

Transportation Asset Management Webinar Series

Webinar 63

Consistency Reporting

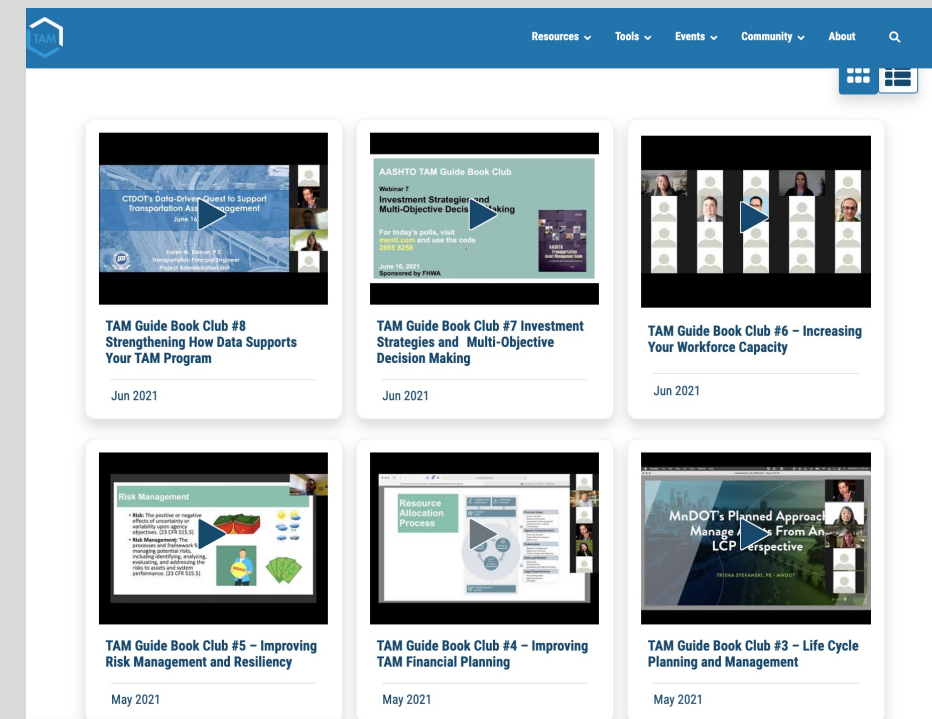
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June 21, 2023

FHWA/AASHTO Asset Management Webinar Series

- This is the 63rd 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
 - 3rd Wednesdays, 2PM Eastern
- We welcome ideas for future webinar topics and presentations
- Submit your questions using Zoom's chat 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

Webinar Objectives

- Better understand the federal requirements related to the annual consistency reporting
- Hear about state's experiences with consistency reporting
- Discuss what could be done to improve the consistency reporting process to make it more meaningful for states

SHARE LESSONS LEARNED, IDEAS, KNOWLEDGE!!!

Webinar Agenda

- | | | | |
|-------------|---|-------------|--|
| 2:00 | AASHTO Welcome and Overview
Matt Haubrich, AASHTO | 2:20 | Minnesota DOT's Approach
Shaker Rabban, Minnesota DOT |
| 2:05 | FHWA Welcome and Perspective
Tashia Clemmons, FHWA | 2:35 | Iowa DOT's Approach & Thoughts on Improvements
Matt Haubrich, Iowa DOT |
| 2:08 | Agenda Introduction
Hyun-A Park, Spy Pond Partners | 2:50 | Q&A |
| 2:10 | TAMP Annual Consistency Determination – Federal Requirements
Brandon Strohl, FHWA | 3:00 | What Are Your Practices and Thoughts (Polls) |
| | | 3:10 | Open Discussion |
| | | 3:25 | Wrap Up |

TAMP Annual Consistency Determination

Brandon Strohl



U.S. Department of Transportation
**Federal Highway
Administration**

TAMP Annual Consistency Determination

- Recent calls with FHWA Division Offices - feedback on the TAMP re-certification and preparation for consistency determination
- Consistency Determination Key Dates:
 - July 1: State DOTs submit requests and documentation
 - *The State DOT must submit its implementation documentation not less than 30 days prior to the deadline for the FHWA consistency determination (23 CFR 515.13 (b)(2)).*
 - July 31: FHWA Division Offices issue determination letters
 - If deficiencies are found, an additional 30 days is provided for State DOTs to make corrections and provide documentation
- Penalties: 23 U.S.C 119(e)(5)(A) & 23 CFR 515.15(a)
 - *If a State DOT has not developed and implemented an asset management plan consistent with the requirements of 23 U.S.C. 119, the maximum Federal share for National Highway Performance Program projects and activities carried out by the State in that fiscal year shall be reduced to 65 percent for that fiscal year.*

