

# NJDOT Lessons Learned in TAMP Development



# Did the 2009/2010 TAMPs go beyond MAP-21 requirements?



- Pavement and Bridges - Beyond
- AM objectives and measures- Yes
- Identified Performance gaps - Yes
- Lifecycle cost and risk management analysis - No
- Financial plan - No
- Investment strategies - ?

## What went well as part of 2009/2010 TAMP?



- Charged high-level owner with AM lead at NJDOT.
- Established an AM Policy.
- Performed self-assessment.
- Established Sr. Leader level Steering Committee.

## What went well as part of 2009/2010 TAMP?



- Established top-down importance from Commissioner.
- Focused Meetings with SMEs/Sr. Leaders re Performance Measures and Targets.
- Promoted AM best practices through internal newsletter.

## What went well as part of 2009/2010 TAMP?



- Provided clear outline of what we wanted from each SME in support of the TAMP.
- Had one person, non-technical, write the plain-language summary overview document.
- Technical documents were appendices.
- Plan laid out an update cycle (annual).

# What didn't work well?



- Lost engagement amongst other priorities.
- Need to work to keep momentum.
- Too much work being done at an executive level, not at staff level.
- Lost some staff to retirement.

# What needs improvement/Next steps?



- Need to re-engage with Commissioner and Senior Leaders .
- Work to keep momentum, sustain engagement amongst other competing priorities.
- Assign responsibility (project manager) of plan development within the organization at a staff level, with continued executive sponsorship.

# What needs improvement?



- Establish a cross-organizational project team to develop new plan.
- Educate on Asset Management and in particular Lifecycle costing and Risk Management.
- Decide on what we need to focus on in the short term.