



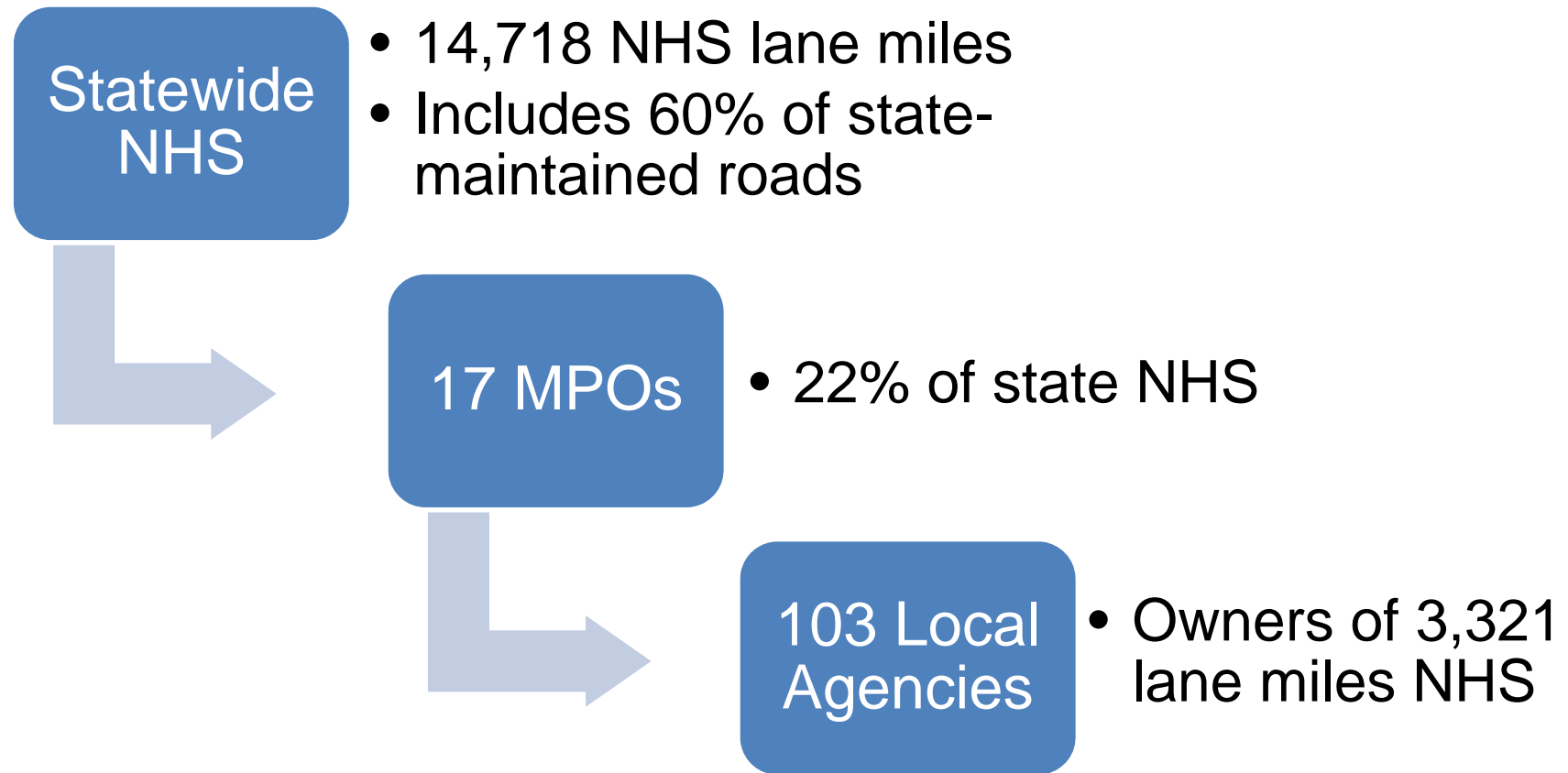
Update on MAP-21 and FAST



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Washington State NHS



Background

- MAP-21 signed into law on July 6, 2012
- MAP-21 Effective Date was October 1, 2012
- MAP-21 primarily established in statute through Title 23, U.S.C. (with regard to highways)
- FHWA has responsibility to interpret laws and develop rules for implementation.
- Three Notices of Proposed Rulemaking (NPRM) related to pavements:
 - Statewide and Metropolitan Planning (published June 2, 2014)
 - Pavement and Bridge Performance Measures (published January 5, 2015)
 - Asset Management Plan (published February 20, 2015)

