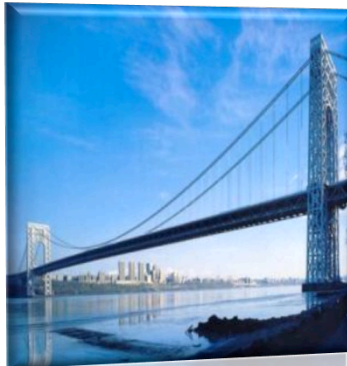


# A New Way Forward

## NYSDOT's Asset Management Approach for the Future



***Joan McDonald, Commissioner***

New York State  
Department of Transportation

March 2012



# Three Key Areas Necessary for Success

- Reauthorization
- Accelerated Bridge and Pavement Program
- Forward Four Asset Management Principles



# 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

**130 public transit operators**

**485 public and private aviation facilities**

**12 major public and private ports**



# Transportation is at a critical crossroads

## ➤ **Less federal and state resources**

- Federal Highway Trust Fund Insolvent
- 70% State funds to debt service
- Less gas tax revenues and reduced purchasing power

## ➤ **Deteriorating and aging infrastructure**

- NYS has some of the oldest and heavily utilized systems in the nation
- Harsh weather conditions accelerate deterioration

Given the significant needs of our transportation system, it is essential that we invest in a way that produces the greatest possible return on investment.





# Reauthorization

- The uncertainty of the bill in each chamber increases the necessity for an extension of the transportation programs and the federal motor-fuel taxes prior to March 31 when the current extension expires
  - The Senate is expected to pass a clean extension if a bill is not passed prior to March 31
  - Expectations in the House, however, are that there will be significant pressure on Leadership to include substantive policy changes and/or funding reductions from current levels to secure passage of such measure
  - The duration and funding levels of such a temporary measure remain unknown.



# Reauthorization

- The House and Senate bills contain many reforms that would benefit New York, including:
  - Consolidates a number of individual programs
  - Provides more flexibility to the states
  - Increases the amount of funding delivered through formula-based apportionments
  - Speeds the delivery of transportation improvements
  - Expands the use of innovative finance and public-private partnerships

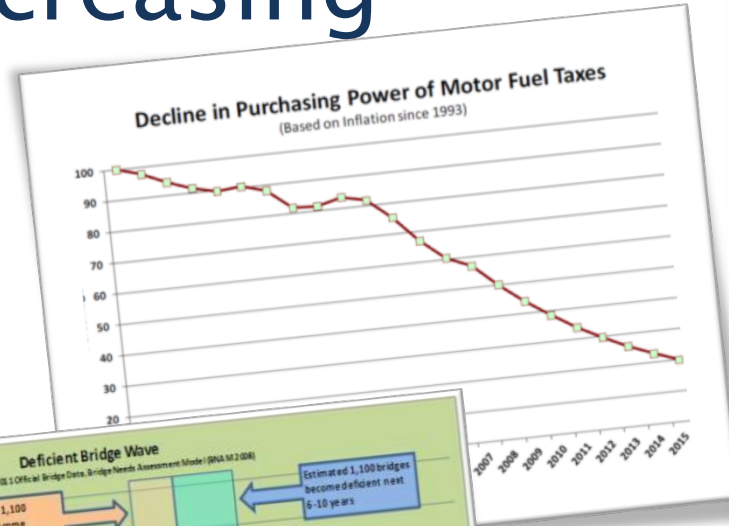
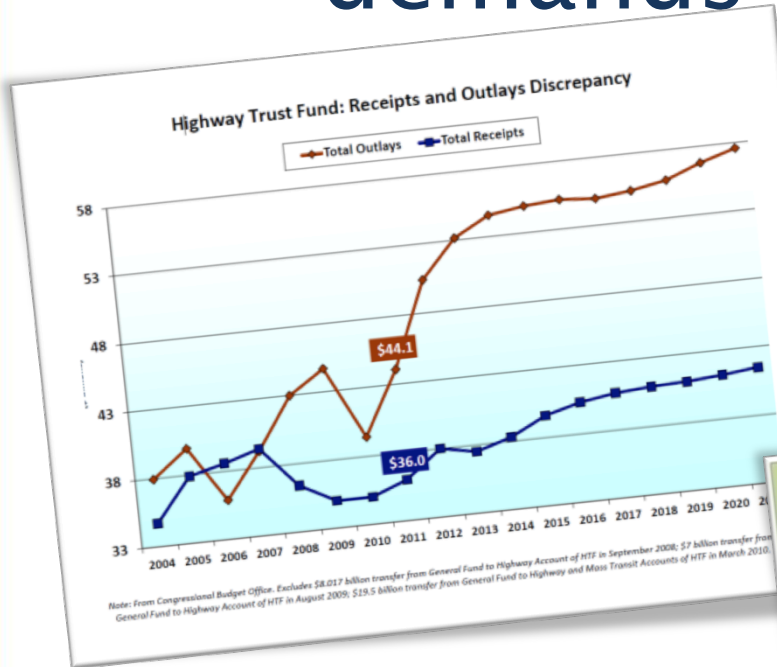


