

# Transportation Performance Management Webinar Series

## FHWA and State DOT Roundtable

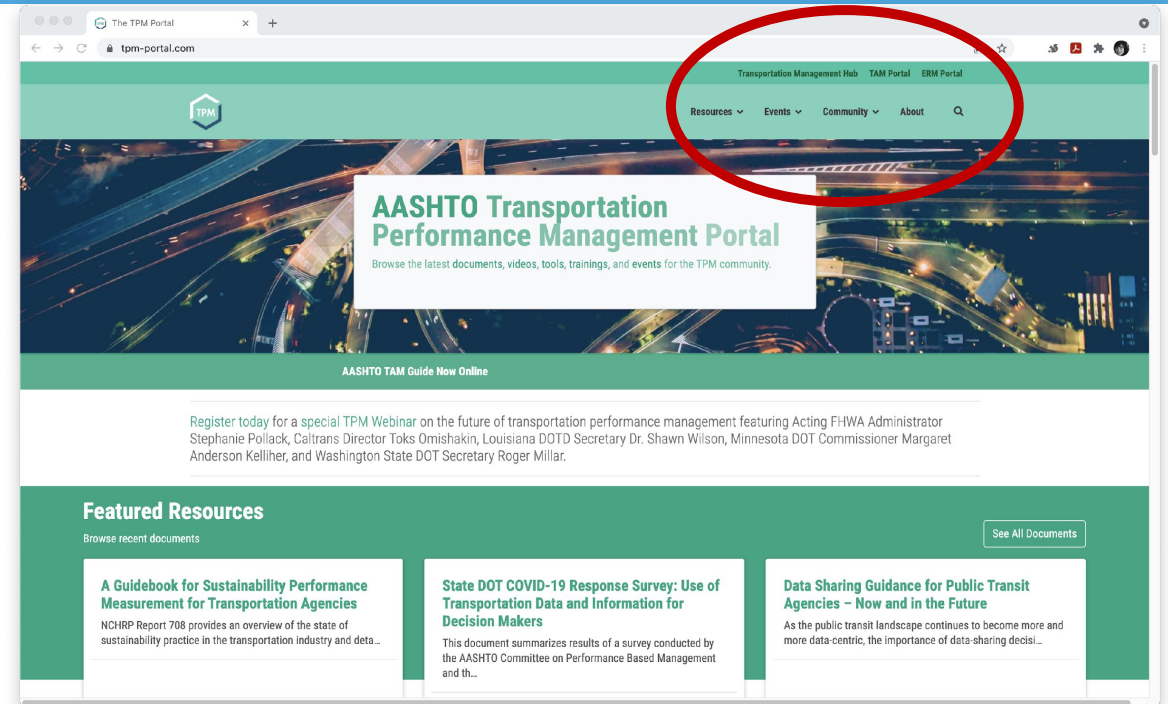
Sponsored by AASHTO and FHWA, and the Transportation Lean Forum



Wednesday, July 19, 2023  
TPM Webinar 18

# Transportation Performance Management Webinar Series

- Our TPM webinar series is held every two months, on topics such as communications, system performance management, data sources, and many more to come!
- Today is the 18<sup>th</sup> webinar in our bi-monthly series
- We welcome ideas for future webinar topics and presentations
- Use the webinar chat panel during the webinar
  - Submit questions for today's presenters
  - Submit ideas for future webinar topics



Find us on the AASHTO TPM Portal  
<https://www.tpm-portal.com>

# Webinar Agenda

**2:00 Welcome, Introduction, and Agenda.**

Jean Wallace, Minnesota DOT, Vice Chair, AASHTO CPBM.

**2:05 AASHTO Welcome.**

Susan Howard, AASHTO.

**2:10 FHWA Performance Reporting Introduction.**

Mshadoni Smith-Jackson, FHWA.

**2:20 Audience Polling: PMF Reporting**

Jean Wallace, Minnesota DOT.

**2:30 FHWA & State DOT Roundtable Discussion: PMF Reporting**

Moderated by Nelson Hoffman, FHWA

Bruce Moody, FHWA.

Stuart Hembree, FHWA.

Karen Miller, Missouri DOT.

Philip (PK) Kase, Oregon DOT.

Kelly Travelbee, Michigan DOT.

# Webinar Agenda

**2:40 Audience Polling: Coordination & Collaboration**

Jean Wallace, Minnesota DOT.

**2:50 FHWA & State DOT Roundtable Discussion: Coordination & Collaboration**

**3:00 Audience Polling: Alignment Between Performance Management & Asset Management**

Jean Wallace, Minnesota DOT.

**3:10 FHWA & State DOT Roundtable Discussion: Alignment Between Performance Management & Asset Management**

**3:20 Synthesis, Next Steps, and Wrap-Up.**

Mshadoni Smith-Jackson, FHWA & Jean Wallace, Minnesota DOT.

# AASHTO Introduction

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**Susan Howard**

AASHTO

[showard@aaashto.org](mailto:showard@aaashto.org)



AASHTO

Committee on  
Performance Management



REGISTER TODAY!

