



Joint CPBM/TPM TSP Quarterly Web Call

June 5, 2025



Agenda

- 2:00** **Welcome and Agenda.** Christos Xenophontos, AASHTO CPBM Chair, Rhode Island DOT.
- 2:10** **AASHTO Updates.** John Dean, AASHTO.
- 2:20** Highlights from TPM Webinar #26, “**Case Studies in Telling a Story: How to Leverage Collaboration and Communication in Performance Management.**”
Nick Donohue, Capitol Transportation Consulting: “**Centering Safety: A Comprehensive Approach**”
Discussion.
- 3:05** **AASHTO Joint CPBM/TPM TSP Quarterly Business Meeting.**
Christos Xenophontos, Rhode Island DOT.
Subcommittee & Task Force Chairs: **Subcommittee & Task Force Updates.**
- 3:50** **Discussion.** All.
- 3:55** **Action Items.** Lori Richter, Spy Pond Partners.
- 4:00** **Wrap-Up.** Christos Xenophontos, Rhode Island DOT.



CPBM Business Updates

Christos Xenophontos, Rhode Island DOT
AASHTO CPBM Chair



AASHTO Updates

John Dean, AASHTO

Upcoming Meetings

CPBM Research Symposium

June 26, 2025 & July 24, 2025

Virtual

National Conference on Transportation Asset Management & Peer Exchange

August 25 -28, 2025

Chicago, Illinois

CPBM Annual Business Meeting & Peer Exchange

September 23 – 25, 2025

Baltimore, Maryland

AASHTO Annual Meeting

November 17 – 20, 2025

Salt Lake City, Utah

CPBM Annual Business Meeting & Peer Exchange

September 23 – 25, 2025; Baltimore, Maryland

Performance Management TSP travel support provided for two individuals per participating state.

Tuesday: Peer Exchange

Wednesday: Keynote Speaker and Subcommittee Meetings

Thursday: Subcommittee Meetings and Full Committee Meeting

Reauthorization & Spring Meeting

Six Reauthorization Policy Resolutions

- 1) Safety
- 2) Funding, Finance, and Innovation
- 3) Project Delivery
- 4) Federal-aid Highway Program
- 5) Public Transportation
- 6) Rail Transportation

AASHTO is developing a pamphlet that summarizes the core reauthorization principles & policies as well as the six policy resolutions.

Reauthorization Next Steps

- House & Senate taking input through public portals
 - House Transportation & Infrastructure Committee portal for submissions is open until 6:00pm ET on Friday, June 6
- AASHTO drafted legislative language based on the 6 policy resolutions and will continue to develop more
- In-person meetings this week with House T&I staff – walk through policy recommendations and address concerns
- As we get closer to mark-up – provide feedback on language and amendments. (Yes, no, or neutral from AASHTO)
- Not expecting robust recommendations from the administration.

Performance Management Knowledge Session

Performance Management to Inform Reauthorization Policies and Outcomes

Moderator:

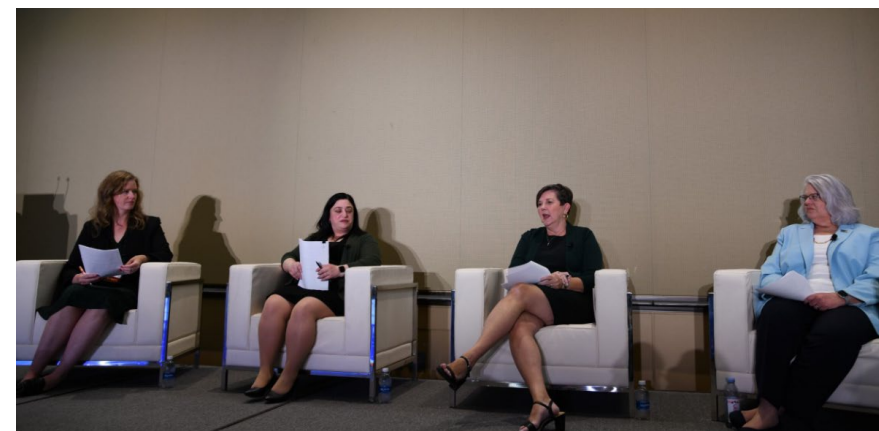
Rebecka Pritchard, Associate Partner, McKinsey

Panelists:

Jean Wallace, Deputy Commissioner & Chief Engineer,
Minnesota DOT

Brandye Hendrickson, Deputy Executive Director, Texas DOT

Loren Doyle, Director of Operations, Rhode Island DOT



FY26 Budget Request for USDOT

- On Friday, May 30, the Trump Administration released its FY 2026 budget request for several federal agencies to Congress, including the US Department of Transportation
 - [FY2026 Budget Highlights for US Department of Transportation](#)
 - [FY2026 Budget Estimates for US Department of Transportation Operating Administrations](#)
- Proposal honors IIJA-authorized funding levels for Highway Trust Fund programs in FY 2026, including \$62.6 billion in obligation limitation for the Federal-aid Highway Program and \$14.6 billion for Federal Transit Administration formula programs

