

Developing a TAMP

Lessons Learned from FHWA's Pilot Effort and the NYSDOT

presented to

SASHTO 2014

presented by

Cambridge Systematics, Inc.

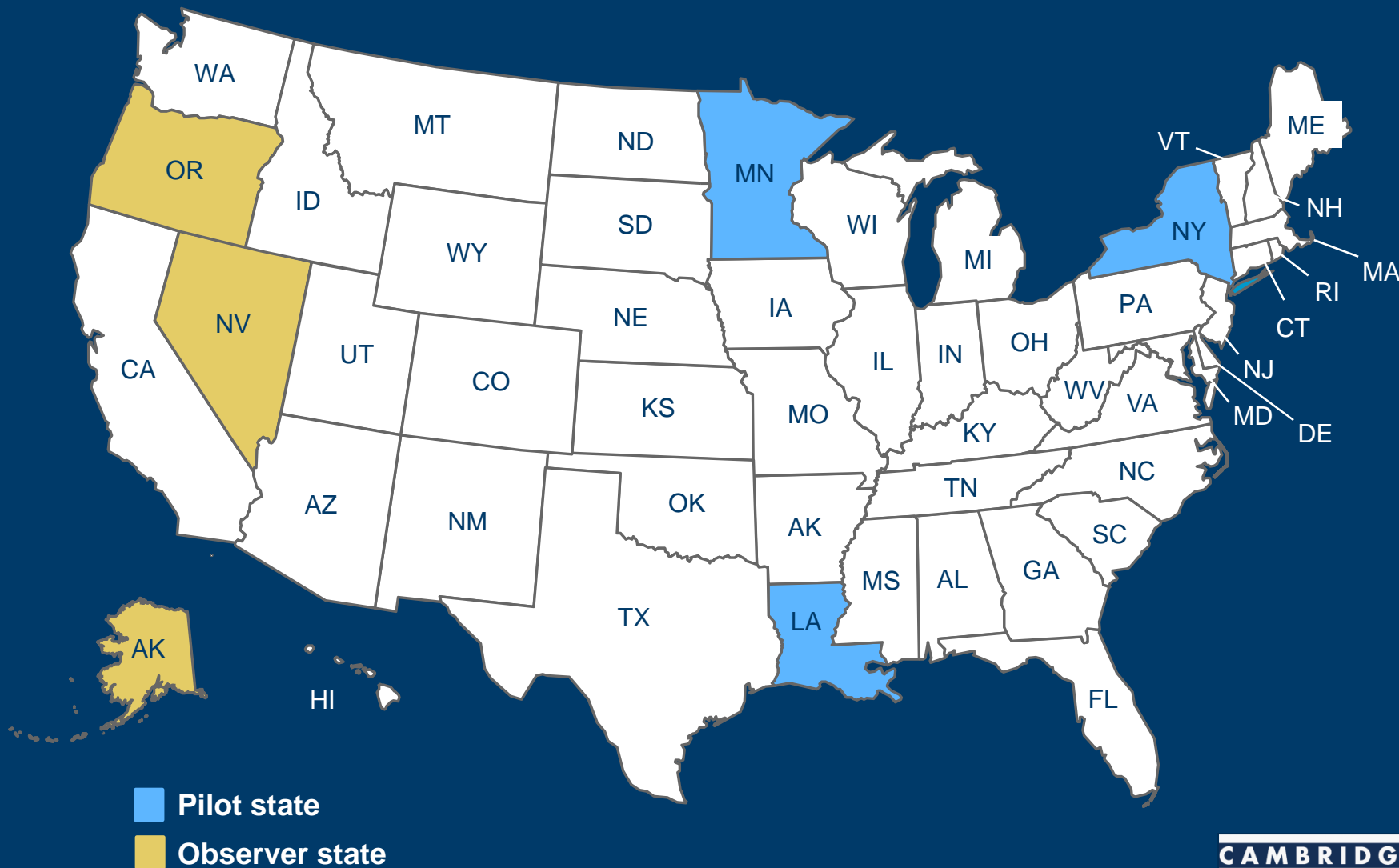
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Transportation leadership you can trust.