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

September 11 to 13 | Denver, Colorado

# FHWA Performance Reporting Introduction

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**Mshadoni Smith-Jackson**

FHWA

[m.smithjackson@dot.gov](mailto:m.smithjackson@dot.gov)



# Audience Polling on Key Themes: PMF Reporting

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**Jean Wallace**

Minnesota DOT

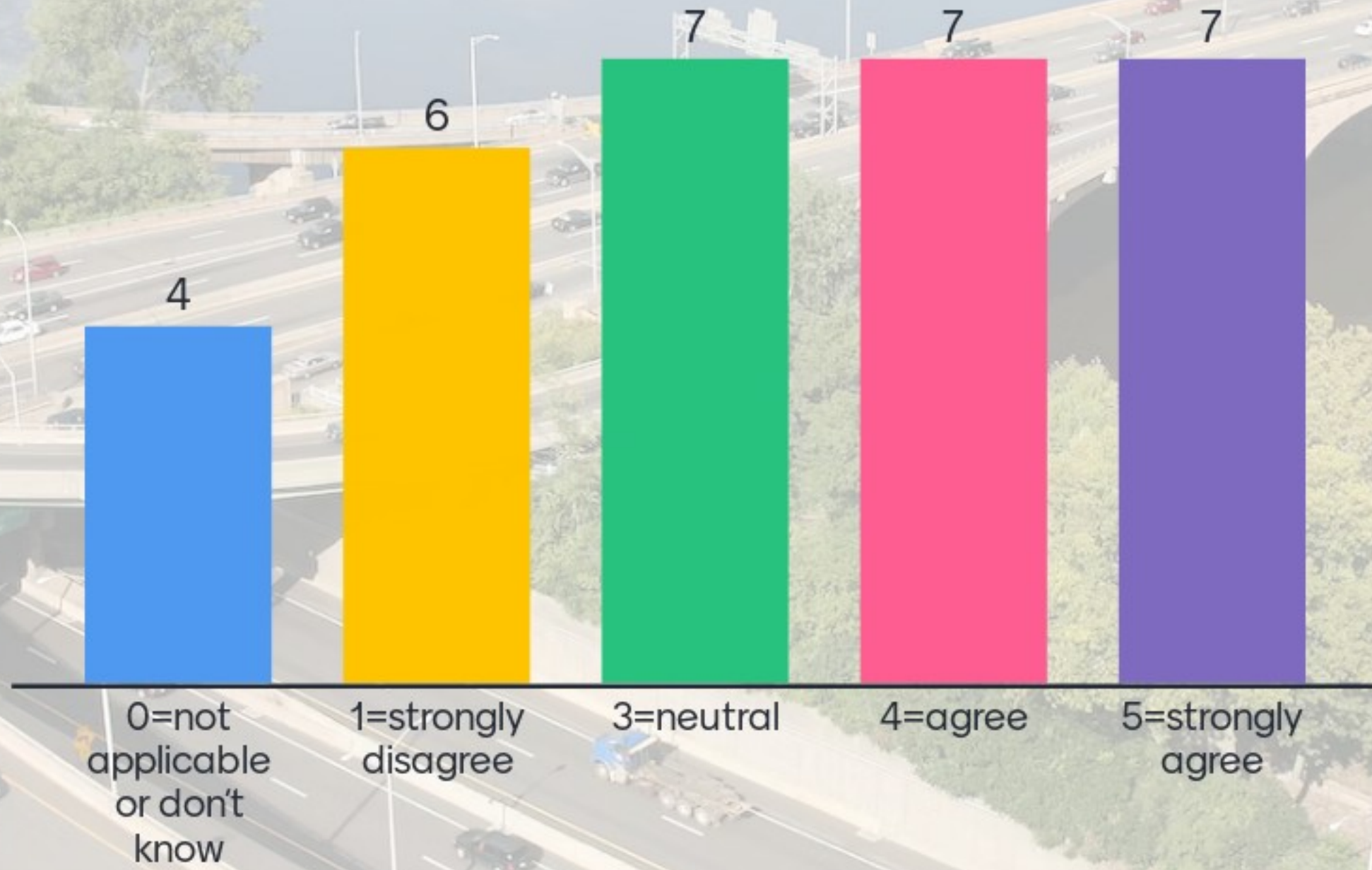




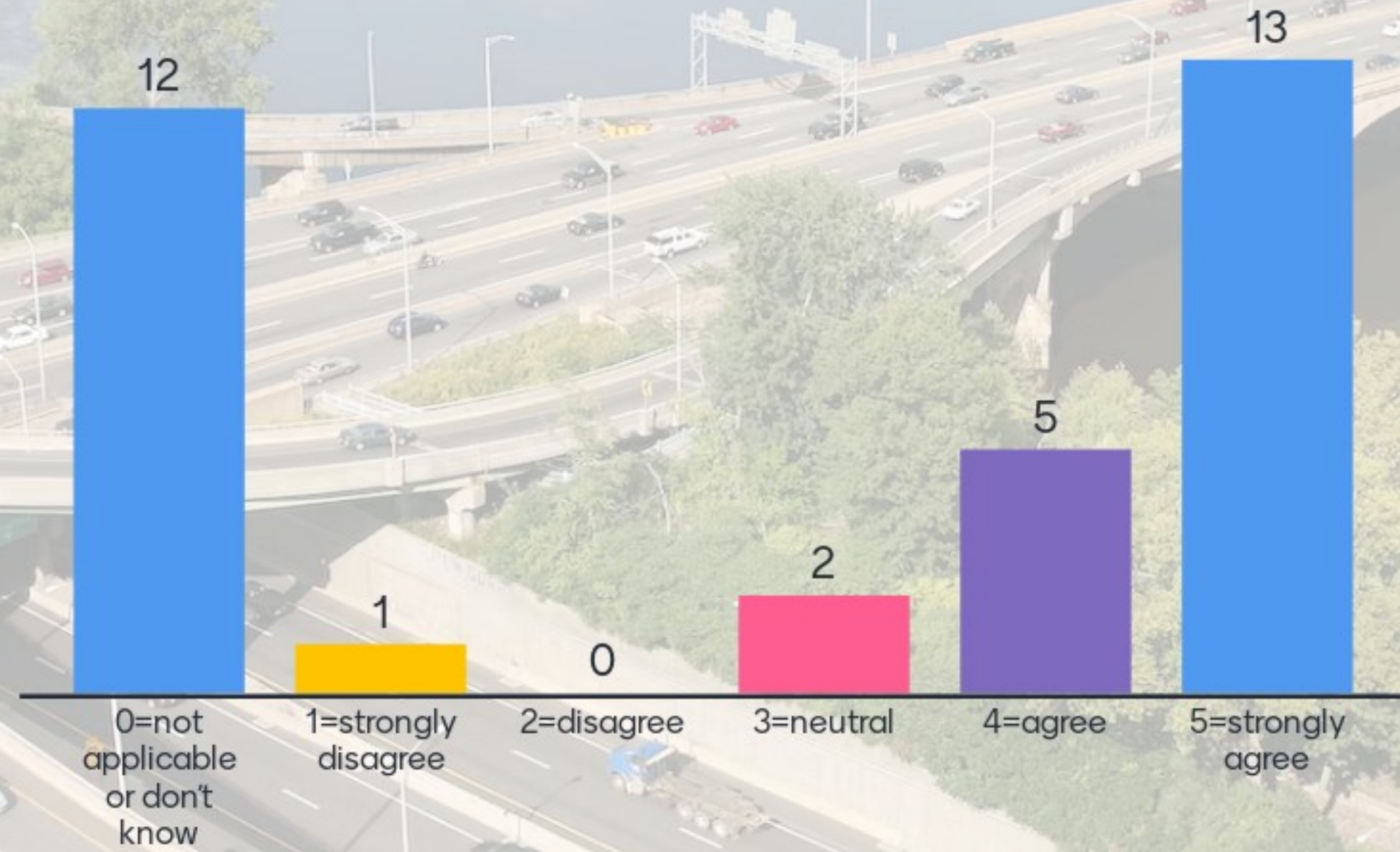