Highlights from the FY26 Budget Request

Federal Highway Administration

- Proposes cancelling FY 2026 funding for--and repealing unobligated balances from prior years--from the Charging and Fueling Infrastructure discretionary grant program (Highway Trust Fund Contract Authority) and National Electric Vehicle Infrastructure formula program (General Fund Advance Appropriations), for an estimated \$5.6 billion.
- Proposes an additional \$770 million for the Infrastructure for Rebuilding America (INFRA) Program
- Proposes an additional \$700 million for the Bridge Investment Program

Federal Register

- **Rescinding Requirements Regarding Management and Monitoring Systems** was published on 5/30/25 in the federal register: <https://www.federalregister.gov/d/2025-09708>
 - This rule completely withdraws the proposed changes to asset management plans that were proposed in the November 2024 NPRM. This final rule does rescind 23 CFR 500 that was in the NPRM and AASHTO supported because it is obsolete.
 - “Consistent with President Trump’s commitment to ending unlawful, unnecessary, and onerous regulations, FHWA is reviewing its existing regulations and ongoing regulatory activities for alignment with law and Administration priorities. FHWA is keeping the existing AMP regulations at 23 CFR part 515 rather than finalize the proposed revisions to the AMP regulations because further rulemaking with respect to these regulations does not align with agency needs, priorities, and objectives”.
- **National Performance Management Measures for Assessing Bridge Condition** was published 6/3/25 in the federal register: <https://www.federalregister.gov/d/2025-09893>
 - FHWA is terminating the rulemaking titled "National Performance Management Measures for Assessing Bridge Condition"
 - This rulemaking was intended to address data collection and reporting inconsistencies between different bridge inspection and performance management regulations (23 CFR parts 490 and 650). The issues will now be addressed under a different rulemaking effort.

NCHRP: Requesting Panel Members for FY 2026 Projects

- Panel nominations for FY26 projects are due **June 30, 2025**
- volunteer.mytrb.org
- CPBM submitted projects
 - 23-53: Aligning Relationships Between Transportation Asset Management (TAM), Planning, and Programming
 - 25-73: Implementing Effective Community Resilience Performance Management
- Vital to have state DOTs represented on these research panels
- Nominate yourself or others



TPM Webinar #26 Keynote Highlights:

President Garrett Eucalitto, Commissioner of
Connecticut Department of Transportation
Centering Safety: From IIJA to Reauthorization



CPBM/TPM TSP Quarterly Feature Presentation:

Nick Donohue, Capital Transportation Consulting
Centering Safety: A Comprehensive Approach



SMART SCALE

*Funding the Right
Transportation Projects
in Virginia*

Nick Donohue
Capitol Transportation Consulting
June 2025

Development Timeline



- Extensive public engagement process during development – 27 public hearings, meetings with each MPO, additional stakeholder sessions
- Legislation required full implementation in two years
- Policy was completed in **14 months** from signed bill and it was another **12 months** to solicit and evaluate projects, and program funds to selected projects
 - June 2015: Board adopted the policy – technical guide is 115 pages
 - August-October 2015: Solicited candidate projects from applicants
 - January 2016: Scores released for public comment
 - June 2016: Program adopted

Context for Reform

- Legislature enacted significant transportation revenue package in 2013
- Decision-making process was opaque and sense that it was driven by politics
- Lawmakers and stakeholders concerned that state was not advancing projects that addressed the more urgent needs
- Governor campaigned on reforming transportation to ‘pick the right projects, build the best ones’

Keys to Political Support

- Broad-based evaluation factors – something for everyone
 - No one measure would determine a project's fate
- Recognized different areas of the state – rural, urban, and suburban - have different needs
 - Legislation allowed for evaluation to 'weight' evaluations factors based on geography – for example, congestion was higher in urban areas and safety was higher in rural areas
- Funds are distributed from two programs – (i) a statewide competition and (ii) a district-based competition

Keys to Political Support

- All modes – highway, transit, bike/ped, rail – eligible and compete on equal footing for funds
 - Helped address highway versus transit debate
- Grandfathered projects that were fully funded
- Paused the programming of system enhancement projects during development and implementation
 - Demonstrated commitment of one-term Governor to initiative to VDOT, legislature and other stakeholders

SMART SCALE by the Numbers

PROJECT APPLICATIONS	FY 2017 ROUND 1	FY 2018 ROUND 2	FY 2020 ROUND 3	FY 2022 ROUND 4	FY 2024 ROUND 5	FY 2026 ROUND 6
Pre-Application Submitted	N/A	N/A	557	484	490	325
Full Application Submitted	321	436	468	406	413	277
Scored	287	404	433	397	394	270
Funded	163	147	134	167	164	Staff Rec 53
Total Funding Requested*	\$7.4 B	\$8.6 B	\$7.4 B	\$6.3 B	\$8.3 B	\$8.2 B
Total Funding Allocated	\$1.7 B	\$1.1 B	\$0.9 B	\$1.4 B	\$1.6 B	\$1.0 B
Value of Projects Supported	\$3.3 B	\$2.4 B	\$5.1 B	\$1.9 B	\$2.4 B	Staff Rec \$1.1 B

Soliciting and Evaluating Projects

- Every two years Local governments, MPOs, rural planning organizations and transit agencies may submit projects for consideration
 - VDOT is not allowed to submit projects
- All modes of surface transportation projects are considered
- Each project's benefits are evaluated relative to the amount of requested funding in the following areas:

Congestion
Safety
Accessibility

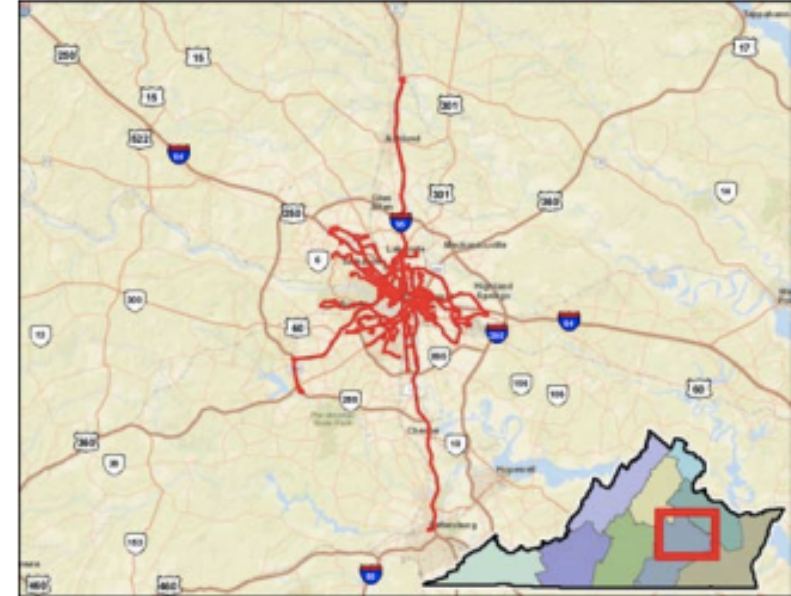
Economic Development
Environment
Land use

E Smart Cities: Centralized Transit SP / EV Preemption

App Id: 1014

A citywide centralized TSP/EVP system to manage priority and preemption requests is proposed to improve emergency response, maintain transit schedules, lower emissions, and improve multimodal operations. The system will leverage ongoing ATMS upgrades

Project Location..... Richmond
SMART SCALE Area Type..... B
Submitting Entity..... Richmond City
Preliminary Engineering..... Not Started
Right of Way..... Not Needed
Construction..... Not Started
Expenditures to Date..... N/A
Key Fund Sources..... N/A
Administered By..... Locality
Eligible Funding Program(s)..... Both
VTrans Need..... East-West CoSS
([Click for details](#))



20.8
SMART SCALE
SCORE

#45 OF 404 STATEWIDE

#7 OF 72 DISTRICTWIDE

SMART SCALE Requested Funds..... **\$1,911,080**

Total Project Cost..... **\$1,911,080**

Project Benefit..... **4.0**

Project Benefit / Total Cost..... **20.8**

Benefits relative to Cost

Van Buren Drive Extension in DC Suburbs

- ~2.5 mile extension of a four lane roadway between to suburban arterials paralleling Interstate 95 in Prince William County
- 16th highest project benefits out of 397 evaluated projects
- 306th highest SMART SCALE score – benefits relative to requested funding
- Was not selected for funding



