

Transportation Asset Management Webinar Series

Webinar 44

TAMP and STIP Integration

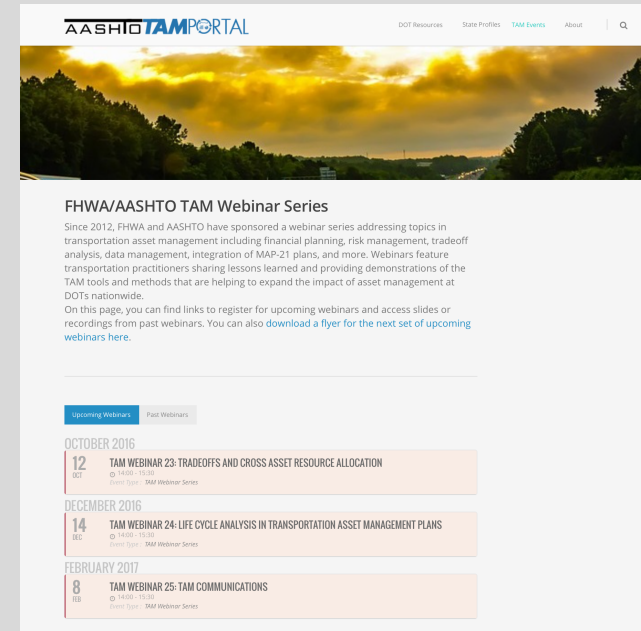
Sponsored by FHWA and AASHTO



Webinar 44 – June 17, 2020

FHWA-AASHTO Asset Management Webinar Series

- This is the 44th in a webinar series that has been running since 2012
- Webinars are held every two months, on topics such as off-system assets, asset management plans, asset management and risk management, and more
- We welcome ideas for future webinar topics and presentations
- Submit your questions using the webinar's Q&A feature



Welcome

FHWA and the AASHTO Sub-Committee on Asset Management are pleased to sponsor this webinar series

- Sharing knowledge is a critical component of advancing asset management practice

Learning Objectives

- Building working knowledge of key concepts and definitions relevant to transportation asset management plans and State Transportation Improvement Programs
- Beginning to apply this knowledge in the context of TAMP and STIP integration in order to answer the following questions:
 - What approaches are agencies taking to coordinate the TAMP and the STIP?
 - What benefits can my agency expect by better integrating the TAMP and STIP development processes?
 - What are some key lessons-learned for agencies as they move toward greater TAMP and STIP integration?
- **SHARE LESSONS LEARNED, IDEAS, KNOWLEDGE!!!**

Webinar Agenda

- 2:00 Welcome and Introduction**
Steve Gaj, FHWA, Matt Hardy, AASHTO, Hyun-A Park, Spy Pond Partners
- 2:10 Topic Introduction and Overview**
Harlan Miller, FHWA
- 2:20 Wyoming Presentation**
Tim McDowell, Wyoming DOT
- 2:30 Texas Presentation**
Jenny Li, Texas DOT
- 2:40 Colorado Presentation**
William Johnson, Colorado DOT
- 2:50 Ohio Presentation**
Dave Gardner, Ohio DOT
- 3:00 Michigan Presentation**
James Ashman, Michigan DOT
- 3:10 Q&A and Wrap-Up**

Topic Introduction

Integrating the TAMP and the STIP



Wyoming's Experiences in Integrating the TAMP and the STIP

Timothy McDowell, PE
Wyoming Department of
Transportation

It Isn't Instant

- There are a lot of #1 priorities.
- Many people are involved in the STIP.
- Feedback loops are important.
- Strive for incremental improvements.



Tie to Performance, Not Output



- Outcome is preserving with minimum life cycle cost, not dollars spent in overlays.
 - Miles of light, medium, and heavy treatments done at the right time based on PMS for pavement.
 - Square feet of bridges based on repair type done at the right time.
- Think holistic, such as the STIP software storing the treatment type

Track over time

- Could be short one year, long the others



	Pavement Summary for 2020 1S & 2020-2025		
	1 S Miles	2 S Miles	3 S Miles
Interstate Actual	0.00	74.85	29.54
Interstate Required	24.00	57.00	44.00
	24.00	17.85	14.46
NHS (Non-Interstate) Actual	23.41	66.56	7.43
NHS (Non-Interstate) Required	20.00	89.00	4.40
	3.41	22.44	3.03
Non-NHS Actual	6.60	35.76	24.22
Non-NHS Required	20.00	57.00	6.00
	13.40	21.24	18.22

	Bridge Deck SF Summary 2022					
	8 & 7	6	5	4	3	2 & 1
NHS Programmed	3,844	0	0	14,727	0	0
NHS Required	0	0	0	14,000	1,000	0
Programmed Minus Required	3,844	0	0	727	1,000	0

Understand the STIP Requirements

- Projects may be grouped by function, work type and/or geographic area
- STIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward the performance targets identified.



Feedback Loop



- Data must be aligned to allow for proper analysis
 - By District
 - By road type
 - By treatment type
- Continuous refinement to ensure forecasts are accurate
 - Improvements are achieving the desired results
- Timely reporting is critical



Timothy McDowell, PE
State Programming Engineer
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QUESTIONS?

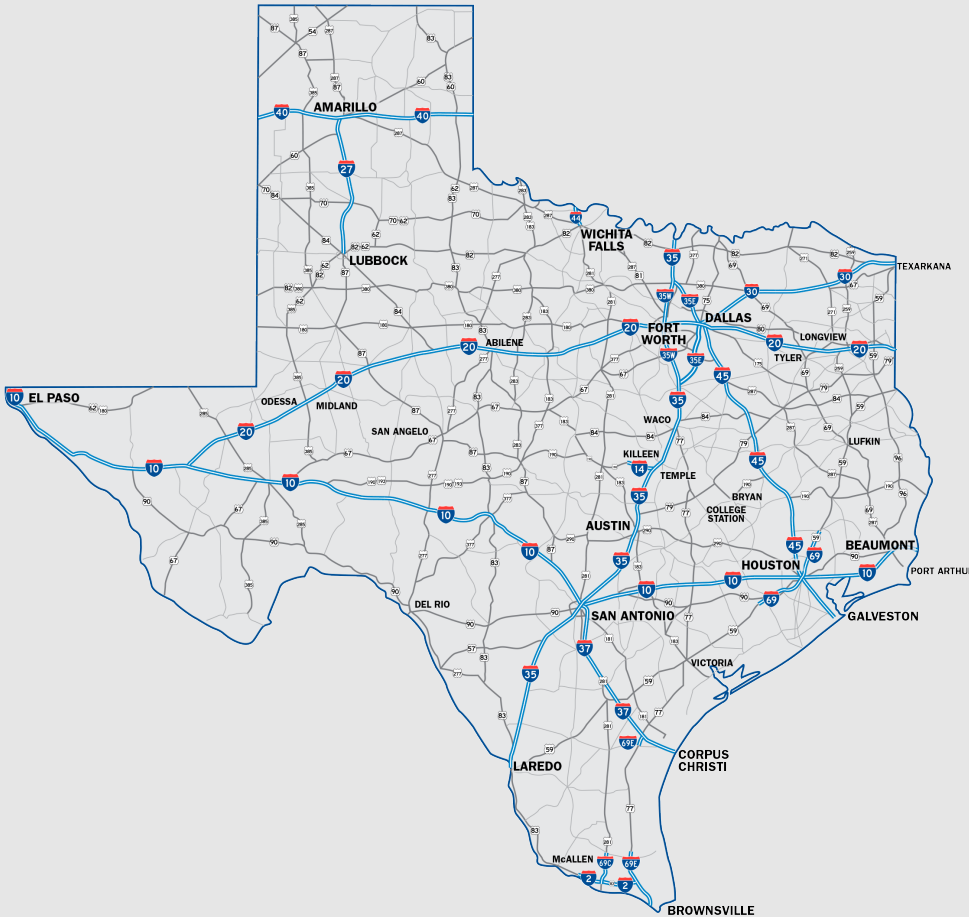


Integration of TAMP and STIP

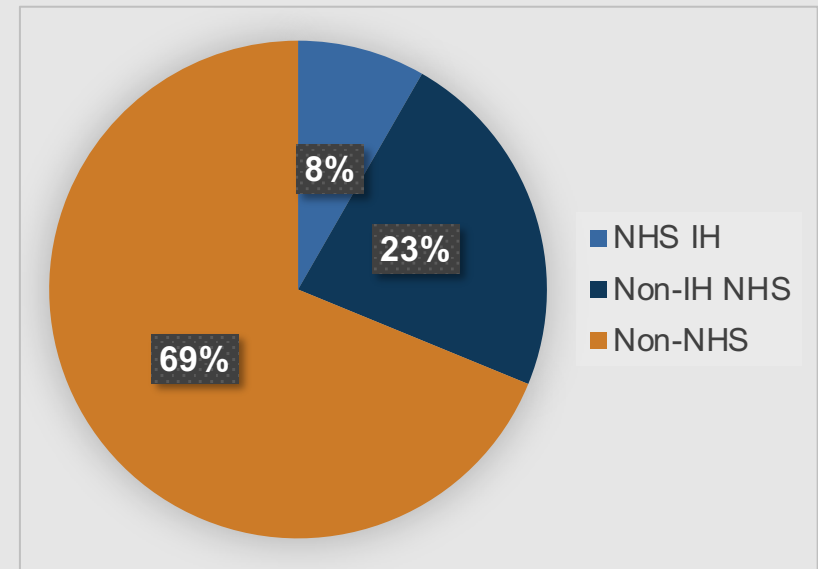
TxDOT – Maintenance Division



1	TxDOT Overview	3-4
2	Planning Process	4-6
3	Four-Year Planning Process	7-10
4	Benefits of Integration	11
5	Questions	12



- Population: 29 Million
- District: 25
- County: 254
- Lane Miles: 196,000
- Daily Vehicle Miles Traveled: 332 Million
- Bridge: 54,000
- MPO: 25





Texas Transportation Asset Management Plan

June 30, 2019

- Developed a risk based asset management plan to improve or preserve the condition and performance of the system.
- Objectives and performance measure
- Set up performance targets
- Life cycle planning process
- Consistency check document

**Asset
Management
Objectives**

STIP and TIPs

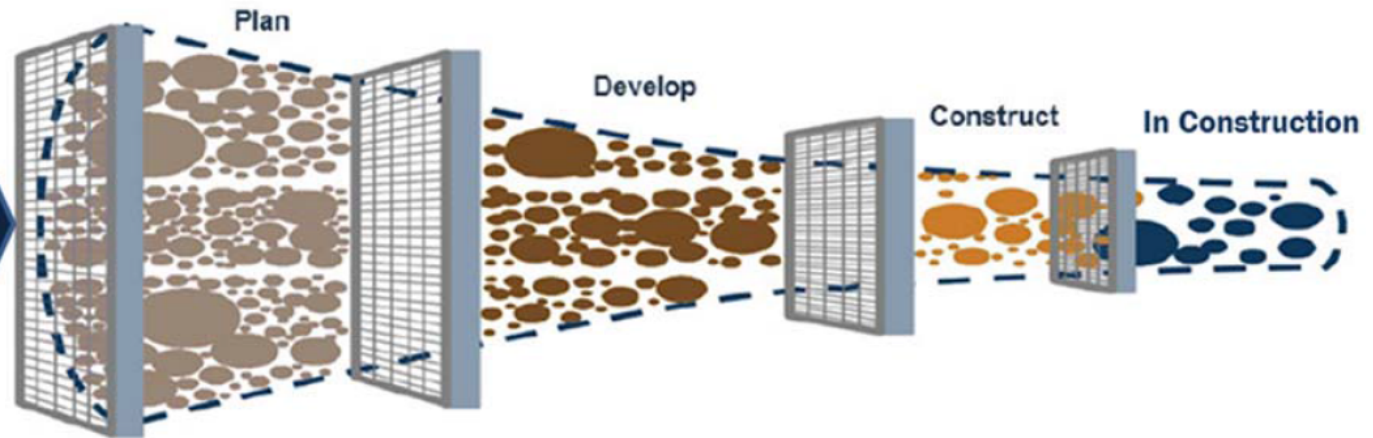
**Portfolio
Management
Elements**

LRTP/MTPs

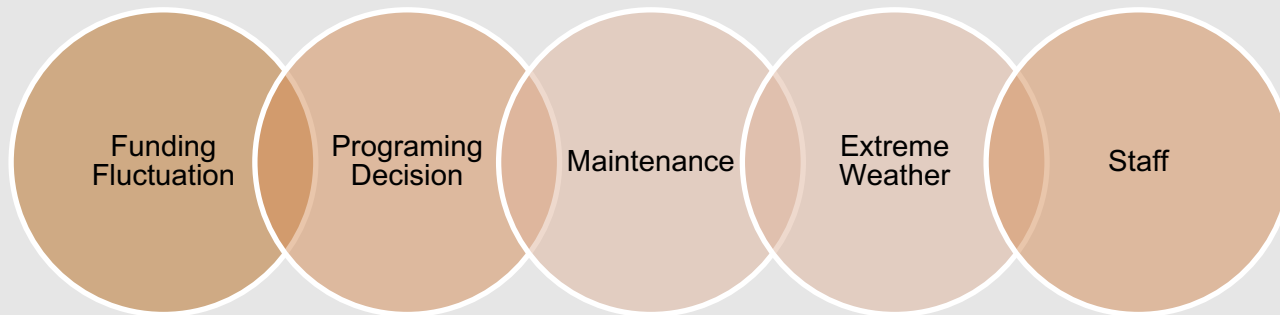
UTP/10yr plans

**Strategic
Initiatives**

- Congestion
- Mobility
- Safety
- Preservation
- Connectivity



- Specific projects for pavement work are identified at the local TxDOT district level using Pavement Management System and Boots on the Ground approaches
- Prioritized projects are submitted for funding consideration through TPP
- Identifying project-specific data that align a project's performance benefit with the statewide objectives is critical to this process





- Every district is required to develop a comprehensive pavement management plan for all pavement related activities that is fiscally constrained.
- The plan covers all the routine maintenance, PM, LR, MR, and HR
- The plans are reviewed annually by a committee established by TxDOT administration to ensure that the maximum maintenance resources are directed towards pavement operations and roadway related work.



