Maintaining the transportation system in a safe and usable condition is a top priority in local, regional, and state transportation planning. PSRC has worked since 2010 to refine its approach to State of Good Repair planning to become increasingly outcome-oriented and data-driven, and is committed to improving upon these methods. In addition to the local emphasis on a more robust analysis of future State of Good Repair needs, the Moving Ahead for Progress in the 21st Century Act (MAP-21) outlines a performance-based approach to State of Good Repair planning that requires PSRC to more explicitly integrate these needs into the broader planning process with the purpose of achieving regional, state, and federal system performance goals. PSRC’s current approach to State of Good Repair planning does not meet these new requirements.

PSRC is soliciting volunteers from the Regional Project Evaluation Committee (RPEC) and Regional Staff Committee (RSC) to serve on a limited-term working group to facilitate the development of an enhanced State of Good Repair program proposal. The proposal will set a direction for continued improvement of the State of Good Repair long-range planning process, satisfy MAP-21 requirements, and add value at the local level. The proposal will be presented to PSRC’s Transportation Policy Board (TPB) for their consideration.

State of Good Repair Planning at PSRC

PSRC’s role in State of Good Repair planning has, until recently, been limited to improving approaches to estimating future needs within the context of the regional transportation plan financial strategy. Transportation 2040, adopted in 2010, was the region’s first attempt to build a financial estimate of need based on existing condition information and a series of regional assumptions. This approach was improved upon in 2014 by leveraging local agency pavement management systems and incorporating local costs and management policies to achieve a regional pavement condition outcome. The 2014 Transportation 2040 update expanded State of Good Repair planning efforts beyond pavement preservation to better reflect stormwater drainage needs and gain a better understanding of local operations costs.
During PSRC’s 2012 and 2014 federal funds project selection process the Transportation Policy Board implemented a pilot program to set aside 25% of the regional Surface Transportation Program funds for pavement preservation. A key component of this pilot effort is that PSRC evaluate the effectiveness of these federal funds improving pavement conditions. In order to effectively do so, regional pavement condition information will need to be collected prior to project implementation to understand the impact of these new resources.

**MAP-21**

MAP-21 outlines a performance-based approach to State of Good Repair planning that would require PSRC to more explicitly integrate these needs into the planning process with the purpose of achieving regional, state, and federal system performance goals. Implementing this new direction will require PSRC to establish system performance targets and measures with regard to pavement and bridge conditions on the national highway system (NHS) and report annually on progress towards meeting those goals. Current data collection and analysis approaches are inadequate to effectively meet these new mandates.

**INVEST Project**

In spring 2013, PSRC received an FHWA Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) grant in support of the continued development of a regional State of Good Repair planning program. The goal of this work was to scope a regional asset management program that would support PSRC planning and programming efforts, meet new MAP-21 requirements, and add value at the local level. Tasks of the grant included:

- Performing a peer MPO review of regional asset management practices;
- Reaching out to local stakeholders to better understand how local efforts could be leveraged;
- Outlining goals of a regional State of Good Repair program; and
- Researching available software necessary to carry out any future program.

The INVEST work provided PSRC with a solid foundation on which to move forward.

**State of Good Repair Working Group**

PSRC is convening a limited-term working group to assist in the continued development of a regional State of Good Repair planning program. The Working Group will have two primary tasks:

- Review and comment on FHWA’s proposed rulemaking related to State of Good Repair performance measurement.
- Develop a proposed State of Good Repair work program for Transportation Policy Board consideration. The proposal will set a direction for continued improvement of the State of Good Repair long-range planning process, satisfy MAP-21 requirements, add value at the local level, and build upon the results of PSRC’s INVEST project.

The committee will meet on an as needed basis beginning in August 2014 until the PSRC role in meeting the performance-based planning requirements has been clarified. Membership will be comprised of representatives from PSRC’s Regional Project Evaluation Committee (RPEC) and Regional Staff Committee (RSC). Volunteers should have a working knowledge of asset management planning with a particular focus on pavement preservation.

For additional information or to volunteer for the State of Good Repair Program Development Working Group please contact Benjamin Brackett at bbrackett@psrc.org or 206-971-3280.