An aerial photograph showing a complex multi-level highway interchange on the left side of the frame. To the right, a large stone arch bridge spans across a wide river. The surrounding area is lush with green trees and some urban buildings are visible in the distance under a clear sky with light clouds. The text is overlaid in the center of the image.

# I. 2022 Biennial Reporting Cycle for PM2 and PM3 through the Performance Management Form (PMF)

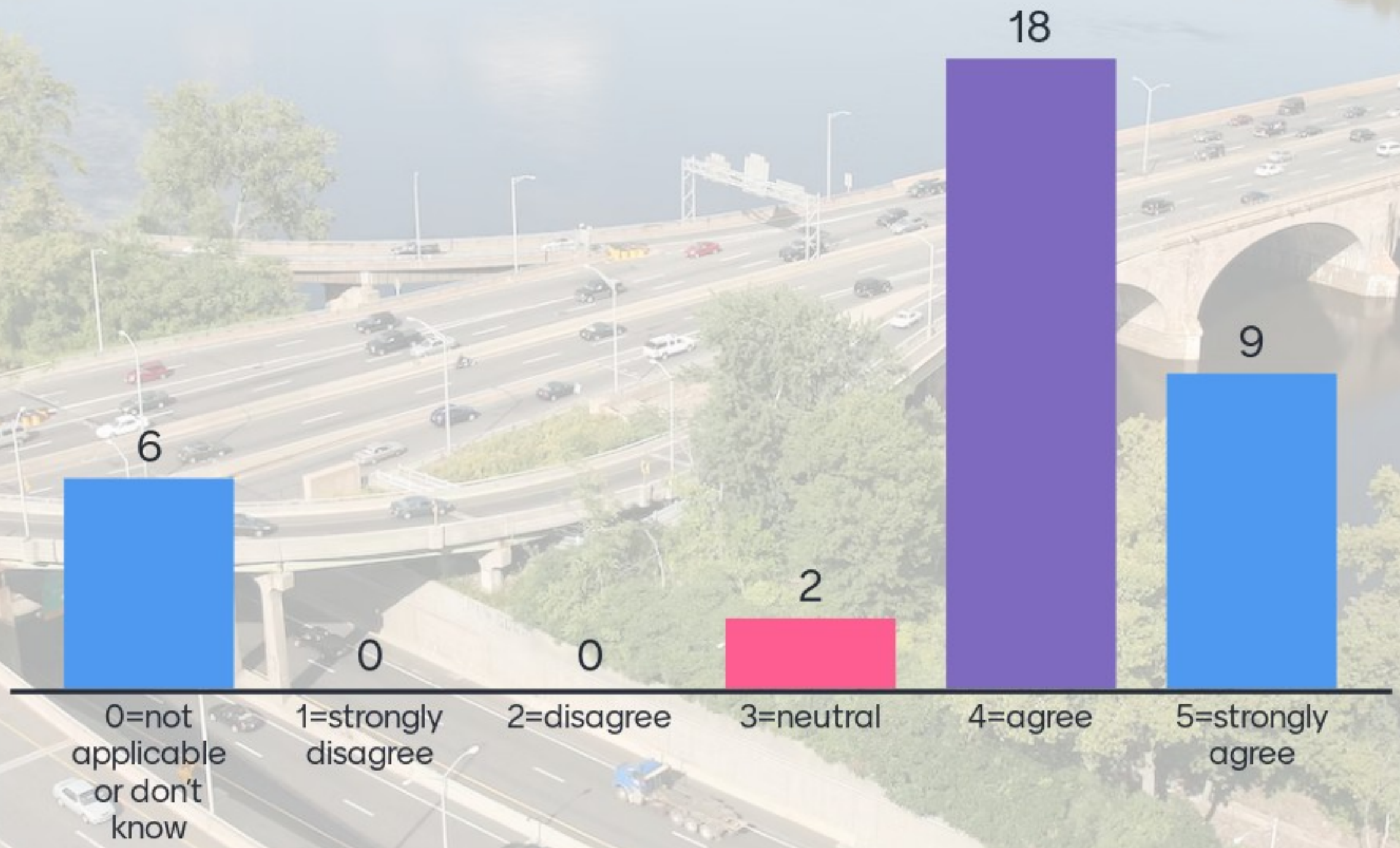
# 1. My agency has experienced staff with a good understanding of the PMF reporting requirements.