MONTHS	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP
• Identify connectivity and mobility projects	▲											
• Maintenance Supervisors and Area Engineers begin to discuss CAT 1 candidate projects												
• Project Identification Brain Storming Workshops												
• Meet to discuss district priorities for CAT 1 projects												
• District Staff agrees on CAT 1 priorities for entire 4 YR period FY 21 thru FY 24												
• TPD staff update TxDOTCONNECT for CAT 1 Candidates												
▪ Certify 24 Month Letting Schedule												
• TxDOT Transportation Commission approve UTP and STIP												
• Maintenance Supervisors and Area Engineers begin to discuss seal coat candidate projects												
• Begin Driving roads with Maintenance Supervisor and Area Engineer ranking seal coat candidates												
• Select seal coat projects for next FY 21 and 22, all remaining candidates get moved to FY 23 and 24												
• Coding seal coat projects for CAT 1 funding and MMS for 13045 funding												
• Begin final review and make updates/corrections												
• Discuss 4 YR pavement plan with Maintenance Division												
• Provide info and maps to Maintenance Supervisors and Area Engineers to plan workload												

■ Integrated Data Sources:

- PMIS Condition Maps
- 4-yr PMP Map
- Surface Age Map
- Skid Condition Map
- PA Condition Forecasts
- PA Scenarios
- CRIS Heat Maps
- Wet Surface Crash Report
- Rumble Strip/Profile Map
- Cable Barrier Map
- AADT and % Truck
- Rural vs Urban
- Funding Constraints

■ Boots on the Ground Team:

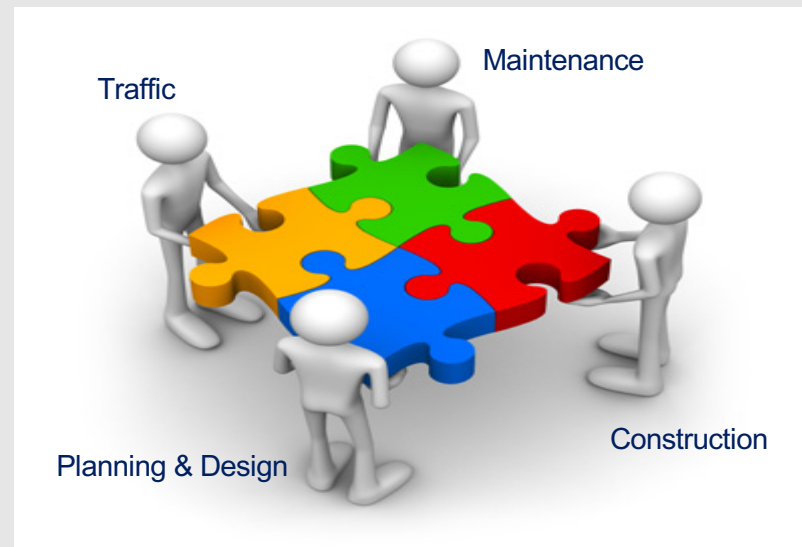
- Director of Maintenance
- Director of Operation
- Director of Planning and Development
- Area Engineer
- Maintenance Supervisor
- Pavement Engineer
- Design Engineer
- Maintenance Administrator
- Engineer in Training



- System Safety is incorporated into all projects
- Rumble strips are installed on all projects with a hotmix asphalt surface
- Profile markings are installed on all projects with a seal coat surface
- Safety end treatments are upgraded or installed on all rehab projects
- All guardrail is upgraded to current standards on all rehab projects
- Items for backfilling edges are included to address drop offs



- Performance and data driven
- System safety incorporated
- Perform drive along with Directors for prioritizing projects
- Identify the best practice and provide feedbacks to district planning and project selection process annually
- Good QA/QC project information for the TAMP consistency check







COLORADO
Department of Transportation



TAM and STIP

...and 10-Year Plan

June 2020

- William Johnson
Performance and Asset Management Branch Manager



Performance Management Structure

Key Notes

Governor's Priorities:

Defined as his four overarching priority areas and bold four initiatives

Governor's Dashboard:

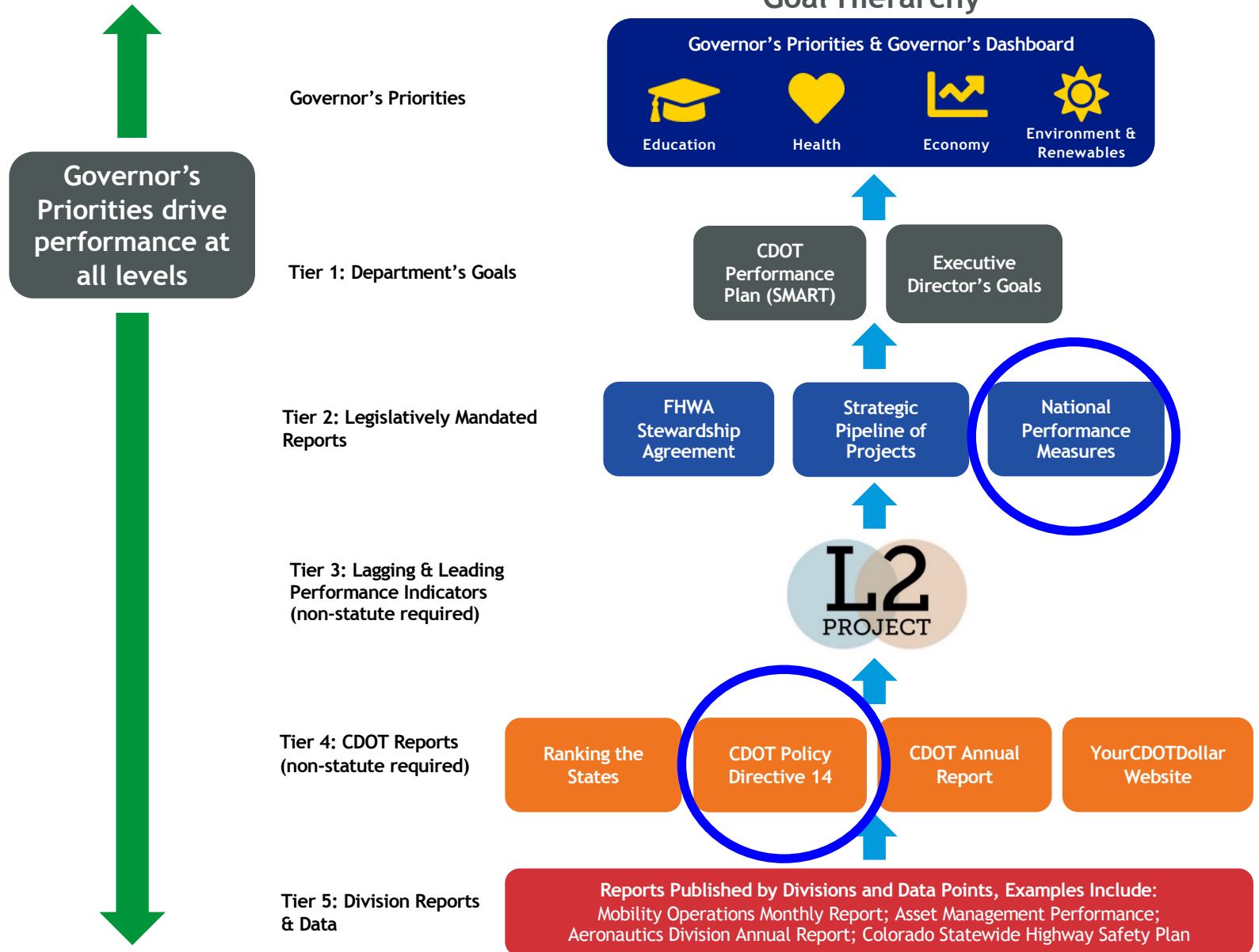
Will be comprised of "SMART" goals alongside cross-agency outcome measures

Executive Director's Goals:

Additional goals that reflect the Executive Director's strategic direction for their agency.

Department Performance Plans: Aligns with Governor's Dashboard and ED Goals, with a focus on longer term vision for the department. Drives goals to the division level.

Note: Some divisions will not support a Governor's Dashboard goal or Department Goal/SPI





What are “needs” in the 10-year Plan?

Each of CDOT’s 12 asset classes has a performance measure and a 10-year performance target. “Needs” in the 10-year Plan represent projects that should be prioritized to enable CDOT to reach the 10-year target.

Needs are based on:

- Current condition
- Forecasted condition
- Life-cycle treatment options
- Major TAM projects - that would not normally be funded due to cost constraints
- MLOS - based on historical funding by MTC Section

Needs are a game plan if funding is available.

NOT A PROMISE LIST



- **Construction**
- **Maintenance & Operations**
- **Multi-Modal Services**
- **Sub-allocated (Pass-Through) Programs**

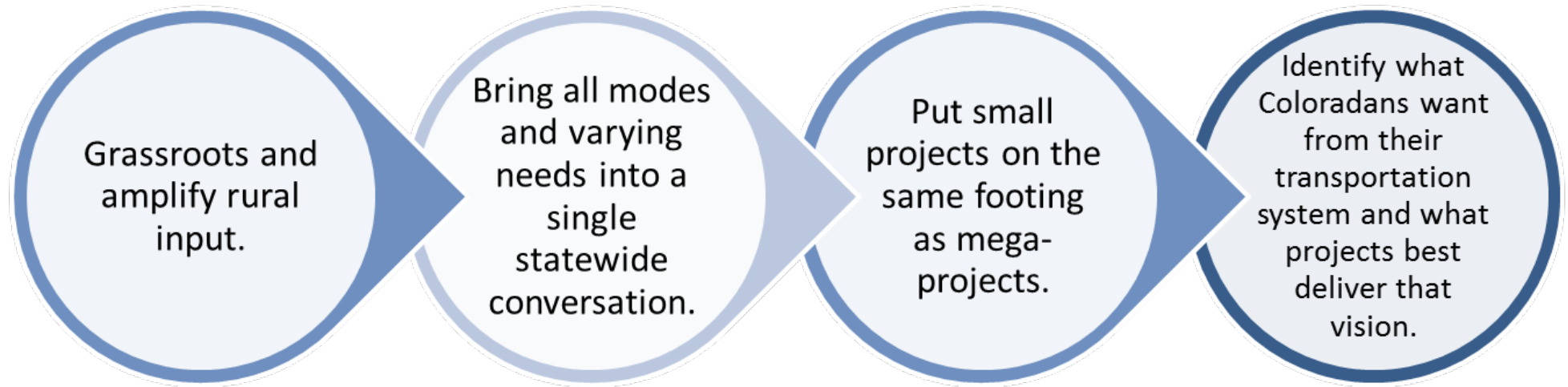
**Asset
Management**

Safety

Mobility



Planning Process



The GOAL

- A 10-year strategic pipeline of projects, inclusive of all modes, informed both by a data-driven needs assessment and public and stakeholder input.



