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## Matt Hardy

- On behalf of Ananth Prasad, Chair of the Subcommittee on Asset Management, thank you for being here today.
- Butch mentioned, as did many other speakers at the conference, the MAP-21 requirements and this new rule on risk-based asset management plans that FHWA will be developing.
- The AASHTO Subcommittee on Asset Management is taking the lead on coordinating a response and comments to the rule once it is published.
- I want to take a few minutes and provide some additional context to the performance management requirements of MAP-21, of which the risk-based asset management plan rule is but one.
- What rules are coming out?
  - With regard to national-level performance management, there are three rules the FHWA is developing. The first are the national-level performance measures. These will be issued in three separate rules related to Safety, Bridge/Pavement Assets, and System Performance/Freight/CMAQ and include the national performance measures that State DOTs will have to set targets for and report on. The second is the updated joint FHWA/FTA state and metropolitan planning rule. This rule will include the new performance-based planning requirements. Third is the transportation asset management plan rule that will include guidance on developing risk-based asset management plans.
- Why should you care about all of these rules?
  - Plain and simple: all of these significant rules are inter-related with each other. The risk-based asset management rule will be affected by the rules on national-level performance measures for bridge and pavement condition. So, it is important that the State DOTs and their staff pay attention to all of the rules.
- Most importantly, how is AASHTO helping?
  - AASHTO has been helping States in three ways. First, even before MAP-21 was passed, the AASHTO Standing Committee on Performance Management established a task force to work with FHWA in developing a credible set of national-level performance measures.
  - Second, since passage of MAP-21, many of the AASHTO committees have been providing input to FHWA on the substance of the rules. The Subcommittee on Asset Management has weighed in on risk-based asset management plans and referenced the AASHTO Transportation Asset Management Guide: A Focus on Implementation as a starting point in developing asset management plans.
  - Third, working through the Standing Committee on Performance Management, AASHTO will be coordinating comments to the national-level performance measure rules that will provide the breadth of coverage representing all of the State DOTs. These comments would be prepared in time for individual State DOTs to provide more in-depth comments unique to their individual state or situation.
- The reason I brought up the MAP-21 and the performance management requirements, is because there will be a huge spotlight on State DOTs with regard to the performance management requirements. And, in order for the State DOTs to be successful, we need the entire organization on board. This includes the transportation planners, designers, construction personnel, operations staff, and maintenance staff.

- Mike Hancock, incoming AASHTO president and chair of the Standing Committee on Planning talks about asset management as the critical element that connects maintenance of the transportation asset with planning. Hopefully this peer exchange will further define how important that connection is.
- Thank you and I will not turn it over to Hyun-A Park.