



Turnkey Asset Maintenance Services (TAMS) Contracts Overview

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Turnkey Asset Maintenance Services Historical Overview

- In 1995, the Public Private Transportation Act (PPTA) was enacted.
- Through the PPTA Virginia began its experience with performance-based asset management contracts in 1996. A Comprehensive Agreement was established with VMS, Inc. for Interstate Asset Management Services.
- The 1996 Comprehensive Agreement with VMS, Inc. included the Management and Maintenance of all Assets within 250 miles of interstate highways, excluding Tunnels. It included routine, preventive and restorative maintenance.
- HB 667 (2006) mandated 100% of the Commonwealth's Interstate roadway maintenance to be outsourced by July 1, 2009. This became Va Code § 33.2-301 (formerly § 33.1-49.1).

TAMS Contract Scope

- ***“The Contractor shall perform all activities associated with highway, drainage, structures, roadside, vegetation, traffic services, specialty items, emergency response, incident management, severe weather activities and, if applicable, snow and ice operations, in accordance with the Contract, its Scope of Services and the Contract Performance Criteria twenty-four (24) hours a day seven (7) days a week unless otherwise directed by the Department.” (IFB 151940-KC)***
- **Routine, ordinary and preventive maintenance of highway system and its assets.**
 - **Not Rehabilitation or Reconstruction.**
 - **Typically repairs and restoration of failed or damaged assets.**
 - **Includes proactive monitoring of routes for discovery of issues.**
- **Emergency response services for incidents and severe weather.**
- **Most items are performance-based; some items are pay-as-you-go**
 - **Mowing, Litter pick-up, Sweeping**
- **As of October 1, 2014 there are 13 active TAMS Contract/Interstate segments in the Commonwealth.**

Industry Managed TAMS Contract Segments 10/1/14

TAMS Contract	Current Contractor	Mileage	Routes	Start Date	End Date	Term (years)	Renewals
TAMS I-64 East	ICA	67 CL miles/ 357 lane miles	I-64	8/1/2011	7/31/2016	5	2/2
TAMS Staunton South	DBI	120 CL miles/ 503 lane miles	I-81, I-64	8/1/2011	7/31/2016	5	2/2
TAMS I-64 West	TME	88 CL miles/ 374 lane miles	I-64	8/15/2010	8/14/2015	5	2/2
TAMS Richmond South	TME	138 CL miles/ 621 lane miles	I-85, I-95, I-295	7/1/2012	6/30/2017	5	2/2
TAMS NOVA I-95 / I-395	ICA	113 CL miles/ 651 lane miles	I-95, I-395	12/15/2008	12/14/2013	5	2/2
TAMS NOVA I-66	ICA	66 CL miles/ 392 lane miles	I-66, SR-267	2/15/2009	2/14/2014	5	2/2
TAMS NOVA I-495	ICA	18 CL miles/ 211 lane miles	I-495	4/1/2009	3/30/2014	5	2/2
TAMS NOVA Woodrow Wilson Bridge (WWB)	DBI	10 CL miles/ 103 lane miles	I-95	6/15/2010	6/14/2015	5	2/2

VDOT Managed Interstate Segments 10/1/14

District	Current Contractor	Mileage	Routes	Start Date	End Date	Term (years)	Renewals
Salem	Salem District	109 CL miles/ 460 lane miles	I-81, I-581, SR460, SR220	9/8/2014	TBD		
Bristol	Bristol District	149 CL miles/ 670 lane miles	I-81, I-77, I-381	7/1/2012	6/30/2017	5	2/2
Richmond North	Richmond District	170 CL miles/ 1102 lane miles	I-95, I-295, I-64, I-195, SR-288, SR-195, SR-76, SR-150, SR-146	7/1/2012	6/30/2017	5	2/2
Hampton Roads	Hampton Roads District	109 CL miles/ 691 lane miles	I-64, I264, I-464, I564, I664, US58, US17 & others	5/15/2013	5/14/2018	5	2/2
Staunton North	Staunton District	101 CL miles/ 428 lane miles	I-81, I-66	5/15/2013	5/14/2018	5	2/2