# Reauthorization

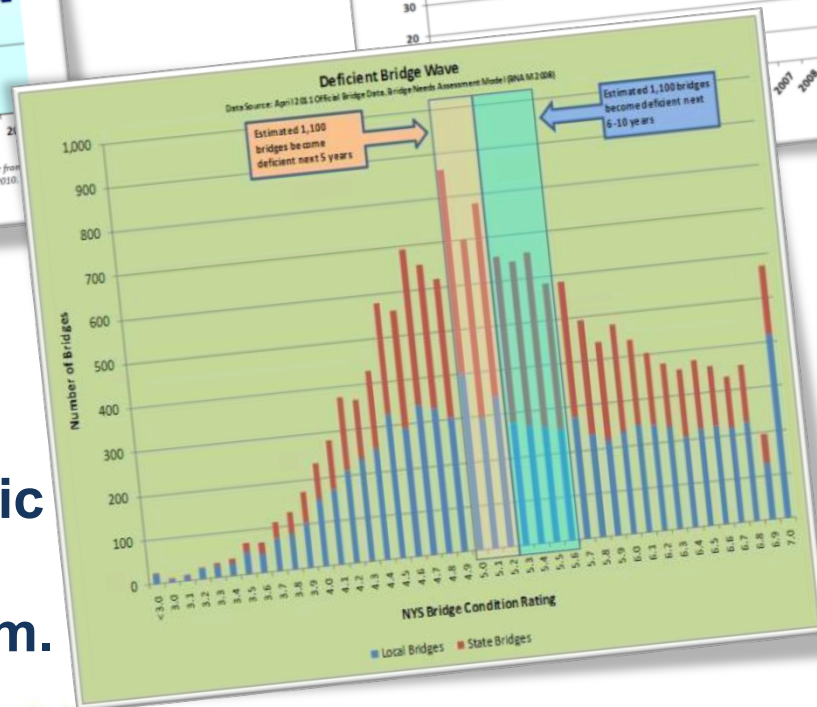
- Neither bill, however, is perfect and we are working with our State Congressional Delegation to address:
  - The lack of specific bridge factors in the apportionment formulas in both bills necessary to improve these bridges or to maintain those still in good condition
  - Efforts to increase the current Equity Bonus program above the current 92 percent
  - Actions that would eliminate and/or otherwise divert dedicated funding for transit
  - Preserving the State's share of highway and transit program funding



