Welcome! While we’re waiting to begin...

- In the chat box, enter your **organization and location** (make sure you’re chatting to Entire Audience).
- Select the Highlighter under Drawing Tools on the left side of your GoToTraining menu and **click your location on this map**.
Virtual Peer Exchange #3:
Developing Shared Transportation and Economic Development Visions, Goals, and Strategies
About NADO

- National association for 540 regional development organizations, including emerging network of Rural Transportation Planning Organizations (RTPOs or RPOs)

- Promote public policies that strengthen local governments, communities and economies through the regional strategies, coordination efforts and program expertise of the nation’s regional development organizations
About NADO

Through the NADO Research Foundation, develop training and resources related to:

- Rural/small metro transportation planning, RPO America
- Small business finance
- Economic development planning
- Regional resiliency
- Developing quality of place
Resources for Regional Planning

ON THE ROAD TO PROSPERITY

Rural Transportation.org

NADO
National Association of Development Organizations

RPO AMERICA
Serving America’s Rural Transportation Planning Professionals

ON THE ROAD TO PROSPERITY

Rural Transportation News

Learn about new resources on RTPO planning, NADO awards, safety, health, connected and autonomous vehicles, and more!

Visit our website

NADO Research Foundation Releases 2017 Regional Transportation Planning Organizations Peer Exchange Summary

The NADO Research Foundation has released a summary of the Regional Transportation Planning Organizations Peer Exchange (PDF) that occurred on June 30, 2017 in conjunction with the National Regional Transportation Conference. The document synthesizes discussions that occurred in four smaller groups, which were organized by multi-state region. The summary documents discussion themes around evolving RTPO planning with new practices and recent successful developments, connecting transportation planning and economic resilience, funding and partnerships, opportunities and concerns from transformative innovation, and participants' hopes.
Resources for Regional Planning
Research Findings

• Research themes:
  – Broad engagement
  – Link existing planning processes
  – Connect concretely to implementation
Welcome!
Today’s Topic: Developing Shared Transportation and Economic Development Visions, Goals, and Strategies

(And projects and performance measures too)
Why this topic? We heard from you...

• You want to coordinate your transportation and economic development plans but need specific approaches to do that.

• “The ability to create buy in from all stakeholders starts with the goals and vision. I would like to better implement collaboration and track performance in a transparent and accountable process starting with visioning and goal development.”

• This is about building relationships, creating buy-in, sharing responsibility for the process and outcomes—but also about developing actual plan components that connect transportation and economic development.
If Visions, Goals, and Strategies Were Aligned...

• “Operation of our agency would be more aligned with overarching goals, strategies, and work programs. I think we would also create a better process for project evaluation (return on investment, systematic change, etc.).”

• “In the current system of transportation project prioritization in our state, this alignment would help sharpen the focus of the stakeholders who are in charge of prioritizing and sponsoring potential transportation projects for funding.”
If Visions, Goals, and Strategies Were Aligned...

• “There would probably be better cooperation between state, county, and local public entities. It would also provide a better signal to outside interests that the region understands that transportation is a significant part of economic development and that there is a willingness to invest the necessary resources into developing and enhancing transportation assets.”

• “I believe we would see more connected and efficient transportation systems between rural and urban centers.”
Learning Objective for Today

We want you to walk away with specific ideas for using the different parts of the planning process—the vision, goals and strategies, project selection, and performance measurement—to connect transportation and economic development.
What is different about this virtual peer exchange?

We need your ideas! Get ready to join the discussion via Chat, hand-raising, and the “whiteboard.”
Housekeeping and Technology

• Connect via computer & Chrome if possible
• If connecting by phone, use the Audio PIN provided
• Mute when not talking
• Use a headset to cut background noise
• “Chat” away! Or raise your hand to speak
• Materials available through GoToTraining
• Breakouts: connecting & webcams
• Evaluations at the end
• Recording for NADO’s internal use
• Problems during the session: call GoToTraining Technical Support, (877) 582-7011
Introducing Today’s Presenters

Scott Allen,
Transportation Specialist, FHWA
Office of Planning, Environment, and Realty

Corey Hull,
Transportation and Environment Director, Valdosta-Lowndes MPO/ Southern Georgia Regional Commission, Valdosta, GA
Introducing Today’s Presenters

Ryan Zemek, Economic Development Director, Headwaters Regional Development Commission, Bemidji, MN

David Zorn, Executive Director, Genesee/Finger Lakes Regional Planning Council, Rochester, NY