Performance Measure Targets

Performance
Period

- Statewide (4-year) Targets are required for:
 - % Interstate in poor condition (set by FHWA)
 - % Interstate in good condition
 - % non-Interstate in poor condition
 - % non-Interstate in good condition
- Targets can be adjusted at the mid-point of the 4-year period
- MPO Targets (same format as State targets)
 - Can agree to State targets, or
 - Can develop targets for MPO
- State and MPOs must coordinate on selection of targets

Proposed Definitions for Good / Poor

(to be poor, at least 2 criteria must be poor)

(to be good, all 3 criteria must be good)

(everything else is fair)

TABLE 5—PROPOSED PAVEMENT CONDITION RATING THRESHOLDS

Surface type	Metric	Metric range	Rating
All pavements	IRI	<95	Good.
		95–170: Areas with a <u>population less than 1,000,000.</u>	Fair.
		95–220: Urbanized areas with a <u>population of at least 1,000,000.</u>	Fair.
		>170: Areas with a population less than 1,000,000.	Poor.
Asphalt Pavement and Jointed Concrete Pavement.	Cracking_Percent	<5%	Good.
		5–10%	Fair.
		>10%	Poor.
Asphalt Pavement	Rutting	<0.20	Good.
		0.20–0.40	Fair.
		>0.40	Poor.
Jointed Concrete Pavement	Faulting	<0.05	Good.
		0.05–0.15	Fair.
		>0.15	Poor.

WSDOT prefers speed limit criteria



phased in

Performance Measures, Targets, and Reporting

First Full Performance Period Timeline		Baseline	Mid-Term	Full
Performance Report Due Date		12/2017 ?	12/2019 ?	12/2021 ?
Data Collection	Calendar Years	2015-16	2017-18	2019-20
	Interstate	Current HPMS (IRI plus other samples)	All	
	Non-Interstate	Current HPMS (IRI plus other samples)		All
Performance Measures	Interstate	Not Submitted, Updated at Mid-Term	All	All
	Non-Interstate	IRI Only	IRI Only	All
State Performance Targets	Interstate	2 Year: Exempt 4 Year (Full Target)	Adjust 4 Year Target	Explanation of Measures vs. Targets
	Non-Interstate	2 Year (IRI Target) 4 Year (Full Target)	Explain 2 Year Target vs. Actual and Adjust 4 Year Target	
MPO Performance Targets	Interstate	MPOs are only required to set 4 year targets. MPOs do not report targets in the Baseline, Mid-Term or Full Performance Reports, but instead report them to the State (6 months after the State Targets), and as part of their metropolitan transportation plan.		
	Non-Interstate			
Assessment of State Significant Progress	Interstate	N/A	Exempt First Period Only	Yes
	Non-Interstate		Yes (IRI Target)	Yes (Full Target)

MAP-21 Pavement Performance

National Highway System MAP-21 Preliminary Analysis using all measures

	Local Agency	State Highway	MAP-21 Reported
Percentage of pavements in Good Condition on the <i>Interstate</i> System		22.7%	22.7%
Percentage of pavements in Poor Condition on the <i>Interstate</i> System	Only measure with penalty	3.8% ≤ 5%	3.8%
Percentage of pavements in Good Condition on <i>non-Interstate</i> NHS	2.4%	17.8%	13.0%
Percentage of pavements in Poor Condition on <i>non-Interstate</i> NHS	16.8%	1.7%	6.4%

*Preliminary analysis based on WSDOT data for State Highway (complete coverage) and HPMS Sample Sections for Local Agency (16% coverage).

MAP-21 Pavement Performance Target Setting

What factors will affect target setting?

