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TRANSPORTATION PERFORMANCE MANAGEMENT

Sponsored by AASHTO CPBM and the TPM Pooled Fund with support from FHWA



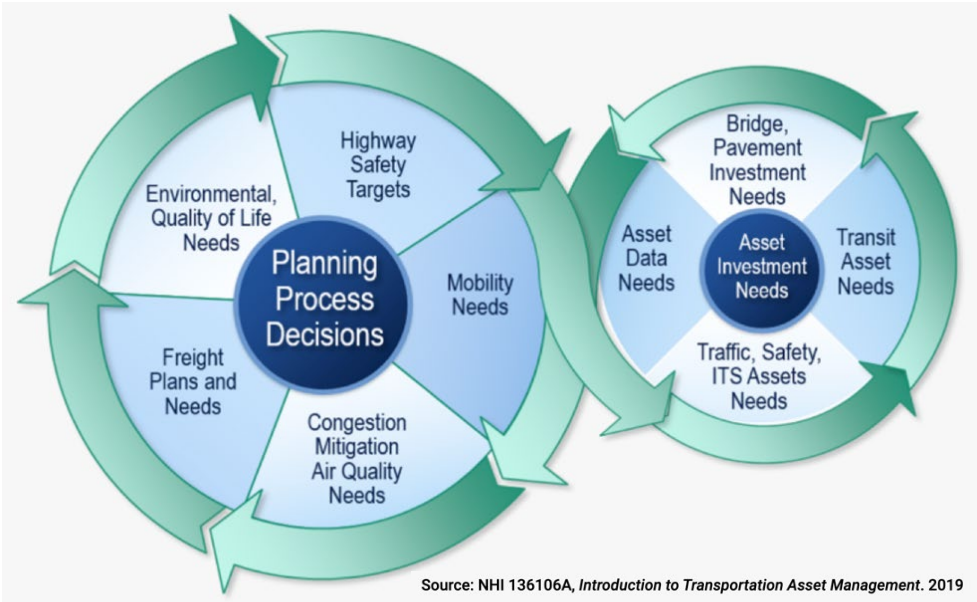
Welcome to the second edition of the **Transportation Performance Management (TPM) Newsletter**, sponsored by the American Association of State Highway and Transportation Officials (AASHTO) Committee on Performance-Based Management (CPBM) in collaboration with the TPM Pooled Fund. The TPM Pooled Fund is supported by AASHTO and the Federal Highway Administration (FHWA).

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Moving Ahead for Progress in the 21st Century

The “Moving Ahead for Progress in the 21st Century” (MAP-21) Act and the subsequent “Fixing America’s Surface Transportation” (FAST) Act formalized a performance-based federal highway program relying on national performance goals. Transportation Performance Management (TPM) is a strategic data-driven approach that uses system information to make investment and policy decisions to achieve performance goals. By adopting TPM principles, transportation agencies can ensure the right bundle of projects is selected to produce desired performance outcomes (www.tpmtools.org).



Source: NHI 136106A, Introduction to Transportation Asset Management. 2019

Asset Management applies the principles of TPM and creates a framework for setting priorities in order to achieve a state of good repair and manage infrastructure assets to meet agency goals. Transportation asset management (or TAM) is a “strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their life cycle (www.tamguide.com).

Welcome from the AASHTO CPBM Vice Chair



Christos Xenophontos
Rhode Island DOT

It has never been more critical for agencies to integrate their asset and performance management systems to allocate and use resources wisely within an increasingly complex network of assets to achieve agency objectives and meet evolving customer demands. The figure on the previous page visualizes this close relationship between the performance-based planning process's performance management decisions and how it links to asset management needs.

On behalf of the AASHTO CPBM and the TPM Pooled Fund, I invite you to take a few minutes to read and examine the TPM Newsletter with a focus this quarter on **TAM** and **TPM**. The articles, resources, and events featured in this edition provide perspectives on managing transportation assets, implementing performance-based planning, and highlighting valuable capacity-building resources for agencies. The feature article on the Iowa Department of Transportation's (Iowa DOT's) upcoming Transportation Asset Management Plan (TAMP) update and the article highlighting the positive results of the Missouri Department of Transportation's (MoDOT's) partner collaboration provide excellent examples of the power of peer-to-peer sharing of successful practices.

The content featured in the Spring 2021 TPM Newsletter includes updates on the latest training and events, new resources, and tools under development by the TPM Pooled Fund.

I hope you enjoy the articles in this Spring 2021 TPM Newsletter. I look forward to your feedback on this edition and the topics you would like to see featured in upcoming quarters. Feel free to contact me at Christos.Xenophontos@dot.ri.gov with any feedback or suggestions for future articles.

