



CPBM/TPM Pooled Fund Quarterly Web Call

June 6, 2024



Agenda

- 2:00** **Welcome and Agenda.** Karen Miller, AASHTO CPBM Secretary, Missouri DOT.
- 2:05** **AASHTO Updates.** Anna McLaughlin, AASHTO.
- 2:15** **FHWA Updates.** Mshadoni Smith-Jackson, FHWA.
- 2:25** **Feature Topic: Safety and Performance Management**
 - **AASHTO Safety Initiative.** Kelly Hardy, AASHTO.
 - **Missouri DOT's SAFER Program.** Jonathan (Jon) Nelson, Missouri DOT.
- 3:20** **AASHTO CPBM Business Meeting.** Christos Xenophontos, Rhode Island DOT.
 - **Subcommittee & Task Force Updates.** Subcommittee & Task Force Chairs.
- 3:50** **Discussion.** All.
- 3:55** **Action Items.** Karen Miller, Missouri DOT.
- 4:00** **Discussion and Wrap-Up.** Christos Xenophontos, Rhode Island DOT.



AASHTO Updates

Anna McLaughlin, AASHTO

Performance Management TSP

- FY25 LOCs for Optional Services
 - Needed ASAP

- FY25 AASHTO General TSP Solicitation

State	FY24 Participation	FY25 LOCs Received
Alabama	X	
Alaska		
Arizona		
Arkansas	X	X
California	X	
Colorado	X	X
Connecticut	X	X
Delaware	X	X
Florida	X	
Georgia	X	X
Hawaii	X	
Idaho	X	
Illinois	X	
Indiana	X	
Iowa	X	X
Kansas	X	
Kentucky	X	X
Louisiana	X	X
Maine	X	X
Maryland	X	
Massachusetts		
Michigan	X	
Minnesota	X	X
Mississippi	X	X
Missouri	X	
Montana	X	

State	FY24 Participation	FY25 LOCs Received
Nebraska	X	
Nevada	X	
New Hampshire	X	
New Jersey		
New Mexico	X	X
New York		
North Carolina		
North Dakota	X	
Ohio	X	
Oklahoma	X	
Oregon		
Pennsylvania		
Rhode Island	X	
South Carolina		
South Dakota	X	X
Tennessee	X	
Texas	X	
Utah	X	
Vermont		
Virginia		
Washington	X	
West Virginia	X	
Wisconsin		
Wyoming		
Washington, DC		
Puerto Rico	X	

AASHTO 2024 Conference on Data Management & Analytics, Planning, and Performance-Based Management

September 17-20, 2024

Hyatt Regency St Louis at The Arch | St Louis, Missouri

Registration: <https://cvent.me/ZBGm3r>

Conference site:

<https://web.cvent.com/event/0d0ef108-bca4-4f5c-acbf-f7565de48825/websitePage:33bb36ed-69a1-42a>

[4-85e6-6b25fb660a71](https://web.cvent.com/event/0d0ef108-bca4-4f5c-acbf-f7565de48825/websitePage:33bb36ed-69a1-42a4-85e6-6b25fb660a71)



AASHTO

Committee on Data
Management and Analytics

Committee
on Planning

Committee on
Performance-based Management



FHWA Updates

Mshadoni Smith-Jackson, FHWA

AASHTO SAFETY INITIATIVE

June 6, 2024
CPBM/TPM TSP
Quarterly Meeting

Kelly Hardy, AASHTO
khardy@aaashto.org
202-624-5868

Agenda

- 1. AASHTO Safety Initiative Overview**
- 2. Safety Action Plan**
- 3. State DOT Safety Initiatives**
- 4. Committee and Council Commitments**

AASHTO Safety Initiative

AASHTO Presidents' Emphasis Areas

Patrick McKenna, Missouri

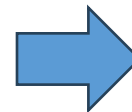
Reenergize safety discussions at AASHTO leadership level
Institutionalize sustained emphasis on safety
Identify committee collaboration opportunities

Roger Millar, Washington

Embrace Safe System Approach
Engage partners
Convene 2023 Safety Summit

Craig Thompson, Wisconsin

Share best practices
Promote proven and innovative countermeasures
Convene 2024 Safety Summit



Safety Initiative

Presidential Emphasis Area Activities
Safety Summit
Safety Action Plan
Resolution
Committee and Council Commitments
Sharing Notable State Examples

AASHTO Safety Initiative

- 2023 Safety Summit:
 - Identify existing and needed resources, tools, practices
 - Coordinate across project lifecycle and functional areas
- Resolution PR-4-23: State DOTs Commitment to Address the National Roadway Safety Crisis
 - Renew commitment to transportation system without fatalities and serious injuries
 - Promote culture of safety
 - Support safe system
 - Develop Safety Action Plan
 - Leverage all committees and councils

Safety Action Plan - Purpose

- Promote **sharing notable practices**, tools, policies, and other resources among states.
- Promote a **coordinated and consistent** data-driven decision-making approach to road safety through the project lifecycle.
- Prioritize **resources** that need to be developed by AASHTO or others to assist state DOTs in institutionalizing safety.
- Identify **actions for AASHTO councils and committees** to undertake individually or jointly to implement and enhance the plan.
- Establish new **partnerships** to further promote a culture of safety.

Safety Action Plan - Structure

- **Approach, Principles, and Strategies**
 - Multidisciplinary, flexible, holistic, addresses all road users, redundancy of countermeasures
 - Proactive & forward looking, traffic safety culture, employee well-being
 - Throughout the transportation project life cycle and across DOT functions and services.
- **Common Understanding of Safety Goals**
 - Support collaboration across the AASHTO community by fostering shared goals
 - Enables shared priorities and consistency in safety activities across the organization and its programs.
 - Exposure, Likelihood, Severity
- **Strategic Action Work-Streams**
 - Project Lifecycle & Programmatic Areas - Elevate safety considerations and inclusion throughout the processes
 - Organization - Elevate safety throughout a DOT's organizational culture, among employees, and in cross-functional activities
 - Partners - Collaborate with partners at both the AASHTO and state DOT levels to elevate safety efforts
 - Policy Positions - Develop AASHTO-wide policy positions to address safety at both national and local levels

PDF of Resource Map

How to read this digital map

This digital map shows existing, in development, and needed resources for transportation safety and the Safe System Approach (SSA) into organizational level decisions. The purpose of the map is to collect an inventory of existing resources and to identify gaps in resources and needs that would meet state 2026 and other agencies' broader safety throughout their work and apply the principles of the Safe System Approach.

The resources and ideas listed come from many different sources: AASHTO, FHWA, and other national organizations, academic/research institutions, international traffic safety and engineering organizations, associations like the state DOTs, and more. Where possible, the source of the resource is listed.

The resources are mapped in a table format:

The main columns are identified by phases of the development program lifecycle. These include a collective Safety Study, Culture & Leadership, Identification, and the right to be heard. The last column in the right-hand column, create resources that are very hard to do from an outside perspective within the project life cycle. These resources are located in advancing safety throughout the rest of the table.

Each column for phase and program (Planning) is further subdivided into Existing Resources, Resources in Development, and Ideas for Resources.

This map represents a snapshot of current project lifecycle phases.

Resources are listed on a continuous vertical scale on the right. Below the map, you can see resources that generally apply to safety and safety for all transportation and transportation. Complete the table, which lists resources that are not listed as a part of the current project, but are also not listed, which is often, under other transportation.

To help you find resources, you can filter by further group them into another (for example, all the state management resources together) or all of the other transportation resources together).

Some, while not being, they can be necessary to their own or other states. Furthermore, while not being, they can be necessary to have an impact on transportation in their own state. Some, while not being, they can be necessary to have an impact on transportation in their own state. Some, while not being, they can be necessary to have an impact on transportation in their own state.

Other, while not being, they can be necessary to have an impact on transportation in their own state. Other, while not being, they can be necessary to have an impact on transportation in their own state. Other, while not being, they can be necessary to have an impact on transportation in their own state.

AASHTO SAFETY ACTION PLAN

COMMITTEE REVIEW DRAFT 2024-01-05

BACKGROUND

AASHTO remains fully committed to advancing the safety of our transportation system. AASHTO's 2021-2026 Strategic Plan focuses on the goal of safety, mobility, and access for everyone, and AASHTO President Roger Millar has called for a resilient transportation system that is safe, sound, and smart. To that end, the AASHTO Safety Action Plan is based on interdisciplinary input of AASHTO's committee members and external safety partners and is designed to advance consideration and inclusion of safety in decision-making throughout the transportation project lifecycle and across state department of transportation functions.

