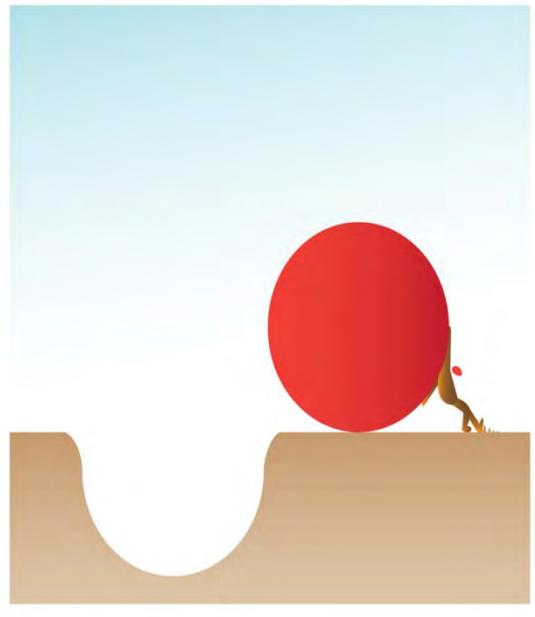


# WisDOT & WCHA Performance Based Maintenance (PbM) and Regionalization Initiative Pilot Projects Review



**Winter Road School  
January 15, 2014**

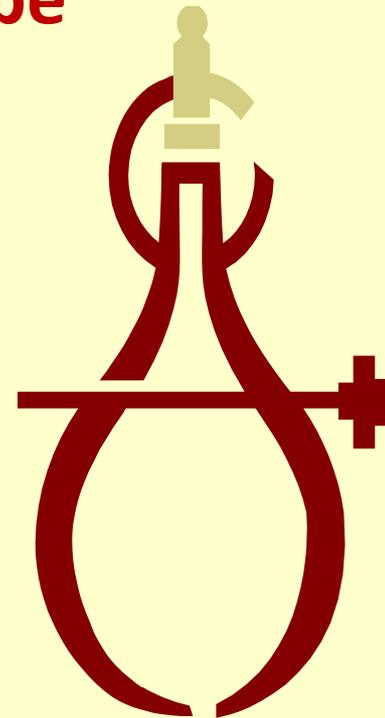


# Background

- Recognition of counties as the primary provider of routine STH maintenance
- **Separate appropriation for routine maintenance program funding**
- Acceptance of the Level of Service Model as a Basis for Estimating Statewide Funding Need
- **Need to Improve Transparency and Accountability**



- **Alternate reimbursement methods for county delivered services can improve program delivery, accountability, and performance.**
- **Performance measurement goals must be clear, definable, and measureable**
- **Best management practices need to be identified and employed by all**
- **Performance measures should result in better service levels across all counties**
- **PbM program implementation should be aimed at simplicity to ensure timely delivery of improved service levels**



