

Asset Management Planning at the Regional Level

Lessons Learned in Cleveland

presented to

AMPO Scenario Planning 2 Session Attendees

presented by

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Transportation leadership you can trust.

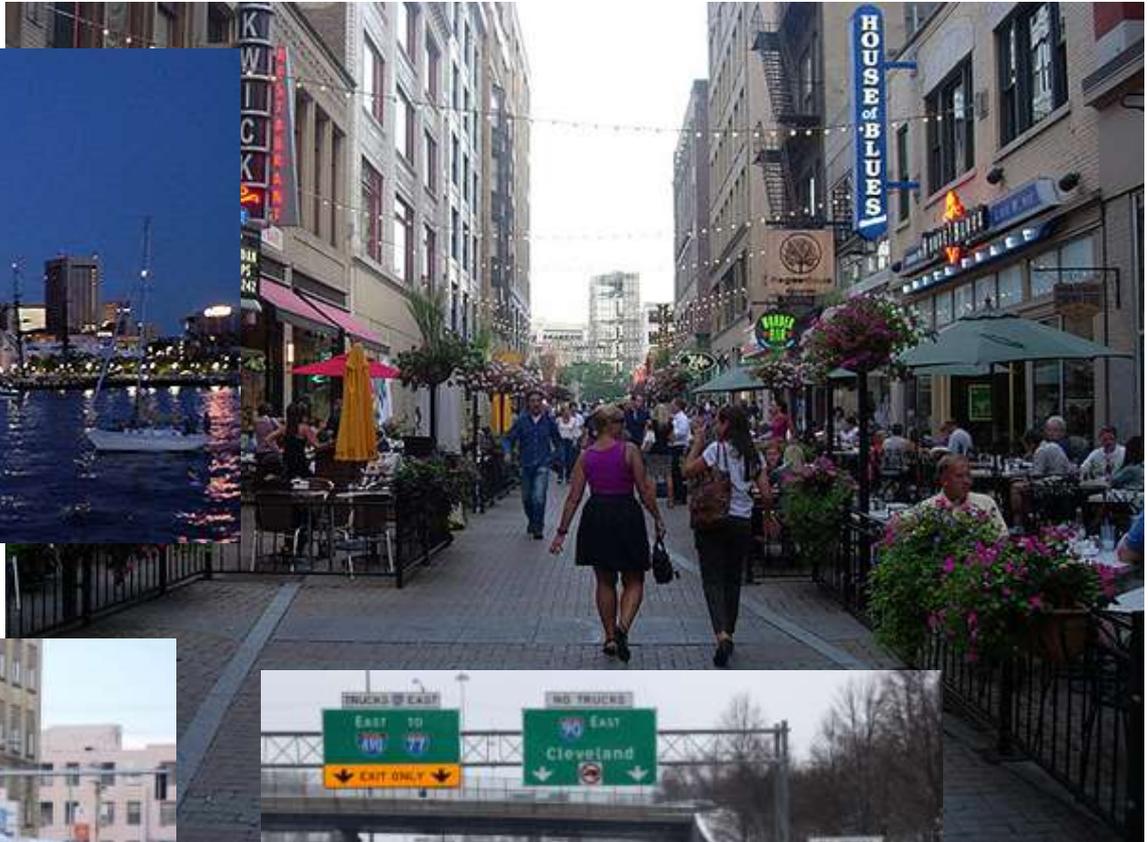


The Driveway Experience



Typical Residential Driveway

Northeast Ohio



Where Asset Management Goes From Helpful to Critical

Typical Residential Driveway

- About 0.01 lane-miles
- Serves one lot
- Provides service to a family of 4
- May include drainage



HELPFUL



- Objectives
- Inventory and condition
- Ideal condition
- Life cycle costs
- Risks
- Budget
- Work strategies