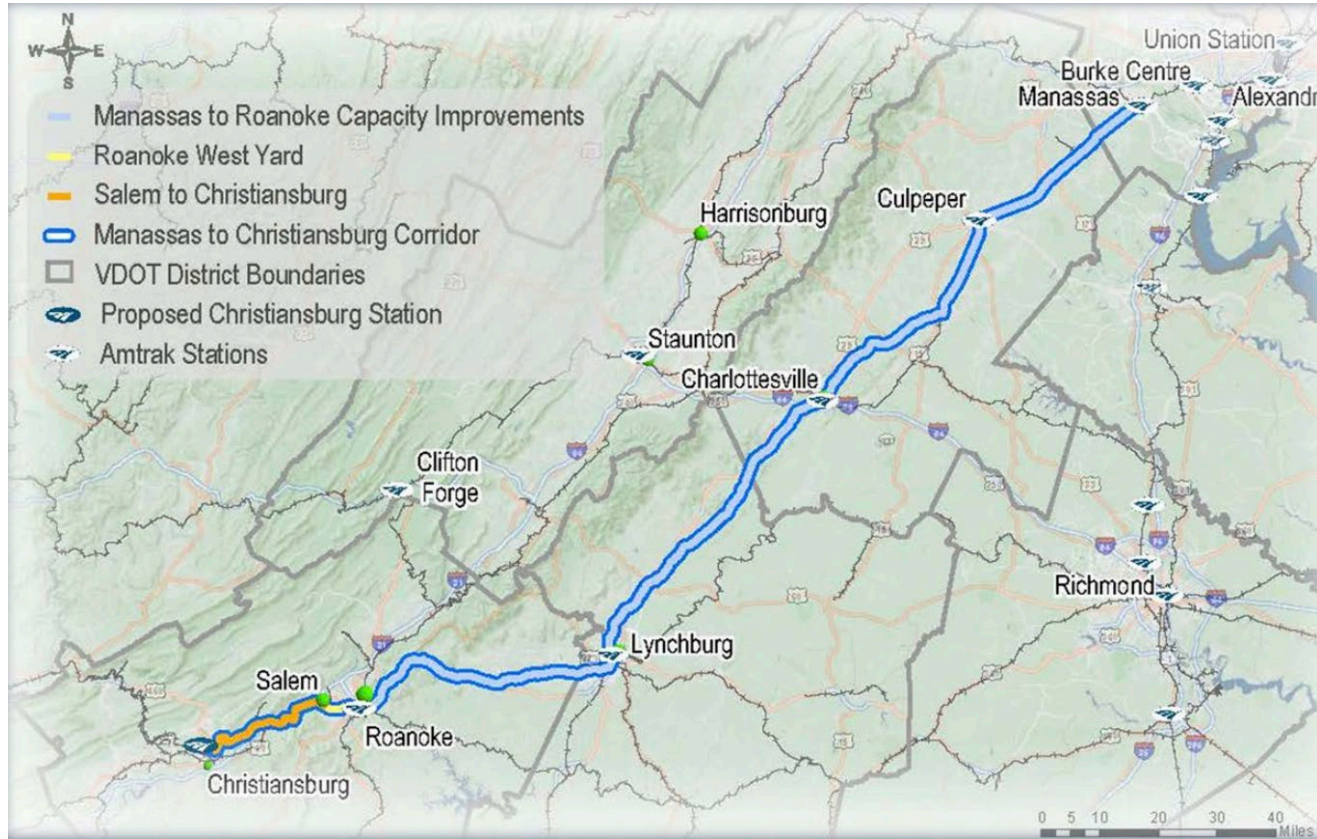
Benefits relative to Cost

Route 100 Safety Improvements in Southwest Virginia

- Adds flashing chevrons to a 1.2 section of Route 100 with significant curves
- 299th highest project benefit out of 397 evaluated projects
- 27th highest SMART SCALE score – benefits relative to requested funding
- Was selected for funding



Benefits Relative to Cost



- Added second Amtrak frequency and extended service ~50 miles from Roanoke to Blacksburg/Virginia Tech
- Highest project benefit out of 397 projects
- 28th highest SMART SCALE score – benefits relative to requested funding
- Was selected for funding

Staffing and Resources

- SMART SCALE is managed by the Office of Intermodal Planning and Investment within the Office of the Secretary
- Office has 10 full-time staff with 4 dedicated SMART SCALE
- \$2-3M/year for SMART SCALE efforts, including online application portal, analysis tools and other costs
- During project screening and evaluation Office relied on engagement and support of VDOT and Department of Rail and Public Transportation staff

Track and Compare Performance of Projects

North Main Street at Route 460 Bypass in Town of Blacksburg in Southwest Virginia



Congestion Mitigation		Safety		Accessibility			Environment		Economic Development			Land Use
15% of score		25% of score		25% of score			10% of score		25% of score			N/A
50%	50%	50%	50%	60%	20%	20%	50%	50%	60%	20%	20%	N/A
Increase in Daily Person Throughput	Decrease in Person Hours Delay	Reduction in Fatal and Severe Injury	Reduction in Fatal and Severe Injury Rate	Increase in Access to Jobs	Increase in Access to Jobs for Disadvantaged Populations	Improved Access to Multimodal Choices (Users Benefit Value)	Air Quality (Total Benefit Value)	Acres of Natural/Cultural Resources Potentially Impacted	Economic Development Support (Sq. ft.)	Intermodal Access Improvements (Tons Benefit Value)	Travel Time Reliability Improvement	Transportation Efficient Land Use
0	0	9.1	12.6	0	0	0	0	0.3		3.1	4.4	

Safety was the primary benefit anticipated

Track and Compare Performance of Projects

North Main Street at Route 460 Bypass

Before-After Analysis Periods

- Before Period: 11/2016 - 11/2017
- After Period: 01/2019 - 01/2020
- Safety Period: 11/2018 - 02/2020 (16 months)

Primary Benefit

- No fatalities or serious injury crashes since construction complete
- Reduction in EPDO exceeded projections - actual reduction of 91% compared to projected reduction of 35%

Additional Benefits

- Average delay (AM peak period) was reduced by 50%, no delay benefits projected

Rural Roundabout at US 15/53

Before and After Performance Results

Before-After Analysis Periods

- Before Period: 03/2015 – 03/2016
- After Period: 12/2017 – 12/2018
- After Period: Safety 10/2017 – 02/2020 (29 months)

Primary Benefit

- Through February 2020, only PDO crashes have occurred post-construction, a 100% reduction compared to a projected reduction of 80%

Additional Benefits

- Reliability improved
- Average delay was significantly reduced for NB US-15 and somewhat reduced for SB US-15. Projected a 78% reduction in delay and realized a 40-50% delay. Average speed decreased



Construction Period: 06/14/2016 – 09/16/2017

Performance-Based Planning

Does this decision
tree make sense?



