs set targets

States set targets

Effective date of final rule

USDOT establishes measures

90 day comment period

USDOT Notice of Proposed Rulemaking

Winter Spring Spring Spring Fall

2013 2014 2015 2016

Source: FDOT

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**Challenges to PBPP**

- Large volumes of data
- Risks in setting targets
- Resource intensive
- Tools for future prediction
- Agreement by multiple agencies
- Time to reveal performance results

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**2040 VTrans**  
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### PBPP Keys to Success

- Measure what matters
- Select limited measures
- Consider the big picture and tradeoffs
- Coordinate and collaborate
- Communicate successes and constraints
- Tell a story
- Dedicate resources
- Consider role of transportation with other goals

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**2040 VTrans**  
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### VTrans

▶ VTrans2035 Update created a framework with the essential PBPP components



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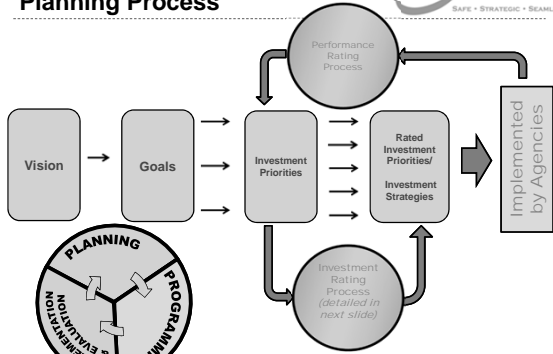
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**2040 VTrans**  
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### VTrans Performance-Based Planning Process



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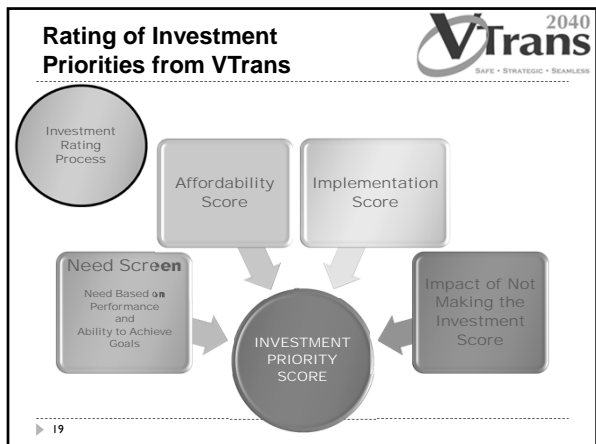
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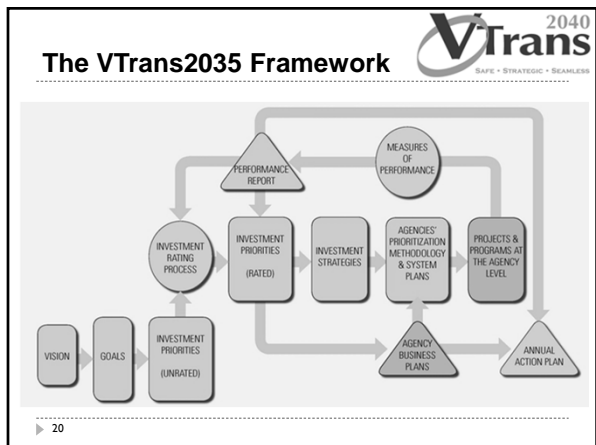
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### National Best Practices in Performance-Based Planning and Programming

- ❖ Florida Department of Transportation (FDOT)
- ❖ San Diego Association of Governments (SANDAG)
- ❖ Minnesota Department of Transportation (MnDOT)
- ❖ North Carolina Department of Transportation (NCDOT)

