
NYSDOT Integrating Maintenance & TAM

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Transportation essential to a vibrant economy and sustainable society



113,000
highway
miles

130 billion vehicle
miles annually

17,400
bridges

3,500-mile
rail network

485 public and private aviation facilities

130 public
transit operators

12 major public and private ports



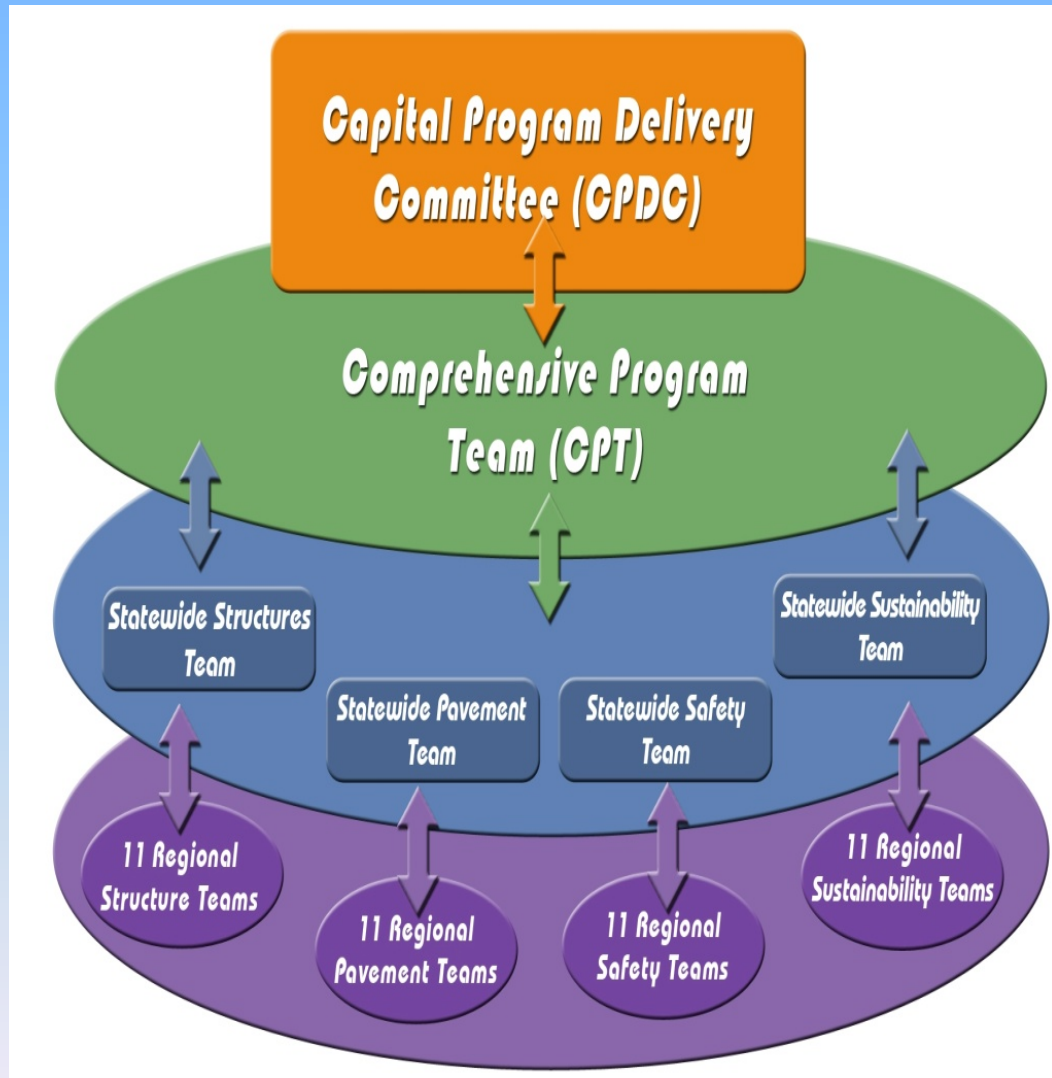
How to Implement TAM?