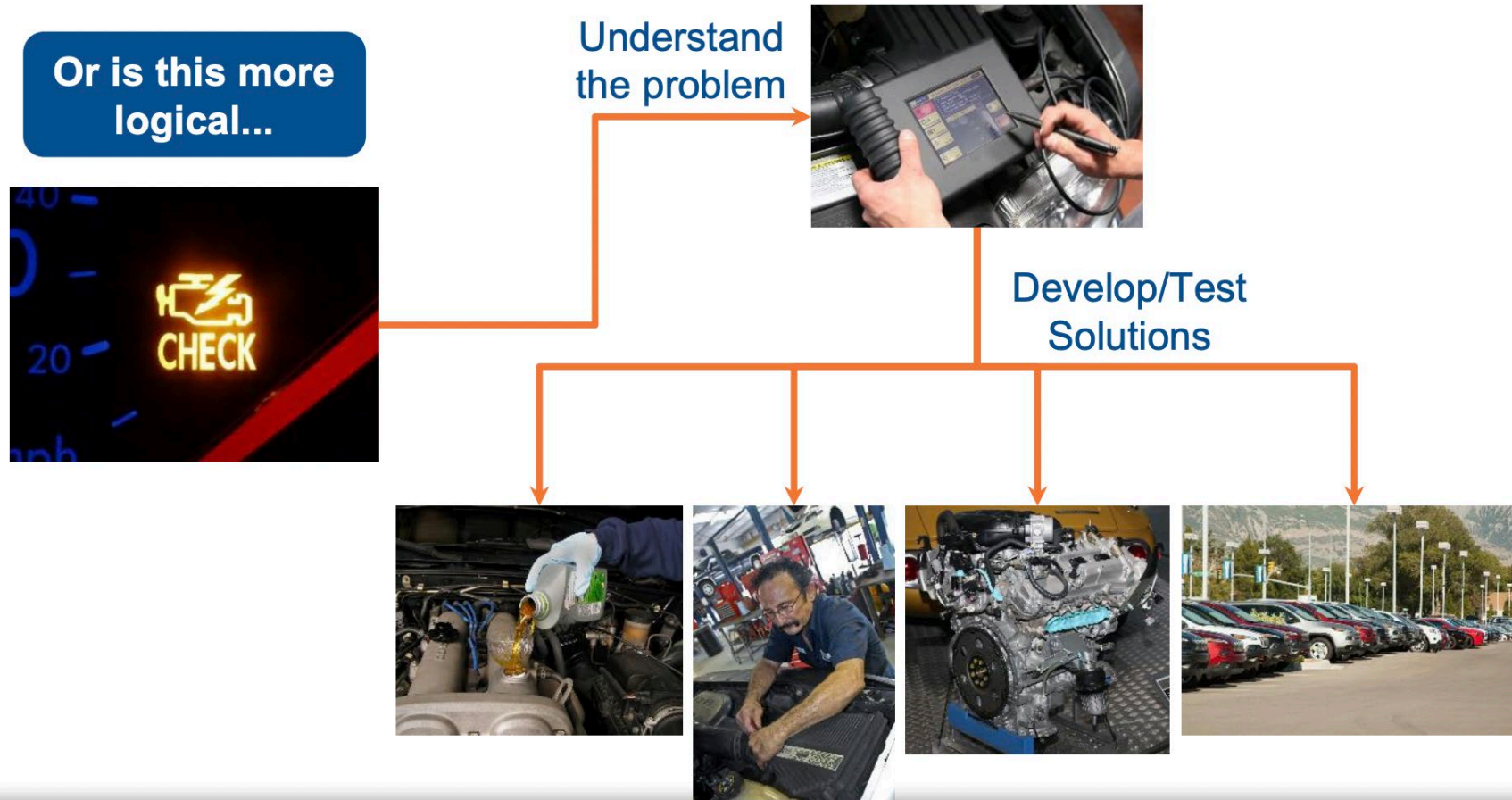
New
Engine



New
Car

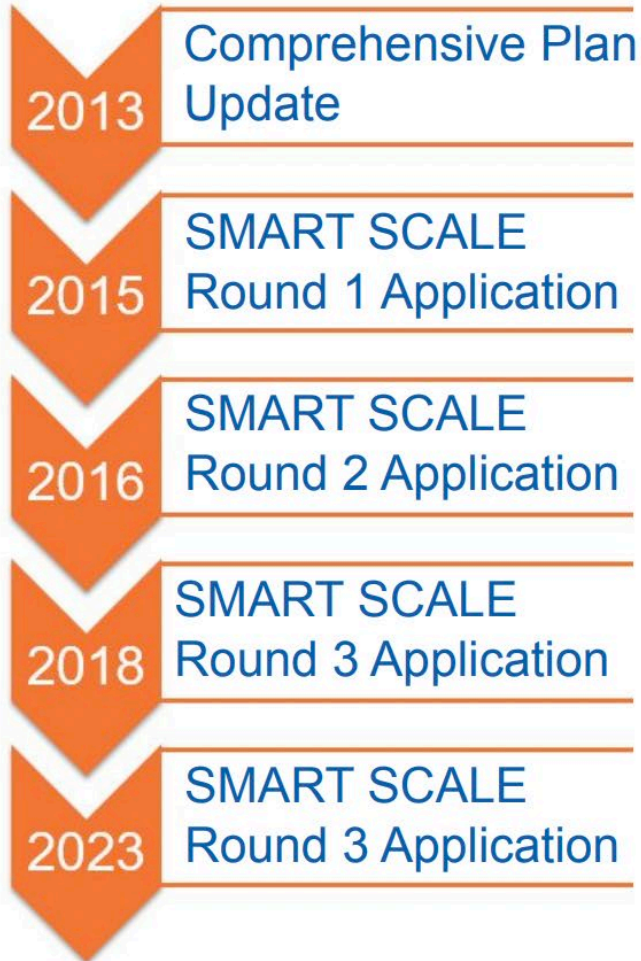


Performance-Based Planning



Staunton District Success

Route 55 East/John Marshall Highway



Rounds 1 and 2

- Widen to 4-lane divided
- \$24-32 million
- Benefit points less than 1
- SMART SCALE score <0.5
- Near bottom in District rankings