Current Interstate Maintenance Segments

TAMS Work Areas Contract Sections



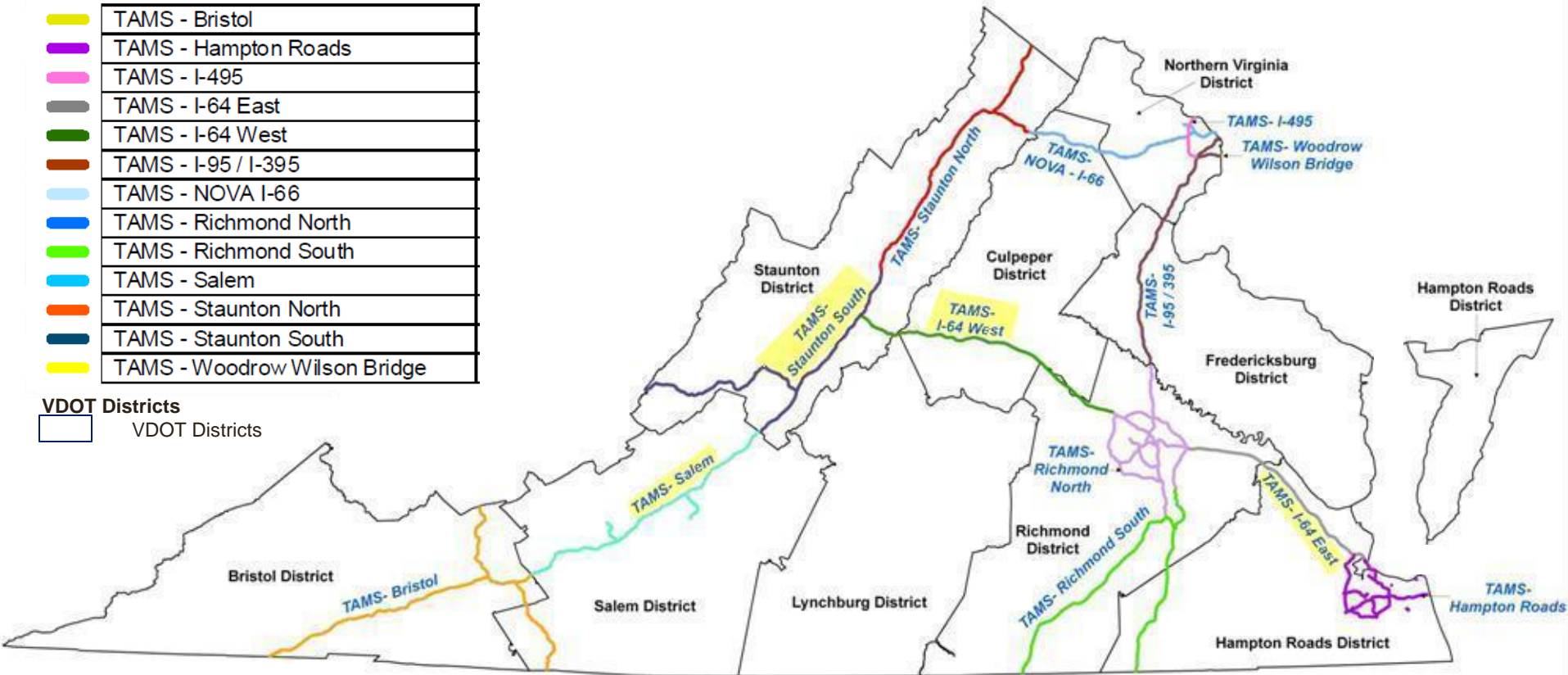
Legend

Tams Contract Section

	TAMS - Bristol
	TAMS - Hampton Roads
	TAMS - I-495
	TAMS - I-64 East
	TAMS - I-64 West
	TAMS - I-95 / I-395
	TAMS - NOVA I-66
	TAMS - Richmond North
	TAMS - Richmond South
	TAMS - Salem
	TAMS - Staunton North
	TAMS - Staunton South
	TAMS - Woodrow Wilson Bridge

VDOT Districts

 VDOT Districts



0 20 40 80 Miles

TAMS Contract Performance

- “Contractor performance will be assessed and measured by two (2) separate means:*
- Daily Timeliness Requirements – evaluates whether or not Timeliness Requirements are achieved.*
 - Maintenance Rating Program (MRP) Evaluation – evaluates whether or not specified asset items meet the contractually required minimum service or maintenance condition within a highway Site.” (IFB 151940-KC)*
- **Each asset in the contract has specific Timeliness Requirements**
 - Failure to meet the Timeliness Requirement results in \$200-\$400/day deduction. This is capped at 3% of monthly payment. (Average TAMS contract fixed monthly is approximately \$185,000.)
 - **Each asset in the contract has specific MRP Requirements**
 - MRP evaluation is performed twice annually
 - Route is broken into 1/10th mile segments and 5% of sites are randomly selected for review. Within each sample, all of the assets are evaluated.
 - Each asset in the sample is evaluated against its MRP Requirement.
 - Similar assets are scored together. Asset Groups must have a score of 80% or 90%. Lower score result in deductions.
 - **Total Timeliness and MRP deductions are capped at 20% of annual contract value**

TAMS Contract Performance

Challenges

- MRP average scores for all interstate segments are above 90%
- Asset most frequently not meeting MRP target is Bridge
 - Sampling problem (i.e. few bridges among the selected MRP sample sites).
- On some contracts calculated Timeliness deductions repeatedly exceed the maximum cap.
- VDOT and Industry identified some performance criteria for which change was desired.

Changes to TAMS Contracts as enacted for any forthcoming contracts:

- The required Maintenance Rating Program (MRP) Evaluation Ratings for all Asset Groups has been raised to 90%; individual Asset Items raised to 70%.
- A 10% sample of the Interstate roadway segments will be used for the MRP.
- The MRP sample population will be selected to fix Bridge sampling concerns.
- The Deduction Cap of 3% for Timeliness Nonperformance has been eliminated.
- Some performance measures have also been updated.

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Questions?