- Establish an enterprise performance management framework...
 - Build robust inventory system and collect comprehensive asset data...
 - Produce plan or report to comply with a mandate...
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A Practical Approach to TAM

- Focus on improving the quality of investment decisions
 - Impact conditions; don't just report on them
 - Leverage existing data and tools
 - Minimize initial investment and implementation time
 - Work collaboratively across the bureaucracy
 - Break through organizational cultures and data stovepipes
 - Employ principles of TAM from AASHTO guides
 - Start with what we have and work to improve
 - Systems approach
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NYSDOT Asset Management Framework



Comprehensive Program Team

Rod Sechrist – TAM Champion

Dave Rettig – Dir. Program & Project Management

- Chief Engineer
- CFO
- Program Management
- Maintenance
- Structures
- Pavement Manager
- Policy & Planning
- Multi-modal Planning
- Regional Directors (2 of 11)
- Sustainability
- Traffic & Safety
- Operations

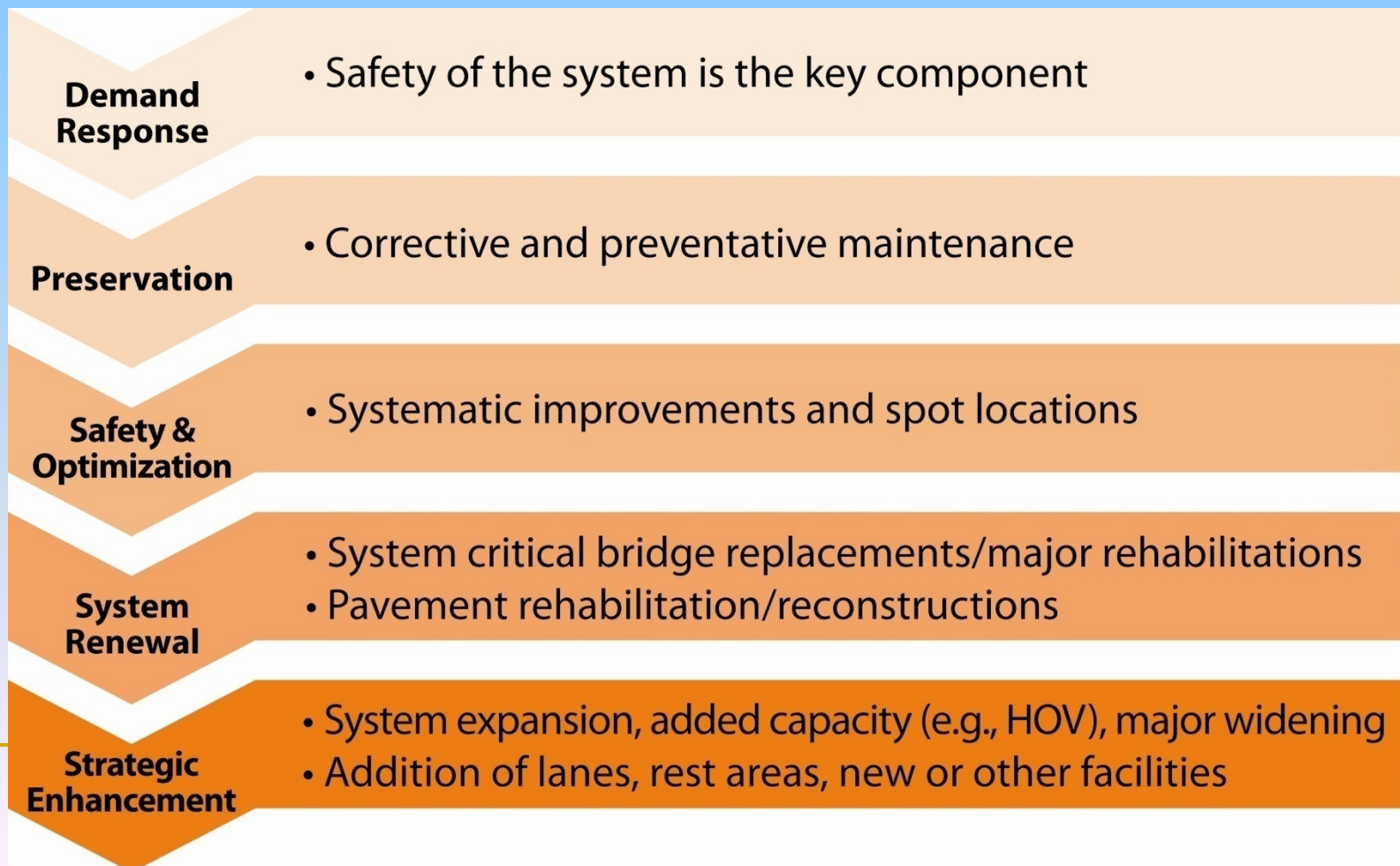
CPT members are executives and high-level managers