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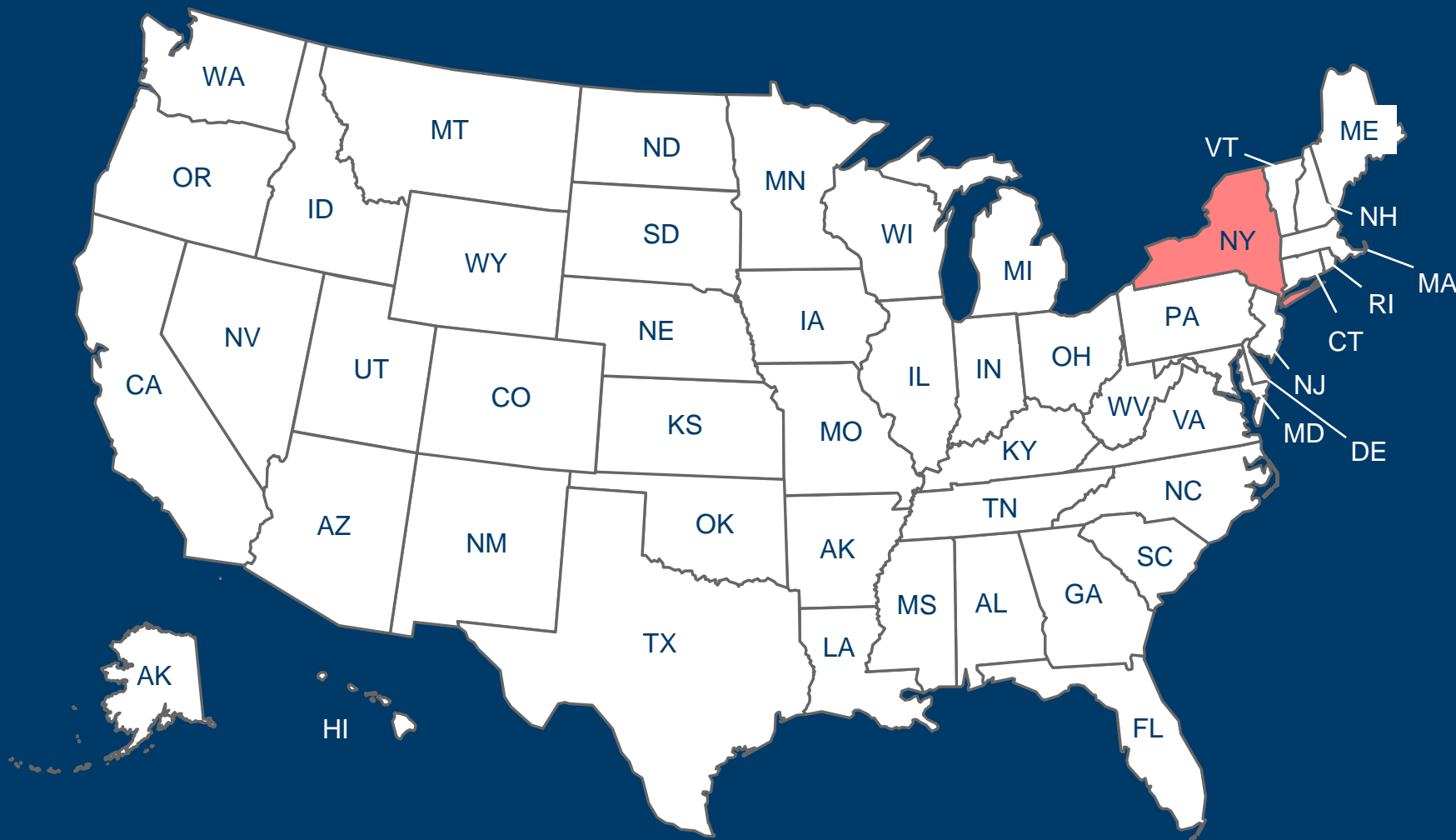
FHWA Pilot Project Overview



Lessons Learned from Pilots

- **Start with a detailed work plan – why, what, who...**
- **Tell the story, tell the story, tell the story...**
- ***Actively* engage DOT staff**
- **Don't underestimate time required**
- **Potential consultant roles**
 - » **Provide external perspective**
 - » **Help with key gap areas**
 - » **Create one document - your voice, your story**

New York State's Experience



Development Timeline

- **March 2013** **Kick-off**
 - **June 2013** **Completed Work Plan**
 - **Nov 2013** **Compiled materials**
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- **Dec 2013** **Team & FHWA HQ Review**
 - **Jan 2014** **First draft ready**
 - **Feb 2014** **Executive Review**
 - **May 2014** **External Review**

The TAMP Should Answer...

- What assets do we manage?
- What are our anticipated resources?
- How do we make decisions?
- What risks exist and how will we deal with them?
- What are our priorities and strategies?
- How can we improve?

