
Carlos Braceras

- On behalf of the Subcommittee on Maintenance, I want to welcome everyone to this Asset Management Peer Exchange.
- This is a unique opportunity to bring together both the maintenance community and asset management community to have a fruitful discussion on how both groups can, and need, to work together to meet the requirements of MAP-21.
- Thus, the purpose of this peer exchange is to discuss how to integrate maintenance and asset management and better understand transportation asset management plan requirements in MAP-21.
- I want to thank FHWA, Butch Wlaschin and Steve Gaj (**PRONOUNCED G-A-Y**), for helping to sponsor this peer exchange. Without their support, we wouldn't be here right now.
- Tim Henkel, vice chair of the Subcommittee on Asset Management is going to say a few words from the asset management perspective and Hyun-A Park is going to review the agenda for both today and tomorrow's parts of the peer exchange. I want to spend just a couple of minutes talking about the work that the maintenance community has worked on related to asset management, performance measures and MAP-21—all of which are at the heart of the performance management requirements in MAP-21.
- The AASHTO Equipment Management Technical Services Program Established National Performance Metrics for state DOT equipment fleets. The performance metrics are:
 - Preventive Maintenance Compliance,
 - Retention,
 - Utilization, and
 - Availability.
 - While equipment performance measures are not required under MAP-21, nor are we advocating that they be included as part of the national-level measures, we felt it important to begin to establish some measures for equipment that State DOTs could start using to better manage their equipment assets if they so desire.
- The Transportation System Preservation Technical Services Program (TSP-2) was initiated as an efficient means to disseminate information to AASHTO member agencies for preserving their highway infrastructure, including both pavements and bridges.
 - Its principal mission is to serve as a clearinghouse with comprehensive and up-to-date information on efficient and effective preservation measures that enhance highway performance and extend useful life.
 - The TSP-2 has undertaken a number of efforts to get the word out about the pavement and bridge performance measure requirements in MAP-21. You can view these resources at www.tsp2.org
 - One aspect that both the pavement and bridge TSP-2 programs are working towards are better national-level measures. The initial measures likely to be included in the FHWA performance measure rulemaking on pavements and bridges are a starting point and we need to develop measures that are better

than a pure ride quality (IRI) that does not look at the overall health of the pavement or bridge.

- As we begin to implement the requirements of MAP-21 look for a lot more coordination and collaboration among the different AASHTO committees that are actively working on implementing MAP-21 performance management requirements: maintenance, asset management, and performance management. I think this peer exchange and the overall conference is a great example of this collaboration.
- With that I will turn it over to Butch Wlaschin.