

# What are the early impacts of COVID on your Agency's TAM program or practices?

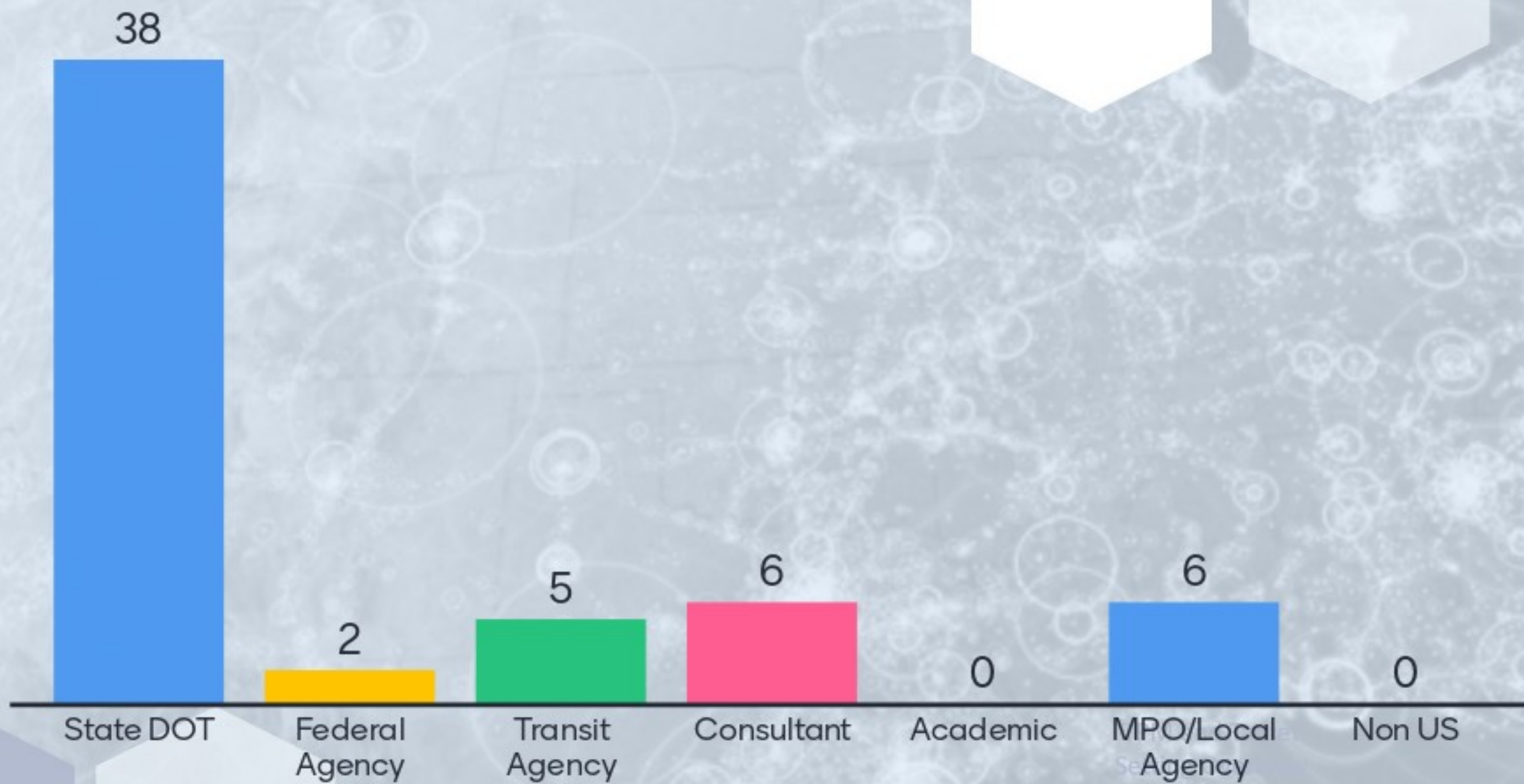




# What are the early impacts to:

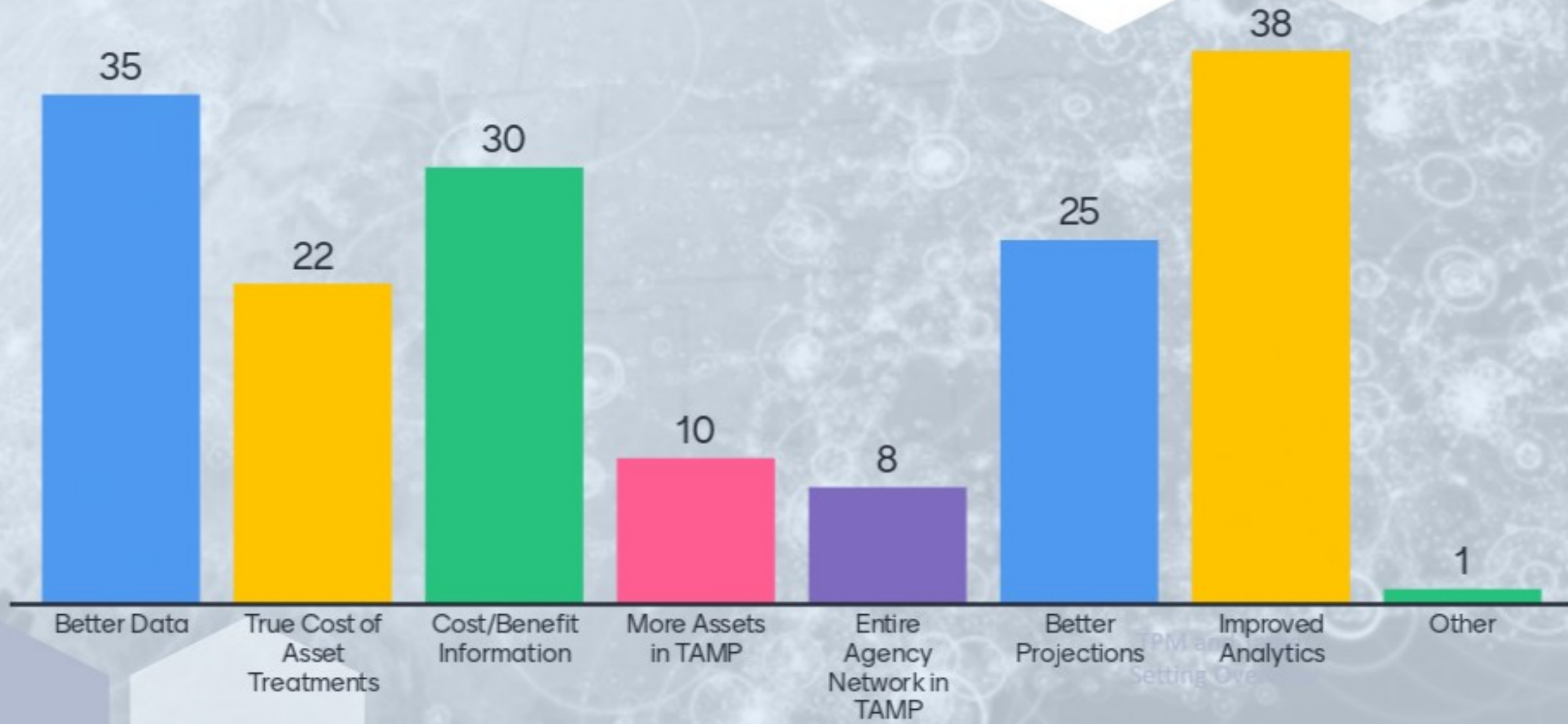


# Who do you work for?





# What information do you wish you had for TAM to support response and recovery?



# Is your Agency: (Check all that apply)



Identifying projects for deferral



Reducing proactive repairs and mitigations



Increasing field operations due to reduced volumes



Identifying projects for future stimulus



No Changes



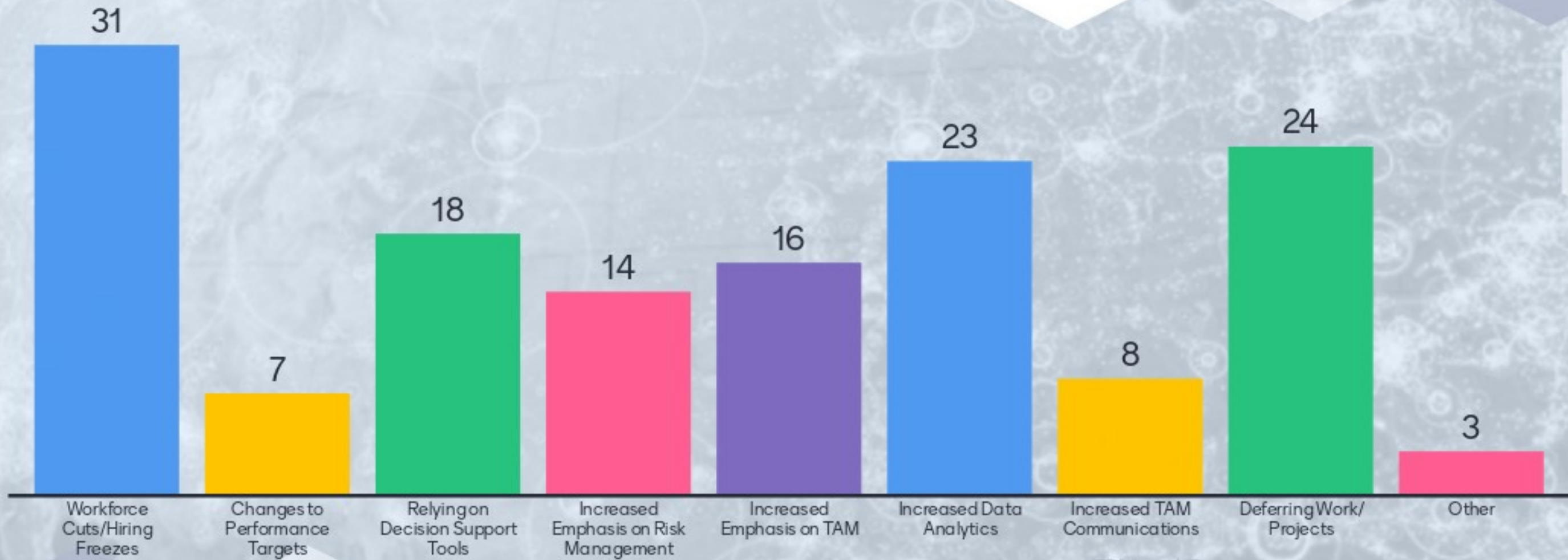
Other

TPM and Target  
Setting Overview





# How is your agency managing the uncertainty of funding going forward?



TPM and Target Setting Overview



# How can you adjust your TAM strategies instead of adjusting performance goals to respond to declining revenues?

Reduce the amount of funding on major projects and focus more on preservation.

Maximize lower cost PM treatments. Spread PM treatments geographically to broaden economic development potential.

We are reviewing different options depending on revenue forecasts delayed decision to Labor Day timeframe

Not yet

Implement lower level, less expensive, easier to develop treatments and revise maintenance/preservation schedules moving forward, once "normal" returns.

Consider the life cycle of each asset when deciding where to use revenue.

With reduced route service in both bus and light rail, we are focusing our performance measure efforts on those assets in service and working on non-active assets secondarily in preparation for resuming full service

We are looking at deferring projects and only procuring critical projects.

Maintain or increase maintenance to prolong useful life of current transit fleet.

TPM and Target  
Setting Overview





# How can you adjust your TAM strategies instead of adjusting performance goals to respond to declining revenues?

We are already heavily preservation oriented. Our goal is to optimize conditions for available funds. Lower funding will result in worse conditions.