Funding for Pavement & Bridge Construction

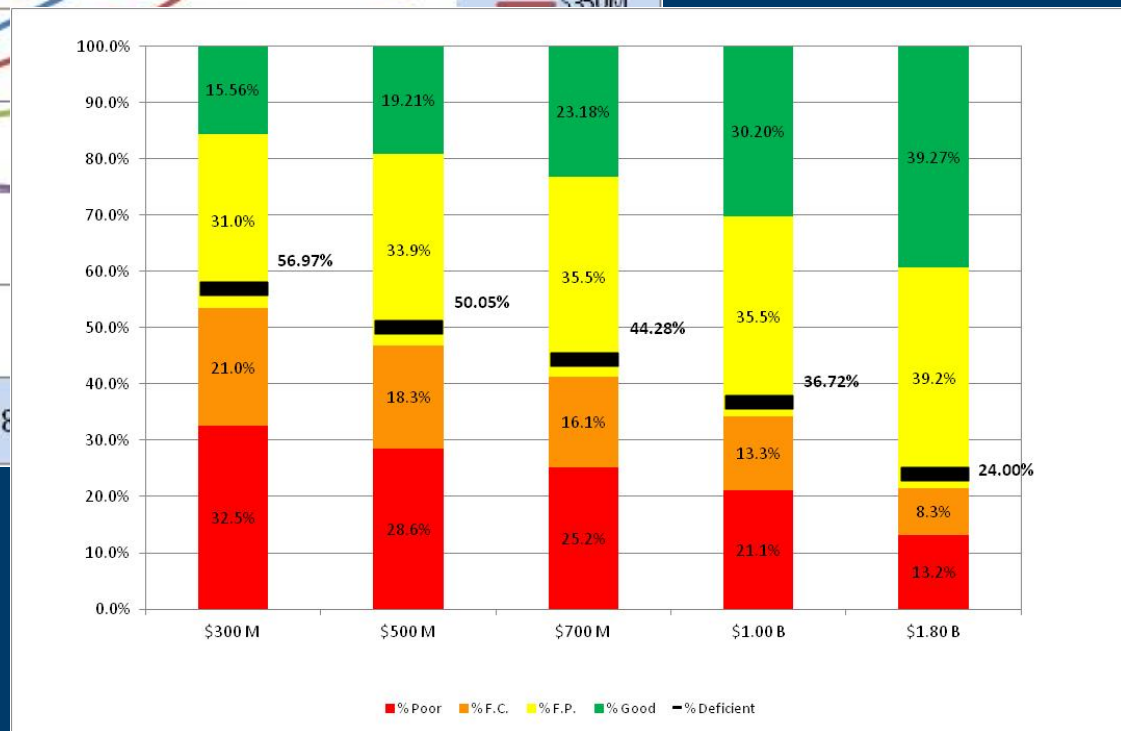
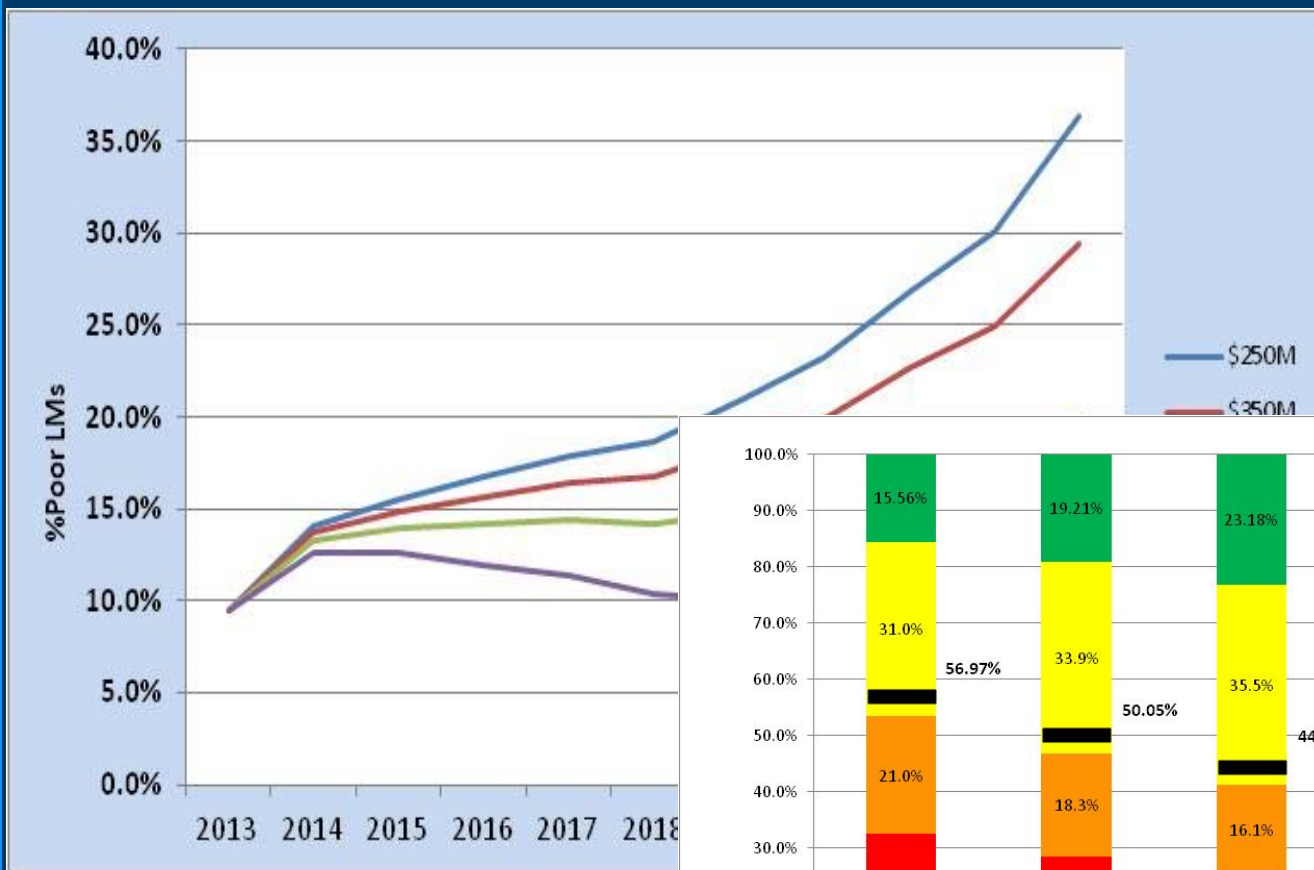
Projected Revenue (2013-2018)	\$17.927 billion	Non-construction
<i>Minus safety/other; engineering/admin.; state forces maintenance; ROW/non-construction phase; modal</i>	- \$7.953 billion	
Projected funds available for highway and bridge core construction (2013-2018)	\$9.974 billion	Local Construction
<i>Minus funds for local roadways "off-system"</i>	- \$2.941 billion	
Projected funds available for NYSDOT "on-system" roadways (2013-2018)	\$7.033 billion	Other Goals
<i>Minus projected funds necessary for safety, congestion, and ancillary assets</i>	- \$3.283 billion	
Projected funds available for NYSDOT on-system pavement and bridge asset management (2013-2018)	\$3.750 billion	