CRITICAL



ENCOURAGED BY MAP-21

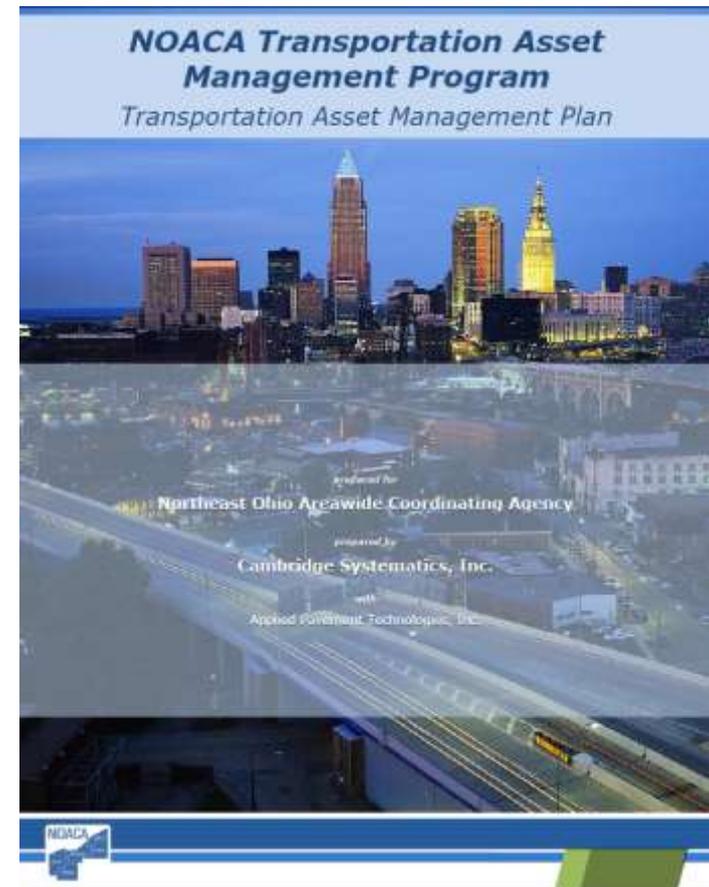
Northeast Ohio

- 3,284 miles of federal aid roadway
- Serves 855,000+ homes
- Provides service to a family of 2.1 Million
- Includes 3,000 bridges and bikeways, sidewalks, transit, etc.



Typical TAMP Content

- **Asset Inventory & Conditions**
- **Asset Management Objectives & Measures**
- **Performance Gap Assessment**
- **Lifecycle Cost (or Whole Life) Considerations**
- **Risk Management Analysis**
- **Financial Plan (or Summary)**
- **Investment Strategies**
- **Asset Management Process Enhancements**



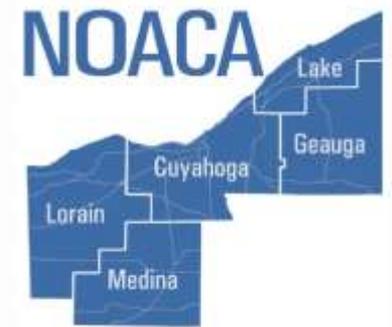
The Landscape for Regional Asset Management

MPOs typically...

- Don't own or operate infrastructure
- Serve as a regional policy leader
- Help set regional priorities and policies
- Lead regional long range planning
- Have a stake in regional data resources
- Are leaders in performance management and target setting
- Play a major role in federal fund allocation

NOACA Transportation Asset Management Program Development

- **NOACA has made strides in AM, looking for long range strategy**
- **Project funded under FHWA Accelerated Innovation Deployment (AID) Grant**
- **First MPO-level TAMP meeting MAP-21 State DOT requirements (that we're aware of)**
- **Includes purchase and implementation of Pavement Management System**
- **Heavy focus on collaboration**



When Developing a Regional TAM Program...

Six Key Takeaways from Cleveland

- **Choose the flavor of TAM best suited to your region**
- **Collaborate with regional stakeholders to identify ways to “move the needle” *(and spend your time on what you can control)***
- **Identify and empower a project champion**
- **Use the opportunity to upgrade your AM tools and capabilities**
- **Take advantage of the opportunities that present themselves *(pre-planning goes a long way)***
- **Show the value, not just the cost**

Choose the right flavor

There are good examples of MPO AM efforts that prioritize:

- Identifying preservation needs
- Promoting preservation as a regional priority
- Establishing performance targets
- Lead regional data collection and sharing
- Developing asset management policies



Source: CMAP GOTO2040 Plan

Some key decision factors:

- Relationship to Long Range Plan
- Needs of MPO members
- Nature of challenges facing region

Collaborate to “move the needle”