Capital Projects

Stakeholder heavy process (hundred + meetings)

Fiscal constraint = expected revenue

Corridor-based within STIP and RTPs

Asset Management

Informed by outreach process but built internally

Fiscal constraint = doubling of current budget

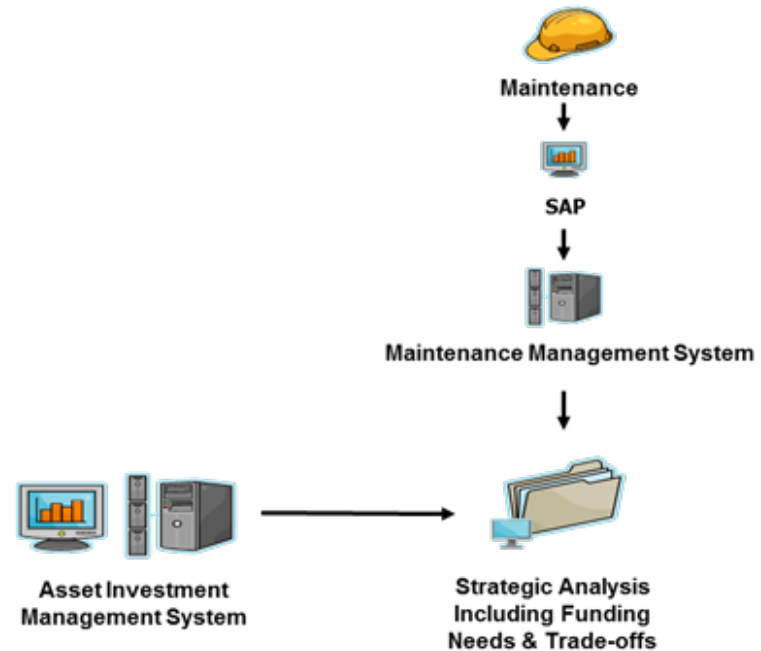
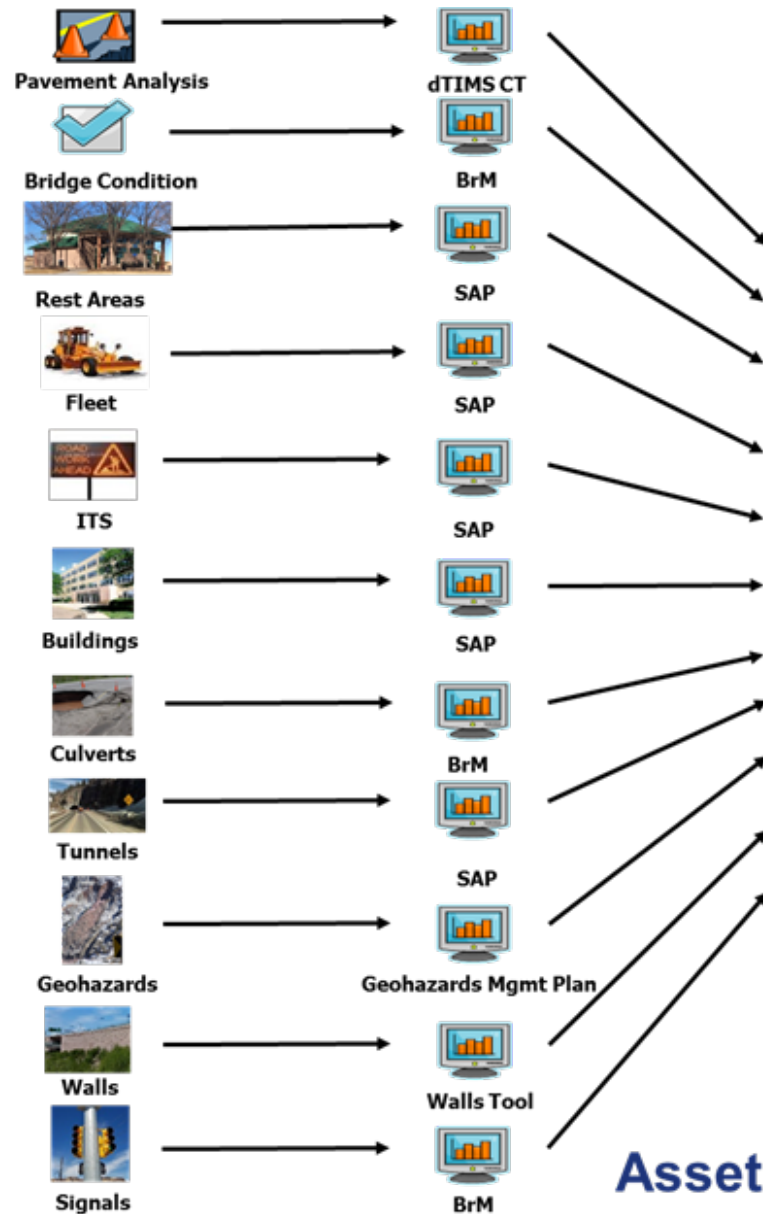
Corridor-based within STIP



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Department of Transportation

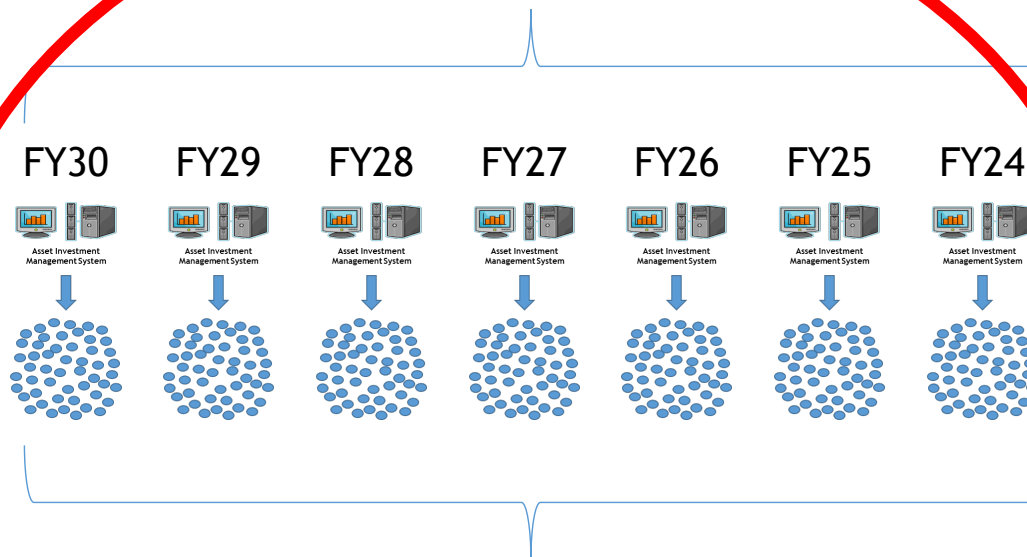
Asset Management System



Asset Investment Management System



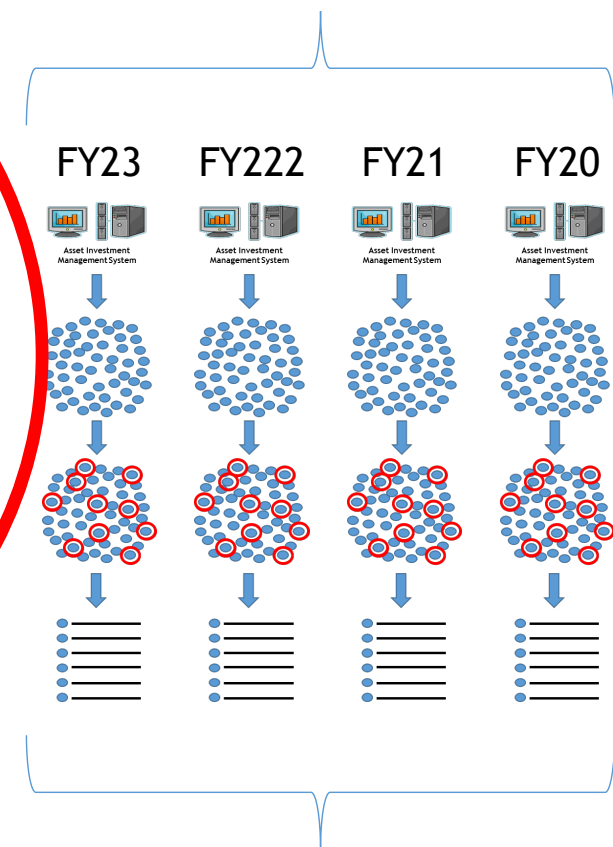
10-Year List of Needs



Needs constraint is roughly twice
the current Planning Budget

NOT A PROJECT LIST

Program of Projects

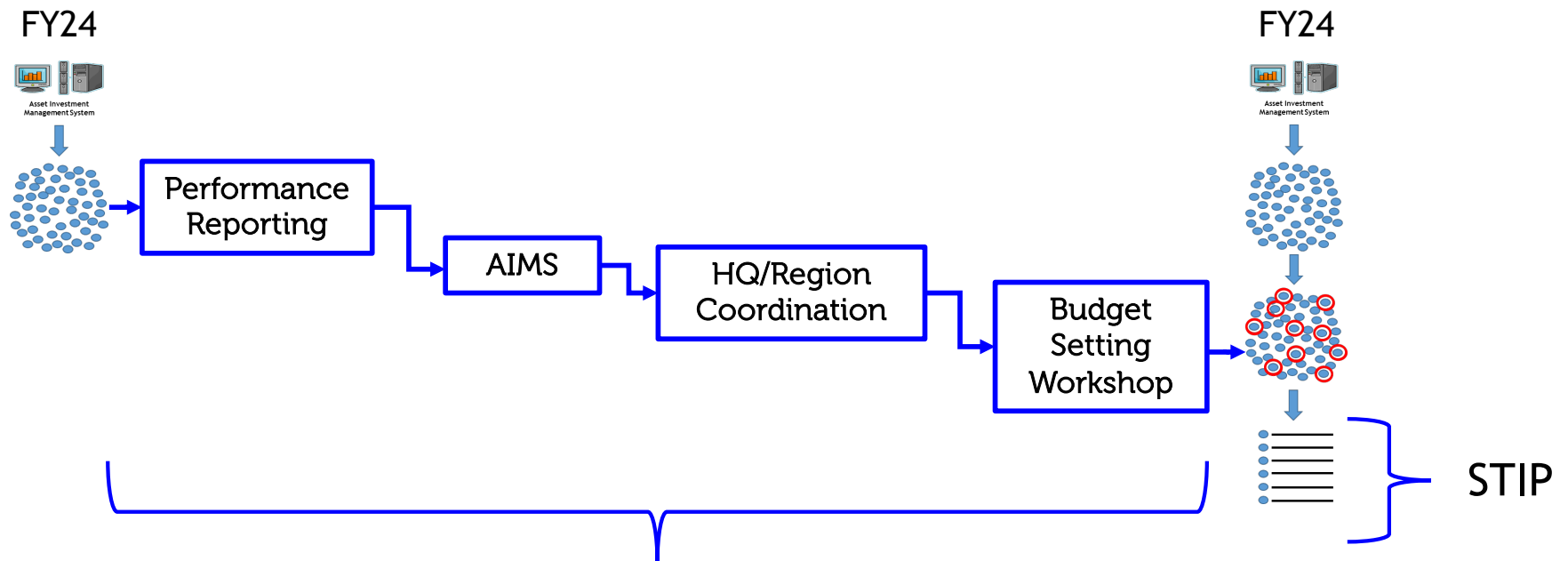


Planning Budget



10-Year List of Needs

Program of Projects



Generalized Project Selection and Prioritization Process



EXAMPLE STIP/Plan

Project ID 1234 SH 135 (PGV7011)												
Description Minor Rehabilitation Medium Volume Category 6 Inch Striping BRT Lane Multi Use Path Improvements Bridge Repairs Wildlife Mitigation Shoulder Widening Hot Spots Improvement							Location MP 0 to MP 27.48					
ADA ○	FASTER ○	NHS ●	MASH ●				Jurisdiction Gunnison					
Funding Source	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	(\$M) TOTAL
FASTER	\$1.20	\$1.20										\$2.40
NHPP												
HUTF			\$0.30									\$0.30
SB1												
SB267												
SUR												
MMOF												
HSIP												
ITM	\$0.30			\$0.10								\$0.40
WSWS		\$1.00										\$1.00
UNFUNDED					\$1.10	\$5.80	\$0.10	\$10.00		\$7.00	\$0.10	\$24.10
Total												\$28.20

Challenge

- How can the new 10-Year Plan be used to optimize bundling of treatments and delivery of the program?

