Asset Management Planning at the Regional Level: Lessons Learned in Greater Cleveland

OTEC
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What is NOACA … and what does it do?

• NOACA is the federally designated metropolitan planning organization (MPO) for northeast Ohio
  - Conducts multi-modal transportation & environmental planning for a five-county region
  - Determines how federal transportation dollars are spent
  - Conducts transportation-related air quality planning and public education activities

• Functions as the “areawide” water quality planning agency for the region
Partners

- Local Government
  - Elected Officials
  - Project Sponsors
    - Municipal Planning
    - Municipal Public Works
    - County Engineers
    - County Planning Commissions
    - Transit Agencies

- State Government
  - OEPA
  - ODOT
  - Delegation to the Ohio General Assembly

- Federal Government
  - FHWA
  - FTA
  - U.S. EPA
  - Congressional Delegation

- Business Community
  - Non-profits
  - Neighboring MPOs
  - BUGC
  - CDCs
Federal Requirements: Transportation

- 3C planning process
  - Comprehensive, cooperative & continuing process for transportation
- Air quality (Transportation-related)
- Major planning efforts
  - Long-range transportation plan (LRTP)
  - Transportation Improvement Program (TIP)
  - Overall Work Program (OWP)
- Public involvement
- Project programming & funds management
Vision Statement

NOACA will STRENGTHEN regional cohesion, PRESERVE existing infrastructure, and BUILD a sustainable multi-modal transportation system to SUPPORT economic development and ENHANCE quality of life in Northeast Ohio.
The NOACA Region
The NOACA Region

- 45 Member Board
- Counties - 5
- Cities, Villages and Townships - 166
- Population – 2.1 Million
- Ohio Department of Transportation Districts - 2
- Transit Agencies - 6
Current Assets

- 670,795,906 sq.ft., of federal aid roadways
- 1,755 lane miles of freeways
- 5,547 lane miles of urban roads
- 1,381 lane miles of rural roads
- 55 miles of bike lanes
- 260 miles of shared use paths
- 3,053 bridges
Current Condition of Assets

- 46% of pavements are not in a state of good repair
- Estimated cost to bring pavements into a state of good repair approximately $1 billion
- 11% of bridges are not in a state of good repair
- Estimated cost to bring bridges into a state of good repair is $519 million
Why do we need Transportation Asset Management?

- Limited Resources
  - With a surface transportation program (STP) annual allocation of only $27.5 M, a strategic framework for making cost-effective decisions in allocating resources and managing infrastructure is needed

- Valuable assets are not receiving the attention or funding needed to achieve a state of good repair

- Allocates funding where it will provide the greatest return

- Improves performance, cost-effectiveness, communication, accountability and credibility.
Development of a Comprehensive, Long Term TAMP

- Key Principles:
  - Strategic & proactive in approach
  - Places a premium on data, information and collaboration
  - A long term and comprehensive view of infrastructure performance and cost
  - An explicit, visible, and transparent approach requiring effective communication among all stakeholders
  - Investment choices that are policy driven with trade-offs among competing priorities
When Developing a Regional TAM Program…

*Six Key Takeaways*

- Establish the TAMP most appropriate to your region
- Collaborate with regional stakeholders
- Identify and empower a project champion
- Use the opportunity to upgrade your AM tools and capabilities
- Take advantage of the opportunities that present themselves
- Show the value, not just the cost
Establish the TAMP Most Appropriate to the Region

- Identify preservation needs
- Promote preservation as a regional priority
- Establish performance targets
- Lead regional data collection and sharing
- Develop asset management policies
  - Some key decision factors:
    - Relationship to Long Range Plan and TIP
    - Needs of MPO members
    - Nature of challenges facing region
Collaboration

- NOACA Transportation Asset Management Steering Committee
  - Engineers and Planners from City and County Government, ODOT and FHWA
    - Guide the development of the TAMP
    - Provide expertise
Collaboration

- NOACA is a member of ODOT’s Asset Management Leadership Team (AMLT)
  - The role of the AMLT is to provide comprehensive oversight for Transportation Asset Management activities within ODOT. This will be done through a collaborative process involving each business representative allowing for input into the asset management initiative
Collaboration

- NOACA/ODOT level of preservation investment over the next 4 years (2016 – 2019 TIP)
  - NOACA is dedicating 92% of total TIP funding towards preservation
  - ODOT is dedicating 93% of its funding towards preservation
Collaboration

- ODOT collects over 1,400 miles of Pavement Condition Ratings (PCR) in the NOACA Region
- ODOT collects IRI data on both the State System and NHS in the NOACA Region
- ODOT provides training to the Locals in Transportation Asset Management
- ODOT provides free software to the Locals for Pavement Condition Assessments and Analysis
Identify and Empower a Project Champion

- Harness the resources of the MPO
  - Research
  - Policy development
  - Finance
  - Planning
  - Outreach
  - Political capital
  - Organizational relationships
- Drive stakeholder engagement, both internal and external
- Identify high-level opportunities
- Implement the strategies
Upgrade Capabilities and Tools

**NOACA GIS Portal**
- New data has been added
- New tools are available, such as Google Street View
- General category has been divided into specific groups
- Continuously updated
- Future work will be done to improve functionality
Upgrade Capabilities and Tools

- Pavement Management Systems
  - Prioritize and select projects
  - Reduce substantial backlog
  - Maintain acceptable balance of pavement condition
  - Configuration flexibility
  - Competitive price
Take Advantage of Opportunities

- NOACA Regional Strategic Plan
- FHWA AID Grant
- Synchronicity with ODOT TAMP
- Provisional Asset Management Policy
Take Advantage of Opportunities

- Applied for Accelerated Innovation Deployment (AID) Demonstration Grant July 2014

- U.S. Transportation Secretary Anthony Foxx awarded the Ohio Department of Transportation (ODOT) and Northeast Ohio Areawide Coordinating Agency (NOACA) $600,000 to develop a comprehensive Transportation Asset Management Program in December 2014
Take Advantage of Opportunities

• What is the Provisional Transportation Asset Management Policy:
  • Short term, 2 year policy for SFYs 15 and 16
  • Address the region’s critical pavement needs
  • Not to exceed $40M over the two year period
  • Furnish critical information and experience that can be used in developing the long term policy
Take Advantage of Opportunities

- Funding the Provisional Transportation Asset Management Policy:
  - Required innovative funding strategies
  - Realized $22 m of available funds by restructuring or reorganizing the Transportation Improvement Program (TIP)
  - Resulted in fully funding the FY 2015 projects, totaling over $12.5 m
  - Remaining balance will fund or leverage financing for the FY 2106 projects
Demonstrate the Value

- The Northeast Ohio economy $159 billion
- Largest in Ohio representing 28% of the state’s economy
- 1% of the US Gross Domestic Product (GDP)
Demonstrate the Value

- Headquarters of 25 Fortune 1000 companies
- Thriving healthcare sector
  - Cleveland Health-Tech Corridor
  - More than 700 biotechnology and biomedical companies
- Strong location, within 500 miles of
  - 44% US households
  - 45% US effective buying income
Lessons Learned

- Challenges
  - Diverse region
    - Urban
    - Suburban
    - Rural
  - Funding
  - Pavement Management Software
Lessons Learned

- **Successes**
  - Partnering with ODOT and FHWA
  - Receiving the AID grant
  - Head start on MAP-21 performance planning requirements
  - Board of Directors’ commitment to preserving existing infrastructure
Next Steps

- Continue to develop TAMP
- Continue to collaborate with ODOT, FHWA and stakeholders
Questions

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