SHRP2 Round 7
Implementation Assistance Program Webinar

PlanWorks (C01)

March 17, 2016
Agenda

• SHRP2 overview
  – SHRP2 at a glance
  – Focus areas
  – Implementation assistance

• PlanWorks product description

• Implementation assistance opportunities

• Implementation timeline

• Questions
SHRP2 at a Glance

- **SHRP2 Solutions** – 63 products
- **Solution Development** – processes, software, testing procedures, and specifications
- **Field Testing** – refined in the field
- **Implementation** – 350 transportation projects; adopt as standard practice
- **SHRP2 Education Connection** – connecting next-generation professionals with next-generation innovations

350 SHRP2 projects nationwide
Focus Areas

**Safety**: fostering safer driving through analysis of driver, roadway, and vehicle factors in crashes, near crashes, and ordinary driving

**Reliability**: reducing congestion and creating more predictable travel times through better operations

**Renewal**: rapid maintenance and repair of the deteriorating infrastructure using already-available resources, innovations, and technologies

**Capacity**: planning and designing a highway system that offers minimum disruption and meets the environmental and economic needs of the community
SHRP2 Implementation: Moving Us Forward

$122 million
FUNDING ASSISTANCE

63
SHRP2 SOLUTIONS

350
PROJECTS IMPLEMENTED

<table>
<thead>
<tr>
<th>Category</th>
<th>Recipients</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOT</td>
<td>52</td>
</tr>
<tr>
<td>MPO/LOCAL</td>
<td>29</td>
</tr>
<tr>
<td>UNIVERSITY</td>
<td>10</td>
</tr>
<tr>
<td>FEDERAL/TRIBAL</td>
<td>7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>RENEWAL</td>
<td>179</td>
</tr>
<tr>
<td>CAPACITY</td>
<td>95</td>
</tr>
<tr>
<td>RELIABILITY</td>
<td>65</td>
</tr>
<tr>
<td>SAFETY</td>
<td>11</td>
</tr>
</tbody>
</table>
SHRP2 Implementation: Moving Us Forward

- **145,831** Participants Engaged
- **5,713** Outreach Activities
- **6,155** Hours of Technical Assistance

*SHRP2Solutions*
SHRP2 Implementation Assistance Program

- Designed to help State DOTs, MPOs, local agencies, and other interested organizations deploy SHRP2 Solutions.

<table>
<thead>
<tr>
<th>Proof of Concept Pilot</th>
<th>Lead Adopter Incentive</th>
<th>User Incentive</th>
</tr>
</thead>
<tbody>
<tr>
<td>To evaluate product readiness.</td>
<td>To help offset costs associated with product implementation and risk mitigation.</td>
<td>To support implementation activities, such as conducting internal assessments, changing processes, and organizing peer exchanges.</td>
</tr>
</tbody>
</table>
Charge from Congress:

“Develop approaches and tools for systematically integrating environmental, economic, and community requirements into the analysis, planning, and design of new highway capacity.”
Challenge

- Integrating economic, environmental, and community needs into the delivery of transportation projects requires effective and collaborative decision making.

Solution

- A Web resource that supports systematic, collaborative decision making.
PlanWorks Benefits

• Identify and overcome barriers when plans and projects hit delays.

• Access information about decisions in planning and project development.

• Diagnose barriers and provide strategies for improved collaboration.

• Integrate emerging topics into decision making.
• Compile lessons learned from case studies of successful delivery of 23 large and complex capacity expansion projects from across the United States.

• Validate and expand research by engaging experienced professionals in multi-agency workshops (State DOTs, MPOs, FHWA, Federal resource agencies).