Project Based Strategies



Asset Management

- Add surface treatment overlays from MP X to Z
- Bridge replacement at MP X
- Construct intersection/interchange improvements at MP X



Mobility

- Provide and expand transit bus services from Gunnison to Crested Butte
- Promote carpooling and vanpooling from Gunnison to Crested Butte
- Promote use and maintenance of variable message signs
- Provide bicycle/pedestrian facilities from MP X to Z



Safety

- Improve hot spots from MP X to Z
- Deploy 6 inch striping from MP X to Z
- Improve wildlife crossings from MP X to Z
- Expand shoulders from MP X to Z
- Add turn lanes at MP X



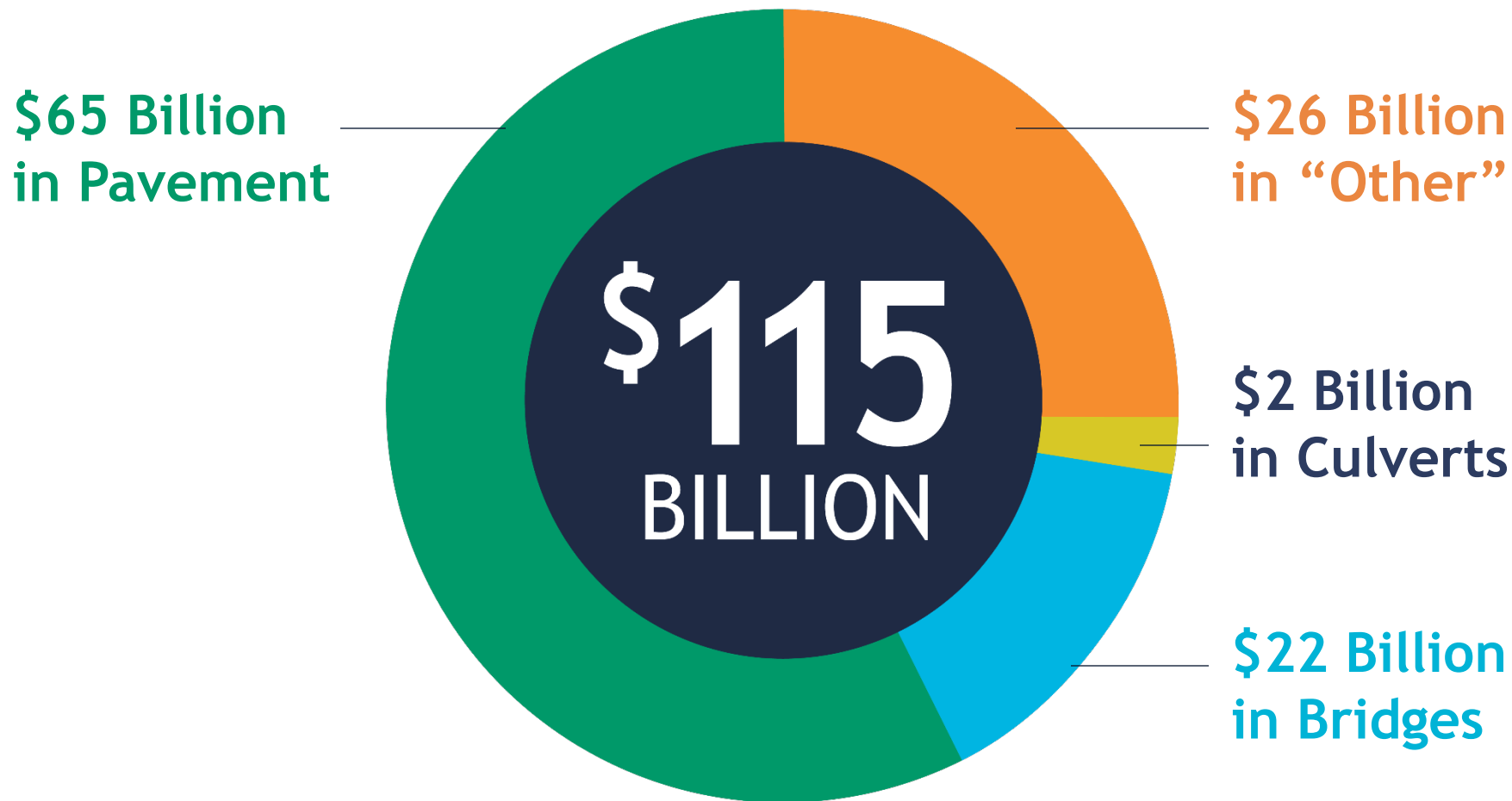
TAMP AND STIP INTEGRATION

FHWA/AASHTO TAM WEBINAR 44 JUNE 17, 2020



OHIO DEPARTMENT OF
TRANSPORTATION

VALUE OF OHIO'S TRANSPORTATION ASSETS



TAKING CARE OF WHAT WE HAVE



43k

MILES OF ROADS



14k

BRIDGES

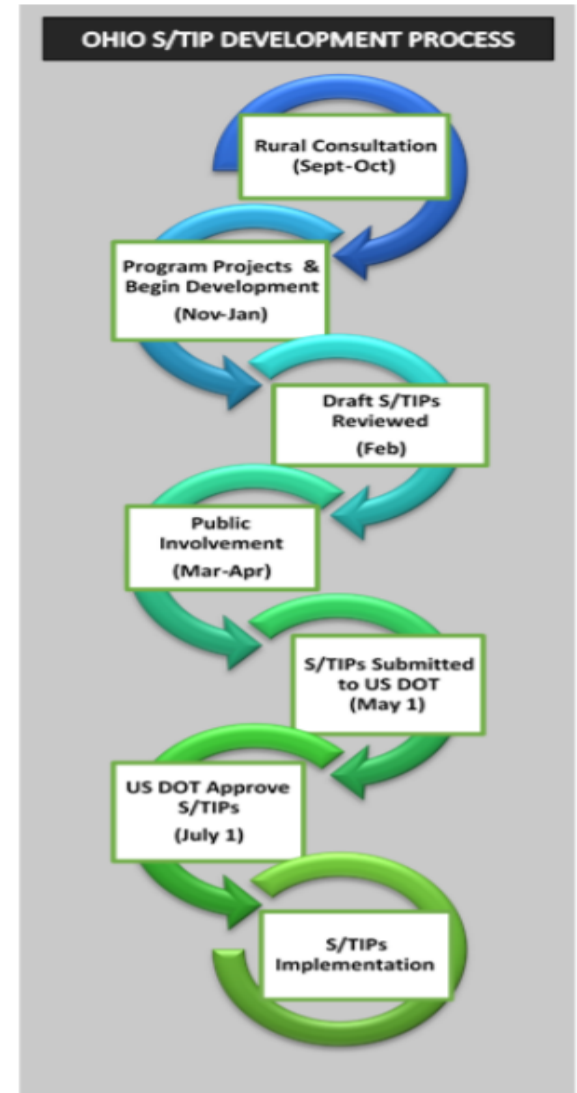


80k

CULVERTS

OHIO STIP PROCESS

- 🕒 ODOT updates the STIP biennially
- 🕒 Starts with rural consultation meetings
- 🕒 Coordination continues between ODOT and our local agencies
- 🕒 Performance based planning process utilizing measures collected and implemented in ODOT's Asset Management program



ODOT'S STRATEGIC PLAN

- 🕒 Improve Safety
- 🕒 Take Care of What We Have
- 🕒 Make Our System Work Better
- 🕒 Enhance Capacity



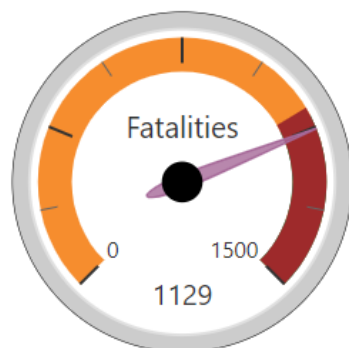
ODOT'S STRATEGIC PLAN - CSF

CRITICAL SUCCESS FACTORS

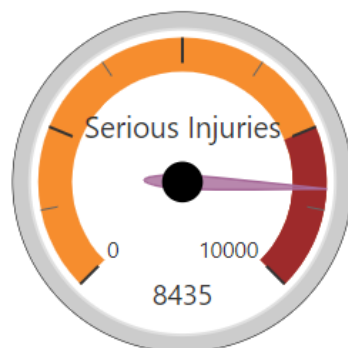


Learn more about ODOT's Strategic Plan

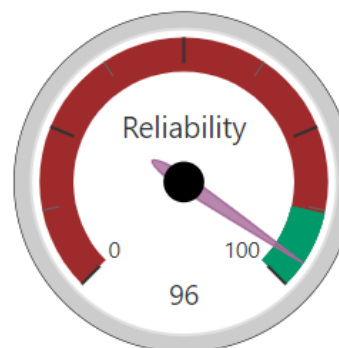
Safety



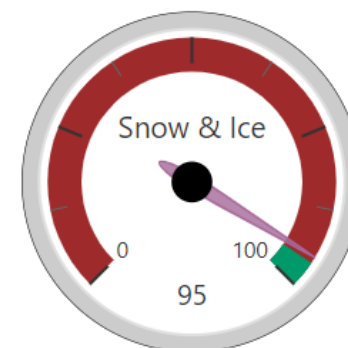
Safety



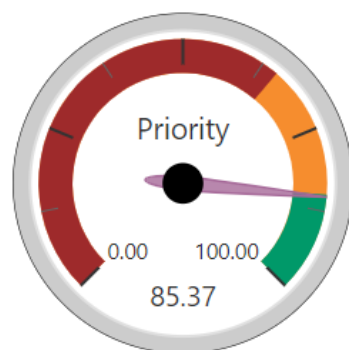
Congestion and Reliability



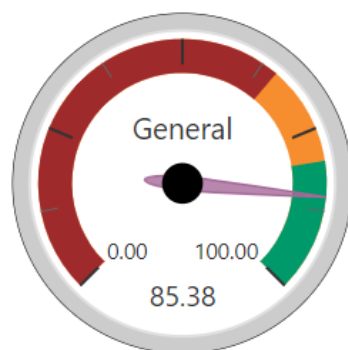
Snow & Ice Removal



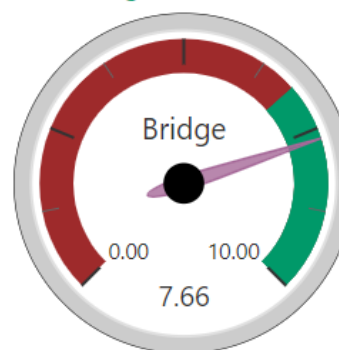
Pavement Conditions



Pavement Conditions



Bridge Conditions



ODOT'S STRATEGIC PLAN - CSF

CRITICAL SUCCESS FACTORS - Priority System Pavement Conditions



Learn more about this metric



Current Period

85.37

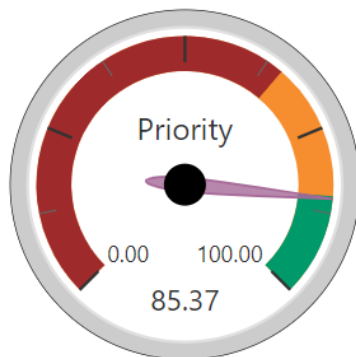
Goal

85

Difference

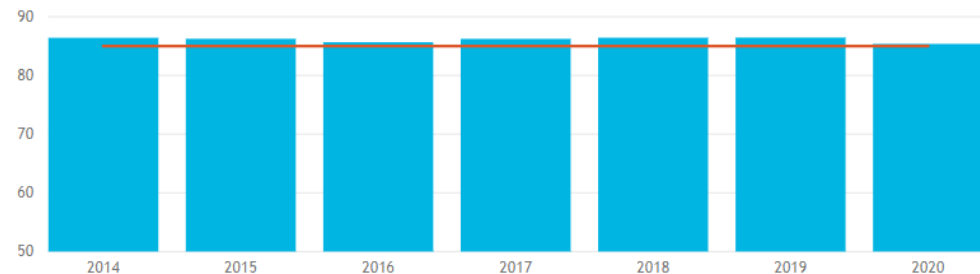
0.37

Pavement Conditions



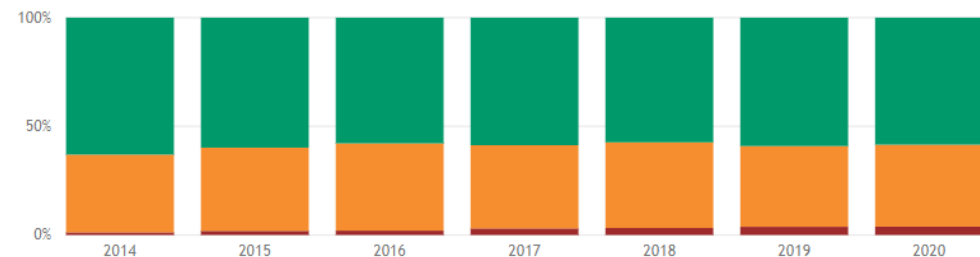
PCR Weighted Avg and Year

● Current PCR Weighted Avg ● PCR Weighted Avg Goal



Past and Projected PCR

● Poor (PCR below 65) ● Fair (PCR between 65 and 85) ● Good Percentage (PCR above 85)