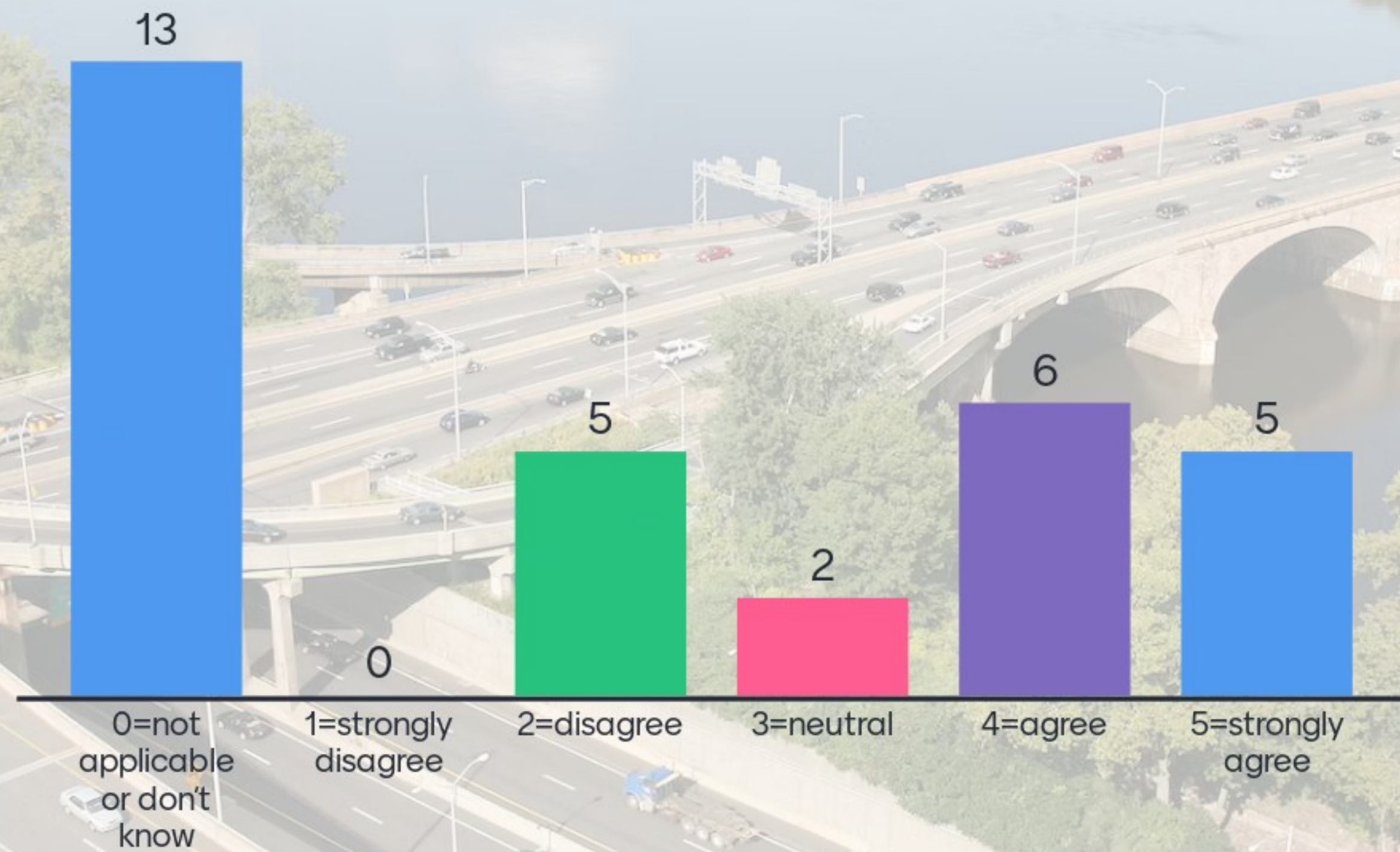
## 2. My agency used the PMF Input Fields documents (posted on the FHWA TPM website early in 2022).