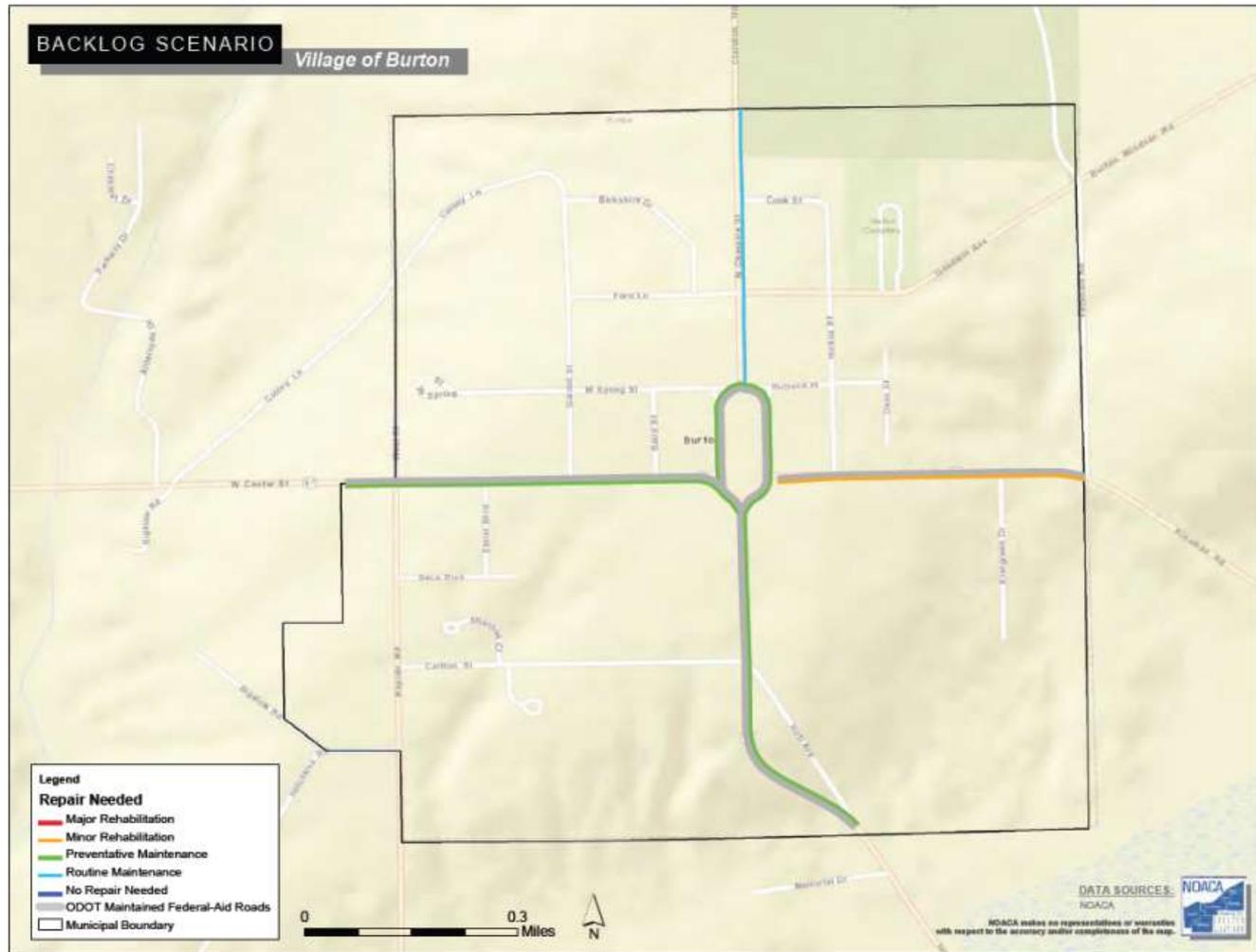
- **Asset Inventory**
 - » What assets are most important for the region?
 - » Who is responsible for which assets?
- **Risk register**
 - » What are the risks facing the region?
 - » Which risks can the MPO address?
- **Financial plan / Investment strategies**
 - » Where can MPO funding make a difference?
- **AM Process Enhancements**
 - » What resources can the MPO provide to support members?

Identify and empower a project champion

Someone who can:

- **Harness the resources of the MPO**
 - » Research
 - » Policy development
 - » Finances
 - » Planning efforts
 - » Outreach
 - » Political capital
 - » Organizational relationships
- **Drive stakeholder engagement, both internal and external**
- **Identify high-level opportunities**
- **Implement the strategies**

Upgrade your capabilities and tools



Take advantage of opportunities

- FHWA AID Grant
- Synchronicity with ODOT TAMP
- Provisional Asset Management Policy



Policy Number: 2014-013
Effective: 04/11/2014
Responsible Division: Planning
Date: 04/11/2014

PROVISIONAL TRANSPORTATION ASSET MANAGEMENT POLICY

POLICY STATEMENT:

The Northeast Ohio Areawide Coordinating Agency (NOACA) has established a provisional transportation asset management program to address the region's most critical pavement needs. This policy establishes the standard procedures that link the agency's strategic objectives with its investment decisions.

