

AMERICAN ASSOCIATION OF  
STATE HIGHWAY AND  
TRANSPORTATION OFFICIALS



# SCOPM Performance Measures Webinar

Wednesday, October 20, 2010

11:30am to 1:00pm

Webinar:

<https://www.livemeeting.com/cc/ collaboration/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@aaashto.org](mailto:mhardy@aaashto.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

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# 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

Criteria	Initial Measures – Ready for Deployment
General consensus on the definition of the measure	✓
Common or centralized approach to data collection in place	✓
Availability of consistent data across states established through a national comparative analysis or other research effort	✓

# Identifying Preliminary Measures

Goal Area	Initial Measures – Ready for Deployment
<b>Safety</b>	Multiple year moving average of the number of fatalities
<b>Pavement Preservation</b>	NHS IRI
<b>Bridge Preservation</b>	Deck Area of structurally deficient bridges on NHS
<b>Congestion/Operations</b>	Speed based metric
<b>Connectivity</b>	No initial measures
<b>Environment</b>	No initial measures
<b>Freight/Economic Competitiveness</b>	Speed/travel time on significant freight corridors (SFC) Reliability on SFCs
<b>Transit</b>	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

1. E-mail ([mhardy@ashto.org](mailto:mhardy@ashto.org))
2. “Q&A” functionality in the webinar software