PURPOSE

Recognizing the urgency to address the roadway safety crisis, the AASHTO Safety Action Plan relies on a "whole-of-AASHTO" approach to address the roadway safety crisis, the AASHTO Safety Action Plan relies on a "whole-of-AASHTO" approach with the purpose of advancing safety throughout the transportation project lifecycle and embedding a safety culture across the disciplines, functions and services of state departments of transportation. Focused on state DOTs, the Action Plan:

- Promotes sharing notable practices, tools, policies, and other resources among states.
- Promotes a coordinated and consistent data-driven decision-making approach to road safety through the project lifecycle.
- Prioritizes resources that need to be developed by AASHTO or others to assist state DOTs in institutionalizing safety.
- Identifies actions for AASHTO councils and committees to undertake individually or jointly to implement and enhance the plan.
- Establishes new partnerships to further promote a culture of safety.

GUIDING PRINCIPLES FOR DEVELOPING THE PLAN

As development of the Safety Action Plan began, several concepts were outlined to guide the discussions, solicitation of input, and development of the Safety Summit content:

- The Action Plan is a multidisciplinary effort.
- The Action Plan is specific enough to elicit meaningful change as it is implemented, yet flexible enough to add value for all AASHTO members, as flexibility will enable accommodation of the different communities, cultures, priorities, and needs of each state DOT.
- The Action Plan addresses safety throughout the state DOT—meaning it addresses a variety of disciplines and specialties across the state DOT all working together with safety as the common priority, rather than potentially focusing on the role of one specific function or group.

1 | Page

State DOT Safety Initiatives – Case Studies

- Initial Collection of 45 Case Studies
- Illustrative Applications
 - Wrong Way Driving Countermeasures
 - Elevation of Overarching Safety Position
 - Implementation of Safe System Approach
 - Geometric Enhancements/Treatments
 - Assessments & Analytics
- Additional Case Studies to be Captured and Shared

AASHTO Committee/Council Commitments

- 60 Commitments made for this Year
- Illustrative Commitments
 - Develop Resources
 - Sponsor Webinars & Peer Exchanges
 - Disseminate Notable Practices
 - Establish Communities of Practice
 - Cross-discipline Collaboration
 - Focus on Employee Safety

AASHTO Committee/Council Commitments

- Potential Collaboration
 - Joint Committee Activities
 - Share noteworthy practices
 - Joint workgroups to address specific topics
 - Potential Collaboration Topics:
 - Roadway and roadside elements
 - Multidisciplinary corridor/project teams
 - Equity and safety
 - Employee health and safety
 - Electric vehicles

Questions?

For further details, visit:

<https://transportation.org/policy/safety-initiatives/>



Feature Presentation: Implementing Safety Performance Strategies

Jonathan (Jon) Nelson, Missouri DOT

— SHOW-ME —
ZERO

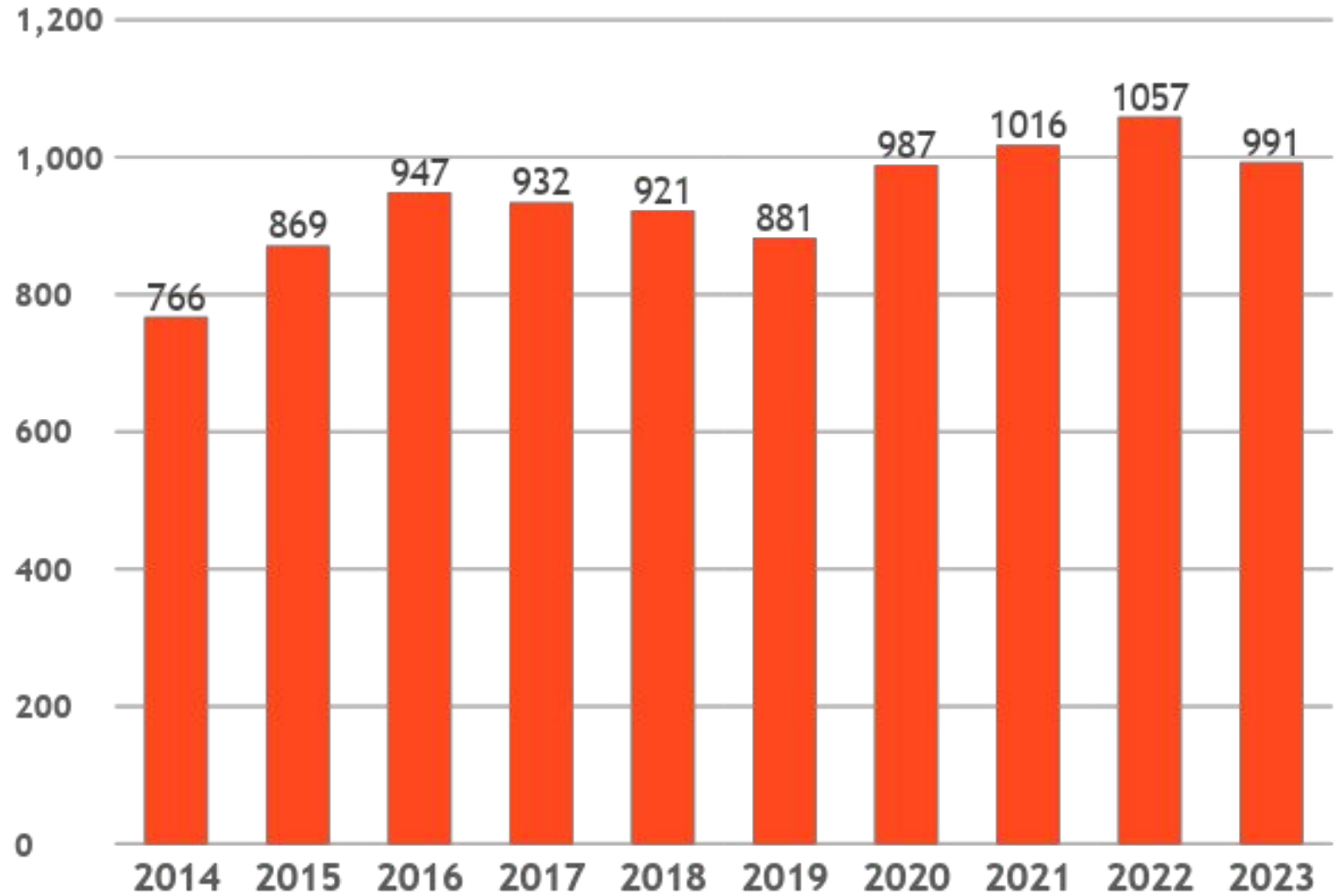


Buckle up. Phone Down. Slow down. Drive sober.

Safety Assessment For Every Roadway (SAFER)