Christos Xenophontos

Assistant Director, Rhode Island Department of Transportation

Vice Chair, AASHTO CPBM

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TAM: It's How We Do Business



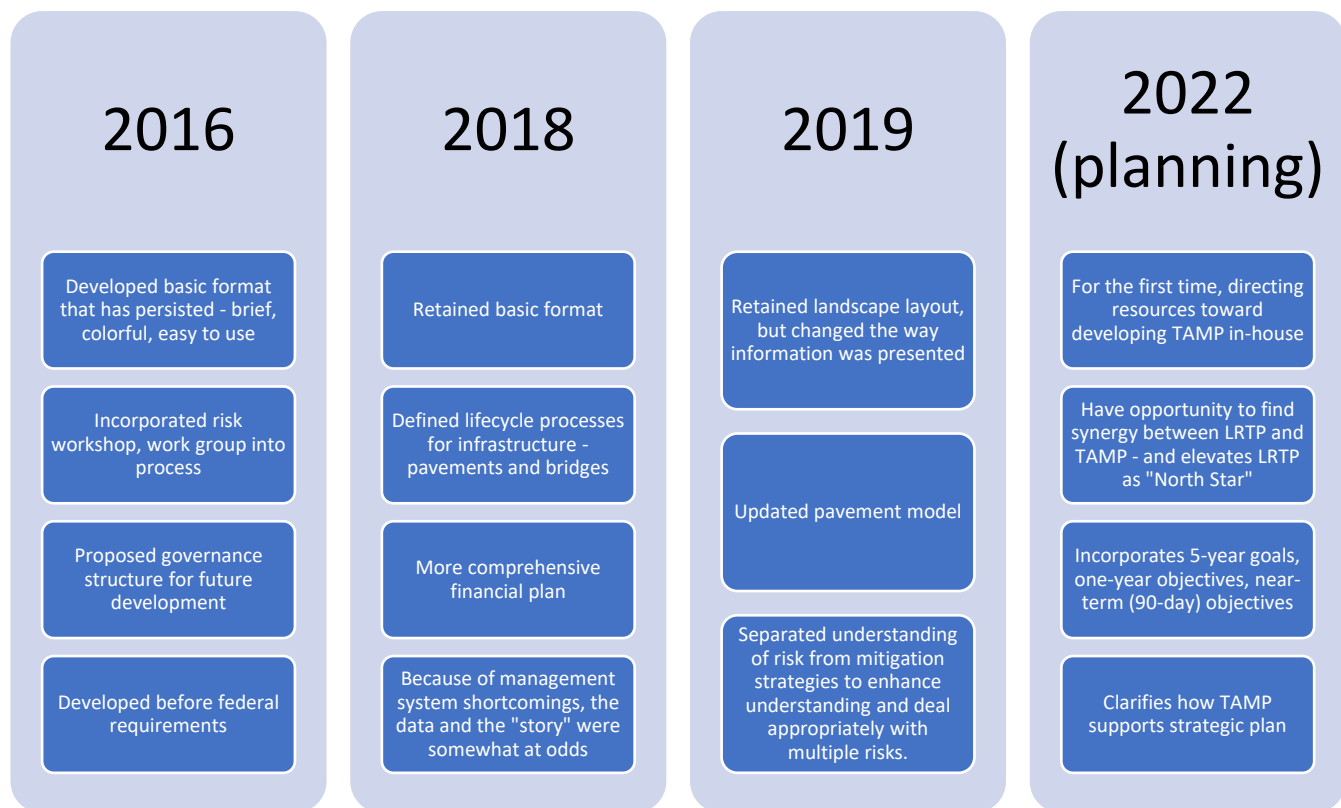
Matt Haubrich
Iowa DOT

It's an exciting time to be working on Transportation Asset Management. All 52 State Departments of Transportation (DOTs) have certified Transportation Asset Management Plans (TAMPs), and we have learned a lot along the way. Although no two State DOTs are alike, I see a lot of evidence that we're making progress in integrating asset management principles and practices into how we do business.

For example, at the Iowa DOT, our TAMP process has evolved, and along with it, the content of the TAMP. Our initial attempt in 2016 at an asset management plan put a focus on our business processes prior to the federal regulations. Since then, the department has begun to learn more about how the TAMP can support data-informed decisions about our assets and align with the agency's strategic objectives. The graphic below shows how this document has evolved over the past 5 years.

The Evolution of Iowa DOT's TAMP

I'd also like to promote the TAM Webinar Series and TAM Guide Book Club, which may be of assistance to you as you develop your next TAMP.



Since 2012, FHWA and AASHTO have sponsored a webinar series addressing topics in transportation asset management including financial planning, risk management, tradeoff analysis, data management, integration of MAP-21 plans, and more. Webinars feature transportation practitioners sharing lessons learned and providing demonstrations of the TAM tools and methods that can help expand the impact of asset management at DOTs nationwide. Over the past several months, they have developed a miniseries on Improving Your Next TAMP, including:

- [TAM Webinar 46 – Improving Your Next TAMP Miniseries: Overview](#) (October 2020)
- [TAM Webinar 47 – Improving Your Next TAMP Miniseries: Needs and Priorities](#) (December 2020)
- [TAM Webinar 48 – Improving Your Next TAMP Miniseries: Improving Your Financial Plan](#) (February 2021)
- [TAM Webinar 49 – Improving Your Next TAMP Miniseries: Improving Life Cycle Planning and Management](#) (February 2021)
- [TAM Webinar 50 – Improving Your Next TAMP Miniseries: Improving Risk Management and Resiliency](#) (February 2021)