Reconsider treatment strategies.

Improve partnership with MPOs, counties, local agencies, transit agencies and public partners to better leverage limited resources

More focus on risk and trade-offs

Adjust new capital development to focus on existing asset backlog

TAMP is a plan not a program. Plans help guide and provide strategies to address ever changing infrastructure needs, oftentimes without the need to modify performance goals

Some large projects may be delayed.

It's too early to work out which TAM strategies could be useful to offset adjusting performance goals responding to declining revenues.

Ideally we would adjust, but in reality it is difficult to delay larger multi-year capacity-type projects.

TAM and Target  
Setting Overview





# How can you adjust your TAM strategies instead of adjusting performance goals to respond to declining revenues?

The TAMP team will consider any adjustments to TAM strategies as the impact of loss of revenues becomes known to the funds available for the capital program.

Increased amount of communications with functional group's in order to make decisions.

Not planning to adjust performance goals.

Re-scope major rehabilitation or replacements to shorter life and cheaper treatments.

Look how projects are selected and see if you can adjust the project selection process to identify projects that help meet the targets

TAM and Target  
Setting Overview



# What can TRB/AASHTO do to help you?

Need better economic forecast info.

Continue to communicate best practices between states.

Federal funding stimulus...will any additional funds have performance measures tied to them?

Support limited strings on fhwa money to allow for state agencies to spend the money where the need is at to meet asset goals

More tools to manage asset

Lobby for a stimulus package

Continued webinars and other notifications on how the industry is managing this issue

Talks are a great help... how others are do things.

