SCOPM Performance Measures Webinar

Wednesday, October 20, 2010
11:30am to 1:00pm

Webinar:
https://www.livemeeting.com/cc/icollaboration/join?id=SCOPM&role=attend

Audio Portion:
866-537-1617, passcode 9371567
Webinar Agenda

• Welcome and Logistics
• SCOPM Overview
• State DOT Leadership Remarks
• Performance Management: The Game Changer
• Questions and Answers
Welcome and Logistics

• Welcome!
  - This is not being recorded.
  - Presentation is available at:
    http://www.transportation.org/?siteid=97

• Logistics
  - PLEASE MUTE YOUR PHONE!
  - Please hold questions until the end.
  - Questions can be asked:
    1. E-mail (mhardy@aashto.org)
    2. “Q&A” functionality in the webinar software
SCOPM Overview

• History
  ▪ Created in February 2008
  ▪ Charge: Provide 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.

• Eight task forces created centered around:
  ▪ Safety
  ▪ Pavement Preservation
  ▪ Bridge Preservation
  ▪ Congestion/Operations
  ▪ Connectivity
  ▪ Environment
  ▪ Freight/Economic Competitiveness
  ▪ Transit
SCOPM Overview: Task Forces

- Each lead by a member of the SCOPM
- Offered 2-4 performance indicators in each key area
  - Working with relevant stakeholders to ensure recommendations could be embraced as national performance metrics.
  - Developed a tiered approach
- Two additional task forces created:
  - Planning and Programming—Led by Deb Miller
    - Engaging Metropolitan and Regional Planning Organizations
    - National Summit in September
- Comparative Performance Measurement Efforts—Led by Mara Campbell and Daniela Bremmer.
  - Demonstrate state DOTs can compare performance in areas key to every DOT’s mission.
State DOT Leadership Remarks

• Amadeo Saenz, Texas DOT
  Chair of SCOH
• Deb Miller, Kansas DOT
  Chair of SCOP
• Tom Sorel, Minnesota DOT
  Chair of SCOHTS
Performance Management: The Game Changer

Presented to
AASHTO Standing Committees

Presented by
Kirk T. Steudle, P.E.
Michigan DOT
Presentation Overview

- Why measure performance? Why now?
- Key Framework Elements Proposed by AASHTO
- Steps Taken to Begin Preparing for a National Performance Measurement Program
- Identifying Preliminary Measures
- Templates for Measures
- Next Steps
Why Measure Performance? … Why Now?

AASHTO believes a national performance measurement program would:

- Focus needed attention on key national goals
- Provide more transparency and accountability for the Federal program
- Build on the considerable performance measurement/management work already occurring in individual state DOTs
- Help make the case for a better-funded Federal program
- Drive better performance results through an iterative process:
  - Establishing best practices across states
  - Determining which strategies are most effective in each particular performance goal area
Key Framework Elements Proposed by AASHTO

• National transportation goals established by Congress
• Multimodal performance measures for each goal established through collaborative process involving U.S. DOT, AASHTO, and other partners/stakeholders
• Performance management processes in each state building on performance measurement work already occurring at the state level
• State performance targets set at the state level in cooperation with each state’s partners/stakeholders
• Consistent monitoring and reporting of actual performance results by all states
Key Framework Elements
Proposed by AASHTO

• Program should NOT include
  ▪ Performance measures or targets established in legislation
  ▪ Tying performance targets or results to a state’s Federal funding apportionment
  ▪ Disincentives that penalize states based on performance results
Key Framework Elements
Proposed by AASHTO

• AASHTO recommended the following national goals:
  ▪ **Preservation and Renewal:** Preserving highway, transit and rail systems so they last for generations to come;
  ▪ **Interstate Commerce:** Supporting America’s global competitiveness, growth in productivity, economic development, and national defense through an improved multi-modal freight system;
  ▪ **Safety:** Reduce traffic fatalities, serious injuries, and property loss;
  ▪ **Congestion Reduction and Connectivity for Urban & Rural Areas:** Improving the ability of highway, transit, and rail to improve personal mobility, connectivity, and accessibility;
  ▪ **System Operations:** Using advanced management techniques and technology to assure travel time reliability and provide effective emergency response in disasters; and
  ▪ **Environment:** Enhancing community quality of life and minimizing impacts on the environment and global climate change.
Steps Taken to Begin Preparing for a National Performance Measurement Program

- Developed reauthorization proposal
- Began to take steps to prepare states for a national program
- Continued to try and influence Congress on the elements of a practical and effective national program
- Continued delay in the reauthorization process provides an opportunity to:
  - Continue to demonstrate leadership in establishing a national program
  - Reach out to partners and develop a broader consensus on multi-modal goals and measures
  - Expand capacity building for a consistent national program
  - Take steps to pilot and eventually implement a national program with or without Federal mandates and requirements
Steps Taken to Begin Preparing for a National Performance Measurement Program