# 3. My agency understood what was required to report in the PMF.



# 4. My agency did not experience difficulty using the PMF system to report.



## 5. What can FHWA or State DOTs do to further improve PMF Reporting?

17 Responses

More dialogue with local office.

Succession planning

Provide virtual training session

Improve the coordination with HPMS and PM2

Longer entry time (more than 30 days)

improve HPMS

provide monthly updates to your program specialists in the office

Coordination with PM2/3

Form is clunky with lots of unnecessary repetition. Text fields are too narrow for the needed information.

## 5. What can FHWA or State DOTs do to further improve PMF Reporting?

17 Responses

Earlier data, especially for CMAQ Emissions

FHWA to ensure that state DOTs document the coordination with MPOs

Update state data on the TPM website sooner

Understanding that if a system is in good repair, it does not require a higher goal.

More communication

User friendliness; clear definition of things

enough historical data to come to a consensus

Converting State Metric to NHPP metric.

## 6. What are your biggest challenges related to PMF reporting?

12 Responses

Buy in from stakeholders

Dealing with our state FHWA division.

Keeping leaders in the know of responses to why targets weren't met while not having to get in the weeds.

Calculating the LOTTR and TTTR metrics

State reported results don't reflect actual conditions on locally owned NHS

State and federal performance measures are vastly different

Short entry time, especially if there are data issues. It's not feasible to coordinate new targets with MPOs in 30 days.

The actual PMF work takes longer than expected even when State DOT is prepared. Questions are more difficult to give good answers to given the role of federal measures. .

Intolerance of declining performance even with strong validating data/extenuating circumstances



## 6. What are your biggest challenges related to PMF reporting?

12 Responses

Lagging data - ACS hasn't been available in time to use for NON-SOV

enough historical data to come to a consensus.

Questions should be more straightforward in language

## 7. What additional tools or resources would be most helpful to understand the PMF reporting process?

10 Responses

Keep doing the webinars offered during the last 2 reporting cycle

Webinars

Data released prior to Sept 1 so we can ensure everything matches and have those issues worked out prior to PMF entry.

Q & A session

Fix HPMS issues to stream line reporting

Keep doing Office Hours

Make clear how much text is expected for the open ended questions. I've heard of some very short answers being accepted. Which would be much easier.

Dedicated webpage where past webinar recordings are available

Guidebook on how state DOTs collect pavement condition on locally owned NHS for MPOs.

# FHWA and State DOT Roundtable

## Discussion: PMF Reporting

Moderated by Nelson Hoffman, FHWA.

Bruce Moody, FHWA.

Stuart Hembree, FHWA.

Karen Miller, Missouri DOT.

Kelly Travelbee, Michigan DOT.

PK Kase, Oregon DOT.



