

SCOPM Task Force on Performance Measure Development, Coordination and Reporting

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Chair

Communications Workshop
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SCOPM Task Force Purpose

- Assist SCOPM and AASHTO recommend a limited number of national performance measures to meet MAP-21 requirements
 - Including issues related to the recommended performance measures
- Help prepare AASHTO members meet new Federal performance management requirements
- Develop strategies for communicating national performance measure reporting requirements
- Help educate the general public on the need for transportation investment in our nation

Task Force Activities (to date)

Fall 2012

Developed MAP-21
National Perf.
Measures
Recommendations
From AASHTO to
FHWA

November 17

Presentation to
SCOPM at the
AASHTO Annual
Meeting in
Pittsburgh, PA

January – March 2013

Prepared for
Communications
Workshop and
Development of
Recommendations
for FHWA and
Next Steps for
AASHTO

March 2013

Developing Target-
Setting
Recommendations

Rulemaking Process

- USDOT Draft Proposed Rule (currently being written)
 - OMB review: 90 days
 - Secretary Review: 30 days
- Publish Notice of Proposed Rulemaking (Staggered release starting in Fall 2013)
- 90 day public comment period
- FHWA drafts Final Rule that considers comments received
- Repeat of above review process
- Final Rule published

Recommendation Document Overview

- SCOPM Task Force communication to FHWA with clear, defensible and unifying statement on each national-level performance measure

Recommendations Document Contains:

- Six overarching principles
- Summary table of recommended measures and issues considered
- For each performance area the following is provided:
 - Definition
 - Methodology
 - Target Setting
 - Reporting
 - Conditions Unique to the Performance Area

Overarching Principles

- 1. There is a Difference**—National-level performance measures are not necessarily the same performance measures State DOTs will use for planning and programming of transportation projects and funding.
- 2. Specificity and Simplicity**—National-level performance measures should follow the SMART and KISS principles:
 - SMART: Specific, Measurable, Attainable, Realistic, Timely
 - KISS: Keep it Short and Simple
- 3. Possession is 9/10ths of the Law**—National-level performance measures should focus on areas and assets that States DOTs have control over.

Overarching Principles (cont.)

- 4. Reduce and Re-use**—The initial set of national-level performance measures should build upon existing performance measures, management practices, data sets and reporting processes.
- 5. Ever Forward**—National-level measures should be forward thinking to allow continued improvement over time.
- 6. Communicate, Communicate, Communicate**—Messaging the impact and meaning of the national-level measures to the public and other audiences is vital to the success of this initiative.

Safety

Recommended Measures



- **Number of Fatalities**—Five-year moving average of the count of the number of fatalities on all public roads for a calendar year.
- **Fatality Rate**—Five-year moving average of the Number of Fatalities divided by the Vehicle Miles Traveled (VMT) for a calendar year.
- **Number of Serious Injuries**—Five-year moving average of the count of the number of serious injuries on all public roads for a calendar year.
- **Serious Injury Rate**—Five-year moving average of the Number of Serious Injuries divided by the Vehicle Miles Traveled (VMT) for a calendar year.

Pavement Recommended Measures



- **Interstate Pavement in Good, Fair and Poor Condition based on the International Roughness Index (IRI)**— Percentage of 0.1 mile segments of Interstate pavement mileage in good, fair and poor condition based on the following criteria: good if IRI < 95, fair if IRI is between 95 and 170, and poor if IRI is greater than 170.
- **Non-Interstate NHS Pavement in Good, Fair and Poor Condition based on the International Roughness Index (IRI)**— Percentage of .1 mile segments of non- Interstate NHS pavement mileage in good, fair and poor condition based on the following criteria: good if IRI < 95, fair if IRI is between 95 and 170, and poor if IRI is greater than 170.
- **Pavement Structural Health Index**—Percentage of pavement which meet minimum criteria for pavement faulting, rutting and cracking.
(future measure – to be developed)

Bridge Recommended Measures



- **Percent of Deck Area on Structurally Deficient Bridges**—NHS bridge deck area on structurally deficient bridges as a percentage of total NHS bridge deck area.
- **NHS Bridges in Good, Fair and Poor Condition based on Deck Area**—Percentage of National Highway System bridges in good, fair and poor condition, weighted by deck area.

The first measure is required in MAP-21 and AASHTO supports this as an initial measure. However, this measure could steer a State DOT to implement a worst-first approach for maintaining bridge condition. Therefore, AASHTO is exploring the second measure.

Freight Recommended Measures



- **Annual Hours of Truck Delay (AHTD)**—Travel time above the congestion threshold in units of vehicle-hours for trucks on the Interstate Highway System.
- **Truck Reliability Index (RI_{80})**—The Reliability Index is defined as the ratio of the 80th percentile truck travel time to the agency-determined threshold travel time.

System Performance Recommended Measures



- **Annual Hours of Delay (AHD)**—Travel time above a congestion threshold (defined by State DOTs and MPOs) in units of vehicle -hours of delay on Interstate and NHS corridors.
- **Reliability Index (RI_{80})**—The Reliability Index is defined as the ratio of the 80th percentile travel time to the agency-determined threshold travel time.



- **On-road Mobile Source Emissions**
 - **Criteria Pollutant Emissions**—Daily kilograms of on-road, mobile source criteria air pollutants (VOC, NO_x, PM, CO) reduced by the latest annual program of CMAQ projects.
- **Traffic Congestion**
 - **Annual Hours of Delay (AHD)**—Travel time above a congestion threshold (defined by State DOTs and MPOs) in units of vehicle -hours of delay reduced by the latest annual program of CMAQ projects.

These measures apply only to MPOs that serve Transportation Management Areas (TMAs) with populations of over 1,000,000 and that are nonattainment or maintenance areas.