

TPM Workshop

Component 5: Monitoring and Adjustment

Philadelphia, PA

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U.S. Department of Transportation
Federal Highway Administration



Component 5: Monitoring and Adjustment



05 Monitoring & Adjustment

5.1 System Level

5.2 Program/Project Level

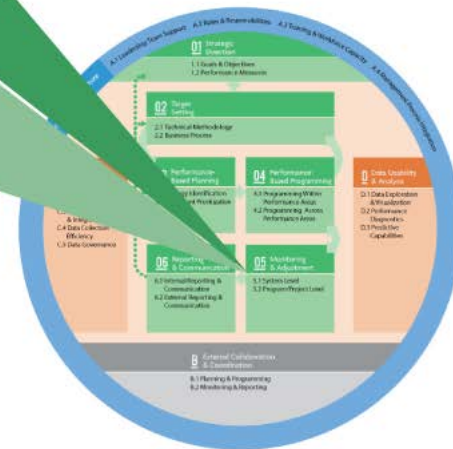
Monitoring and Adjustment



- Definition: *A set of processes to track and evaluate actions taken and outcomes achieved, thereby establishing a feedback loop to refine planning, programming, and target setting decisions. It involves using performance data to obtain key insights into the effectiveness of decisions and identifying where adjustments need to be made in order to improve performance.*

05 Monitoring & Adjustment

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Monitoring and Adjustment



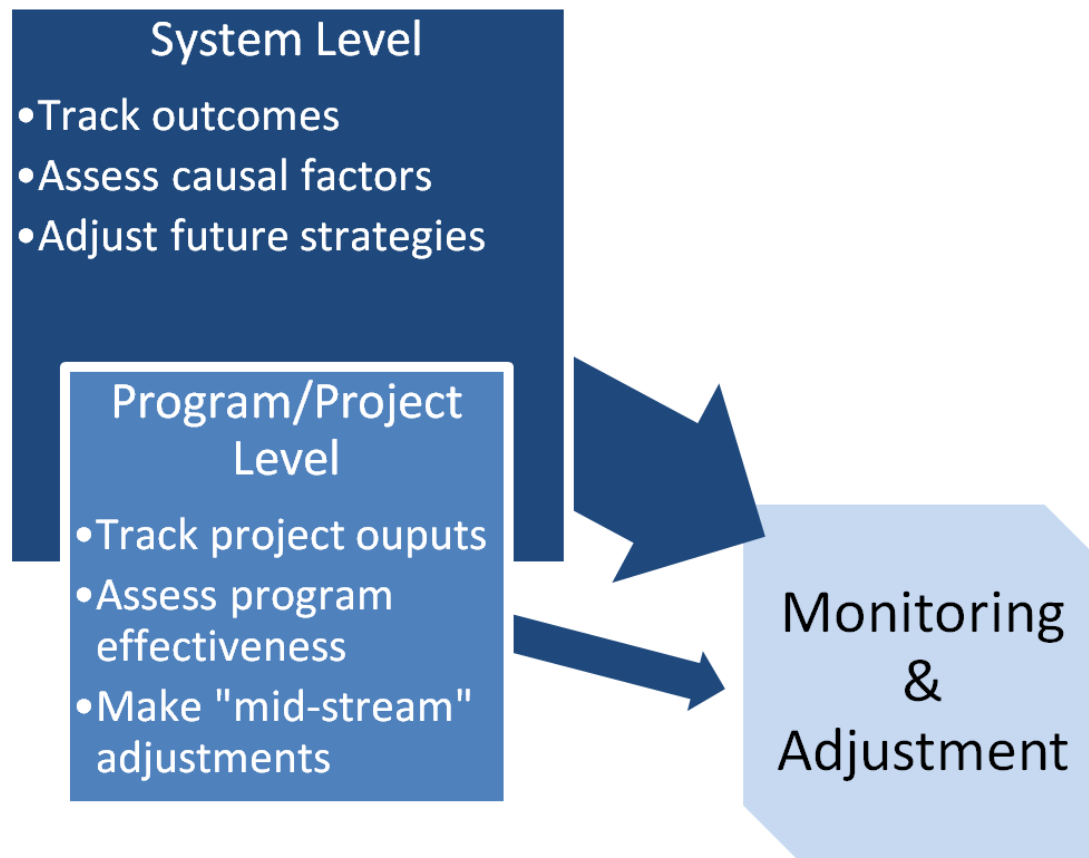
- Allows an agency to answer:
 - Are we getting the results we anticipated?
 - If not, why not?
- Review of observed results allows adjustments to be made in program delivery to improve results
- Continuously refine planning, programming, and target setting



