



National Transportation Performance Measures Freight and Supply Chain Context

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Core Principles of Performance Management

- Policy Driven
 - Well-defined goals and objectives
- Performance-based
 - Objectives can be translated into quantitative measures
- Analysis of Options and Tradeoffs
 - Tools and data available to evaluate alternatives
- Decisions Based on Quality Information
 - Decisions made using credible and current data



MAP-21 Policy Areas

- Performance Measures
 - Performance Plans
- Target Setting
- Making Progress
- Sanctions
- Reporting



Overarching Principles

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.

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

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.)

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.

Ever Forward—National-level measures should be forward thinking to allow continued improvement over time.

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.



Performance Measures

Key Implementation Issues

- Define a limited set of appropriate and credible performance measures
- Address six issues:
 1. Is the measure focused?
 2. Has it been developed in partnership?
 3. Is it maintainable to accommodate changes?
 4. Can it be used to support investment decisions, policy making and target setting?
 5. Can the measure be used to analyze performance trends?
 6. Has the feasibility and practicality to collect, store and report data been considered?



NPRM Status

Rule	Responsible	Expected
Highway Safety Program Grants	SCOHTS	COMPLETE
FTA ANPRM* (Rule 60)	SCOPT	COMPLETE
CMAQ Program Interim Guidance	SCOE/SCOP	COMPLETE
Safety Performance Measure (Rule 26)	SCOPM	COMPLETE
Highway Safety Improvement Program (Rule 30)* <i>*60 day comment period.</i>	SCOHTS	COMPLETE
FHWA/FTA Metropolitan and Statewide Planning (Rule 27 and 61)	SCOP	COMPLETE
CMAQ Weighting Factors (Rule 33)	SCOE/SCOP	COMPLETE
Planning and Environmental Linkage (supplemental to Planning NPRM)	SCOE/SCOP	COMPLETE
Pavement/Bridge Performance Measure (Rule 28)	SCOPM	Comments Due May 8
Asset Management Plan (Rule 32)* <i>*60 day comment period.</i>	SCOP-TAM	Comments Due April 22
System Performance Measure (Rule 29)	SCOPM	Fall 2015

Performance Measure Goal Areas

1. **Safety**
2. **Pavement Condition**
3. **Bridge Condition**
4. **System Performance**
 - **Interstate**
 - **NHS Non-Interstate**
5. **Freight**
6. **CMAQ**
 - **Traffic Congestion**
 - **On-Road Mobile Source Emissions**