Result: Systematic and collaborative approach designed by practitioners for practitioners
PlanWorks

- Expedited Project Delivery
- Economic impacts
- Ecological Approach to Mitigation
- Community Visioning
- Public-Private Partnerships
- Performance Measures
- Greenhouse Gases
- Freight

“Decisions that stick”
Better informed collaborative decisions
https://fhwaapps.fhwa.dot.gov/planworks/
### Key Decisions

#### Long Range Transportation Planning

**Description:**

The scoping key decision involves a broad assessment of the data, decisions, and relationships to consider, acquire, or make throughout the entire long range transportation plan (LRTP) process. Decisions made at the scoping key decision in long range planning inform both corridor planning and environmental review by establishing the baseline information that will dictate those subsequent processes. This is a key point to form new or acknowledge existing relationships with partners in transportation decision-making and other decision-making processes such as land use, natural environment, human environment, capital improvement and safety and security.

**Basics:**

The first table describes the purpose and anticipated outcome of a key decision. If the decision is federally mandated, the purpose and outcome will relate to the legal intent.

The second table describes roles for key partners with legal decision making authority in the transportation process. The roles indicate the influence a partner can have on a decision, and show each partner where their input is most needed. For a full understanding of roles see the Partner Portal.

<table>
<thead>
<tr>
<th>Purpose</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>To develop a common understanding and reach agreement on the LRTP process, including all information relevant to transportation, community, and the environment. This includes stakeholders to engage; roles and responsibilities; tools and data sources to be used; timeframes; and public involvement plan.</td>
<td>Documented agreement on the LRTP process and its elements, including transportation conformity in nonattainment and maintenance areas for the transportation-related pollutants. This agreement can be used as a foundation when starting the corridor planning and environmental review processes. Confirmation that the transportation process is in agreement with the larger community plans and programs.</td>
</tr>
</tbody>
</table>
Assessments

Partner Collaboration

When to use this assessment:
Transportation plans and projects are at risk when collaboration is missing or ineffective, but specific barriers are often hard to identify. It is easy to misdiagnose the problem and spend valuable resources on the wrong solution. This assessment is intended to pinpoint where process or team dynamics are not supportive of collaboration.

Before using this assessment consider:
- Who makes up the team?
  Individuals from your agency or partner agencies who participate in decision making.
- What are the roles of individual team members?
  Each team member will participate in the process as an advisor, observer or decision maker.
- What is the process?
  The steps that lead toward a final decision and approval. The steps are usually controlled by requirements or common practice.
- What is the existing situation?
  The current planning process which includes past experiences or pre-existing relationships that may affect how team members engage.

Stakeholder Collaboration

When to use this assessment:
This assessment reflects the viewpoint of those who do not have decision making authority, but clearly have an interest in the outcome. It is useful for a transportation practitioner hoping to improve stakeholder collaboration or as a self-assessment by stakeholders who want to increase their understanding and improve their ability to communicate effectively.

Before using this assessment consider:
- Who is a stakeholder?
  Anyone with an interest in the outcome of the transportation decision including governmental agencies, non-governmental organizations, community groups and private citizens.
- Who is already at the table? Who needs to be at the table? Who is missing?
  Ensuring that those stakeholders who want to be at the table and those that need to be at the table are identified and engaged.
- What is the process?
  Stakeholders may have different contributions in the development of transportation plans or improvement projects.
- What is the existing situation?
  Past experiences or pre-existing relationships that may affect how stakeholders engage and participate.

Expediting Project Delivery

When to use this assessment:
The goal of transportation agencies is to conduct an efficient planning and project development process without sacrificing broad-based support for the outcome. There are many constraints to streamlined project delivery, and this assessment helps identify those that are present or may be anticipated. Corresponding strategies are provided to help overcome these constraints.

Before using this assessment consider:
- When should the assessment be taken?
  This assessment is useful before a project begins to identify potential challenges or during an active project to diagnose issues.
- Who makes up the team?
  These are individuals from your agency or partner agencies who participate in decision making.
- What are the roles of individual team members?
  Each team member will participate in the process as an advisor, observer or decision maker.
- What is the process?
  Stakeholders may have different contributions in the development of transportation plans or improvement projects.
- What is the existing situation?
  Past experiences or pre-existing relationships that may affect how team members and stakeholders engage.
Expediting Project Delivery

Please respond to the following statements based on your current situation. The assessment takes only a few minutes, and you can skip any section. Once finished, click View Result tab to see the summary report with your results and all strategies are available there.

