AASHTO Highway Subcommittee on Bridges and Structures
Norfolk, Virginia
May 15 - 19, 2011

Remarks by Secretary
and FHWA Update

M. Myint Lwin
Secretary, AASHTO SCOBS
Director, Office of Bridge Technology
Federal Highway Administration
Remarks by Secretary
Remarks by the Secretary

- Mid-Year Tech Committee Meetings
- Updated and published Manual on Bridge Evaluation to include LRFR
- Focused on improving bridge design, construction, inspection, evaluation, preservation and management
- Other Ballot Items
FHWA Updates

- Examples of Successful Partnership
- FY-2012 Budget and the Reauthorization
- National Bridge Inspection Program Oversight
- Solicitation of Applications for NHCBP and IBRD Programs
Working Together in Advancing Technology

Ice forming on cables

Ice meter measures Ice condition

U of Toledo + U of Cincinnati
FRP/Plastic Bridges
FHWA Updates

- Innovative Bridge Technology Deployment – Lou Triandafilou
- Long Term Bridge Performance Program – Hamid Ghasemi
- FHWA Research Update – Ian Friedland
- TOMIE Tunnel Manual – Brian Leshko
- Other Updates at Tech Committee Meetings
- Just published “Bridge Preservation Manual”
President’s FY-2012 Budget

- Provides $556 billion, six-year proposal to improve the Country’s highways, transit, and rail infrastructure and to ensure that these systems are safe.
- Includes $50 billion “Up-Front” economic boost that would foster job creation.
FHWA FY-2012 Budget

- Surface transportation reauthorization proposal is:
  - $336 billion from FY 2012-2017 for highway programs
  - 48% increase over SAFETEA-LU
- FHWA FY 2012 budget request is $70.5 billion
  - $42.8 billion plus $27.7 billion “up front” funding
National Highway Program

• Targets investment to maintain state of good repair and operational performance on roads critical to national interest.

• Provides flexibility to the States for making transportation investment decisions on the larger system of Federal-aid eligible highways.

• Streamlines and consolidates portions of several existing programs including Interstate Maintenance, National Highway System, Highway Bridge, Surface Transportation Program.
Enhanced National Highway System

- Redefines the NHS as 220,000-mile network that includes:
  - Interstate System.
  - All principal arterials.
  - Intermodal connectors.
  - Other roads important to strategic defense policy.

- Expands network that would carry 55% of all traffic and 97% of all truck-borne freight.

- Supports interstate commerce and economic competitiveness.
Highway Infrastructure Performance Program

• Establishes formula and performance based program ($16.75 billion)
  – Maintains infrastructure condition and performance on the expanded NHS network.
  – Performance focus on pavement and bridge conditions, and safety.
Flexible Investment Program

- Establishes formula-based program ($15.6 billion)
- Provides flexibility to the States to replace or improve highway infrastructure, improve operational performance, and build or expand needed transportation facilities
- Funds can be used on any Federal-aid eligible highways (~995,000 miles) and off-system bridges.
Bridges

- Replace, rehabilitate, preserve and protect bridges.
- **Bridge activities eligible under new programs**
  - NHS bridges under the HIPP
  - All bridges under the FIP
- **Inspection and evaluation of bridges, tunnels and other infrastructure assets; including inspector training.**
- Set-aside 1% of HIPP and FIP funds for bridge and tunnel inspections.
Research, Technology & Education

- Provides $641 million for a comprehensive, nationally-coordinated research, technology, and education program.
- Addresses current and emerging challenges – safety, reliability, state of good repair, livability, sustainability – through accelerated innovation delivery and technology implementation.
- Restructures existing FHWA programs into three programs:
  - Highway Research & Development Program ($200 million)
  - The Technology & Innovation Deployment Program ($144 million)
  - The Training & Education Program ($40 million)
Performance Management Process

- Establishes a performance-based Federal-aid highway program.
- Focuses initially on safety, pavement and bridge conditions.
- Requires the Secretary to establish quantifiable performance measures and national performance goals.
Performance Management Process

- States to work in partnership with FHWA to set state targets.
  - Pavements/Bridges – requires risk-based management plan for enhanced NHS.
- Provides additional flexibility when targets are met.
- Requires performance improvement plan when targets not met.
Office of Program Performance Management

- An office to lead, guide, coordinate and develop cross-cutting aspects of program
- An office to ensure consistency in philosophy
- An office for implementation of performance elements across various program areas
Reorganization of Office of Infrastructure

- Office of Program Administration (HIPA)
- Office of Bridge Technology (HIBT)
- Office of Pavement Technology (HIPT)
- Office of Asset Management (HIAM)
- Office of Program Performance Management
National Bridge Inspection Program Oversight

- Concerns by the States: Level of oversight not consistent across the nation.
- OIG recommendations: Implement a data-driven, risk-based oversight of FHWA’s Annual NBIP review
- Congressional Direction: FHWA shall make significant improvement in its oversight of bridge condition and safety
New Bridge Safety Engineers

- Barry Brecto
- Tom Drda
- Jon Nekritz
- John Thiel
National Bridge Inspection Program
Oversight Team

- Barry Brecto
- Tom Drda
- Jon Nekritz
- John Thiel
- Gary Moss
National Bridge Inspection Program Oversight Team (NBIPOT)

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National Bridge Inspection Program Oversight Process

- February 2011 - FHWA put in place a data-driven, risk-based process for oversight of the National Bridge Inspection Program.
  - Assessment of compliance of 23 individual metrics derived directly from the National Bridge Inspection Standards (NBIS) regulation.
  - Based on objective data, statistical sampling of data and inspection records, and defined criteria for compliance for each metric.
National Bridge Inspection Program Oversight Process

- FHWA bridge staff trained and State DOT bridge staff briefed.
- This change needs to happen for many reasons.
- There are gaps and inconsistencies in both FHWA’s level of compliance oversight and the level of compliance by the States.
  - magnitude of the gaps varies, and in some cases, the variations and gaps are significant.
National Bridge Inspection Program
Oversight Process

- FHWA and the States need to work together
- Non-compliance at the end of 2011 should be a rare occurrence for any metric
  – If compliance deficiencies exist, the goal is to either get them corrected, or get a plan of corrective actions in place to avoid non-compliance
- FHWA and AASHTO SCOBS joint task force
National Bridge Safety Engineers Team

Barry Brecto
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Initial Points of Contact

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Notes:
- Washington D.C. and Federal Lands will be covered by John Thiel
- Puerto Rico will be covered by Tom Drda
NHCBP and IBRD Programs

- Solicitation for the programs out May 6
- Application closes June 3, 2011
- Please apply through the FHWA Division Offices
- For more information, please visit:
  - http://www.fhwa.dot.gov/discretionary
  - http://www.fhwa.dot.gov/bridge/ibrd
Hoover Dam and the New Bridge
Working Together

Keep Our Roads, Bridges & Tunnels in a “State of Good Repair” and

Keep America Moving Safely, Reliably, Efficiently and Sustainably