

AMERICAN ASSOCIATION OF  
STATE HIGHWAY AND  
TRANSPORTATION OFFICIALS

**AASHTO**

THE VOICE OF TRANSPORTATION

# Accountability for and Performance of Roadway Assets: the Keys to Highway Revenue

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# Presentation Overview

Case for Asset Management and  
Performance Management

Examples for Focus in the United States at  
the National level

Federal Authorization of Surface  
Transportation in 2009

Example State efforts in the United States

Australia/New Zealand—in contrast

Summary

# The Case for Asset Management (AM) and Performance Management (PM)

Increasing factor costs and declining  
dedicated highway revenue

Pressure for greater government  
accountability and transparency

Vast and aging infrastructure assets

Need to answer investment questions of  
How Much; On What ; and, Where???

Success of certain States breeds peer  
pressure and further success

# Asset Management (AM) Vision of AASHTO's AM subcommittee

“AM is a standard for State DOTs and others for making investment decisions and managing the Nation's Transportation Assets”

NOTE: the USA is a Federal System of governance with the powers vested in the States

NOTE: States are quite diverse in size/population density/transport/ and transport ownership and operation

# Performance Management

Similar to and builds on AM

Steps: select PM focus areas; select measures—goals and targets; track and report performance results; identify factors affecting performance; implement resource allocation and other strategies; assess results and recycle

# Logical Highway Focus Areas at the National Level in the USA

The National Highway System---4% of the miles; 40% of VMT ; 75% of large truck VMT

The Interstate System (subset of the NHS)—1% of the highways ; 24% of the VMT

Road Safety— 40,000 deaths per year

Project delivery efficiency

24-7 highway system operation efficiency

# The Next Federal Surface Transportation Act

Needed by October 1, 2009

Assumed that the Congress will demand more accountability—greater usage of AM and PM by the States in exchange for enhanced levels of Federal-Aid

The States in turn will seek greater flexibility in the use of the funds and program vs. project oversight

# Potential performance Areas for the State DOTs

Safety (e.g. fatalities)

Preservation (e.g. pavement IRI and NHS bridge deficiencies)

Congestion (e.g. delay and system connectivity)

Operations (e.g. incident management )

Freight /Economic Development (e.g. Interstate Highway average speed)

Environment (e.g. greenhouse gas emissions )