DISTRICT WORK PLAN PROCESS

- 🕒 Establish Critical Success Factors (CSF)
- 🕒 Asset Inventory and Inspection (March-November)
- 🕒 Pavement Mgmt Optimization (December)
- 🕒 District Allocations (January)
- 🕒 Districts Draft Project Selections (January - March)
- 🕒 Finalize District Projects (April)
- 🕒 Project Delivery (Continual)
- 🕒 On-going District Monitoring (Quarterly)

DISTRICT WORK PLAN PROCESS

Pavements

- ☉ **81.99 percent (%) compliance over 6 years**
- ☉ **Percentage of System with Pavement Treatment**
 - ☉ Priority – 39.94%
 - ☉ General – 51.27%
 - ☉ Urban – 53.51%
- ☉ **Weighted Average PCR by Fiscal Year**

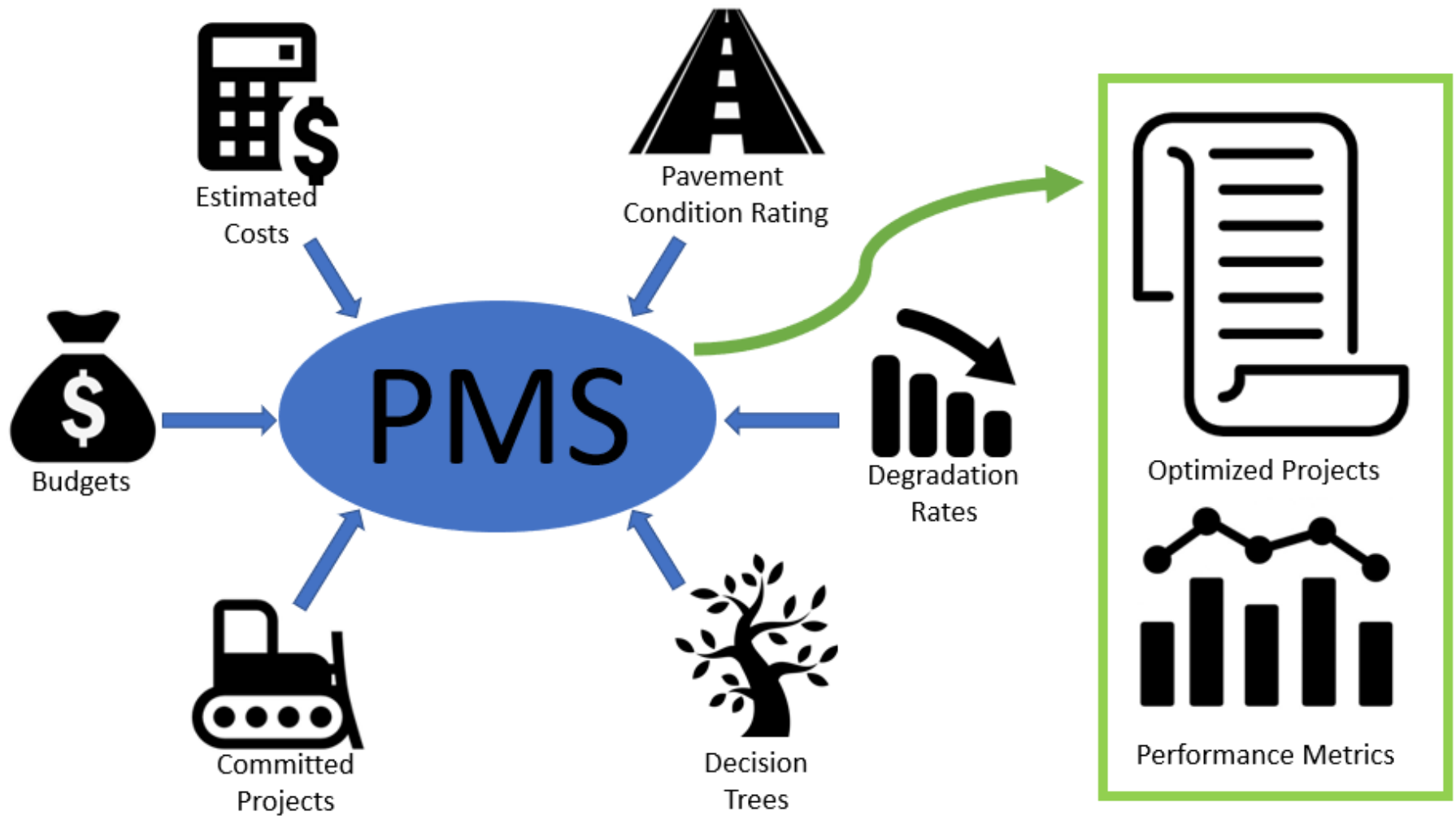
System Condition	2019	2020	2021	2022	2023	2024	2025	2026
District 5 Priority	85.76	84.31	84.99	86.57	87.52	85.61	86.07	83.65
District 5 General	84.47	83.13	82.87	81.36	80.59	81.29	81.82	82.16



District Multi-Year Work Plan - April 27, 2020

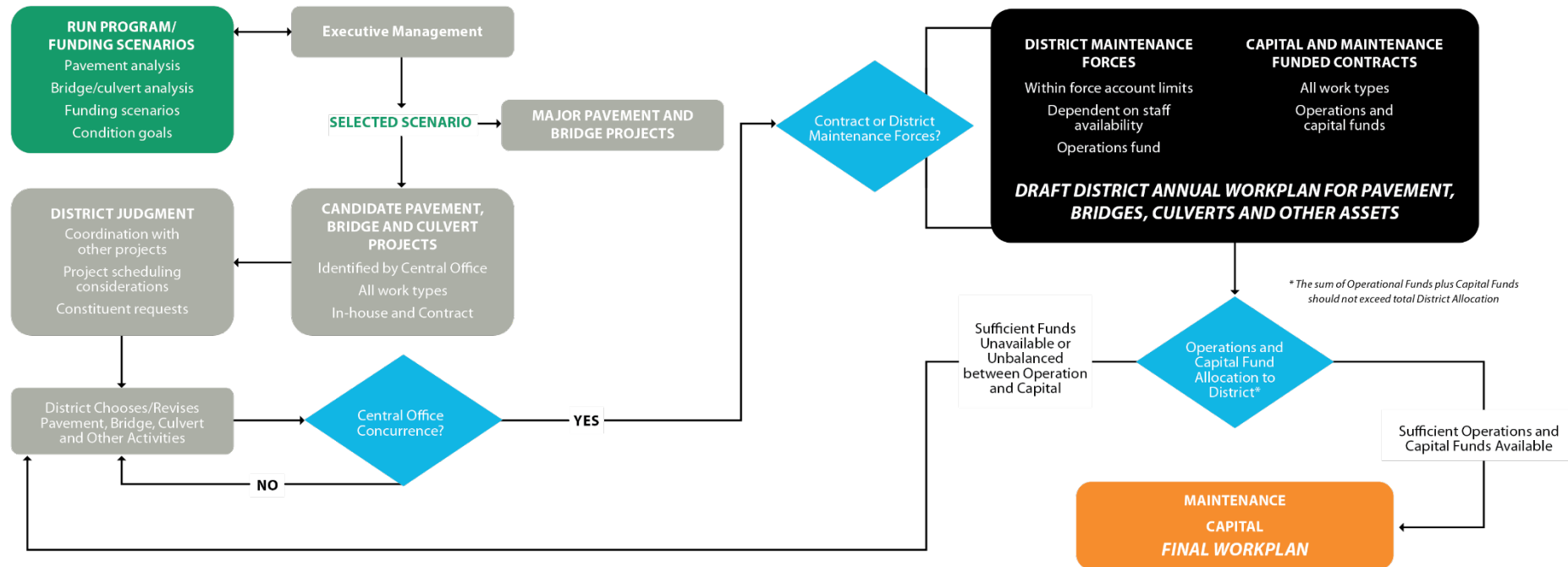
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PAVEMENT MANAGEMENT SYSTEM

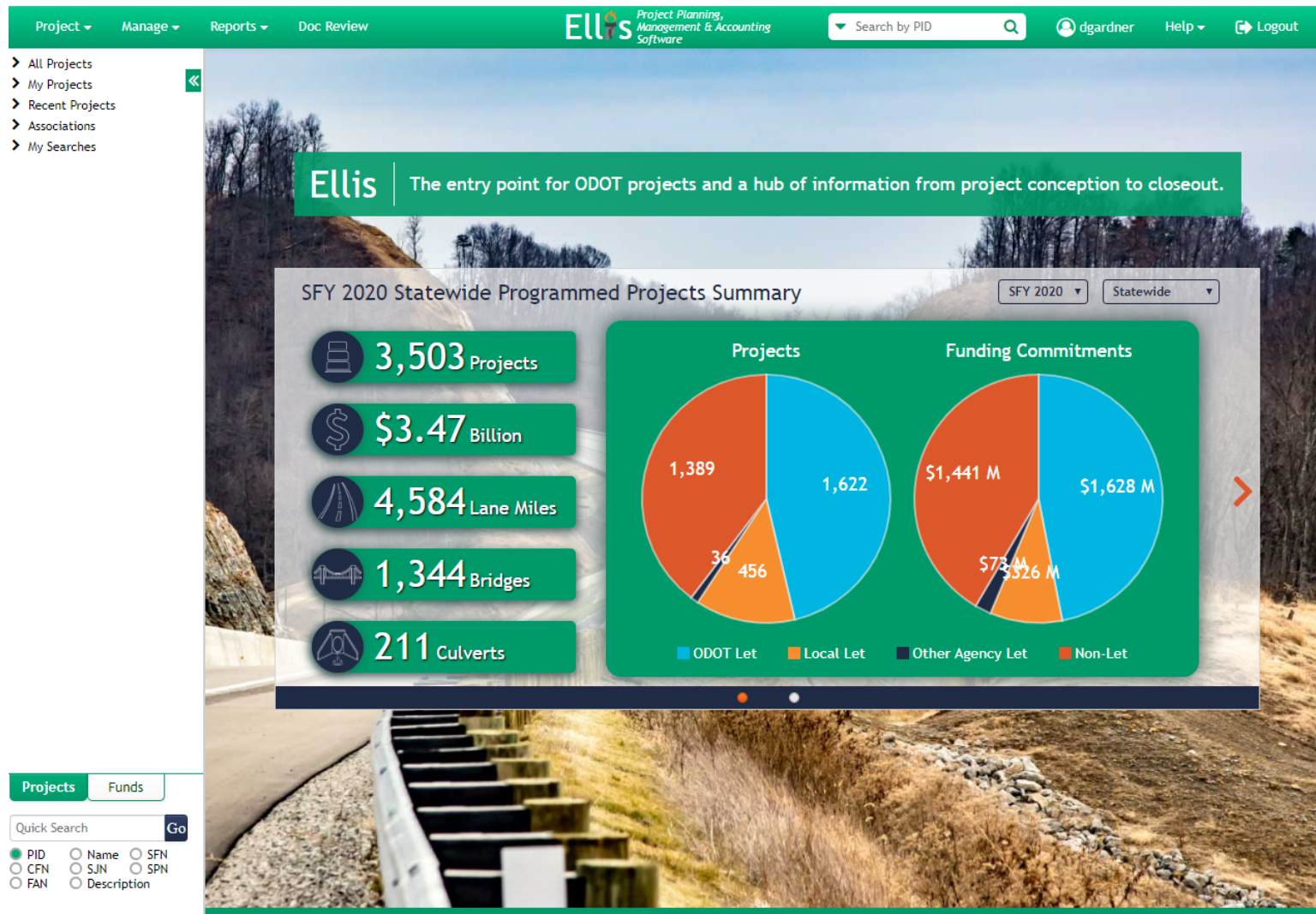


INFRASTRUCTURE PROGRAM PLANNING PROCESS

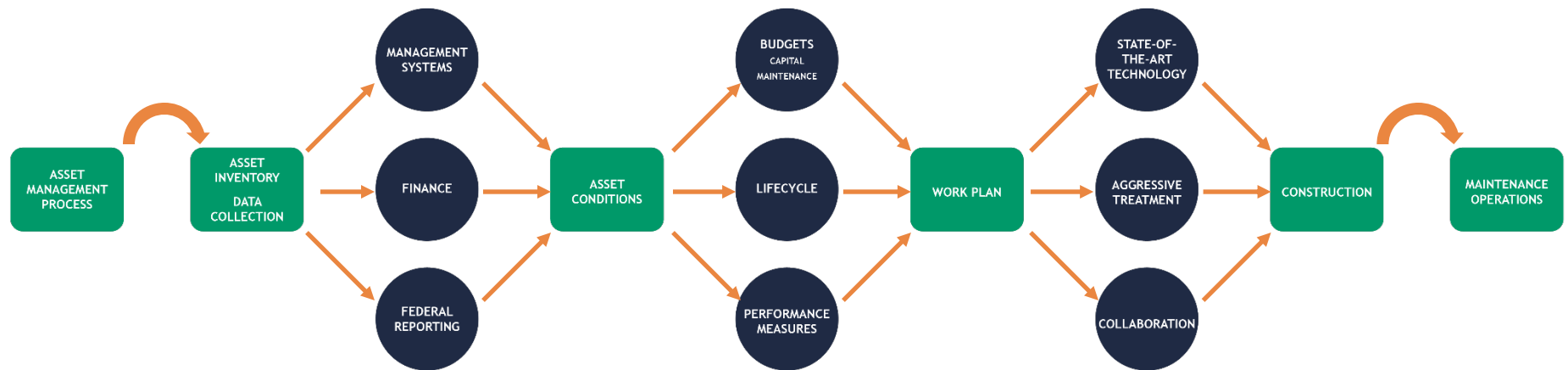
DRAFT DISTRICT PRESERVATION PROGRAM BUSINESS PROCESS FLOWCHART



INFRASTRUCTURE PROGRAM PLANNING PROCESS



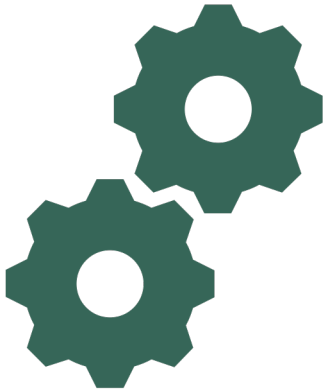
CRADLE TO GRAVE ASSET MANAGEMENT PROCESS