AUTHORITY:

Ohio Revised Code, Sections § 307, 5501.03(d)
23 U.S.C. 101(a)(2), MAP-21 § 1103

PURPOSE:

Roadway infrastructure is the backbone of America's transportation system, and maintaining it in a state of good repair is essential for all modes of transportation. The transportation network supports the economy and directly impacts the competitiveness of the nation and our region. Over the years, the United States has built one of the world's most extensive transportation systems, representing trillions of dollars of public investment. A well executed asset management plan is necessary to successfully maintain the assets these expenditures created.

Although NOACA is currently developing a comprehensive transportation asset management program, it will not be complete until summer 2015. While the comprehensive program is being developed, the provisional transportation asset management policy will address the region's critical pavement needs. Not only will this policy allow the region's roads to be maintained in a state of good repair, it will also furnish critical information and experience that can be used in

Show the value

NOACA Region as an Economic Hub

- **Greatest GDP among Ohio metro areas**
 - » \$123 Billion in 2013
 - » Approx 21% of Ohio's total GDP
- **Headquarters of 25 Fortune 1000 companies**
- **Thriving healthcare sector**
 - » Cleveland Health-Tech Corridor
 - » More than 700 biotechnology and biomedical companies
 - » Global Center for Health Innovation to open
- **Strong location, within 500 miles of**
 - » 44% US households
 - » 45% US effective buying income

TAMP Sections in Progress



- ❖ Asset Inventory & Conditions
- ❖ AM Objectives & Measures
- ❖ Performance Gap Assessment
- ❖ Lifecycle Cost
- ❖ Risk Management Analysis
- ❖ Financial Plan
- ❖ Investment Strategies
- ❖ TAM Process Enhancements

Asset Type	Unique Asset ID	Location	Condition (GOOD Data)	Year	Count
Bridge	1800008 SR 2	01746491 HWY/RTA/PLATE	FAIR	10/18/2013	1
Bridge	1800004 SR 2	000 (643) E 8TH ST	POOR	11/2/2013	1
Bridge	1800128 SR 2	0321838 E 12 ST STORM SEW	FAIR	10/20/2013	1
Bridge	1800135 SR 2	0321864 E 10 ST STORM SEW	FAIR	10/25/2013	1
Bridge	1800124 BRK/PL FRANKS RAMP	0321712-5430 PARKING RAMP	GOOD	7/14/2014	1
Bridge	1800139 SR 2	0321712 E 26TH STORM SEW	POOR	9/21/2013	1
Bridge	1800188 I-68	E 8300 ST STORM SEWER	FAIR	8/20/2013	1
Bridge	1800123 I-68	547TH ST STORM SEWER	FAIR	9/29/2013	1
Bridge	1800124 SR 8 (POND ROAD)	E 88 ROCKY HWY E 21 S BR	GOOD	8/7/2013	1
Bridge	1800180 STATE ROUTE 8	STRAWN I-68 NB S OF RD	GOOD	8/7/2013	1
Bridge	1800182 SR 8	STRAWN I-68 NB S OF RD	FAIR	8/7/2013	1
Bridge	1800183 SR 8	STRAWN I-68 NB S OF RD	FAIR	11/11/2013	1
Bridge	1800184 SR 8	SEC UNDER RAMP TO DENISON	GOOD	8/28/2013	5
Bridge	1800194 USR 6	HUNTINGTON PED UNDERPASS	GOOD	8/28/2013	1
Bridge	1800428 USR 6	NORTON CROSS & PARK DRIVE	GOOD	11/28/2013	1
Bridge	1800430 USR 6	CAHOUN CKE I-68 NB S OF RD	FAIR	8/24/2013	1
Bridge	1800435 CVY 000	SPRING CKE I-68 NB S OF RD	FAIR	8/21/2013	1
Bridge	1800201 I-68 6	STRAWN I-68 NB S OF RD	FAIR	8/26/2013	1
Bridge	1800004 SR 2	0320710-16-16 WEST LAKE RD	FAIR	11/7/2013	1
Bridge	1800006 I-68 6	ROCKY HWY/RTA VHT I-68 NB	FAIR	8/28/2013	1
Bridge	1800036 SR 6	00012 703 WEST BLVD RAMP	POOR	5/14/2014	1
Bridge	1800752 USR 6	0321112-6000 WATER PED UNDER	FAIR	8/28/2013	1
Bridge	1800751 USR 6	0321112-6000 WATER PED UNDER	GOOD	11/9/2013	1
Bridge	1800787 SR 6	0321068-8000 WATER PED RAMP	FAIR	8/11/2014	1
Bridge	1800807 1378 NCC HWY/RTA	1137896C CR @ W 58TH ST	FAIR	11/20/2013	1
Bridge	1800811 SR 6	0321019-1137896A CR	FAIR	8/29/2013	1
Bridge	1800874 USR 6	W 18TH ST	FAIR	4/3/2014	1
Bridge	1800903 USR 6	01495241 HWY 6 & 703	POOR	4/28/2013	1
Bridge	1800985 1768 NCC HWY/RTA	1176819C NB @ S 20TH	FAIR	11/11/2013	1
Bridge	1801023 USR 6	0320986 NB BLVD/CROSSING BR	GOOD	11/7/2013	1
Bridge	1801021 USR 6	0321719 E BR. DUSMAN BR	POOR	8/24/2013	1
Bridge	1801028 NCC CR/RTA@HARD	1171496C NB RTA@HARDEN	FAIR	10/11/2013	1
Bridge	1801284 US 6	18181 NB RTA@HARDEN	FAIR	8/24/2013	1