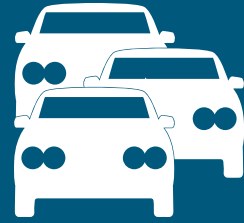


Freight Recommended Measures



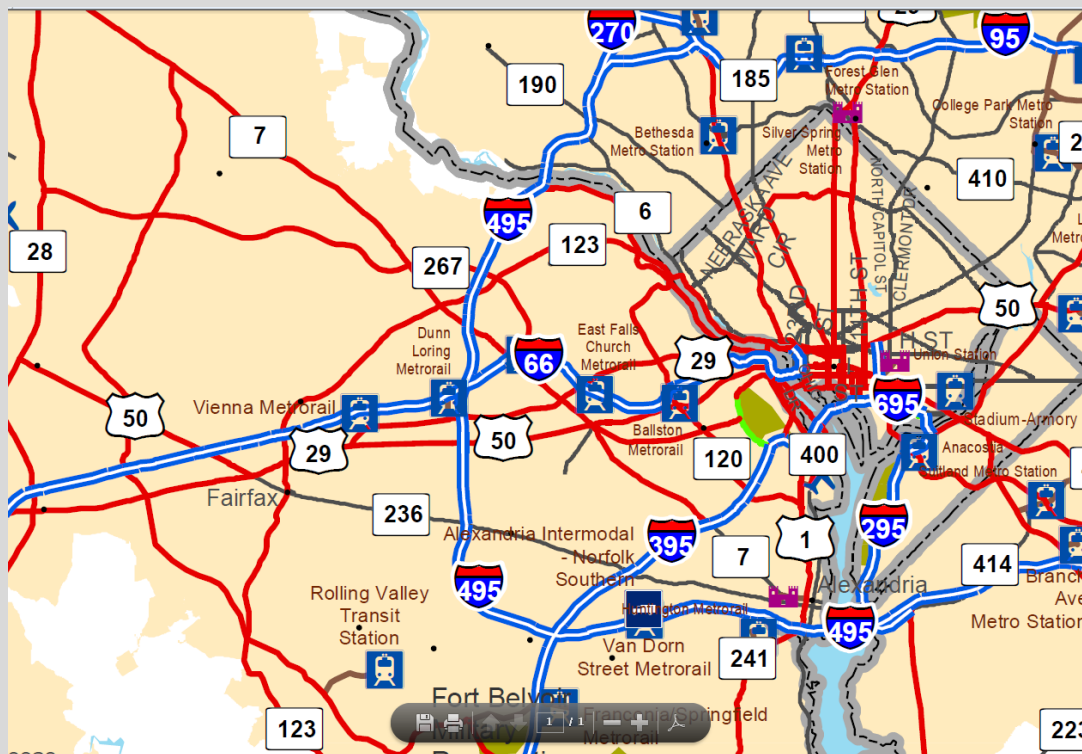
- **Annual Hours of Truck Delay (AHTD)**—Travel time above the congestion threshold in units of vehicle-hours for trucks on the Interstate Highway System.
- **Truck Reliability Index (RI_{80})**—The RI is defined as the ratio of the 80th percentile total truck travel time needed to ensure on-time arrival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

System Performance Interstate and NHS



Where must measures be established?

1. Performance of the Interstate System
<double blue line>
2. Performance of the National Highway System (excluding the Interstate System)
<red line>

Supply Chain Performance Measures

- What are they?
- Can they be calculated?
- How does Industry Use Them?
- How can public agencies use them to measure performance?
- Do they aid better investment decision making?
- Should they be used at a national/international level?



US Department of Commerce

Advisory Committee on Supply Chain Competitiveness

- 45 members
- Provide the Secretary of Commerce with detailed advice on the elements of a comprehensive national freight infrastructure and freight policy to support U.S. supply chain and export competitiveness
- Intended to further the Administration's export, economic, and job growth goals.



Advisory Committee on Supply Chain Competitiveness

- Trade and Competitiveness Subcommittee
- Freight Policy and Movement Subcommittee
 - ❖ AASHTO, Port of Los Angeles, BNSF, CAGTC, TTI, OneRail,
- Information Technology and Data Subcommittee
- Finance and Infrastructure Subcommittee
- Regulatory Subcommittee



Recommendation

- Make strategic investments in the U.S. freight transportation system to improve the competitiveness of U.S. supply chains;
- Use supply chain performance measures to inform U.S. freight transportation policy and target strategic investments in the freight transportation system;



- Use travel time, travel time reliability and cost as the key measures of supply chain performance;
- Provide analytical tools to cost-effectively measure end-to-end supply chain performance and identify critical bottlenecks for improvement;



- Apply supply chain performance measures at:
 - Industry level,
 - Metropolitan level,
 - State and multijurisdictional level,
 - National level, and
 - North American level; and

Disseminate supply chain performance information routinely to supply chain stakeholders



AASHTO Concerns

- Does this link national performance measures to Federal funding? If so, what Federal funding?
- Do these specific measures conflict with other public agency priorities?
- Should new national-level performance measures be considered before MAP-21 has been fully implemented?
- What would failure to meet performance goals mean – especially in modal context



Where do States go from Here?

- 114th Congress is in Session
- Several States Governorships changed parties
- HTF Patch expires May, 2015
- MAP-21 deadlines October, 2015
- Strong Federal Role vs. Devolution vs. Local Government Role
- Defining and Redefining State roles and programs



AASHTO's Conference on
**21st Century Mobility for
Freight and Passenger Transportation**

Contact:
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July 6-10, 2015
Salt Lake City, Utah



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Thank You

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