MONITOR FOR CONTINUOUS IMPROVEMENT

- 🕒 Critical Success Factors (CSF)
- 🕒 Establish Goals (Performance Targets)
- 🕒 Identify gaps in performance
- 🕒 Make adjustments to capital/maintenance programs

THANK YOU



TRANSPORTATION ASSET MANAGEMENT PLAN AND THE STATE TRANSPORTATION IMPROVEMENT PROGRAM

Jim Ashman

Unit Supervisor

Statewide Transportation Planning Division

Bureau of Transportation Planning

Michigan Department of Transportation

State Long-Range Transportation Plan

State &
Regional
Priorities

Shape

Govern

Call for
projects
process
results in

Goals, Objectives,
Strategies, Policies,
Performance
Measures, Targets

Development of
Programs &
Mode-Specific
Plans,
TAMP

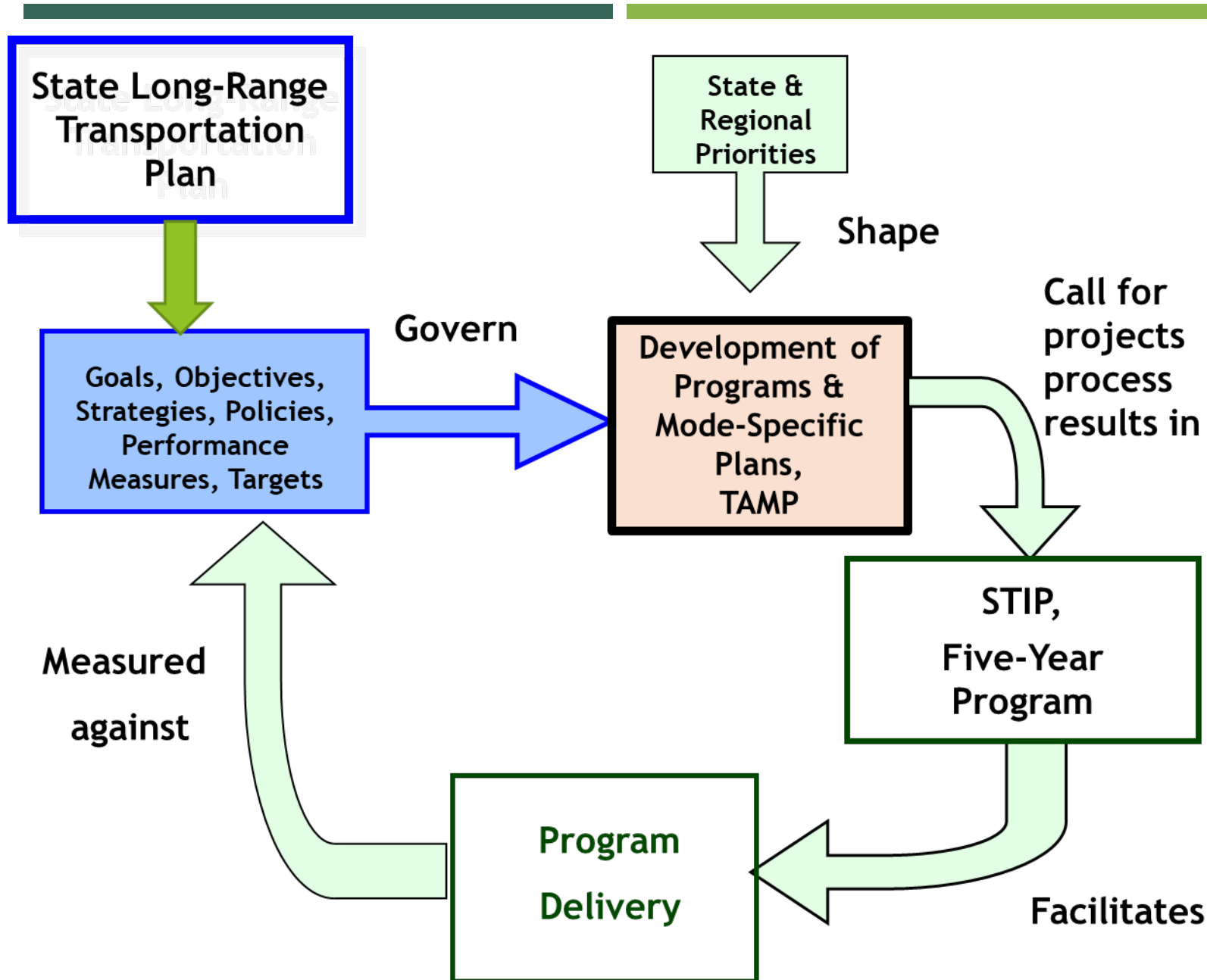
STIP,
Five-Year
Program

Measured
against

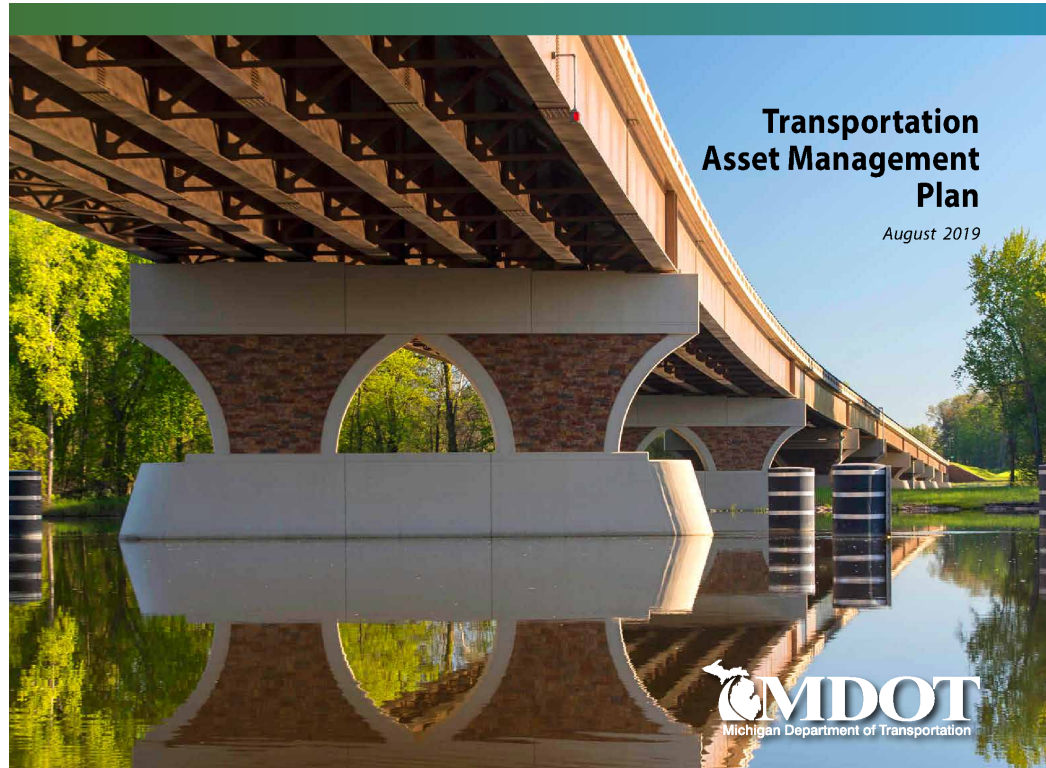
Program
Delivery

Facilitates

PLANNING AND PROGRAM DEVELOPMENT PROCESS



TRANSPORTATION ASSET MANAGEMENT PLAN



- Required by federal law
- Created and certified every four years
- Consistency documentation submitted annually
- Details management process for NHS pavement and bridge assets

PERFORMANCE MEASURE TARGETS

- MDOT and the MPO's develop NHS condition targets for both pavement and bridge assets
- MDOT coordinates with the MPO's through the target development process to share data and asset management strategies

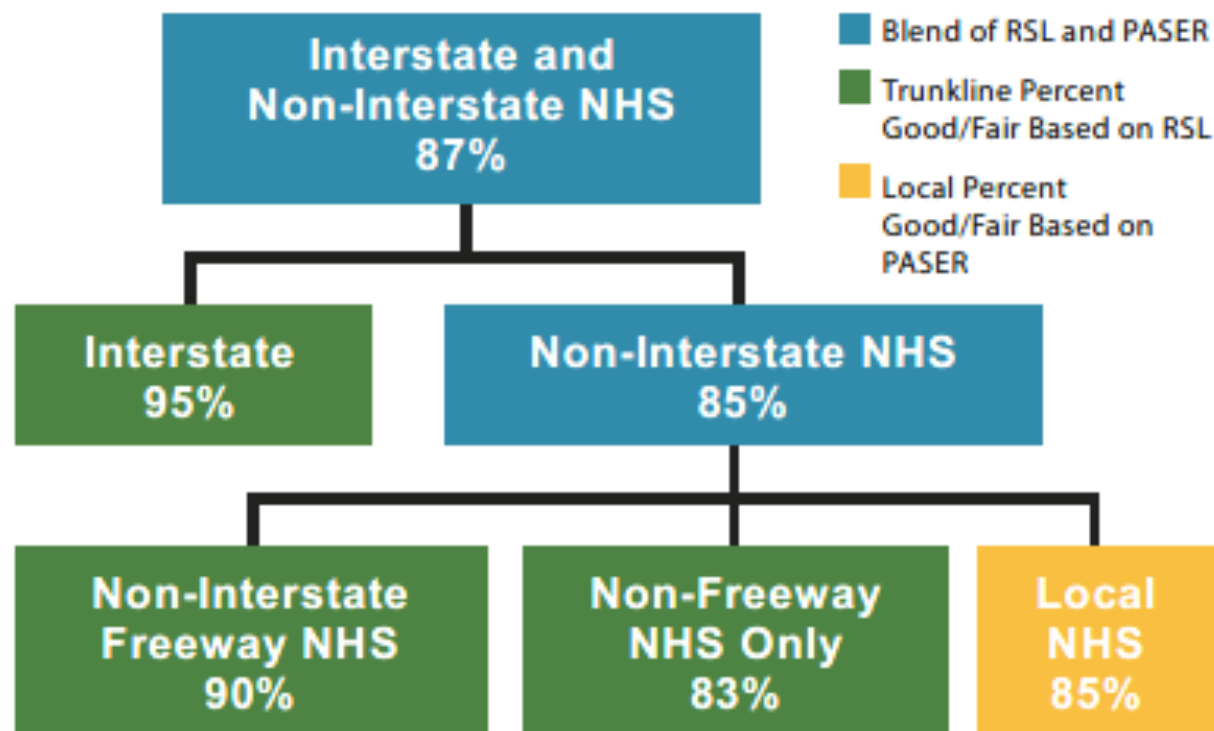
2015-2016 Interstate Pavement Condition Measure by MPO

	Through Lane Miles						
Metropolitan Planning Organization Name	Good	Fair	Poor	Total	Good %	Fair %	Poor %
Battle Creek Area Transportation Study	11	42	12	65	17%	65%	18%
Bay County Transportation Plannig Division	60	31	20	111	54%	28%	18%
Genesee County Metropolitan Alliance	223	101	52	376	59%	27%	14%
Grand Valley Metropolitan Council	123	113	6	242	51%	47%	3%
Kalamazoo Area Transportation Study	77	68	8	153	50%	45%	5%
Macatawa Area Coordinating Council	51	25	0	76	67%	33%	0%
Region 2 Planning Commission	43	76	4	124	35%	62%	3%
Saginaw County Metropolitan Planning Commission	100	76	19	195	51%	39%	10%
Southeast Michigan Council of Governments	887	1054	221	2162	41%	49%	10%
Southwest Michigan Planning Commission	28	117	21	166	17%	70%	13%
Tri-County Regional Planning Commission	116	231	75	422	28%	55%	18%
West Michigan Metropolitan Transportation Planning Program	43	5	0	48	89%	11%	0%
Metropolitan Planning Organization Total	1761	1940	438	4139	43%	47%	11%
Statewide Interstate Pavement Condition Measure	2702	2652	517	5872	46%	45%	9%

STATE OF GOOD REPAIR CONDITION GOALS

- Michigan State Transportation Commission (STC) adopted long-term goals for trunkline condition based on the RSL performance measure
- MDOT project selection attempts to meet these goals through the constrained investment strategy.