Missouri Department of Transportation

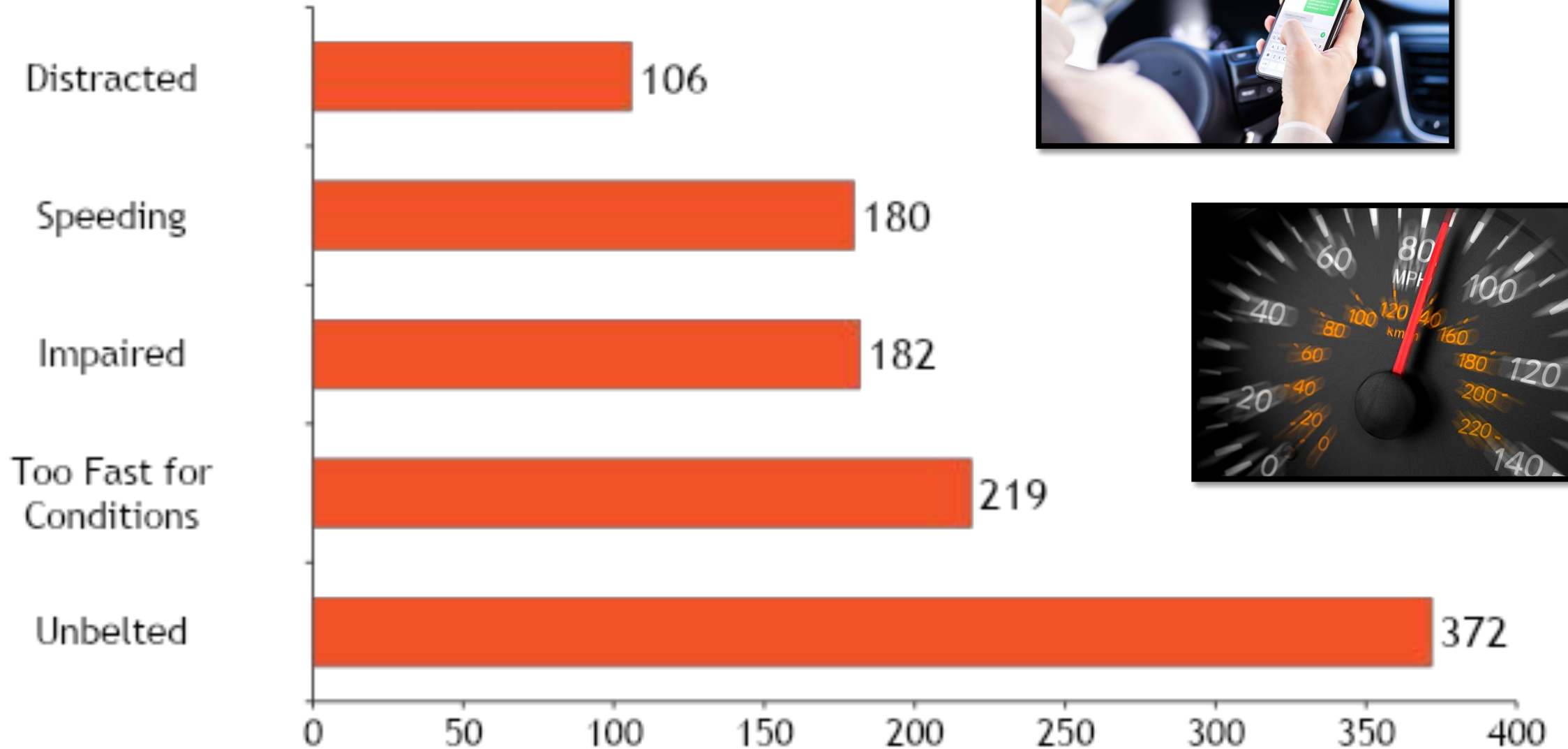
Missouri Traffic Fatalities



9,367
Lives Lost in
10 Years

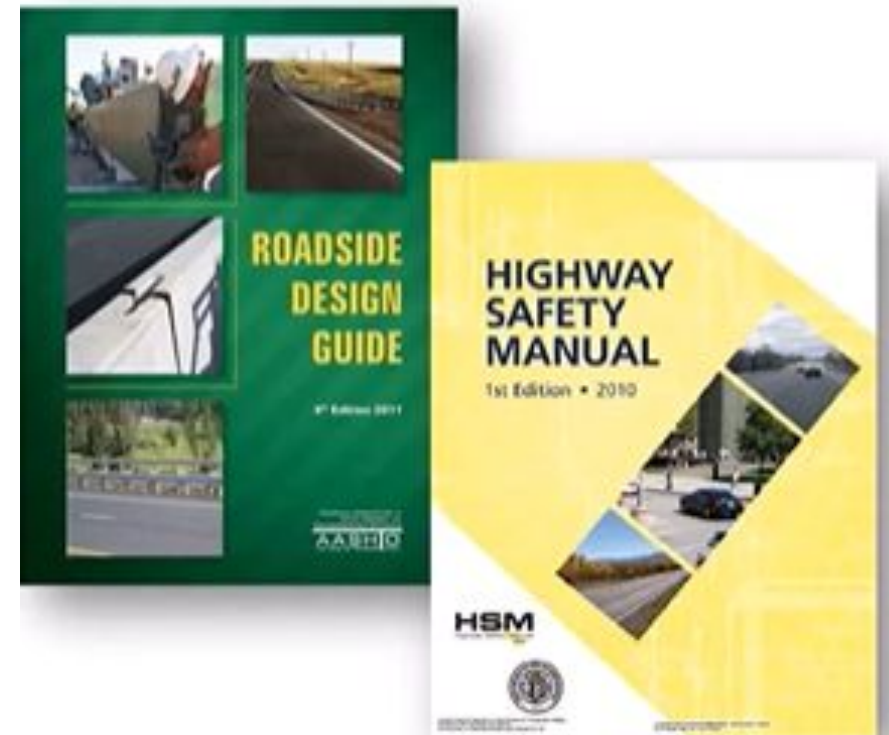


Risky Behaviors



The Evolution of Safety

- Nominal Safety
 - "If it meets standards, it's safe!"
- Crash History / Hot Spot Analysis
- Comprehensive Approach
 - SHSP's and the 4 E's
- Systemic Safety
- Quantitative Safety
 - HSM, B/C analysis





SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we will get there.

Imagine a world where nobody has to die from vehicle crashes. The Safe System approach aims to eliminate fatal serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Here's what you need to know to bring the Safe System approach to your community.



THE SAFE SYSTEM APPROACH

Zero is our goal. A Safe System is how we will get there.

Safe System Guiding Principles



Death/serious injury
is unacceptable



Humans make
mistakes



Humans are
vulnerable



Responsibility
is shared



Redundancy
is crucial

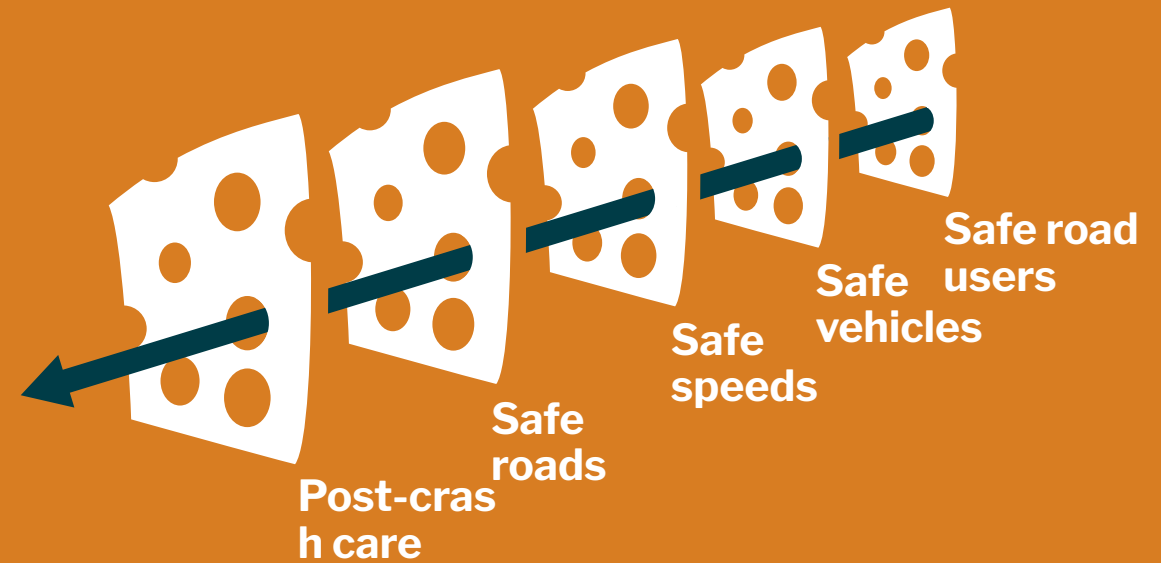
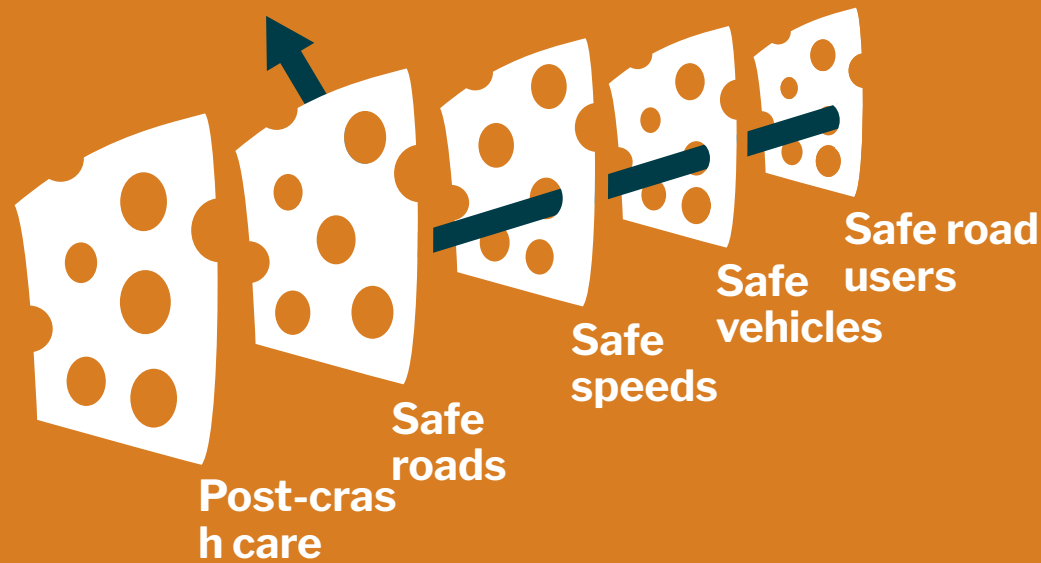


