

Performance-Based Planning and Programming and Federal Transportation Performance Management

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- What/who is OIPI?
- What is performance-based planning and programming (PBPP)?
- What is transportation performance management (TPM)?
 - Details of federal TPM
 - Next steps for federal TPM





- OIPI is Virginia's Office of Intermodal Planning and Investment.
 - Established in 2002; now with a staff of 12.
 - Responsible for the Commonwealth's long-range transportation plan, VTrans; project prioritization process, SMART SCALE; and performance management.
 - Work with VDOT and the Department of Rail and Public Transportation; MPOs and PDCs; FHWA; and the Department of Motor Vehicles, Dept. of Aviation, Port of Virginia, Space Port, and Motor Dealer Vehicle Board.

OIPI's role in performance management



- Team of three is focused on the following priorities:
 - Implementing the federal framework for transportation performance management (TPM) and performance-based planning and programming (PBPP).
 - Developing new performance measures and data-driven target-setting methodologies that build on the federal framework.
 - Using performance trends and data analysis to inform investment and policy decisions.
 - Building a data-sharing platform and reporting and analytical tools.

Performance-Based Planning and Programming (PBPP)



• FHWA definition:

 "Performance-based planning and programming is a strategic, data-driven approach to decision-making that enables transportation agencies to efficiently allocate resources, maximize the return on investments, and achieve desired performance goals while increasing accountability and transparency to the public." Benefits of Performance-Based Planning and Programming (PBPP)



- Improve investment decision-making
- Improve system performance
- Improve link between investments and performance
- Increase accountability and transparency

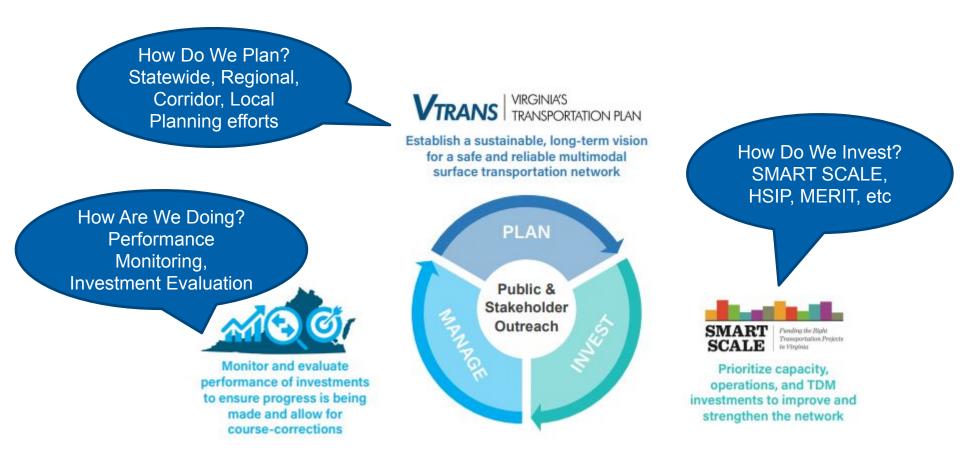
Performance-Based Planning and Programming (PBPP) Context



- How best to utilize limited resources
 - Data is available to understand how to identify and prioritize needs and determine impacts of investments
 - Increasing demand to understand return on investment of projects and programs

Performance-Based Planning and Programming





Federal Transportation Performance Management



- FHWA and FTA establish performance measures
- States/MPOs establish targets and track performance
- States/MPOs incorporate performance targets and results into long-range plans and transportation improvement programs
- States/MPOs utilize performance data to inform planning and investment decisions
 - Federal TPM and PBPP set a foundation for utilizing data-driven approaches to planning and investing
 - States/MPOs not required to use federal performance measures to prioritize investments; however, States/MPOs must report out on these measures and results

Federal TPM: Highway Safety Performance Measures



- Highway safety (all public roads)
 - Fatalities and fatality rate
 - Serious injuries and serious injury rate
 - Non-motorized fatalities and serious injuries
- Required to be set annually

Federal TPM: Asset Condition Performance Measures



- Asset condition
 - Percentage of deck area of bridges in good and poor condition (National Bridge Inventory on National Highway System [NHS])
 - Percentage of pavement in good and poor condition (Interstate and Non-Interstate NHS)
- States set 2- and 4-year targets; MPOs set 4-year targets only

Federal TPM: System Performance Measures



• System performance

- Percentage of person-miles traveled that are reliable (Interstate and Non-Interstate NHS)
- Truck Travel Time Reliability Index (Interstate only)
- There are additional system performance measures required only for the Northern Virginia region (and other large metropolitan areas)
 - These measures cover congestion, non-SOV travel, and emissions

Transportation Performance Management - Where are we now



- States/MPOs established 4-year targets (CY 2021) for all measures and 2-year targets (CY 2019) for some measures
 - Baseline Performance Period is CY 2017
 - First performance period runs 2018-2021
 - MPOs could adopt state targets or set own
 - State submitted a mid-term report in October 2020
- States/MPOs now have the opportunity to adjust 4-year targets
 - Requires explanation for 2-year targets not achieved and what will be done to achieve the 4-year targets

Current TPM Activities for MPOs



- Adjusting federal performance targets for bridge, pavement, and reliability measures
 - Resources available on Planning Connections team site
 - <u>MPO Memo/Next Steps</u>
 - MPO Performance Summary
 - Detailed data provided for pavement and bridge data
 - Any adjustments must be made by March 15, 2021 and documented to OIPI and VDOT
- Establishing CY 2021 safety targets

Other TPM Requirements for MPOs



Transportation improvement program (TIP)

- MPOs must describe in the TIP how the program of projects contributes to achieving the MPO's performance targets in the MTP, linking investment priorities to those targets.
- VDOT and DRPT have provided template language to MPOs

Metropolitan transportation plan (MTP)

- MPOs must include a description of the individual performance measures and targets
- In addition to including performance measures and targets, MPOs must include a *system performance report* at the time of adoption. That report must include an evaluation of system performance with respect to the performance targets.

Questions?