# Audience Polling on Key Themes: Coordination & Collaboration

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**Jean Wallace**

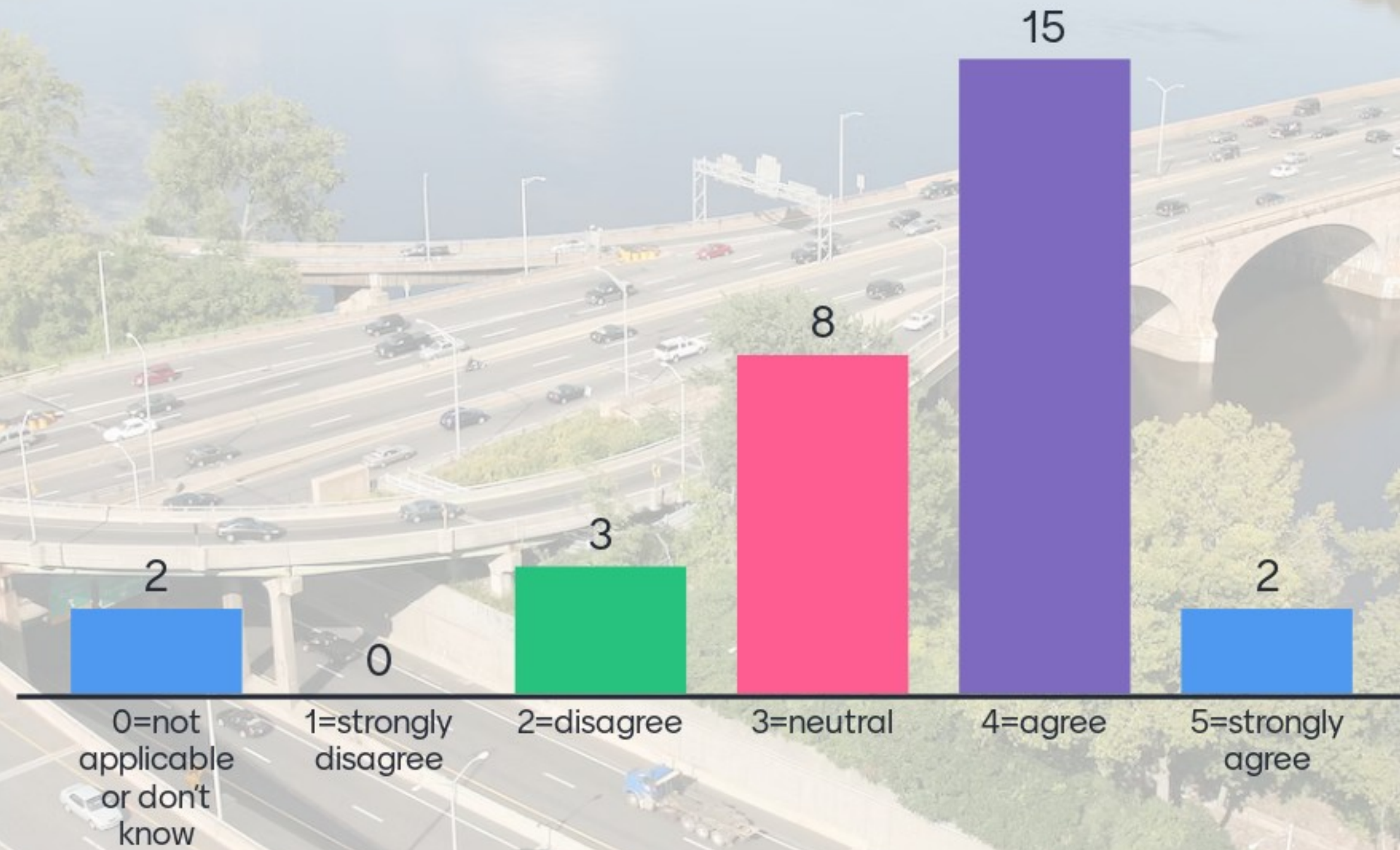
Minnesota DOT



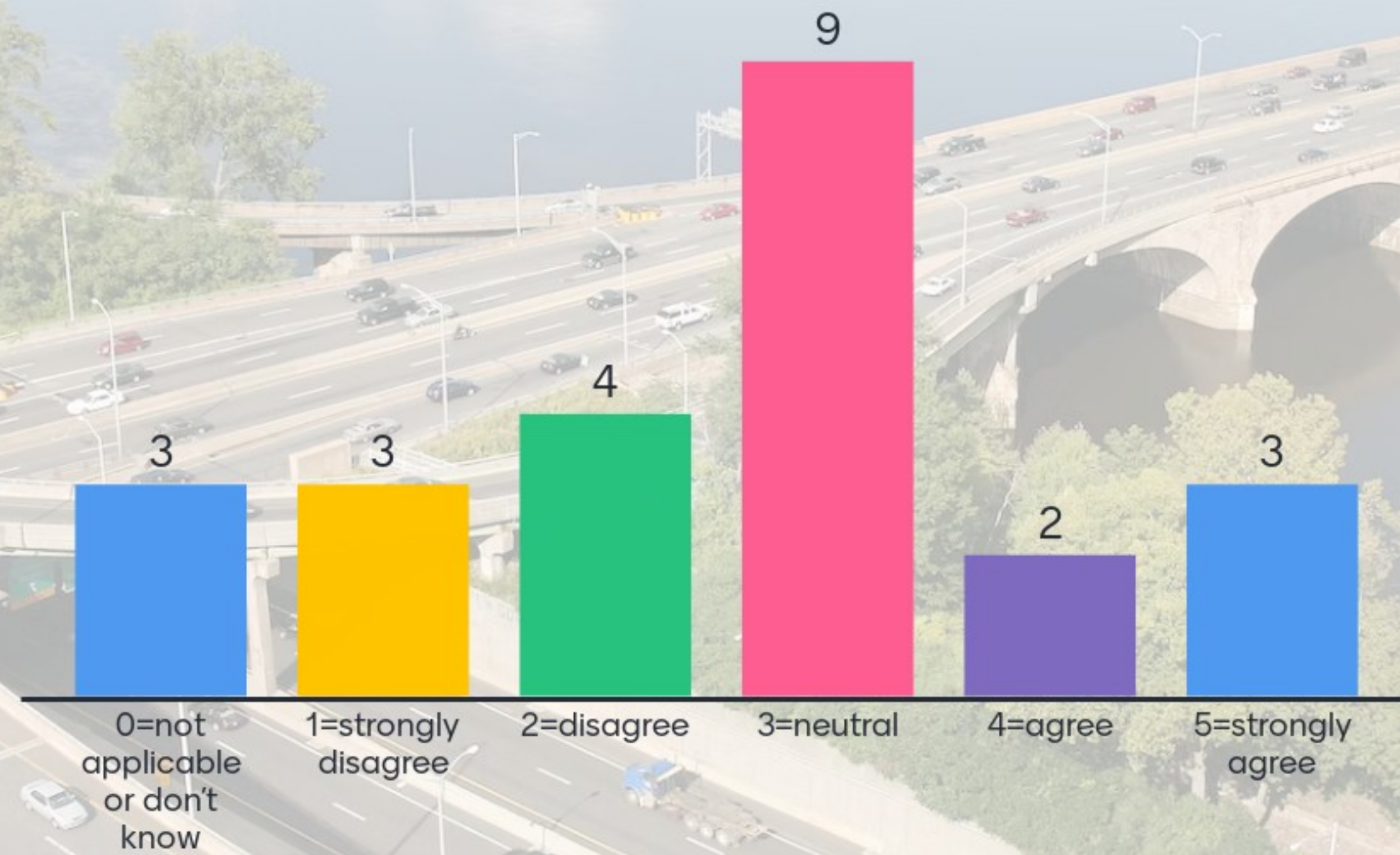
An aerial photograph showing a complex highway interchange on the left side of the frame, with multiple levels of overpasses and ramps. To the right, a large stone arch bridge spans across a wide river. The surrounding area is lush with green trees, and some buildings are visible in the distance under a clear sky with light clouds. The text 'II. Coordination and Collaboration' is overlaid in the center of the image.