- Established a Standing Committee on Performance Management (SCOPM)
- Established task forces within SCOPM to develop candidate performance measures for each of the AASHTO-recommended national goal areas
- Conducted peer reviews and workshops on the relationship to asset management, data requirements, performance-based planning and programming
- Co-sponsored a workshop involving key partners including MPOs, transit and rural planning agencies: *National Forum on Performance-Based Planning and Programming, Dallas*
Steps Taken to Begin Preparing for a National Performance Measurement Program

- Continued and expanded a voluntary comparative performance measurement effort among states focusing on:
  - Safety
  - Preservation smoothness
  - Bridge preservation
  - Operations performance using incident response time
Steps Taken to Begin Preparing for a National Performance Measurement Program

- SCOPM and its task forces identified preliminary set of performance measures:
  - Could be used in the initial piloting and roll out of a national performance measurement program
  - Can be consistently developed and reported by all states
  - Some are already being reported at national level by all states
  - Initial measures will evolve and be refined over time as experience is gained

- AASHTO Board of Directors was briefed on this effort at 2009 Annual Meeting
Steps Taken to Begin Preparing for a National Performance Measurement Program

• Developing technical guidance to assure that data collection, measure calculation and reporting are consistent – *NCHRP 20-24(37)G*

• Additional measures will need to be added to cover all the recommended national goal areas and to reflect the key performance issues within each goal area

• Additional research and outreach will be necessary to establish a full set of measures over time

• To gain acceptance within the AASHTO community and reflecting a key area of responsibility, the initial measures focus on highway system performance:
  - AASHTO taking initiative to reach out to partners to begin the development of robust multimodal measures
## Identifying Preliminary Measures

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Initial Measures – Ready for Deployment</th>
</tr>
</thead>
<tbody>
<tr>
<td>General consensus on the definition of the measure</td>
<td>✓</td>
</tr>
<tr>
<td>Common or centralized approach to data collection in place</td>
<td>✓</td>
</tr>
<tr>
<td>Availability of consistent data across states established through a national comparative analysis or other research effort</td>
<td>✓</td>
</tr>
</tbody>
</table>
# Identifying Preliminary Measures

<table>
<thead>
<tr>
<th>Goal Area</th>
<th>Initial Measures – Ready for Deployment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Multiple year moving average of the number of fatalities</td>
</tr>
<tr>
<td>Pavement Preservation</td>
<td>NHS IRI</td>
</tr>
<tr>
<td>Bridge Preservation</td>
<td>Deck Area of structurally deficient bridges on NHS</td>
</tr>
<tr>
<td>Congestion/Operations</td>
<td>Speed based metric</td>
</tr>
<tr>
<td>Connectivity</td>
<td>No initial measures</td>
</tr>
<tr>
<td>Environment</td>
<td>No initial measures</td>
</tr>
</tbody>
</table>
| Freight/Economic Competitiveness | Speed/travel time on significant freight corridors (SFC)  
|                              | Reliability on SFCs                                                                                        |
| Transit                     | No initial measures                                                                                      |
Identifying Preliminary Measures
Initial Measures: Technical Guidance Framework

- Precise definition
- Calculation methodology
- Data items:
  - Source
  - Collection standards
  - Data quality and reliability standards
- Performance reporting formats
- Methods for establishing plausible targets or thresholds
- Discussion of broader deployment issues:
  - Recommended phasing of the measures and deployment options
  - Relative merits and risks of each option
Identifying Preliminary Measures
Initial Measures: Implementation Guidance

• Recommend a process, tasks, milestones, and realistic time budgets to:
  ▪ Adopt the recommended measures
  ▪ Adopt methods for calculating them consistently across agencies
  ▪ Monitor and report results
  ▪ Develop future guidance to assist individual states in integrating the measures into their planning, programming, and project development process
  ▪ Develop a technical support program to assist states in implementing performance management
Next Steps

• Hold a CEO workshop at the AASHTO Annual meeting in Biloxi
• Approve the initial set of performance measures as measures to be used in initial pilots and a rollout of a national program
• Continue and expand outreach/joint activities with key partners on all aspects of a national program, including multi-modal measures
• Define the specific steps and schedule to pilot and rollout a state sponsored national program with or without Federal legislation
• Taking these steps is important to:
  ▪ Continue to demonstrate commitment to a national program and accountability
  ▪ Influence any Federal requirements to the maximum extent possible
  ▪ Build on the work and momentum established to move forward on developing a full set of multi-modal measures
Questions and Answers

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