

American Association of State Highway and Transportation Officials
Subcommittee on Asset Management

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Subcommittee on Asset Management
<http://www.transportation.org/?siteid=95>

Transportation Asset Management Today
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**Subcommittee on
Asset Management**

AMERICAN ASSOCIATION OF
STATE HIGHWAY AND
TRANSPORTATION OFFICIALS
AAASHRO
THE VOICE OF TRANSPORTATION

**Strategic Plan
2011-2015**



Mission

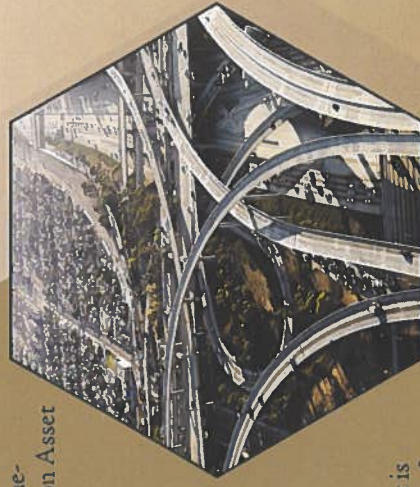
Advance the State-of-the-Practice of Transportation Asset Management.

Vision

Transportation Asset Management is the standard of practice for state DOTs and others to manage the nation's physical transportation assets to optimize investment decisions.

Definition

Transportation Asset Management is a strategic and systematic process of operating, maintaining, upgrading and expanding physical assets effectively throughout their lifecycle. It focuses on business and engineering practices for resource allocation and utilization, with the objective of better decision making based upon quality information and well-defined objectives.





GOAL 1

Promote the development and implementation of Transportation Asset Management tools, analysis methods, and research topics.

Strategy 1—Promote the implementation of Transportation Asset Management as described in the “Transportation Asset Management Guide: A Focus on Implementation.”
Fit WA working with NHTL. Webinar series

Strategy 2—Evaluate and promote the development, use, and integration of innovative technology and management systems for Transportation Asset Management.

Strategy 3—Develop, improve, promote, and support the use of management systems, economic evaluation tools, and tradeoff analysis methods for application in a Transportation Asset Management context.



GOAL 5

Coordinate effectively with external public and private entities to promote the adoption of Transportation Asset Management in the United States.

Strategy 1—Interact with and coordinate with other organizations such as the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Association of Metropolitan Planning Organizations (AMPO), American Public Works Association (APWA), Transportation Research Board (TRB), the Institute of Transportation Engineers (ITE), and the American Public Transportation Association (APTA).

Strategy 2—Promote sustained support for the advancement of Transportation Asset Management activities and research in cooperation with other organizations.



GOAL 2

Communicate with and inform member States how to utilize Transportation Asset Management.

Strategy 1—Use the marketing resources of AASHTO, FHWA, and other partners to disseminate best practices in Transportation Asset Management.
Statewide planning.org TFM resources

Strategy 2—Maintain the AASHTO Community of Practice website to be a definitive clearinghouse of Transportation Asset Management information.
Seeking a new site

Strategy 3—Develop, improve, promote, and support the use of management systems, economic evaluation tools, and tradeoff analysis methods for application in a Transportation Asset Management context.

Strategy 4—Identify gaps in knowledge, technology, and data and then conduct research to fill those gaps.

Strategy 5—Identify the organizational structures and leadership strategies necessary for state transportation agencies to fully benefit from the new guide.



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Strategy 3—Share in clear, everyday language information with policy and technical decision makers, elected officials and other stakeholders regarding the benefits of applying Transportation Asset Management practices and principles throughout the lifecycle of assets.





Strategy 4—Jointly sponsor through partnerships with other organizations workshops, seminars, and peer exchanges that focus on Transportation Asset Management.

Strategy 5—Expand opportunities to participate in Transportation Asset Management activities by using emerging media such as webinars and social media to promote education and peer exchanges.

GOAL 3

Assist member States in advancing Transportation Asset Management practices.

Strategy 1—Maintain, update, promote, and advance the “Transportation Asset Management Guide: A Focus on Implementation.”