FHWA

- Very little guidance in the draft NPRM.
- No penalties involved with not meeting targets. If targets are not met, report must indicate what steps are being taken to improve.
- Declining targets (say, due to reduced resources) can be used.
- Desire to implement best practices.

Methods

- Consideration of public (user costs)
- Consideration of current and future funding scenarios
- Agency implementation of asset management principles (performance management, cost effectiveness, asset stewardship)

Asset Management Plan

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TITLE 23, U.S.C.

Performance
Management

Sec. 119

Sec. 119. National highway performance program

(a) Establishment. - The Secretary shall establish and implement a national highway performance program under this section.

(b) Purposes. - The purposes of the national highway performance program shall be -

(1) to provide support for the condition and performance of the National Highway System;

(2) to provide support for the construction of new facilities on the National Highway System; and

(3) to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in an asset management plan of a State for the National Highway System.

(e) State Performance Management. -

(1) In general. - A State shall develop a risk-based asset management plan for the National Highway System to improve or preserve the condition of the assets and the performance of the system.

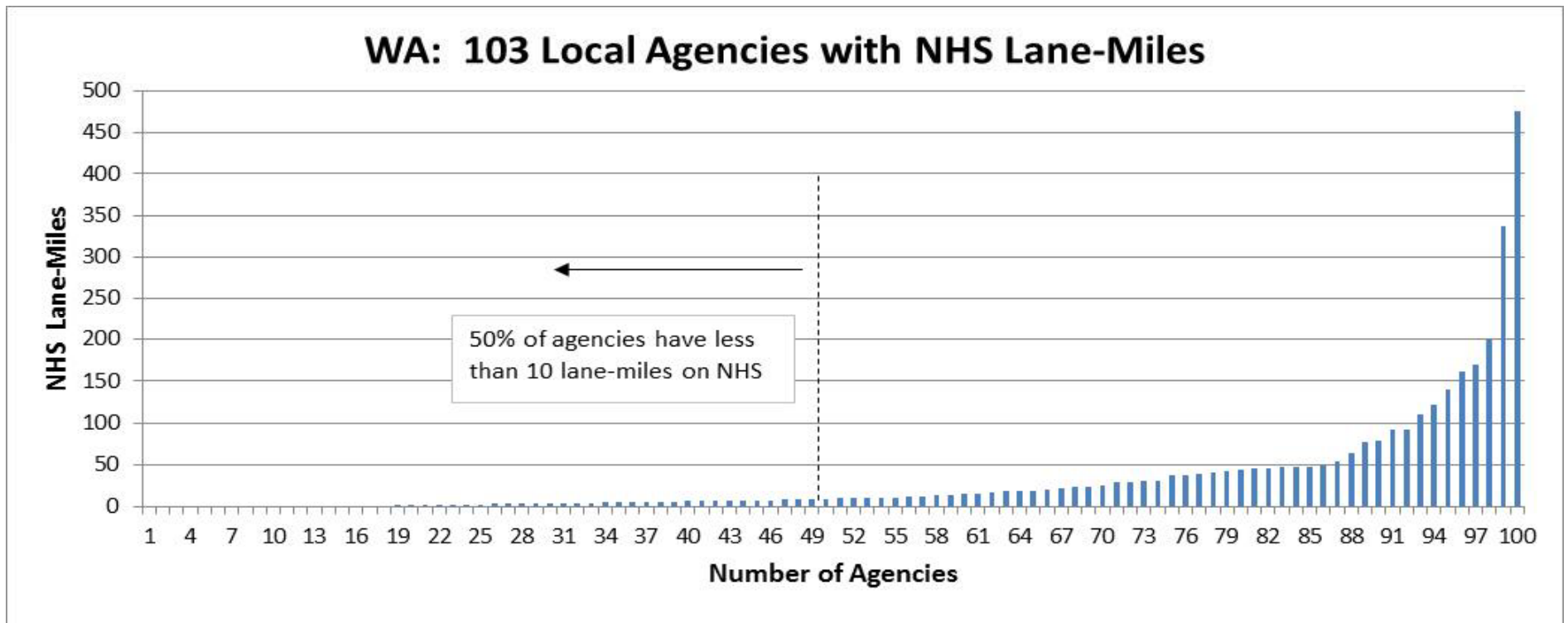
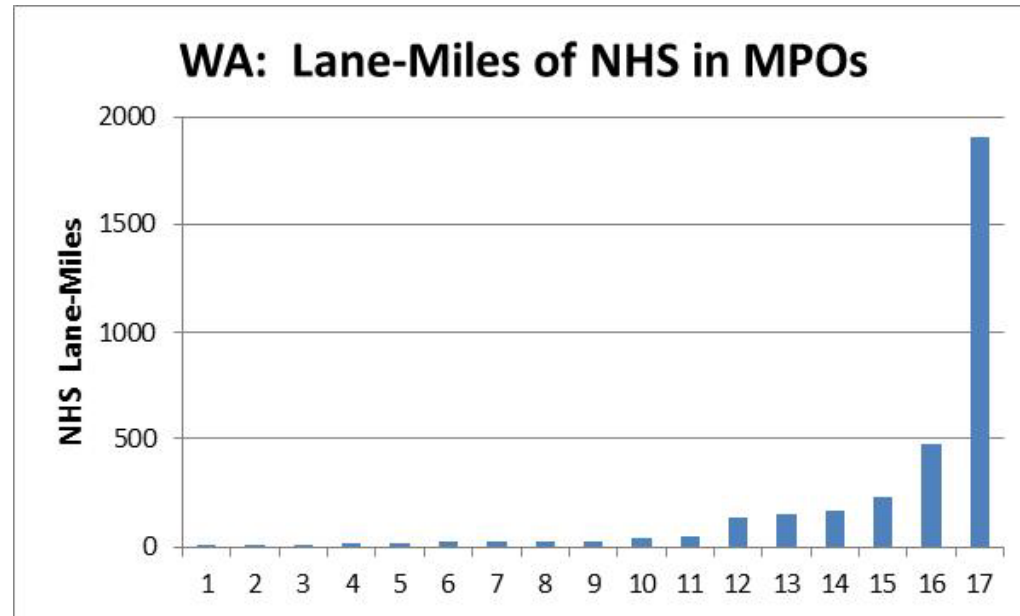
(2) Performance driven plan. - A State asset management plan shall include strategies leading to a program of projects that would make progress toward achievement of the State targets for asset condition and performance of the National Highway System in accordance with section 150(d) and supporting the progress toward the achievement of the national goals identified in section 150(b).

