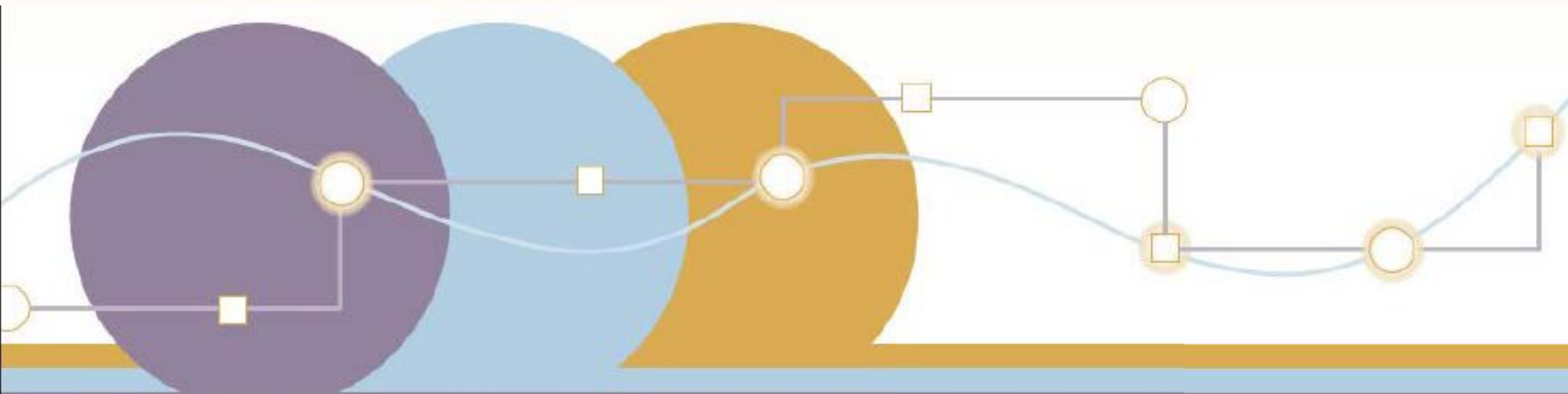


TPM State Workshop

Components 2 and 5: Target Setting and Monitoring & Adjustment

September 29 & 30, 2016
Lansing, MI

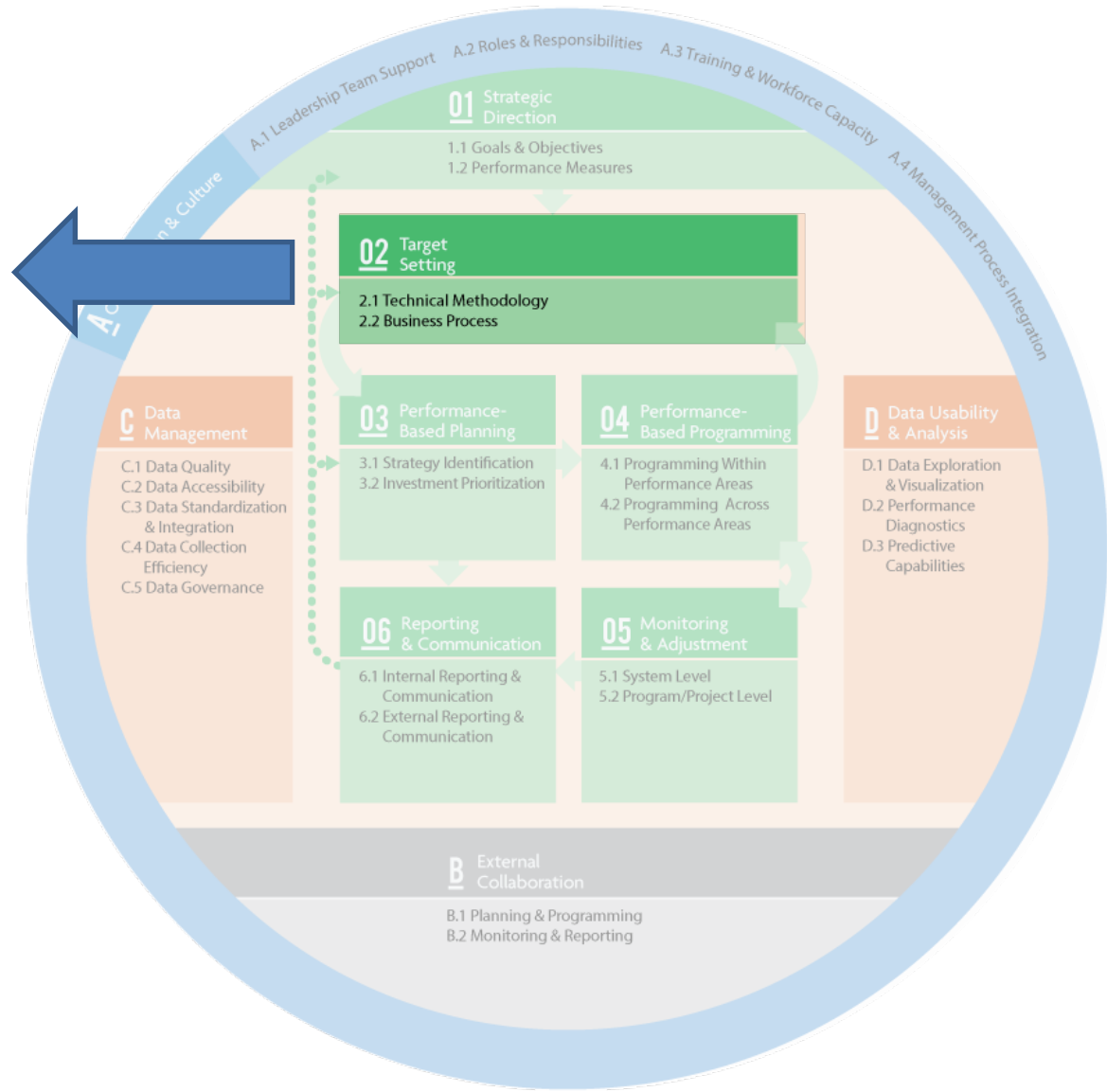


Component 2: Target Setting

02 Target Setting

2.1 Technical Methodology

2.2 Business Process

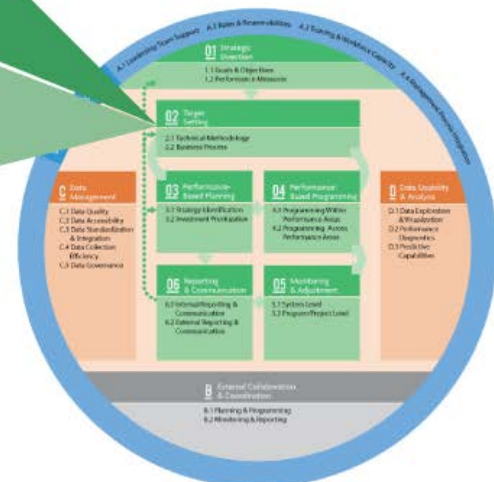


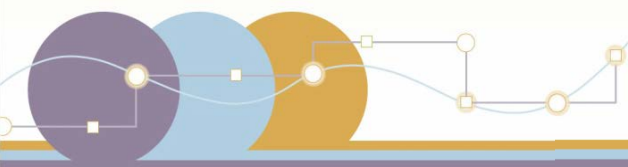
Target Setting

- Definition: *The use of baseline data, information on possible strategies, resource constraints and forecasting tools to collaboratively establish a quantifiable level of performance the agency wants to achieve within a specific time frame.*

02 Target Setting

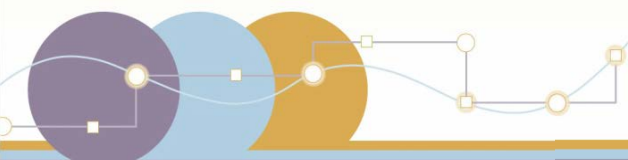
- 2.1 Technical Methodology
- 2.2 Business Process





