**Identification of Data Collection Methods for All Infrastructure Assets (beyond Pavements and Bridges)**

**Background:** A Domestic Scan was conducted over 12 years ago, Best Practices in Transportation Asset Managemen*t*. The scan team deduced a research question as a result of their scan: *What is the standard methodology for developing deterioration curves for assets other than pavements and bridges*?

As a result of MAP 21, Each State is required to develop a risk-based asset management plan for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system. (23 U.S.C. 119(e)(1), MAP-21 § 1106). MAP 21 defines asset management as a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost. (23 U.S.C. 101(a)(2), MAP-21 § 1103).

FHWA requires that states Departments of Transportation (SDOTs) have a Transportation Asset Management Plans (TAMP) which acts as a focal point for information about the assets, management strategies, long-term expenditure forecasts, and business management processes. Over time the plan should be further improved and become an important tool for an agency in demonstrating effective use of resources, and robust justifications for funding.

States must address pavements and bridges but are encouraged to include all infrastructure assets within the highway right-of-way in their risk-based asset management plan. (Also can include roads other than on the NHS.)

**Purpose of 2019 Domestic Scan:** To collect, then share the current practice of SDOTs with advanced TAMPs. Advanced TAMPs are defined as those which include deterioration curves for assets other than pavements and bridges

**Objectives of 2019 Domestic Scan:**

* Share the varied methodologies used by State DOTs to collect data on all infrastructure assets,
* Support FHWA’s Transportation Performance Management (TPM) Professional Capacity Building Program (PCB) is to ensure that federal, SDOTs, metropolitan planning organizations (MPO), transit, and local partners are prepared to carry out performance-based transportation decision-making.

facilitating information sharing and technology exchange.

First, the scan report identifies new ideas that have produced good results and are likely to be beneficial to other agencies. Second, the collegial exchange among scan-team members and the people they meet during the scan form the roots for a professional network that continues to grow well after the scan report is completed, speeding dissemination of good ideas and leading practices within and among agencies.

is an effort to discover the most recent and productive new ideas that can advance the state of practice.

A good scan proposal starts with a good topic, stating clearly and succinctly the reasons that a scan is appropriate.

Tell the reader what are the types or examples of recently demonstrated leading-edge ideas to be observed.

Describe the scale and breadth of benefits that could accrue sooner because of a scan.

Explain why a scan—person-to-person contact between the scan team and the early adopters of new ideas—may be particularly appropriate and productive for accelerating dissemination.

Give details of where and who has the information to show a scan team.