

HPMS State Peer Exchange Topics

Highway Information Seminar, Arlington VA Monday, Oct 29th, 2018

Federal linework and Mileage

If needed, continue the discussion that occurs as part of the Federal Lands presentation from 1-2 pm

- States are required to submit federal mileage numbers that match a spreadsheet provided by FHWA.
- The federal mileage data from FHWA can range from current to more than 10 years old and is not always in the format required for HPMS (ie, BLM is not provided by County)
 - Do you have access to federal mileage data that is newer than that provided by FHWA? If so, how do you reconcile date differences?
 - If you get shapefiles for Federal roads, how do you reconcile them with the spreadsheet mileage?

ARNOLD

This topic is to learn what issues states may be having and hear ideas for resolving them. Several responses were around determining ownership and how States are generating ARNOLD (IE, R&H's and how's it working?)

- How many are fully meeting the ARNOLD requirement now?
 - Of those that are, how comfortable are you that you are submitting just public roads and not other roads?
- How do you generate your ARNOLD network?
- How do you get your non State linework?
 - What kind of collaborations with other State and local agencies do you have? Addressing? 911?
 - Do you get enough information to know who owns the road and if it's maintained for public travel?
 - How often is your network updated?
- Is your ARNOLD network used for anything else in your agency/state?

Growing Demands on the HPMS program

Performance Measures from Map-21/FAST Act and the MIRE FDE's have brought an increased demand and focus on HPMS data. In this discussion we hope to hear what strategies HPMS coordinators are using to juggle competing priorities.

- More HPMS requirements means more internal and external State partners.
 - Is the HPMS Coordinator responsible for coordinating with these new partners? As the coordinator, are you involved or kept informed about the development of the new data??
 - Has the impact been limited to the requirement changes for the HPMS submission only? Or are you seeing other increasing workload?
- States are minimizing labor and spending, so how do you handle the increased demands?

- April 15th Deadline – Are you ready?
 - Do you feel confident about meeting the deadline?
 - What are your strategies to meet the 4/15 deadline?
 - If not, what are the obstacles?
- TPM experiences
 - What went well? Not well? Why?
 - TAMP's
 - Extracting data for MPO's
 - MPA vs Federal Aid boundary issues?
 - NPMRDS
 - Did any states use your own travel time data? If so, why?
 - Was the NPMRDS NHS network current enough to meet submittal requirements?
 - National Freight Network

HPMS Data

Topics around data

- Do you share your pavement condition data with the public? Does FHWA? What HPMS data does FHWA share and do they ever communicate with the states about what's being posted or shared?
- How do you collect traffic AADT on local roads for VMT estimates? How is that going to change to fulfill the MIRE FDE requirements on local roads? Do you have best practices that you could share?
- How do you code Facility Type and Functional System at freeway-to-freeway interchanges and roundabouts? Issues with TOPS and sample selection (David from Michigan) (examples)
 - If you code mainline on grade-separated ramps, do you code as one-way or two-way?
 - Short TOPS sections
- Ownership vs Maintenance question (Elliott from Virginia)
- How do states handle non-inventory direction data and how it relates to single vs double centerlines in the LRS?
- Who is responsible for the HPMS data that isn't collected by your immediate work group. IE, pavement construction data
 - What are your strategies to maintain quality control when the source data is maintained by other units at the DOT or submitted by Local agencies?

Other Topics

- Technology challenges?
- Succession planning and Job descriptions
- HPMS Support Group ideas
 - Google group
 - Facebook group?
 - Email?