Regional Cooperation and Performance-Based Planning and Programming in Indiana

A Regional Models of Cooperation Peer Exchange Summary Report

FHWA-HEP-17-009

Location:	Indianapolis, Indiana
Date:	May 25, 2016
Host Agency:	FHWA Indiana Division Office
Peer Agencies:	Northeast Ohio Areawide Coordinating Agency (NOACA) Ohio Department of Transportation (ODOT)
Federal Agencies:	Federal Highway Administration (FHWA) Federal Transit Administration (FTA)

U.S. Department of Transportation
Federal Highway Administration

U.S. Department of Transportation
Federal Transit Administration

REPORT DOCUMENTATION PAGE

Form Approved
OMB No. 0704-0188

1. REPORT DATE *(DD-MM-YYYY)*	**2. REPORT TYPE**	**3. DATES COVERED** *(From - To)*
10/14/2016	Final Report	May 2016

4. TITLE AND SUBTITLE
Regional Cooperation and Performance-Based Planning and Programming in Indiana: A Regional Models of Cooperation Peer Exchange Summary Report

5a. CONTRACT NUMBER

5b. GRANT NUMBER

5c. PROGRAM ELEMENT NUMBER

6. AUTHOR(S)
Markiewicz, Alexandra; McCoy, Kevin

5d. PROJECT NUMBER
51HW2LA400

5e. TASK NUMBER
PA307, PA309

5f. WORK UNIT NUMBER

7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES)
Office of the Assistant Secretary of Transportation for Research and Technology
John A. Volpe National Transportation Systems Center
55 Broadway
Cambridge, MA 02142

8. PERFORMING ORGANIZATION REPORT NUMBER
DOT-VNTSC-FHWA-17-XX

9. SPONSORING / MONITORING AGENCY NAME(S) AND ADDRESS(ES)
Federal Highway Administration
Office of Planning U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

10. SPONSOR/MONITOR'S ACRONYM(S)
FHWA

11. SPONSOR/MONITOR'S REPORT NUMBER(S) TBD

12. DISTRIBUTION / AVAILABILITY STATEMENT
No restrictions

13. SUPPLEMENTARY NOTES
FHWA Project Contact: Jody McCullough, Community Planner, Office of Planning, Email:Jody.McCullough@dot.gov

14. ABSTRACT
This report highlights key themes identified at the "Regional Cooperation and Performance-Based Planning and Programming in Indiana" Peer Exchange held on May 25, 2016 in Indianapolis, Indiana. The Regional Models of Cooperation Initiative, which is funded by the Federal Highway Administration (FHWA), sponsored this event.

15. SUBJECT TERMS
Performance-based planning and programming; regional cooperation; MAP-21; transportation planning; regional models of cooperation; metropolitan planning organization; state department of transportation; council of governments; cross-jurisdictional planning; multi-jurisdictional planning; every day counts; Indiana; Ohio

16. SECURITY CLASSIFICATION OF:			**17. LIMITATION OF ABSTRACT**	**18. NUMBER OF PAGES**	**19a. NAME OF RESPONSIBLE PERSON**
a. REPORT	**b. ABSTRACT**	**c. THIS PAGE**			Jody McCullough
FINAL	N/A	N/A	None.	19	**19b. TELEPHONE NUMBER** *(include area code)* 202-366-5001

Standard Form 298 (Rev. 8-98)
Prescribed by ANSI Std. Z39.18

Table of Contents

Foreword

This report summarizes the presentations, key themes, and recommendations identified at a Regional Models of Cooperation peer exchange on May 25, 2016 in Indianapolis, Indiana. With support from the Federal Highway Administration (FHWA) Office of Planning, the FHWA Indiana Division Office hosted peers from the Northeast Ohio Areawide Coordinating Agency (NOACA) and the Ohio Department of Transportation (ODOT). The purpose of the peer exchange was to share best practices in incorporating performance-based planning into transportation planning and to determine how models of regional cooperation can inform this process. Regional Models of Cooperation is a program of the FHWA Every Day Counts 3 (EDC-3) initiative, co-led by the FHWA Office of Planning and the Federal Transit Administration (FTA) Office of Planning.

