



# CPBM/TPM Pooled Fund Quarterly Web Call

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June 1, 2023



# Agenda

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- 2:00 **Welcome and Agenda.** Christos Xenophontos, AASHTO CPBM Chair, Rhode Island DOT.
- 2:05 **AASHTO Updates.** AASHTO.
- 2:10 **FHWA Updates and Feature Topic Introduction.** Mshadoni Smith-Jackson, FHWA.
- 2:15 **Significant Progress Determination (SPD) Findings.**
- **Safety Analysis.** Kelly Morton, FHWA.
  - **NHPP & NHFP Analysis.** FHWA.
- 3:00 **AASHTO CPBM Business Meeting.** Christos Xenophontos, Rhode Island DOT.
- **Subcommittee, Task Force, Work Group Updates.** Subcommittee & Workgroup Chairs.
- 3:55 **Action Items.** Karen Miller, Missouri DOT.
- 4:00 **Wrap-Up.** Christos Xenophontos, Rhode Island DOT.



# Leadership Updates & Opportunities

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## Leadership Vacancies

- Subcommittee on Risk Management - Co-Chair Vacant
- Policy & Rulemaking Work Group - Co-Chair Vacant
- Joint Subcommittee on System Mobility and Emerging Technologies – Vice Chair Vacant



# Save the Date - CPBM Annual Meeting

AASHTO | Committee on  
Performance Management



SAVE THE DATE

## AASHTO's Committee on Performance-Based Management 2023 Annual Meeting

September 11 to 13 | Denver, Colorado



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# AASHTO Updates

Kyla Elzinga, AASHTO



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# Feature Presentation: Significant Progress Determination

Kelly Morton and Mshadoni Smith-Jackson, FHWA



U.S. Department of Transportation  
**Federal Highway Administration**  
**Office of Infrastructure**

# Significant Progress Determination (SPD) Process

Mshadoni Smith-Jackson

June 1, 2023



# Disclaimer

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- Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the public in any way. This presentation is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. However, compliance with any applicable statutes or regulations cited is required.



# Significant Progress Determination Context

- FHWA makes determinations every 2 years, starting in 2020 [23 CFR 490.109(b)]
- Applies to State DOT 2-year & 4-year target Achievements for the
  - 8 National Highway Performance Program (NHPP) Measures
  - 1 National Highway Freight Program (NHFP) Measure
- Consequences for Not Making Significant Progress [23 CFR 490.109(f)]
  - Additional Reporting

## **Not covering**

- Safety target progress determinations
- Pavement & Bridge Minimum Condition requirements
- Congestion Mitigation and Air Quality Improvement Program (CMAQ) Measures. There is no progress determinations for these measures



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**ZERO** IS OUR  
GOAL  
A SAFE SYSTEM IS HOW WE GET THERE

# State Safety Performance Target Assessments

Federal Highway Administration

June 1, 2023

# Disclaimer



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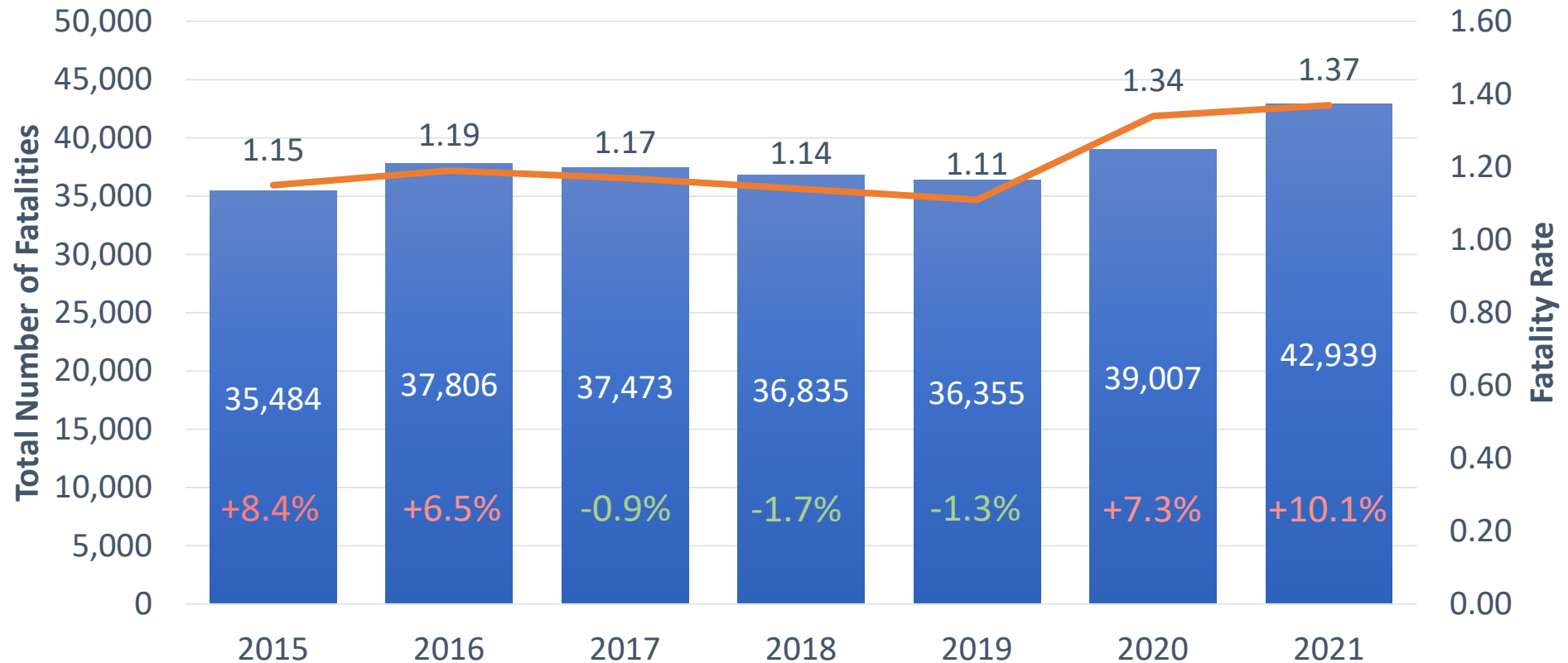
# Agenda



- National Fatality Trends
- Overview of Safety Performance Management
- State Performance Dashboard
- Q&A

# National Fatality Trends

## National Roadway Fatalities, 2015-2021



Source: 2015-2020 Fatality Analysis Reporting System (FARS); 2021 FARS Annual Report File; 2015-2021 Highway Performance Monitoring System

# Crisis



*“When it comes to roadway deaths, we have a crisis that’s urgent, unacceptable—and preventable... We cannot and must not accept that these fatalities are somehow an inevitable part of life in America.”*

Pete Buttigieg  
Secretary of Transportation

# Overview of Safety Performance Management

**ZERO** IS OUR  
GOAL  
A SAFE SYSTEM IS HOW WE GET THERE

# Safety Performance Measures



Safety performance management is a requirement of the HSIP, and includes an assessment of State safety performance targets for the following performance measures [23 CFR 490.207]:

- Number of fatalities
- Rate of fatalities per 100 million vehicle miles traveled (VMT)
- Number of serious injuries
- Rate of serious injuries per 100 million VMT
- Number of non-motorized fatalities and non-motorized serious injuries



# Safety Performance Targets



Statewide safety performance targets shall:

- Be established for each safety performance measure under 23 CFR 490.207 [23 CFR 490.209(a)]
- Be based on 5-year rolling averages [23 CFR 490.207(b)]
- Be identical to the targets established for common measures in the Highway Safety Plan [23 CFR 490.209(a)(1)]
- Be coordinated through the Strategic Highway Safety Plan [23 CFR 490.209(a)(1)]
- Represent the anticipated performance outcome for all public roads [23 CFR 490.209(a)(3)]

# Met or Made Significant Progress



A State DOT is determined to have met or made significant progress toward meeting its safety performance targets when at least four of the five established targets [23 CFR 490.211(c)(2)]:

- Are met; OR
- The outcome for the performance measure is less than the five-year rolling average data for the performance measure the year prior to the establishment of the target

# Consequences



If a State does not meet or make significant progress toward their safety performance targets, the State DOT must [23 U.S.C. 148(i)]:

1. Submit an HSIP Implementation Plan with the steps the State will take to meet or make progress toward meeting its subsequent targets.
2. Use their obligation authority equal to the HSIP apportionment for the fiscal year prior to the year for which the overall performance targets were not met or significant progress was not made only for HSIP projects

# State Performance Dashboard

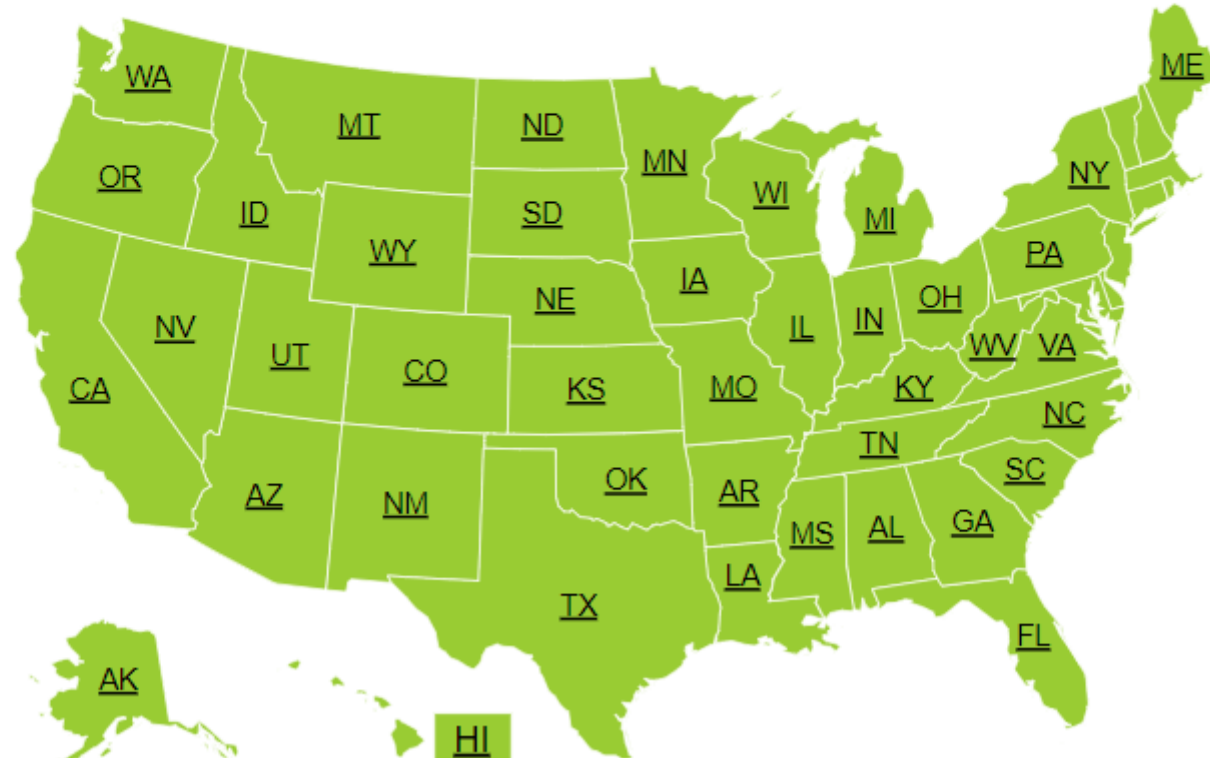
**ZERO** IS OUR GOAL  
A SAFE SYSTEM IS HOW WE GET THERE

# State Performance Dashboard

This website contains performance and target data from all 52 State departments of transportation (DOTs) for 17 national measures.

The data points in the State performance dashboards are labeled with the year the data was collected. The data reporting year reflects a one-year time period after the data collection year. The data is then released to the public, posting to the dashboards approximately 6 months after the data reporting period closes. [More information on Data Collection Year vs. Data Reporting Year.](#)

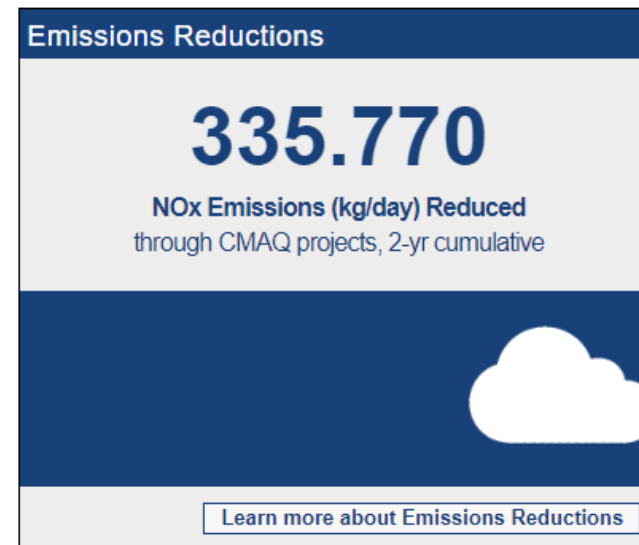
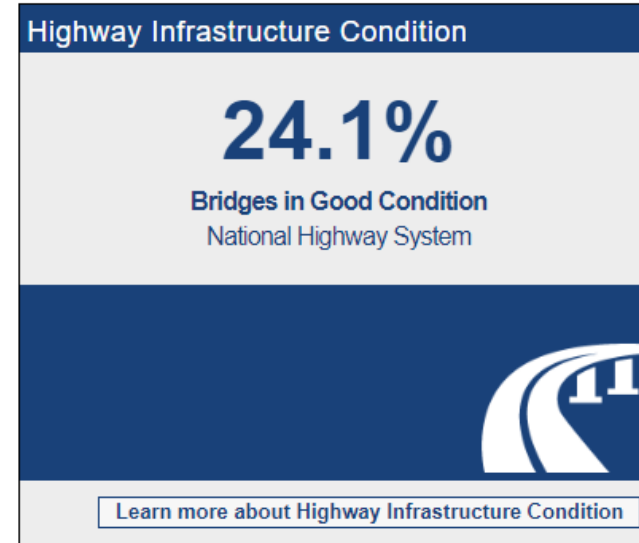
Select any State to see performance and target data for:



<https://fhwatest.fhwa.dot.gov/tpm/reporting/state/index.cfm>

# State Performance Dashboard

Example

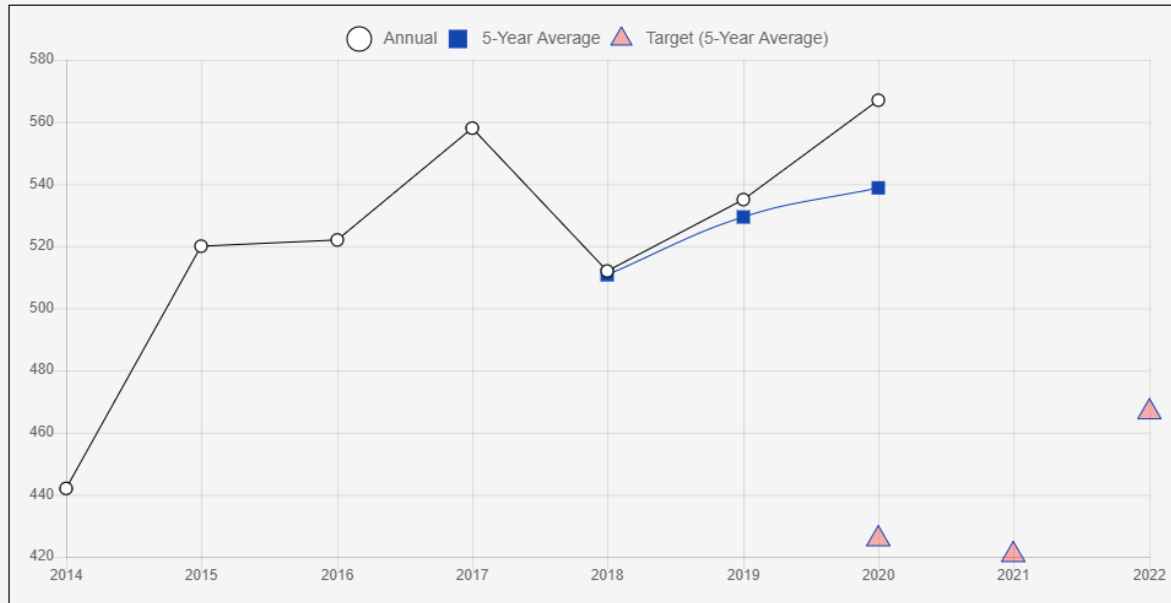


<https://www.fhwa.dot.gov/tpm/reporting/state/index.cfm>

# State Performance Dashboard and Reports

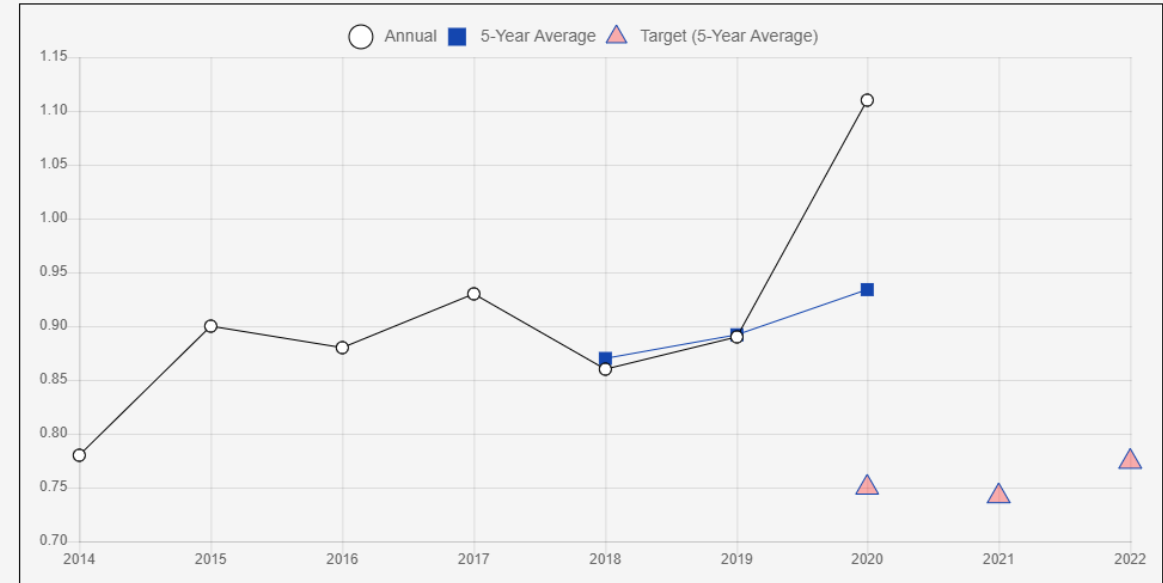
## Example

Number of Fatalities



Number of Fatalities	2014	2015	2016	2017	2018	2019	2020	2021	2022
Annual	442	520	522	558	512	535	567		
5-Year Average					510.8	529.4	538.8		
Target (5-Year Average)							425.7	420.6	466.6

Fatality Rate (per 100 million VMT)



Fatality Rate (per 100 million VMT)	2014	2015	2016	2017	2018	2019	2020	2021	2022
Annual	0.78	0.90	0.88	0.93	0.86	0.89	1.11		
5-Year Average					0.870	0.892	0.934		
Target (5-Year Average)							0.750	0.742	0.774

<https://www.fhwa.dot.gov/tpm/reporting/state/index.cfm>

# Questions?

**Kelly Morton, P.E.**  
**Implementation Team Lead**  
**FHWA Office of Safety**



# Progress Assessment Method

FHWA performs following assessments for each target achievement individually:

- **Target Achievement:** The actual condition/performance level is equal to or better than the established target?
- **Improvement over the Baseline:** The actual condition/performance level is better than the baseline condition/performance?

If either one satisfies, FHWA will determine that a State DOT has made significant progress toward the achievement of that 4-year target. [23 CFR 490.109(e)]

# Insufficient Data

The FHWA will determine that a State DOT has not made significant progress toward the achievement of an individual NHPP or NHFP target if: [23 CFR 490.109(e)(4)]

- A State DOT does not submit a required report, individual target, or other information in the State Biennial Performance Report;
- The Non-Interstate NHS pavement metric data contained in HPMS on August 15, 2020 exceeds 5.0% Missing, Invalid, or Unresolved Pavement Data;
- A State DOT reported bridge metric data are not cleared in the NBI by June 15, 2020;
- The metric data were determined insufficient for baseline condition/performance in 2018.

# Extenuating Circumstances

- The FHWA will classify target as “progress not determined” if the State DOT has provided an explanation of the circumstances that prevented it from making significant progress toward the achievement of a target and the State DOT has quantified the impacts on the condition/performance that resulted from the circumstances, [23 CFR 490(5)(i)]
  - (A) Natural or man-made disasters that caused:
    - delay in NHPP or NHFP project delivery,
    - extenuating delay in data collection, and/or
    - damage/loss of data system;
  - (B) Sudden discontinuation of Federal government furnished data:
    - due to natural and man-made disasters or
    - due to lack of funding
  - (C) New law and/or regulation directing State DOTs to change metric and/or measure calculation.
- If the State DOT's explanation is accepted by FHWA, FHWA will classify the progress toward achieving the relevant target(s) as “progress not determined,” [23 CFR 490(5)(ii)]
- No State claimed extenuating circumstances in 2022

*2022 Significant Progress Determination  
Outcomes*

All States made significant progress for 6 or more measures.