Anjali Bhatt, Performance Framework Implementation Branch Manager, Washington State Department of Transportation, Olympia, WA
On the Road to Prosperity: Fostering Collaborative Transportation and Economic Development Planning

Virtual Peer Exchange #3: Developing Shared Transportation and Economic Development Visions, Goals, and Strategies
September 26, 2018
Framing Remarks for Today’s Peer Exchange

• Guiding Principles of Today’s Activities

• Economic Development in Transportation – Renewed Focus

• Economic Development in the Transportation Planning Process Overview

• Strengthening Transportation Planning Process through Economic Analysis and Evaluation Overview
Framing Remarks for Today’s Peer Exchange

• Be open, be frank, be honest

• Don’t worry about taking notes, stay engaged

• All questions are welcomed
Framing Remarks for Today’s Peer Exchange

RENEWED FOCUS

• **New Planning Factor** - *Enhance Travel and Tourism*
  
  23 CFR 450.206(a)10 (Statewide and nonmetropolitan)
  23 CFR 450.306(b)10 (Metropolitan)

• **New Discretionary Grants**
  
  • **Infrastructure for Rebuilding America (INFRA)**
    - Replaced FASTLANE
    - Projects need to align with national and regional economic vitality goals and leverage non-federal revenue.

  • **Better Utilizing Investments to Leverage Development (BUILD)**
    - NOFO released in Late May 2018
    - Replaces TIGER
    - Increased focus on leveraging non-federal revenue, partnerships, and innovation
Framing Remarks for Today’s Peer Exchange

Transportation Planning Process

1. Regional Vision and Goals
2. Alternate Improvement Strategies (Operations, Capital)
3. Evaluation & Prioritization of Strategies
4. Development of Transportation Plan
5. Development of Transportation Improvement Programs
6. Project Development
7. Systems Operations
A Common Community Vision in Valdosta-Lowndes County, Georgia

NADO
September 2018
Concept of a Common Vision

• 3-C Planning Process
• 10 Planning Factors
• GA State Investment Policies
• Planning Emphasis Areas
• INVEST and PlanWorks
• Local Planning Timelines
Ten Planning Factors

1. Economic Vitality
2. Safety
3. Security
4. Accessibility/Mobility
5. Enhance Environment
6. Connectivity
7. Management & Operations
8. Preservation
9. Resiliency/Stormwater
10. Toursim

• 27 Different Plans
  – Economic Developers
  – Land Use Planners
  – Emergency Depts.
  – Education, K-College
  – Environmental Orgs.
  – Airport
  – Medical Center
  – Housing Authority
  – State and Local Agencies
• ‘Strategic Plan’ Desired by Leadership
• Several Community Planning Efforts on Horizon
• 27 State, Regional, Local Plans
• Open Houses, Civic Groups, Surveys, Expert Stakeholders

1. Economic Development
2. Education
3. Health and Safety’
4. Housing
5. Intergovernmental Coordination
6. Land Use
7. Natural Resources
8. Quality of Life
9. Transportation
10. Utilities and Infrastructure
Common Community Vision

- 800 Statements
- Themes
- 18 Aspirational Goals

Diagram:
- Themes
- Themes
- Themes
- Goals
Public Involvement

• Continued to Focus on Collaboration
• 23+ events in 30 days
  – Local Governments
  – Civic Groups
  – Boards of Education
  – Development Authorities, etc.
Transportation Vision Plan

• How can Transportation Impact CCV Goals?
• Goals -> Transportation Objectives
• Performance Themes
• Performance Objectives/Measures
• Implementation Strategies
Transportation Strategies

• Complete Streets Strategy
• Intersection Improvement Strategy
• Active, Healthy Lifestyles Strategy
• Transportation Planning Strategies
Follow-up

• Everything has performance measures now
• Annual Report
  • 2-3 news articles on the positives and negatives of each of the 18 goal areas
• Interconnectedness of organizations
Challenges

- Keeping the CCV out front
  - Annual reports
  - Social media
- Independence
INVEST

- Infrastructure Voluntary Evaluation Sustainability Tool
- Self-evaluation, sustainability best practices
- Systems, Projects and Operations Levels
- Topics
  - Access, affordability, multimodal, public health, travel demand management, project development, ecological connectivity, waste management, road weather management, operations
- Improves Collaboration and Best Practices
PlanWorks

- Great Resource to Guide Plan, Project and Operations Development
- Decision Guide
  - Stakeholders
  - Questions
  - Data Resources
  - Comprehensive Integration
- A basic guide to be sure you are including the key concepts.
Corey Hull, AICP

chull@sgrc.us

www.sgrc.us
Time for Your Questions and Comments!

