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Introduction

Appendices A, B, and C describe the modeling techniques used to generate the investment/performance analyses and capital investment scenarios highlighted in Chapters 7 through 10. Appendix D discusses an ongoing initiative, *Reimagining the C&P Report in a Performance Management-Based World*. Appendices E and F provide information supporting the discussion of the conditions and performance of the National Highway Freight Network (NHFN) presented in Part III.

Appendix A describes selected technical aspects of the **Highway Economic Requirements System** (HERS), which is used to analyze potential future investments for highway resurfacing and reconstruction and highway and bridge capacity expansion.

Appendix B details the **National Bridge Investment Analysis System** (NBIAS), which is used to examine potential future bridge rehabilitation and replacement investments.

Appendix C presents technical information on the **Transit Economic Requirements Model** (TERM), which is used to explore potential future transit investments in urbanized areas. This appendix also describes the data and methods used to estimate the size of the current state of good repair backlog, and how the backlog has changed over time.

Appendix D discusses the status of two FHWA-sponsored research efforts aimed at identifying opportunities to enhance the analytical approaches used for assessing future investment needs and to improve the communication of information in the print and Web versions of the C&P Report.

Appendix E lists the required elements for State Freight Plans required under the Fixing America's Surface Transportation (FAST) Act.

Appendix F lists the Critical Urban Freight Corridors and Critical Rural Freight Corridors that States have designated as of May 1, 2018, for inclusion in the NHFN.