Introduction

Regional Models of Cooperation

Regional Models of Cooperation is a program of FHWA's Every Day Counts Initiative. Through this initiative, FHWA and FTA work with State departments of transportation (State DOTs), metropolitan planning organizations (MPOs), and other stakeholders to identify innovative technologies and processes that are deserving of accelerated deployment nationwide. Regional Models of Cooperation was selected for accelerated deployment in the third round of Every Day Counts (EDC-3), for calendar years 2015-2016.

Regional Models of Cooperation describes enhanced processes for effective cooperation and communication between State DOTs, MPOs, transit agencies, and other transportation planning partners working across jurisdictions or traditional disciplines. When implemented, these techniques can improve collaboration, policy implementation, technology use, and performance management. Regional Models of Cooperation reaches beyond traditional borders and brings together entities from multiple jurisdictions and disciplines to support common goals in transportation planning, such as congestion management, safety, freight, livability, economic development, and project delivery and efficiency.

Successful implementation of Regional Models of Cooperation in transportation planning can improve decision-making, save time and money through the sharing of resources or data, and help agencies achieve more by working together. Examples of regional cooperation include jointly developing transportation plans and programs, cross-jurisdictional corridor studies, and project planning across MPO and State boundaries. It also includes collaboration between State DOTs, MPOs, and operators of public transportation on activities such as collecting, storing, and analyzing transportation data.

One way in which FHWA and FTA are supporting States and MPOs to help them implement Regional Models of Cooperation is through peer exchange workshops. These workshops bring representatives from multiple jurisdictions within a region together with peers from other regions to share experiences and best practices that can help move specific, locally-driven priorities forward. The Regional Models of Cooperation implementation effort also hosts webinars and documents cooperation case studies and techniques to promote notable practices in a variety of topic areas.

For more information, please visit the FHWA Regional Models of Cooperation website and the EDC-3 initiative summary page.

Organization of this Report

This workshop summary report is organized in four sections:

1. **Workshop Overview**: An overview of the peer exchange goals, format, and a summary of the key themes and strategies that emerged.
2. **Workshop Summary**: A summary of presentations, panel discussions, breakout sessions, and facilitated discussion.
3. **Key Themes and Strategies**: A synthesis and discussion of the key performance-based planning and programming (PBPP) strategies identified during the workshop.
4. **Conclusion**: A summary of lessons learned and next steps.

The Key Themes and Strategies section synthesizes and discusses two areas that workshop participants identified as priorities for successful PBPP:

1. Develop Universal Methods for Data Processing and Sharing
2. Create Forums for Communication on PBPP Actions

Workshop Overview

Peer Exchange Description

This peer exchange focused on techniques to more effectively incorporate PBPP in transportation planning efforts across Indiana. Presenters and participants from Indiana's Metropolitan Transportation Organizations (MPOs) and the Indiana Department of Transportation (InDOT) discussed how to work across jurisdictional boundaries to implement activities and processes related to PBPP.

PBPP is a process through which transportation agencies use data to support decision-making in an effort to achieve desired goals and outcomes. Through PBPP, agencies use appropriate performance and condition data to assess their baseline condition according to certain Federally-required or agency specific performance measures, identify targets for those measures over a certain timeline, implement projects and initiatives that contribute to the targets, and assess progress toward achieving those targets over a period of performance. Cooperation across regions and agencies benefits this process at each step in a variety of ways, such as improving access to reliable data, developing complementary or consistent targets, and supporting plans and programs that contribute to targets.

Across the country, agencies are seeking to incorporate PBPP into their planning processes in order to increase transparency and accountability in decision-making and achieve identified goals and outcomes. To comply with Moving Ahead for Progress in the 21st Century (MAP-21) funding legislation, FHWA is in the process of finalizing a number of performance management regulations that will require States and MPOs to establish targets for and report on specific measures. Given these trends and developments, identifying opportunities to cooperate across jurisdictional boundaries on PBPP is becoming increasingly important.

The FHWA Office of Planning and the FHWA Indiana Division Office worked together to identify external peers with experience in successfully collaborating across jurisdictions to implement PBPP practices. FHWA invited the following peers to attend the workshop to share their stories and advice regarding PBPP and regional cooperation with the Indiana participants:

- **Dave Moore, Statewide Planning Manager, ODOT**
- **Grace Gallucci, Executive Director, NOACA**

The goals of the peer exchange workshop were to provide training on PBPP best practices, learn about notable PBPP experiences from peer presentations and discussion, and set the stage for collaboration on PBPP implementation in Indiana moving forward.