Monitoring and Adjustment: Subcomponents



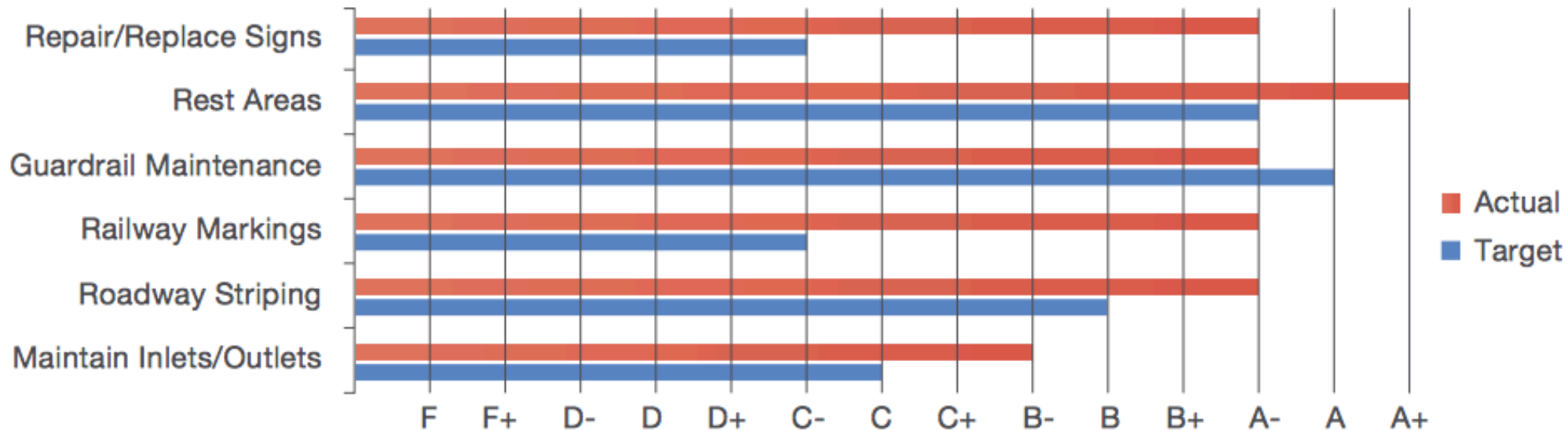
- 5.1 System Level
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Monitoring and Adjustment: Example 1



- Utah DOT monitoring of strategic goals

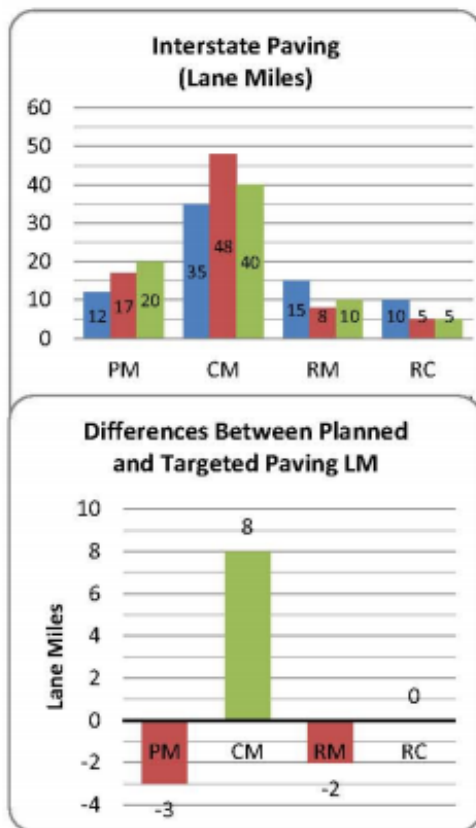


Monitoring and Adjustment:

Example 2



- VDOT: Pavement Management Adjustments



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.



Breakouts: Monitoring and Adjustment



Breakout Exercise

- Discuss **Monitoring and Adjustment** maturity level
 - Questions in handout (Exercise B)
 - Use Capability Maturity Model table (Exercise B)
- Select facilitator, note taker, and presenter
- Mixed groups
- Report out: share highlights of discussion



Report Out

- Share highlights of discussion
- 4 min per group