

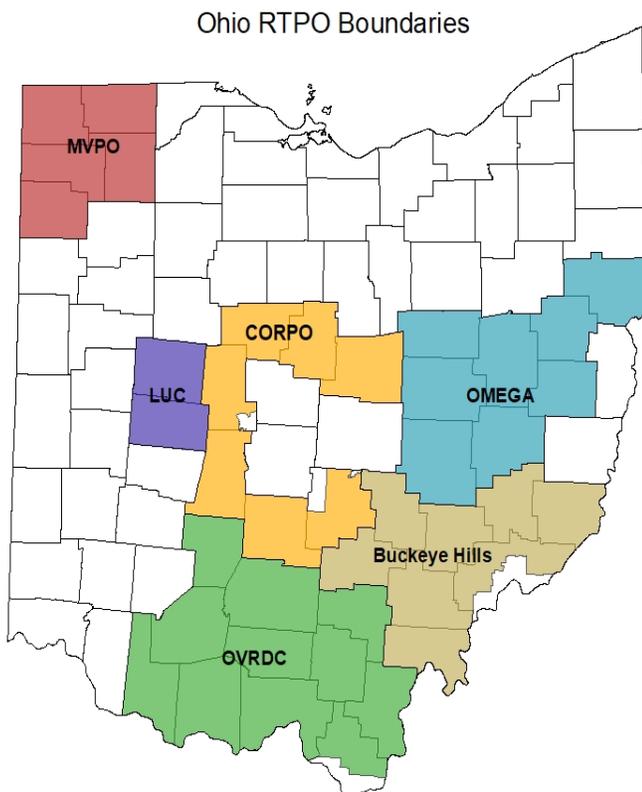


Ohio RTPO Newsletter

Program Overview

Ohio’s Regional Transportation Planning Organization (RTPO) Program is focused on providing transportation planning products and services to the non-metropolitan regions of Ohio. The RTPO Program was initiated in July 2013, with five regional planning agencies covering thirty-four Ohio counties. In July 2016, a sixth program was established covering seven central Ohio counties surrounding the Columbus metropolitan area. Each RTPO was initially charged with developing transportation expertise, regional transportation databases, a public engagement policy, and long-range multimodal transportation plan for their region. In 2017, the five original RTPOs coordinated development of four-year Regional Transportation Improvement Programs, recording the transportation infrastructure projects and funding scheduled for implementation in their regions. In 2018, ODOT and the RTPOs began incorporating and documenting Title VI of the Civil Rights Act of 1964 processes into the RTPO Programs. Title VI, specifically, 42 USC 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

This newsletter will highlight the diverse range of products and services Ohio’s RTPOs are providing their member local governments. The programs are evolving to address the unique needs of each RTPO’s region.



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Featured Projects



Buckeye Hills Regional Council, in May 2018, hosted public involvement meetings for Ohio's Statewide Transportation Plan -- Access Ohio 2045 (AO45). ODOT and a consultant team, led by Cambridge Systematics, are updating AO45 to assess "drivers of transportation change" including technology, economy, socio-demographics, and development. The Plan is being developed through a process called Scenario Planning. This involves analyzing four separate scenarios to define a range of responses for how transportation programs and policy can respond to these drivers of change. The Buckeye Hills public meetings provided opportunity for local elected officials, transportation stakeholders, and the general public to comment on and help refine the scenarios. When completed, AO45 will guide Ohio transportation policy and investments through the year 2045. Pictured here are transit representatives from Southeastern Ohio in the public meeting. They voiced concern regarding the need for more public transit services to meet the needs of an aging population and for younger populations who choose not to own a vehicle. The Buckeye Hills public meetings provided the AO45 team valuable insight into the long-term transportation needs of Southeast Ohio.



Additional information regarding AO45 is available at www.access.ohio.gov.



