Special Programs

An Overview of “Special Programs” in the Ohio Division Office

Federal Highway Administration
EDC-3 Progress Report #1
• Highlights from January through June 2015

www.fhwa.dot.gov/everydaycounts
STIC Incentive Program (Sept. 15, 2015)

Allocations:

**FY14:** 36 STICs  $3,517,420
**FY15:** 32 STICs  $3,034,384

47 STICs
National Network
AID Demonstration Awards (Sept. 15, 2015)

Awards
FY14: 28
FY15: 15

Since Feb 2014: $31,959,727 awarded to State DOTs, locals, tribes, and FLMAs
Asset management is a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost. (23 U.S.C. 101(a)(2), MAP-21 § 1103)
Each State is required to develop a risk-based asset management plan for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system. (23 U.S.C. 119(e)(1), MAP-21 § 1106)

USDOT is required to issue a regulation not later than 18 months after date of enactment, after consultation with the States and other stakeholders, which will establish the process to develop the State asset management plan for the NHS. (23 U.S.C. § 119(e)(8), MAP-21 § 1106)
• Plan Contents
  – pavement and bridge inventory and conditions on the NHS,
  – objectives and measures,
  – performance gap identification,
  – lifecycle cost and risk management analysis,
  – a financial plan, and
  – investment strategies
• Transportation asset management plays a major role in state and regional transportation planning and programming

• NOACA’s plan has a goal of:
  – Improving and sustaining the condition of the area's highways and bridge infrastructure in a state of good repair;
  – Leverage transportation asset management data and methods to make informed, cost-effective program decisions
  – Better use existing transportation assets to maximize transportation system performance,
  – Minimize life-cycle costs;
  – Positioning NOACA as a model for other MPOs in the area of transportation asset management
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