# Resources are diminishing while demands are increasing

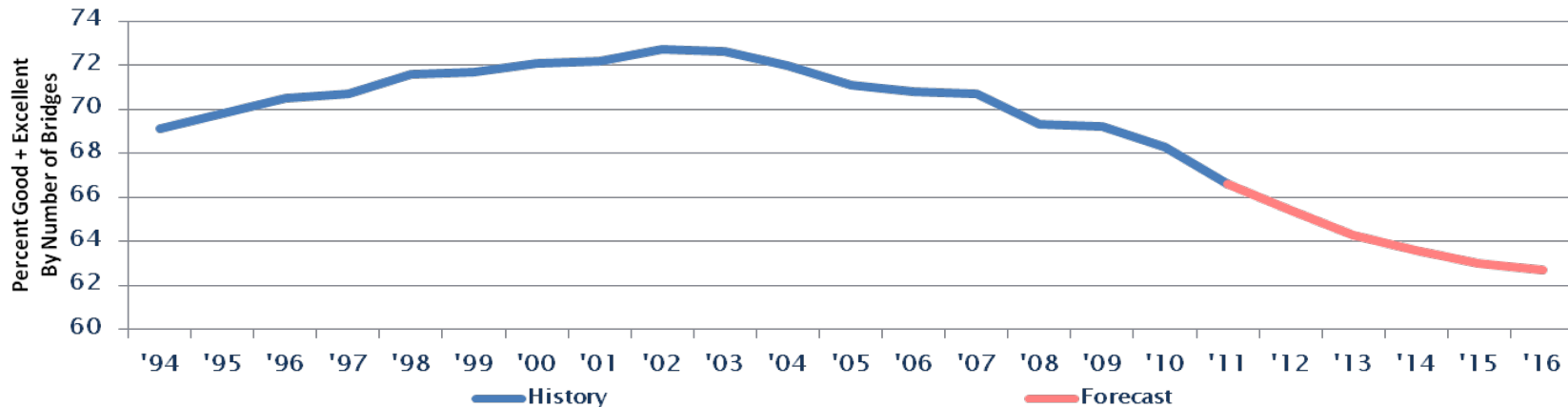


In response, NYSDOT is changing its investment strategies to maximize public benefits while being affordable over the long term.

