

Transportation Asset Management (TAMP) Agreement

On May 27, 2016, the final rule for statewide and metropolitan transportation planning was published, based on 2012's Moving Ahead for Progress in the 21st Century (MAP-21) Act and 2015's Fixing America's Transportation System (FAST) Act. As part of this final rule, 23 CFR 450.306 (d) (1) indicates that the **metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach** to transportation decision making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c). Also, 23 CFR 450.306 (d) (2) indicates that each Metropolitan Planning Organization (**MPO shall establish performance targets that address the performance measures** established under 23 CFR part 490¹ and that **the selection of targets** that address performance measures described in 23 U.S.C. 150(c) **shall be in accordance with the appropriate target setting framework established at 23 CFR part 490 and coordinated with the relevant State(s) to ensure consistency**, to the maximum extent practicable.

As per 23 CFR § 450.306 (4) **an MPO shall integrate in the metropolitan transportation planning process**, directly or by reference, **the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes**, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program **including the State asset management plan for the NHS**, as defined in 23 U.S.C. 119(e).

The Federal Highway Administration (FHWA) issued a final rule requiring the development and implementation of a **risk-based asset management plan** for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system. The rule became effective on October 2, 2017. As per 23 CFR § 515.9, a **State DOT shall develop and implement a transportation asset management plan (TAMP)** to improve or preserve the condition of the assets and improve the performance of the NHS. The asset management plans must describe how the State DOT will carry out asset management as defined in § 515.5. The asset management plan **shall include**, at a minimum, a summary listing of **NHS pavement and bridge assets, regardless of ownership**. As per 23 CFR § 515.13 (a), the **TAMP development process shall be updated and resubmitted** to the FHWA for a new process certification **at least every 4 years**.

TAMP requirements were amended, by the Bipartisan Infrastructure Law or BIL (§ 11105), to require that States **take into consideration extreme weather and resilience within their lifecycle cost and risk management analysis**. These BIL amendments took effect on October 1, 2021 (§ 10003). As a result, State DOTs are required to consider extreme weather and resilience as part of the lifecycle cost and risk management analyses within a State TAMP (23 U.S.C. 119(e)(4)(D)).

As per 23 CFR § 515.13 (b) (2), **the State DOT must demonstrate implementation of an asset management plan** that meets the requirements of 23 U.S.C. 119 and this part. FHWA considers the best evidence of plan implementation to be that, for the 12 months preceding the **annual consistency** determination, the **State DOT funding allocations are reasonably consistent with the investment strategies in the State DOT's asset management plan**. This demonstration takes into account the alignment between the actual and planned levels of investment for various work types (i.e., initial construction, maintenance, preservation, rehabilitation, and reconstruction).

¹ This includes Subpart C - National Performance Management Measures for the Assessing Pavement Condition (§§ 490.301 - 490.319) and Subpart D - National Performance Management Measures for Assessing Bridge Condition (§§ 490.401 - 490.413).

The Transportation Performance Management (TPM) regulations, organized under 23 CFR Part 490, transform the Federal-aid highway program by providing a framework to support improved investment decision making through a focus on performance outcomes. The 23 CFR 490 **requires require the integration of new TPM related data requirements** and specifications into the existing Highway Performance Monitoring System (HPMS).²

In fulfillment with the federal regulations mentioned above, the PRHTA and the PRMPO hereby agree to share transportation asset management data, targets, and plans as follows:

- The PRHTA will establish condition targets for the pavement and bridges within the National Highway System (NHS).
- The PRHTA will report NHS pavement and bridges condition targets and their corresponding performance measures as required by the Federal Highway Administration (FHWA) on their Transportation Performance Management (TPM) approach for their established performance periods.
- The PRHTA will set TAMP targets; that is, condition targets for the pavements included in the Highway Performance Monitoring System (HPMS) and for the bridges included in the National Bridge Inventory (NBI), in alignment with the targets established for the NHS pavements and bridges for the TPM performance periods. The PRHTA will consider the following, without limitation, on the establishment of the TAMP targets: the minimum targets required by the Federal Highway Administration (FHWA) for the pavement and bridges within the National Highway System (NHS), applicable federal penalties if targets are not met or TAMP consistency is not achieved, available budget, available implementation resources, and industry capacity.
- The PRHTA will share the TAMP document, which includes objectives and targets, asset inventory and conditions, gap analysis, lifecycle planning considerations, risk management analysis, financial plan, and investment strategies, with the PRMPO.
- The PRHTA will share TAMP performance measures data and information with the PRMPO.
- The PRMPO will reflect TAMP targets in their short range and long-range planning documents and will share those planning documents with PRHTA and other members of the RMPO in their planning area.
- This agreement will be added to the *Rules and Operating Procedures of the Puerto Rico Metropolitan Planning Organization*.

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PRMPO Signature	Date	PRHTA Signature	Date
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Print Name and Title		Print Name and Title	

² References:

- [Transportation Performance Management TPM Timeline - Seeing the Big Picture, Part 1 \(dot.gov\)](https://www.fhwa.dot.gov/tpm/videos/docs/TPM%20Timeline%20Part%201.pdf)
< https://www.fhwa.dot.gov/tpm/videos/docs/TPM%20Timeline%20Part%201.pdf >
- [Transportation Performance Management Overview of TPM and HPMS \(dot.gov\)](https://www.fhwa.dot.gov/tpm/videos/docs/Overview%20of%20TPM%20and%20HPMS.pdf)
< https://www.fhwa.dot.gov/tpm/videos/docs/Overview%20of%20TPM%20and%20HPMS.pdf >