## II. Coordination and Collaboration

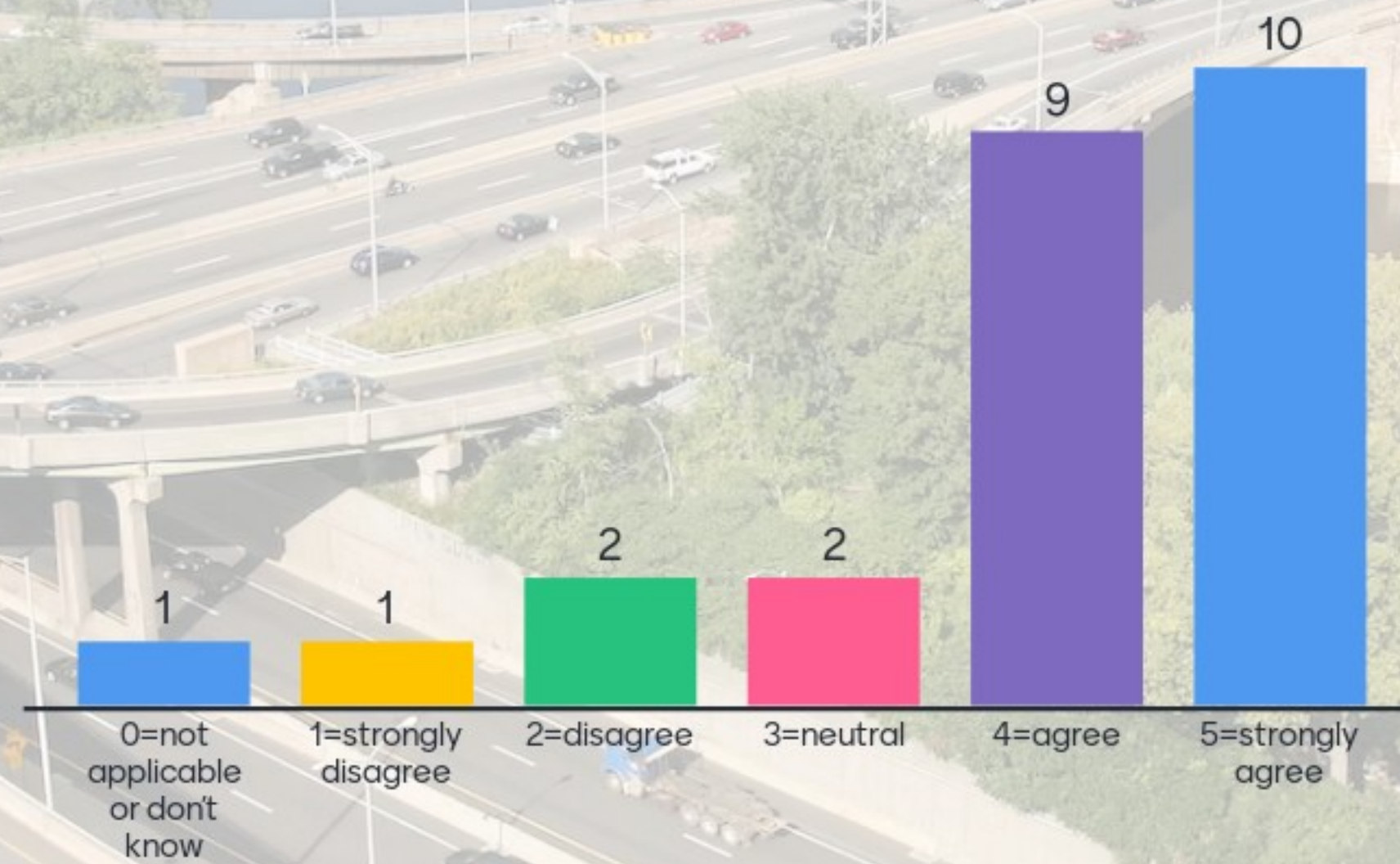
# 1. My agency has a documented internal process for performance management.



**2. We have an agency-wide policy on TPM target-setting across measure areas - safety, pavement, bridge, reliability, freight, and CMAQ (if applicable).**



**3. My state's performance mgmt coordination process has been documented and agreed upon by MPOs, State DOT, and public transportation operator(s).**





# FHWA and State DOT Roundtable

## Discussion: Coordination & Collaboration

Moderated by Nelson Hoffman, FHWA.

Bruce Moody, FHWA.

Stuart Hembree, FHWA.

Karen Miller, Missouri DOT.

Kelly Travelbee, Michigan DOT.

PK Kase, Oregon DOT.