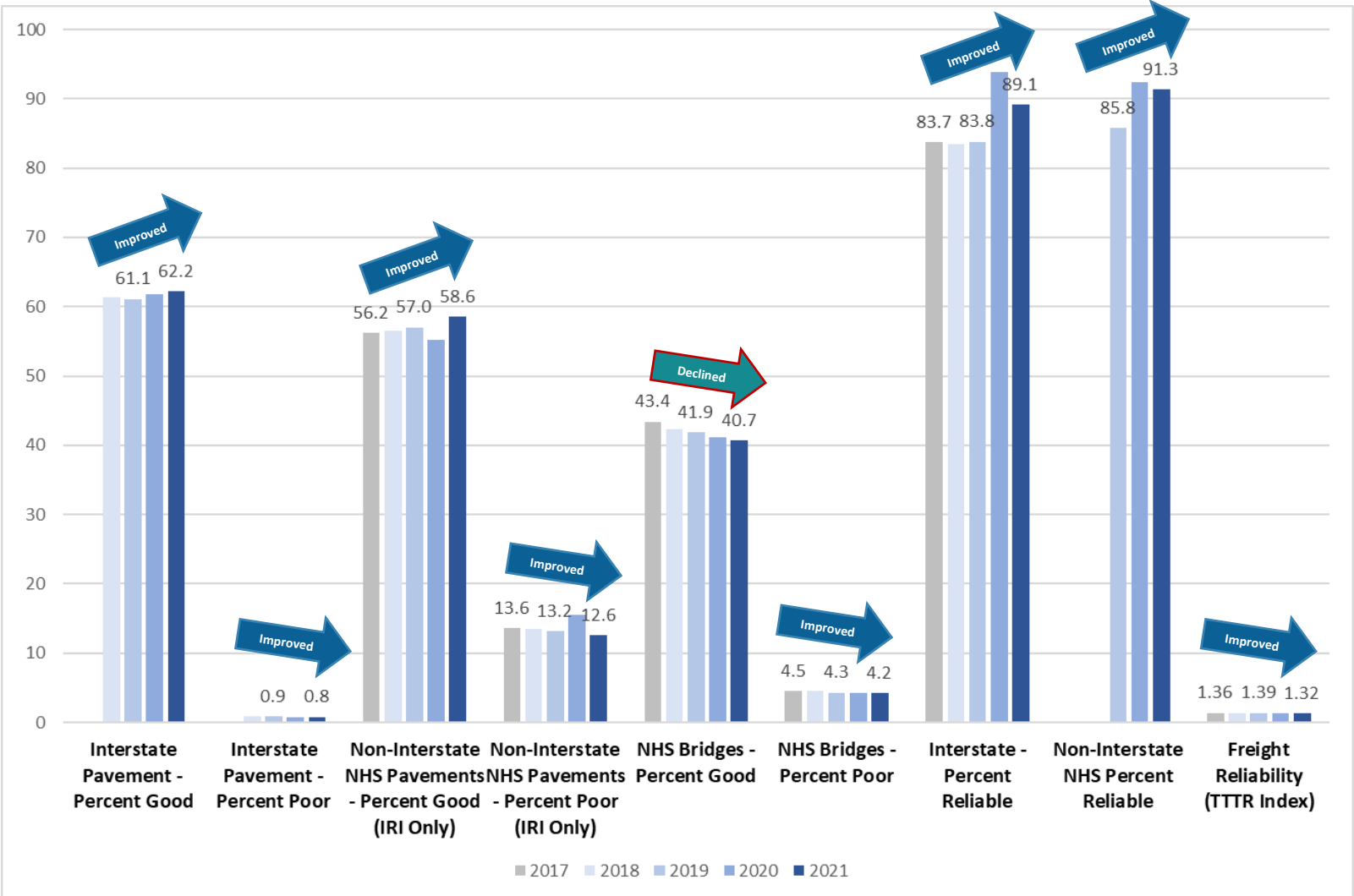
- 4 States made significant progress for 6 of the 9 measures
- 8 States made significant progress for 7 of the 9 measures
- 19 States made significant progress for 8 of the 9 measures
- 21 States made significant progress for all 9 of the 9 measures

# Number of State DOTs Made Significant Progress by Measure

Measure Area	Measure	Number of States Made Significant Progress	Number of States Not Made Significant Progress	Number of States Progress Not Determined	Number of States Required for Additional Reporting
The condition of pavements on the Interstate System	Percentage of pavements of the Interstate System in Good condition	42	8	2	8
	Percentage of pavements of the Interstate System in Poor condition	50	0	2	
The condition of pavements on the National Highway System (NHS) (excluding the Interstate)	Percentage of pavements of the non-Interstate NHS in Good condition	46	6	0	6
	Percentage of pavements of the non-Interstate NHS in Poor condition	50	2	0	
The condition of bridges on the National Highway System	Percentage of NHS bridges classified as in Good condition	36	16	0	19
	Percentage of NHS bridges classified as in Poor condition	44	8	0	
The performance of the National Highway System	Interstate Travel Time Reliability	50	2	0	2
	Non-Interstate NHS Travel Time Reliability	52	0	0	
Freight movement on the Interstate System	Freight Reliability	51	1	0	1

# *National Trends*

# National Condition/Performance Trends (2017 to 2021)





# Observations from the Aggregated Measures

Measure	National Baseline (2017)	National Actual (2021)	National Change	State-level Change Distribution
Non-Interstate NHS Pavements in Good Condition (IRI-Only)	56.2	58.6	Improved by <b>2.4</b>	Varied from Improved by <b>15.1</b> to Declined by <b>10.2</b> (mean absolute change: <b>3.9</b> ) 33 states have improved conditions
Non-Interstate NHS Pavements in Poor Condition (IRI-Only)	13.6	12.6	Improved by <b>1.0</b>	Varied from Improved by <b>7.2</b> to Declined by <b>4.8</b> (mean absolute change: <b>1.7</b> ) 36 states have improved conditions
NHS Bridges in Good Condition	43.4	40.7	Declined by <b>2.7</b>	Varied from Improved by <b>31.8</b> to Declined by <b>26.0</b> (mean absolute change: <b>5.4</b> ) 19 states have improved conditions
NHS Bridges in Poor Condition	4.5	4.2	Improved by <b>0.3</b>	Varied from Improved by <b>7.6</b> to Declined by <b>1.5</b> (mean absolute change: <b>1.4</b> ) 25 states have improved conditions
Interstate Reliability	83.7	89.1	Improved by <b>5.4</b>	Varied from Improved by <b>43.8</b> to Declined by <b>2.3</b> (mean absolute change: <b>5.1</b> ) 42 states have improved performances
Freight (TTTR Index) - Interstates	1.36	1.32	Improved by <b>0.04</b>	Varied from Improved by <b>0.73</b> to Declined by <b>0.10</b> (mean absolute change: <b>0.10</b> ) 30 states have improved performances