Format and Agenda

The one-day peer exchange consisted of two parts, described below:

- **Three presentation sessions** during which FHWA and peers from ODOT and NOACA delivered presentations. FHWA provided an overview of Regional Models and Cooperation and the two peers shared their experiences collaborating across agencies to incorporate PBPP practices in their planning processes.

- **Panel discussions** during which participants asked the peers questions related to their experiences and topics within PBPP, including PBPP data and tools and the role of regional cooperation.

- **Breakout session** during which the group split into five breakout groups, and each focused on a topic within PBPP and discussed relevant issues and challenges. Each group reported on its

discussion.

- **Facilitated discussion** during which the group discussed the overarching themes from the day and identified steps for Indiana to move forward on PBPP.

The list of event participants can be found in Appendix A and the workshop agenda can be found in Appendix B.

Summary of Key Themes and Strategies

During the course of the workshop, several key themes and strategies emerged, which are summarized below and discussed in detail in the Key Themes and Strategies section of this report.

1. **Develop Universal Methods for Data Processing and Sharing:** High quality, consistent data is needed during every step of PBPP. Agencies can work across jurisdictions to establish uniform collection and processing methods so that they can develop comparable performance targets and analyses. Furthermore, sharing data and developing central repositories broadens access and improves transparency.

2. **Create Forums for Communication on PBPP Actions:** Improving communication between agencies through in-person meetings, staff level users groups, and/or executive level communication can benefit all stages of PBPP, from data collection and analysis to target establishment and reporting.

3. **Expand PBPP Beyond the Federally-Required Rules:** Agencies have an opportunity to move beyond Federally-required performance measures and develop their own performance management processes that incorporate regional and State level goals.

Workshop Summary

The following sections provide brief summaries of the presentations from the opening remarks and two peer presentations. Please note that the Key Themes and Strategies section provides additional detail about some of the examples in presentations. Presentation slides are available on the Regional Models of Cooperation website.

Presentations

Jody McCullough, Community Planner, FHWA Office of Planning, provided a brief overview of the Regional Models of Cooperation program and its relation to PBPP. Transportation planning encompasses a number of topics that do not stop at jurisdictional boundaries, such as transit planning, freight coordination, and air quality issues. Coordinating activities across jurisdictions can lead to increased efficiencies in the planning and programming processes, as well as more comprehensive solutions to widespread transportation issues. Regional cooperation can benefit PBPP practices by improving communication between agencies on related topics, like data and target establishment.

Dave Moore, Statewide Planning Manager, ODOT discussed how the agency has integrated PBPP into its data systems, planning, and collaboration with MPOs. ODOT established goals in four "Critical Success Factors (CFS)" (people, system conditions, safety, and capital program) and ODOT measures its performance against those goals in an annual report. ODOT plans to augment this process to incorporate performance reporting on U.S. DOT national goal areas that are not already included in CSFs, namely freight, CMAQ, and transit state of good repair. The agency also plans to establish coordination with MPOs on performance measures and make adjustments to the CSFs to account for national performance metrics and measures.

ODOT has a long history of collaborating with Ohio's MPOs and has a number of examples of how the agency works with MPOs on PBPP. Together, these examples demonstrate the extent to which ODOT provides resources across the planning and programming process to support performance-based activities:

- The Transportation Information Management System (TIMS) is a web-based mapping portal developed and maintained by ODOT that houses condition, usage, and other relevant data for ODOT transportation assets. The system is publicly accessible, so MPOs can use it to obtain data and even conduct analysis using map creation tools.

- ODOT created a spreadsheet tool for safety analysis that MPOs use to identify priorities and develop targets for fatalities and injuries. ODOT populates the tool with current safety data that has been processed and standardized so analysis can be done the same way in different regions across the state.

- ODOT has also collaborated with NOACA on its Asset Management Program data collection (see Grace Gallucci's presentation description for more detail).

- To link performance management and project programming decisions, ODOT assigns a program manager to capital programs to develop a multi-year program of projects that will meet and maintain CSF and other performance measure goals. This manager coordinates with ODOT planning staff and the MPO on performance reporting and the performance-based planning process.