20% to Drive Conditions

Initial Risk Register

- **If...**
 - » **Federal funding continues to be inadequate and further limited in where funding can be used**
- **Then...**
 - » **Infrastructure conditions will continue to deteriorate with even the most cost effective treatment strategies**
 - » **Etc.**
- **Mitigation**
 - » **Strategy – leverage TAMP for outreach**
 - » **Responsibility – external relations**
 - » **Status – ongoing**

Performance Targets



Targets

Performance Measure	Baseline 2013	State of Good Repair	Target 2023	Performance Gap
NYSDOT Pavements				
% VMT on Good and Excellent	71%	88%	59%	29%
% Poor	10%	10%	36%	26%
NYSDOT Bridges⁽¹⁾				
Deficient ⁽²⁾	49%	25%	50.5%	25.5%
% Poor	23%	10%	29%	19%
% Preservable (Good and Fair Protective)	56%	75%	53%	22%
% Correctable (Fair Corrective)	21%	15%	18%	3%

(1) Based on Deck Area; (2) NYSDOT Definition of Deficient

Sustainability Index

Asset	Asset Sustainability Index			Asset Sustainability Index
	State of Good Repair (\$ millions)	Maintain Status Quo (\$ millions)	Anticipated Investment Level (\$ millions)	
Bridge	\$1,800	\$700	\$350	0.19
Pavement	\$700	\$350	\$250	0.36
Combined	\$2,500	\$1,050	\$750	0.30

Next Steps

- **Final rule making**
- **2015 revisions to incorporate final rules**
 - » Repeat review process
- **Final certification**
- **Asset management improvements**

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