# Observations from the Aggregated Measures (Phase-In Measures)

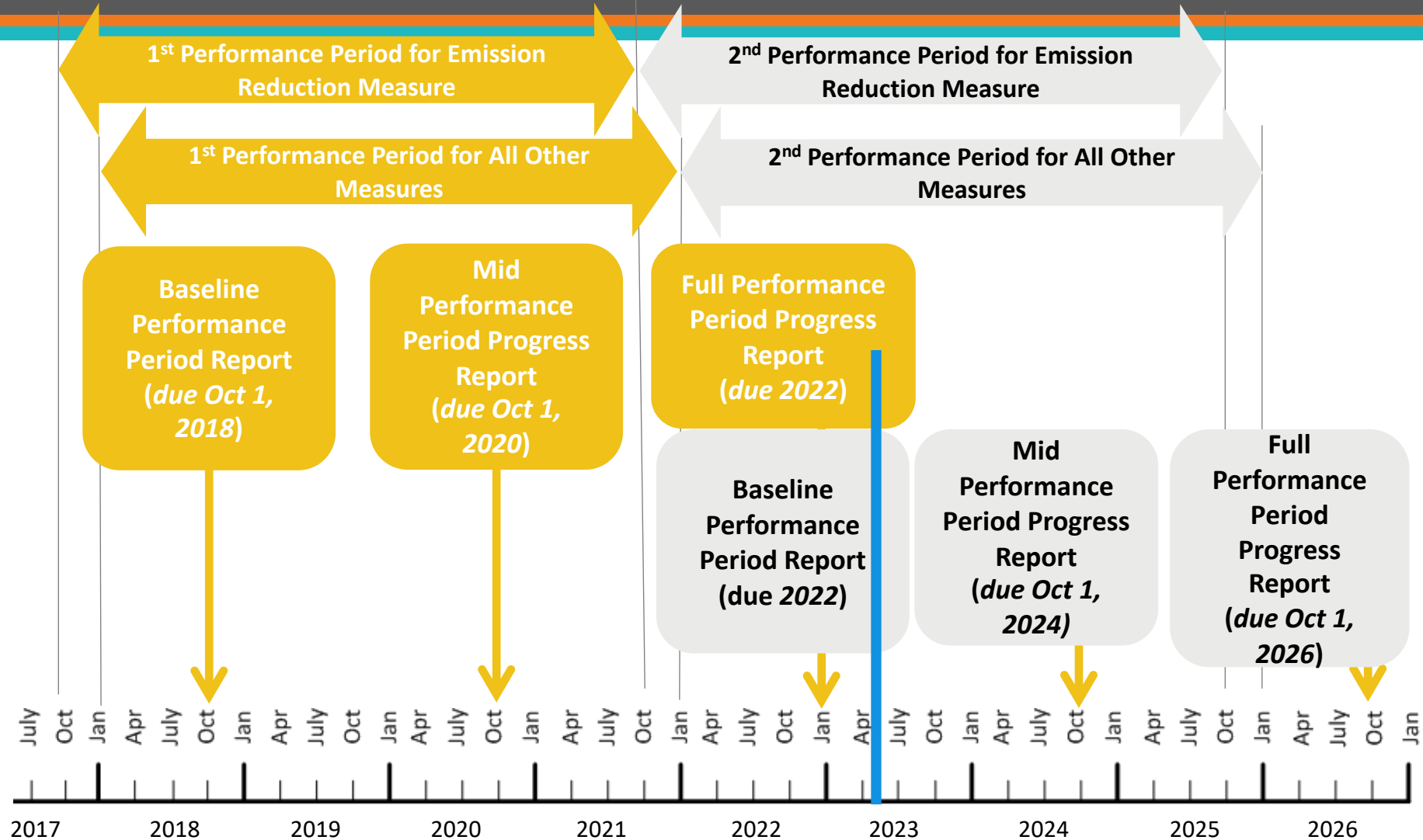
Measure	National Baseline (2019)	National Actual (2021)	National Change	State-level Change Distribution
Interstate Pavements in Good Condition (full-distress + IRI)	61.1	62.2	Improved by 1.1	Varied from Improved by 16.7 to Declined by 13.1 (mean absolute change: 4.5) 21 states have improved conditions
Interstate Pavements in Poor Condition (full-distress + IRI)	0.9	0.8	Improved by 0.1	Varied from Improved by 4.2 to Declined by 1.2 (mean absolute change: 0.4) 22 states have improved conditions
Non-Interstate NHS Reliability	85.8	91.3	Improved by 5.5	Varied from Improved by 21.4 to Declined by 1.5 (mean absolute change: 4.9) 49 states have improved performances

# *Communicating Performance Results*

# 2022 SPD Timeline

Date/Time	Action
July 2023	SPD tables posted on TPM website.
By November 1, 2023 (optional)	State DOTs can submit additional reporting for the measures areas that they did not achieve significant progress <a href="mailto:TPMreporting@dot.gov">TPMreporting@dot.gov</a>
October 1, 2024	States DOTs must submit additional reporting for the measures areas that they did not achieve significant progress during the 2024 biennial reporting in the Performance Management Form (PMF).

# Performance Period and State DOT Biennial Performance Reporting



# Key Messages from Performance Reporting

With several years of consistent national performance data, the TPM reporting process is:

- **Complete.** All 52 State DOTs continue to report performance data and targets for each of 17 performance measures.
  - FHWA continues to update and published the [State Performance Dashboards and Reports](#), sharing all data and targets in one place.
- **Accountable.** State DOTs and MPOs continue to work together to set data-informed targets. They are accountable for managing performance to make progress toward the targets they set.
  - FHWA continues to facilitate the collaborative target-setting process, providing guidance, training, and technical assistance to State DOTs and MPOs.
- **Consistent.** With data from consistent measures across all 52 States, all stakeholders can more easily track trends and benchmark their performance.
  - FHWA can uniformly track performance data and tell a national story.



U.S. Department of Transportation  
**Federal Highway Administration**  
**Office of Infrastructure**

Thank you.





# CPBM Business Meeting:

## CPBM Subcommittee, Task Force, and Work Group Updates

Christos Xenophontos, Rhode Island DOT  
AASHTO CPBM Chair





# Workgroup on Policy and Rulemaking

Ryan Huff, Nebraska DOT



# Workgroup on Policy and Rulemaking

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- Group last met on 5/9 and is now **being supported by Susan Howard at AASHTO** until Matt's Replacement is hired
- **Paul Deggs has retired, vacating his position as the Chair of P&R-**
  - The leadership team is discussing the formal means of advertising the vacancy to the CPBM community
  - Ryan will put together a description of the role and responsibility of an incoming vice-chair.
- During our 5/9 meeting; the group discussed the possibility of having the P&R group **look for ways to support the larger committee on policy issues**. E.g. Helping on policy issues related to emerging and disruptive technologies - SMET - Also Safety was mentioned (More to come on this)
- During our 5/9 meeting; there were discussions about **summarizing the results of the significant progress** determination - this is the first full term report - once FHWA publishes the data, others will grab in and tell stories -this is why P&R should also grab and summarize the data



# Workgroup on Policy and Rulemaking

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The Policy and Rulemaking **subcommittee continues to watch for news on the GHG Emissions Measure** (RIN 2125-AF99 ), published back on 7/15/22. Commenting for this NPRM ended 10/13/22. When finalized, this will add new sections to 23 CFR Part 490

In addition, to the GHG Emissions Measure Rulemaking, other rulemaking updates are on the horizon –These include:

- National Performance Management Measures - General updates to existing 23 CFR Part 490 – Bridge Terminology: replacing “structurally deficient” with “in poor condition” – IIJA/BIL general cleanup
- Planning Assistance and Research – General updates to 23 CFR Part 450 – Housing and Transportation Linkages (optional) – IIJA/BIL general cleanup
- Transportation Asset Management – General updates to 23 CFR Part 515 – Resilience, Risk, Extreme Weather – IIJA/BIL general cleanup
- Highway Safety Improvement Program – Conflict with three common safety performance measures (FHWA/NHTSA)



# Subcommittee on Organizational Management

Gary Vansuch, Colorado DOT





# Subcommittee on Organizational Management (SCOM)



## **0. Mission and Focus**

The focus of the OM Subcommittee is on the development and implementation of

- >> organizational performance management processes,
- >> measures,
- >> improvement frameworks and
- >> strategies

... in order to optimize the efficiency and effectiveness of transportation agencies.