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**Raise your “hand”:**
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DevelopMN: A Comprehensive Development Strategy for Greater MN
Minnesota Association of Development Organizations (MADO) is comprised of ten Minnesota Regional Development Organizations (RDOs). MADO’s purpose is to promote and create economic prosperity in greater Minnesota through alignment of a strong network of RDOs, the communities they serve, and the federal and state agencies that share their commitment.
Why a Statewide Plan?

- No specific statewide plan for economic development
  - “Metrocentric”
- Greater Minnesota lacks the intentional alignment needed to take advantage of shared priorities and maximize the use of resources.
- The lack of alignment has led to a limited voice in crafting effective development policy based on regional priorities.
Why MADO?

- CEDS Planning
- Geography
- Leadership
Objective for a Statewide Plan

- Create a strategic framework for coordinated action by MADO the communities they serve and the federal and state agencies that share their commitment to promote and create economic prosperity in Greater Minnesota.
Process:

- Key Challenge: How can we create a plan that speaks for all of MN?
  - Traditional Planning Challenges
  - New Challenges
    - Huge Geography
    - Multiple Biomes
    - Diverse culture, industry, trends
    - Few, but important common themes
Process:

- Consultant
- Best Practices
- CEDS Review
- Data Review
- SWOT Analysis
- Partner Input
Our Vision for Greater Minnesota

- Greater Minnesota will have attractive communities with outstanding place-based amenities that encourage innovation, attract and retain a talented workforce and provide and economic opportunity for all.
Develop MN Transportation

- Subtopic of “Foundational Assets
- Transportation policy and planning decisions have significant economic development impacts on Greater Minnesota.
- How can we create a plan that captures shared transportation goals and strategies, that we can make “real?”
Develop MN Transportation Process

- What did we discover to date?
- MADO/ MNDOT relationship
- Commitment to “SMART goals”
- Mini retreats
- Lessons learned
  - Find a common language on “what success looks like.”
  - Don’t underestimate the time necessary for effective process.
  - Listen to the experts
Transportation Goals

- **SMART Goal**
  - Greater Minnesota’s arterials, collectors, and significant local roadways, under both state and local jurisdictions, will increase and maintain the percentage of fair quality roadways in the next 20 years.

- **Strategies**
  - Define a significant and coherent priority network of roads, ranking the most critical connections to maintain over the next 20 years.
  - All regions should have contingency plans (or contingencies built into their County Transportation Improvement Plan).
  - Encourage local units of governments to increase local transportation funding.
  - Standardize baseline ranking and project prioritization throughout the state.
  - Prioritize transportation projects that connect regional economic hubs.
  - Establish effective transit networks to serve rural communities.
Non-motorized Transportation Goals

SMART Goals
- Increase the number of communities that have achieved Bicycle Friendly Community designated status by League of American Bicyclists.
- Increase the number of communities that have adopted Complete Streets Policy.

Strategies
- Work with state and local partners to coordinate efforts to enhance regional bicycle and pedestrian systems.
- Explore long term funding mechanisms for the maintenance of bike and pedestrian infrastructure improvements.
- Work with state and local partners to support the expansion and maintenance of regional trail systems.
The primary purpose of the plan is to align public and private entities around a common vision for Greater Minnesota.

MADO’s hope is that through this process we can align work plans across state and local governments, organizations, educational institutions and businesses.

Working with state and federal agencies, foundations, business group, and communities on local and statewide projects that align with the goals of Develop MN.
IMPLEMENTATION

- The primary purpose of this plan is to align public and private entities around a common vision for Greater Minnesota.
- DevelopMN is a strategic document that will become that foundation.
- MADO’s hope is that through this process we can align work plans across state and local governments, organizations, educational institutions and businesses.
- Working with state and federal agencies, foundations, business group, and communities on local and statewide projects that align with the goals of DevelopMN.
IMPLEMENTATION: Project Case Study

- Rural Transit Coordinating Councils:
  - Issues with Rural Transit raised during Develop MN
  - Due to the MADO/ MNDOT relationship we were able to elevate this as a priority.
  - MNDOT dedicated resources to create Regional Transportation Coordinating Councils. (RTCC)
    - RTCCs consist of stakeholders interested in improving mobility for “transportation disadvantaged” – older adults, individuals with disabilities, individuals with low incomes, and/or military veterans.
  - RDO’s have been contracted to staff, administer and plan these councils.
Questions, Answers, Observations
Time for Your Questions and Comments!

