

FHWA Support for Preservation

**Western Bridge Preservation Partnership
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Overview

- Transportation Performance Management (TPM) and MAP21
- Long Term Bridge Performance Program (LTBPP)
- Strategic Highway Research Program 2 (SHRP2)

TPM and MAP-21

The cornerstone of MAP-21's highway program transformation is the transition to a performance and outcome-based program.

- MAP21 instituted new performance and accountability requirements for States to use in prioritizing NHPP projects.
- Transportation Performance Management is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals.

TPM and MAP-21

How will it be implemented?

1. National goal areas are identified in MAP-21
2. USDOT will establish measures with input through rule making
3. States and MPOs set targets that reflect measures
4. State and MPO planning process will guide program and project selection to help achieve targets
5. States and MPOs report to USDOT on progress toward achieving targets
6. USDOT will assess progress towards achieving target



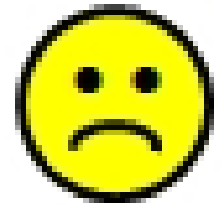
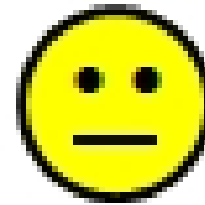
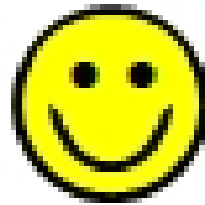
TPM and MAP-21

National Goal - 23 USC §150(b)

- Safety -
- **Infrastructure Condition - To maintain the highway infrastructure asset system in a state of good repair**
- Congestion Reduction —
- System Reliability —
- Freight Movement and Economic Vitality -
- Environmental Sustainability -
- Reduced Project Delivery Delays -

TPM and MAP-21

Performance Measures



- Proposed Ruling - Federal Register - 02/11/2015
- Establish measures and standards for DOTs to use to carry out the National Highway Performance Program (NHPP) and to assess the condition of bridges on the NHS
- This rulemaking would also establish the process to be used by States to set performance targets that reflect their performance measures.
- Comment Period Closed - 127 Commenters

TPM and MAP-21

Risk Based Asset Management Plan

- Proposed Ruling - Federal Register – 04/01/2015
- Establish a process for the development of a State risk-based asset management plan
- Comments must be received on or before May 29, 2015. Late comments will be considered to the extent practicable.

The Long Term Bridge Program

- FHWA's LTBP program is intended to be a minimum 20-year research effort, with the global objective of collecting scientific-quality data from the Nation's highway bridges.
- The wealth of data collected through the LTBP program, and the subsequent data analysis, will:
 - Support development of improved design methods and maintenance/bridge preservation practices.
 - Quantify the effectiveness of various maintenance, repair, and rehabilitation strategies.

The Long Term Bridge Program

- Outcomes
 - Data Driven life-cycle models for preservation and replacement practices for:
 - Coating and Steel Components
 - Embedded or ducted strands or tendons
 - Joints and bearings
 - Treated and untreated decks

The Second Strategic Highway Research Program (2006-2015)

- Implementation Assistance Program
 - Helps DOTs, MPOs, and other interested organizations deploy SHRP2 Solutions
- Service Life Design for Bridges (R19A)
 - Provide longer service life by design through durable and state-of-the-art materials, construction techniques, and utilization of emerging technologies that are ideally suited for the bridge
- Lead Adopters
 - PA, OR, HI, IO, VA

Questions?