(3) Scope. - In developing a risk-based asset management plan, the Secretary shall encourage States to include all infrastructure assets within the right-of-way corridor in such plan.

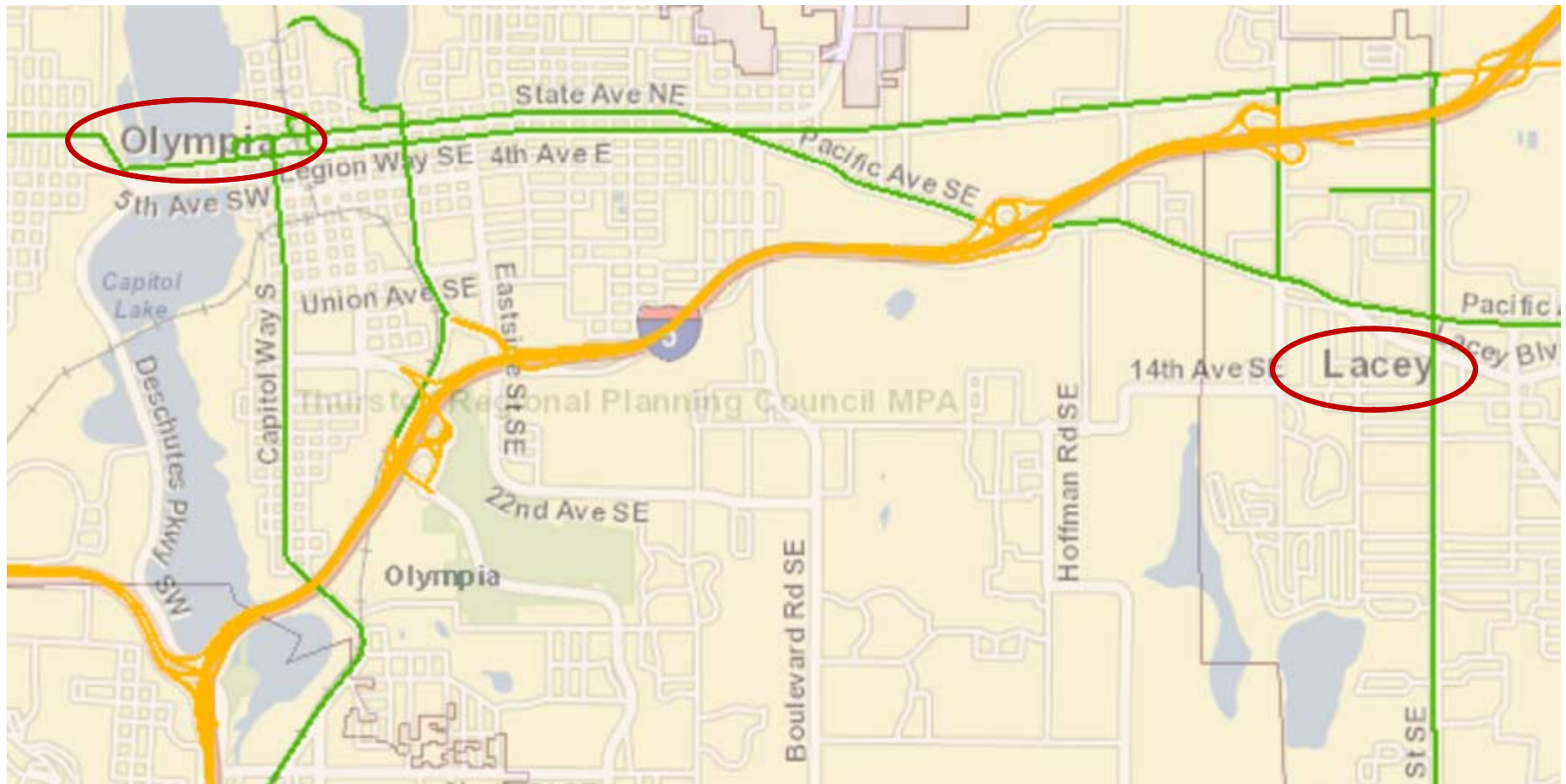
(4) Plan contents. - A State asset management plan shall, at a minimum, be in a form that the Secretary determines to be appropriate and include -

- (A) a summary listing of the pavement and bridge assets on the National Highway System in the State, including a description of the condition of those assets;
- (B) asset management objectives and measures;
- (C) performance gap identification;
- (D) lifecycle cost and risk management analysis;
- (E) a financial plan; and
- (F) investment strategies.

Local Agency Routes (22% of total NHS in Washington)