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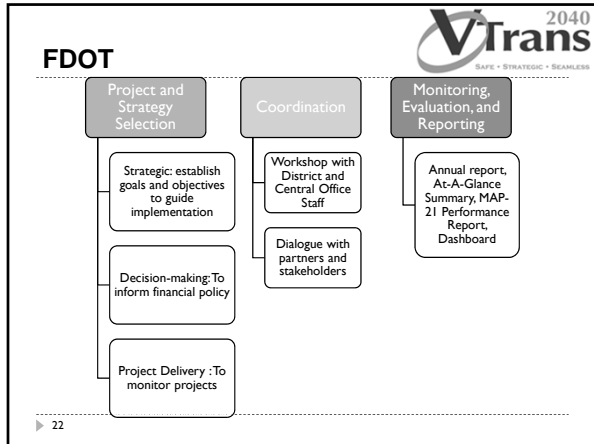
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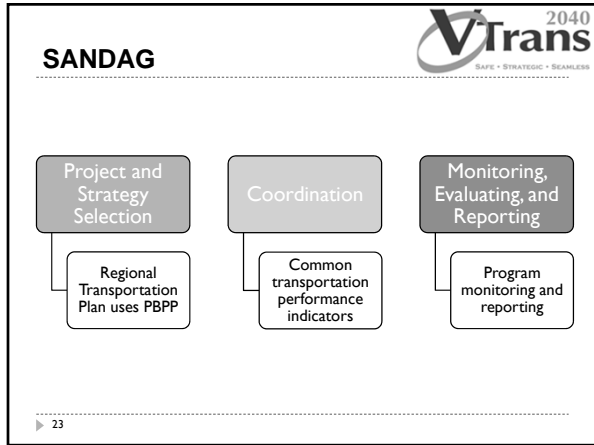
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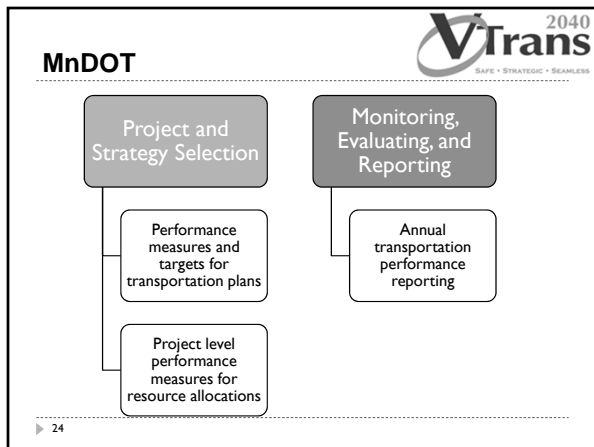
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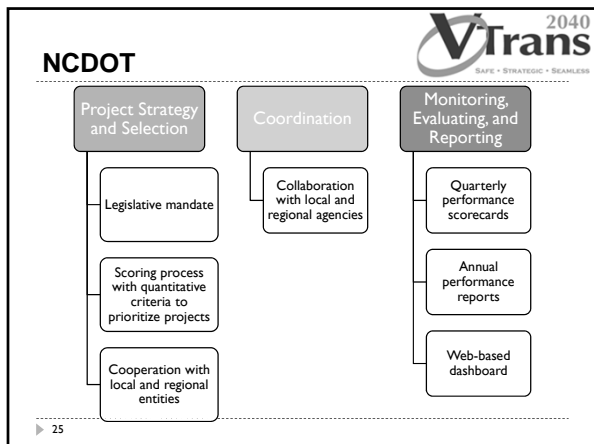
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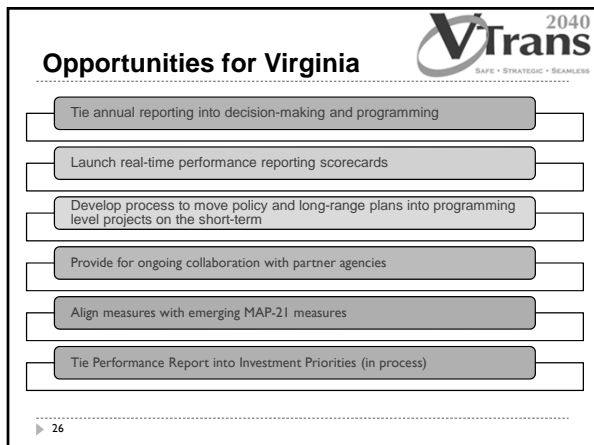
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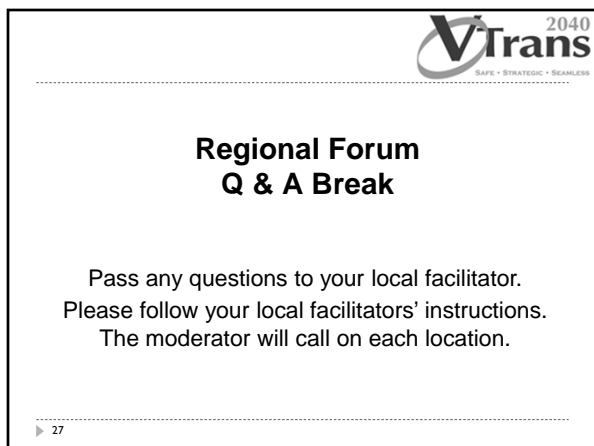
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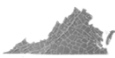
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**Broadcast  
Presentation #2**