Recent TAM Guide Book Club webinars include:

- [TAM Guide Book Club #1 – Preparing for your 2022 TAMP with the TAM Guide](#) (April 2021)
- [TAM Guide Book Club #2 – TAMP Implementation and Integration](#) (April 2022)
- [TAM Guide Book Club #3 - Life Cycle Planning and Management](#) (May 2021)
- [TAM Guide Book Club #4 - Improving TAM Financial Planning](#) (May 2021)
- [TAM Guide Book Club #5 - Improving Risk Management and Resiliency](#) (May 2021)
- [TAM Guide Book Club #6 - Increasing Your Workforce Capacity](#) (June 2021)

The videos and slides for the Improving Your Next TAMP Miniseries, the TAM Guide Book Club and other TAM webinars can also be found by clicking on the TAM Webinars page: <https://www.tam-portal.com/collections/tam-webinars/> and then selecting an individual webinar to go to the resource page. See Save the Date in this newsletter for future TAM webinars.

As Chair of the AASHTO Committee on Performance Based Management's (CPBM) Subcommittee on Asset Management, I think it is important to mention that the subcommittee is here to assist with:

- Implementation activities
- Research
- Federal requirements
- Peer community and information sharing

"Speaking of the TAMPs and certification, I'd like to remind everyone of the upcoming deadline of 2022 for our TAMPs to be re-certified. Since our most recent "full" TAMPs were required in 2019, it might feel like a 4-year cycle should give us until 2023, but according to 23 CFR 515.13(c), the recertification "clock" began with our 2018 TAMPs, hence the 2022 deadline for re-certification. Given the opportunity for confusion, AASHTO is working closely with FHWA to help make sure everyone is clear on the deadline and the requirements. States should make sure to keep in close contact with their FHWA Division Offices."

- Matt Haubrich

We'd love to have you join us in our monthly joint meetings with the TRB Asset Management Committee. We meet the second Wednesday of each month. Our schedule is published to the new and improved TAM Portal at: <https://www.tam-portal.com/>

I'd also like to remind folks about the upcoming 13th National Conference on Transportation Asset Management on August 10 - 12, 2021. While we will be meeting via a virtual platform this year, we plan to be back in person with our next Conference in Boston in 2023. The conference is expected to cover a broad range of asset management topics, including transit state of good repair and adaptation to extreme weather and climate change. You can find the event web site at <https://trb.secure-platform.com/a/page/assetmanagement2021>

On a personal level, I feel really fortunate to be part of this vibrant TAM community, not only with fellow DOT-ers, but also with amazing people from transit, local agencies, federal government, consultants, and academia. It's energizing to be a part of this community, and I've learned so much from all of you over the years. Thinking back over my own journey, I came to Iowa DOT in 2010 with zero background in transportation (my prior role was as the Chief Statistician for Iowa's Human Services Department), and I was very fortunate to have agency leadership that encouraged me to get involved in TRB and AASHTO. I remember that it took me a few years to figure out about the structure of TRB, AASHTO, and other related organizations. I had the opportunity to get involved in planning for the 2012 TRB Asset Management Conference in San Diego, which was an incredible opportunity to learn about asset management and connect to our community.

That was a pivotal time in asset management, as just a few months after that conference MAP-21 would become law, setting into motion the federal regulations that have defined much of our work over the years since.

Today, all DOTs and transit agencies are working on developing the next iteration of their TAMPs, asset management is increasingly becoming the "way we do business." I'm honored and humbled to be a part of the TAM community as we continue to grow and learn together.

Matthew Haubrich

Transportation Asset Management Administrator, Iowa DOT

Chair, AASHTO Subcommittee on Asset Management

Chair, Implementation Subcommittee of the TRB Asset Management Committee

Member, Transportation Visualization Committee

Member, FHWA TAM Expert Task Group

U.S. Representative, World Road Association (PIARC) Technical Committee on Asset Management

Matthew.Haubrich@iowadot.us

PIARC: Taking it International

The World Road Association, also known by the acronym PIARC, is an organization made up of highway officials from around the world. PIARC has delegates from many countries serving on various technical committees. Delegates are appointed by their respective countries to a four-year term, which corresponds to the cycle of the World Road Congress. The next Congress will be held in Prague, Czech Republic in 2023. The Congress is a large event, with over 6,000 participants from over 140 countries expected to attend.

PIARC, much like AASHTO, presents an opportunity for transportation professionals to come together to share ideas, learn from each other, and develop technical content that will support good practices. The current PIARC cycle is organized in four strategic themes. Within each of these themes are various Technical Committees working on specific topics, as shown on the following graphic.