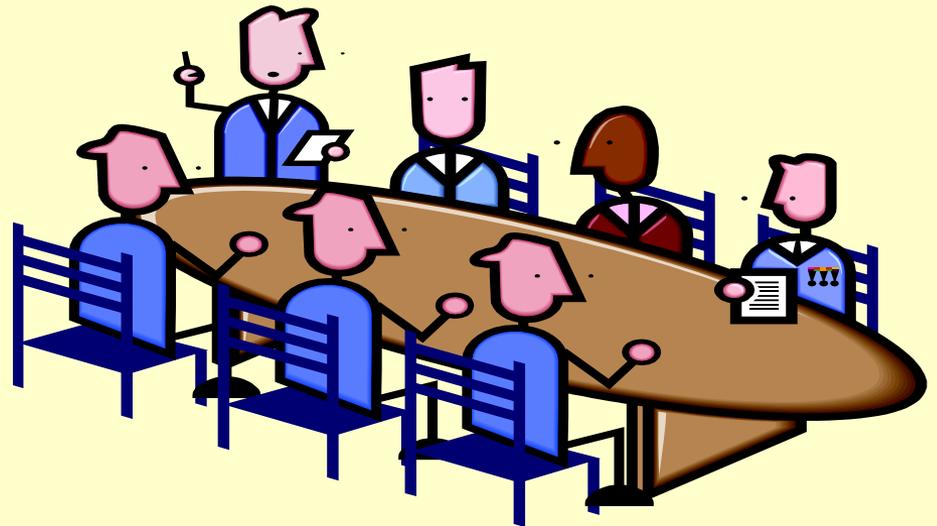
# The Steering Group

## County Representatives

Allison Bussler, Waukesha  
Ernie Winters, Winnebago  
Brian Field, Dodge  
Ron Chamberlain, La Crosse  
Tim Ramberg, St Croix  
Emmer Shields, Ashland  
Bruce Stelzner, Chippewa  
Paul Halverson, Douglas  
Tim Ramberg, St Croix  
Dan Fedderly, WCHA

## WisDOT Representatives

Russ Habeck, NC Region  
Joe Olson, SW Region  
John Corbin, SE Region  
Rory Rhinesmith, Admin  
Dave Vieth, Project Mgr.



# Steering Group's Objectives

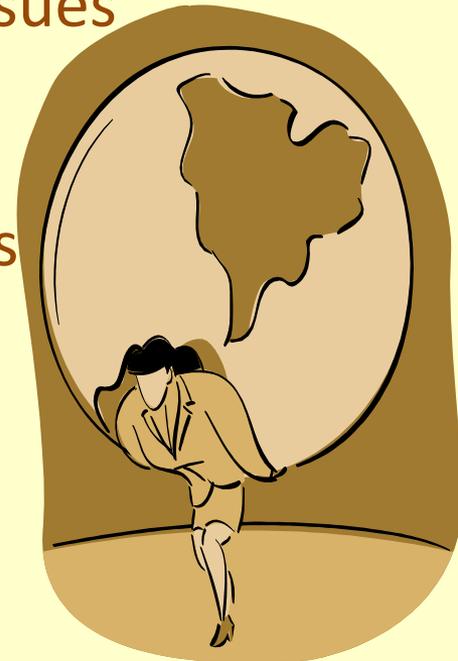
- **Partnership**: Recognize shared risk and shared rewards
- **Performance**: Focus on measurable outcomes and accountability
- **Innovation**: Identify and sponsor preferred practices
- **Fiscal Stewardship**: Support methods based on cost effectiveness, cost containment, and cost predictability
- **Communication**: Maintain an open and positive dialogue



# Steering Group Roles

## The group focuses on:

- **Serving** as the clearinghouse about concerns and opportunities related to employing alternative approaches for payment
- **Directing** the work groups and discussing issues brought to it relating to the work groups research
- **Endorsing** pilot program & initiating reviews of various aspects of Performance Based Maintenance
- **Promoting** a strong working relationship between the Department and its county service providers



# Steering Group Actions To-Date

- **Commitment to a cooperative process**
- **Pilot program operating assumptions**
- **Timeline for CY 2014 pilot program implementation**
- **CY 2014 routine maintenance priority activities**
- **Negotiated unit price agreements are preferred**
- **Project selection will not be solely cost based**



# Program Assumptions

- **Maintain 72 County Providers**
- **Voluntary Participation in Pilot**
- **Four Year Evaluation Period**
- **Combination of RMAs and Pilots**
- **Segregated Funding Pots for RMAs and Pilots**
- **Set Funding Levels During Evaluation**
- **Multi-year Project Agreements**
- **Maximize PbM Opportunities**



# CY 2014 Routine Maintenance Funding

**Total Funds Available: \$ 145 million**

This funding has been allocated as follows:

\$ 132 M for RMAs (LOS model based)

\$ 4 M winter reserve/contingency

**\$ 136 million or 94 %** for RMAs

**\$ 9 million or 6 %** for Performance Based Maintenance Pilot Projects



# Proposed Timeline

- **Information Gathering** Oct-Feb '14
- **Candidate Projects Identified** Dec-Feb '14
- **Projects Selected for CY 14** Feb–March '14
- **CY 14 Agreements Finalized** Mar-June '14
- **CY 14 Projects Start** July '14
- **Winter Initiatives Discussed** Summer '14
- **Winter Initiative Selected** By Oct '14
- **CY 15 Initiatives Discussed** Oct-Feb '15
- **CY 15 Agreements Finalized** Mar-June '15

# 2014 Pilot Project Work Activities

## 3 Work Categories

Crack Sealing and Filling

Grading Gravel Shoulders

Super & Substructure  
Maintenance and Repair



# Candidate Project Identification

Region office considerations include:

**Unpaved shoulder segments**: impending improvement project; windshield survey assessment; and, 2013 Compass Data.

**Asphalt pavements**: impending improvement project; windshield survey assessment; and, existing pavement condition data.