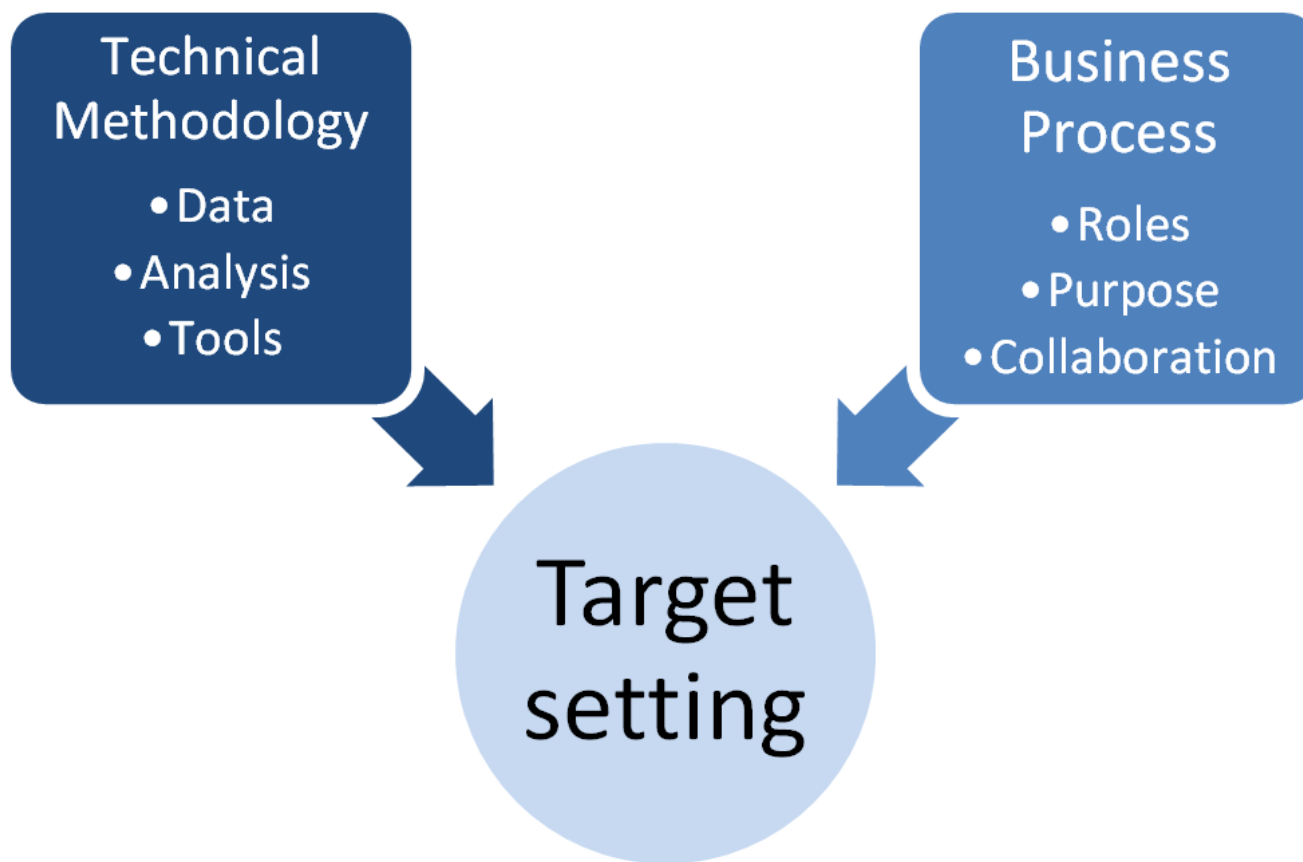
Target Setting

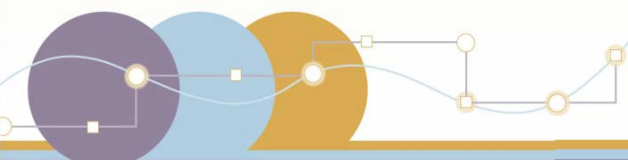
- Link investments to expected performance
- Intertwined with all elements of TPM
- Requires
 - Quality data
 - Good analyses
 - Solid business processes