Next Strategic Plan 2020 - 2023

1. Road Administration	2. Mobility	3. Safety and Sustainability	4. Resilient Infrastructure
TC 1.1 Performance of Transport Administrations	TC 2.1 Mobility in Urban Areas	TC 3.1 Road Safety	TC 4.1 Pavements
TC 1.2 Planning Road Infrastructure and Transport to Economic and Social Development	TC 2.2 Accessibility and Mobility in Rural Areas	TC 3.2 Winter Service	TC 4.2 Bridges
TC 1.3 Finance and Procurement	TC 2.3 Freight	TC 3.3 Asset Management	TC 4.3 Earthworks
TC 1.4 Climate change and resilience of Road Network	TC 2.4 Road Network Operation/ITS	TC 3.4 Environmental Sustainability in Road Infrastructure and Transport	TC 4.4 Tunnels
TC 1.5 Disaster management			
TF 1.1 Well-Prepared Projects	TF 2.2 Automated vehicles – Challenges and opportunities	TF 3.1 Road Infrastructure and Transport Security	TF 4.1 Road Design Standards
TF 1.2 HDM-4	TF 2.1 New mobility and its impact on road infrastructure and Transport		
Terminology Committee			
Road Statistics Committee			



World Road Association • Association Mondiale de la Route • Asociación Mundial de la Carretera • www.piarc.org

Each Technical Committee (TC) may have one or more members from each participating nation. In the case of the U.S., most of the committees have their primary member from a State DOT, and are supported by “Corresponding Members” from FHWA. Corresponding Members work on the committee, but they usually do not travel to overseas committee meetings. Technical Committees are encouraged to hold at least two seminars in conjunction with their in-person meetings. A Seminar is held in a LMIC (low and middle income country) and invites representatives of that country as well as their regional neighbors to attend an event similar to a peer exchange. For example, the Asset Management Committee plans to hold a seminar in Latin America (Mexico or Chile) on the topic of BIM (Building Information Management) for Infrastructure.

The Asset Management Technical Committee is one of the larger and more active TCs, with over 40 active members from more than 25 nations. The Committee is chaired by Gerardo Flintsch from Virginia Tech University. In prior cycles, one major product of the Committee was the PIARC online Asset Management Manual (<https://road-asset.piarc.org/en>). This is a great free resource containing some useful information for road agencies at all levels of maturity with respect to asset management. The manual contains fifteen chapters organized into four major sections (Management, Data and Modeling, Planning, and Application). The manual includes illustrative case studies of many key practices. It is an interesting comparison to the recently-published AASHTO TAM Guide (<https://www.tamguide.com>). Both cover similar topics, but approach the subjects differently. The PIARC guide is particularly well-suited to an international audience. For my colleagues at other state DOTs, I would first look to the AASHTO TAM Guide, but think of the PIARC guide as a good secondary source. One of the objectives of the Asset Management Technical Committee during this cycle is to update that manual with new information and case studies.

The committee is broken down into four Working Groups, one of which is working on the update to the manual. The other Working Groups are focused on: 1) Innovative Approaches to Asset Management, 2) Measures for Improving the Resilience of Road Networks, and 3) Renewal and Rejuvenation of Aging Infrastructure. The members are creating technical reports, manuals, and other materials related to these topics, and along the way they'll be looking for examples and practices to include in the Asset Management Manual. For instance, one interesting report that I am looking forward to from Working Group 3 is focused on the rejuvenation of aging infrastructure. This is an issue that resonates with me, as our state has many pavements and bridges that are quite old, and we have not been replacing them as quickly as we need to in order to improve the average age of our inventory. Many agencies around the world are facing this problem. The working group is developing a report looking at strategies to address this critical issue.

The AASHTO Committee on Performance Based Management has a number of members who are (or have been) active on various PIARC committees. In addition to myself, Tim Henkel, Christos Xenophontos, and Deanna Belden all currently serve on PIARC technical committees. From time to time, you may hear us talk about PIARC and ask you to help us share practices from the U.S. with the international community. I hope this article has given you an idea what PIARC is all about. If you're interested in getting involved, please contact any of us and we'll be happy to connect you to this interesting and fulfilling work.

Matthew Haubrich

MoDOT's Partner Collaboration – Stronger Every Year



Karen Miller
Missouri DOT

In May 2015, the Missouri Department of Transportation (MoDOT), at the request of the Missouri Metropolitan Planning Organization (MPO), started facilitating monthly partner webinars. (See [FHWA Noteworthy Practice on MoDOT's Partner Collaboration](#) for more information.) These monthly webinars initially focused on the new FAST Act/ MAP-21 performance requirements established in 2012, when MoDOT created a website to collaborate with its planning partners. The webinars continue to this day, and MPOs and Regional Planning Commissions (RPCs) attend as well as FHWA, FTA and DOT staff from Arkansas, Kansas and Illinois for bi-state MPOs.

Over the past six years, there have been several positive results of this partner collaboration:

Enhanced Partner Relationships



MoDOT is recognized for its award-winning [Planning Framework](#). Relationships with MPOs and RPCs have grown stronger due to the ongoing communication by webinars, website, emails, meetings and phone conversations of these new performance requirements.. Asking the planning partners to submit agenda items, share best practices and offer data analysis examples means everyone has a voice. Planning partners can see practical examples to apply to their planning and programming processes.