Forward Four Guiding Principles



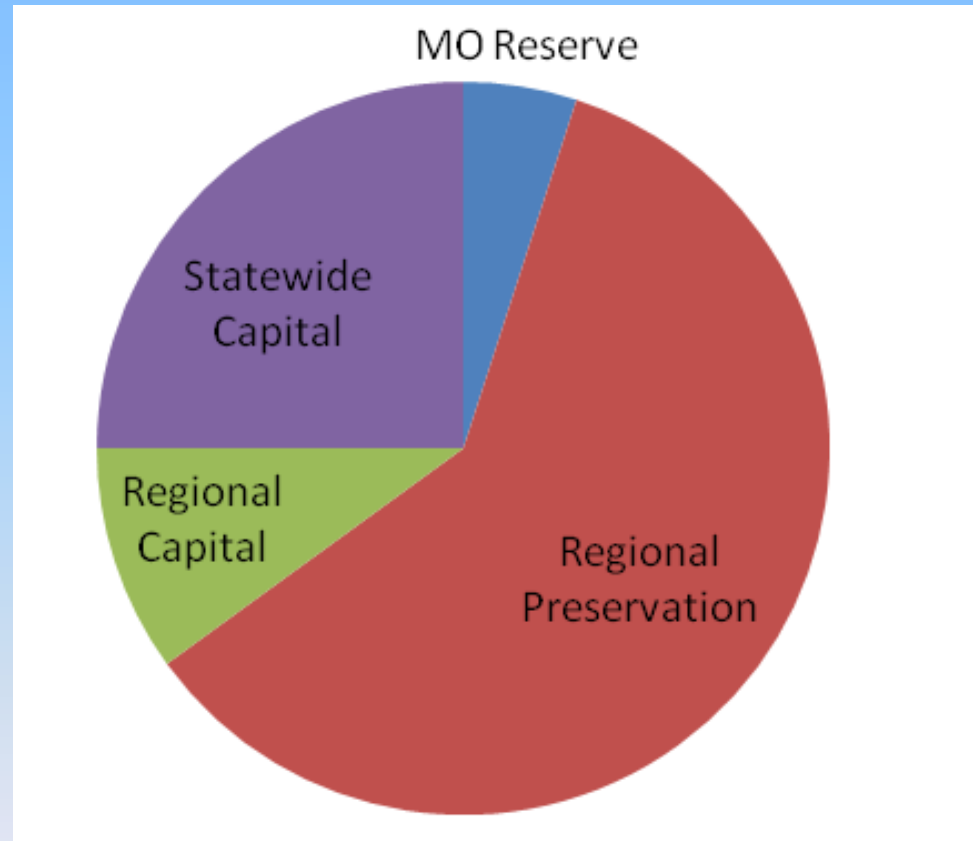
Invest for the future

Our program establishes strategic and deliberate decisions that support our transportation system today while also ensuring and optimizing transportation for future generations.