Round 3

- Added targeted spot safety improvements
- \$1.6 million
- Benefit points > 4
- SMART SCALE score > 25
- 3rd highest ranked project in district

- Rumble strips
- Raised pavement markings
- Guardrail improvements
- Sign improvements
- Speed feedback signage
- Variable message boards
- Fixed object removal

Performance-Based Planning

Route 29 / Hydraulic Road



Background

- A **\$200M** package was applied for in SMART SCALE Round 3 to address the Route 29 / Hydraulic Road intersection
 - Route 29 / Hydraulic Partial Grade Separation
 - Zan Road Overpass, Hillsdale Drive Extended, Relocated 250 WB Off Ramp and Overpass from Angus Road to Holiday Drive
- Projects did not score well in Round 3
- VDOT District Planning led an effort to cost solution
- **\$18M** in funds available to leverage to solutions



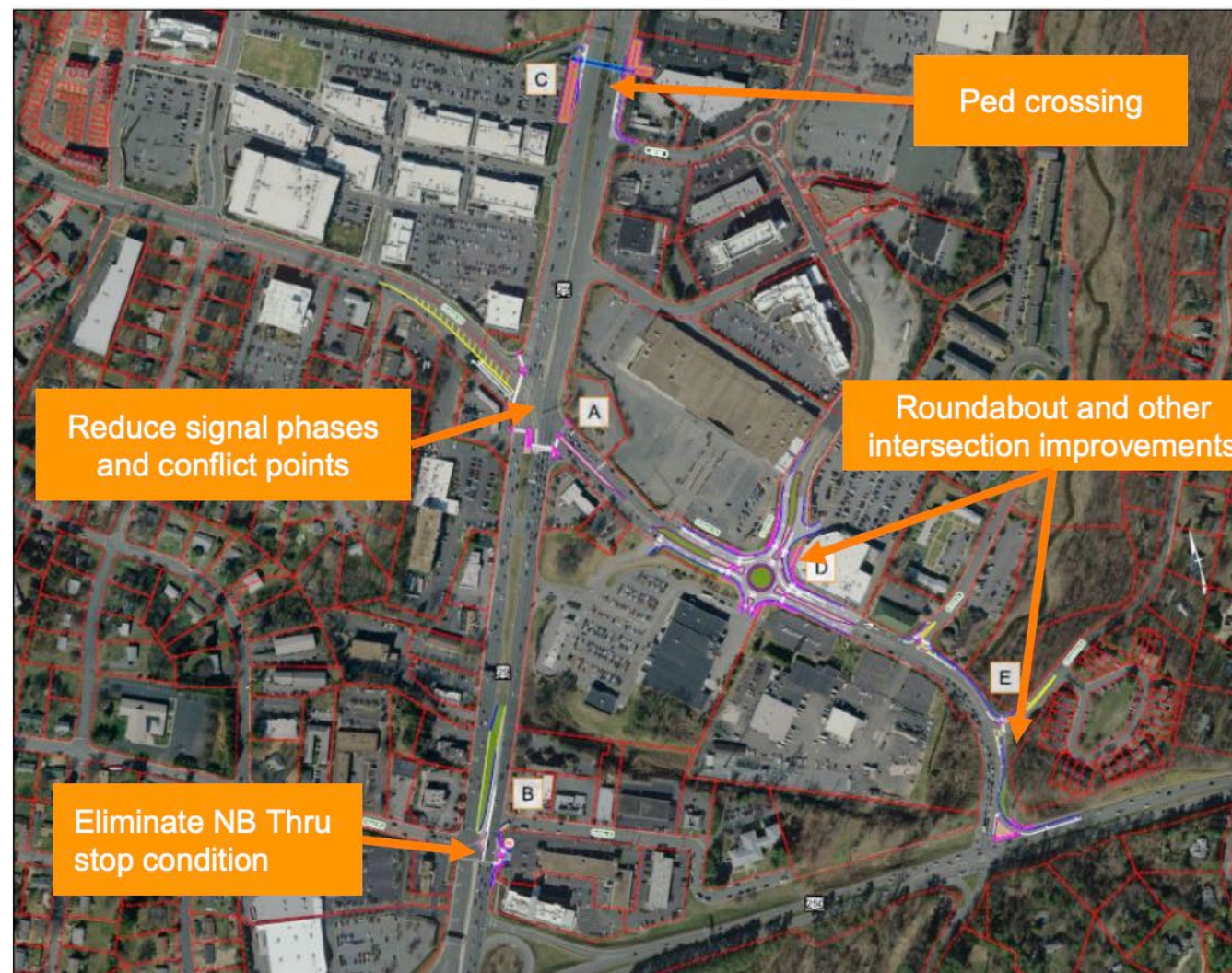
Performance-Based Planning

Route 29 / Hydraulic Road

2040 PM peak

- **15% delay and 40% conflict point reduction** at Route 29 / Hydraulic
- **45% delay and 75% conflict point reduction** at Route 29 / Angus Road
- **60% delay and 80% conflict point reduction** at Hydraulic Road / Hillsdale Road