Safety is proactive,
not reactive

Safe System Elements Create Redundancy

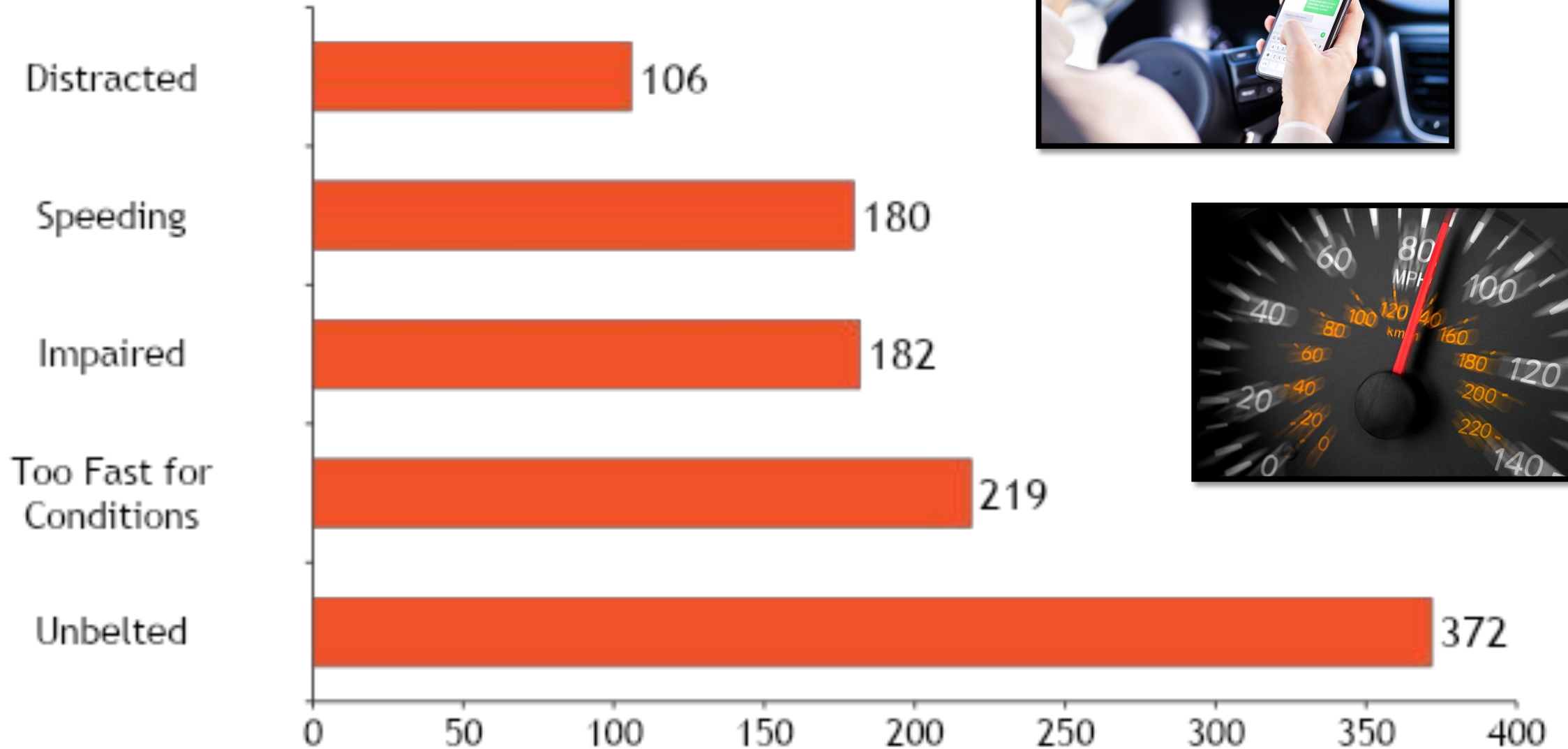
The “Swiss Cheese Model” of redundancy creates layers of protection

Death and serious injuries only happen when all layers fail



The basic principle is that lapses and weaknesses in one part of the system can occur, but other parts compensate to not allow a failure.