Apportion Funds to Direct Investment

- 60% - Regional Preservation Allocation
- 25% - Statewide Capital Prioritization*
- 10% - Regional Capital Allocation
- 5% - Discretionary Reserve



* System Renewal & Strategic Enhancement

2012 STIP Update Highlights

Preservation

- Allocations by need
- Limitations on use
- Driven by condition
- 5-year program designed to optimize conditions in year 10
- Modeled on “loaded” costs

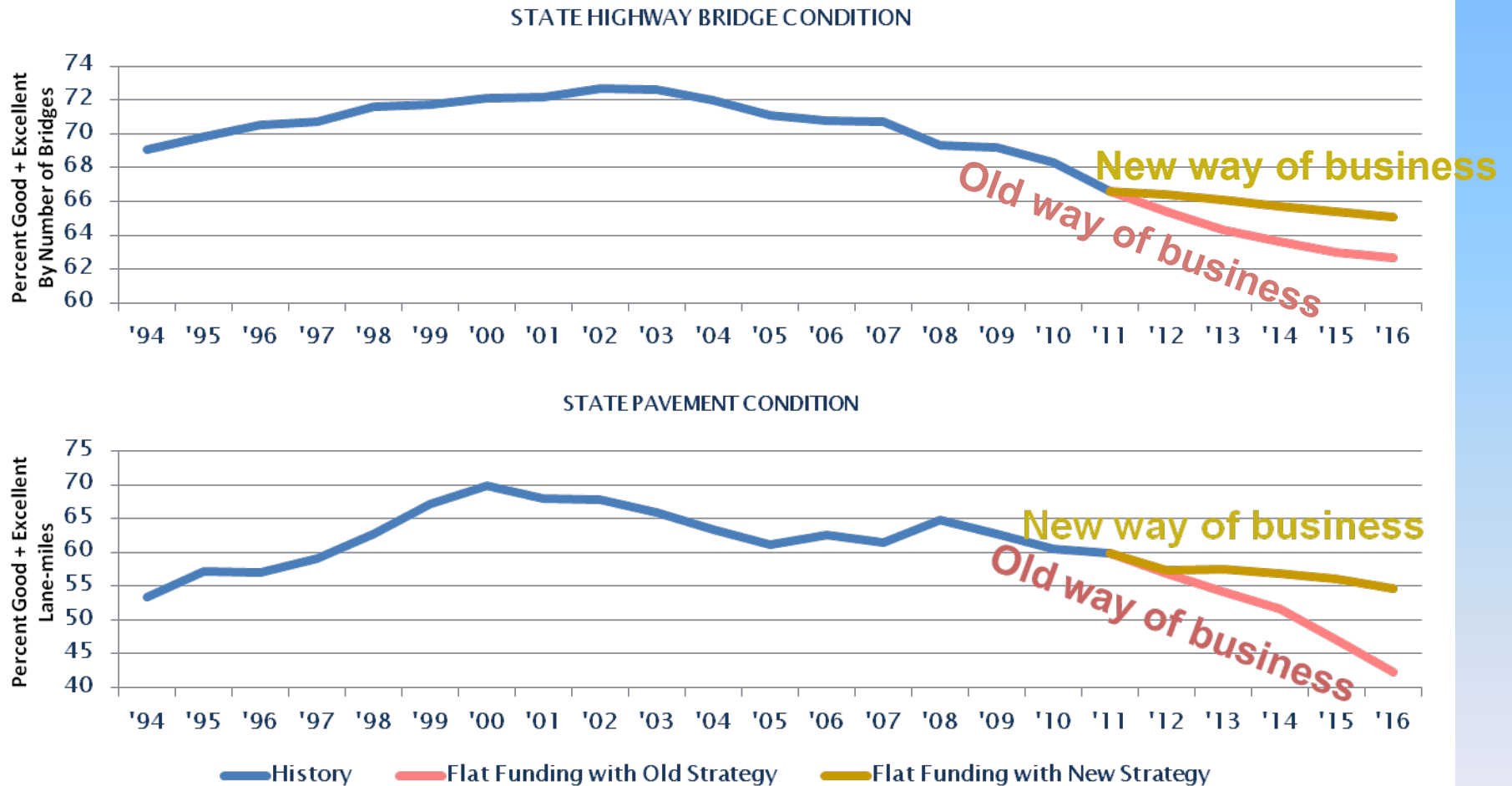
Beyond Preservation

- Small apportionment
Regionally controlled
- Statewide competition in 4 areas
 - Bridge
 - Pavement
 - Safety
 - Sustainability
- Standard submission

Statewide Prioritization Summary

- Statewide Capital Prioritization
 - System Renewal
 - Strategic Enhancement
- Bridge/Pavement Index
 - Quantitative, data driven.
 - Based on condition and function
- Asset Team/CPT Review & Selection
 - Asset Team technical review and prioritization
 - CPT balance and find synergies across programs
- Executive/CPDC Approval
- MPO Programming

Projected Outcomes



So What's next

- Improve integration of Capital and Maintenance
 - More robust pavement and bridge tools
 - Cross-program trade-off
 - Organizational home for TAM
 - Corporate Performance Management Framework
 - Incorporating customer expectations and LOS definitions
 - Develop a TAMP compliant with MAP-21
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EAMP TIME LINE



★ ← April 2013, Start Analysis for Processes, Requirements and Implementation SOW's

1 1 1 1 2 Pavement Management (4 Weeks Duration)

2 3 1 1 2 Bridge Management (8 Weeks Duration)

1 1/2 1/2 2 Cross Asset TradeOff Analyst (2 Weeks Duration)

1 1 1 1 2 Maintenance Management (4 Weeks Duration)

1 1 1 2 Facilities Management (3 Weeks Duration)

1 1 1 1 2 Fleet Management (4 Weeks Duration)

1 1 1 1 2 Safety Management (4 Weeks Duration)

2 1 1 2 Mobility Management (4 Weeks Duration)

1 1 1 1 2 Sustainability Management (4 Weeks Duration)