# Audience Polling on Key Themes: Alignment Between TPM and TAM

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**Jean Wallace**

Minnesota DOT





# III. Alignment Between Transportation Performance Management (TPM) and Transportation Asset Management (TAM)

# 1. My state manages performance and asset management in an integrated approach.

Yes

13

No

6

## 2. If you responded "Yes," how is it done in your state?

11 Responses

Two disciplines work together in tandem with lots of coordination

Coordination efforts internally

Connection through the SLRTP.

Pulling data from our TAMP process to fulfill TPM requirements.

They are in the same division which eases coordination.

No. The TPM measures do not perfectly align with how we prioritize investments. We use similar, but different, measures to prioritize TAM investments.

TAMP includes TPM information and documents how they align

While targets are determined at the executive level, the overall process is informed and monitored by the agency's TAM committee members, which includes members from each of the performance areas.

This is the concepts in the TAMP being put into action to manage a certain performance level.

## 2. If you responded "Yes," how is it done in your state?

11 Responses

The FHWA considers the best evidence of (TAMP) implementation is a demonstration that the State DOT funding allocations are reasonably consistent with the investment strategies. Measures demonstrate.

create legacy knowledge

### 3. If you responded "No," why is it not done in your state?

4 Responses

They are addressed on separate parallel paths.

too new, still learning about the process

It's majorly because my country is a developing nation which needs a lot of improvement in the transportation sector

PM2 is done at the state level using in-house created PMS (in Excel).

## 4. What linkages do you see between performance and asset management (conceptual, data, reporting, regulations, etc.)?

10 Responses

They go hand in hand as you need goals to target your assets to know where to spend resources wisely.

Asset Management relies on performance management to show progress toward SOGR

It could help to fund projects at lowest life cycle cost...

AM is one of many PM areas. They all support PBPP processes.

Asset management requires good performance management in order to be effective. (Even for non-obvious PM1 and PM3 metrics)

Reporting to external stakeholders about the progress toward SOGR and future projections based on legislative funding

Performance defines the condition you wish your assets to be in. Asset management is how you get there.

They have started to become established practice. Started.

asset management and performance are inextricably linked, especially if used to communicate system needs if we are to reach our SGR goals. show we are using funds wisely and with impact.



#### 4. What linkages do you see between performance and asset management (conceptual, data, reporting, regulations, etc.)?

10 Responses

Create a combined program with both asset management and performance management for better coordination, as well as enforcement/authority to dictate to the districts.

## 5. How would you integrate performance and asset management?

9 Responses

Mature agencies have an organizational approach to staffing and resources.

I would reorganize my department to create a division in Planning that pulled staff together for better collab/coordination.

Having them in the same division (bureau, department, group, etc) helps with the overlap and the needed coordination.

Rename "target" to be "expected outcome", and then establish longer-term targets based on SGR and transportation outcomes.

Since not all asset management is performance management, may or may not need total integration. Needs close coordination

Integrated TAM and TPM team within the agency to better facilitate communication and enforcement to the districts.

They need to be put together in one office. All the asset managers and the performance managers.

Increase funding so that we can plan to improve the system, not just manage the slow decline of the system...data driven target setting demonstrates improvement.

Good base data and understandable dashboards

## 6. What tools or resources would be most helpful to understand the benefits of and approach to integration of performance management/asset management?

9 Responses

More peer exchanges

Best practices shared in webinars like this

Dedicated software system for cross-asset allocations to determine longer term funding and conditions (20, 40-year, etc.)

Funding and best practices for dashboard development.

improved internal software for HPMS submittal

More info on how other states are structured, including a description of activities by division, plus other committees stood up in support.

Good raw data, a system to process and an agency to carry out the recommendations

There are a number of NCHRP reports, TAM/TPM assessments and guides out there that are very good. Showing implementation successes, webinars, peer exchanges

This meeting and others like it! State FHWA offices has SMEs in asset management that can provide guidance and federal resources. Seeking out and discussing this topic with MPOs and larger cities as w

## 7. What are the next steps for incorporating resilience into TPM and TAM?

10 Responses

Define resiliency and measurement development

additional dedicated and sustainable funding for resilience

Formalizing the rules (CFR) across performance areas.

The ability to reliably quantify risk mitigation measures in terms of current dollars and future savings to the dept.

Resilience is based on known risks. If risks are addressed in TAM and TPM, then it is just a matter of taking it one step further and addressing the risk.

Define measurable resilience outcomes.

Tell us how we should measure resilience

Need to understand what we are trying to achieve with resilience and develop appropriate measures of success.

Better integrate long-term outcomes

## 7. What are the next steps for incorporating resilience into TPM and TAM?

10 Responses

Assess resilience needs

# FHWA and State DOT Roundtable Discussion: Alignment Between TPM & TAM

Moderated by Nelson Hoffman, FHWA.

Bruce Moody, FHWA.

Stuart Hembree, FHWA.

Karen Miller, Missouri DOT.

Kelly Travelbee, Michigan DOT.

PK Kase, Oregon DOT.



# Discussion Synthesis and Next Steps

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Mshadoni Smith-Jackson, FHWA  
Jean Wallace, Minnesota DOT



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

## Save the Dates!

Visit [TPM-Portal.com](https://www.tpm-portal.com) to register for future webinars

Upcoming Webinars:

TPM Webinar 19: September 20, 2023

TPM Webinar 20: November 15, 2023

Let us know topics of interest to you for future webinars!

Webinars Typically  
Begin at 2:00 PM  
Eastern Time