TAMP Annual Consistency Determination

- Which TAMP to use in FY23 for consistency review: Initial 2018/2019 TAMP or 2022 BIL TAMP?
 - 2023: Grace period allowed to transition to new TAMP if needed.
 - Essential that FHWA Division Office and State DOT is on the same page and looking at the right TAMP
 - The consistency review in 2024 will require using the 2022 BIL TAMP
- FHWA Guidance – most helpful resource. Includes the worksheets and questions for the reviews
[Transportation Asset Management Plan Annual Consistency Determination Final Guidance \(dot.gov\)](#)
- Week of June 26: TAM Regional calls scheduled for discussion and support for the consistency determination
- FHWA HQ TAM Contact Information:
 - Mshadoni Smith-Jackson - m.smithjackson@dot.gov
 - Tashia J. Clemons - tashia.clemons@dot.gov
 - Brandon Strohl - brandon.strohl@dot.gov



TAMP Consistency Determination

Shaker Rabban | Asset Management Planning Director

6/21/2023

TAMP Consistency Determination Requirements

- Demonstrate implementation of the strategies in the TAMP
- Over past 12 months, actual level of investment is “reasonably close” to the planned investment level in the TAMP
 - Investment must be tracked by work type – initial construction, maintenance, preservation, rehabilitation, reconstruction
 - MnDOT also tracks miles of pavement and square feet of bridges addressed by work type
- “Reasonably close” means deviation from the planned funding level is unlikely to substantially impact the achievement of the State DOT’s targets for NHS asset condition