Topics now go beyond the performance requirements to include safety status updates, legislative information, national funding issues and partner input on the Statewide Transportation Improvement Program (STIP), long-range transportation plan (LRTP), Strategic Highway Safety Plan (SHSP), and State Freight and Rail plans. Better informed partners result in unified messaging and stronger stakeholder engagement.



Data

MoDOT has been sharing roadway, safety and GIS data with planning partners for three decades. What changed over the past five years is how data is shared, thanks to the creation of the MoDOT Data Zone: <http://datazone.modot.org/>. This external website allows MPOs and RPCs to filter and analyze data themselves based on their specific region and planning needs. Data is critical to making the best use of limited resources, so having up-to-date, real-time data gives planning partners what they need.



Knowledge Transfer

During the monthly webinars, information is shared with planning partners from various MoDOT staff. These webinars educate planning partners and MoDOT staff as they dialogue on a variety of topics. MPOs understand the performance requirements and can implement them effectively. Upcoming webinars, training opportunities, conferences and workshops are shared to facilitate knowledge transfer. Also, information from those attending these events is shared during the webinars.

With Arkansas, Kansas and Illinois State DOT staff on the webinars, bi-state MPOs understand each state's approach to data, target coordination and reporting requirements. This understanding is especially critical when a bi-state MPO determines to set its own targets.

As reporting requirements are met, best practices are shared on developing the LRTP, Metropolitan Transportation Plans (MTP), STIP and Transportation Improvement Program (TIP), along with examples from MPOs and State DOTs.

Being plugged into national organizations like AASHTO and the Association of Metropolitan Planning Organizations (AMPO) provides additional resources to understand the requirements, challenges and solutions developed by other transportation organizations across the nation. These resources are especially beneficial as all DOTs and MPOs must meet the same requirements. Furthermore, through sharing templates, best practices and examples, the transportation agencies create more efficient results.



Networking

Missouri MPOs do not have a formal MPO group. Bringing them together for monthly webinars as well as for statewide meetings and workshops provides networking opportunities. They know more about how other MPOs operate and whom to call with questions or to brainstorm solutions. MPOs attend national workshops, present their experiences with their peers, and then share what they learned and best practices from the workshops during the monthly webinars.

Networking opportunities for MoDOT staff have expanded through contacts made with the FHWA, FTA and other State DOT staff from the bi-state MPOs states of Arkansas, Kansas and Illinois. Interactions with national organizations like AASHTO and AMPO have provided contacts to help when questions arise, increase participation in webinars and conferences, and strengthen opportunities to share national best practices.

Challenges transportation agencies continue to face and how partner collaboration provides opportunities to meet those challenges

Shortage of resources - As transportation agencies continue to grapple with limited resources, tapping into each other's knowledge and best practices produces efficiencies. As the impact of limited resources is shared with partner agencies, they can communicate those impacts to stakeholders with their specific concerns, thereby increasing public awareness of these resource challenges.

Staff changes - Increasing staff turnover is a part of doing business today, so education and training become critical to an agency's success. The partner collaboration website and webinars provide the information needed to help new employees, whether at the State DOT or the planning partner agency.

New and changing requirements - Though MAP-21 set the stage for performance-based planning and programming, the passage of the FAST Act proved these requirements will constantly be changing and evolving. Having a foundation to communicate in various ways, strong partner relationships, a desire to learn together and a platform to share best practices ensure changes can be understood and implemented effectively.

In these challenging times, communication and collaboration with planning partners are vital components to move forward in the same direction and to take advantage of opportunities presented. The slogan "together we can" is essential.

Keep communicating!

Karen Miller
Transportation Planning
Missouri Department of Transportation
Karen.Miller@modot.mo.gov

Featured Transportation Asset Management Research

Below is a selection of anticipated, active, and recently completed National Cooperative Highway Research (NCHRP) projects and NCHRP synthesis projects related to transportation asset management. Projects are shown organized by the TAM Framework introduced in the updated [AASHTO TAM Guide](#). Please note: Project descriptions shown in italics are directly from the National Academies of Sciences, Engineering and Medicine, Transportation Research Board (TRB), NCHRP website, www.trb.org. Accessed March 2021.

TAM Strategy & Planning

NCHRP 08-137 [Active] Further Enhancements and Content for the AASHTO Transportation Asset Management Guide – A Focus on Implementation (TAM Guide III). With the original project being completed in early 2020, the project panel has focused on both implementation of TAM Guide III and determining additional needs to make the TAM Guide III better based on the original literature research and review.

NCHRP 08-138 [Active] Connecting Transportation Asset Management (TAM) and Transportation System and Management Operations (TSMO). The study will develop a guide for state DOTs to facilitate the inclusion of TSMO in TAMP without disrupting the established and on-going planning process.

NCHRP 20-123(01) [Active] Transportation Asset Management Strategic Planning and Research Roadmap Development. The product of this research will be an action plan and an updated asset management research roadmap that will help guide future research and development activities to be undertaken by the transportation industry in a coordinated fashion.