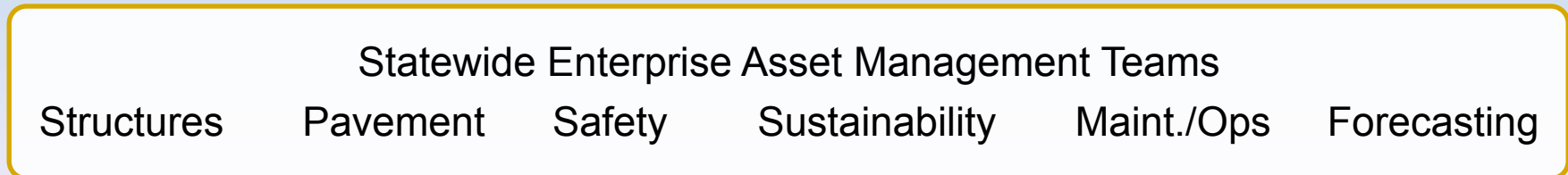
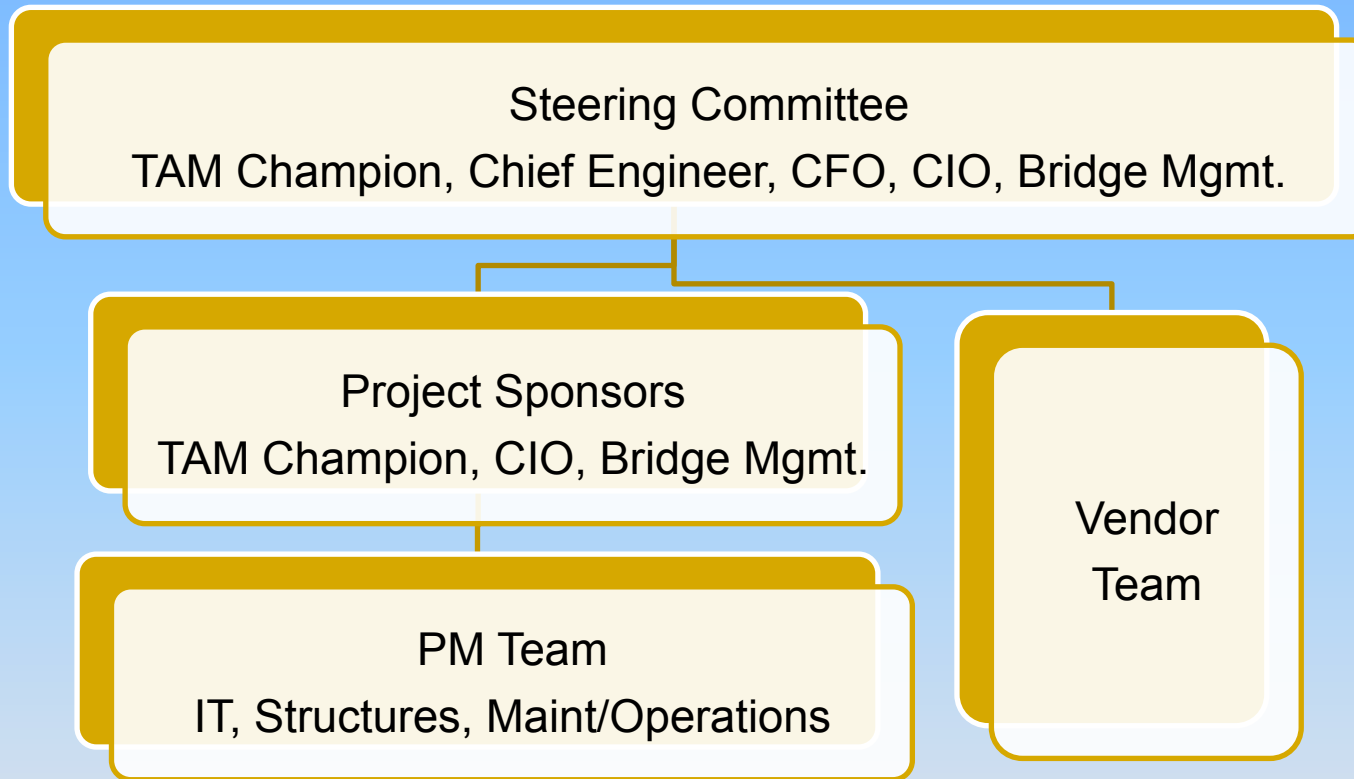
* Possible to conduct the analysis concurrently, pending business owner overlap and availability.