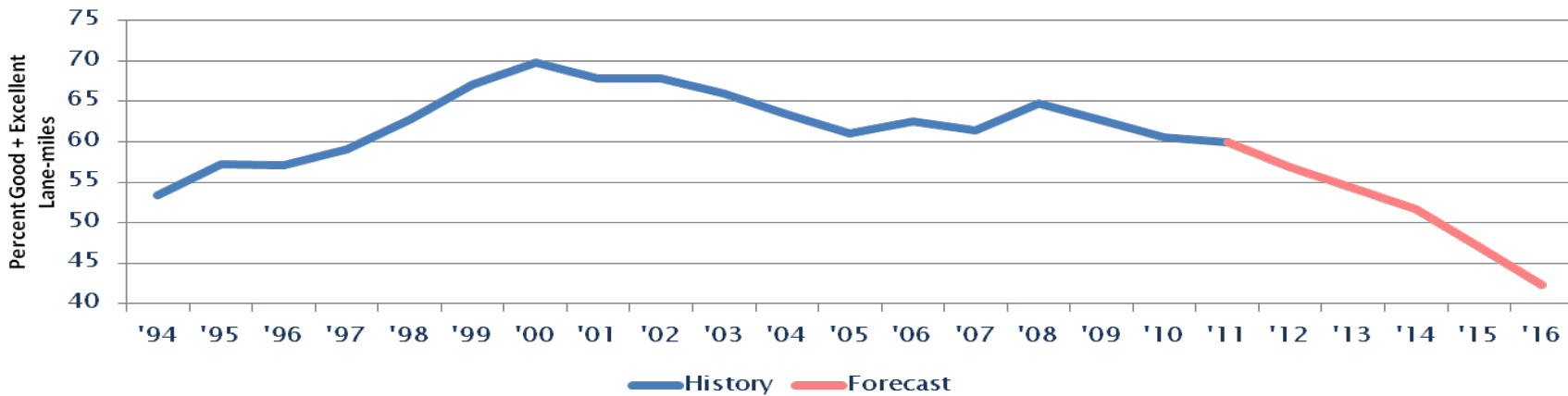


# Highway and Bridge Conditions

## STATE HIGHWAY BRIDGE CONDITION



## STATE PAVEMENT CONDITION



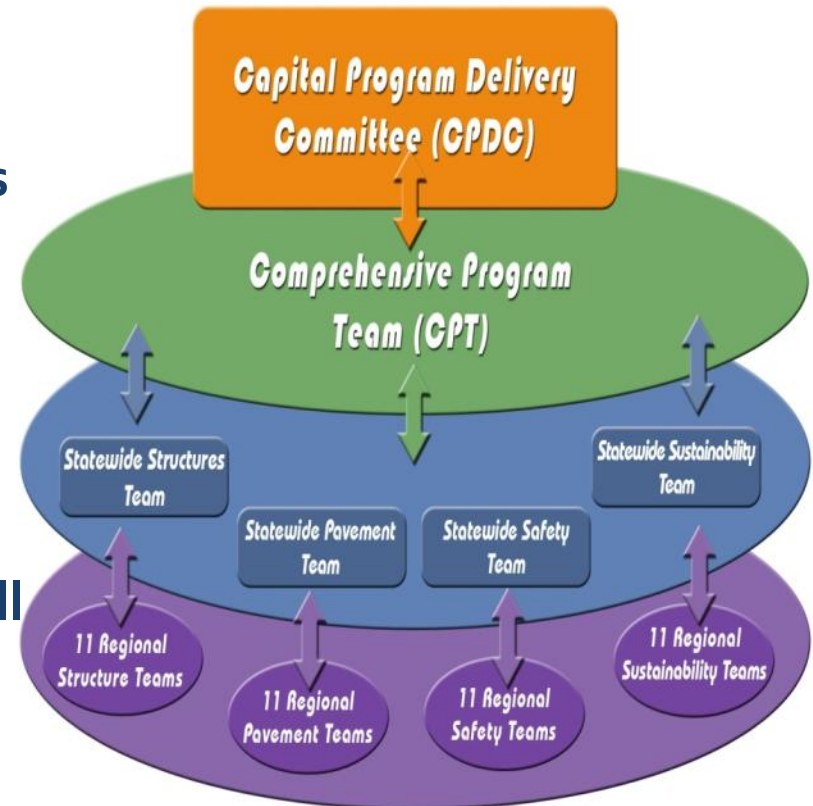
We need to change course . . .



# NYSDOT Asset Management Framework

## *New Framework Established To:*

- ✓ Generate Consistent Decision-making
- ✓ Set Targets/ Performance Metrics
- ✓ Ensure Accountability
- ✓ Guide Local and Regional Decisions for Preservation of the System
- ✓ Make Centralized Decisions for All Projects Beyond Preservation
- ✓ Manage Expectations
- ✓ Ensure Best Investment Regardless of Ownership





# Forward Four Guiding Principles

**System Not  
Projects**

Link key  
components

Safety is  
integral

**Make  
It Sustainable**

Benefit the public,  
economy and  
environment

**Preservation  
First**

Take care of what you  
have.