Organization & People

NCHRP 08-113 [Active] Integrating Effective Transportation Performance, Risk and Asset Management Practices. The objective of this research is to provide transportation agencies with practical guidance, recommendations, and successful implementation practices for 1) Integrating performance, risk, and asset management at transportation agencies; 2) Identifying, evaluating, and selecting appropriate management frameworks; and 3) Recruiting, training, and retaining human capital to support asset management and related functions.

Asset Performance

NCHRP 08-136 [Active] Guidance on Using Performance-Based Management Approaches for Maintenance. The objectives of this research are to develop guidance promoting the use of performance-based management strategies in maintenance and to present the resulting information in a format that is easily accessible to the maintenance community.

NCHRP 02-26 [Active] Implementation of Life-Cycle Planning Analysis in a Transportation Asset Management Framework. The objective of this research is to develop guidance coupled with one or more prototypical, analytical model(s) to support life-cycle planning and decision-making that applies life-cycle cost analysis as a component of a system-wide transportation asset management program.

TFRS-02 [Active] Lifecycle BIM for Infrastructure: A Business Case for Project Delivery and Asset Management. The objective of this research is to evaluate the business case for BIM in the United States by quantifying how adopting enterprise-wide BIM systems can provide increased agency efficiencies and foster advanced, comprehensive lifecycle management of enterprise assets.

NCHRP Synthesis Report 556: Asset Management Approaches to Identifying and Evaluating Assets Damaged Due to Emergency Events (NCHRP Synthesis 20-05, Topic 50-15). 2020. Washington, DC: The National Academies Press. <https://doi.org/10.17226/25825>. The report is intended to help transportation agencies with building data sets and tools that support the evaluation of damage to assets associated with emergency events and to illustrate methodologies that are being used to integrate these risks into asset investment decisions.

Resource Allocation

NCHRP 23-06 [Active] Developing an AASHTO Guide to System Level Asset Valuation in Support of Transportation Asset Management Decision Making. The objective of this research is to develop a guidebook that state transportation agencies and others can use for calculation and communication of the value of transportation assets, and for selecting valuation methods to be used in transportation asset management.

NCHRP Research Report 898: A Guide for Financial Planning and Management in Support of Transportation Asset Management (NCHRP Project 19-12). 2019. Washington, DC: The National Academies Press. <https://doi.org/10.17226/25285>. The report presents guidance for state departments of transportation (DOTs) and other agencies conducting financial analyses and developing financial plans to support efficient and effective management of the agency's transportation assets.

NCHRP Research Report 866: Return on Investment in Transportation Asset Management Systems and Practice (NCHRP Project 20-100). 2018. Washington, DC: The National Academies Press. <https://doi.org/10.17226/25017>. This report explores how transportation agencies manage their transportation assets, and provides guidance for evaluating the return on investment for adopting or expanding transportation asset management systems in an agency.

Monitoring & Adjustment

NCHRP 08-118 [Active] Risk Assessment Techniques for Transportation Asset Management. Phase I will synthesize materials on existing practice and perform a critical assessment of existing tools, approaches, performance measures, and procedures that can be used to build new or improved risk assessment tools and techniques in support of transportation asset management. Phase II will produce supporting implementation guidance and tools.

NCHRP 23-07 [Active] Effective Methods for Setting Transportation Performance Targets. The objective of this research is to develop and disseminate a practitioner-ready guidebook for state DOTs that is focused on methods for the target-setting component of transportation performance management. The guidebook will provide information on selecting effective methods that use both qualitative and quantitative sources to establish performance targets. The guidebook will also address how to re-evaluate targets, taking into account unforeseen changes impacting the transportation system, performance data, and performance reporting requirements.

NCHRP 23-09 [Active] Scoping Study to Develop the Basis for a Highway Standard to Conduct an All-Hazards Risk and Resilience Analysis. The objective of this research is to provide a scoping study for a transportation framework for all-hazards risk and resilience analysis of transportation assets. The scoping study is to accomplish the following objectives: 1. Develop a comprehensive and consistent set of risk- and resilience-related terminology for transportation agency use; and 2. Provide a research roadmap for developing a framework for a quantitative all-hazards risk and resilience analysis of transportation assets, with its associated tools, and guidance on its application.

NCHRP 14-42 [Active] Determining the Impact of Connected and Automated Vehicle Technology on State DOT Maintenance Programs. The objectives of this research are to (1) estimate the current and future effect of dynamic CAV technologies on roadway and TSMO asset maintenance programs; (2) develop guidance on existing and proposed measurable standards associated with roadway and TSMO asset maintenance for preventive, reactive, and emerging maintenance needs; and (3) identify the associated resource and workforce development needs.

Information & Systems

NCHRP 23-08 [Active] Guidelines for Incorporating Maintenance Costs into a Transportation Asset Management Plan. The objective of this research is to develop a guide for state DOTs and other transportation agencies on incorporating maintenance costs in a risk-based TAMP.

NCHRP Synthesis Project 20-05, Topic 52-02 [Active] Current Practices in Bridge Asset Management for Decision Making. The objective of this synthesis is to document current state DOT practice and experience regarding collecting and ensuring the accuracy of element level data. The synthesis will also examine how DOTs are using the data from inspection reports.