Target Setting: Subcomponents

- 2.1 Technical Methodology
- 2.2 Business Process

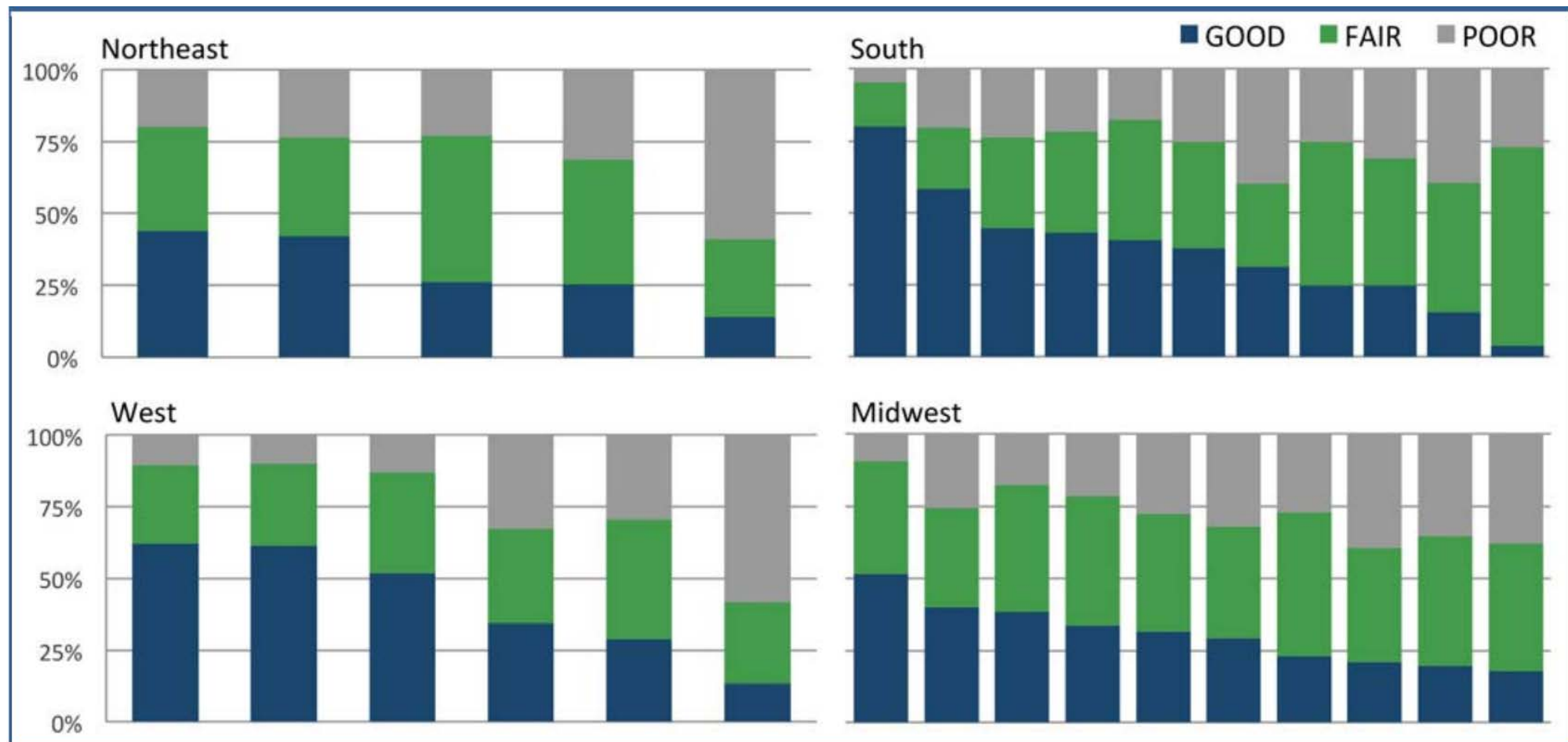


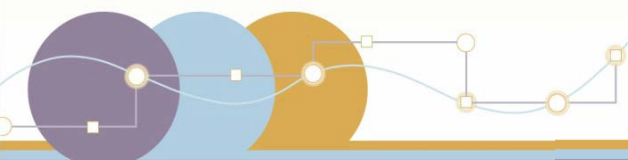


Target Setting: Example 1

- NCHRP 20-27 (37) Reports A-L

Pavement Condition, 2006-7