Figure 46: MDOT State of Good Repair (SOGR) Goals



TAMP INVESTMENT STRATEGIES

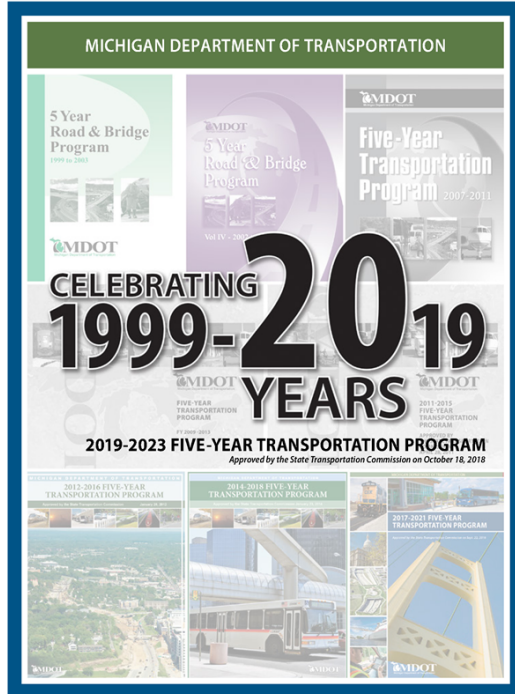
Achieve the national goals

Preserve condition of
pavement and bridge assets

Achieve and sustain a desired
State of Good Repair

Constrained Investment





- Constrained to available funding
- Minimizes Risk
- No financial gap
- Manages assets for their whole-life

It is the best achievable strategy consistent with the overall goals & objectives established by the STC.

MDOT PROGRAM BASED ON THE CONSTRAINED INVESTMENT STRATEGY

	FY 2020-2024 Annual Average (millions)	Five-Year Total (millions)
REPAIR AND REBUILD ROADS AND BRIDGES		
REPAIR AND REBUILD ROADS		
Rehabilitation and Reconstruction	\$611	\$3,056
Capital Preventive Maintenance	\$106	\$528
Freeway Lighting	\$0.36	\$1.8
Freeway Resurfacing Program	\$20	\$100
Non-Freeway Resurfacing Program	\$47	\$235
Trunkline Modernization	\$203	\$1,015*
TOTAL - Repair and Rebuild Roads	\$987	\$4,936
REPAIR AND REBUILD BRIDGES		
Bridge Replacement	\$59	\$297
Bridge Preservation	\$79	\$395
Big Bridges	\$31	\$157
Special Needs	\$21	\$106
Culverts-Capital	\$2	\$10
Blue Water Bridge-Appropriated Capital Outlay Projects	\$3	\$15
TOTAL - Bridges	\$196	\$980
ROUTINE MAINTENANCE	\$420	\$2,099
TOTAL - REPAIR AND REBUILD ROADS AND BRIDGES	\$1,603	\$8,014
SAFETY AND SYSTEM OPERATIONS	\$191	\$953
OTHER		
Transportation Alternatives	\$7	\$35
Roadside Facilities	\$9.5	\$47
Workforce Development	\$9	\$45
Non-Federally Funded Programs	\$51	\$253
US-31 BUILD Grant	\$7.8	\$39
TOTAL - FIVE-YEAR TRUNKLINE PROGRAM	\$1,877	\$9,385*

*Includes \$566 million for FY 2020-2024 for I-75 Oakland County Segment 3 DBFM

HIGHWAY PROGRAM INVESTMENT

ASSET CONDITION GAP

Figure 52: Michigan Interstate RSL Pavement Forecast Comparison

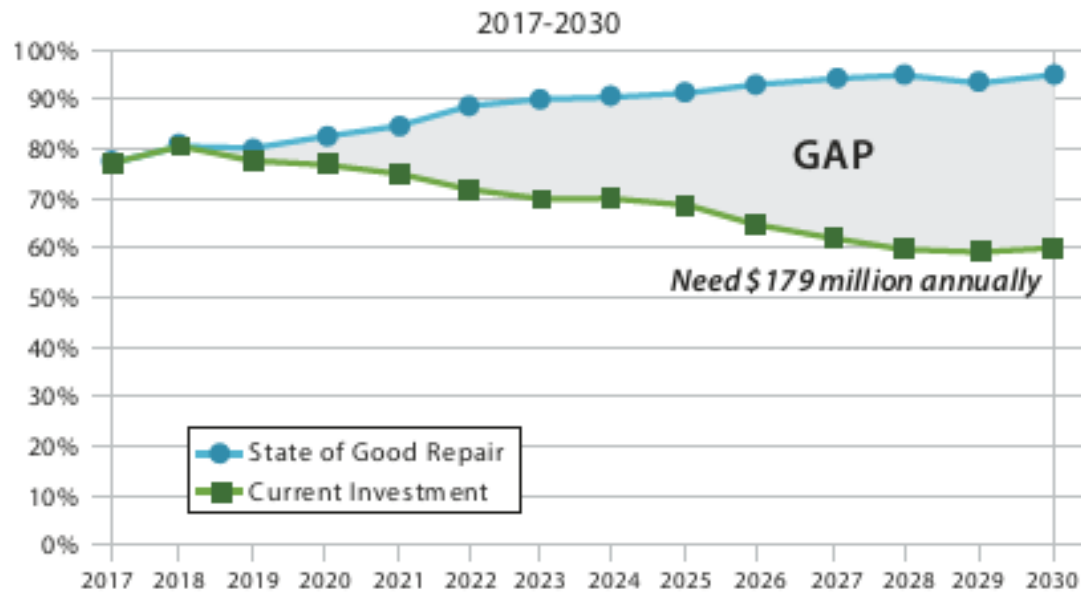
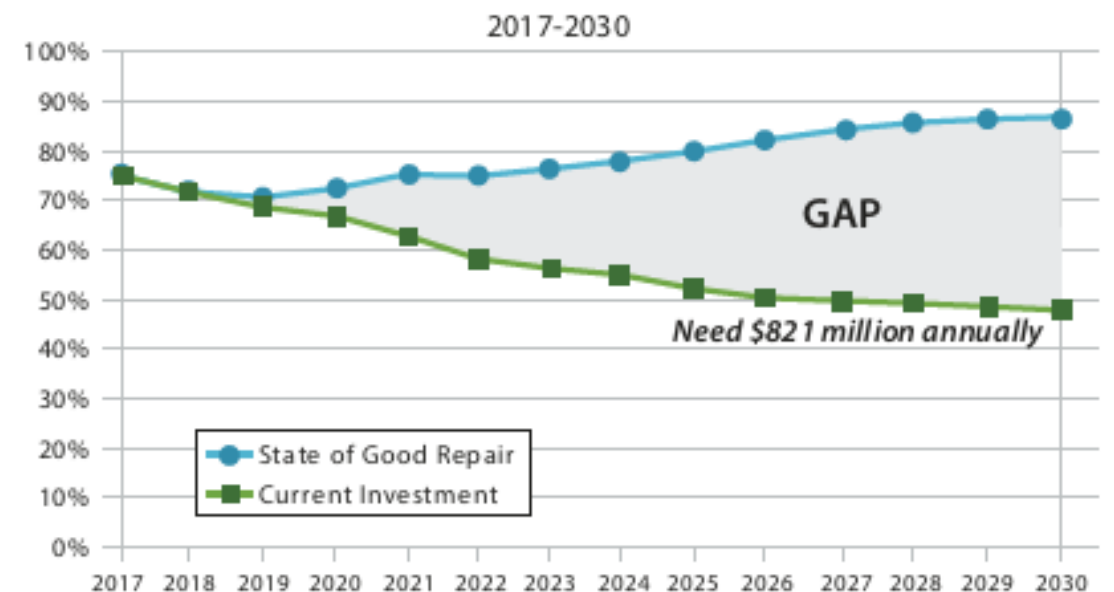
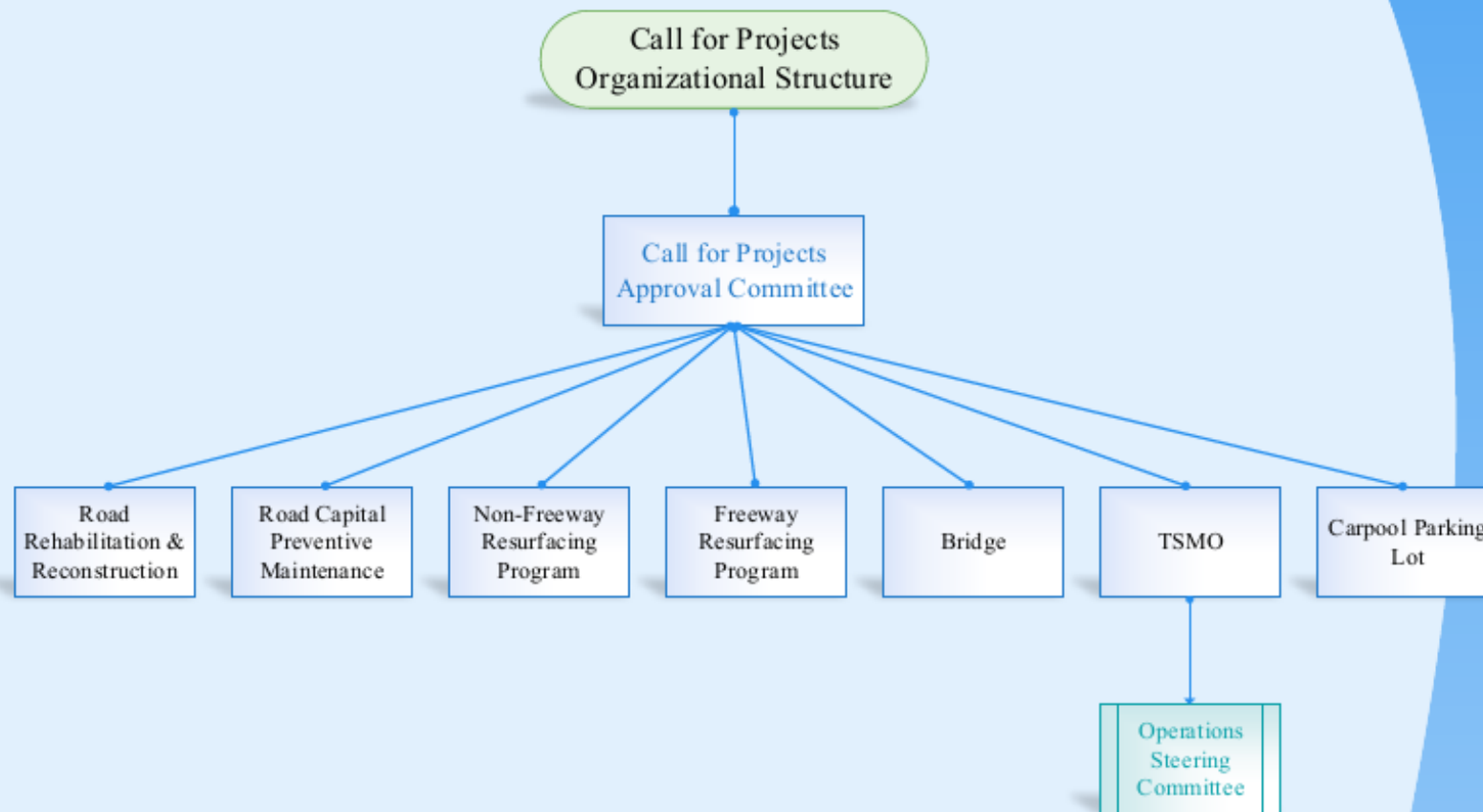