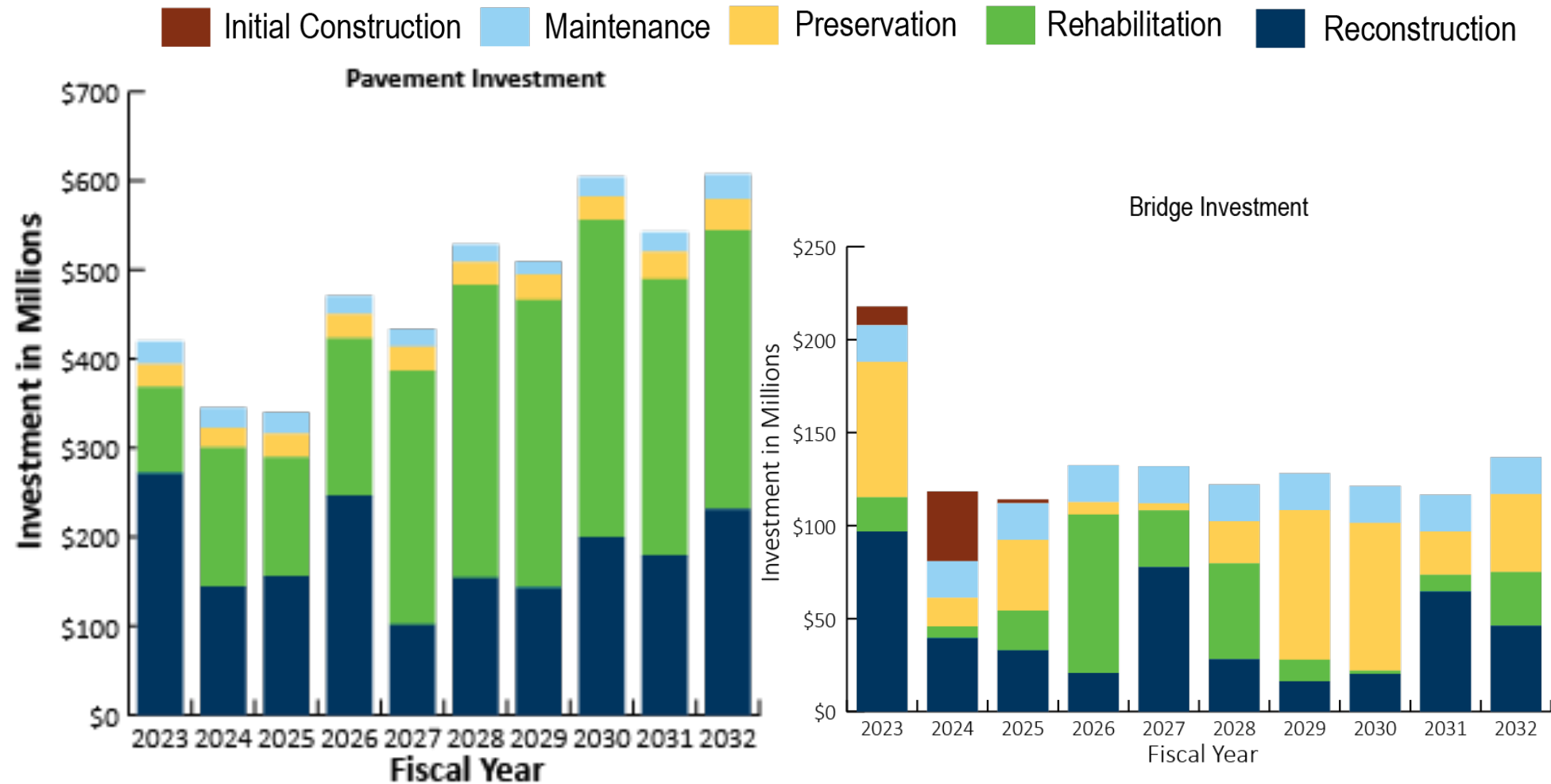
Pavement Work Type Categories

MnDOT Pavement Work Types	FHWA Work Types
Reactive Maintenance Setaside (BARC)	Maintenance
Preventative Maintenance Setaside	Preservation
Chip Seal	
Micro-Surfacing	
Crack Seal	
Crack Fill	
Thin Overlay	
Ultra Thin Bonded Wear Course	
Thin Mill and Overlay	
Joint Seal	
Plane	
Minor CPR and Plane	
Medium Mill and Overlay	Rehabilitation
Thick Mill and Overlay	
Cold In-Place Recycling	
Thick Overlay	
White-Topping	
Major CPR and Plane	Reconstruction
Reclaim	
Unbounded Overlay	
Regrade	
Rubblization	
Crack and Seat	

Bridge Work Type Categories

MnDOT Bridge Work Types	FHWA Work Types
Reactive Maintenance Setaside (BARC)	Maintenance
Painting	
Overlay/Reoverlays	Preservation
Preservation	
Redeck	Rehabilitation
Rehabilitation	
Replacement	Reconstruction

Pavement Investment By Work Type and Lane Miles



Pavement

Pavement Work Type	Programmed FY 2023		TAMP FY 2023	
	Lane Miles	Investment	Lane Miles	Investment
Reconstruction	457	\$211,192,844	409	\$271,639,971
Interstate	126	\$50,977,550	86	\$43,078,460
Remaining NHS	166	\$109,746,803	176	\$169,952,539
Non-NHS	165	\$50,468,491	146	\$58,608,972
Rehabilitation	527	\$133,196,629	473	\$96,785,824
Interstate	29	\$21,246,440	81	\$21,661,410
Remaining NHS	226	\$72,469,288	181	\$37,689,809
Non-NHS	272	\$39,480,901	211	\$37,434,605
Total	984	\$344,389,473	882	\$368,425,795

Bridge

Bridge Work Type	Programmed FY 2023		TAMP FY 2023	
	Deck Area	Investment	Deck Area	Investment
Reconstruction	308,047	\$106,935,827	210,916	\$96,802,989
NHS	281,782	\$72,564,520	102,620	\$68,036,400
Non-NHS	81,572	\$34,371,307	108,295	\$28,766,589
Rehabilitation	862,037	\$72,409,940	154,681	\$18,402,332
NHS	766,320	\$55,773,800	68,387	\$10,726,362
Non-NHS	95,717	\$16,636,140	86,294	\$7,675,970
Preservation	720,584	\$21,180,469	1,273,564	\$72,833,247
NHS	534,883	\$17,847,800	1,030,865	\$54,589,247
Non-NHS	185,701	\$3,332,669	242,699	\$18,244,000
Maintenance (cannot be split by roadway system)	9,658,809	\$19,783,333	9,658,809	\$19,783,333
Initial Construction	9,682	\$375,000	-	-
NHS	-	\$0	-	\$0
Non-NHS	9,682	\$375,000	-	\$0
Total	11,559,159	\$220,684,569	10,114,106	\$217,843,829