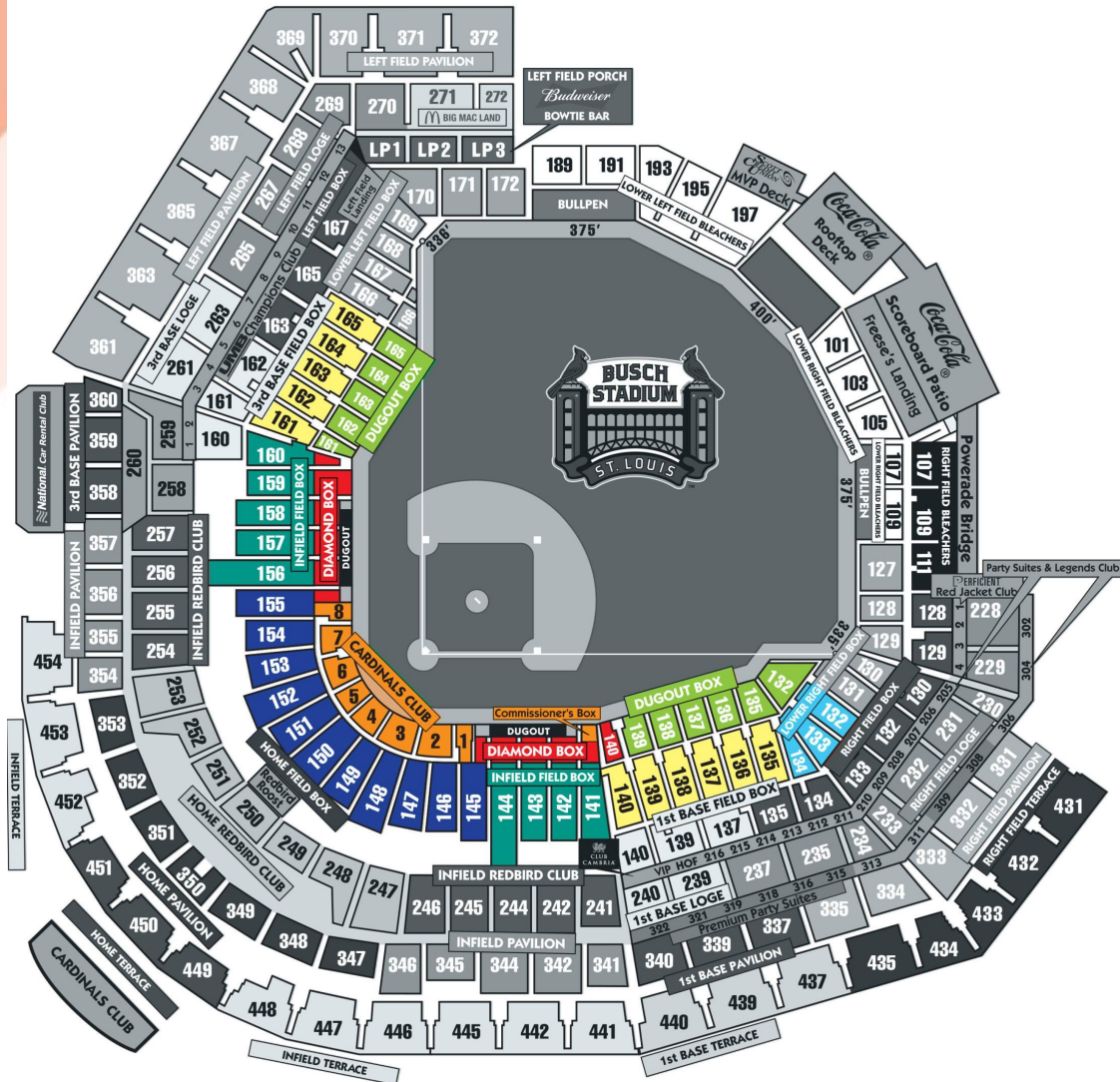
Risky Behaviors



Safe System



Safe System



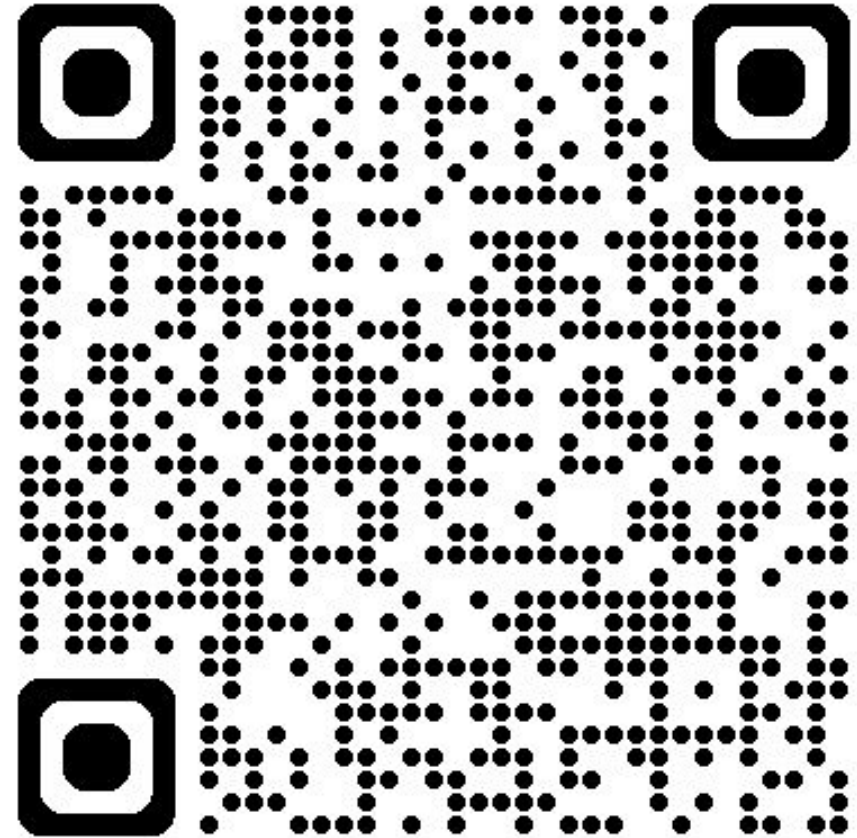
ASKING THE RIGHT QUESTIONS

THE SAFE SYSTEM APPROACH



INSTRUCTIONS

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SAFER

FHWA's Proven Safety Countermeasures



Roadside Design Improvement at Curves



Reduced Left-Turn Conflict Intersections



Systemic Application of Multiple Low Cost Countermeasures at Stop-Controlled Intersections



Leading Pedestrian Interval



Local Road Safety Plan



USLIMITS2



Enhanced Delineation and Friction for Horizontal Curves



Longitudinal Rumble Strips and Stripes on Two-Lane Roads



Median Barrier



Safety EdgesSM



Backplates with Retroreflective Borders



Corridor Access Management



Dedicated Left- and Right-Turn Lanes at Intersections



Roundabouts



Yellow Change Intervals



Medians and Pedestrian Crossing Islands in Urban and Suburban Areas



Pedestrian Hybrid Beacon



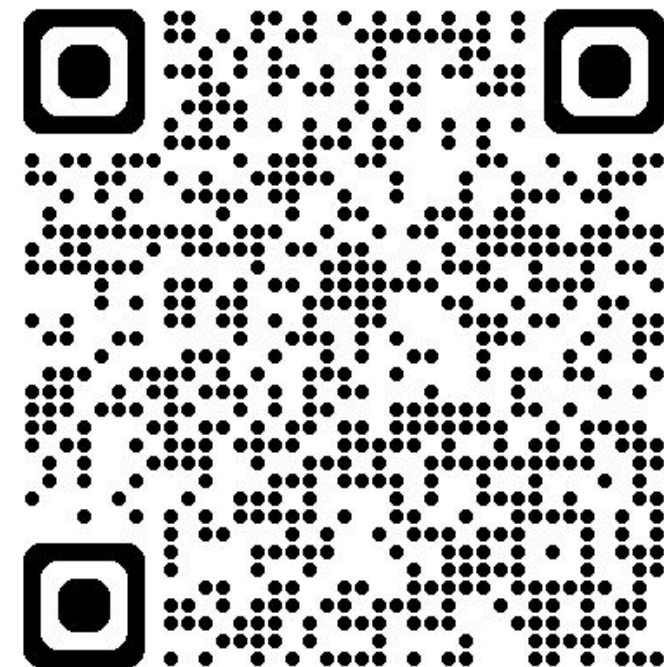
Road Diet



Walkways



Road Safety Audit



Safety Assessment For Every Roadway (SAFER)

- ▶ Vulnerable Road Users
 - ▶ Access Management
 - ▶ Roadway Alignment
 - ▶ Roadway Visibility
 - ▶ Roadway Surface
-
- ▶ Intersection/Interchange Design

VULNERABLE ROADWAY USERS

- Are there opportunities to enhance crossings based on the number of lanes crossed, AADT and speeds?
 - Field Guide for Selecting Countermeasures at Uncontrolled Pedestrian Crossing Locations
 - Table 1. Application of Pedestrian Crash Countermeasures by Roadway Features
- Are there trail crossing locations that could be improved?

ACCESS MANAGEMENT

- What is the context of the roadway (access vs mobility)?
- Are there any opportunities to consolidate or narrow accesses?
- Are there unused driveways that can be removed?
- Is there opportunity to change access to reduce severe crash risks?
 - ¾ access or right-in/right-out (reducing conflict points)
- If an interchange is involved, will the functional area of the interchange be compromised? If so, will further design considerations need to be addressed to preserve safety through the corridor?
 - Consider the impact of closely spaced outer roads/accesses

TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)

- Is there a need for additional enforcement to address driver behavior? Does it qualify as a travel safe zone?
- Is there a need to provide warning systems to alert drivers of various conditions?
 - Queue, curve, intersection, size, speed and wrong way
- Is there an opportunity to improve traffic surveillance to assist incident response?
 - Add/replace CCTV cameras

ROADWAY SURFACE

- What is the friction need for the corridor/curves? (HFST)
- Are we making the safest use of the roadway cross section? (lane width vs. shoulders)

907.9 Safety Assessment For Every Roadway (SAFER)

Why SAFER?

- ▶ Cultural Changes
 - ▶ Asset Management Mindset
 - ▶ Streamlined Processes
- ▶ Workforce Development
 - ▶ Turnover/Staffing Changes
- ▶ Accountability
 - ▶ Are we getting max value for the investment?