**Structures**: impending improvement Project and bridge inspection reports.



# Project Selection Factors

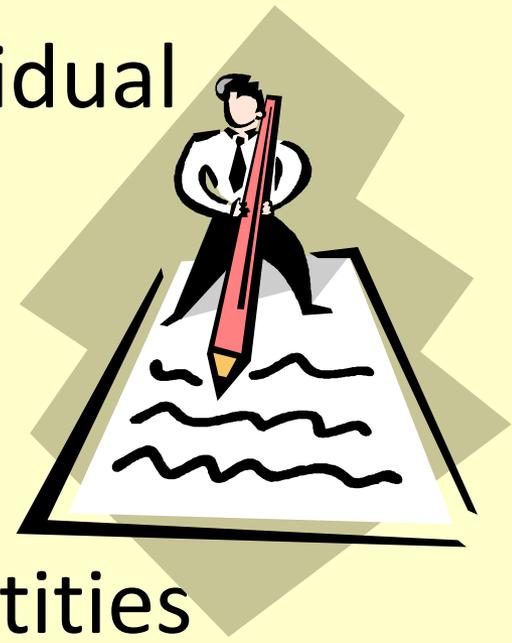
Some considerations may be:

- Condition of system feature (pavement, shoulder, structure, roadside, etc)
- Showcase new technology/method
- COMPASS priority (critical safety, stewardship, mobility, etc)
- Best Management Practice (BMP)
- Efficiency/Cost Savings Potential
- “Shovel Ready”
- Cost



# Unit Price Contracts

- Method similar to Agreed Unit Price (AUP) approach
- Separate agreements for individual project or specific service
- Common form of agreement
- Simple to administer
- Focused on work tasks & quantities



# Steering Group Discussion Items

- Performance measure definition and method of evaluation
- Broader application of PbM to other routine maintenance activities or services
- Best management practices identification and institution
- PbM contract administration
- Joint development of work plans
- Multi-year agreement needs
- Final CY 2015 Financial Plan



# Tentative CY 2015 Financial Plan

Total funds available: **\$ 170 million**

Proposed allocations are as follows:

**\$ 140 M** for RMAs (LOS model based)

**\$ 13 M** winter reserve/contingency

**\$ 153 million or 90%** for RMAs

**\$ 17 million or 10%** for Performance based Maintenance Pilot Projects



# Potential CY 2015 Initiatives

- A goal is to expand the use of PbM methods into a wider range of routine maintenance activities. Some potential candidates include:
  - Culvert (and ancillary structure) inspection
  - High performance patching initiative
  - Corridor wide sign replacement
  - Invasive species management
  - Pavement marking



# Regionalization

**Background:** This concept was repeatedly stressed by the Wisconsin Commission on Transportation Finance and Policy. In addition to its emphasis on improved performance, it recommended that:

**a. opportunities for regionalization of some county maintenance functions be evaluated for efficiency; and,**

**b. practices that hamper the development of regionalized maintenance services be changed.**



# Regionalization and the MOU

In addition, regionalization is specifically recommended and endorsed in the MOU between WisDOT, WCHA, and WTBA.

**6. Regional Maintenance.** WisDOT will actively pursue any changes in statute or policy required to enable routine maintenance to be provided on a regionalized basis, without regard to county boundaries.



# Regionalization and Steering Group

Discussions are on-going and aimed at:

- Developing common understanding, terminology, & an effective definition
- Identifying viable situations and potential barriers
- Offering workable responses and appropriate safeguards



# Regionalized Service Possibilities

## Potential Routine Maintenance Activities

- High Performance Patch Initiative
- Anti-Icing/Brine Production
- Culvert Liner Installation
- Concrete Patch Crews
- Herbicide Application
- Bridge Repair Crews
- Pavement Marking
- Signing



**Questions or  
Concerns?**