

Performance Based Transportation Planning in New Hampshire: Stakeholder Input

Background

Background information on what the MPOs are doing:

New Hampshire Metropolitan Planning Organizations (MPOs) along with the Department of Transportation (NHDOT), Federal Highways Administration (FHWA), and Federal Transit Administration (FTA) have formed a preliminary *Working Group* to establish and implement performance-based transportation planning in New Hampshire, on both regional and state levels.

Federal legislation, *Moving Ahead for Progress in the 21st Century* (MAP-21) requires the MPOs and the DOT to track performance measures in the emphasis areas covered by the 7 National Goals, and align them with Federal Planning Factors (see last page). Performance measures are metrics used to assess progress toward meeting an objective¹. On behalf of the Working Group, SRPC is conducting focused interviews/discussions with stakeholders to ensure that the MPOs consider all angles and perspectives during the establishment process of additional transportation performance measures (those not covered under MAP-21). As a Working Group, we would like to develop a list of common *inter-regional and/or statewide* measures that all of the MPOs in NH can use collaboratively with the DOT.

SRPC is interviewing representatives from state agencies (e.g. DOT, DES), federal agencies (e.g. FHWA, FTA), advocacy groups (all modes), regional planning commissions and MPOs, freight (rail, truck, port, and air), public and private bus transit providers, passenger rail, expert groups (e.g. Volpe, Boston Region MPO, Coastal Adaptation Workgroup, etc.), and other entities. The Working Group is interested in hearing from *experts* about measures that we should consider related to your specialty area (e.g. stormwater, climate resilience, flooding, economics, etc.) within the context of transportation, as well as other related specialties that may apply to transportation system planning.

For more information on performance based transportation planning efforts, please contact Natallia (Natasha) Leuchanka at nleuchanka@strafford.org or at (603) 994-3500.

¹ US Department of Transportation, Federal Highways Administration. Performance-Based Planning and Programming Guidebook. 2013. Available at:

http://www.fhwa.dot.gov/planning/performance_based_planning/pbpp_guidebook/

Interview/Discussion Guide

Guiding Questions:

NOTE: Bold and numbered questions are leading and primary discussion topics. Bulleted questions/comments are follow-up discussion topics.

- 1. Does your agency have any requirements or mandates to use performance measures or implement performance-based planning? Please explain.**
 - If 'YES', what is the requirement and/or mandate?
 - If 'NO', do you think you will have any mandates in the future?

- 2. How does _____ (insert agency name) plan to use *inter-regional and statewide* measures in the future?**
 - How do we (transportation agencies) make *inter-regional and statewide* measures, as well as their associated projects and products useful?
 - How do we (transportation agencies) prevent products (particularly those derived from performance measures) from sitting on the shelf? – Mode of delivery
 - How do you see the measures being used in improving the transportation system and regional planning? How do we relate measures and performance into planning?

- 3. What measures is _____ (insert agency name) interested in seeing in the *inter-regional and/or statewide* list of performance measures?**

- 4. What measures is _____ (insert agency name) currently tracking?**
 - What is the data source for the measure(s)?
 - How easy is it to compile the measure?
 - What is the estimated level of effort for deriving the measure (easy to complex)?
 - Who is the reporting agency for the measure?
 - Who calculates the measure?
 - Does your agency have influence over this measure?

- 5. Based on the measures currently being tracked and/or on the measures being proposed by your partners, are there any particular areas that you have any concerns about? Describe them.**
 - E.g. data availability, data privacy, topical concerns in certain regions [such as sea level rise in the Rockingham region], staffing/resource costs for performance measures, etc.

6. What data does _____ (insert agency name) have that can be used by the MPOs and the DOT to track [other] meaningful measures (on regional and/or statewide scales)?

- Also think about data access via partner organizations that may have a more specific mission (e.g. advocacy groups) or may have expertise/data in areas that you do not.

7. What other agencies or leaders do you think should be involved in this discussion?

- Who else do you think we should speak with?
- Are we missing any major transportation stakeholders in the area?
- Currently, we have identified stakeholders in the areas of public and private bus transit, passenger rail, freight, advocacy, MPOs, state departments (NH DOT bureaus; DES), and federal transportation agencies.

National Performance Goals

1. **Safety**—to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
2. **Infrastructure condition**—to maintain the highway infrastructure asset system in a state of good repair.
3. **Congestion reduction**—to achieve a significant reduction in congestion on the NHS.
4. **System reliability**—to improve the efficiency of the surface transportation system.
5. **Freight movement and economic vitality**—to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. **Environmental sustainability**—to enhance the performance of the transportation system while protecting and enhancing the natural environment.
7. **Reduced project delivery delays**—to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Federal Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and nonmotorized users;
3. Increase the security of the transportation system for motorized and nonmotorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.