Roadway:		Job #:	
Begin Log Mile:		End Log Mile:	
Description:			

Detailed Work Item	Improvement Life, Years	Reduction in Fatal Crashes	Reduction in SI Crashes	
2ft. Shoulder with rumble stripe	7	0.125	0.188	Tangent Section
Install chevron signs on horizontal curves	12	0.005	0.008	Curve Section

Input Data		Site Conditions	
Length of segment, L (mi)		2	
AADT (veh/day)	AADT _{MAX} = 17,800 (veh/day)	5,000	
Lane width (ft)		11	
Shoulder width (ft)		Right Shld: 4	Left Shld: 2
Shoulder type		Right Shld: Paved	Left Shld: Paved
Centerline rumble strips (present/not present)		Not Present	
Passing lanes [present (1 lane) / present (2 lane) / not present]		Not Present	
Driveway Density (driveways/mile)		5	

AADT OK

Countermeasure Name	Crash Modification Factor (CMF)				Service Life
	Fatal	Serious Injury	Minor Injury	PDO	
2ft. Shoulder with rumble stripe	0.918	0.918	0.918	0.918	7
Notes: MoDOT study					

Tangent Crash Severity Level	Existing	With Countermeasure	Crash Reduction
Total	19.712	18.095	1.616
Fatal	1.265	1.162	0.104
Serious Injury	1.898	1.743	0.156

STIP Safety Estimator Tools

Programmed Dollars in Thousands

Funding Category of Engineering: 36
Funding Category of Safety: 194
Funding Category of Safety (Statewide): 0
Funding Category of Open Container: 0
Funds Transfer of Safety: 0

Total Cost: ⓘ 230

Safety Project Amount: 190

Total Cost: 190

Benefits in Crashes Reduced and Thousands of Dollars Saved

Action	Detailed work Item	Improvement Life, Years	Reduction in Fatal Crashes	Reduction in Serious Injury Crashes	Severe Crashes Reduced	Lives Saved	Serious Injuries Reduced	Benefit Dollar	
UPGRADE	SAFETY OTHER	0	0	2	2.00	0.00	2.35	5,606.00	
					Total:	2	0	2.35	5,606.00
					Benefit/Cost:	24.370			

STIP Outcomes 2023

28% of STIP projects
included safety

\$489 million in safety
investment

The overall B/C is 4.1

STIP Outcomes 2024

50% of STIP projects include safety

\$648 million in safety investment
(33% increase)

The overall B/C is 4.2

\$113 million of repair/replace safety (asset management)

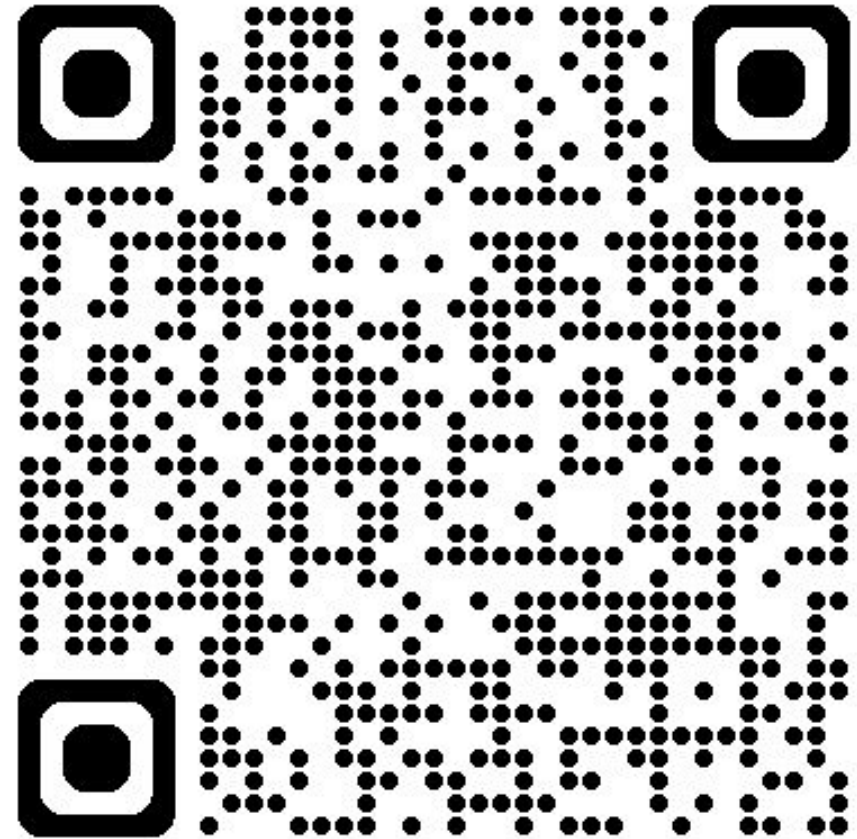
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THE SAFE SYSTEM APPROACH



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SAFER

SAFER

SAFER ACCESS FOR EVERYONE ON THE ROADWAYS



SAFER FOR
CHILDREN

SAFER FOR
TEENS

SAFER FOR
HIGHWAY WORKERS

SAFER FOR YOU



- ▶ Public policy measures needed to complement infrastructure improvements
 - ▶ Seat belts
 - ▶ Child safety seats
 - ▶ Stronger teen driving programs
 - ▶ Stronger impaired driving measures
 - ▶ Automated enforcement

— SHOW-ME —
ZERO



Buckle up – Phone down – Slow down – Drive sober

Jon Nelson
MoDOT Highway Safety and Traffic Division
573-751-5417
jonathan.nelson@modot.mo.gov





CPBM Business Meeting:

CPBM Subcommittee & Task Force Updates

Karen Miller, Missouri DOT
AASHTO CPBM Secretary



Subcommittee on Policy and Rulemaking

Ryan Huff, Nebraska DOT

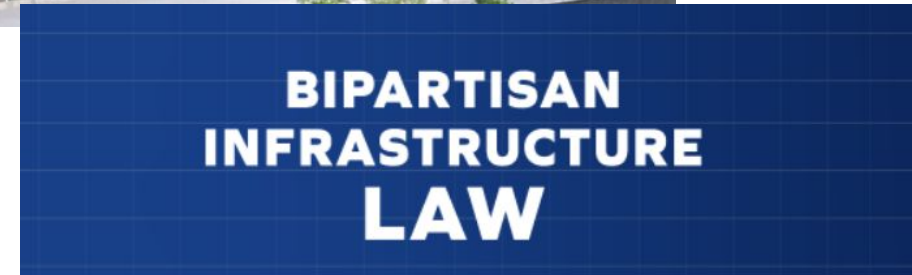
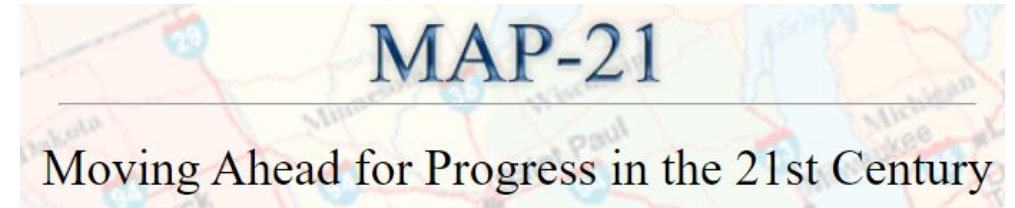
Lori Fiset, Rhode Island DOT



Reauthorization

Reauthorize: “to renew the authority or effective legal power, warrant, or right of”

- ISTEAA: 1991
- TEA-21: 1998 (+7)
- SAFETEA-LU: 2005 (+7)
- MAP-21: 2012 (+7)
- FAST Act: 2015 (+3)
- IIJA: 2021 (+6)



These are typically 5 year Bills



AASHTO Prep

PAPER #	PAPER NAME	LEAD COMMITTEES	AASHTO STAFF LEAD	AASHTO MEMBER LEAD
1	Carbon Reduction, EV Charging, Resilience	<ul style="list-style-type: none"> Environment and Sustainability Transportation System Security and Resilience 	Josh Rodriguez	
2	Funding, Finance, Program Structure	<ul style="list-style-type: none"> Funding and Finance 	Susan Howard	
3	Performance-based Management, Planning, Data	<ul style="list-style-type: none"> Performance-based Management Planning Data Management and Analytics 	Anna McLaughlin	
4	Project Delivery, Permitting, Buy America	<ul style="list-style-type: none"> Bridges and Structures Construction Design Environment and Sustainability Materials and Pavements Right of Way and Utilities 	Casey Soneira and Patricia Bush	
5	Research and Innovation	<ul style="list-style-type: none"> Research and Innovation 	Glenn Page	
6	Safety	<ul style="list-style-type: none"> Safety 	Kelly Hardy	
7	Transportation System Operations	<ul style="list-style-type: none"> Maintenance Traffic Engineering Transportation System Operations 	Larry Dwyer	
8	Workforce and Equity	<ul style="list-style-type: none"> Agency Administration Human Resources Civil Rights 	Shannon Eggleston	

AASHTO Reauthorization Internal Timeline January-October 2024

See full Reauthorization timeline on next page

1/24	Staff Briefing on Reauthorization Process
2/5	Reauthorization Members Kickoff at TPF at 2024 Washington Briefing
February-March	Committee Liaisons: Review materials from 2019 White Paper Develop a work plan for committee(s) Launch Reauthorization with committee(s)
3/13	Deadline for submitting proposed Member Leads to Susan
3/20	Notify Staff Lead of intent to contribute to any paper for which your committee is not listed
4/15	Check in meeting with Committee Liaisons
4/25	Reauthorization update to TPF at 2024 Spring Meeting
April-June	Committee Liaisons: Develop and draft priorities Solicit full committee feedback Communicate with Staff Lead
6/28	Deadline to turn in White Paper statements to Staff Leads
July	Staff Lead: Edit, combine, and draft committee papers by topic Liaise with Member Lead
8/19	8 White Paper Drafts due to Susan
August-October	Final editing and drafting with AASHTO Leadership
10/29-11/1	TPF meeting at 2024 Annual Meeting to review White Papers

[Committee timelines](#) will detail the more specific work plan for February-July, with the goal of meeting the deadlines detailed above.