Strategy 2—Provide ongoing support for member states to adopt the new guide.

Strategy 3—Undertake educational and training activities for the new guide.

Strategy 4—Identify the skills Transportation Asset Management practitioners need and assist states with developing them.

Strategy 5—Plan and undertake appropriate AASHTO/FHWA Capacity Building activities to advance the knowledge of Transportation Asset Management and disseminate their findings.

GOAL 4

Coordinate effectively within AASHTO to integrate Transportation Asset Management practices and principles into all relevant AASHTO policies, guidance, and standards.

Strategy 1—Secure the Board of Directors’ support for Transportation Asset Management principles and practices.



Strategy 2—Develop an organizational structure and communication and coordination system to effectively address cross-jurisdictional issues between the Subcommittee and other AASHTO groups and the FHWA.

Strategy 3—Assist the Standing Committee on Highways, the Standing Committee on Planning, the Standing Committee on Performance Management, and FHWA to develop a performance-based Federal aid program incorporating sound Transportation Asset Management and Performance Management practices and principles.

Strategy 4—Assist the Standing Committee on Highways in promoting Transportation Asset Management to advance system preservation.

Strategy 5—Define and disseminate the similarities and differences between Transportation Asset Management and Performance Management to enable AASHTO members to understand and benefit from the synergy between the two disciplines.



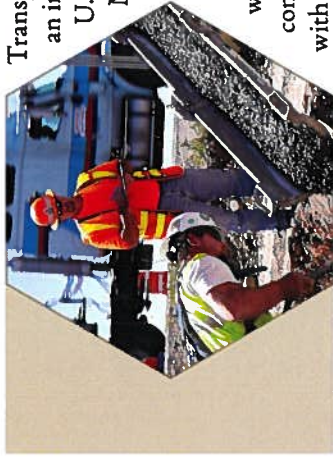
Strategy 6—Actively promote with the appropriate AASHTO groups the expansion of Transportation Asset Management practices and principles to physical assets related to safety, Intelligent Transportation Systems, traffic control devices, roadside appurtenances, facilities, transit, passenger rail, and other physical, multi-modal transportation assets.

Strategy 7—Take the lead on expanding Transportation Asset Management practices and principles for all assets not under the obvious jurisdiction of another AASHTO body.

Strategy 8—Demonstrate to stakeholders that Transportation Asset Management is an effective sustainability tool for contributing to an improved quality of life, a smaller carbon footprint, enhanced environmental quality, and increased economic efficiency.



BACKGROUND



Transportation Asset Management (TAM) is an important focus for AASHTO and the U.S. DOT. The Subcommittee on Asset Management was first established by AASHTO in 1997 becoming a joint subcommittee between the Standing Committees on Planning and Highway with representation from other appropriate committees. The subcommittee works closely with the Federal Highway Administration (FHWA) Office of Asset Management.

The 2011–2015 Strategic Plan for the AASHTO Subcommittee on Asset Management was adopted in September 2010. The plan, outlined in this brochure, provides a comprehensive, broad-based, and proactive approach to further promote and communicate TAM techniques and applications. The plan also provides a structured approach for advancing the state-of-the-practice within AASHTO, FHWA, and the state departments of transportation (DOTs) across the country.

The 2011 Strategic Plan recognizes that TAM is part of a larger transportation performance management approach that applies broad performance management principles to the management of transportation physical assets that are essential for system operation and performance. The plan recognizes that states continue to be active in implementing TAM principles in their day-to-day activities. However, the plan also recognizes that TAM principles must be applied to many other transportation asset classes beyond roadways and bridges.

The new plan has goals focused on:

- ♦ Promoting new tools, analysis methods, and research topics.
- ♦ Communicating with stakeholders.
- ♦ Assisting member states in advancing TAM practices.
- ♦ Coordinating within AASHTO as well as externally, in promoting TAM principles.

The new plan identifies specific strategies to help accomplish these goals, which are listed in priority order under each goal. The 2011 Strategic Plan provides the framework and focus necessary to develop partnerships, promote concepts, create tools, and assist states in implementing the principles and practices of TAM.



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