AASHTO Message & News

MISSION STATEMENT
The Standing Committee on Performance Management (SCOPM) is dedicated to providing State DOTs the expertise and resources to support performance based management and to create a results-driven environment to maximize the performance of both transportation systems and organizations.

SAVE THE DATE

AASHTO’s Conference on Performance-Based Transportation Planning, Financing and Management

Technical and policy discussions with state, regional and local agencies and researchers at the intersection of finance/funding, planning, and performance management issues.

AASHTO Committees:
- Standing Committee on Planning
- Standing Committee on Performance Management
- Subcommittee on Transportation Finance Policy
- Subcommittee on Asset Management

TRB Committees (confirmed):
- Performance Management (ABC30)
- Multimodal Statewide Planning (ADA20)
- Asset Management (ABC40)
- Management and Productivity (ABC20)
- Statewide Data (ABD20)

Hilton Cincinnati Netherland Plaza
Cincinnati, Ohio
Contact: Matthew Hardy, mhardy@aashto.org

July 31–August 4, 2017
No preliminary dates for publishing the Final Rule have been made, but is projected to be published by Dec. 2016.

A new FHWA course, Transportation Performance Management (TPM) for Safety, is now available through the National Highway Institute (NHI).

This two-day instructor-led course, FHWA-NHI-138006, explains the safety performance measures and noteworthy practices for States to adopt to comply with the Moving Ahead with Progress in the 21st Century Act (MAP-21) and Fixing America’s Surface Transportation (FAST) Act requirements. It recommends an evidence-based and data-driven methodology for target establishment and provides an understanding of the data needed. The course also increases participants’ ability to set data-driven targets for safety performance measures through instruction and interactive exercises.

TPM for Safety is primarily for State DOT safety specialists, planners and others involved in the performance-based planning process; SHSO staff and decision makers; and MPO planners, safety experts and decision makers. There is a fee per participant for this course, and 1.2 CEUs can be earned. To host a course or sign up for upcoming session alerts, please visit the NHI site.

You can learn more about other TPM-related courses in development in the training section of the FHWA TPM website. For updates on TPM activities, subscribe to receive email notifications.

In addition, TPM-related fact sheets, webinars, and other materials from the FHWA Office of Safety are available online.

2. State Safety Target Setting Coordination & Training Workshop

Please note that FHWA in coordination with NHTSA is offering a one-day target-setting coordination and training workshop for FREE in each state through June 2017.

The workshop is open to state Departments of Transportation, State Highway Safety Offices, MPOs, and other safety stakeholders along with FHWA and NHTSA employees.

Contact your FHWA Division Office to schedule your state’s workshop or contact Dana Gigliotti at dana.gigliotti@dot.gov for more information.

3. Safety Performance Measures and the Serious Injury Reporting Requirement external webinar, Nov. 2; 2-3:30 PM ET, registration required.

4. Let’s Talk Performance: Asset Management external webinar, Nov. 8; 2-3:30 PM ET, registration required.

5. Highway Asset Management Final Rule external webinar, Nov. 9; 2 PM ET, registration required.

FOR MORE INFORMATION

MATTHEW HARDY, PH.D.
Program Director for Planning and Policy | AASHTO Staff Liaison
mhardy@aashto.org | Phone: (202) 624-3625
In response to AASHTO’s Committee on Committee Review (CCR) Proposal that would combine Performance Management, Asset Management, and Risk Management. The Standing Committee on Performance Management has developed the following proposed concept for the future committee. This concept was submitted to the CCR along with a suggested committee title of “Performance Based Management.”

MEMBERSHIP—Includes representation of each AASHTO member department.

The new Performance-Based Management group will focus on the overall performance of the organization and the associated components of Organizational Performance, Asset Management, System Performance, Risk Management, P3M (Project/Program/Portfolio Management) and the fundamentals of Transportation Performance Management.

LEADERSHIP GROUP—Membership includes the chair, vice-chair, and secretary of each sub-group

Policy issues (i.e. current work by SCOPM Policy and Rulemaking Task Force) are addressed by the appropriate sub-groups(s) with recommendations brought forward to the Leadership Group

SUB-GROUPS

1. Asset Management—Existing SCOP/SCOH Subcommittee on Asset Management. Membership expanded to include representation from all 52 AASHTO member departments. Focus is on asset-based measures and work.

2. System Performance—Current work of the SCOPM System Performance Task force in addition to some of what SCOPM already does that is focused on the details of developing individual performance measures. The focus is on operational-type measures.