Central Ohio Rural Planning Organization (CORPO) worked with their seven county members, over a two year period, to complete and adopt the first ever CORPO Transportation Plan (CTP) in the summer of 2018. The plan was then submitted to ODOT for review. Currently, CORPO is completing an executive summary, which will include regional transportation priorities for the CORPO area. CORPO's member counties have benefited from the CTP by utilizing the plan's data and information to write comprehensive plans, explore grant opportunities, initiate additional planning processes, and obtain letters of support for projects. The CORPO Committee will meet in December to finalize the executive summary.



Logan-Union-Champaign Rural Planning Commission (LUC) worked with the City of Urbana, in Champaign County, to capitalize on the short-range planning section of the Planning Work Program. Specifically, the city was able to tap into the consultant services budget to have important studies performed. In an effort to increase safety on the SR 54 corridor, a resurfacing project is set to take place in the Fall of 2018.

As part of this resurfacing project, signage and pavement marking improvements are being considered for the two curves in the study area. A crash analysis and ballbank analysis were performed, which yielded the case for proposed improvements with their associated costs. Studies like these are great ways for local jurisdictions to leverage RTPo planning dollars to coincide with near term scheduled maintenance projects.



LUC's upcoming studies will include the south US68 and S. High Street corridors in Urbana. The US68 study will be primarily focused on speed zones in and around the newly completed Urbana City Schools K-8 campus. The S. High Street corridor study will be a more open analysis, with a range of issues and improvements including drainage, bike/pedestrian, parking, and vehicular safety improvements. The corridor has varying right-of-way widths which will make accommodating all users a challenge.

Featured Projects



Maumee Valley Planning Organization (MVPO) works frequently with member counties and communities to help them understand transportation related problems, identify needed projects, and pursue grant money to fund those projects. So far this year, MVPO has helped several communities apply for funding through programs including ODOT's Transportation Alternatives, the Transportation Improvement District program, Section 5319, Safe Routes to School, ODNR NatureWorks, and Clean Ohio Trails.

In addition to helping members complete grant applications and secure funding, the organization is also heavily involved in planning initiatives. MVPO has recently completed a School Travel Plan for the Village of Swanton, Coordinated Human Services Transportation Plans for the counties of Defiance and Fulton, and is working on developing an Active Transportation Plan for Williams County. MVPO is also investigating the potential of assisting the area to apply for a regional mobility manager in order to coordinate human services transportation at a five-county level. MVPO staff are also working on an ODOT Safety Application for the Village of Montpelier to make pedestrian and bicycle improvements, such as bicycle lanes, on SR 107 in conjunction with a planned ODOT project. MVPO will soon partner with ODOT on a pilot program for local safety assistance projects. A safety location will be chosen from the organization's high crash locations list included in their regional Safety Report in order to conduct a safety study and apply for funds on behalf of a member entity.



Ohio Mid-Eastern Governments Association (OMEGA) began the Coordinated Pilot Program under the guidance of ODOT's Office of Transit and funded by the Federal Transit Agency in 2018. This two-phase pilot program includes updating or creating locally coordinated human services transportation/public transit plans and developing a Regional Coordinated Human Services Transportation/Public Transit Plan

by December 2019. OMEGA has undertaken this pilot program by creating a robust network of service providers, funding agencies, and other stakeholders throughout the region. The goal of the Regional Coordinated Council is to improve access to transportation services throughout the region for senior citizens, disabled and others who do not have access to reliable transportation. The Council will focus on transportation for non-emergency medical appointments, employment, education, and other daily activities.



Ohio Valley Regional Development Commission (OVRDC) developed a program to assist its members by

offering consulting services for activities such as safety studies, traffic counts, and other planning services related to furthering transportation projects. In SFY 2018, OVRDC was able to leverage ODOT Safety Funds, as well as local funds, to commission two separate safety studies. In one study, a 1.2 mile stretch of road in Scioto County, pictured to the right, has experienced over 80 accidents in the past 3 years. In an additional study, a student group from Miami University was utilized to complete a roadway flooding study for Vinton County. The study gave the students valuable planning experience and provided the county with information to improve safety and reduce emergency response times during occurrences of flooding. OVRDC will continue to grow this program over the coming years.