**Best Practices in Performance  
Based Planning and Programming**

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**Virginia State Agency Best Practices in  
Performance-Based Planning and  
Programming**






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**State Agency Best Practices**

BEST PRACTICE CATEGORY	PURPOSE
Relationship to Federal Planning Goals	How do the agency goals relate to the MAP-21 Performance Goals?
Relationship to VTrans Goals	How do the agency goals relate to those of VTrans?
Data-driven Performance Measures	In what ways can agencies track performance?
Project Prioritization	In what ways can agencies objectively evaluate proposed projects?

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**Virginia State Agency Best Practices - Highlights**



MAP-21 Performance Goals

- ◆ Safety
- ◆ Infrastructure Condition
- ◆ Congestion Reduction
- ◆ System Reliability
- ◆ Freight Movement and Economic Vitality
- ◆ Environmental Sustainability
- ◆ Reduced Project Delivery Delays

**Relationship to Federal Goals**



The VDOT Airport Access Program is a collaborative VDOT/DOAV effort that assists localities in developing or improving access to licensed public-use airports

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**Virginia State Agency Best Practices - Highlights**



**Relationship to VTrans Goals**



The 2013 Virginia Statewide Rail Plan assesses each project against the VTrans and CTB's policy goals



The Rail Enhancement Fund (REF) application states that projects should generally address the needs identified in state, regional, and local plans, including VTrans

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**Virginia State Agency Best Practices - Highlights**



**Data-driven Performance Measures**



VDOT's Highway Safety Plan uses performance measures to analyze the success of safety programs; the measures include concrete goals and are evaluated annually



VDOT monitors existing conditions through SPS, GIS, INRIX, and Travel Time Index data (among other sources)

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Virginia State Agency  
Best Practices - Highlights



## Project Prioritization

 DOAV's Project Priority System evaluates and scores projects based on criteria such as safety, system preservation, environmental compliance, and funding availability

 Rail Enhancement Fund (REF) application includes questions on project cost, timeline, possible environmental impacts, public benefit, and the project's relationship to other REF projects

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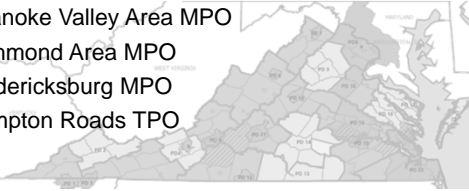
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## Virginia MPO Best-Practices

- ❖ Introduction
- ❖ Kingsport MTPO
- ❖ Harrisonburg-Rockingham MPO
- ❖ Roanoke Valley Area MPO
- ❖ Richmond Area MPO
- ❖ Fredericksburg MPO
- ❖ Hampton Roads TPO



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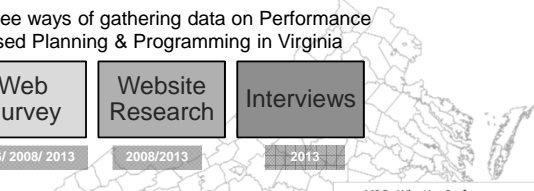
Introduction



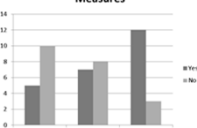
Three ways of gathering data on Performance Based Planning & Programming in Virginia