**Revised solution package
estimated at \$25M**



Key Takeaways

- Every state is different and solutions need to be tailored to unique circumstances
- Extensive statewide outreach during development to ensure buy-in
- Do not let perfect be the enemy of good
- Transparency is key to building trust, even if it is highlighting shortcomings
- General Assembly raised transportation revenues 3 years in a row during the 5-years after the first round of SMART SCALE – total of ~\$1B in new state revenues



Joint CPBM/TPM TSP Quarterly Business Meeting:

CPBM Subcommittee & Task Force Updates

Christos Xenophontos, Rhode Island DOT
AASHTO CPBM Chair



Subcommittee on Policy and Rulemaking

Ryan Huff, Nebraska DOT
Lori Fisette, Rhode Island DOT



Updates on Federal Actions

- NEVI - New guidance is expected to be published by the "end of spring"
- SS4A NOFO - road diets will be looked upon *"less favorably"*
- Grant Application Requirements Letter from 4/24
 - Compliance with ICE
 - Restriction on DEI policies
- Free Speech Lawsuit
- DBE Program Changes



Subcommittee on Research

Edgardo Block, Connecticut DOT
Alma Mujkanovic, Georgia DOT

Members

Asset Management
Organizational Management
Risk Management
Emerging Measures
Cross Cutting/Other

Mission

AASHTO's CPBM Research Work Group is responsible for identifying priority performance management-related research and for disseminating and implementing research results.

Primary Customers

State DOTs

Goals

Increase Participation and Engagement

Identify Priority Research Needs

Empower DOTs to Generate Research Ideas

Enhance Research Tools and Resources

Promote Completed and/or Implemented Research Projects

Objectives

Set clear and measurable meeting outcomes

Appoint CPBM coordinators

Engage members through active participation

Pre-identify research areas

Host research symposium

Coordinate with CPBM/TRB sub-committees on RNS solicitation

Identify DOTs' research needs

Develop 3 RNS per subcommittee

Rank recommended projects

Update research database

Develop materials, surveys, and summaries

Make resources available

Present research findings

Celebrate implementation successes

Review interim deliverables

Outcomes

Increased participation

Productive and interactive meetings

Higher group engagement

Increased number of RNS

More diversified research

Higher level of coordination

Enhanced participation & engagement from DOTs

Better served DOTs' needs

Enhanced tools and databases

Improved resources and support for research ideas' development and submission

Increased awareness of completed studies

Higher implementation successes



Research Update

- NCHRP Synthesis topic submitted June 2nd, 2025
“Organizational structures and business models to position state DOTs to a future of rapid change”
- Domestic Scan selected for FY 2025, combined with related topic (Meghan Haggerty, Meredith Hill, Jean Wallace)
- Upcoming Research Symposia to develop Research Needs Statements for NCHRP. Please attend and help us continue to develop high-quality, high-value Research needs - we have had a great track record in getting our research needs considered by AASHTO and NCHRP (TRB)
- June 26, 2025
<https://us02web.zoom.us/meeting/register/vtEY7XZjRY2X6b7gCqkKEw>
Work on needs identified (AASHTO CPBM Subcommittees, CPBM Research Needs Survey)
- July 24, 2025
<https://us02web.zoom.us/meeting/register/4QezJNxaTPuCXcKqFQ0zKQ>
Build on first Symposium: Get to a substantive RNS, coordinate rest of calendar to October 31, 2025
- Subcommittee meets every two months: Next meeting July 11, 2025 at 2:00PM Eastern



Subcommittee on Organizational Management

Gary Vansuch, Colorado DOT
David Putz, Iowa DOT
Gehan Elsayed, West Virginia DOT





Mission & Focus



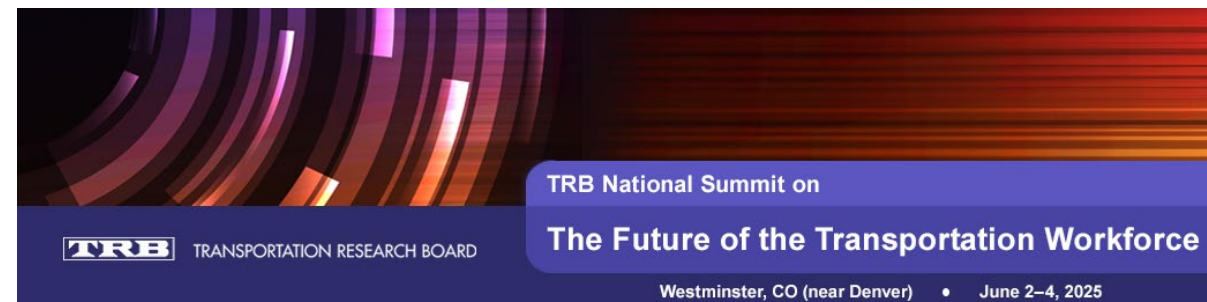
- **Mission** - The focus of the Subcommittee on Organizational Management is on the development and implementation of:
 - Organizational management processes
 - Measures
 - Improvement frameworks
 - Strategies...in order to optimize the efficiency and effectiveness of transportation agencies
- We employ 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.



Current Activities



- Leadership of the OM Subcommittee is working to clarify the focus of the Subcommittee, including the products and services produced by the Subcommittee for its customers
- Following that, the OM Subcommittee work with key executives at AASHTO member organizations to recruit members for the Committee
- The OM Committee has partnered for many years with the TRB Committee on Workforce Development and Organizational Excellence (AJE15)
 - The TRB Summit on the Future of the Transportation Workforce concluded yesterday in Denver, CO.