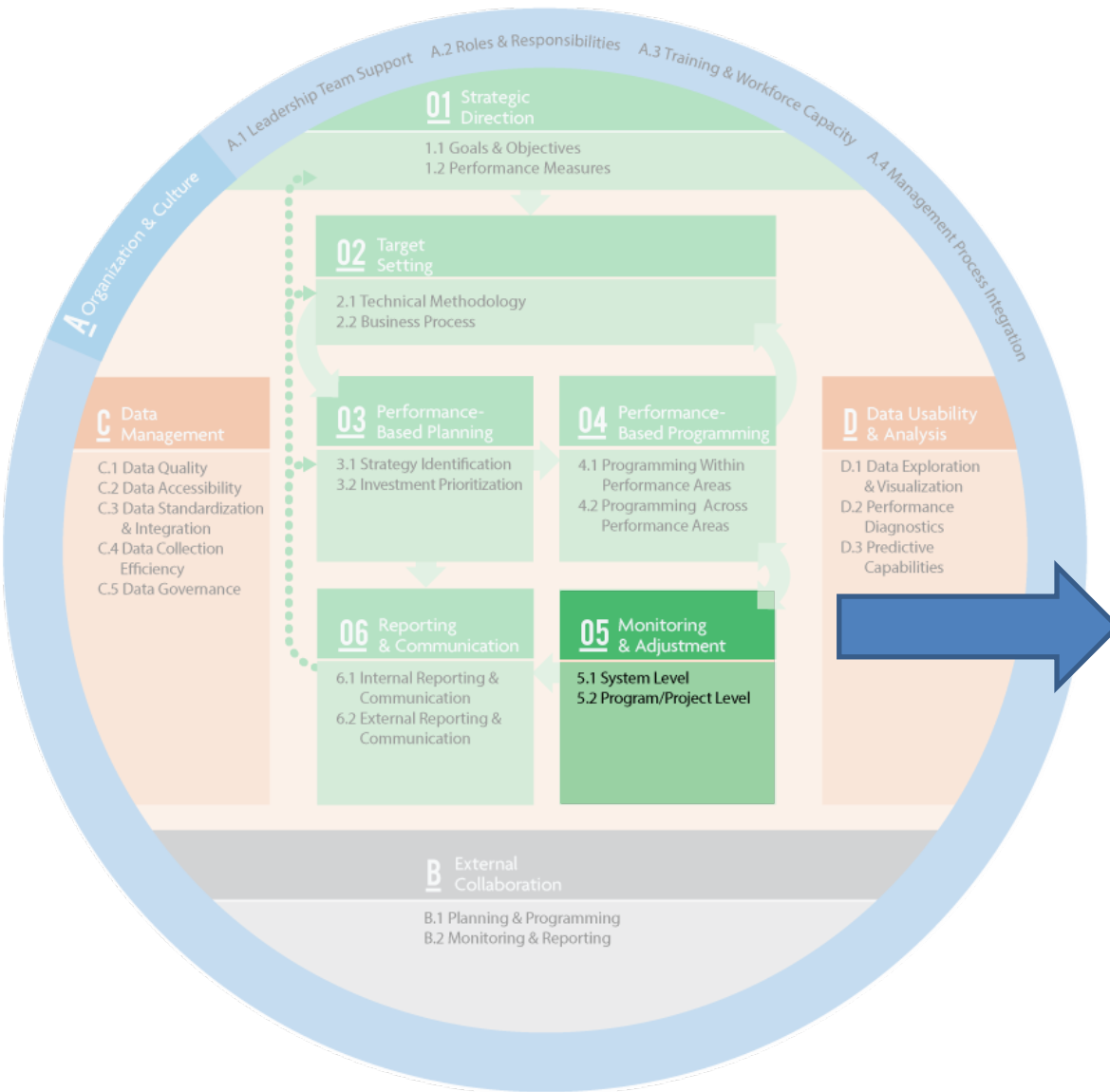


Target Setting: Example 2

- WMATA (DC transit agency) Escalator Availability

100%	- 4%	- 1%	= 95%
Maximum availability	Scheduled replacements /rehab	Other scheduled maintenance	BEST possible availability