Completed Workplan Items

- Expanded inventory and data collection on additional assets
- Research projects for bridge element and ancillary pavement condition models
- Improved business practices by migrating asset data to TAMS

- With investment by work type, the first consistency determination post TAMP completion will be close, but by year 3, it is assumed there will be more variation from what's in the TAMP
- Some projects are multi-year, some have multiple fixes
- Some projects have multiple categories – we will use the more substantial work type
- Some projects include both pavement and bridge
- Had NHS bridge projects that were not state led or constructed

Thank you!

Shaker Rabban

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Demonstration of TAM Implementation

June 21, 2023

Matt Haubrich
TAM Administrator



Demonstrating TAMP Implementation

- Iowa follows the process described in Question 27 of the FHWA TAMP Guidance.
 - Particularly the table described in Q27f.
- We also follow the FHWA checklist that the Divisions use.

Question 27f: What format should the State DOT use to document TAMP implementation?

Answer 27f State DOT may provide the implementation documentation in narrative form and/or primarily in tabular form with narrative explaining the text and numbers being displayed. The State should keep the document concise, focusing only on those items that demonstrate implementation. In the example below, the TAMP shows the investment funding levels for the specified work types indicated (see first and second columns). In this case, the State documentation demonstrating implementation of the TAMP could simply present the actual funding levels compared with those indicated in the TAMP (see third column).

EXAMPLE:

State X (\$ million)

Pavements

Work type	Investment included in the Initial TAMP	Actual Investment
Maintenance	40	36
Preservation	10	12
Rehabilitation	350	360
Reconstruction	150	160
Construction	40	45

Bridges

Work type	Investment included in the Initial TAMP	Actual Investment
Maintenance	7	10
Preservation	20	18
Rehabilitation	100	95
Reconstruction	80	75
Construction	20	22

Process

- Based on our “as let” costs
 - SFY ends on June 30th, every year a challenge to include the June letting.
- Based on project-level work type codes.
 - Developed a crosswalk of work codes from our program/project management system with the five FHWA-required work types.
 - Difficult for complex projects.
 - Challenging to identify NHS projects
 - Data available only for work contracted through our processes.

Process

- Ends up as a 4 - 5 page document.
 - Background
 - Summary of notable accomplishments
 - E.g. Coordination of TAMP and SLRTP
 - Table with summary of investment planned vs. actual spending, by work type by asset class
 - Explanation of any variations in spending
- Submitted to FHWA Division at the end of June, accompanied by a cover letter from DOT Director (CEO)
- Staff from the Division were involved when our initial process was developed

Relevance to TAM

- TAMP is updated every 4 years.
 - 10-year Financial Plan can become pretty “stale” by year 4.
- The Q27f table is only focused on the Financial Plan.
 - Answers the question of what we spent, but not what was achieved.
- Limited use for other agency purposes.
- Only reports on NHS, although our TAMP includes non-NHS pavements and bridges.

Future Efforts

- Data improvements
 - New program/project management system may be able to flag NHS projects for easier calculation
 - Perhaps eventually build this as a report
 - Local NHS projects?
- Can we get additional benefit from this process?
 - Tell the story of TAM more clearly
 - “Beyond the dollars” – what improvements did our investment buy?
 - Stewardship Annual Report?