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Plan Alignment Exercise Review & Discussion

• Open the “Peer Exchange 3 Crowdsourced Strategy Menu” document you received over email (also available under Materials)

• Two of our participants have agreed to share what they learned from the Plan Alignment Exercise
  • Sara Daugherty, Eastgate Regional Council of Governments, Youngstown, OH
  • Eric Sanderson, Southern Maine Planning & Development Commission, Saco, ME

• While they speak, we will “workshop” their plans! You will see a Google doc with their visions and goals and blank lines for Crowdsourced Strategies. Fill in the chart with the Crowdsourced Strategies that fit best, or type your own strategies!
BREAK

ON THE ROAD TO PROSPERITY
Project Implementation: Taking Actions that Strengthen Transportation Infrastructure and the Economy

On the Road to Prosperity: Fostering Collaborative Transportation and Economic Development Planning

David Zom
Genesee/Finger Lakes Regional Planning Council
Genesee/Finger Lakes Regional Planning Council

• G-FL Region - west-central New York State

• Regional Planning Councils
  – A public organizations created to foster **coordination among neighboring communities**
  – Provide a **regional approach** to those concerns crossing local boundaries.
  – Local communities **joined as a unit economically, socially, and geographically**.
  – **Do not have the power to regulate or tax**.
  – Nationwide more than 670, representing almost all 50 states.
  – Vehicle for **local governments to share their resources and to make the most of funding, planning and human resources**.
G/FLRPC
Program Components

• **Regional Economic Development Planning** includes **District Office** for federal Economic Development District, regional economic development coordination, **revolving loan fund administration**, community advocacy, economic development planning and strategic planning including **development and implementation of CEDS**, impact analysis, community revitalization, and client outreach.

• **Regional, Local & Water Resources Planning** - land use, water resources, municipal, hazard/flood mitigation, main street revitalization, and historic preservation planning in addition to local government support and training/workshop/conference development and coordination.

• **Data, Technology & Resource Center** - includes the New York State Data Affiliate Program (socio-economic and demographic data), Geographic Information Systems & Remote Sensing, Resource Library and a comprehensive Web Site.

• **Clean Energy Communities** - The NYSERDA Clean Energy Communities Program is a $16-million initiative to help local governments across the state reduce energy consumption and drive clean energy use in their communities.
Regional Transportation Overview

- G-FL Region is approximately 4,700 square miles
- Nearly 27,000 lane miles of interstate, arterial and collector roadways
- About 1,600 bridges
- 650 miles of active railroad lines
- Over 340 miles of multi-use trails
- Several intercity transportation facilities
- Public transportation services are available in eight of the nine counties in the Region
- Erie Canal
Comprehensive Economic Development Strategy (CEDS)

- Individual county priorities
  - Business parks and infrastructure improvements
  - Intermodal/multimodal hubs
    - Freight
    - Rail – sidings, capacity, corridors, infrastructure
    - Goods movement
- Air
- Examples
CEDS Priority Examples

- **Multi-modal** feed and fertilizer transload facility
- **Business Parks** - transportation infrastructure
- **Agribusiness Park**
- **County Freight Rail Development Corridor**
- **Freight Rail Corridor Development Plan** - The plan matches suitable sites with development or redevelopment opportunities and will be integrated into local land use plans and community and county economic development initiatives.
- **Transportation Aspects of Army Depot reuse**
- **Site plan for a proposed “freight village” at industrial park.**
- **Multimodal rail facility** that will be available for use by businesses. Agricultural commodities are expected to be the main products that will be shipped into the facility.
Some Additional Thoughts

- Public transportation
  - Passenger Rail
  - Economic and workforce development
  - Alternative transportation – walking, bicycle
- Transit oriented design
- Air
- Freight Rail
- Truck
- Multi-modal facilities
- Hubs
- Industrial Cluster development
- Energy
- Resiliency
Some Land Use, Transportation, Economic Development Interface

- Preparing Village “Main Streets” for Planning
- Transportation and Food Systems in the Genesee-Finger Lakes Region
- The Regional Engagement project
- Finger Lakes Regional Sustainability Plan
Preparing Village “Main Streets” for Planning