Preparing

What is the ask?

- Identify Topics for Congress to Consider
- Prioritize
- Develop White papers by 6/28

Where are we now?

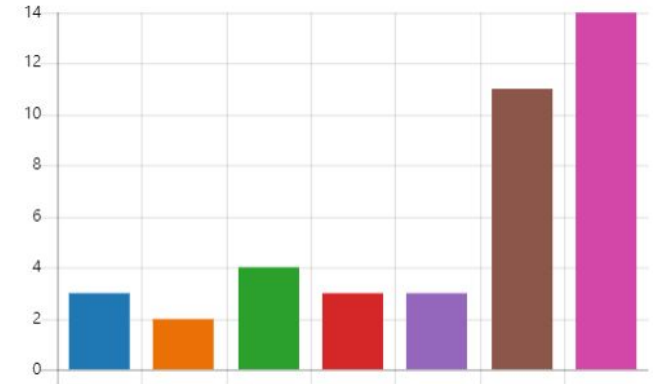


White Paper Development Timeline

- 4/9:
 - P&R Work group meet – 90 min discussing what to do
- 4/18:
 - Survey Issued to CPBM members to help identify issues
- 5/3:
 - Survey closed

1. Federal Funding Apportionment Should Not Be Tied to Target Achievement

Not a priority	3
Low priority	2
Somewhat a priority	4
Neutral	3
Moderate priority	3
High priority	11
Essential Priority	14



11. What other performance management issues should this white paper address?

20 Responses

Latest Responses

- "Required collaboration among federal agencies and stakeholders"
- "The priority issues are critical and should be the primary focus to ens..."
- "Do not continue the statements in the 2019 policy of providing more ..."

12. White Paper #1: Carbon Reduction, EV Charging, Resilience

Yes	18
No	12
Not Sure	10





Issues Themes

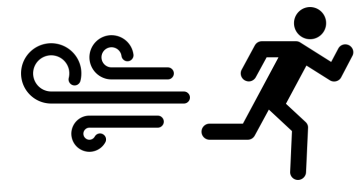
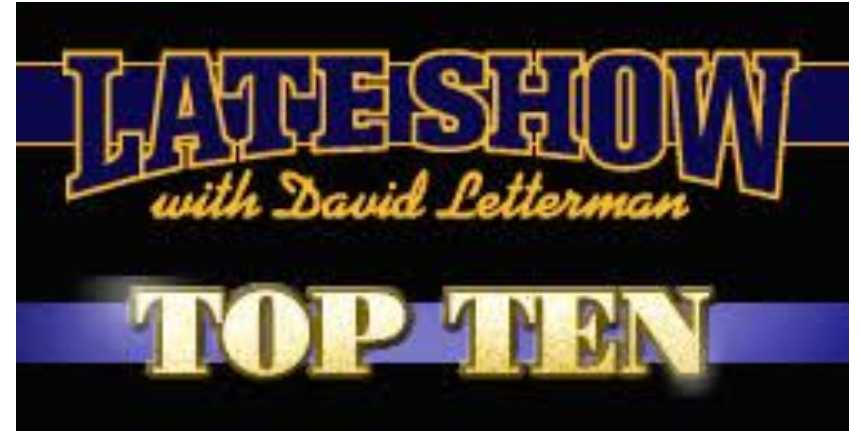
- 2019 White Paper Issues are still relevant
- Current Federal TPM is not very effective
- Congress should let the States decide things
- Focus on the system and assets, not policy preference
- More collaboration is needed

NO NEW MEASURES



White Paper Development Timeline

- 5/14:
 - P&R Work group meet – “Top 10” discussed – Priorities requested
- 5/28:
 - Priorities Survey closed
- 6/3 – 6/7:
 - Assign champions and begin work on whitepapers





Next Steps

- Work on white papers
- Leadership will help review and workshop draft white papers

TIER 1

Issue PM-1: Federal Funding Apportionment Should Not Be Tied to Target Achievement

- Proposal 10-1 from the compilation of 16 policy white papers
- *Current Federal Policy:* The Federal-aid Highway Program is a federally-assisted state program that is rooted in Article 1, Section 8 of the United States Constitution and confirmed by 23 U.S.C 145. Currently, approximately 90 percent of the federal highway program funds are distributed to the states by formula. This approach of emphasizing formula funds has a decades-long track record of success in supporting long-term capital improvements across the United States. This approach enables funds to be distributed to states in a stable and predictable manner and allows the federal program to efficiently deliver projects that have been identified and prioritized through the statewide and metropolitan planning processes.
- *Issue:* 23 CFR 490 implemented the new performance management statute so that state DOTs are required to establish performance targets for federal performance measures and report on how they have made progress on achieving those targets. Current performance management regulations—correctly—do not require tying making substantial progress towards meeting the federal performance management targets to federal funding apportionment.
- *Recommendations:*
 - Ensure performance measures and the achievement of federal performance management targets are not related to apportioning or allocating federal funds among the state DOTs.
 - Clarify in legislation that the federal performance management requirements were established to provide an authoritative source to communicate with decision makers and the public on the condition of the national highway system as a whole and be part of a larger story to communicate the unmet transportation needs, and will not be related to apportioning or allocating federal funds among the state DOTs.



Subcommittee on Research

Edgardo Block, Connecticut DOT
Alma Mujkanovic, Georgia DOT



Subcommittee on Research

“Looking back, looking forward”

2023 accomplishments and remaining action items

- 3 Research Needs Statements Selected for the NCHRP FY2025 Program
- **Status: Panel nominations are being accepted by NCHRP**
- Action Items: Identify panel members to represent the CPBM perspective (yourself or someone in your organization) – by June 30th, 2024



Subcommittee on Research

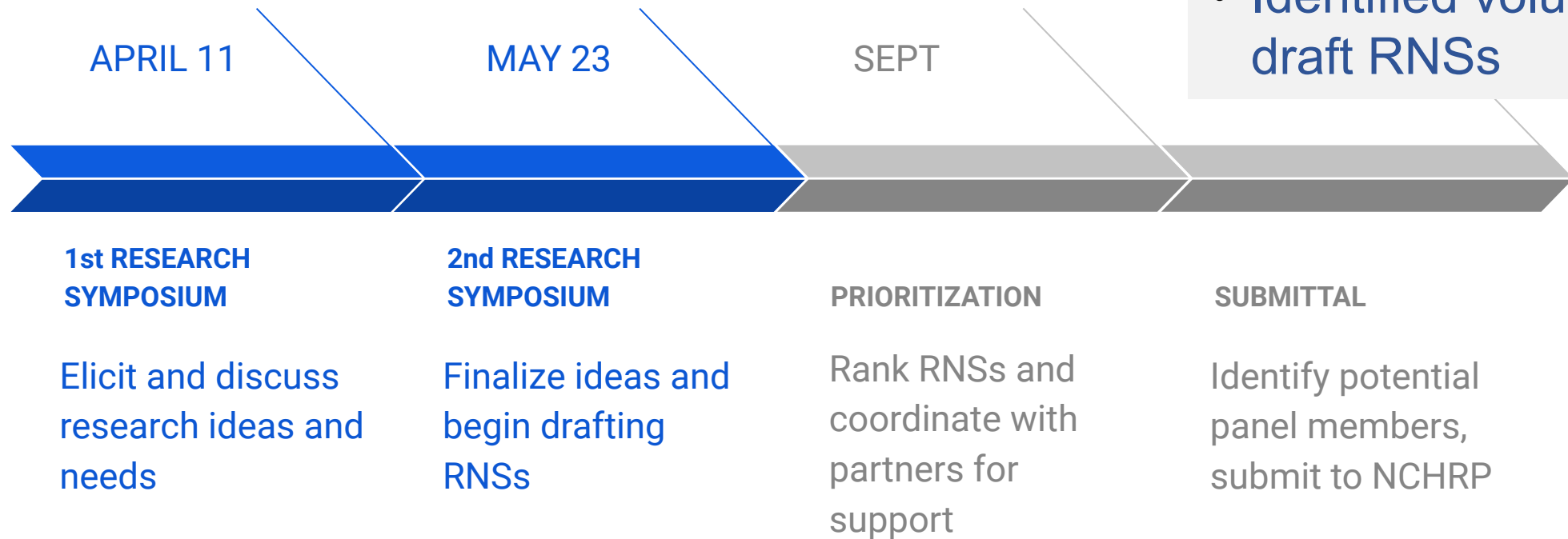
Titles and Numbers of CPBM-submitted Projects selected for FY2025 program