LEGEND

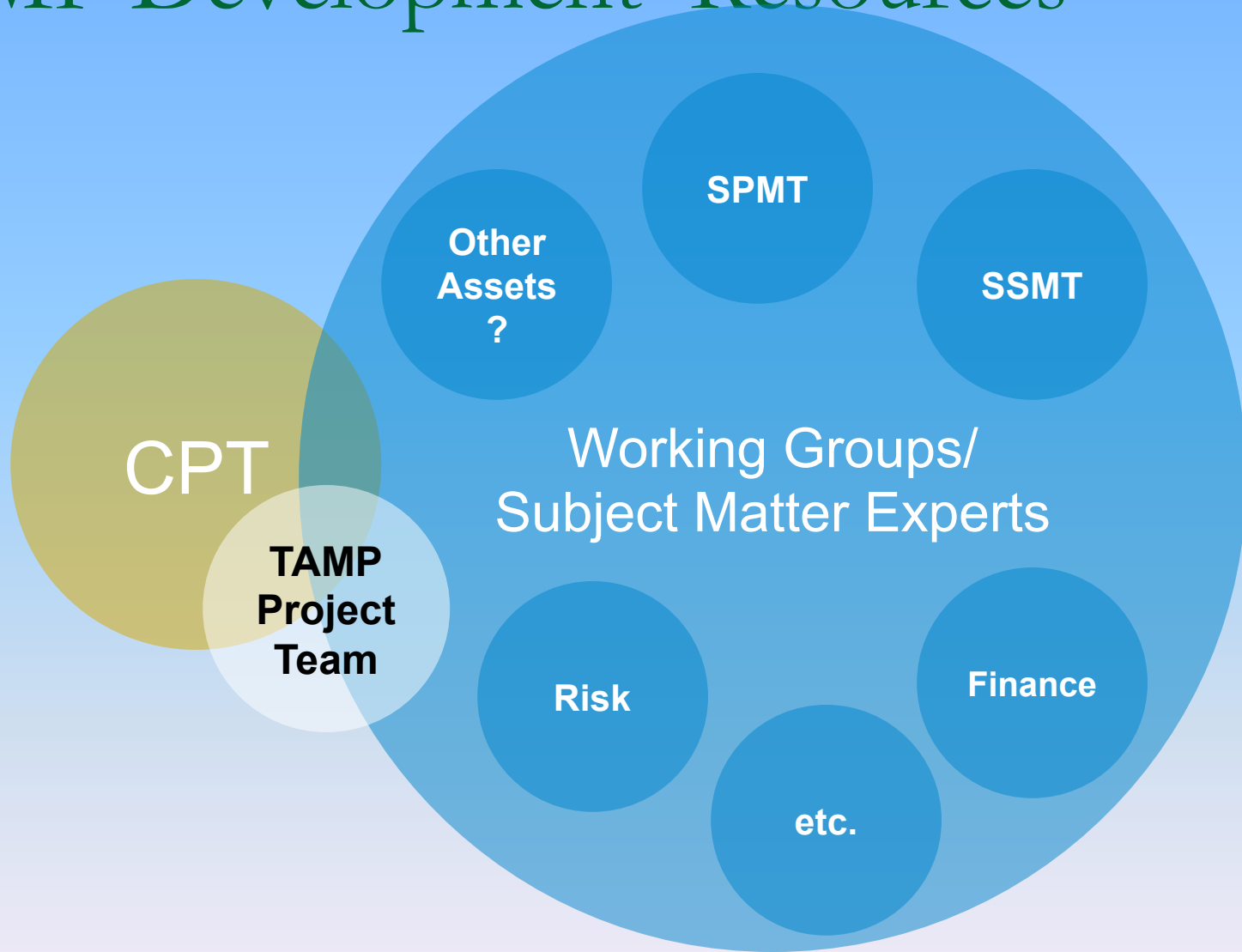
- Review NYSDOT Legacy System
- Review AgileAssets Module
- Work Sessions
- Draft SOW for Implementation
- Review, Revise and Accept

1/2 is a ½ week task
 1 is a 1 week Task
 2 is a 2 week Task
 3 is a 3 week Task

EAMP Project Org Chart



TAMP Development Resources



TAMP Working Group

- Project Lead and PM from Office of Transportation Maintenance
 - Other internal groups represented:
 - Pavement Mgmt, Bridge Mgmt, Planning, MPO Liaison, Multimodal, Finance, Regional Director
 - External groups represented
 - FHWA Division, NYS Thruway Authority
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Key TAMP Milestones

- 4/4/13 – Kick-off Conference call with FHWA
 - 6/5/13 – Workplan Completed
 - 7/17/13 – Risk Management Workshop
 - 7/31/13 – First deliverables Due
 - 9/15/13 – All deliverables Due
 - 11/15/13 – First Draft Due
 - 3/1/14 Final TAMP due
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Questions?