And, we employ this definition of “Organizational Management”: the process of organizing, planning, leading and optimizing resources within an agency with the overall aim of achieving its goals and objectives. The concept of organizational management is based on the idea that there is a correlation between an agency’s capabilities in people, operations. and agency strategies. to successfully implement their goals and objectives.



# Subcommittee on Organizational Management (SCOM)



The membership list for OM is being updated; many currently-listed members have not been active during the past 18 months.

<https://www.tpm-portal.com/community/cpbm-om/>

SCOM has been reaching out to the members of CPBM, to solicit their support in finding people from their transportation departments who may be interested in being active members of OM.

***A quick request:*** *If your state is not one of 12 on the "count me in" list, would you be available to check within your transportation department to determine whether there are folks who may be interested in contributing to the work of the OM Subcommittee?*





# Subcommittee on Organizational Management (SCOM)



## 2. Organizational–management-focused webinars

The AASHTO Transportation Performance Management (TPM) features webinars from time to time, and the OM Subcommittee sponsored the TPM Webinar 14 back in November.

<https://www.tpm-portal.com/video/tpm-webinar-14/>

SCOM will be sponsoring at least one additional TPM webinar in 2023, and possibly several. OM is working with SpyPond Partners, the AASHTO vendor which operates the TPM Portal, to identify possible dates/times for a first webinar, potentially in May and/or in July.

<https://www.tpm-portal.com/event-directory/tpm-webinars/>





# Subcommittee on Organizational Management (SCOM)



## **3. Organizational–management-focused articles for the TPM Newsletter**

SCOM will be providing content to our Spy Pond Partners for potential inclusion in the next issue of the TPM newsletter.

[https://www.tpm-portal.com/wp-content/uploads/sites/13/2022/10/CPBM\\_Newsletter\\_2022-10-13c.pdf](https://www.tpm-portal.com/wp-content/uploads/sites/13/2022/10/CPBM_Newsletter_2022-10-13c.pdf)







# Subcommittee on Organizational Management (SCOM)



## 4. Partnerships

SCOM has had partnerships in the past, and OM is working to reignite former partnerships, and to forge new ones with organizations which have missions that intersect with the OM mission, including:

a. The AJE15 Committee of the Transportation Research Board (TRB), the Committee on Workforce Management and Organizational Excellence.

<https://anotheryoung38.wordpress.com/>

b. The AASHTO Innovation Community of Practice (ICoP). ICoP is affiliated with the "Special Committee on Research & Innovation" (SCRI) ....

<https://scri.transportation.org/membership-directory/>

... as well as the AASHTO Innovation Initiative (AII).

<https://aii.transportation.org/Pages/default.aspx>

c. The Transportation Lean Forum (TLF) Community of Practice (CoP).

<https://sites.google.com/state.co.us/leaninterchange/home>

d. The Public Sector Change Practitioners (PSCP) Community of Practice (CoP)

<https://sites.google.com/pscpractitioners.org/home/home>





## 5. Managing and improving the ACB portal

In 2022 and in prior years, the "Activity 3" team from the OM Subcommittee was engaged in developing and deploying the "Agency Capability Building" (ACB) Portal, which was part of NCHRP Project 20-24(95), "Ensuring Capability for the Future Transportation Agency".

<https://www.agencycapability.com/about/>

ACB is also linked on the TPM Portal here:

<https://www.transportationmanagement.us/>

Recently, we have confirmed that our colleagues at SpyPond Partners administer the ACB Portal, and have determined that the OM Subcommittee is the owner of the Portal; that was not apparent until recently.

The folks at SpyPond Partners have recently added an "activity tracker" app to the ACB Portal at the OM Subcommittee's request, as well as adding a link to the ACB Portal on our Subcommittee website. It appears that ACB receives very-limited usage - it is now on our issues list for the Subcommittee, and will be part of our work plan for 2023.

From initial data and analysis:

>> ACB is averaging between 20 and 40 users per day.

>> Users do not return to the site; they stay for an average of approximately 35 seconds and typically visit one page.

>> Analysis of some of the data from SpyPond: *"... the trouble with these things is usually distinguishing between bots and real user traffic. However, the page views report shows some promising user traffic under the ACB Community Related Sites, which links back to the CPBM OM subcommittee homepage on the TPM Portal. This leads me to believe that the linkage between the OM homepage and the ACB portal is getting some real user traffic. ..."*





# Subcommittee on Organizational Management (SCOM)



## 6. AASHTO Awards related to Organizational Management

Back in the day, the AASHTO Subcommittee on Organizational Management was engaged in helping with the selection process for various AASHTO Awards, including the Francis B. Francois Innovation Award and the former "National Performance Excellence Award", as noted on this webpage:

<https://soom.transportation.org/Pages/awards.aspx>

SCOM's work for 2023 includes a determination of what the role of SCOM could be for some of the current AASHTO Awards.

<https://meetings.transportation.org/aashto-awards/>





# Subcommittee on Organizational Management (SCOM)



## **7. Organizational Management sessions for the TRB Annual Meeting**

As we reignite the partnership with TRB's AJE15 Committee, we will be working to queue-up a session for the TRB Annual Meeting in January 2024 pertaining to cutting-edge principles and practices in Organizational Management. The key dates for this are in the summer, and it is on our Subcommittee's work plan.

<https://www.trb.org/AnnualMeeting/FutureDates.aspx>





## 8. Transportation Lean Forum (TLF) session on Wednesday, March 29

The next teleconference session of the TLF is next Wednesday, March 29 I am hopeful you will be able to participate!





