

AASHTO SCOPM Task Force on
MAP-21 National Performance Measures

Target-Setting Workshop

Daniela Bremmer, Washington State DOT

System Performance - Performance Measure Area

Thursday, June 13, 2013

System Performance Participants



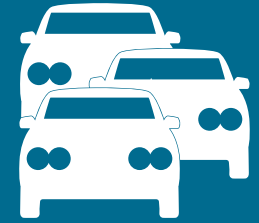
- Jean Nehme, Arizona DOT
- Floyd Roehrich, Arizona DOT
- Jane Berner, California DOT
- Scott Richrath, Colorado DOT
- Erik Sabina, Colorado DOT
- Ermias Weldemicael, Colorado DOT
- Colleen Kissane, Connecticut DOT
- Doug McLeod, Florida DOT
- Ed Hanscom, Maine DOT
- Tony Kratofil, Michigan DOT
- Lynn Zanto, Montana DOT
- Jim Skinner, Montana DOT
- Alan Warde, New York State DOT
- Scott Zainhofsky, North Dakota DOT
- Jason Yeray, Ohio DOT
- David Huft, South Dakota DOT
- Casey Dusza, Texas DOT
- Jack Foster, Texas DOT
- Tanya Norman, Texas DOT
- Peggy Thurin, Texas DOT
- Daniela Bremmer, Washington State DOT
- Sreenath Gangula, Washington State DOT

System Performance Participants



- Ashby Johnson, Houston-Galveston Area Council
- Hans-Michael Ruthe, Houston-Galveston Area Council
- David Jones, Lubbock MPO
- Michael Morris, North Central Texas Council Of Governments
- Brian Fineman, North Jersey TPA
- Keith Miller, North Jersey TPA
- Christopher Evilia, Waco Metropolitan Planning Organization
- Ned Hacker, Wasatch Front Regional Council, MPO Salt Lake City
- Tim Lomax, Texas A&M Transportation Institute
- Rick Schuman, INRIX
- Matt Hardy, AASHTO
- Gummada Murthy, AASHTO

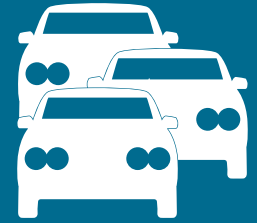
System Performance Issues and Recommendations



GENERAL CONCERNS

- States may need financial and technical resources and expertise for the data collection, processing, analyzing, and reporting of required performance measures in a timely manner, to ensure consistent analysis between states.
- Funding flexibility is critical to enabling states to act based on targeted vs. actual performance
- Concern about (mis)use of measures & targets for state to state comparisons or scorecards
- Delay/reliability not necessarily seen as a focus area for some states/regions – safety and asset condition may be more important

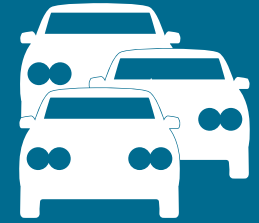
System Performance Issues and Recommendations



GENERAL CONCERNS (CONTINUED)

- Statewide system performance targets not useful for making operational and corridor investment decisions
- Future prediction methodologies not well established for reliability
- Important to recognize that methodologies are not mature and need time to improve
- Population, employment, economy are key drivers of traffic and congestion, more than agency actions
- Meeting economic growth objective likely to mean worsening congestion
- Desire to link between targets and socio-economic conditions

System Performance Issues and Recommendations



MEASURE DEFINITION

- Clarify recommended flexibility for states to define geographic scope/network coverage
- Need to clearly establish flexibility/constraints with regard to:
 - Time frame
 - Relative or absolute targets
 - Realistic or aspirational
 - Update frequency & process

System Performance Issues and Recommendations



MEASURE DEFINITION (CONTINUED)

Some dissenting opinions about:

- Delay and reliability as appropriate “one size fits all states” measures
- Whether measures adequately capture characteristics of interest – e.g. percent of travel meeting generally accepted operating conditions, utilization of available capacity
- Whether states should set threshold speed values for determining delay (versus use of national standards for rural and urban areas)

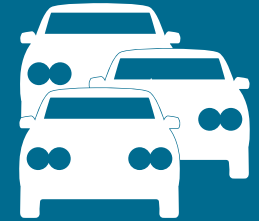
System Performance Issues and Recommendations



DATA

- USDOT must provide processed traffic data that can be readily integrated with other existing datasets in a state (traffic volume, number of lanes, roadway type, etc.). This alignment of various data elements/datasets on a single platform (such as GIS) is called conflation, which is necessary for developing MAP-21 performance measures.

System Performance Issues and Recommendations



DATA

New FHWA data will be valuable given many agencies lack the data for calculating the measures, but still concern about:

- Conflating the data to state inventory and traffic data – different segmentations, timeframes
- Reconciliation with existing archived travel time data
- Blending with modeled data for trend analysis
- Contextual data (economic, funding, investment, fuel prices, etc.) is essential and must be packaged in a meaningful way
- Many agencies have 1-2 year lags from data collection to distribution/availability

System Performance Issues and Recommendations



GUIDANCE AND TRAINING NEEDS

- Request guidance on alternative target setting methods and sharing of agency practices
- Supporting studies and data would be helpful:
 - Pre-recession traffic trend data
 - Studies correlating traffic congestion with economic indicators, level of investment, operational decisions
 - Reliability indices for benchmarking/comparison