Lobby to take starting conditions into account with the 5% poor pavement and 10% poor bridges metrics and associated penalties. Our system is old, winters are cold, volumes are high and federal funds are inadequate to meet those goals .

TPM and Target  
Setting Overview





# What can TRB/AASHTO do to help you?

Continue to provide peer exchange opportunities

Share strategies from other agencies.

continue sharing information on analysis and projections between DOTs

Risk-based prioritization

Continue developing guidance materials.

Communicate best practices to transportation agencies/providers

Lobby for federal funding to improve existing infrastructure and preventative maintenance rather than new capital.

Better assistance on Cross-asset allocation and decision-making.

Life cycle cost info

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Setting Overview



# What can TRB/AASHTO do to help you?

Relentlessly push congress to come to the table with infrastructure package that addresses true need without unfounded/unfunded burden on the state's

Provide best practices and forums to discuss and transfer knowledge

Look at equity amongst communities, there is always the worry that TAM favors higher population areas and how to communicate equity decisions.

FTA endorsed guidance

Continue to organize webinars and meetings that explore the impacts of the pandemic on transportation investment strategies in general and to asset management processes specifically.

Continue providing a consistent message to our elected officials for state DOTs

Continue webinars on best practices on TAM topics.

Provide examples and/or best practices of how agencies are approaching the issues related to COVID-19

share best practices

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# What can TRB/AASHTO do to help you?

Funding for transportation was challenged prior to Covid 19 and the emergence of electric vehicles, and higher fuel efficiency vehicles underscores the need for a fresh look at alternative funding approaches.

Covid 19 exposed the need to better understand workforce continuity in the context of the TAMP.

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