Q&A

Submit your questions using the Webinar's chat feature

Q&A and Discussion

Submit your questions using the Webinar's chat feature

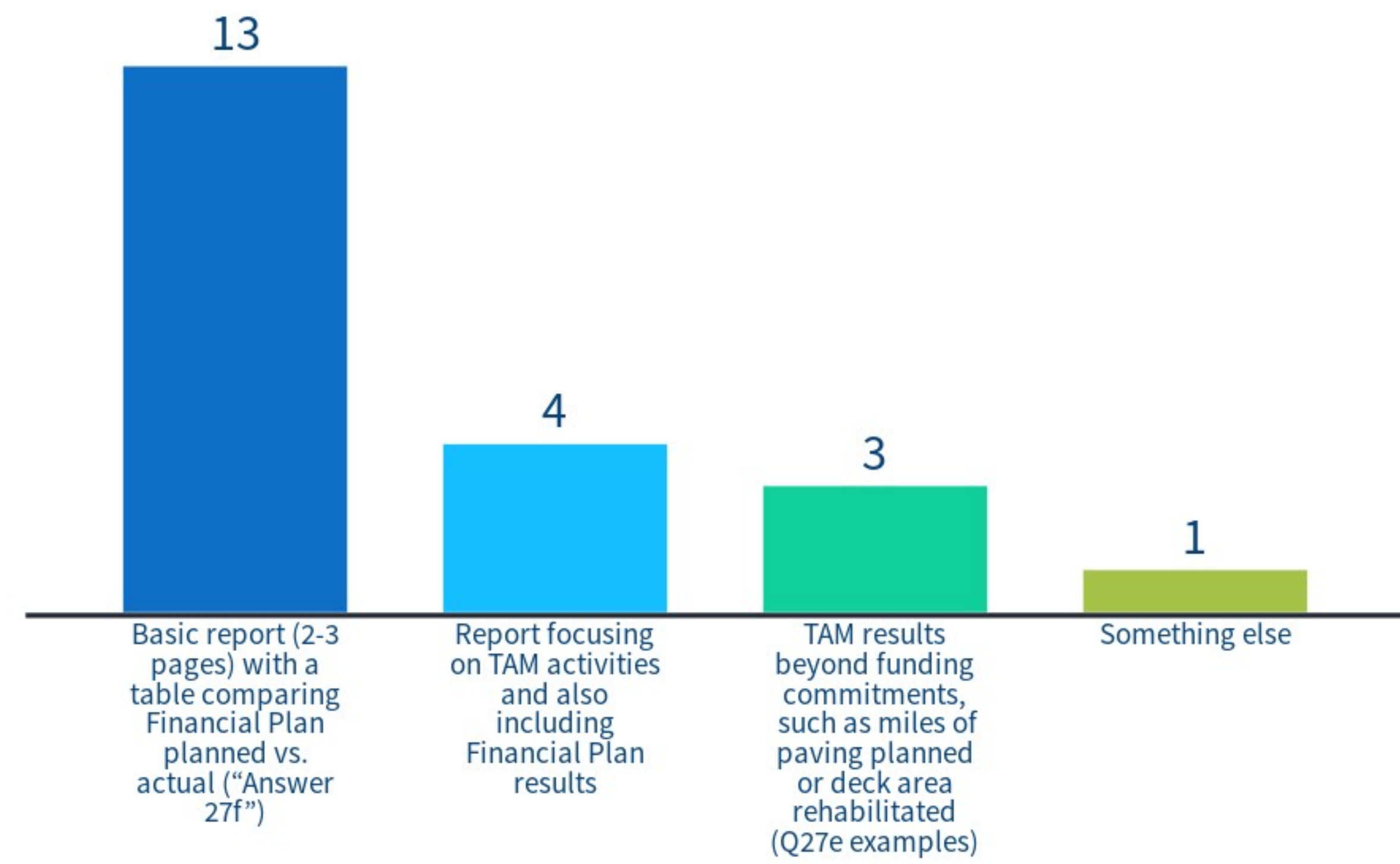
What Are Your Practices and Thoughts (Polls)

menti.com

Enter code: 4569 8195



1. For your state's consistency review, do you use:





Comments?

4 Answers

very good webinar

Our report is fairly bare-bones.