- **23-42** “Scoping Study to Identify Curriculum Development Needs for Workforce Development in Transportation Asset Management”
- **23-48** “Understanding, Creating, and Measuring Public Value: Lessons Learned from Public Agencies”
- **25-74** “Advancing Methods to Evaluate Greenhouse Gas Emissions During Transportation Decision Making and Performance Management”



Subcommittee on Research

2024 Activities –Symposium # 2



- Selected top RNSs by subcommittee
- Captured key elements for draft
- Identified volunteers to draft RNSs



Subcommittee on Research

2024 Activities (next steps)





Subcommittee on Organizational Management

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





AASHTO Committee on Performance Based Management

Task Force on Emerging Performance Areas

Deanna Belden, Minnesota DOT

Kelly Travelbee, Michigan DOT



Emerging Performance Areas – Research

FY25 Funded

- Advancing Methods to Evaluate Greenhouse Gas Emissions During Transportation Decision Making and Performance Management
- Understanding, Creating and Measuring Public Value; lessons learned from public agencies

Under development for FY26

- Measuring Impacts of Performance of State DOT Resilience Efforts
 - Developed last year as “Implementing Effective Resilience Performance Management”; held for consideration as implementation project of NCHRP 23-26 Measuring Impacts and Performance of State DOT Resilience Efforts, and/or possibly 23-35 Developing New Performance Metrics for Risk Management
- Equity in Programming
- Measuring Non-Auto Travel Demand



Emerging Performance Areas – Focus

- Task force currently interested in performance consideration and state of practice in the following emerging topics:
 - **A**ccessibility/multimodal mobility
 - **C**limate/GHG and carbon reduction
 - **E**quity/Affordability
- For now, focus on Equity/Affordability and expand as time and membership allows





Emerging Performance Areas – Equity/Affordability

- Equity is a broad subject; task force needs to narrow the focus
- Example questions working to answer
 - In what way is the issue emerging? How is it new or distinctly different?
 - What are current practices?
 - If/what are best practices?
 - What are the gaps?
 - What data is currently available? Is it widely accessible for low/no cost?
 - What analysis tools are available? Is there a need for different tools?
 - How can transportation organizations contribute? (e.g., AASHTO, AMPO, ITE, USDOT)



Emerging Performance Areas – Please join us!

- Regular monthly meetings held the first Wednesday of the month from 2:00p to 3:00p, eastern time.
- Meeting link at TPM portal: <https://www.tpm-portal.com/community/tfepa/>

Deanna Belden, Minnesota DOT
deanna.belden@state.mn.us

Kelly Travelbee, Michigan DOT
travelbeek@michigan.gov



Subcommittee on Risk Management

Nathan Lee, Utah DOT
William Johnson, Colorado DOT
Monica Aleman-Smoot, Texas DOT
Patrick Cowley, Utah DOT



Subcommittee on Risk Management



- Highlight website modifications
- AASHTO Task Force for NCHRP 23-32 "Risk Management Manual"
- Research projects from the symposium



Subcommittee on Asset Management

Michael Johnson, California DOT



Subcommittee on Asset Management

- New leadership
- Taking a strategic look at the Sub-committee
 - Membership, Cadence of meetings, Structure and content
 - Workplan Activities
 - Consistency Review
 - Resource Guide
 - TAMP Review Rubric



TAMP Consistency Report Synthesis

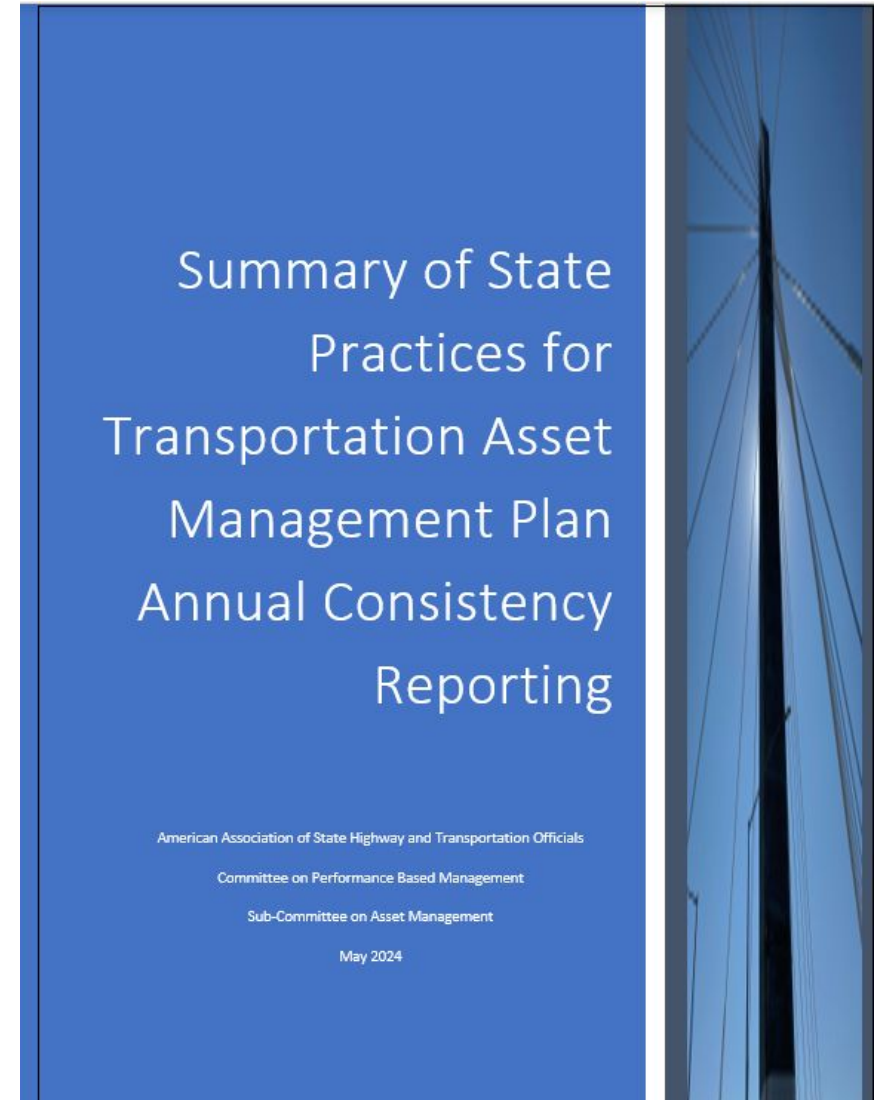
Synthesis provides a summary of State DOT reports

What is being reported

- Inventory/Condition
- Risks
- Fiscal Information
- Narratives

How is information being reported

Document size etc.





Upcoming Events

- 15th National Asset Management Conference
 - August 24-27, 2025
 - Chicago Illinois

Save the Date

15TH NATIONAL CONFERENCE ON
Transportation Asset Management

SUNDAY–WEDNESDAY
August 24–27, 2025

i The conference will cover a broad range of asset management topics to help transportation agencies manage their infrastructure assets to meet needs today and in the future.

An aerial photograph showing a complex multi-level highway interchange with several overpasses and ramps, surrounded by a dense urban area with various buildings and streets.



Upcoming Activities

Monthly meetings (June 17th)

TAM webinar series Co-sponsored by FHWA
[Events – The TAM Portal \(tam-portal.com\)](https://www.tam-portal.com/)

- Connect: <https://www.tam-portal.com/>



Discussion



Review Action Items



Wrap Up

- Notes and materials from this meeting will be posted on the TPM Portal at [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 on July 17, 2024 for TPM Webinar 23 from 2:00-3:30 PM ET.
 - Register: <https://www.tpm-portal.com/events/tpm-webinar-23/>