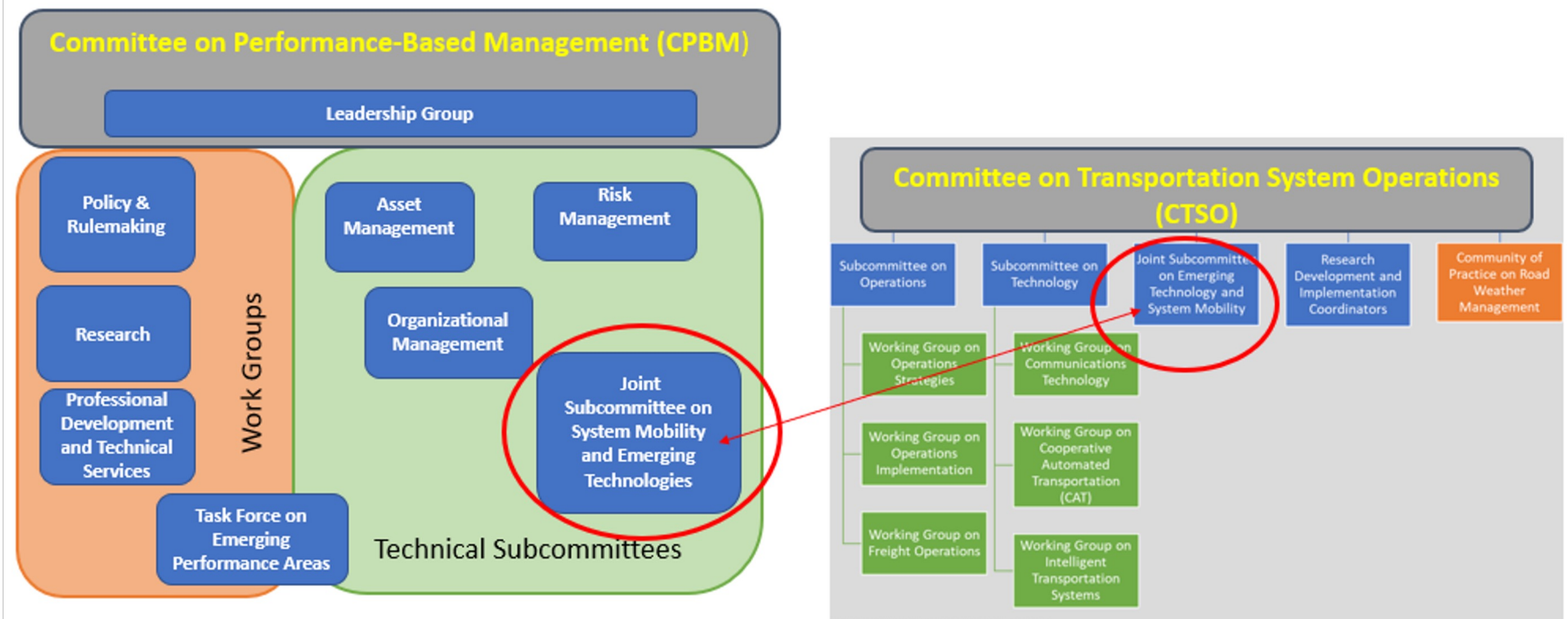
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# System Mobility and Emerging Technologies Joint Subcommittee

Daniela Bremmer, Washington DOT

# System Mobility and Emerging Technologies

- The AASHTO joint subcommittee on System Mobility and Emerging Technologies (SMET) was created to formally merge the related work of the
  - Committee on Transportation System Operations (CTSO)
  - Committee on Performance-Based Management (CPBM)With a collaborative relationship with the Committee on Data Management and Analytics (CDMA)



# System Mobility and Emerging Technologies

- SMET serves as a forum to share how state departments of transportation (DOTs) are managing system operation and surface transportation system mobility and how system performance is impacted due to current and emerging transportation technologies, operational strategies, and connected environments.
- Explores surface transportation system and mobility-related performance, data and analytical tools, performance communication, reporting approaches, research, and related private-sector partnerships.
- Examines the impacts of current and emerging system management approaches such as connected and automated vehicle (CAV) technology, cooperative automated transportation (CAT), and mobility on demand (MOD) programs





# System Mobility and Emerging Technologies

Over the Summer-

## Membership & Admin Work Underway-

- mailing list clarification between the two standing committees
- clean up list-old/new names-lots of turnover at DOTs
- website work
- plan a membership drive
- cancel June meeting

## TPM TSP -Data Tools Information

- Clarification sought -what task level buys what
- Invited CATT Lab to last subcommittee meeting
- Working with AASHTO staff on a TPM TSP flier working with CATT Lab on proving more context info to DOTs on each Data Tool task level-(many requests for detail/comparison )and embed into the new AASHTO flier (



# System Mobility and Emerging Technologies

Other Updates:

## **Artificial Intelligence and Machine Learning for Systems Analysis**

- Interest in exploring these topics/applications for DOTs
- Potential planning of webinar session (tbd-in collaboration with other SCs or WG?)

## **NCHRP 20-123(12) SMET: Strategic Planning and Research Roadmap Development: Current/Next Steps include:**

- Interim project meeting with project panel completed
- Refinement of potential strategies and research recommendations underway
- Product will be the basis for future SMET work plan(s) and research proposals

**Seeking Vice-Chair(s) (see pdf attachment/chat)**





# System Mobility and Emerging Technologies

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- Chair: Daniela Bremmer (WSDOT), [bremmed@wsdot.wa.gov](mailto:bremmed@wsdot.wa.gov)
- Vice-Chair (s): Vacant
- AASHTO Liaison CPBM: TBD (previously-Matt Hardy)
- AASHTO Liaison CTSO: Ali Lohman , [alohman@ashto.org](mailto:alohman@ashto.org)
- FHWA Liaison: Rich Taylor, [Rich.Taylor@dot.gov](mailto:Rich.Taylor@dot.gov)
  
- <https://www.tpm-portal.com/community/smet/>
- Virtual Meetings: third Tuesday/even month
- Next meeting: **August 15<sup>th</sup>, 2023, 2:30-3:30 PM Eastern**
  - Zoom (<https://us02web.zoom.us/j/85178495458?pwd=ejJrYVZCRFV6Yi91Y25hcGNJQ1Jodz09>)
- **Please Join Us!**



# System Mobility and Emerging Technologies

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**Any suggestion or feedback today?**



# Asset Management Subcommittee

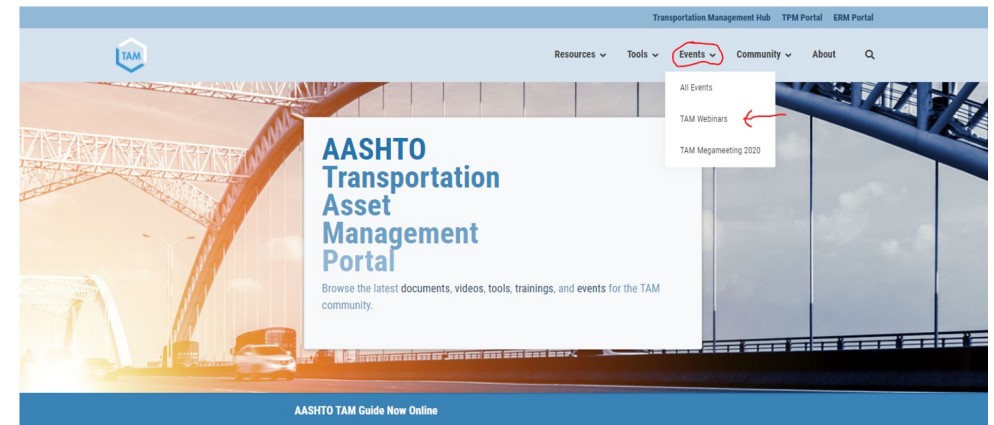
Matt Haubrich, Iowa DOT



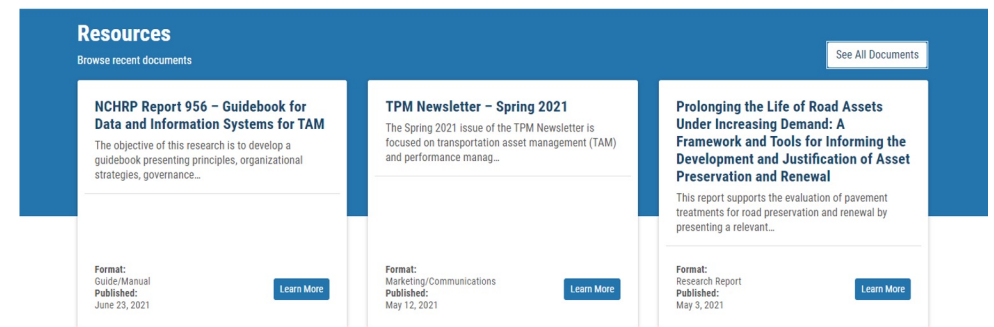
# Asset Management

## Get involved!

- Monthly joint meetings with TRB (<https://www.tam-portal.com/event/>)
- Bi-monthly TAM Webinar Series (in cooperation with FHWA)
- Upcoming 14<sup>th</sup> National Conference
  - Boston, July 8-11
  - [https://trb.secure-platform.com/a/page/asset\\_management](https://trb.secure-platform.com/a/page/asset_management)
  - Peer Exchange and Subcmte Meeting



We would love to hear your suggestions and feedback, so please Provide Site Feedback for anything you think can be enhanced or improved!