- ODOT offers Ohio MPOs a number of options that increase flexibility in funding and, in turn, help MPOs attain performance goals. For example, MPOs can shift their budgets for different funding sources with a payback option, can loan funds to other MPOs, or can carry forward funds under a certain threshold (25% of original fiscal year budget). Funds carried forward that exceed the threshold will be recalled and redistributed to other MPOs, which provides an incentive to keep projects advancing.

Grace Gallucci, Executive Director, NOACA discussed where and how PBPP fits into NOACA's planning process. Gallucci discussed how the NOACA strategic plan, which was developed over the course of three years and adopted in 2015, shaped the agency's approach to PBPP. The strategic plan puts forth five goals based on NOACA's vision statement that each have corresponding strategies, such as develop performance criteria systems. The agency's long range transportation plan (LRTP), asset management program, and the statewide Congestion Mitigation and Air Quality (CMAQ) program all contribute to implementing the performance-based aspects of the strategic plan.

NOACA's PBPP approach is rooted in the LRTP, which supports the strategic plan's goals and includes performance measures to assess progress toward meeting those goals:

- Where former plans largely focused on short term capital programs and existing plans for maintenance and new projects, the current plan is more aspirational and visionary, considering future needs, rather than existing plans for the transportation network.

- The current LRTP documents existing and new performance measures that align with the strategic plan.

This approach also tiers down into other programs. NOACA's asset management program is a key part its performance-based planning approach. The program, which focuses on collecting condition data and analyzing investment needs based on the data, involves extensive collaboration with ODOT:

- ODOT supported NOACA's asset management program by submitting an Accelerated Innovation Deployment grant on behalf of NOACA. The grant provided $600,000 to fund the program.

- ODOT collects Pavement Condition Ratings (PCR) and International Roughness Index (IRI) data for major roadways in NOACA's planning area and has worked with NOACA to ensure the format and collection method was compatible with the MPO's pavement management system.

- The agencies have collaborated to collect traffic counts which are needed to forecast future asset condition.

- ODOT provides training to local planners and provides free software to local agencies to run pavement conditions assessments and analyses.

- The agencies collaborated to address immediate pavement preservation needs identified by the asset management program – each dedicating more than 90% of its Transportation Improvement Program (TIP) and State TIP (STIP) funding towards preservation between 2016 and 2019.

The statewide CMAQ program is another example of how NOACA collaborates with ODOT and implements a PBPP approach. Gallucci discussed how NOACA integrates and considers PBPP throughout its planning process and collaborates with agencies like ODOT and local partners to achieve its goals:

- In 2012, the Ohio Association of Regional Councils and the State's eight largest MPOs developed a program that would allocate funds statewide rather than sub-allocate funds to MPOs.

- The group developed project evaluation criteria and a statewide selection process that better ensures all funds are used. The revised selection process provides agencies more flexibility in funding projects that contribute to their performance targets.

- In the new process regions can trade funds in order to better achieve statewide and regional priorities and receive advanced funding to avoid carryover balances.

Summary of Facilitated Discussions

After the presentations, the remainder of the workshop consisted of facilitated panel discussions and breakout sessions on key topics for PBPP. The discussions covered the following:

- Facilitated group discussion to identify lessons to learn and how to apply the peers' experience to Indiana
- Panel discussion on PBPP data and tools
- Breakout session in which small groups discussed safety, asset management and infrastructure condition, system performance (congestion and reliability), and freight
- Panel discussion on regional and statewide coordination in PBPP
- Facilitated group discussion on setting the state for PBPP collaboration moving forward where participants identified action items and next steps

The participants discussed a number of key issues related to PBPP and identified possible next steps, including: data and data sharing, coordination on Federal rules and measures, coordination on PBPP beyond Federally-mandated requirements, involving transit agencies in PBPP analysis and target setting, and incorporating asset management in PBPP. This section summarizes the key points discussed. The Key Themes and Strategies section that follows discusses these topics in more depth.

Data Availability and Sharing

Participants discussed several challenges related to obtaining and sharing the types of data needed for PBPP. Agencies can only develop targets, measure performance, and assess progress against targets when they have the appropriate data available to do so. Lack of data or lack of ability to compare data across regions in a State is a challenge in incorporating PBPP into a planning process. Furthermore, incorporating processes for validating, cleaning, and processing raw data is vital to ensuring the data used is accurate.