**Maximize  
Return on  
Investment**

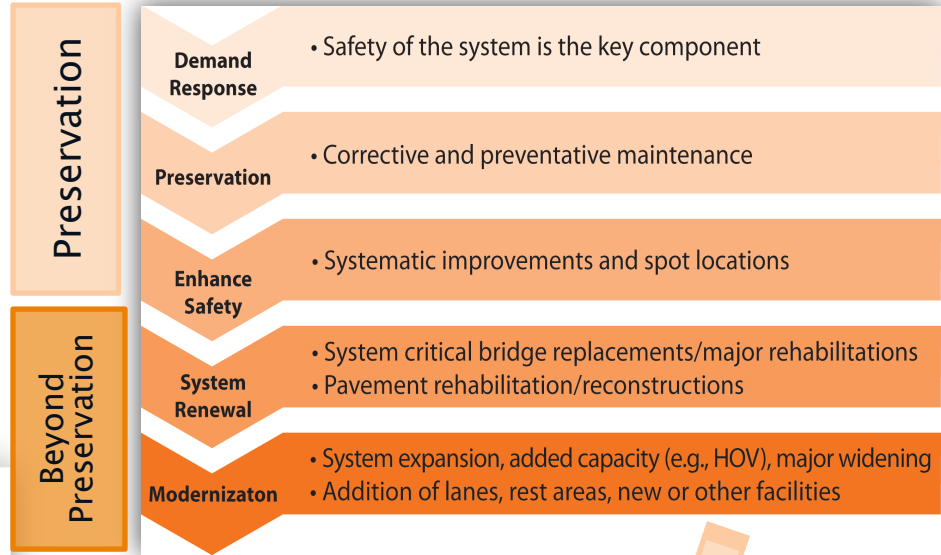
Best  
bang for  
the buck

**SAFETY**



# 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.



# Beyond the short term



Through strategic investment in our transportation system – with an emphasis on preserving our existing infrastructure – NYSDOT will help build the foundation for future economic growth of New York State.

NYSDOT is taking action to ensure its decisions today will support future quality of life and the economy of the State for decades to come.



# Accelerated Bridge/Pavement Program

- The Governor has directed that this investment be provided to projects that can be accelerated to create jobs during this construction season.
- To achieve the Governor's directive, the Department is accelerating a number of construction projects across the state as follows:
  - An Accelerated Bridge Program will enable the State to replace over 100 Bridge Decks improving our statewide bridge conditions.
  - An Accelerated Pavement Preservation Program will allow the State to preserve over 2,000 lane miles of roads with low cost preservation treatments, consistent with the Department's preservation strategy.



# Accelerated Bridge/Pavement Program

- To ensure that we put people to work immediately at the beginning of this construction season, the Accelerated Pavement Preservation and Accelerated Bridge Programs will be put out for bid in April, May and June using both traditional and innovative delivery methods.
- The selection of accelerated program projects is based on engineering needs and begins to implement a preservation first strategy that will best maintain the highway system within available funding.
- The level of investment will be supported through increasing the level of federal "Advanced Construction" funding and State matching funds.



# Accelerated Bridge/Pavement Program

- The Governor's Executive Budget provides approximately \$2.9 billion for new on-state and off-state system construction commitments during SFY 2012-13:
  - - \$1.7 for core on-state and off-state system construction;
    - \$1.2 billion for accelerated bridge, pavement and signature projects - consistent with the Governor's economic development blueprint for the State.
- This support will create an exciting opportunity to improve our infrastructure while creating well-paying engineering, commodity and construction jobs.





## Design/Build

- ⇒ Congress authorized the use of design/build for Federal Aid projects; FHWA issued implementing regulations in 2002
- ⇒ More than 40 other states have authorized public agencies to use design/build
- ⇒ The Department has been wanting the ability to use this tool and in the extraordinary session at the end of 2011, new legislation was enacted that would allow us to use design/build for construction projects
- ⇒ Design-bid-build would remain the primary method for delivering most transportation projects but design/build will be another tool to move projects



## Emergency Design/Build

- As part of EO19, the Department was able to use design/build for the first time
- Route 42, Greene County
  - About 6 miles of highway
  - Bridge removal and replacement (2 bridges)
  - Partial and full width roadway reconstruction
  - Mudslide removal and slope stabilization
- Consultant assisted with development of the RFP and is providing Quality Assurance activities for the Department
- Awarded by Best Value