Figure 53: Michigan Non-Interstate NHS RSL/PASER Pavement Condition Forecast Comparison



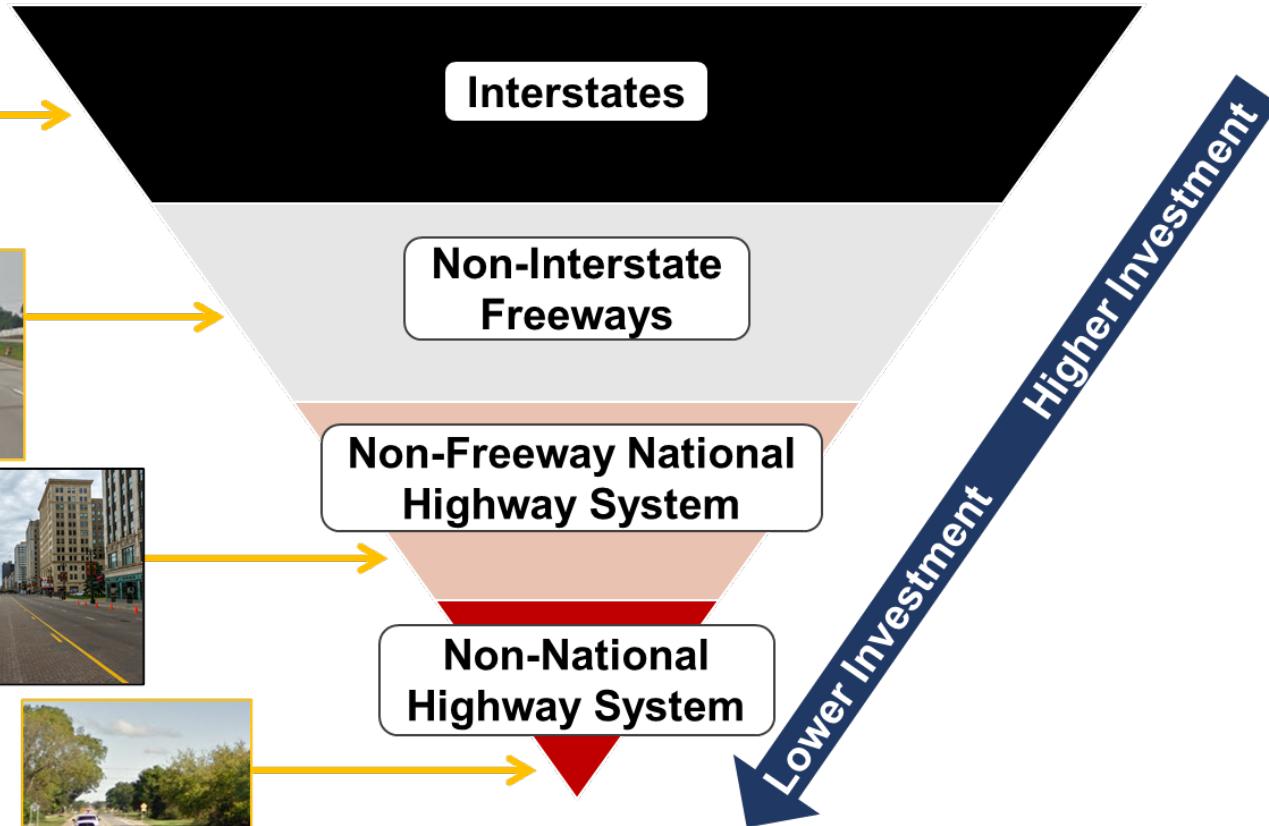
Investment constrained to available funding results in asset condition shortfall or “gap”



STRATEGY TO
IMPROVE NETWORK
IMPLEMENTED
THROUGH CALL FOR
PROJECTS PROCESS

FUNDING IS ALLOCATED BASED ON NETWORK IMPROVEMENT NEEDS

	weight		Bay	Grand	Metro	North	Southwest	Superior	University	Statewide
Cost										
25%	10.0%	% Lanemiles - Urban over 50K Pop.	6.9%	6.2%	72.5%	0.0%	6.1%	0.0%	8.3%	100.0%
	10.0%	TAMP (I & II) Cost	15.9%	11.4%	14.6%	14.5%	16.1%	12.6%	14.9%	100.0%
	5.0%	TAMP (III & IV) Cost	17.0%	9.6%	13.2%	17.1%	17.5%	12.3%	13.3%	100.0%
Condition										
50%	6.0%	% PCM=Fair or Poor TAMP I	16.8%	9.4%	29.5%	4.8%	12.7%	0.3%	26.4%	100.0%
	3.5%	% PCM=Fair or Poor TAMP II	21.7%	22.7%	17.7%	4.2%	8.5%	0.0%	25.2%	100.0%
	3.5%	% PCM=Fair or Poor TAMP III	15.2%	9.4%	26.6%	13.1%	8.1%	15.4%	12.2%	100.0%
	2.0%	% PCM = Fair or Poor TAMP IV	21.6%	16.2%	1.7%	16.7%	14.0%	14.2%	15.5%	100.0%
	14.0%	% RSL <=7 - TAMP I	15.5%	7.2%	31.9%	6.6%	12.9%	0.9%	24.9%	100.0%
	8.0%	% RSL <=7 - TAMP II	23.6%	20.9%	18.5%	3.6%	6.1%	0.0%	27.4%	100.0%
	8.0%	% RSL <=7 - TAMP III	15.5%	8.4%	25.9%	13.4%	7.6%	16.6%	12.5%	100.0%
	5.0%	% RSL <=7 - TAMP IV	23.7%	15.1%	2.0%	17.4%	13.2%	13.5%	15.0%	100.0%
Usage										
25%	5.0%	% VMT RSL <=7	13.3%	10.5%	37.9%	5.5%	9.0%	2.7%	21.1%	100.0%
	7.0%	% Commercial VMT RSL <=7	11.5%	10.2%	33.0%	4.4%	13.4%	2.7%	25.0%	100.0%
	7.0%	% Lanemiles RSL <=7 Comm AADT 5,000+	2.8%	7.8%	45.7%	0.0%	13.8%	0.0%	29.9%	100.0%
	6.0%	% Lanemiles RSL <=7 AADT 50,000+	7.1%	4.7%	59.3%	0.0%	6.6%	0.0%	22.4%	100.0%
			Bay	Grand	Metro	North	Southwest	Superior	University	Statewide
100.0%	Resulting 2025 New Target with updated data		\$ 93.39	\$ 67.45	\$ 205.62	\$ 47.00	\$ 71.20	\$ 33.45	\$ 128.39	\$ 646.50
			14.4%	10.4%	31.8%	7.3%	11.0%	5.2%	19.9%	100.0%
	2024 Target approved with RPI		\$89.53	\$63.98	\$204.89	\$42.63	\$70.31	\$31.78	\$143.38	\$646.5
										0.0%
			4.3%	5.4%	0.4%	10.2%	1.3%	5.2%	-10.5%	
	Difference (2024 to 2025)		\$3.9	\$3.5	\$0.7	\$4.4	\$0.9	\$1.7	(\$15.0)	\$0.0
			21%	15%		11%	16%	8%	29%	100%
	Final FY 2025 After Metro re-distribution		\$ 104.27	\$ 75.32	\$ 154.22	\$ 52.48	\$ 79.51	\$ 37.35	\$ 143.36	\$ 646.50
			11.7%	11.7%	-25.0%	11.7%	11.7%	11.7%	11.7%	



STRATEGIC
DIRECTION

Templates feature fix requirements that restrict project selection to prioritize network improvement and cost efficiency.

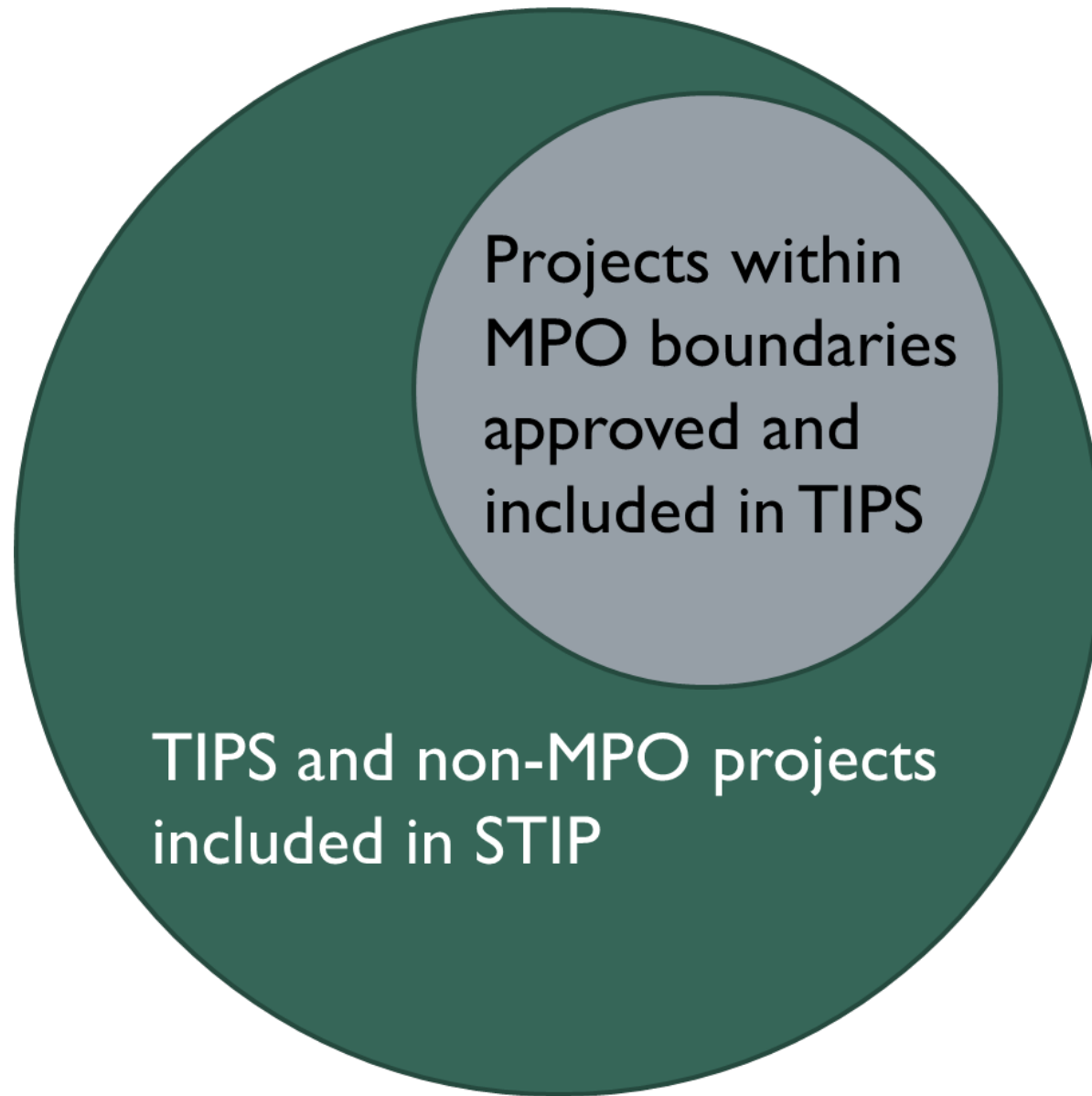


Template subcommittees review submitted projects for suitability.



The program is approved through a centralized approval committee.

PROJECT SELECTION



STIP PROJECT INCLUSION

IMPLEMENTATION DOCUMENTATION

- Consistency Determination confirms integration of the TAMP and project selection and planning processes.

2018 TAMP Constrained Pavement Investment Strategy Implementation

Work Type	Initial TAMP 2018 Allocation (Millions)	2018 Obligated Funds (Millions)
Reconstruction	\$195	\$169
Rehabilitation	\$218	\$240
Preservation	\$170	\$181
Initial Construction	\$0	\$0
Total	\$583	\$590

FUTURE PROCESS IMPROVEMENT

-
- Included additional asset classifications into the TAMP
 - Update online maps for pavement and bridge condition
 - Local agency investment strategy development and monitoring

QUESTIONS?

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Questions?

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Next Webinars

TAM Communication and Visualization

Wednesday, August 19, 2020– 2:00 PM EST

Re-Evaluating TAM Targets

Wednesday, October 21, 2020– 2:00 PM EST

TAM & System Resilience

Wednesday, December 16, 2020– 2:00 PM EST

Adding New Assets to the TAM Program

Wednesday, February 17, 2021– 2:00 PM EST

More to follow!