TAMP Sections in Progress

NOACA will **STRENGTHEN** regional cohesion, **PRESERVE** existing infrastructure, and **BUILD** a sustainable multimodal transportation system to **SUPPORT** economic development and **ENHANCE** quality of life in Northeast Ohio.

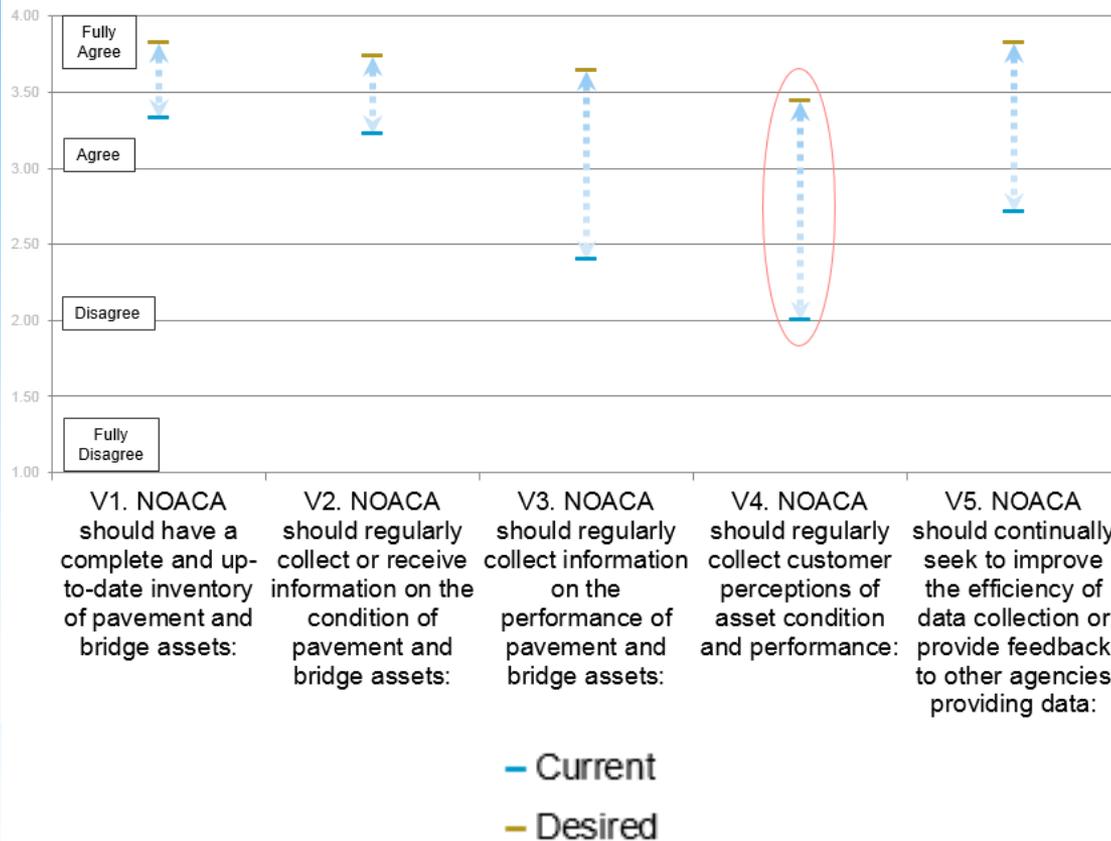
Key Sources: ● NOACA Plans ● NOACA Staff ● Stakeholders ● Best Practices