The participants discussed how the Ohio peers used a number of resources to enhance data availability and share data across the State. They identified that the existing MPO Council in Indiana could prioritize discussing and addressing issues related to data in its agenda, such as data quality, standards for sharing data, and protocols for collecting and processing data. The participants discussed connecting the work conducted by different users' groups around the State, such as the model and Geographic Information System (GIS) users' groups, to the MPO Council to broaden the resources and information about data available to both.

Coordination on Federal Performance Management Rules

The workshop took place in the midst of a formal rulemaking process to implement the performance management requirements set forth in MAP-21. At the time of the workshop the final Safety Rule, mandating targets and reporting on five safety measures had been issues and the bridge, pavement, and system performance notices of proposed rulemakings (NPRMs) had been published. The participants discussed how they could coordinate on actions related to both the safety measures and the NPRMs.

Agencies in the State had already begun to coordinate on safety targets by establishing a working group, and the attendees discussed how they could mimic this process for the other rules. The safety measures do not require coordination between the State DOT and MPOs on targets, but encourage coordination to the maximum extent practicable. For the safety rule, the State DOT's program management group (PMG) selected a point person to act as a liaison between the State DOT and the MPOs. Ron Nunnally, a representative from InDOT at the workshop, volunteered for this position because he was a non-voting member of the PMG. Next, the PMG planned to meet with the MPOs to discuss potential targets and gather feedback from the MPOs. Finally, the PMG would formulate a plan to address data issues, such as developing a common technique for processing and analyzing data in order to obtain comparable results across the State in assessing progress – similar to the model presented by the Ohio peers.

The group discussed how they would like to coordinate on developing comments to be submitted to the official docket for the bridge, pavement, and system performance NPRMs and develop a similar process as for the safety measures to establish targets and assess progress for future Federal performance management rules.

The group discussed how the current NPRMs will be developed into final rules in overlapping time periods, meaning they would need to simultaneously establish targets and begin reporting on the measures. Participants identified how having a permanent PBPP liaison between the State DOT and MPOs would benefit target establishing, reporting, and improvements in the PBPP process. They also discussed the importance of accounting for areas outside the MPOs' service areas in PBPP evaluation.

Involving Transit Agencies in PBPP

Participants explored several ways to involve transit agencies in PBPP activities. The group discussed how coordination of transit agencies and evaluation of transit performance has impacts on the performance of roadway systems. Furthermore, in Indiana, some of the MPOs are also transit providers. Participants discussed opportunities to coordinate with transit agencies on PBPP through the MPO Council, users' groups, and other regular meetings. Through better communication, the participants hope to overcome challenges related to combining State, MPO, and transit visions and goals, as transit agencies in the State were heavily focused on operations and less on long-range planning.

Accounting for Operations and Maintenance

The group discussed how to better incorporate operations and maintenance needs into the planning process. For example, participants identified opportunities to include lifecycle cost analysis in long range plans. Participants discussed how addressing this issue is an important part of PBPP because it can help agencies avoid a "worst first" approach to funds programing and instead incorporate preventative maintenance practices into their plans and investment programs. Understanding the effects of operations and maintenance on key performance areas like asset condition and safety could help the agencies better forecast future performance associated with proposed plans and programs.

Key Themes and Strategies

This section synthesizes ideas and discussions from workshop participants and peer presentations and attempts to summarize key methods for improving PBPP practices through coordination techniques that the workshop participants identified.

During the course of the workshop, several key strategies for PBPP emerged, which are summarized in two categories and discussed below:

1. **Develop Universal Methods for Data Processing and Sharing**
2. **Create Forums for Communication on PBPP**

Develop Universal Methods for Data Processing and Sharing

The peer presentations and participants all identified methods to develop shared protocols for data collection and processing and to share data among agencies. Access to high quality, up to date, granular data is key to successfully implementing PBPP. PBPP is a data-driven process through which agencies determine measures that will help them evaluate key aspects of the transportation system and determine their progress towards achieving goals and targets. Through PBPP, agencies identify their current conditions/performance according to decided measures and establish targets for their condition/performance according to those measures for a certain time period. Agencies rely on data at each step of PBPP to assess their baselines and trends, establish targets, and report on progress toward achieving those targets. State and regional agencies aim to work together on PBPP to establish coordinated measures and targets, making sound, universal data practices an even more important part of PBPP.