To take the assessment offline as an individual or as a group, download the Assessment Statements.

### Avoiding Policy Decisions Through Continual Analysis

<table>
<thead>
<tr>
<th>Statement</th>
<th>Disagree</th>
<th>Mildly Agree</th>
<th>Moderately Agree</th>
<th>Strongly Agree</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project decisions are delayed or protracted due to unexpected requests for additional analysis or for more information.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PlanWorks Applications

Applications

- Capital Improvement
- Economic Development
- Freight
- Greenhouse Gas Emissions
- Human Environment
- Land Use
- Linking Planning and Operations
- Natural Environment and Implementing Eco-Logical
- Performance Measures
- Planning and Environment Linkages
- Public-Private Partnerships
- Safety and Security
- Stakeholder Collaboration
- Streamlining a Congestion Bottleneck Project
- Transportation Conformity
- Visioning and Transportation
PlanWorks Applications (cont.)

Greenhouse Gas

The transportation Decision Guide is a framework for key decisions required by law or regulation or which have become part of successful practice. These decisions require action by those empowered to make the final decisions about plan adoption funding priorities or project implementation. Technical information is used at each of these key decisions to inform decision makers. Technical steps and key decisions are related through the flow of data and analysis.

To understand how the GHG technical pieces relate to transportation decision making, click on the steps below. Never ever individual key decisions for a snapshot of this relationship. Key decisions that are greyed-out have no specific relationship to greenhouse gas.

Greenhouse Gas Technical Process Steps

<table>
<thead>
<tr>
<th>Option Information</th>
<th>Define Goals and Measures</th>
<th>Identify Options</th>
<th>Evaluate Options</th>
<th>Select Preferred Option</th>
</tr>
</thead>
</table>

Reference Links
- Local Governments Operations Protocols (LGP)
- Urban Transportation Emissions Calculator, Transport Canada
- GHG Analysis Techniques for Transportation Projects, AASHTO

Did you know?
National Inventories suggest that the transportation sector contributes approximately 23% of the U.S. GHG emissions, with roadway vehicles accounting 30% of transportation GHG emissions (see Prevalent’s白谱).
How Do I Get Started?

Please answer a few questions to help us guide you to the information most applicable to your needs.
PlanWorks Piloted Around the Country

- Washington State DOT
- Puget Sound Regional Council
- Minnesota DOT
- Metro Regional Government
- Oregon DOT
- Pike’s Peak Area COG
- South Carolina DOT
- Virginia DOT/Thomas Jefferson Planning District

- Regional government pilot
- DOT or joint pilot
## Round 6 Recipients

<table>
<thead>
<tr>
<th>Recipient</th>
<th>PlanWorks Implementation Project Focus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arkansas Highway and Transportation Department</td>
<td>Stakeholder Engagement in Developing Statewide Long-Range Transportation Plan</td>
</tr>
<tr>
<td>California Department of Transportation</td>
<td>Multimodal Inter-Regional Corridor Planning: Bolster Transportation Concept Report Process</td>
</tr>
<tr>
<td>Champaign County Regional Planning Commission (IL)</td>
<td>Curtis Road Corridor Study</td>
</tr>
<tr>
<td>North Central Texas Council of Governments (TX)</td>
<td>Performance Measures Framework and Visioning for Metropolitan Transportation Plans</td>
</tr>
<tr>
<td>Strafford Metropolitan Planning Organization (NH)</td>
<td>Performance Measures for Long-Range Planning: Multiple MPO and NHDOT Collaboration</td>
</tr>
<tr>
<td>Utah Department of Transportation</td>
<td>Stakeholder Engagement and Performance Measures for Statewide Transportation Planning</td>
</tr>
<tr>
<td>Virginia Department of Transportation</td>
<td>Shared Vision for Route 29 Corridor</td>
</tr>
</tbody>
</table>
Who can apply:
- State departments of transportation (DOTs)
- Metropolitan planning organizations (MPOs)
Potential Activities

