

# TRANSPORTATION ASSET MANAGEMENT

Perspective  
from  
Metropolitan  
Planning  
Organizations

# WHAT IS A METROPOLITAN PLANNING ORGANIZATION AND WHAT IS ITS ROLE?

- Required for urban areas > 50,000 population
- Identify long-term regional transportation priorities
  - Local input into use of federal & state resources
  - Develop metropolitan scale multimodal transportation network
- Governed by Policy Board of Elected Officials and Modal Representatives

# TRANSPORTATION PLANNING PROCESS

## 30,000 FOOT LEVEL

- **Long-Range (Metropolitan) Plans**
  - 20 to 25 years in scope
  - Identify regional guiding principles
  - Project specific
    - Must include all federally funded highway & transit projects
  - Modal neutral
  - Fiscally constrained
  - Conform to regional air quality goals
  
- **Statewide Plans**
  - Similar timeframe to LRTP
  - May be policy based only
  - May be fiscally constrained
  - LRTP and statewide plans should be coordinated

# TRANSPORTATION PLANNING PROCESS CLOSER TO THE GROUND

- **Corridor Studies**
  - Existing deficiencies
  - Existing / Future land-uses
  - Conceptual designs
- **Modal Studies**
  - Freight mobility
  - Regional public transportation coordination
  - Bike / Ped plans

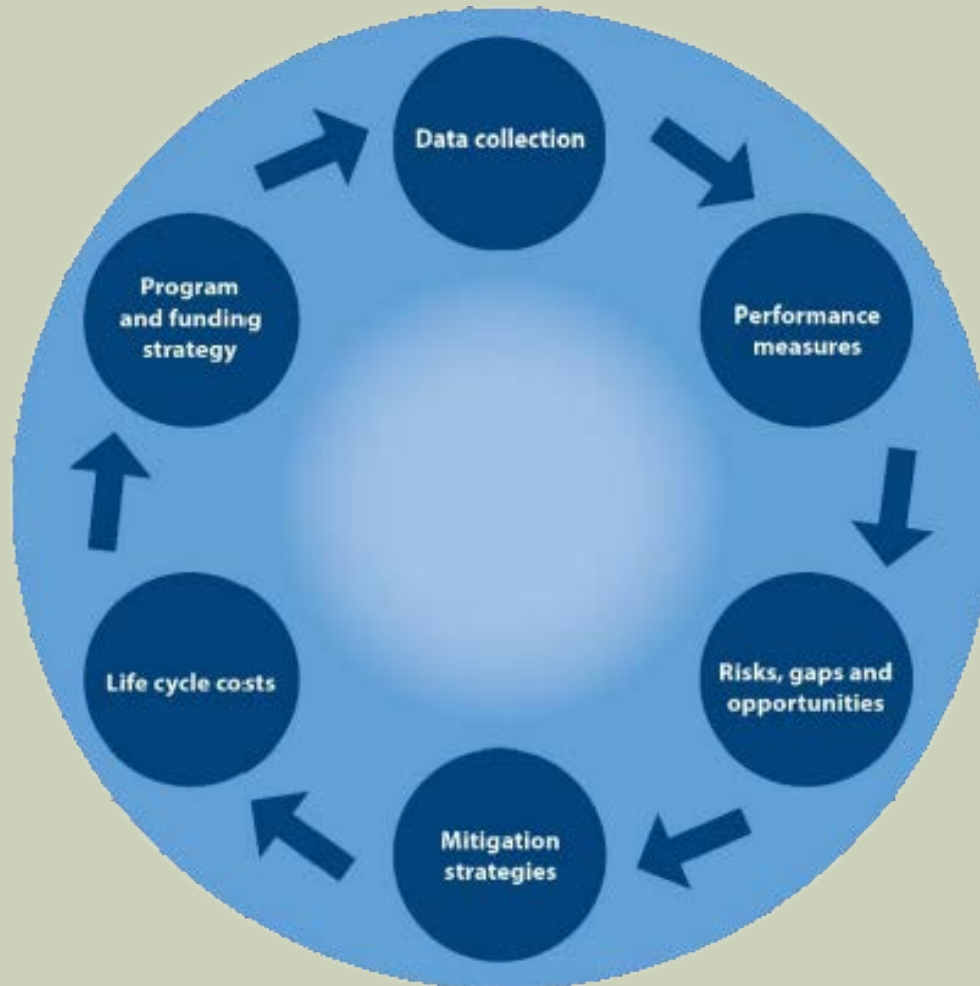
# TRANSPORTATION PLANNING PROCESS IMPLEMENTATION

- **Transportation Improvement Program**
  - 4 to 5 years in scope
  - Projects must have a formal commitment for funding
  - Statewide TIP incorporates MPO TIPs and rural projects
  - Some TIPs may incorporate maintenance & rehab projects into categories
    - Individual projects not listed
    - Fiscal constraint maintained at the State level

# FEDERAL REQUIREMENTS

- **23 CFR 450,208(e)**
  - In carrying out the statewide transportation planning process, States should apply asset management principles and techniques consistent with the State Asset Management Plan for the NHS and the Transit Asset Management Plan, and Public Transportation Agency Safety Plan in establishing planning goals, defining STIP priorities, and assessing transportation investment decisions, including transportation system safety, operations, preservation, and maintenance.

# LINKING TAM TO THE PLANNING PROCESS



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- **Performance Target Setting under MAP-21**
  - MPOs and States will be required to report on asset conditions and identify future targets for those assets
    - Congestion
    - State of Good Repair
    - Safety
    - Air Quality
  - Which assets are strategically most important within the MPO region?
    - State / Regional Coordination?
    - How are the TAM plans being implemented?
    - What are the tradeoffs and risks between different investment strategies?



# MPO APPLICATIONS OF TAM

- **PRSC (Seattle / Tacoma, WA)**
  - TAM guiding state of good repair strategies
  - Assisting in identifying SOGR targets
  - Avoid 'worst first' allocations
- **NCTCOG (Dallas / Fort Worth, TX)**
  - TAM used to identify facilities vulnerable to extreme climatic events
  - Prioritize improvements based on strategic importance and risk of failure
  - TAM also used to determine need for existing pavement or structure rehab as a part of larger mobility projects

# MPO APPLICATIONS OF TAM

- **NOACA (Cleveland, OH)**
  - Significant percent of existing facilities not in state of good repair
  - TAM used to prioritize limited resources
- **MTC (San Francisco / Oakland, CA)**
  - TAM used to identify level of investment needed to maintain system in state of good repair
  - Identifies funding gap between current level of investment and required level
    - Identify risks associated with underfunding transportation investments

# LINKING TAM TO THE PLANNING PROCESS

- **Planning process reflects local & statewide goals**
  - Policymaker & community input into priorities
  - TAM commitments should be consistent with these priorities
- **TAM process can help inform the planning process**
  - Show impact of policy decisions on project schedules
  - Provide information on ability to reach future performance targets

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