3. Organizational Performance—Current work of the SCOPM Organizational Excellence task force.

4. Risk Management—New subgroup proposed under this new group.

5. Performance Management — Focuses on Transportation Performance Management issues, current general work of SCOPM with the exception of Organizational and System Performance. Work would include some of what SCOPM already does but a bigger emphasis on higher level performance management issues.

6. Project/Program/Portfolio Management (P3M)—New subgroup proposed under this new group. This mirrors a similar approach that Australia and New Zealand are implementing. Note: this may already be addressed elsewhere in AASHTO.
**BEST PRACTICES & RESEARCH**

**TRANSPORTATION PERFORMANCE MANAGEMENT (TPM) POOL FUND UPDATE**

Progress continues on the TPM Pooled Fund effort which currently has twenty-one voting members. Yes – there is still room for more!

This effort focuses on determining and supporting state, MPO, and public transportation providers’ Transportation Performance Management (TPM) capacity development needs.

**The Pooled Fund Charter has been finalized with the work now centering on prioritizing the following objectives and next steps.**

- Identify Gaps in TPM Knowledge, Skills and Abilities;
- Develop and Deliver Learning and Capacity Development Resources;
- Establish a TPM Information Clearinghouse;
- Support Knowledge Transfer among Pooled Fund States.

**NCHRP PROJECTS ADVANCE**

October was a busy month for SCOPM Research Projects.

- **NCHRP Data Management Strategies** ($300,000) began with the first meeting of the panel on October 13th and 14th.
- **NCHRP Special Project 20-118** ($500,000) had its first panel meeting on October 20th and 21st, and developed a research proposal on benchmarking.

**ORGANIZATIONAL EXCELLENCE**

The Organizational Excellence (OE) task force continues work toward our mission to help agencies achieve organizational excellence.

In late June, many OE task force members participated in AASHTO’s joint meeting with SCOPM, SCOP, and SCOE in San Antonio. Our task force held a successful business meeting and concurrent session during this conference, along with attending informative meetings, sessions, and workshops.

The overall task force goals for the conference were to: communicate what we’re doing with the broader AASHTO community; gather data to inform the activities of this TF moving forward; and invite new members to our task force.

At the OE task force business meeting, we conducted a facilitated group discussion on the current state of quality improvement. We used automated poll technology to ask the group questions on the following:

- **AWARENESS** – what is quality improvement?
- **CULTURE** – how well is it aligned with strategic priorities within transportation agencies?
- **PRACTICAL APPLICATION** – where can it be applied to achieve the “best bang for the buck”?
- **IMPLEMENTATION** – what steps are agencies taking to integrate a culture of quality improvement into everyday operations?

We also gathered possible research topic ideas through a “brain writing” exercise at the business meeting and concurrent session.

**SYSTEMS PERFORMANCE**

With a far-ranging charge of examining how organizations focus on strategic directions to deliver the transportation program to the public, the Systems Performance Task Force has nonetheless been almost exclusively engaged in work related to the implementation of MAP-21.

Working with the STSMO and other AASHTO committees, private sector experts and a variety of stakeholders, they spent the better part of 4 months interpreting the proposed system performance rule (PM3), analyzing, compiling and vetting information and comments, and exploring the nuances of how the rules would impact states going forward. This was a very time-consuming and difficult effort due to the complexity of the rule. Task force co-chairs, Daniela Bremmer and Subrat Mahapatra would like to thank the many individuals who participated and spent their summer immersed in this analysis.

In all, more than 50 pages of comments were identified in addition to developing a detailed proposal for improving the metrics and data needs.

Though the rules are not yet final, the task force is looking forward to getting beyond MAP-21 and examining systems performance analysis from an integrated, multi-modal perspective. This includes developing best practices, enhanced performance measures and analysis tools that can assist DOTs in advancing the state of the practice in the coming years.

The interactive concurrent session was titled Culture Eats Strategy for Lunch: Developing Organizational Excellence within Transportation Agencies. In addition to facilitated table discussions, we heard from two presenters highlighting best practices in 5x5 presentations:

- Justine Reisinger, Illinois DOT – **Overcoming the “B-Team” Effect: Strategic Planning by a New Administration**
- Deanna Belden, Minnesota DOT – **Making resource investment decisions from a products & services lens rather than a historical formula-based distribution**

Though the task force is still digesting the information we gathered, the results of all of the discussion and brain writing exercise will inform our work moving forward.