Web Survey | Website Research | Interviews

2006/ 2008/ 2013 | 2008/2013 | 2013



MPOs Who Use Performance Measures



Use of Performance Measures is growing

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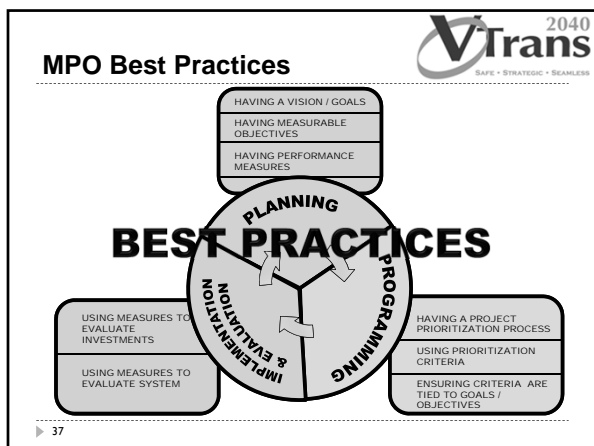
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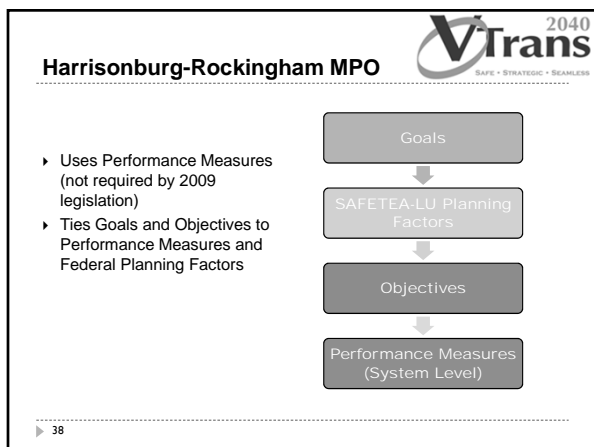
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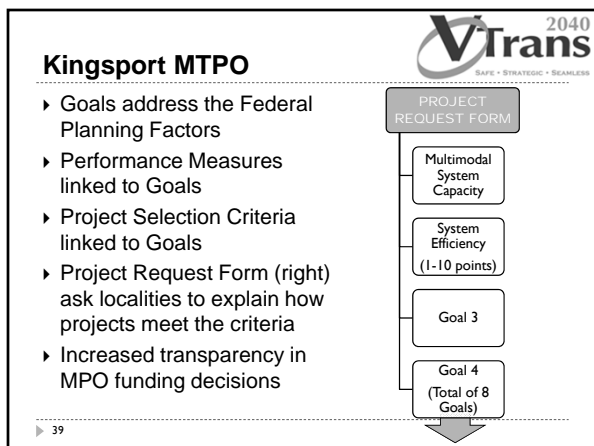
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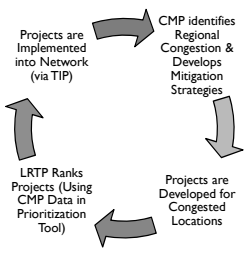
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**Roanoke Valley Area MPO** 

- Sophisticated PBPP process
- Document evaluation process for making decisions
- Introduces a 'feedback loop' (right) for PBPP through the Congestion Management Process

**Feedback Loop for PBPP**



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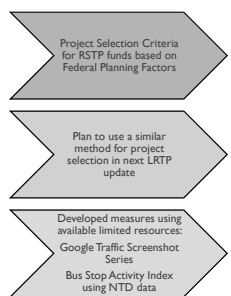
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**Roanoke Valley Area MPO** 



**Google Traffic Screenshot Series**



**Bus Stop Activity Index**



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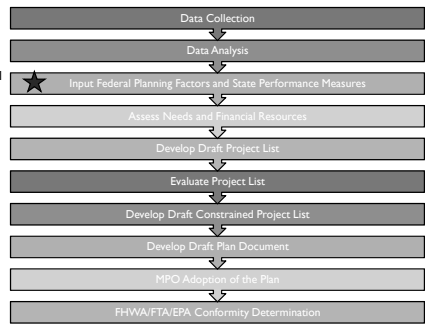
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**Richmond Area MPO** 

Project prioritization methodology incorporates regional performance measures and federal planning factors



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**Fredericksburg MPO** **VTrans** 2040  
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L RTP

TIP

CMP

Next CMP Update

Developed Project Selection Methodology for constrained L RTP in 2008

Developed TIP Project Prioritization Methodology for RSTP and CMAQ funds in 2009

Uses Regional Performance Measures in CMP

Uses Regional Performance Measures in CMP

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Congestion relief: 30 points