- Internal/External assessments
- Training and procedural updates
- Workshops or peer exchanges
- Document incorporation of an emerging issue
• Focus on “emerging issues”
  – Advance connected pedestrian and bicycle networks.
  – Strengthen planning and environment linkages.
  – Address greenhouse gas emissions.
  – Enhance performance-based planning and programming.
  – Strengthen collaboration related to multi-modal freight planning.
  – Address advanced data collection and modeling into a decision-making process.
Evaluation Criteria

• Appropriate use of PlanWorks components
• Innovation and creative systematic approaches
• Process improvement to address emerging issue
• Multidisciplinary, multimodal, and/or multijurisdictional decision making
• Agency commitment to championing PlanWorks
• Geographic diversity
Implementation Assistance
Application Examples

• Conduct assessment - Ladders of Opportunity, improve connectivity for underserved communities
  ➢ [https://www.transportation.gov/opportunity](https://www.transportation.gov/opportunity)
  ➢ Example: Use PlanWorks Assessments to identify challenges and options

• Conduct assessment – bicycle and pedestrian safety and network connectivity
  ➢ Are you effectively engaging bicycle and pedestrian stakeholders in the planning process?
  ➢ Use applications to help guide and enhance your process
• Consider emerging issue – greenhouse gases
  ➢ Integrating planning-level GHG analysis

• Systematically deploy *PlanWorks* – planning and environment linkages
  ➢ Conduct training and sessions
  ➢ Better integrate planning and environmental procedures
Implementation Assistance
Application Examples

• Conduct workshops - performance-based planning
  ➢ Partner Collaboration Assessment and Performance Measure Application
  ➢ Help define a consistent approach

• Conduct assessment – advance modeling collaboration
  ➢ New advances will require collaboration with partners
  ➢ Develop plan to address new modeling techniques
## Application Tips

<table>
<thead>
<tr>
<th><strong>Do</strong></th>
<th><strong>Do Not</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Make your application clear and concise.</td>
<td>✗ Forget that implementation assistance is to strengthen collaboration practices.</td>
</tr>
<tr>
<td>✓ Describe your plan to strengthen collaboration practices at your agency.</td>
<td>✗ Rely on your attachments. Narrative should be complete.</td>
</tr>
<tr>
<td>✓ Describe your plan to conduct your project, including available resources.</td>
<td>✗ Apply without leadership endorsement.</td>
</tr>
<tr>
<td>✓ Describe the outcomes and deliverables you expect to achieve.</td>
<td>✗ Apply if you do not represent a State DOT or MPO.</td>
</tr>
<tr>
<td>✓ Expect to share the results of your product implementation.</td>
<td>✗ Be late. Applications are due by April 29, 2016.</td>
</tr>
<tr>
<td>✓ Questions? Please ask us.</td>
<td></td>
</tr>
</tbody>
</table>
Timeline

- **Product-specific webinars**
  - March 8 – March 22, 2016

- **Round 7 application period**
  - April 1– April 29, 2016

- **Round 7 recipients announced**
  - June 2016
For More Information

**Product Leads:**

**Gary Jensen**  
FHWA Product Lead  
FHWA Office of Human Environment  
gary.jensen@dot.gov

**Reena Mathews**  
FHWA Implementation Specialist  
FHWA Office of Human Environment  
reena.mathews@dot.gov

**Larry Anderson**  
Transportation Planning Specialist  
FHWA Resource Center  
larry.anderson@dot.gov

**Matt Hardy**  
PlanWorks Product Lead  
AASHTO  
mhardy@aashto.org

**Additional Resources:**

**GoSHRP2 Website:**  
fhwa.dot.gov/GoSHRP2

**AASHTO SHRP2 Website:**  
http://shrp2.transportation.org

**GoSHRP2 Alert Sign Up:**  
fhwa.dot.gov/goshrp2/contact

**Email:**  
GoSHRP2@dot.gov

**Download now:**

- Copy of this presentation
- Product webinar schedule and registration information
- Links to Round 7 product research recordings (SHRP2 Tuesdays)
- Round 7 assistance opportunities