

FHWA/AASHTO/TRB ADA10 Peer Exchange: MAP-21/FAST Act Implementation: Integrating Performance-Based Plans

Overview

Recent Federal transportation legislation and regulations have expanded performance-based planning and programming (PBPP) requirements for State and regional transportation agencies. Practitioners are challenged to integrate the various plans into a consistent vision and message. On August 1, 2017, at the American Association of State Highway Transportation Officials (AASHTO) Conference on Performance-Based Transportation Planning, Financing, and Management in Cincinnati, Ohio, the Federal Highway Administration (FHWA), the Transportation Research Board's [ADA10 Committee](#) (ADA10), and AASHTO held the one-day peer exchange "One Vision, Many Goals, Many Objectives ... Explore How to Put It All Together in Your Long Range Plans" on how to integrate PBPP activities. The more than 50 participants included representatives from 24 State DOTs and from regional planning agencies, Federal partners, and consulting firms.

The agenda included three focus areas: (1) integrating FAST Act and MAP-21 plans, (2) PBPP process development, and (3) communications relating to PBPP and plan integration. Each section began with a summary of the relevant responses from a pre-workshop survey and a presentation by a State DOT practitioner. Through facilitated discussions and breakout groups, participants then identified the challenges they are having in each topic area and brainstormed solutions to those challenges. See the peer exchange summary report for more information on the challenges, strategies, and research and technical assistance needs identified by the workshop participants.

Integrating FAST Act and MAP-21 Plans

Survey respondents indicated that agencies have a wide variety of approaches and experiences linking their various PBPP plans to their long range transportation plans (LRTPs), from including individual plans as appendices to the LRTP to top-down approaches to full integration.

Practitioner Presentation: Ohio DOT: How to Put It All Together. Scott Phinney of the Ohio DOT compared the PBPP plans (and the multitude of related measures and goals) to six cans—DOTs are developing the plastic rings that link the plans to form a united six-pack.

Key Takeaways: Agencies were learning how to address the challenge of PBPP integration, with varying levels of implementation. Agencies can establish a core interdepartmental team to lead integration efforts, an interdepartmental performance measures work group, and governance documents to identify roles/responsibilities. One strategic plan can guide the development of other plans.

Performance-Based Planning Process and Development

Many agencies surveyed have begun to identify measures and targets and to use PBPP for project prioritization. Agencies had little experience, however, with integrating the more technical elements of the process (e.g., data and travel demand models).

FHWA's Perspective. Harlan Miller from FHWA's Office of Planning described some of the Federal deadlines and requirements, including to coordinate with metropolitan planning organizations (MPOs). Participants shared their experiences with MPO-DOT coordination.

Practitioner Presentation: Texas DOT's PBPP Approach. Marc Williams described TxDOT's approach, including a performance measure workgroup, governance document, data sharing, and project selection criteria.

Key Takeaways: Establishing and coordinating PBPP processes is a big job and a complex topic; agencies should consider the use of a governing document and rely on the expertise of others like FHWA. It is also essential to link PBPP with project portfolio planning and development. Nationally, the trend is for smaller MPOs to follow State DOT targets, while larger MPOs often establish their own.

Communications Relating to PBPP and Plan Integration

In the advance survey, practitioners indicated a wide variety of communications approaches, including public/stakeholder involvement processes, branding efforts, and collaboration using regional boards.

Practitioner Presentation: Communicating the One Nevada Transportation Plan Link. Sondra Rosenberg of Nevada DOT described that agency's extraordinary efforts to communicate the benefits of plan integration to the public, to internal stakeholders, and to leadership.

Key Takeaways: DOTs are trying numerous interesting and innovative approaches. Strategies include finding the right "hook" with which to engage target audiences, identifying both internal and external champions, and building trust and rapport. Public/stakeholder involvement processes, branding, and collaboration with regional boards or stakeholder groups were identified as three primary communication strategies.

Research and Technical Assistance Topics

A few of the top research and technical assistance priorities identified by participants included:

- **Research topics:** Best practices for developing overarching strategic plans that will inform the development of the various PBPP plans; best practices for integrating asset management plans; and approaches for applying business strategies as a solution.
- **Technical assistance:** Data and performance measures; training on the assessment of trade-offs, resource allocation, and related investment strategies; and training on how to improve communications with various audiences.

The peer exchange summary report can be found at: [\[INSERT LINK\]](#)

More information on the FHWA Office of Planning is available at: [\[INSERT LINK\]](#)