

# A Review of Performance-Based Planning and Programming and its Potential Application to the TPB Priorities Plan

Presentation to the  
TPB Technical Committee

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# Presentation Overview

- A. Background to the TPB Regional Priorities Plan Process
- B. Federal Government Focus on Performance Measurement
- C. International Scan
- D. NCHRP 08-36 Pilot Study
- E. TPB Goal Areas and Performance Measures
- F. Congestion Management Example

# A - TPB Regional Priorities Plan Process

- CAC request for “financially unconstrained” Regional Priorities Plan
- May 26, 2010, the TPB hosted the Conversation on Setting Regional Transportation Priorities
- July 21, 2010, the TPB voted to form a task force to determine the scope and process for developing a Regional Priorities Plan
- Between October 2010 and April 2011, the TPB Priorities Plan Scoping Task Force met four times
- July 20, 2011, the TPB approved a schedule and scope for developing a Regional Priorities Plan

# TPB Regional Priorities Plan Process Cont.

Schedule											
Tasks	FY2011		FY2012				FY2013				FY2014
	Jan-Jun		Jul-Dec		Jan-Jun		Jul-Dec		Jan-Jun		Q1
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
<b>Task 1</b>											
Reaffirm Regional Goals and Agree Upon Performance Measures	■		■								
<b>Task 2</b>											
Determine Regional Challenges and Strategies to Address Them –Near Term –Longer Term		■	■		■						
<b>Task 3</b>											
Develop Regional Priorities, both Funded and Unfunded –Near Term –Longer Term			■				■				
Interim Reports					▲		▲		▲		▲
Public Outreach and Comment					●		●		●		●
Final Reports											■

## B - Federal Government Focus on Performance Measurement

- Greater reliance on performance measurement anticipated with the next federal transportation bill
- Federal government has sponsored a number of recent conferences and workshops on performance measurement
- Federal agencies have conducted several performance measurement studies targeted towards specific program areas

# C - International Scan

- 2009 “International Scan”- U.S. DOT FHWA in cooperation with AASHTO and NCHRP
- Researched how countries abroad link transportation performance and accountability
- Countries: Sweden, United Kingdom, Australia, New Zealand (selection based on countries’ experience with transportation performance and accountability)

# International Scan Cont.

- Most recurring recommendations from the transportation agencies abroad:
  - Limit the number of performance measures (since 1998, the British central government has reduced the number of government-imposed performance measures across all government departments from 600 to 30)
  - Develop a performance measure process that is incremental, evolutionary, and dynamic
  - Ensure that federal, state, and local officials engage in frequent dialogue and collaborative goal-setting

# International Scan Cont.

- Focus on trends rather than short-term targets
- Link performance measures to priorities and indicators rather than national targets (New Zealand-Wellington, “Targets can lead to risk aversion and stifling of innovation if done wrong - pick metrics and process that actually drives performance”)
- Do not link performance measures to budget-setting



# D - NCHRP 08-36

## *Integrating Performance Measures into a Performance-Based Planning and Programming (PBPP) Process*

- National Capital Region selected as one of three pilot sites for the study
  - Two Facilitated Workshops will be held for each site
  - Study commenced Fall 2011
  - Final report due Fall 2012
- Research Objective
  - Move the conversation on national transportation performance measures and a PBPP process from that of a conceptual framework to realistic examples relating national-level measures to the state and regional levels

# E - TPB Goal Areas and Performance Measures

Regional Goal	Examples of Potential Performance Measures
Provide a comprehensive range of transportation options	<ul style="list-style-type: none"> <li>• % change in morning rush hour congestion</li> <li>• % region's bus stops that are fully accessible</li> </ul>
Promote Transportation Connections, Walkability, and Mixed Use Development in Activity Centers	<ul style="list-style-type: none"> <li>• Jobs-household ratio</li> <li>• Street block density in Activity Centers</li> <li>• Average number of other Activity Centers accessible within 45 minutes of a given Activity Center by Transit and Highway</li> </ul>
Prioritize Maintenance Preservation, and Safety of the Existing System	<ul style="list-style-type: none"> <li>• % road pavement in 'Fair or Better Condition'</li> <li>• % Metro escalators available</li> <li>• Number of bike and pedestrian fatalities</li> </ul>
Maximize System Effectiveness through the use of the best available technology	<ul style="list-style-type: none"> <li>• MATOC effectiveness</li> <li>• NextBus Predictability</li> </ul>
Enhance Environmental Quality, Protect Human Health, and Improve Energy Efficiency	<ul style="list-style-type: none"> <li>• Mobile-source emission levels</li> <li>• CO2 emission levels</li> </ul>
Support International and Inter-Regional Travel and Commerce	<ul style="list-style-type: none"> <li>• Total value of freight movement for all modes</li> <li>• Number of passengers arriving at region's airports</li> <li>• Number of passengers arriving by inter-city rail</li> </ul>

# F - Congestion Management Example

- A new National Capital Region Congestion Report was presented at Tech last month
- The dashboard-style report includes eight performance measures
- It would be necessary to limit the number of congestion performance measures for a priorities plan by focusing only on those that are the most actionable and understandable

# Congestion Management Example cont.

- Examples of short-term actions:
  - Expand MATOC services
  - Encourage urban area off-hour freight deliveries
  - Accelerate implementation of bus speed and reliability treatments on the Metro Priority Corridor Network
- Examples of long-term actions:
  - Expand and optimize core Metrorail operations
  - Implement congestion pricing
  - Promote land use strategies that better utilize existing and planned transportation infrastructure