

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

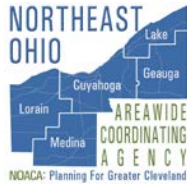
PURPOSE:

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 developing the long term policy.

ELIGIBILITY:

- Every community in NOACA's five County region that is responsible for maintaining local federal aid roadways.
- This policy is intended to improve surface smoothness, restore functional characteristics and protect the structural integrity of pavement. Elements not directly related to pavement work items are ineligible for funding through this policy. Eligible work items are asphalt overlays, partial depth pavement repairs, full depth pavement repairs, preventative maintenance treatments as outlined in ODOT's preventative maintenance program guidelines and incidentals related to pavement resurfacing.



PROJECT SELECTION:

- Create a Regional Pavement Management System (RPMS) scenario where additional funding is added to the already programmed pavement projects in the 2014 – 2017 TIP.
- The scenario will not include ODOT maintained routes in the analysis.
- The scenario is based on the assumption that a PCR of 75 and greater is considered a state of good repair, therefore will limit the system to choose roadways with a PCR of less than 75.
- The RPMS will prioritize potential projects based on a benefit to cost analysis utilizing pavement condition, traffic data and cost of repair factors.
- Once a draft list of projects has been developed, NOACA will partner with the affected communities to establish a final list of projects, taking into consideration other factors such as project readiness, multimodal use, economic development and improved access to community destinations and job centers.
- Once the final list of projects is established, the selected projects will follow NOACA's Project Planning Review (PPR) process for meeting all federal, state and local planning requirements for incorporation into the Connections +2035 long range plan and SFY 2014-2017 Transportation Improvement Program (TIP).

FUNDING:

- NOACA will work to secure additional funding, through innovative funding strategies, in an amount equal to the identified needs for State Fiscal Year (SFY) 2015 and SFY 2016.
- Final financial details will not be determined until projects are selected, and no financing will be executed without Board approval.

SPONSOR RESPONSIBILITY:

- Preliminary development and detailed design phase activities, including working with NOACA and the appropriate ODOT District Office toward environmental clearance and right-of-way certification.
- Development of the Plans, Specifications and Estimate (PS&E) package, contract administration and funds management activities consistent with the ODOT Locally Administered Transportation Projects Manual of Procedures and other ODOT stated requirements for local-let projects authorized under Ohio Revised Code 5501.03(d).
- Provision of the 20% local funding match requirement for construction and construction engineering related activities.
- Projects are expected to move to construction prior to the close of SFY 2016 or will not be eligible for this funding.

DEFINITIONS:

NOACA Board of Directors: NOACA is the metropolitan planning organization (MPO) and designated areawide water quality management agency for the counties of Cuyahoga, Geauga, Lake, Lorain, and Medina in Ohio directed by a 45-member Governing Board, representing all five NOACA counties, plus transit agencies, the Northeast Ohio Regional Sewer District, the Cleveland-Cuyahoga County Port Authority, Ohio EPA, and the Ohio Department of Transportation (ODOT).

Infrastructure: Refers collectively to the roads, bridges, rail lines, and similar public works that are required for an industrial economy, or a portion of it, to function.



State of Good Repair: A condition in which the existing physical assets, both individually and as a system, are functioning within their useful lives, and are sustained through regular maintenance and replacement programs.

Transportation Asset Management: A strategic and systematic process of operating, maintaining, upgrading and expanding physical assets effectively throughout their lifecycle. It focuses on business and engineering practices for resource allocation and utilization, with the objective of better decision making based upon quality information and well-defined objectives.

Regional Pavement Management System: is the process of planning the maintenance and repair of a network of roadways, in order to optimize pavement conditions over the entire network.

PCR: Pavement condition rating is a numerical index between 0 and 100 which is used to indicate the general condition of a pavement.

Multi-Modal Transportation: A connected transportation system that supports cars, freight vehicles, bicycles, pedestrians, horse and carriage, rail and public transit.

Innovative Financing: Refers to a range of non-traditional mechanisms to raise additional revenue to fund projects such as State Infrastructure Bank loans, exchange of obligation authority with other Metropolitan Planning Organizations, the Ohio Department of Transportation and the County Engineers Association of Ohio and utilizing project savings.