Strengthen Regional Cohesion

- Objective 1. Establish Transportation Asset Management as a regional priority ●●●●
 - Strategy 1A. Maintain a sustainable TAM program ●●●●
 - Strategy 1B. Partner with public and business community to advocate for responsible asset stewardship, show links to economic development and quality of life ●
- Objective 2. Serve as a liaison for NOACA members and partners like ODOT and FHWA ●
 - Strategy 2A. Foster agreement on common TAM goals and language ●●
 - Strategy 2B. Ensure consistency and transparency in project selection and funding priorities ●

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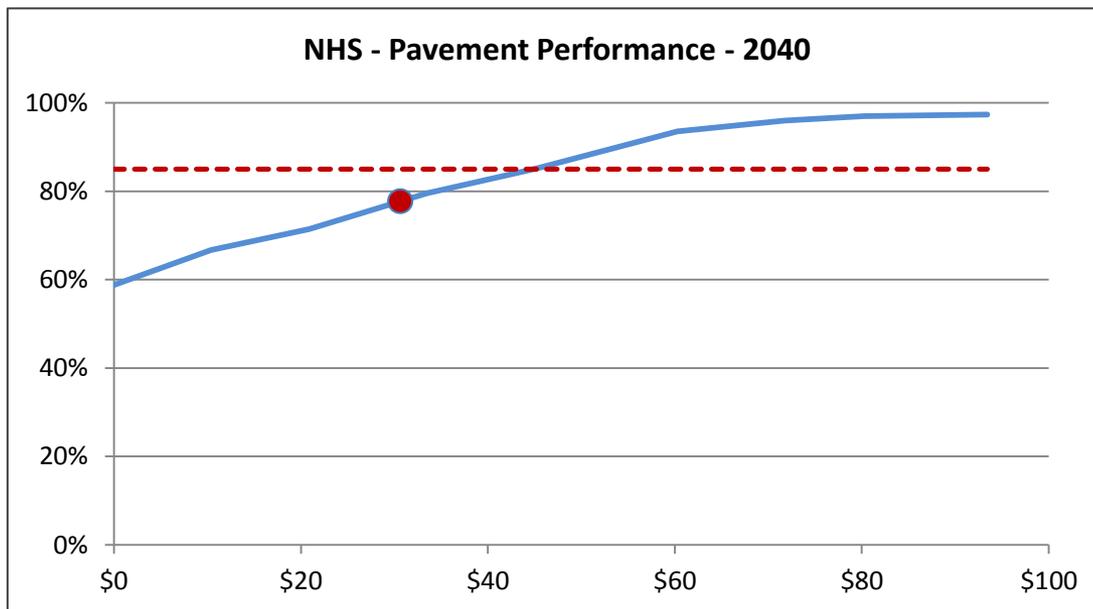
Likelihood		Consequence (Level/Descriptor)				
		1	2	3	4	5
Level	Descriptor	Negligible	Minor	Major	Critical	Catastrophic
1	Low	1	2	3	4	5
2	Medium Low	2	4	6	8	10
3						

Score	ID	Risk
10.4	C	Bridges are structurally damaged by motor vehicle crashes, accelerating repair/rehab
9.6	F	Bridges fail or are posted for weight restriction (NOT rendered <u>in</u> serviceable)
8.8	K	Bridges or pavement are damaged due to overweight/overheight loadings
16.0	P	Extreme snowfall causes major disruptions in mobility.
10.4	Q	Federal officials reduce funds across the board for transportation
9.6	S	State officials increase maintenance obligations without identifying a funding stream
13.0	U	No new dedicated capital funding streams are instituted
13.0	Y	Inability to provide local match prevents scheduled projects from coming to fruition
12.0	AL	State officials earmark or mandate capital projects
12.0	AR	Major Events force change in priorities

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Sample (not NOACA region)



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Recap of Key Takeaways

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QUESTIONS

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