

MAP-21 FACT SHEET

PREPARED BY: Michael B. Johnson
Office of Specialty Investigations and Bridge Management
Phone: (916) 227-8768
Fax: (916) 227-8357
e-mail: Michael_b_johnson@dot.ca.gov

DATE: November 1, 2012

SUBJECT: Asset Management of the NHS

PROBLEM STATEMENT:

MAP-21 states that "A State shall develop a risk-based asset management plan for the NHS". At a minimum the plan shall include:

1. A summary listing and condition of pavement and bridge assets on the NHS
2. Asset management objectives and measures
3. Life Cycle Cost and Risk Management analysis
4. A Financial Plan
5. Investment strategies

RECOMMENDATION:

Caltrans will need to develop new or extend existing bridge management systems and analysis to incorporate NHS bridges owned by local agencies in California.

BACKGROUND:

The state has in place a risk based asset management system for bridges that would satisfy requirements 1-3. The SHOPP Fiscally Constrained 10 Year Plan and SHOPP programming document would likely satisfy requirements 4 and 5.

The local agency owned portions of the NHS are also subject to the same requirements. The number of local agencies with acceptable programs under this provision is not known, however it is not likely that local systems satisfy the noted requirements and are likely not coordinated toward systematic goals on the NHS. Risk assessment on local agency bridges is likely lacking or inconsistent with statewide management of bridge risks.

The state may need to fulfill the role of NHS Asset Manager in order to define and prioritize the condition and risk mitigation projects on the NHS (regardless of owner).

ALTERNATIVES:

Two alternatives exist to satisfy this requirement of MAP-21. Each agency in the State that owns one or more NHS bridges could each implement their own risk based asset management system or the Caltrans could fulfill this requirement for all NHS bridges. For efficiency and statewide consistency in management of the bridges it really only makes sense for Caltrans to fulfill the asset management role for all NHS bridges.

IMPACTS:

Likely impacts include the extension of the asset management role currently performed by Caltrans to include local agency owned bridges on the NHS. Processes and resources requirements necessary to implement the asset management

system for all NHS bridges will need to be evaluated. The penalty for non-compliance of this provision are substantial in that the law allows for the FHWA to reduce the federal share of projects from 80% Federal Funding to 65%.

PROPOSED IMPLEMENTATION SCHEDULE:

Beginning of the second fiscal year after the FHWA establishes guidelines for and acceptable risk based asset management process.

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SUBJECT: Bridge Performance Management

PROBLEM STATEMENT:

Map-21 defines new performance requirements for the NHS. The secretary of the FHWA is required under MAP-21 to establish performance measures for NHS bridges. The new performance measures are required to be risk based. Caltrans will be responsible for setting appropriate target performance levels for the NHS utilizing the established performance measures and reporting using these same measures..

RECOMMENDATION:

Caltrans will need begin capturing, tracking and reporting the yet to be determined performance measure for bridge on the NHS. When established, this new performance measure will need to be considered in our asset management of the bridges on the NHS.

BACKGROUND:

The FHWA is directed in MAP-21 to define the performance measure to be used, however the States are allowed to establish State level targets of the defined performance measurement. Caltrans is working with AASHTO and FHWA to provide input on potential performance measures to be proposed to the Secretary of Transportation.

ALTERNATIVES: None

IMPACTS:

Until the specific performance measures are established, Caltrans cannot fully understand the potential impacts of this provision of MAP-21. The impacts will need to be updated after the performance measures are published by FHWA. The law does impose penalties in the form of loss of funding flexibility for agencies that fail to achieve the established State performance targets.

PROPOSED IMPLEMENTATION SCHEDULE:

36 months after October 1, 2012 (18 months for rule making and 18 months for implementation)

Attachment(s)

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PREPARED BY: Eric Bost, Senior TE
Local Assistance Bridge Program Coordinator
916.653.5740; eric.bost#dot.ca.gov

DATE: 10/12/2012

SUBJECT: Performance Target Reporting

PROBLEM STATEMENT:

New reporting systems will need to be developed that require the state to report whether California is meeting State defined performance targets using the minimum performance measures defined by Federal Highway Administration (FHWA). Decisions need to be made how to implement this new Moving Ahead for Progress in the 21st Century Act (MAP-21) requirement. The requirement applies to the National Highway Performance Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, and National Freight Movement performance measures.

RECOMMENDATION:

Work plans need to be developed to outline a process for:

1. Determining how this requirement will be met for each program;
2. Determining how information will be gathered (Example: From bridge and pavement management systems vs project programming and delivery information) and;
3. Determining how Caltrans will manage this effort.

Division of Programming should be the lead across all programs.

BACKGROUND:

This is a new activity driven by MAP-21:

United States Code Title 23:

Section 150(e) REPORTING ON PERFORMANCE TARGETS.—Not later than 4 years after the date of enactment of the MAP-21 and biennially thereafter, a State shall submit to the Secretary a report that describes—

- (1) the condition and performance of the National Highway System in the State;
- (2) the effectiveness of the investment strategy document in the State asset management plan for the National Highway System;
- (3) progress in achieving performance targets identified under subsection (d); and
- (4) the ways in which the State is addressing congestion at freight bottlenecks, including those identified in the National Freight Strategic Plan, within the State.

PROPOSED IMPLEMENTATION SCHEDULE:

Once Caltrans determines a responsible Office, a work plan should be developed by 1/1/2013.