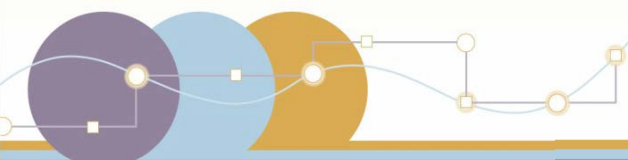
Component 5: Monitoring & Adjustment



05 Monitoring & Adjustment

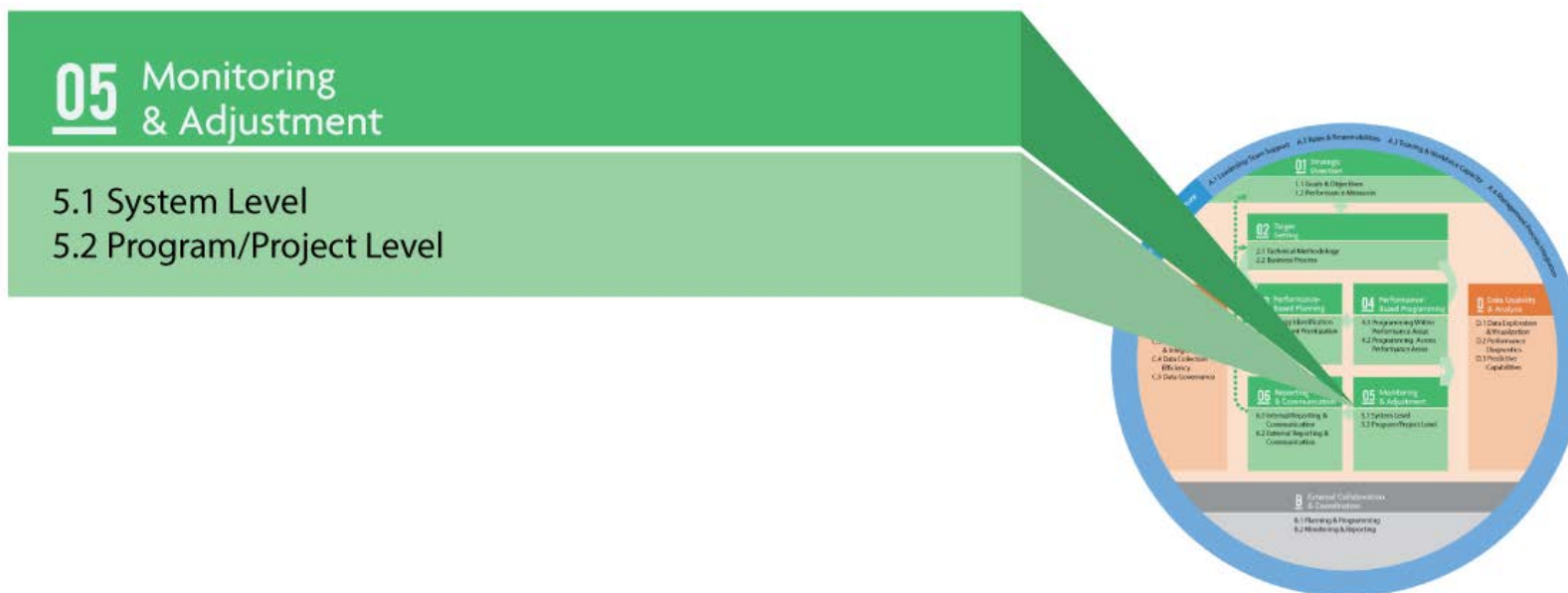
5.1 System Level

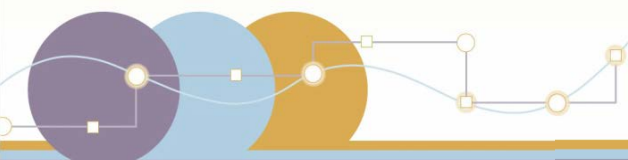
5.2 Program/Project Level



Monitoring and Adjustment

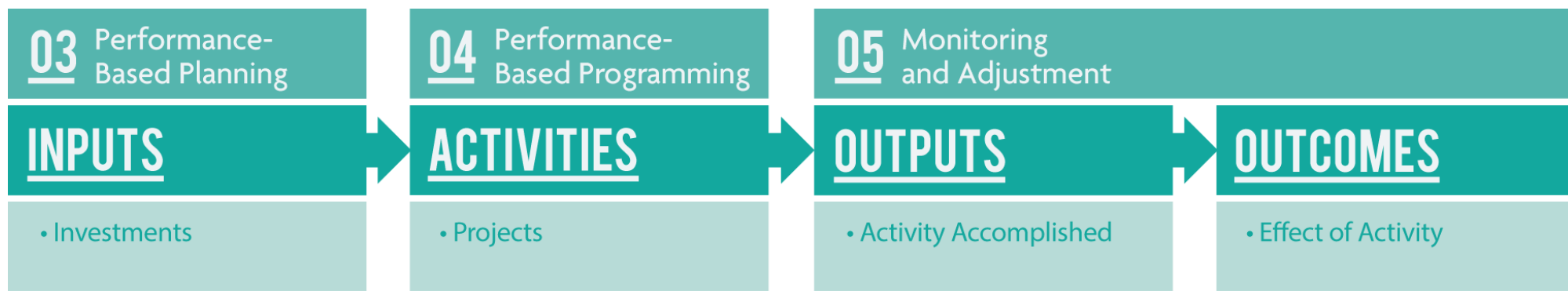