- **Roadway Area** - The primary purpose of the roadway area is to provide for the safe and efficient movement of motor vehicles.
- **Complete streets** - “Complete streets” is a phrase that refers to streets designed to safely accommodate a range of users, including not just vehicles but also bicyclists, people with disabilities, public transit riders and other pedestrians.
- **Medians and Roundabouts**
- **Parking** – on-street, parking lots
- **Street signs**
- **Sidewalk area** - maintaining pedestrian comfort and safety, outdoor lighting, green infrastructure
- **Building area** - maintaining a human-scale environment, enhancing public spaces, promoting a mix of uses
- **Stakeholder considerations** - effective main street organization, public and stakeholder involvement, understanding the project development process, assessing the main street corridor, funding
- **Additional considerations** - transit oriented design/transit supportive development, state and federal routes/main streets, walkability/biking, context sensitive design, livable communities, traffic calming, circulation
Transportation and Food Systems in the G-FL Region

- Transportation issues identified by those surveyed and/or interviewed:
  - High Transportation Costs – fuel, tolls, rail access and feasibility
  - Infrastructure Weaknesses – bridges, road transportation maintenance
  - Trucking Regulations – size and weight on roads, tandems
  - Food Waste Storage, Collection and Transport

- Possible solutions
  - Food hubs and others
Regional Sustainability Plan

- Transportation and energy/alternative energy
- Travel time/automobile – vehicle miles traveled
- Public transit
- Walkability
- Biking

Strategies
- Leverage transportation system assets to encourage economic development.
  - Educate the public and key stakeholders in the region about the importance of freight transportation.
  - Develop efficient connections between modes of freight transportation.
  - Preserve and improve access to the freight transportation system for existing and emerging industries.
  - Develop and promote recreational and cultural tourism projects.
- Maintain and improve the functionality, safety and efficiency of the existing transportation infrastructure.
  - Continue investment policies that prioritize preservation and maintenance projects.
  - Advance access management as part of rehabilitation and reconstruction projects.
  - Identify and implement complete streets recommendations where appropriate.
  - Improve the functionality of intersections and interchanges to increase safety, reduce delay and improve mobility.
  - Identify and implement Transportation System Management and Operations (TSMO) projects in the areas of technology, coordination and demand.
- Promote the development and adoption of alternative fuels and power sources.
Examples of Other Associated Organizations
Time for Your Questions and Comments!

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WSDOT’s Practical Solutions
Economic Vitality Performance Framework

Anjali Bhatt
Planning Innovations Office
September 26, 2018
Agenda

What is Performance Framework

Where are we heading?

Draft Economic Vitality Performance Framework

Stakeholder Engagement

What is Performance Framework
How does WSDOT Measure Economic Vitality Now?
What is WSDOT’s Performance Framework?

Agency approach to performance-based decision-making

Demonstrate transparency

Think more systematically

Better understand tradeoffs

Better align with partners

Reflect community values
The Performance Framework will Integrate New Concepts Into Existing Goals

Legislatively Defined Transportation Policy Goals

- Economic Vitality
- Environment
- Stewardship
- Safety
- Mobility
- Preservation

Sub-Policies

- Quality of Life
- Business Growth & Diversity
- Mobility

Measures and Metrics

- Data
- Data
- Data
- Data
November 2017 Stakeholder Workshops

- November 6th | Seattle
- November 9th | Vancouver
- November 13th | Spokane
- November 15th | Olympia
- November 7th | Tri-Cities
Who Helped WSDOT Understand Economic Vitality?

- Cities and Counties
  - Policy Workshop: 50
  - Technical Workshop: 26

- WSDOT HQ & Regions
  - Policy Workshop: 42
  - Technical Workshop: 31

- MPOs and RTPOs
  - Policy Workshop: 17
  - Technical Workshop: 10

- Transit Agencies
  - Policy Workshop: 6
  - Technical Workshop: 3

- FHWA
  - Policy Workshop: 7

- Other
  - Policy Workshop: 39
  - Technical Workshop: 14

Other State Organizations include Economic Development Councils, Tribes, Elected Officials, Ports, Airports, Private sector, Professional Organizations, and Representatives from Health and Commerce.
Connection to Outcomes

Sub-policies and Measures

What does economic vitality mean to you and your community, region, and state?

What is the role of the private sector, regions, WSDOT, state leg and federal government?

Metrics

What transportation strategies support these economic outcomes?

What are the guiding principles to assess economic performance?

