

# MAP-21 Implementation Update

*And other Stories...*



# The thinking....

**Right Measures?**  
**Right Quality?**  
**Right Analysis?**  
**Right Quantity?**  
**Benefits?**



# Performance Measures, Targets, and Progress Reporting for:

- Condition of Pavements and Bridges
- Safety
- Highway Congestion & Air Quality
- Freight Movement

# Characterizing Reality

What can we measure?

How good is it?

Does it matter?





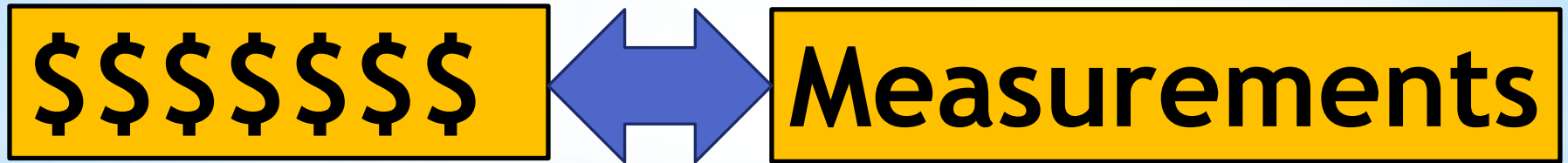
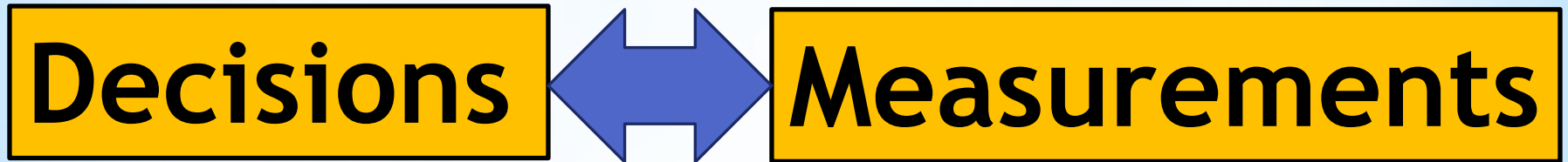








# Does it matter?



# Data - Driven Decisions: Pulling it together

## Planning

What are we going to do?

AM/Engineering/Operations, etc.

How are we going to do it?

## Performance

Do results meet expectations?

# A Quick Check of Your Highway Network Health

by Larry Galehouse, Director,  
National Center for Pavement Preservation  
and  
Jim Sorenson, Team Leader,  
FHWA Office of Asset Management

Historically, many highway agency managers and administrators have tended to view their highway systems as simply a collection of projects. By viewing the network in this manner, there is a certain comfort derived from the ability to match pavement actions with their physical/functional needs. However, by only focusing on projects, opportunities for strategically managing entire road networks and asset needs are overlooked. Although the “bottom up” approach is analytically possible, managing networks this way can be a daunting prospect. Instead, road agency administrators have tackled the network problem from the “top down” by allocating budgets and resources based on historic estimates of need. Implicit in this approach is a belief that the allocated resources will be wisely used and will prove adequate to achieve desirable network service levels.

By using a quick checkup tool, road agency managers and administrators can assess the needs of their network and other highway assets and determine the adequacy of their resource allocation effort. A quick checkup is readily available and can be usefully applied with minimum calculations.

It is essential to know whether present and planned program actions (reconstruction, rehabilitation, and preservation) will produce a net improvement in the condition of the network. However, before the effects of any planned actions to the highway network can be analyzed, some basic concepts should be considered.

**The  
E-x-p-a-n-d-e-d  
NHS...**

**What Happened???**



# Expanded NHS: Impacts on Western States

State	2011				2012				$\Delta$	%
	State	Other	Total		State	Other	Total		Total	Increase
Alaska	2142	2	2144		2212	21	2233		89	4.15%
Arizona	2578	202	2780		2925	1188	4113		1333	47.95%
California	7142	5	7147		8602	5615	14217		7070	98.92%
Colorado	3427	141	3568		4134	694	4828		1260	35.31%
Hawaii	334	19	353		403	41	444		91	25.78%
Idaho	2343	11	2354		2536	232	2768		414	17.59%
Montana	3880	0	3880		3962	39	4001		121	3.12%
Nevada	2155	9	2164		2390	143	2533		369	17.05%
New Mexico	2929	44	2973		3141	230	3371		398	13.39%
Oregon	3673	80	3753		4058	297	4355		602	16.04%
Utah	2165	30	2195		2580	34	2614		419	19.09%
Washington	3275	134	3409		3607	992	4599		1190	34.91%
Wyoming	2913	28	2941		3055	72	3127		186	6.32%

Source: Highway Statistics 2011 & 2012

# Issues:

- Who Manages the NHS Assets?
- Design Standards
- Measuring and Reporting Conditions
- Setting Performance Targets
- MPO involvement
- And .....

# Issues:

Data Collection - Who does it?

Managing Conditions - Who is responsible?

MPOs involvement...



# Resources:

**Contact me:**

**Thomas Van**

**Tel: 202-366-1341**

**Email: [thomas.van@dot.gov](mailto:thomas.van@dot.gov)**

**Websites:**

**Asset Management**

<http://www.fhwa.dot.gov/asset/index.cfm>

**NHS**

[http://www.fhwa.dot.gov/planning/national\\_highway\\_system/nhs\\_maps/](http://www.fhwa.dot.gov/planning/national_highway_system/nhs_maps/)

**HPMS**

<https://www.fhwa.dot.gov/policyinformation/index.cfm>