- Definition: *A set of processes used to track and evaluate actions taken and outcomes achieved, thereby establishing a feedback loop to refine planning, programming, and target setting decisions.*

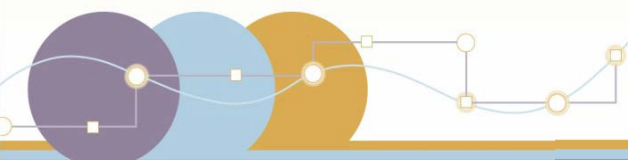




Monitoring and Adjustment

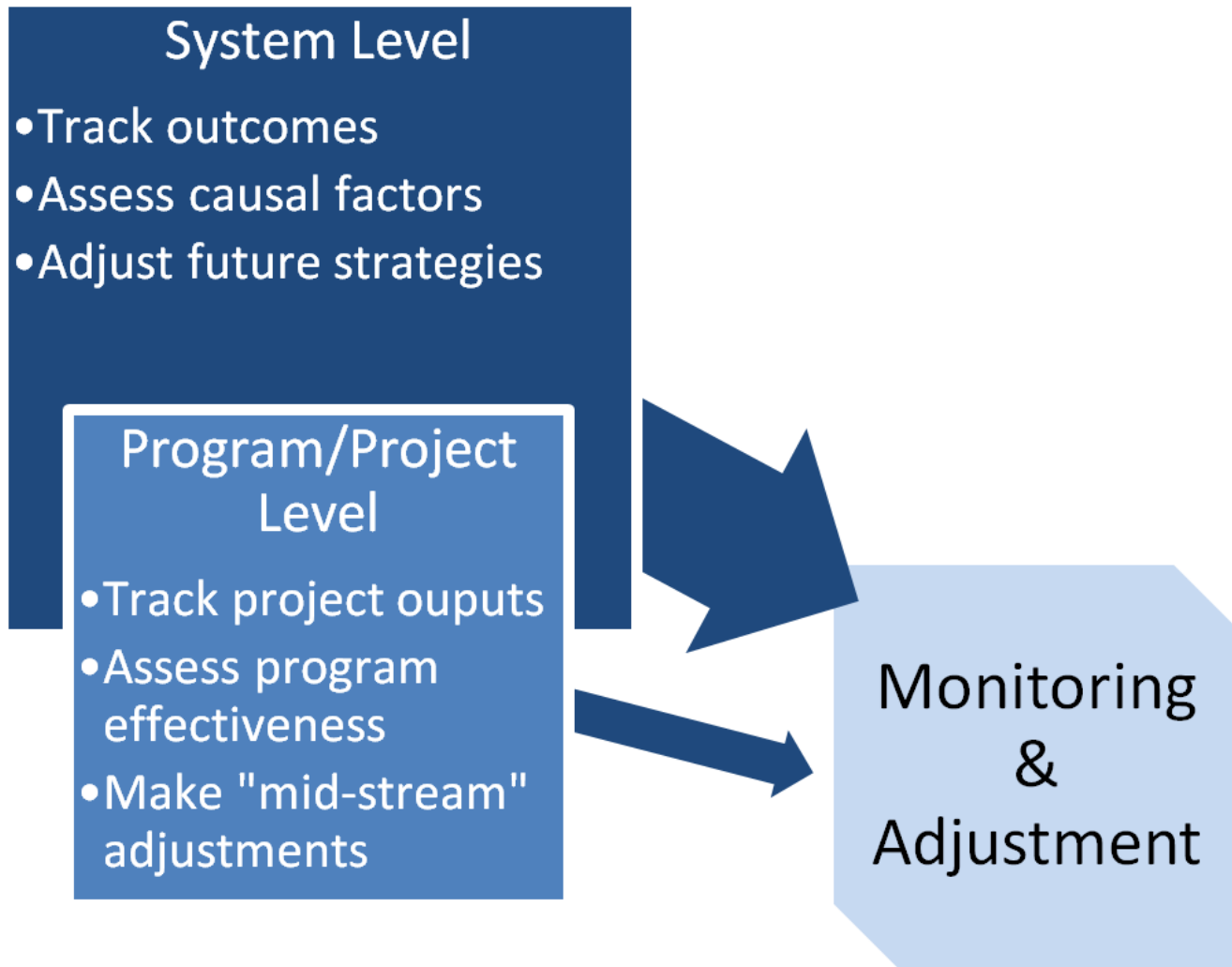
- Monitoring is not enough... must also adjust
- Critical feedback loop to other components