Workshop participants discussed the benefits of making data publicly available in order to promote transparency among agencies and the public. ODOT illustrated a number of ways in which a State DOT can process and share transportation condition and systems data. For example, ODOT developed TIMS, a publicly accessible web-based tool that provides users across the State with access to transportation condition, usage, and other data. Users can create maps and analyses using TIMS or download the data sets and use the program on their own systems. The system has project information data, so MPOs can view the status of projects within their boundaries that might impact their performance measures. ODOT also developed a spreadsheet tool that transportation agencies can use to assess their safety conditions, analyze future trends, and determine possible targets. Indiana workshop participants consistently recognized improvements in statewide data sharing and consistency as a top priority.

Coordination across agencies on data collection and processing is key to improving data quality and agencies' ability to efficiently use data. NOACA's collaboration with ODOT on its Asset Management Program demonstrates the importance of agencies working together to develop protocols that ensure the data serves their needs. The agencies worked together to determine how ODOT could collect and format various pavement condition data in a way that was useful for NOACA, as the MPO needed to import the data into its own pavement management system. The workshop participants also discussed how Indiana agencies would like to coordinate with the Indiana State Police on safety data by assessing the form that the police fill out to record accident data. Currently, the form might not provide the most efficient, accurate method of collecting data, and changes to the form could potentially improve the quality of accident data used to assess safety performance. This type of coordination can save time and money on data collection and processing and provide agencies with higher quality, standardized safety data. Indiana workshop participants also recognized that establishing standards for processing and cleaning data, such as crash data, could help develop more consistent analysis which could then be comparable across agencies – something that may be necessary to assess statewide safety performance.

Create Forums for Communication on PBPP

Improving communication across agencies about issues and topics related to PBPP allows partners to share knowledge and tackle shared challenges. Every step of PBPP, from data collection and analysis to establishing targets, benefits from enhanced coordination and communication across planning jurisdictions. Workshop participants and peers identified a number of strategies to improve communications during different PBPP activities.

PBPP cooperation among multiple agencies can require a number of different forms of communication. For example, technical staff who collect and analyze data can learn new techniques and develop uniform protocol through users' groups, such as the Model Users' and GIS users' groups in Indiana. These group meet regularly to discuss best practices and challenges. In order to move forward on PBPP data issues, these types of groups could benefit from formalizing their communications with MPO leadership through the Indiana MPO Council and may consider inviting consultants or academics to teach the groups about new methods and tools. Beyond user groups, the peer presentations illustrated how agencies can work together to establish data protocols that improve efficiency and data quality. This kind of collaboration might require a series of meetings, teleconferences, or other interactions to agree on an appropriate approach.

Having staff dedicated to maintaining communication between the State and regional agencies will improve the consistency of communications on PBPP over periods of performance. Workshop participants and peers identified the benefits of having a PBPP liaison to the MPOs to establish targets and assess progress. During the workshop, Indiana DOT identified a point person to communicate with MPOs on the State's development of safety targets and participants suggested that the Indiana MPO Council could create a subcommittee to provide a forum for MPO leadership to discuss performance targets and other issues related to performance management on a regular basis.

Leveraging existing communication and cooperation forums can be an effective way to advance PBPP. The Indiana MPO Council can play a key role in enhancing MPOs' ability to implement PBPP, as it is an established forum that brings together leadership from all of the MPOs in Indiana on a regular basis. Agencies in other States seeking to implement PBPP in a cooperative manner can consider establishing a forum of MPO staff to meet regularly, in-person or virtually, to discuss PBPP.

Conclusion

Using a data-driven approach to determine investments is becoming increasingly important as transportation agencies allocate scarce funding resources to programs and projects as well as infrastructure and maintenance needs. PBPP provides a framework for agencies to assess their condition and needs, identify goals and targets, make investment decisions in line with these goals, as well as to measure their progress. It also provides opportunities for agencies to work together to implement this approach. Through cooperation on PBPP, agencies can increase the efficiency of their planning efforts and identify creative, collaborative ways to achieve their goals.