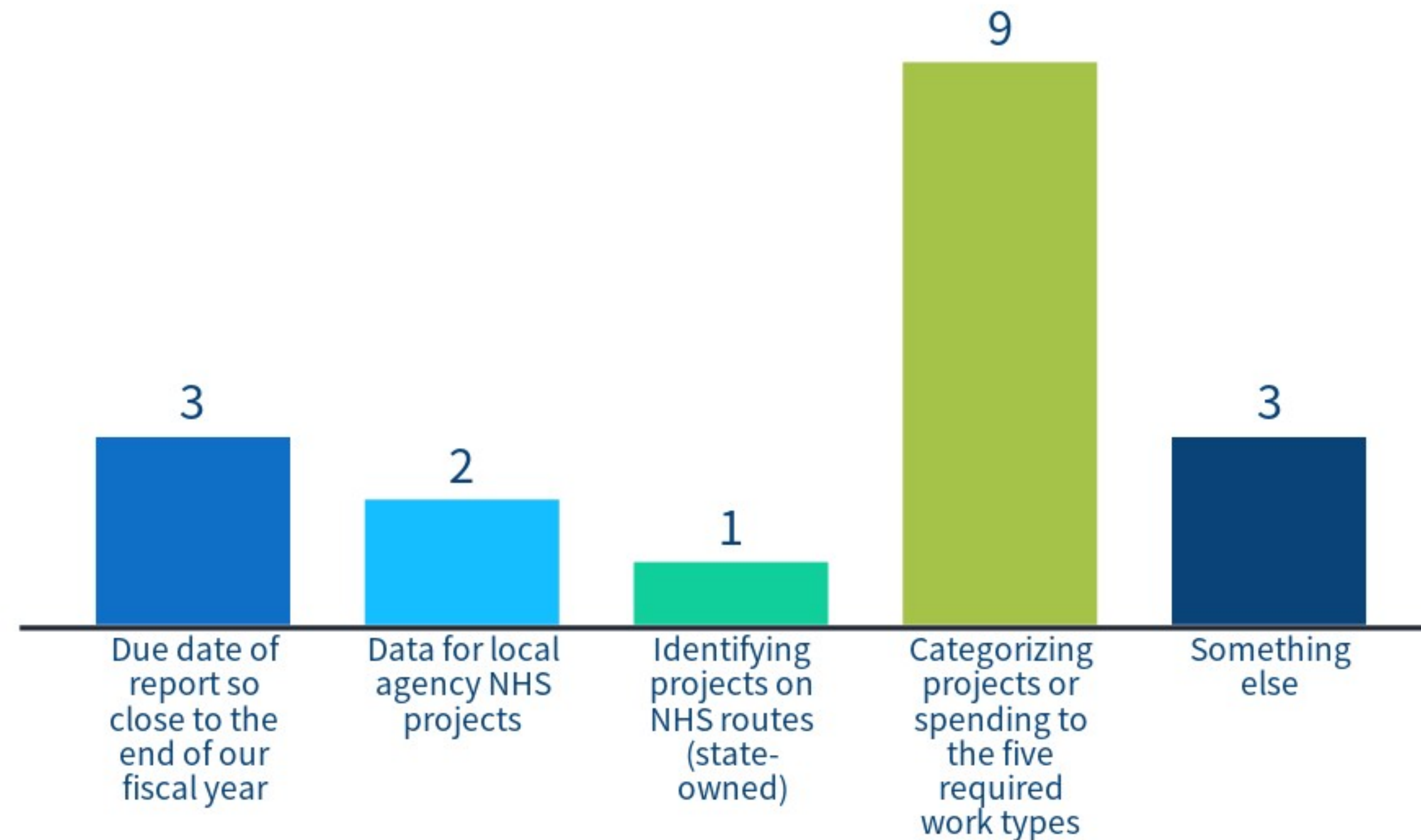
Where are Q27e, f,... found?

N/A





2. What is your biggest challenge related to consistency reporting?





Comments?

7 Answers

The letting process and projects moving FY.

our crosswalk is one I wouldn't use in the middle of the night in a snowstorm to get to Taco Bell

Getting future performance projections from Toll Agencies.

Before Steve Gaj retired, he mentioned that he would look into adapting FMIS codes so that they were more useful to this exercise. Curious if FHWA has made any efforts to investigate this possibility.

