WHEREAS, The AASHTO Highway Subcommittee on Maintenance has been charged with the responsibility of providing technical leadership, guidance, and support for protecting, preserving, and maintaining of America's transportation infrastructure assets, and protecting this investment is the highest priority of the maintenance and preservation community, and

WHEREAS, Equipment fleet comprises a significant asset investment and is a large portion of all public works agencies' budgets and expenditures, and the effectiveness of such equipment fleet operations affects the public works agencies’ ability to adequately perform public works activities and successfully respond to emergency situations, and

WHEREAS, Policy Resolution PR-9-08, Establish a Technical Service Program to Advance Equipment Technology was approved by the AASHTO Board of Directors on October 20, 2008 creating the Equipment Management Technical Services Program (EMTSP) to support and enhance the on-going work and priorities of the AASHTO Highways Subcommittee on Maintenance Equipment Technical Working Group (TWG, and

WHEREAS, At the National Equipment Fleet Management Conference in Mobile, Alabama in June 2012, EMTSP Regional Partnership members voted to recommend adoption and implementation of the equipment fleet performance measures of utilization, preventive maintenance, retention, and availability/downtime.

WHEREAS, The performance metric of utilization recognizes that tracking and reporting the use of the equipment fleet is necessary to ensure effective and efficient use of State DOT vehicles and equipment. Accurate tracking of utilization allows for informed assessment and assignments of the equipment fleet to meet operational needs, and

WHEREAS, The performance metric of preventive maintenance is a fundamental, planned maintenance activity designed to prolong equipment fleet life and aids in preventing unplanned maintenance and repairs, and preventive maintenance is the foundation of a properly managed equipment fleet and a significant component contributing to all maintenance strategies, and

WHEREAS, The performance metric of retention recognizes that current economic times have resulted in lower levels of funding, and the cost of replacement fleet equipment has been escalating and resulted in a significant decrease in buying power, which have resulted in an immediate and extended impact on the equipment fleet and its life cycles, and it is imperative to sustain the high level of readiness and reliability, which is directly related to the age of fleet equipment, and accordingly the development and implementation of a nationally recognized metric for retention relating to fleet life cycles is essential to maintaining a healthy, economical, and operational equipment fleet, and

WHEREAS, State DOT Comparative Performance Measurement: A Progress Report produced by NCHRP Project 20-24 (37)L states that AASHTO and FHWA have been working over the past eight years to identify a set of common transportation performance measures that could be adopted by all states, that these common measures would provide a basis for individual states to view their own performance relative to peer states, and common measures also make it possible to combine information across states to provide a national picture of performance, and

WHEREAS, The United States Congress passed bill H.R. 4348 (i.e. MAP 21) providing support to and requiring national goals and performance management measures, and now, therefore, be it
RESOLVED That the AASHTO Subcommittee on Maintenance expresses their endorsement of the use of the key performance metrics for the equipment fleet of utilization, preventive maintenance, retention, and availability/downtime.