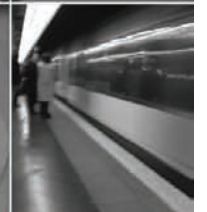


AMERICAN ASSOCIATION OF
STATE HIGHWAY AND
TRANSPORTATION OFFICIALS

AASHTO
THE VOICE OF TRANSPORTATION



AASHTO Transportation Asset Management Guide

A FOCUS ON IMPLEMENTATION

January 2011



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Preface

The *AASHTO Transportation Asset Management Guide—A Focus on Implementation*, aims to encourage transportation agencies to address strategic questions as they confront the task of managing the surface transportation system. Drawn from both national and international knowledge and experience, it provides guidance to State Department of Transportation (DOT) decision makers, as well as county and municipal transportation agencies, to assist them in realizing the most from financial resources now and in the future, preserving highway assets, and providing the service expected by customers. Divided into two parts, Part One of the implementation guide focuses on leadership and goal and objective setting, while Part Two is more technically orientated.

This implementation guide is based on research conducted under National Cooperative Highway Research Program (NCHRP) Project 08-69, *Supplement to the AASHTO Transportation Asset Management Guide: Volume 2—A Focus on Implementation*. AECOM served as prime contractor for the research with the assistance of subcontractors Paul D. Thompson and Spy Pond Partners.

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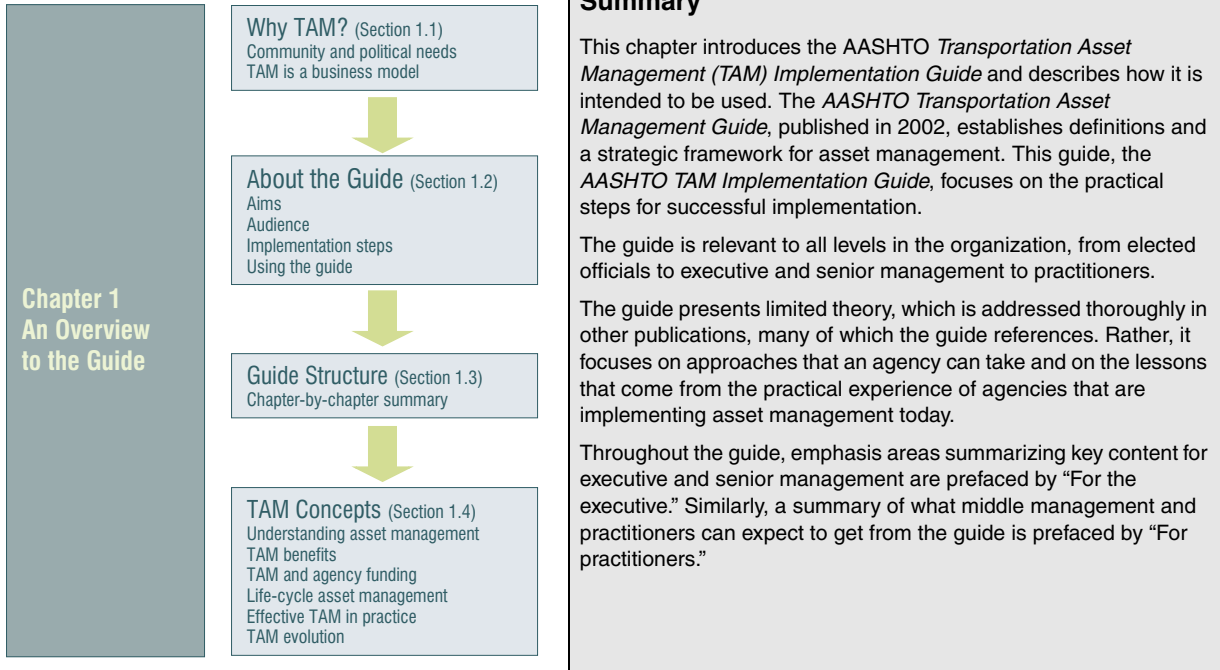
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Chapter 1

An Overview to the Guide



For the Executive

Successful implementation of Transportation Asset Management (TAM) is fundamentally about good management, effective leadership, and achieving the right organizational culture. It does not happen overnight, and requires consistent direction, focus, and attention over time. This guide describes the key tasks as a “step-by-step” sequence that an agency can pick up and act upon. While this guide is primarily targeted at state DOTs, it is also relevant to any agency managing transportation assets—highways, local roads networks, or transit facilities.

- An agency using this guide to implement TAM should involve all levels within the organization, from the executive through those involved in program delivery. Ideally, TAM should be an accepted way of doing business at all levels.
- The guide addresses key questions confronting agencies today, including how TAM can help with
 - cross-silo or multi-modal programming, transcending ingrained funding and operational “silos”;
 - setting cross-silo goals and objectives to deliver better outcomes, reduce costs, and maintain or improve service standards; and managing resources provided by other agencies and allocated within “silos,” such as federal funds.

The last point links closely to the question of optimal use of the pool of funds available to an agency. As different funding sources are often specifically allocated to different activities by formulas, an agency needs to make a strong business case to the funding provider if it wants more flexibility in making re-allocations and trade-offs. Political decisions may also need to be made. TAM can support the business case and the political environment, by providing better information and greater certainty based on an assessment of all the relevant factors, such as service standards, asset condition and performance, future demand, engineering needs, economic analysis, and financial planning.