We have to estimate our June letting because our FY ends June 30th

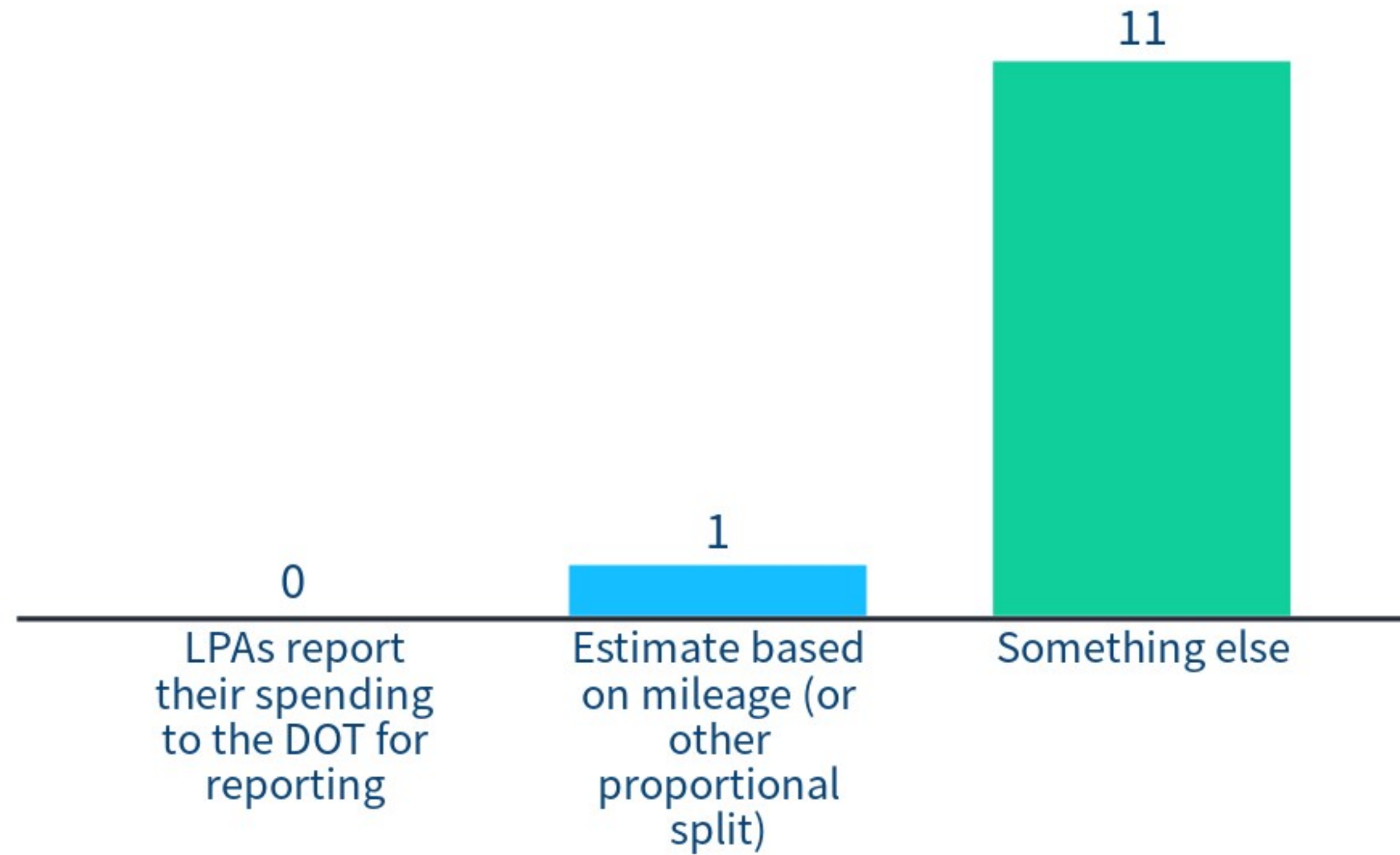
NA

For now, similar to Matt -- rounding to zero because the DOT has most of the assets.





3. How are you tracking investment on the local NHS?





Comments?

5

Answers

we do not include locally owned NHS routes in the annual CD. But we do include how much locally owned NHS routes in the TAMP.

We don't track it, the state investment is much more than the locals.

We don't currently have a good/reliable mechanism

We ask. They share. Maybe.

Tollway direct reporting; local projects on state lettings

5





4. Do you have suggestions for how to improve the consistency reporting to meet federal requirements and get value for your state?

5 Answers

Not without closely consulting with our programming folks

Use the STIP system. FHWA already approves projects and changes. Every NHS promise and project is captured and approved going in and also changes.

If you used the STIP system we wouldn't need to report consistency. Problems could be flagged as the change that would have us be inconsistent came up.

Change the date it's due so all of us with June 30 end of FY can get final numbers

Consistency should be determined if the states are achieving their goals outlined in the TAMP since that's ultimately what the public cares about. They prefer better service for less investment.,



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Save the Dates!

A bimonthly webinar series, Wednesdays at 2:00 PM EST

Next Webinar

Wednesday, August 16, 2023– 2:00 PM EST

Highlights from the TRB TAM Conference

More to follow!



For more information or to register:
<https://www.tam-portal.com>