

Summary of Proposed Rule for Transportation Asset Management Plan

ASSET MANAGEMENT PLAN Notice of Proposed Rulemaking (NPRM) Docket No. FHWA 2013-0052

Overview:

Prior to MAP-21, there were no explicit federal requirements for state DOTs to demonstrate that their transportation program supported national performance outcomes. MAP 21 transformed the federal aid highway program by establishing new requirements for state asset management planning to promote efficient investment of federal funds that would help state DOT's and MPOs to identify the most cost-effective strategies to achieve and sustain a desired state of good repair over the life-cycle of its assets. These requirements are also intended to provide a forum for states and MPOs to assure the public that appropriate steps are taken when planning for and implementing transportation decisions.

5 Core Questions Answered by an Asset Management Plan:

- 1) What is the current status of our assets?
- 2) What is the required condition and performance of those assets?
- 3) Are there critical risks that must be managed?
- 4) What are the best investment options available for managing the assets?
- 5) What is the best long-term funding strategy?

Purpose of the Proposed Rule:

In accordance with MAP-21, the proposed rule establishes:

- Required **process**
The plan must include information on the interstate highway pavements, non-interstate NHS pavements, and NHS bridges, and include a "performance gap analysis", strategies to close gaps, a life-cycle cost analysis for each asset class, a risk management analysis, and a 10-year financial plan.
- Minimum **content requirements**
The plan must include information on asset management objectives, measures and targets (national measures at a minimum), summary listing of pavement and bridge assets on the NHS, performance gap data, life-cycle cost data, and a risk management analysis.
- State DOT's may "**phase in**" its asset management plan
The FHWA recognizes that some states may need time to develop and apply the analytical processes imposed by the rule, and allows for the alignment of the timing of this rule with the bridge and pavement performance conditions rule.
- Statutory **penalties** for a state DOT's failure to develop and implement a plan
The FHWA proposes to reduce a non-compliant state's federal share for NHPP projects to 65% by the beginning of the second fiscal year after the effective date of the final rule, and unless the state has made a "good faith effort" to comply within 18 months of the effective date of the final rule, the FHWA will not approve any further NHPP funded projects.
- Requirements for **periodic evaluations of state facilities threatened by emergency events**
The FHWA requires states to evaluate facilities that have required repair and reconstruction activities on two or more occasions due to emergency events, such as flooding, and to consider alternative asset management strategies for these facilities.