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# Task Force on Emerging Performance Areas

Deanna Belden, Minnesota DOT

Kelly Travelbee, Michigan DOT



# Task Force on Emerging Performance Areas

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## Background & Purpose

- Transportation agency goals and objectives are now including more broad societal goals spanning across sectors, there is a need to consider impacts and performance in a range of dimensions state DOTs have not traditionally focused on
- The Task Force works to improve how State DOTs conduct performance management by identifying emerging performing areas, making recommendations about research, and creating a platform for knowledge exchange.
- Areas of interest include multimodal accessibility/destination access, equity, resilience, greenhouse gas and other measures of climate change impacts, health, etc.





# Emerging Performance Areas – Current Activities

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- Focusing on establishing our roots and deciding what we want to tackle
- Monthly meetings center around identification of emerging topics/areas and what task force role should be
- Discussing meeting format – considering regular guest speakers
- Outcomes will be inputs into task force work plan



# Emerging Performance Areas – Research

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## FY24 research success

- NCHRP 23-34 Advancing Comprehensive Performance Measurement of Transportation Outcomes

## Revisiting for FY25

- Using State and Local Stakeholder-Driven Performance Measures to Monitor Progress Toward National Goals

## Under development for FY25

- Measuring community resilience
- Tools for estimating the GHG impacts of projects for target setting, project prioritization, and potentially tracking performance over time

## Research Synthesis proposals submitted for FY24 – not funded

- Multi-Objective Resource Allocation
- Creating and Measuring Public Value; lessons learned from non-transportation agencies



# Emerging Performance Areas

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Please join us! Offer your insight and perspectives. Learn from others. Help shape our work plan.

- Regular monthly meetings held the first Wednesday of the month from 2-3pm eastern time.

Co-chairs: Deanna Belden, Minnesota DOT and Kelly Travelbee, Michigan DOT

- Contact Deanna or Kelly to be added to the meeting invitations.

E-mail [deanna.belden@state.mn.us](mailto:deanna.belden@state.mn.us) and [travelbeek@michigan.gov](mailto:travelbeek@michigan.gov)



# Research Work Group

William Johnson, Colorado DOT



# Research - FY24 Submitted Needs

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## AASHTO CPBM Priority

1. A-10 - Incorporating Risk Management into Maintenance Practice
2. A-01 - Advancing Comprehensive Performance Measurement of Transportation Outcomes
3. A-02 - Developing New Performance Metrics for Risk Management
4. A-05 - Guide for Effectively Linking Performance Measures, Risk Management, and Process Improvement
5. A-15 - Using Emerging Technologies to Capture, Process, and Optimize Asset Inventory and Condition Data

DOT ballots Due March 30

R&I meet on April 13-14.



# Research - FY24 Synthesis Needs

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- Multi Objective Resource Allocation
- Creating and Measuring Public Value
- Incorporating Resilience Into TAMPs
- Best Practices for Managing Ancillary Assets



# Research Coordination

## Research Coordination - 2<sup>nd</sup> Friday of the month 2PM Eastern

- William Johnson - AASHTO CPBM and AJE20 (TPM) [will.johnson@state.co.us](mailto:will.johnson@state.co.us)
- Edgardo Block - AASHTO CPBM Research Vice Chair [edgardo.block@ct.gov](mailto:edgardo.block@ct.gov)
- Aimee Flannery - AJE30 (TAM) [aimee.flannery@jacobs.com](mailto:aimee.flannery@jacobs.com)
- Alyssa Ryan - AJE10 (Strategic Management) [alyssaryan@arizona.edu](mailto:alyssaryan@arizona.edu)

Research Management System - <https://www.tam-portal.com/rms-about/>

Upcoming - CPBM Research Symposium March 27 1-3 Eastern



# Risk Management Subcommittee

Nathan Lee, Utah DOT





# Risk Management Subcommittee

Nathan Lee, Utah DOT

Completed work:

1. NCHRP 20-123(04), Development of a Risk-Management Research Roadmap
2. NCHRP 23-09, Scoping Study to Develop the Basis for a Highway Standard to Conduct an All-Hazards Risk and Resilience Analysis (3 phased projects funded to continue effort (NCHRP 23-32 Phase 1))

Sponsored Research Projects:

1. NCHRP 23-32, Transportation Asset Risk and Resilience, status: Panel meets in March to select a contractor, sponsored by this Subcommittee and TSSR.
2. NCHRP 23-15, Guidance on risks related to emerging and disruptive transportation technologies, status: RAND Corporation; \$500k; Complete by June 2023
3. NCHRP 08-151, Risk Management at State DOTs: Building Momentum and Sustaining the Practice, status: Jacobs Engineering; \$350k, Complete by June 2024
4. NCHRP 23-24, Methods to Allow Agencies to Incorporate Quantitative Risk Assessment at Project and Network Level, status: Contract awarded to UCLA, Kickoff meeting in March 2023.



# TAM Portal Subcommittee on Risk Management



## Subcommittee on Risk Management

Risk is the positive or negative effects of uncertainty or variability on agency objectives. Risk management is the cultures, processes, and structures that are directed toward the effective management of potential risks. The focus of the Subcommittee on Risk Management is on the development, implementation, and use of tools, methods, and strategies by a state transportation agency in order to take advantage of opportunities and mitigate potential threats. Risk and Risk Management are specifically identified in federal requirements and best practices. The management of risks is applicable to performance metrics through the identification of threats and opportunities that will hinder or enhance the ability to meet established performance measures. Risk-based asset management plans are also a requirement for State DOT Transportation Asset Management Plans. Both the Committees on Performance-Based Management and Transportation System Security and Resilience address the topic of transportation resilience through a better understanding of how risk management techniques can be used to better support a resilience approach to managing the transportation system.



### Leadership

Chair: Jean Wallace, Minnesota DOT

Vice-Chair: Nathan Lee, Utah DOT

Secretary: Vacant

AASHTO Liaison: [Matt Hardy](#)

FHWA Liaison: [Daniel Fodera, FHWA](#)

[AASHTO Portal](#)

[Committee on  
Performance Based  
Management  
\(Membership list\)](#)



# Review Action Items



# Wrap Up

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- Notes and materials from this meeting will be posted on the TPM Portal ([TPM-portal.com](https://www.tpm-portal.com))
- Visit the TPM Portal for tools and resources, including links to the TPM Training Hub, TPM Webinar Series slides and recorded sessions, videos, state performance-based plans, and much more content for the TPM Community!
- Join us July TPM Webinar 18: FHWA and State DOT TPM Roundtable from 1:00-2:30 PM ET.
  - Register: <https://www.tpm-portal.com/events/tpm-webinar-18/>