

City and County ITS T2040 Maintenance & Preservation Investment Survey

Background

This survey is a data request from PSRC to all cities and counties in the region. During the development of Transportation 2040, PSRC boards and committees requested that staff provide additional information with regard to how maintenance, preservation, and operations are addressed in the plan. Further, it was requested that staff explore ways in which to improve maintenance and preservation investment estimates in a way that allows stakeholders to evaluate tradeoffs between investing in capital expansion and re-investing in existing infrastructure. Working with the Maintenance and Preservation Working Group (a sub-committee of the Regional Project Evaluation Committee), staff has prepared this survey to account for city and county ITS costs in a way that directly reflects agency approaches to system operations.

We ask you to please strongly consider filling out this survey. The better the response rate, the more accurate our estimate of transportation need in the region will be, potentially improving funding prospects and better informing regional planning efforts.

Please note that PSRC will only use this information for a high-level, cumulative planning estimate. Individual agencies will not be called out or referenced in the financial strategy.

Schedule

For the 2018 T2040 update, PSRC staff will be required to prepare a number of plan elements, including an updated financial strategy that incorporates the revised approaches for estimating the investment need for maintenance and preservation programs. To prepare these new estimates, incorporate them into the financial strategy, and properly vet the results, this survey will need to be completed by **February 24th, 2017**. PSRC staff is committed to working with our partner agencies to meet this deadline.

Information Requested

PSRC worked with the Maintenance & Preservation Working Group to develop and revise a survey designed to capture actual annual ITS operations costs vs. the need to operate your system in an “optimal manner”. PSRC considers “optimal” to mean that your agency is fully staffed (either internally or via an agreement with another agency) and able to carry out all operations, routine maintenance, and capital needs of the **existing** ITS system (definition to follow) and that all capital components of the system are maintained and preserved within the intended lifecycle or as necessary. As a reminder, this survey is only asking about the costs of maintaining, preserving and operating ITS that is **currently on the ground, NOT future investments and operations costs.**

Capital, Maintenance, and Operations

PSRC includes both the operational and capital maintenance/preservation needs of the transportation system in the regional transportation plan's financial strategy. For the purposes of this survey please differentiate the three areas consistent with following definitions to the best of your agency's ability:

Preservation: Costs to replace and preserve existing infrastructure including, but not limited to signals, cabinets, TMC equipment, fiber, software updates, and other communications equipment. These are usually discrete projects that cannot be included in the maintenance budget. This does not apply to new equipment or devices that expand the capacity of your current operations.

Maintenance: Costs of day-to-day routine maintenance program on capital elements of the system. Including, but not limited to light bulb replacement, minor fixes to equipment that do not require significant replacement, and general upkeep.

Operations: Costs to staff – either internally or via an agreement with another agency – all operations work (not including maintenance jobs). This includes, but is not limited to day-to-day operations of TMCs, signal retiming programs (annualize cost), electricity costs, IT support, signal engineering, adaptive signal control, transit signal priority (if operated by your agency) and other ITS operations activities undertaken by your agency.

Note: If your agency is serving other jurisdictions, please only include the costs for your system.

FHWA has published a resource that provides guidelines for estimating staffing needs for traffic signals – <http://ops.fhwa.dot.gov/publications/fhwahop09006/fhwahop09006.pdf>