Overall Performance Framework
Series of interactive activities resulted in post-in note clusters and drawings
### QUALITY OF LIFE

#### AFFORDABLE HOUSING
- Affordable Housing
- Residential Centers
- Home Ownership
- Housing Choices
- Affordable Options

#### HEALTHY ENVIRONMENT
- Healthy Environment
- Natural Resources
- Maintain Natural Amenities
- Utilization of Natural Resources

#### EQUITY
- Equity
- Close Wealth Gap
- Social Equity
- Income for People

#### ACCESS TO EDUCATION
- Schools & Education
- Education & Research
- Educate Workforce
- Grow Local Community (Schools)
- Happy People
- Happy Life

#### DIVERSITY
- Diversity
- Cultural Differences
- Variety of Cultures
- People & Incomes

#### ACCESS TO COMMUNITY SPACES
- Public Spaces
- Diversity of Settings
- Place-Oriented
- Place-Based
- Quality of Cities
- Community Gathering
- Livability

#### ACCESS TO VALUES
- Local Choices
- Lifestyle Choices
- Income for People

#### ACCESS TO FOOD
- Family
- Power
- Land Use
- Policy
MOBILITY

FREIGHT
Freight, Exporting, Import & Export, Freight Supply & Access, Freight & Goods, Movement of Goods, Trade, Access to and from Areas (Goods to Market)

MULTIMODAL CHOICES
Mass Transit, Multimodal Connectivity, Multimodal, Multimodal Technology, Multimodal/Multifaceted (Interconnected), Multimodal Options, Multiple Modes, Family Friendly Options (Bike Paths), Active Transportation

REDUCE CONGESTION
Value of Time (Time = Money), Time Not Stuck in Traffic, Less Congestion

CONNECTIVITY
Interconnected (Connecting People, Moving Freely), Multimodal/Multifaceted (Interconnected), More Connectivity, Connectivity & Access (People & Goods), Multimodal Connectivity

ACCESSIBILITY
Access, Access to & From Areas (Movement of Goods), Highway Access, Predictable (Time & Access), Connectivity & Access (People & Goods), Corridors, Capacity & Access, Not Isolated

RELIABILITY
Environment/Reliability, Travel Reliability, Speed/Better Reliability, Predictable (Time & Access)

Ports, Port/Rail

Electric Vehicles in Context of Community Size

Increase Air Access

Corridors, Capacity & Access, Roads, Wider Bridges, Remove...

Safety

Transportation as Part of Whole Picture

Maintena nce of Facilities

Efficiency

Sufficient

WSDOT
Draft Economic Vitality Performance Framework

Quality of Life
- Transportation Efficient Community Design
  - Non-work Multimodal Accessibility
  - Monetized Benefits from Reduced Healthcare Costs
- Equity
  - Multimodal Accessibility by Disadvantaged Populations
  - Percent ADA Accessible Facilities
  - Access to Affordable Housing
  - Supporting Areas of Health Disparity
- Environmental Sustainability
  - Reduction in GHG Emissions
  - Improved Water Quality

Business Growth & Diversity
- Business Growth & Diversity
  - Multimodal Accessibility to Education Destinations
  - Supporting Growth of Existing Economic Centers
  - Supporting Growth of Economically Distressed Areas
  - Support or statewide freight needs
- Sustainable Revenue
  - Transportation Cost Effectiveness

Mobility
- Multimodal Accessibility
  - Jobs & Non-Work Multimodal Accessibility
    - Route & Mode Availability
    - Connectivity
- Freight Mobility
  - Freight Throughput
  - Freight Accessibility
- Congestion Reduction
  - Vehicle Throughput
- Reliability
  - Modal Reliability
Next Steps

- Refine Economic Vitality Framework Draft
- Technical groups and Pilots
- Assessment of other policy areas
- Outreach to stakeholders and the general public

For more information, please visit WSDOT’s Planning Website – Performance Framework page
Questions?
Time for Your Questions and Comments!

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Pair & Share Instructions

We’ve matched each of you with a partner. Use the Chat Privately function to share your experiences on the discussion questions. To Chat Privately:

• Below the Chat window, use the drop-down menu to select the recipient of the message, your partner. (Make sure you are NOT chatting to “All – Entire Audience.”)

• Type your message in the text field, then click Send.

• If you don’t have a partner, or if your partner is not responding, chat the Organizers.
Discussion Questions: 1. What are the outcomes that you seek from your planning efforts, and how do you know you’re making progress towards those? 2. Do you measure that progress, and if so, how?
Thank you!

• Materials available through GoToTraining and email
• Participant list
• Evaluation
• Virtual Peer Exchange #4: Economic development and transportation planning agency coordination, including alignment/combination of plans
  • October 31—watch for information!
• Questions or suggestions? Contact megan.e.mcconville@gmail.com or ckissel@nado.org