NCHRP Synthesis Project 20-05, Topic 52-07 [Active] Assessing the Impact of Evolving Pavement Data Collection Technology. The objective of this synthesis is to document the experiences, challenges, and state-of-the practice solutions used by DOTs that are in the midst of transition or that have transitioned to automated/semi-automated pavement data collection processes and summarizing the data for state and federal reporting requirements (e.g., TAMP, MAP-21).

Save the Date

Committee on Traffic Engineering Annual Meeting

June 6, 2021 (8:00 AM) – June 9, 2021 (5:00 PM) Eastern Time

Virtual Event

More information: <https://meetings.transportation.org/event/committee-on-traffic-engineering-annual-meeting/>

TAM Guide Book Club #7 – Investment Strategies and Multi-Objective Decision Analysis

June 9, 2021, 2 PM – 3:30 PM Eastern Time

Webinar

Register: <https://www.tam-portal.com/events/webinar-7-investment-strategies-and-multi-objective-decision-analysis/>

TAM Guide Book Club #8 – Strengthening How Data Supports Your TAM Program

June 16, 2021, 2 PM – 3:30 PM Eastern Time

Webinar

Register: <https://www.tam-portal.com/events/webinar-8-strengthening-how-data-supports-your-tam-program/>

Joint AASHTO CPBM/TPM Pooled Fund Joint Quarterly Meeting

June 17, 2021 1PM - 3 PM Eastern Time

Virtual Event

More information: <https://www.tpm-portal.com/events/joint-aashto-cpbm-tpm-pooled-fund-quarterly-meeting-june-2021/>

AASHTO Research Advisory Committee (RAC) Annual Meeting

July 11, 2021 (8:00 AM) – July 16, 2021 (5:00 PM) Eastern Time, Boston MA

In-Person Meeting

More information: <https://meetings.transportation.org/event/rac-annual-meeting/>

NASTO Annual Meeting

July 12, 2021 (8:00 AM) – July 14, 2021 (5:00 PM)

More information: <https://meetings.transportation.org/event/nasto-annual-meeting/>

SASHTO Annual Meeting

August 1, 2021 (8:00 AM) – August 3, 2021 (5:00 PM)

More information: <https://meetings.transportation.org/event/sashto-annual-meeting/>

MAASTO Annual Meeting

August 30, 2021 (8:00 AM) – September 2, 2021 (5:00 PM)

More information: <https://meetings.transportation.org/event/maashto-annual-meeting/>

AASHTO Annual Meeting

October 26, 2021 (8:00 AM) – October 30, 2021 (5:00 PM)

More information: <https://meetings.transportation.org/event/aashto-annual-meeting/>

13th National TAM Conference

August 7-10, 2021, Boston, MA

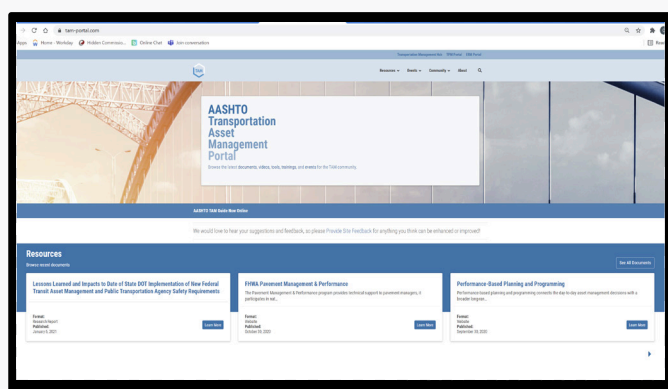
Conference

More information: <https://trb.secure-platform.com/a/page/assetmanagement2021>

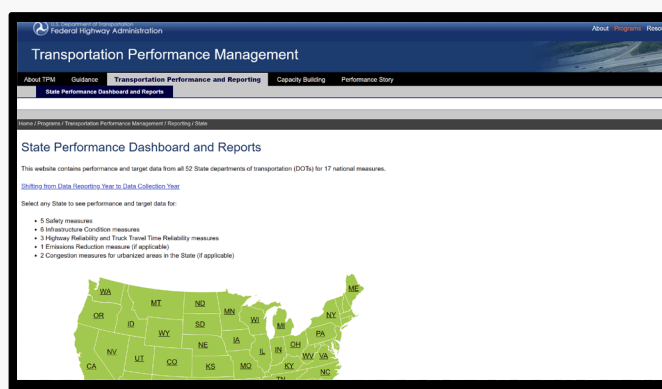
The AASHTO TAM Portal connects you to a searchable database of transportation asset management resources: documents, presentations, events, tools, and more. The portal is designed to help transportation asset management practitioners search and access relevant information from multiple sources. It also provides a home for AASHTO's Subcommittee on Asset Management along with tools to keep you connected to the TAM community.