Participants in this workshop identified a number of challenges to implementing PBPP, most notably access to data and formal space for collaboration between the State and MPO levels. The peer presentations discussed a number of innovative approaches State and regional agencies could pursue to overcome these challenges. The presentations and discussions throughout the day focused on two main categories of strategies that agencies in Indiana will pursue as they implement PBPP:

- Develop Universal Methods for Data Processing and Sharing
- Create Forums for Communication on PBPP

The Federal Highway Administration and Federal Transit Administration look forward to continuing to support the transportation planning agencies in Indiana as they work together to implement Regional Models of Cooperation and improving PBPP practices in their regions and statewide.

Acknowledgements

The Regional Models of Cooperation program extends a thank you to NOACA and ODOT for attending the workshop and sharing their experiences with their peers in Indiana. In addition, the program thanks the workshop participants, including representatives from Indiana's MPOs and InDOT for their valuable contributions to discussions about PBPP and regional cooperation in transportation planning in Indiana. The program would also like to thank the State of Indiana for providing meeting space for the workshop at the Indiana Government Center building in downtown Indianapolis.

Appendices

A. Event Participants

First Name	Last Name	Agency
Dorine	Andersen	Indiana Department of Transportation
Dan	Avery	Northeastern Indiana Regional Coordinating Council
David	Benefield	Anderson Metropolitan Planning Organization
Brian	Betlyon	FHWA Resource Center
Kristen	Brier	Indiana Department of Transportation
Kristyn	Campbell	Indianapolis Metropolitan Planning Organization
Larry	Chaney	Kentuckiana Regional Planning & Development Agency
Chris	Chang	FHWA Office of Transportation Performance Management
Tammy	Corn	Kokomo Howard County Governmental Coordinating Council
Pam	Drach	Evansville Metropolitan Planning Organization
Zach	Dripps	Michiana Area Council of Government
Thomas	Duncan	FHWA Indiana Division Office
Mary	Enright	Indiana Department of Transportation
Grace	Gallucci	Northeast Ohio Areawide Coordinating Agency
Keith	Hoernschemeyer	FHWA Indiana Division Office
Sarah	Lagpacan	Indiana Department of Transportation
Vishu	Lingala	Evansville Metropolitan Planning Organization
Alexandra	Markiewicz	USDOT Volpe Center
Kevin	McCoy	USDOT Volpe Center
Jody	McCullough	FHWA Office of Planning
Jay	Mitchell	Indiana Department of Transportation
David	Moore	Ohio Department of Transportation
Joyce	Newland	FHWA Indiana Division Office
Matt	Nowlin	Indianapolis Metropolitan Planning Organization
Emmanuel	Nsonwu	Indiana Department of Transportation
Roy	Nunnally	Indiana Department of Transportation
Janice	Osadczuk	FHWA Indiana Division Office
Anne	Rearick	Indiana Department of Transportation
Erin	Roznik	Michiana Area Council of Government
Erin	Schriefer	Evansville Metropolitan Planning Organization
Hugh	Smith	Delaware-Muncie Metropolitan Planning Commission
Karen	Stippich	FHWA Indiana Division Office
John	Thomas	Lafayette Metropolitan Planning Organization
Ty	Warner	Northwestern Indiana Regional Planning Commission
Scott	Weber	Northwestern Indiana Regional Planning Commission
Robert	Wertman	Madison County Council of Governments
Jeanette	Wilson	Indiana Department of Transportation

B. Workshop Agenda

Peer Exchange Workshop: Performance Based Planning and Programming and Regional Cooperation in Indiana

Wednesday, May 25, 2016

Indiana Government Center South, Room 17
302 W Washington St, Indianapolis, Indiana

Host and Organizers

The FHWA Indiana Division Office will host this workshop with support from the FHWA Office of Planning, FHWA Resource Center.

Purpose and Goals

The Regional Models of Cooperation (RMOC) initiative of FHWA's Every Day Counts (EDC) program promotes innovative, collaborative processes that bring together entities working on common goals across jurisdictional boundaries. Consistent with Indiana DOT's decision to implement RMOC, this peer exchange will support multijurisdictional and multi-agency planning in Indiana, facilitating cooperation among MPOs, RPOs, and the State DOT. The purpose of the workshop is to assist Indiana in incorporating performance-based planning and programming (PBPP) into their transportation planning efforts and initiatives.