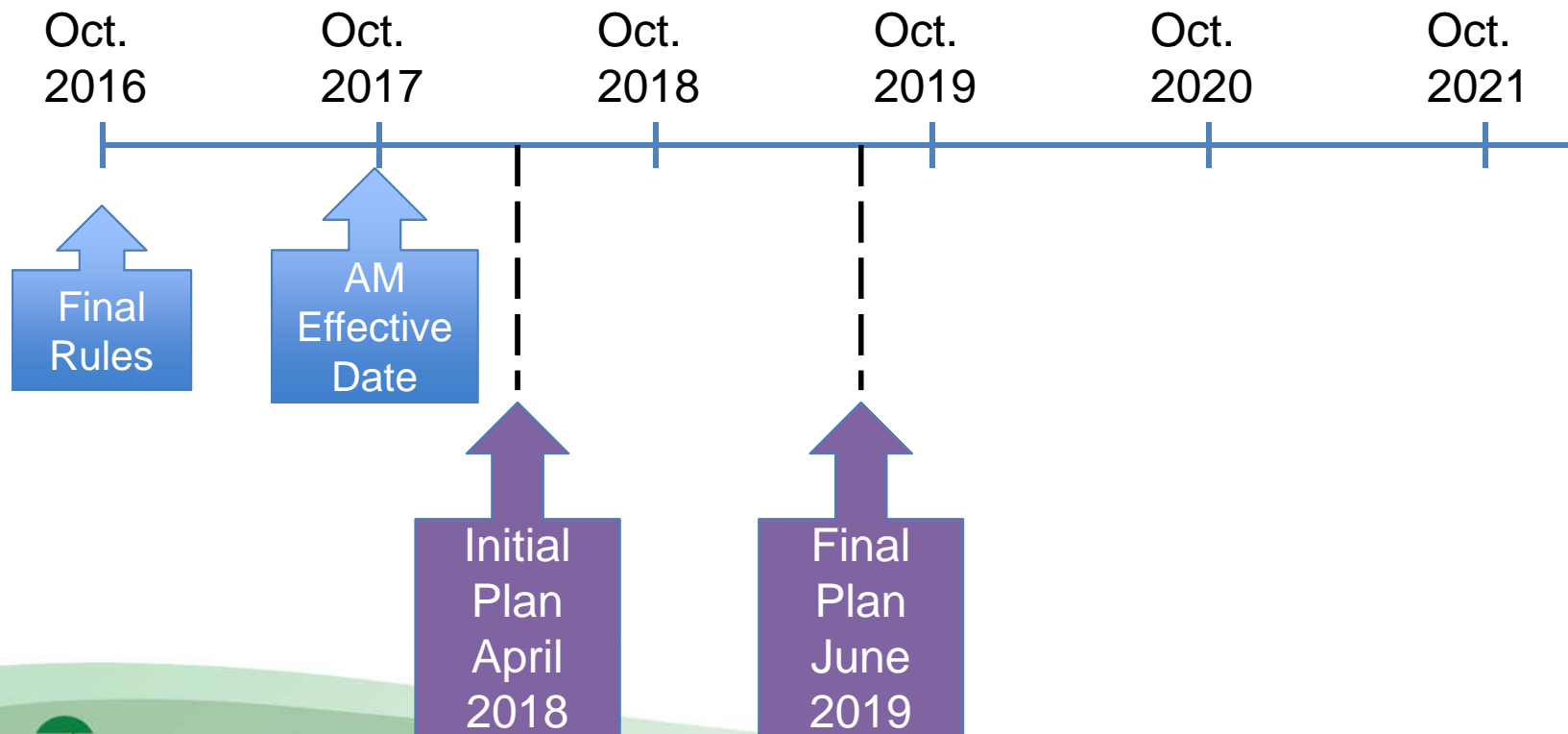
NHS Segments



MAP-21 Asset Management Final Rules

Time Schedule:

- Requires submission of Initial Asset Management Plan by April 2018 (called “Phase-In”)
- Final submission (must include life-cycle planning, risk management, and financial plan) by June 2019.



State – Local Coordination Required for Many Areas

Target Setting

- MPO & WSDOT
- 2-year (State) and 4-year (State & MPO) targets

Asset Management

- Inventory Data and Life-Cycle Costs (all 103 local agencies)
- Strategy and Approach to Asset Management
- Procedures for Risk Analysis
- Development of Investment Strategies
- Development of Financial Plans

State – Local Technical Working Group

Representatives

- City of Seattle
- Spokane County
- Spokane Regional Transportation Council (SPTC)
- Puget Sound Regional Council (PSRC)
- County Road Administration Board (CRAB)
- WSDOT

Workshop in Tumwater in March 2016

FAST Act

Fixing America's Surface Transportation Act

New Developments at WSDOT

- Incremental increase in National Highway Performance Program (NHPP) funds average \$19.4 million per year (includes pavements and bridges)
- Traditionally, federal funds have been split 66% - 34% state to local

FAST Act

New Developments at WSDOT

- Committee of legislators, local agency representatives, and WSDOT met to determine how funds to be spent
- These funds will be used to create an asset management based competitive grant program for projects on the NHS. Most of these funds will be spent at local level.



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