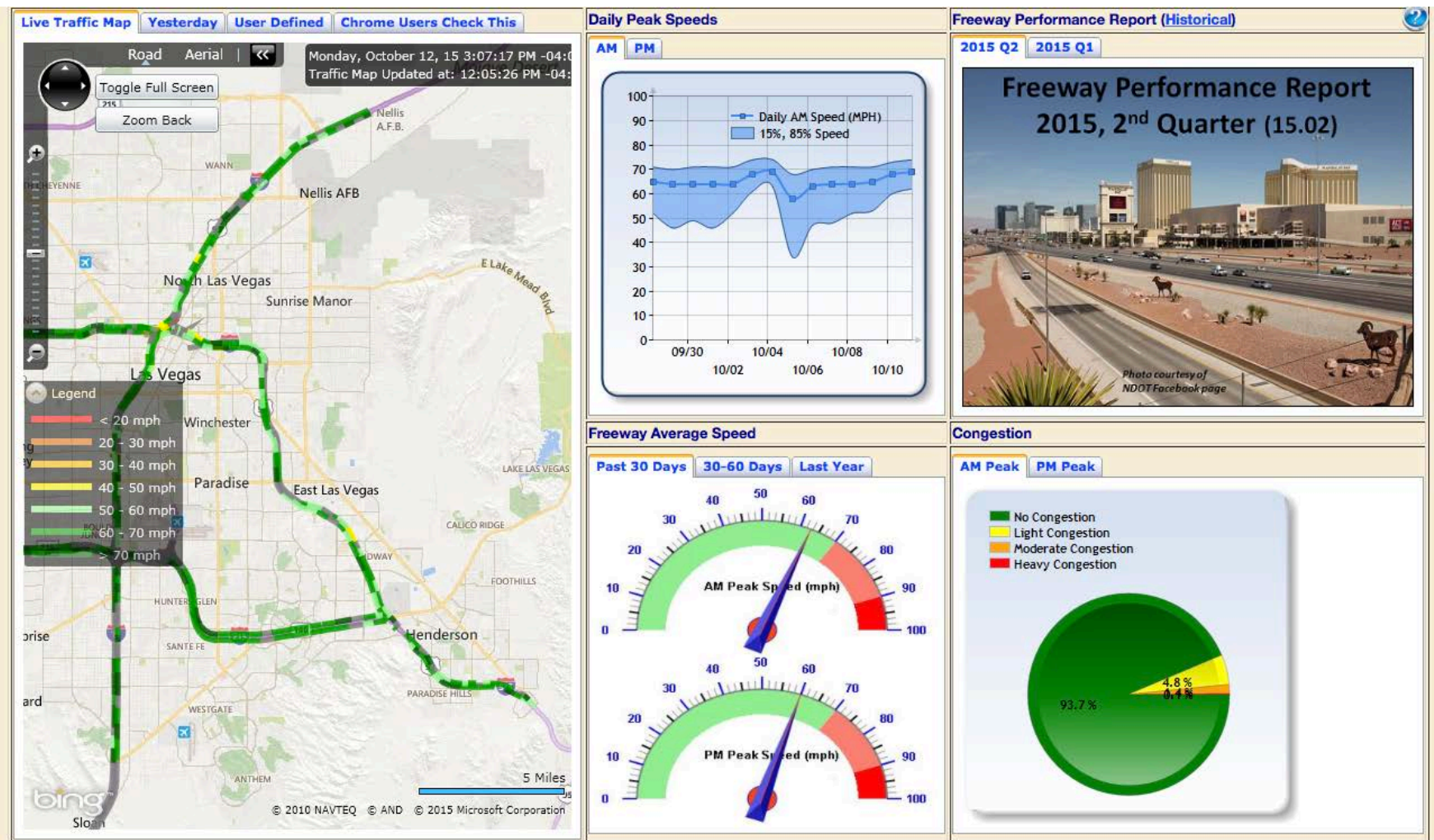
Monitoring and Adjustment: Subcomponents

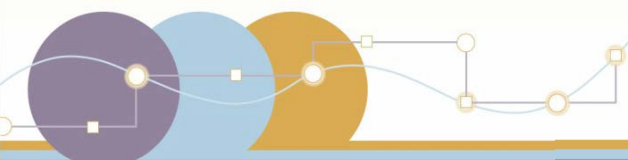
- 5.1 System Level
- 5.2 Program/Project Level