Task Force on Emerging Performance Areas

Kelly Travelbee, Michigan DOT



Task Force - Key Activities

- **Research**
 - Develop problem statement(s) for FY 2027
- **Work Plan Development**
 - Review and update, as applicable, the work plan to ensure alignment with committee strategic plan priorities
- **Task Force Leadership and Membership**
 - Seat a co-chair
 - Grow membership



Subcommittee on Risk Management

Nathan Lee, Utah DOT
William Johnson, Colorado DOT
Monica Aleman-Smoot, Texas DOT
Claire Martini, Colorado DOT



Draft Strategic Plan

General Business

- Next Meeting June 9 - 1:00 PM-2:00 PM Eastern
- <https://www.erm-portal.com/>
- 2025 AASHTO Committees on Environment and Sustainability and Transportation System Security and Resilience - July 7-10
 - <https://web.cvent.com/event/0d80160d-fc60-453d-8c52-94d2e3a4dddf/summary>
- 14th National Conference on Transportation Asset Management - August 25-28
 - <https://ctre.iastate.edu/events/tam-conference-15/>
 - Planned workshop on resilience in TAMPs



Draft Strategic Plan

Goal 1: Serve as the forum to engage subcommittee members on the sharing of ideas and examples of how state transportation agencies are implementing risk management within their organizations.

Strategy 1 - Maintain the AASHTO Enterprise Risk Management Portal (erm-portal.com) to be the definitive clearinghouse on Transportation Enterprise Risk Management (ERM) information.

Strategy 2 - Share information with policy and decision makers, and other stakeholders regarding the benefits of applying ERM practices and principles.

Strategy 3 - Lead the forum for discussion on federal, state, and local policies related to transportation ERM.

Goal 2: Lead ERM research needs empowerment process for state DOTs to generate ideas.

Strategy 1 - Identify gaps in knowledge and cultivate research proposals that address those gaps, in coordination with the CPBM Research Work Group.

Strategy 2 - Coordinate effectively with other public and private organizations (FHWA, TRB, etc.) to identify challenges that research can solve

Strategy 3 - Coordinate with other committees to cross-pollinate ideas and gain support for research ideas.



Draft Strategic Plan (cont.)

Goal 3: Support implementation of ERM-related research within state DOTs.

Strategy 1 - Promote the implementation of AASHTO's Guide for Enterprise Risk Management.

Strategy 2 - Facilitate webinars to inform DOTs about ongoing research projects, including supporting a feedback loop for ongoing research projects.

Strategy 3 - Leverage opportunities to market research through the ERM portal, AASHTO Communities, conferences, webinars, peer exchanges, joint meetings, and other events.

Goal 4: Coordinate effectively within AASHTO to integrate enterprise risk management practices and principles into relevant AASHTO policies, guidance, and standards.

Strategy 1 - Advocate for, through partnerships with other organizations, workshops, peer exchanges, and webinars that focus on risk management strategies.

Strategy 2 - Define and disseminate the similarities and differences between SRM and related groups within AASHTO, including CPBM as a whole (and various subcommittees), CTSSR, etc.

Strategy 3 - Actively promote expansion of ERM practices within the appropriate AASHTO groups, conferences, and other professional gatherings.



Recent Activities

- NCHRP 23-32 Project and Task Force Update
 - New project website
 - tarrmanual.com

TARR MANUAL OBJECTIVES

The NCHRP Project 23-32 is developing a science-based technical manual to assess risk and resilience in transportation planning, design, construction, operation, maintenance, and emergency response and recovery decisions. The key objectives of the TARR Manual are:



Risk Assessment Methodology

Quantitative, repeatable methods for conducting risk assessments on top priority threats/hazards for transportation assets



Historical Data Support

A historical data-capture process and system to support risk and resilience modeling and assessments



Resilience Assessment

Quantitative resilience assessment methods and metrics for transportation assets



Identify Top Strategies

Standardized methods to help transportation agencies identify the most appropriate risk mitigation or resilience improvement strategies



Promote AASHTO Adoption

The goal is for the manual to be adopted by AASHTO



Subcommittee on Asset Management

Michael Johnson, California DOT
Justin Bruner, Pennsylvania DOT



Asset Management - Key Activities

- **National Asset Management Conference**
 - Developing the peer exchange that precedes the conference
 - Peer exchange theme, format and agenda have been finalized
 - Working on finalizing presenters and exercise
 - Continue working on the development of the conference program
- **Work Plan Development**
 - Sub-committee work plan for the year is in draft final stages
 - Certain activities are on hold pending federal clarity



Discussion



Review Action Items

Lori Richter, Spy Pond Partners



Wrap Up

- Notes and materials from this meeting will be posted on the TPM Portal at 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
- Watch you email for the upcoming Spring 2025 TPM Newsletter
- Join us for upcoming TPM Webinars and CPBM Meetings!
 - TPM Webinar #27 (July 16th, 2:00-3:30 PM ET) Topic: Evaluating Post-Project Outcomes
 - CPBM Annual Business Meeting and Joint TPM TSP Q3 Meeting, in-person in Baltimore, MD from September 23rd - 25th