# Example US States

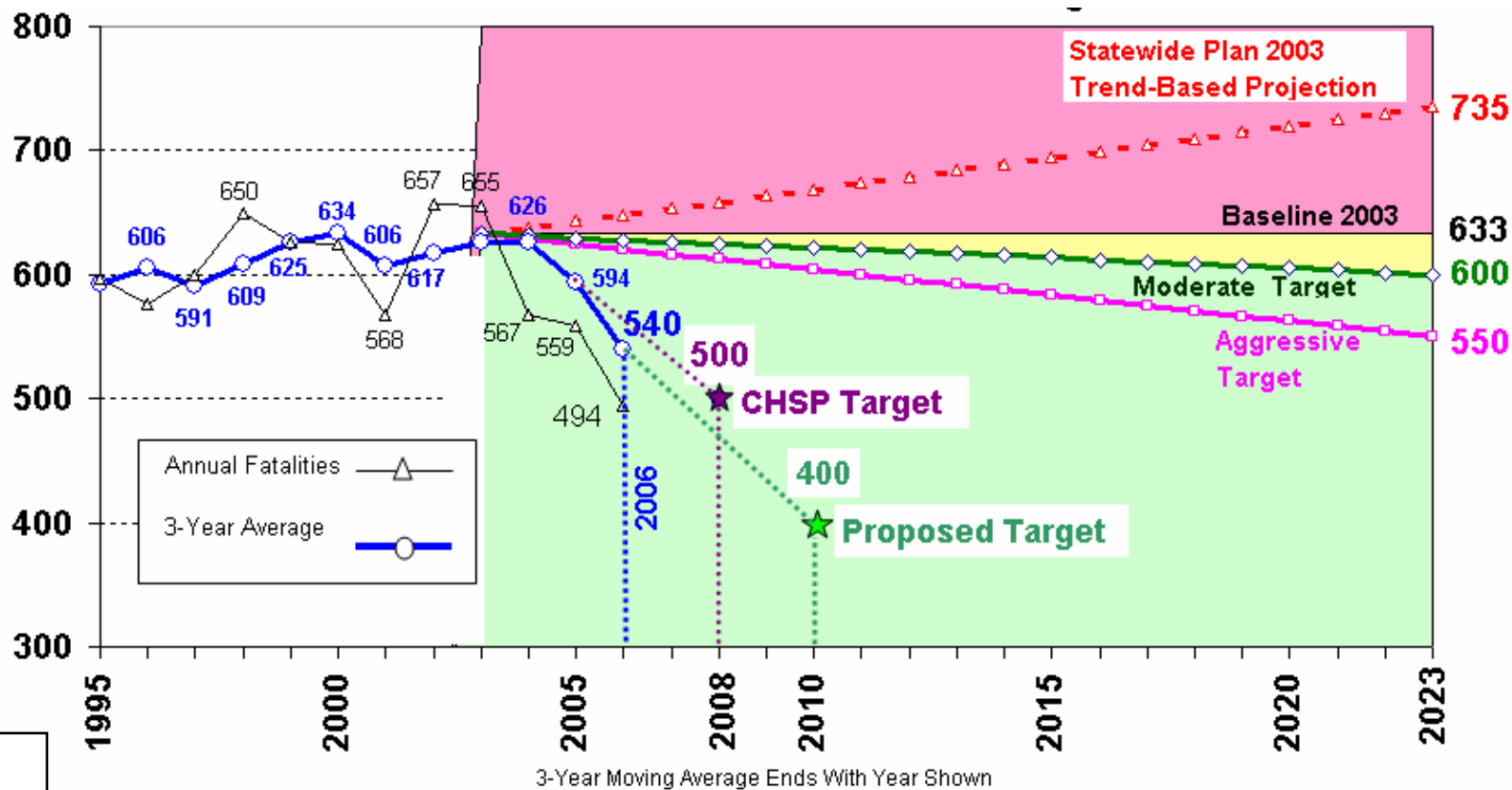
Minnesota—highway fatalities

Missouri---pavement condition

Washington---incident clearance time

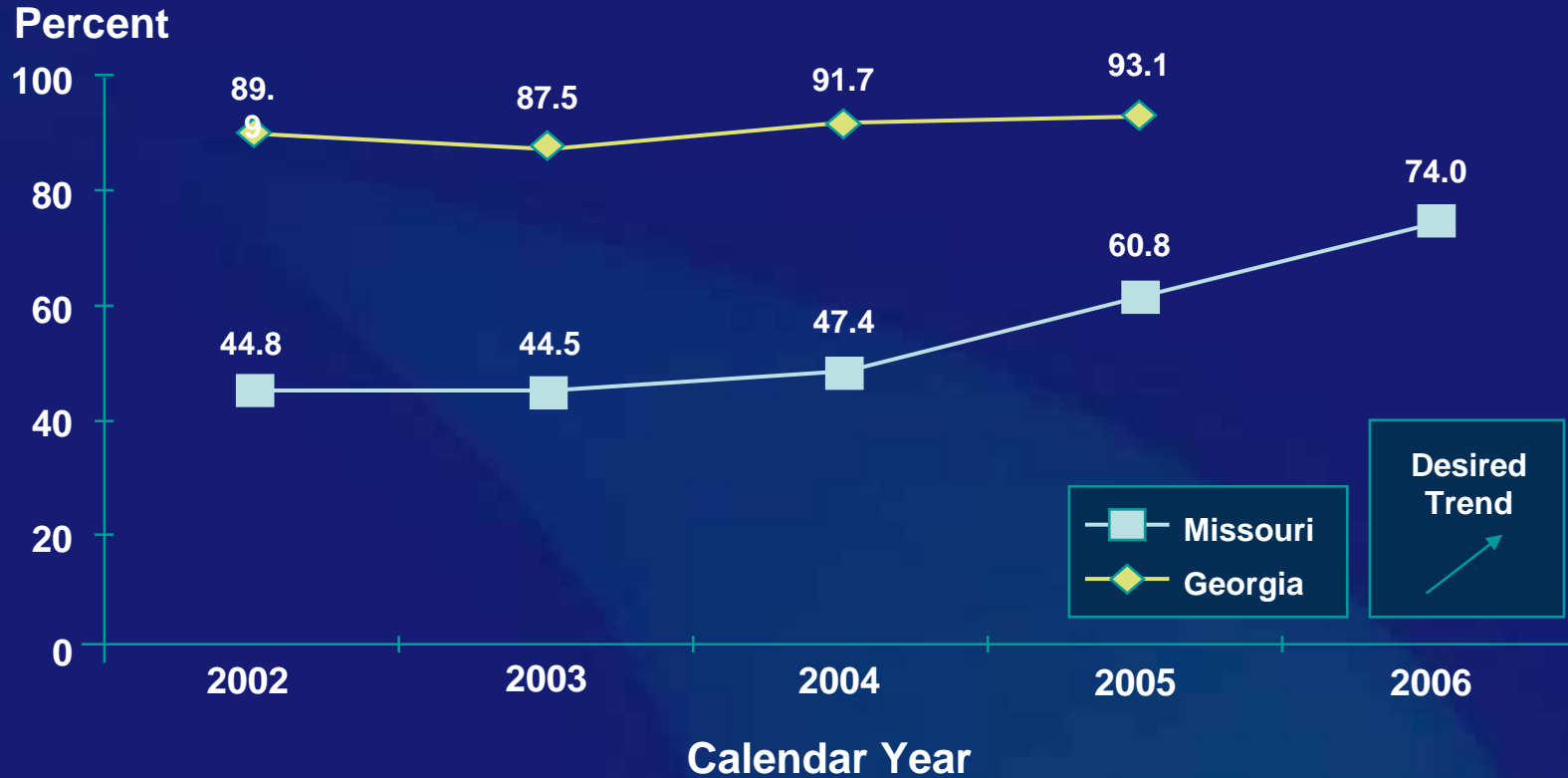
# Minnesota

## Roadway Fatalities Decrease 24.8 %



# Missouri

## Percent of Major Highways in Good Condition Increased 29%

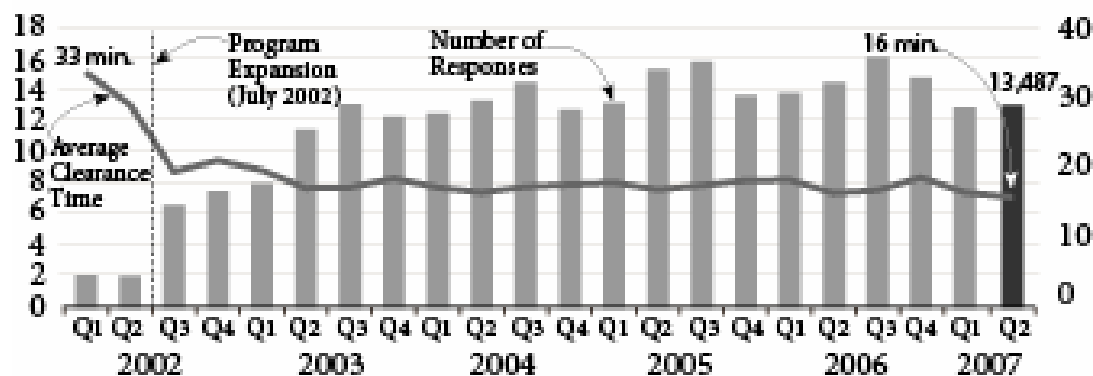


## Average Clearance Time for All Incidents Decrease 45% GNB, June 2007

### Number of Responses and Overall Average Clearance Time

January 2002 - June 2007

Number in Thousands



Source: WSDOT Incident Response Tracking System.

Note: Program-wide data is available since January 2002. Prior to Q3 of 2003, number of responses by IRT are shown. From Q3-2003, responses by Registered Tow Truck Operators and WSP Cadets have been reported in the total. Average Clearance Time do not include "Unable-to-Locate" responses into calculation.

# Austrroads

## Performance Measures National Performance Indicators

Austrroads National Performance Indicators (NPIs)  
implemented in 1993:

- Reports benchmarking performance data for the road system and road authorities in Australia and New Zealand.

# The Use of Austroads NPIs

Demonstrate the performance of the road system --- mainly the contribution of the system to a State's or Nation's economic and social development

The performance of individual road authorities

Key is the ability to modify/drop/add indicators according to key stakeholder needs and those of the Austroads Council

# Current Austroads NPIs

Road Safety---8 indicators

Registration and Licensing—6 To Be Developed  
TBD

Asset Management—6 for smooth travel

Environmental—3 TBD

Program/Project Assessment—1 ; 4 under  
review/ TBD

Travel Speed—3--multiple; 2 TBD

Lane Occupancy Rate—2—multiple

User Satisfaction Index--1

# Lead to Enhanced Roadway Budgets in the USA

Examples clearly at the State government level

At the Federal Level---remains to be seen

Better AM and PM leads to enhanced roadway systems thru more informed decision making: How much (\$) needed: For what---NHS/Interstate/Bridges/Public Transit/Law enforcement, etc.; and Where---geographic location

# Bottom-Line Question

Does the use of NPIs aid in transport resource allocation behavior and do individual and national budgets for roads rise in relation to a showing of accountability ???

hope the answer is yes!!