Monitoring & Adjustment: Example 1

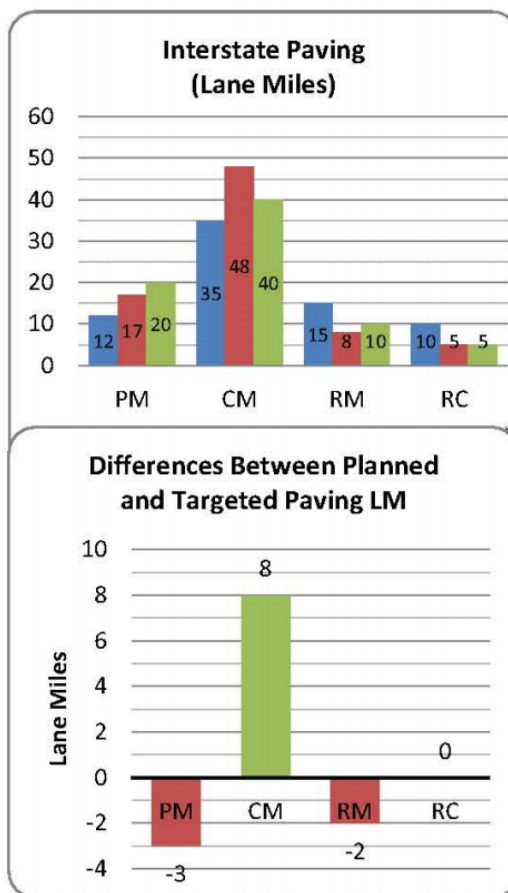
- Freeway and Arterial System of Transportation





Monitoring & Adjustment: Example 2

Virginia DOT Pavement Management Analysis



Hampton Roads Interstate Paving Summary

Preventative Maintenance (PM)

2011 Awarded (PMSS):	16 LM
2012 Planned (PMSS):	17 LM
2012 Targeted (PMS Optimized):	20 LM
Difference (Planned - Targeted):	-3 LM

Corrective Maintenance (CM)

2011 Awarded (PMSS):	35 LM
2012 Planned (PMSS):	48 LM
2012 Targeted (PMS Optimized):	40 LM
Difference (Planned - Targeted):	+8 LM

Restorative Maintenance (RM)

2011 Awarded (PMSS):	15 LM
2012 Planned (PMSS):	8 LM
2012 Targeted (PMS Optimized):	10 LM
Difference (Planned - Targeted):	-2 LM

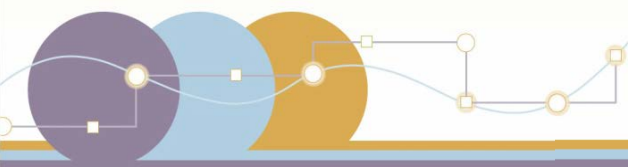
Reconstruction / Major Rehab (RC)

2011 Awarded (PMSS):	10 LM
2012 Planned (PMSS):	7 LM
2012 Targeted (PMS Optimized):	7 LM
Difference (Planned - Targeted):	0 LM

Given planned 2012 Interstate paving, Hampton Roads District:

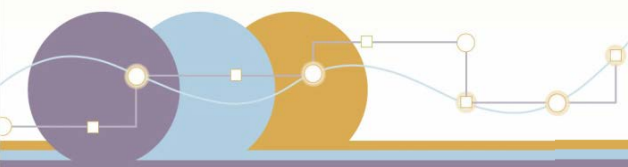
- **Is not** predicted to achieve its 20 lane mile paving target for Preventative Maintenance on the Interstate system.
- **Is** predicted to achieve its 40 lane mile paving target for Corrective Maintenance on the Interstate system.
- **Is not** predicted to achieve its 10 lane mile paving target for Restorative Maintenance on the Interstate system.
- **Is** predicted to achieve its 7 lane mile paving target for Reconstruction / Major Rehabilitation on the Interstate system.





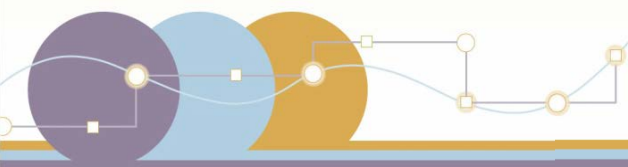
Group Discussion: Target Setting Maturity Levels





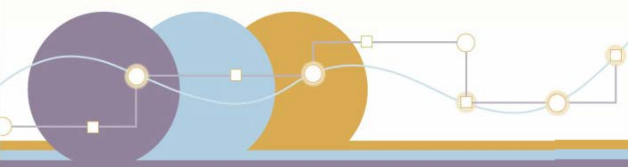
Discussion

- Discuss all together
- Refer to discussion questions handout



Breakout Discussion: Monitoring & Adjustment Maturity Levels

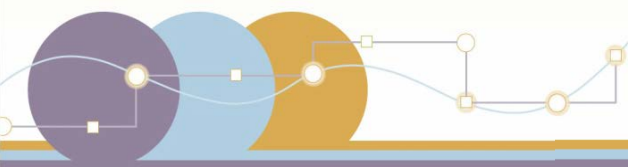




Breakout Discussion

- Break into 7 groups
- Select a facilitator, recorder, and presenter
- Refer to discussion questions handout
- Report out to full group (4 min per group)





Report Out: M&A Maturity Levels

- 4 minutes per group
- Share highlights of the discussion
 - Advanced v. limited capabilities
 - Noteworthy practices
 - Challenges