Safety and security: 30 points

Environmental impacts: 16 points

Public and community support: 8 points

**2040 Constrained L RTP Project Prioritization Methodology**

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**Hampton Roads TPO** **VTrans** 2040  
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- Long history & sophistication in implementing PBPP
- Translation Table from Planning Factors to VTrans Goals to L RTP Goals
- Performance Measures (Approaches) linked directly to Goals

The diagram consists of three circles arranged in a triangle. At the top is a circle labeled 'SAFETEA-LU Planning Factors'. At the bottom left is a circle labeled '2034 L RTP Goals'. At the bottom right is a circle labeled 'VTrans 2035 Planning Goals'. Arrows point from 'SAFETEA-LU Planning Factors' to both '2034 L RTP Goals' and 'VTrans 2035 Planning Goals'. An arrow also points from 'VTrans 2035 Planning Goals' to '2034 L RTP Goals'.

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**Hampton Roads TPO** **VTrans** 2040  
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- State of Transportation in Hampton Roads Report
- Regional Performance Measures
- Congestion Management Process
- IMS (Freight)
- Regional Safety Study (Safety)
- Conformity (Air Quality)
- Highway Performance Monitoring System
- Transit System Performance Assessment

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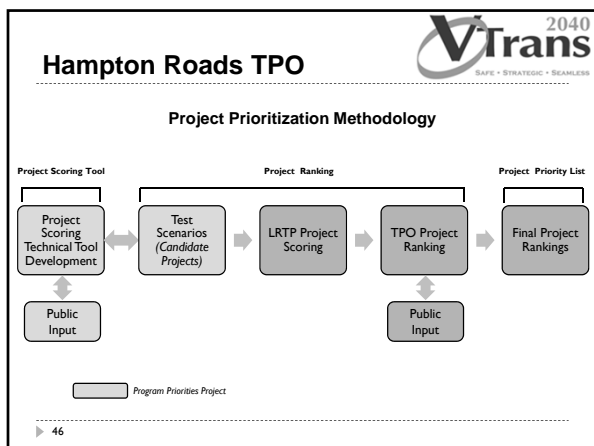
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- Take Away Messages** **VTrans** 2040  
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- MPOs are using PBPP framework in various ways - Best practices include:
- Link Goals to other planning frameworks
  - Involve public/stakeholders in Goal setting
  - Establish measurable Objectives
  - Link the Goals/Objectives to Performance Measures
  - Link the Goals/Objectives to Prioritization Criteria
  - Use readily available data and innovate
  - Thoroughly document decisions to increase transparency and accountability
- Page number: 47

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**Regional Forum  
Breakout Session**  
*Where are we now  
and where do we want to go?*

★ Discussion topic: How do we get there?

Please follow your local facilitators' instructions.  
E-mail summary of work session to [lparkins@mbakercorp.com](mailto:lparkins@mbakercorp.com) promptly at 3:00 p.m.

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**How do I Stay in Touch?**

- ▶ [www.vtrans.org](http://www.vtrans.org)
- ▶ **Contact:**
- ▶ J. Kelli Nash
- ▶ Office of Intermodal Planning and Investment
- ▶ Phone: 804-786-0481
- ▶ E-mail: [Jacklyn.Nash.governor.virginia.gov](mailto:Jacklyn.Nash.governor.virginia.gov)

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**Thank you for your participation!**

[StatewidePlans@governor.virginia.gov](mailto:StatewidePlans@governor.virginia.gov)

[www.VTrans.org](http://www.VTrans.org)

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**Extra Slides**

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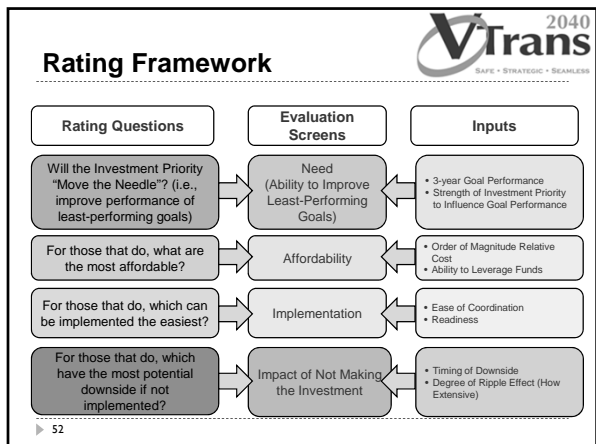
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