Staffing Changes

The FHWA Office of Stewardship, Oversight, and Management in which the Transportation Performance Management (TPM) and Asset Management teams are housed has reorganized to accommodate program and personnel needs and changes. Beginning June 1, the TPM and Asset Management teams merged under Steve Gaj. Susanna Reck, former TPM Team Lead, assumed the lead of a new Enterprise Performance Management Team that will focus on Enterprise Risk Management and unit performance planning. The joint programs of TPM and Asset Management being combined into one team will help bring cohesion and improved efficiencies to FHWA's delivery of these programs and improve collaboration. Steve and Susanna will work together over the month of June to ensure a smooth transition.



Transportation Asset Management Portal



FHWA State Performance Dashboards and Reports

On May 27, 2021, the Federal Highway Administration (FHWA) posted updated performance and target data to the [State Performance Dashboards and Reports](#) on its website. State Departments of Transportation (DOTs) regularly report performance data and targets for 17 national performance measures to FHWA as required by the Transportation Performance Management (TPM) program. The updates also include the second annual Safety Performance Target Assessment for each State and the first biennial Significant Progress Determination for six performance measures for each State.

Get Involved in a CPBM Subcommittee or Work Group

- Asset Management Subcommittee**
 Chair: Matt Haubrich, Iowa DOT
 Vice-Chair: Anne-Marie McDonnell, Connecticut DOT
 Membership Coordinator: Louis Feagans, Indiana DOT
 AASHTO Liaison: Matt Hardy
 FHWA Liaison: Steve Gaj
 Meetings: Monthly joint meetings with TRB AIE30, second Wednesday of each month
<https://www.tam-portal.com/event/> to sign up for meetings
- Organizational Management Subcommittee**
 Co-Chairs: Deanna Belden, Minnesota DOT, Charlie Purcell, Iowa DOT
 Secretary: Stacey Houston, Iowa DOT
 AASHTO Liaison: Matt Hardy
 FHWA Liaison: Alex Kuklenski
 Meetings: Monthly joint meetings with TRB AIE15 Workforce Development and Organizational Excellence Committee, third Tuesday of each month from 11 AM – 12:30 PM CST
<https://www.tpm-portal.com/community/cpbm/om/>
- Risk Management Subcommittee**
 Chair: Jean Wallace, Minnesota DOT
 Vice-Chair: Nathan Lee, Utah DOT
 AASHTO Liaison: Matt Hardy
 FHWA Liaison: Daniel Fodera
 Meetings: Bi-monthly, second Monday of even-numbered months, 1 PM – 2 PM EST
<https://www.tpm-portal.com/community/cpbm/rm/>
- Joint Subcommittee on System Mobility and Emerging Technologies (SMET)**
 Chair: Daniela Bremmer, Washington State DOT
 Vice-Chair: Jay Styles, Virginia DOT
 Patrick Zelinski, AASHTO CTSO – Staff Liaison
 Matt Hardy, AASHTO CPBM – Staff Liaison
 FHWA Liaison: Rich Taylor
 Meetings: Bi-monthly, third Tuesday of even-numbered month
<https://www.tpm-portal.com/community/cpbm/smet/>
- Policy and Rulemaking Work Group**
 Chair: Paul Degges, Tennessee DOT
<https://www.tpm-portal.com/community/cpbm/policy/>
- Research Work Group**
 Chair: Tamara Haas
 Co-Chair: William Johnson
 Meetings: Monthly meetings, second Friday, 10 AM – 11 AM EST
<https://www.tpm-portal.com/community/cpbm/research/>
- Professional Development**
 Meetings: As needed
<https://www.tpm-portal.com/community/cpbm/pd/>



New Online Transportation Asset Management Training Available to Help Agencies Minimize Asset Life Cycle Costs

How can transportation agencies manage their infrastructure effectively from construction to retirement? How can agencies get the most from their assets for the resources they have?

The answers to these questions (and many more!) can be found in a NEW web-based transportation asset management (TAM) training course. TAM is a strategic, data-informed, performance-based approach for maintaining infrastructure assets in a desired state of good repair at the lowest practical cost - over their entire life cycle.

The TAM Training Course is available on the Transportation Performance Management (TPM) Training Hub and is part of the new TPM Category on the AASHTO Store. This course offers professional development hours.

Register Today

For more information and to register for this training, visit the [TPM Training Hub](#) on the [TPM Portal](#) or the [AASHTO Store](#).

Who the Course is For

This course is for transportation professionals responsible for:

- Managing transportation agency infrastructure assets
- Developing and updating their agency's risk-based Transportation Asset Management Plan (TAMP)

What's in the Course

Lesson 1

- Define Transportation Asset Management (TAM)
- Describe the eight key principles of an asset management approach
- Explain how asset management changes how projects are planned and executed

Lesson 2

- Describe the overall framework of TAM
- Explain the requirements for a TAMP

For more information on TAM

- [AASHTO TAM Guide](#)
- [AASHTO TAM Portal](#)
- [FHWA TAM Web Site](#)



About TAM

- TAM is a strategic and systemic approach to operating, maintaining, upgrading, and expanding a transportation agency's physical assets effectively
- TAM relies on business and engineering practices to effectively allocate and use resources, with a goal of making better, more informed decisions
- TAM is whole life cycle management aimed at meeting an agency's objectives

Register today to learn more!

<https://www.tpm-portal.com/training-library/>