The goals of this workshop are to:

1. Provide training on PBPP best practices
2. Learn about notable PBPP experiences from peer presentations and discussion
3. Set the stage for collaborating on PBPP implementation in Indiana moving forward

Format

The peer exchange workshop will consist of two presentations from peers from Ohio, a facilitated discussion, and breakout sessions. During each session, presenters will share information and relevant experiences. FHWA will facilitate questions and discussion of how PBPP principles and peer examples may apply to Indiana during breakout groups and full-group discussion.

Peers:

- **Dave Moore**
  Statewide Planning Manager, Ohio Department of Transportation (ODOT)
- **Grace Gallucci**
  Executive Director, Northeast Ohio Areawide Coordinating Agency (NOACA)

Agenda

Time	Session
8:30 – 9:00	**Registration**
9:00 – 9:45	**Welcome and Overview** Speakers: FHWA Indiana Division Office and FHWA Offices of Planning and Transportation Performance Management (TPM)
9:45 – 10:00	**Regional Models of Cooperation Overview Presentation** Speaker: Jody McCullough, FHWA Office of Planning
10:00-10:45	**ODOT Peer Presentation** Speaker: Dave Moore, ODOT
10:45–11:30	**NOACA Peer Presentation** Speaker: Grace Gallucci, NOACA
11:30–12:00	**Peer Panel and Facilitated Discussion** Facilitator: Brian Betlyon, FHWA Resource Center • Lessons from peers • Applicability to Indiana
12:00 – 12:30	**Working Lunch Break** 30 minute break. During this time participants will pick up lunch in the cafeteria (participants may also bring their lunch if desired) and return to the meeting room to continue the workshop beginning at 12:30pm.
12:30–1:10	**Panel Discussion of PBPP Data and Tools for PBPP** Panelists: Dave Moore, ODOT Grace Gallucci, NOACA FHWA Office of TPM • Data necessary for PBPP – practical and ideal • Best practices for data sharing between agencies • Data roles for DOTs, MPOs, transit agencies, and other partners • Dealing with data deficiencies • Identifying responsibilities for collecting and managing data

1:10 – 1:35	**Breakout session** Topics for Breakout Sessions: • Safety • Asset Management and Infrastructure Condition • System Performance – Congestion and Reliability • Freight
1:35 – 2:05	**Report Out**
2:05 – 2:15	**10 minute break**
2:15 – 3:00	**Panel Discussion: Regional and Statewide Coordination in PBPP** Panelists: Dave Moore, ODOT Grace Gallucci, NOACA FHWA Office of TPM • Coordinating measures between DOTs, MPOs, and transit agencies • Establishing a collaborative interagency process to support PBPP • Implementing measures that improve interagency collaboration • Ideal relationship between MPO performance measures and DOT performance measures
3:00 – 3:45	**Full-Group Discussion: Setting the Stage for Performance-based Planning and Programming Collaboration Moving Forward** • How can we set the stage for collaboration over the next 12 to 18 months? • What steps should stakeholders and participants take to move forward on PBPP?
3:45 – 4:00	**Wrap up** Speakers: FHWA Office of Planning and FHWA Indiana Division Office

C. Additional Resources

Regional Models of Cooperation Initiative

Regional Models of Cooperation

Every Day Counts

Performance Based Planning and Programming

Performance Based Planning and Programming FHWA Webpage

Performance Based Planning and Programming Guidebook

Peer Presentation Resources

Transportation Information Management System (TIMS)

NOACA Asset Management Program

D. Acronyms

CMAQ	Congestion Mitigation and Air Quality
CSF	Critical Success Factors
DOT	Department of Transportation
EDC-3	Every Day Counts
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	Geographic Information System
InDOT	Indiana Department of Transportation
IRI	International Roughness Index
LRTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
NOACA	Northwest Ohio Areawide Coordinating Agency
NPRM	Notice of Proposed Rulemaking
ODOT	Ohio Department of Transportation
PCR	Pavement Condition Rating
PMG	Program Management Group
STIP	State Transportation Improvement Program
TIP	Transportation Improvement Program
TIMS	Transportation Information Management System