# Projects of Significance



# Staten Island Expressway



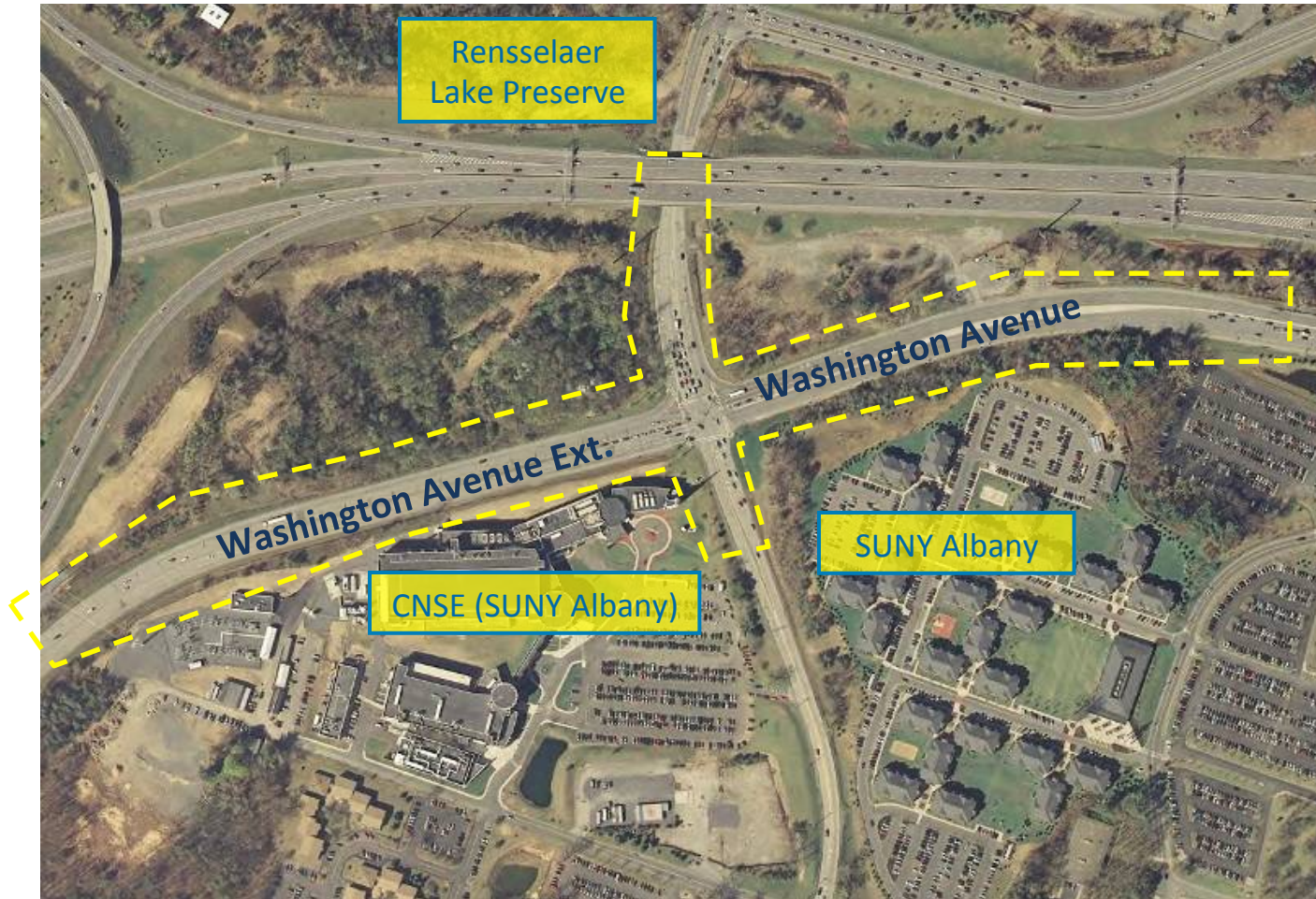


# Kew Gardens Interchange





# Fuller Road–Washington Avenue Intersection Improvement Project





# Prospect Mountain



ERDMAN  
ANTHONY



McFarland-Johnson, Inc.  
MJ



# Kendrick Road





# Lake Champlain Bridge



# In Conclusion

**NYSDOT's strategic decisions on investments and asset management now will support a transportation system that benefits the public, the economy and the environment for generations to come.**



# Thank you

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## Questions?

