



The Connection

Ohio Department of Transportation

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OHIO DEPARTMENT OF TRANSPORTATION

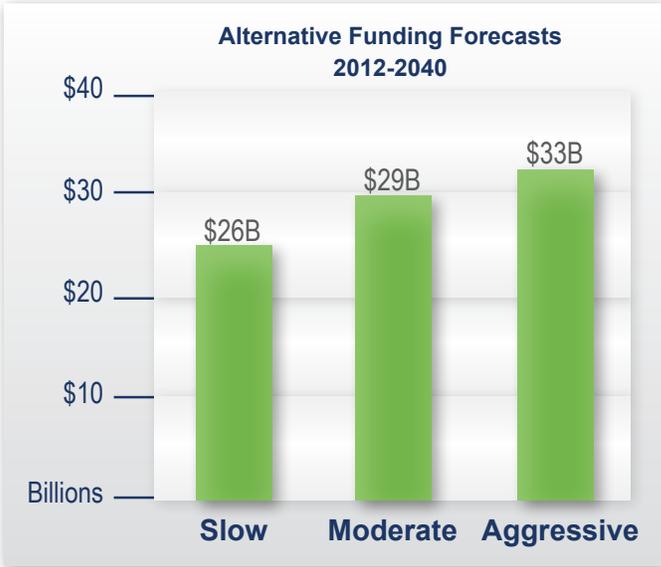
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ODOT FORECASTS FUTURE FUNDING LEVELS

ODOT and the CDM Smith team have generated planning-level projections of state revenues for transportation improvements over the next 30 years.

The three baseline forecasts assume a continuation of current funding programs and revenue sources, including all current state and Federal-aid sources, at three different assumptions about annual growth rates: Slow (0.5% federal, 0% state), Moderate (1.5% federal, 0.5% state) and Aggressive (3.0% federal, 1.0% state). On an annual basis, the three revenue forecasts correspond to \$877 million (slow), \$961 million (moderate), and \$1.09 billion (aggressive).

One of Access Ohio's (AO40) next steps is to develop companion forecasts of transportation needs for capital improvements, such as reconstruction, safety improvements and adding new capacity. The team will compare the projected needs to the projected revenues and then consider the policy options.



The team will consider the trade-offs between different funding allocations and the transportation system performances they produce. The purpose of this exercise is to provide a framework for future programming decisions across the state by looking at broad categories of investments across functions and across modes.

In AO40, the funding allocations are called Alternative Innovative Finance Scenarios.

In the next newsletter, we'll report back on what the scenarios are, but as a preview, the team may consider ideas such as:

- **Steady State** – emphasis on preservation
- **Mobility and accessibility** – emphasis on capacity expansion
- **Multimodal** – emphasis on providing mode choice and expanded modal services
- **Short Fall** – identifies what ODOT would do if there was a serious drop in funding (e.g., 35% in federal program)

AO40 is also looking at innovative finance sources and strategies that could generate revenues beyond baseline levels. The team is looking at existing programs, such as the Public Private Partnership (P3) program, that could provide additional revenues for capital investments and accelerate the pace of project delivery.

AO40 Plan Progress

2012

2013





Study Analyzes Freight Movement

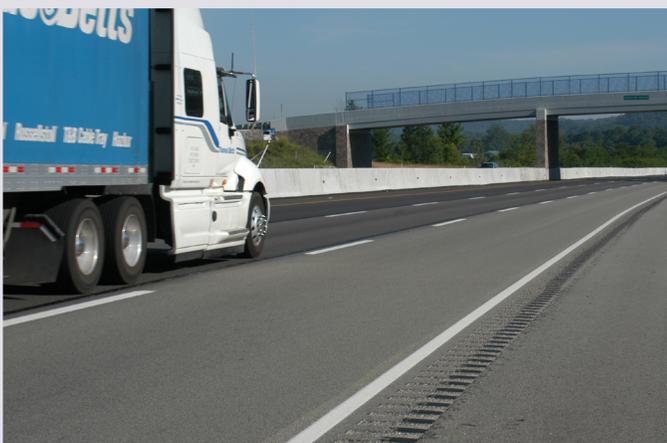
Last fall, ODOT initiated a Statewide Freight Study to examine current trends and future needs of Ohio's freight transportation system. Parsons Brinckerhoff was selected for the study. The results from the study will feed into AO40 through the Freight Chapter. This study has completed a series of analyses covering Ohio freight flows, an economic profile of key industries, stakeholder feedback, and the state's trucking, rail, port, and air cargo systems.

Key highlights include:

- Trucks move 68% of Ohio's freight as measured by tonnage. Rail and water move 28% and 4% of Ohio freight tonnage, respectively;
- In terms of value, trucks handle 88% of Ohio's freight;
- FHWA estimates that Ohio freight tonnage will increase 46% by 2040. Truck freight alone is forecast to increase 69% by 2040; and,
- Shippers and stakeholders praised Ohio's freight capabilities, notably its well-maintained highway system which is less congested than many areas of the country. There have also been impressive investments into the Ohio freight infrastructure, such as the NS Rickenbacker Intermodal facility, CSX North Baltimore intermodal facility, and capacity improvements at the Port of Toledo.

The next phase of work will build on this information to produce a freight needs analysis for Ohio, which will be completed by the end of October. Preliminary findings include:

- The need to upgrade some railroad lines in Ohio to handle 286,000-pound rail cars;
- Of the locks and dams on the Ohio River - 47% are labeled by the US Army Corps of Engineers as "functionally obsolete";
- Inadequate dredging of key ports like Toledo, which threatens productivity and long-term viability; and,
- Inadequate capacity on certain key corridors, such as I-75 between Findlay and Toledo, and the CSX/NS rail corridor through the Mill Creek Valley in Cincinnati.



When the needs analysis is complete, the study team will launch into the development of strategies to address freight deficiencies. Work will include an analysis of freight bottlenecks and their impact on key Ohio industries, which will allow the state to target investments which promote certain industries. The study team will also evaluate the feasibility and benefits of shifting freight from highways to rail, consolidating shipping through key Ohio ports, and the addition of capacity in key truck lanes. This analysis will be completed by the end of December, with a final report expected in January 2013.

PASSENGER MOVEMENTS CONSIDERED BY MODE

As part of the update to the Ohio Statewide Transportation Plan, passenger transportation modes are being analyzed to determine both existing and projected 2040 conditions and needs. To date, existing conditions have been identified and future conditions are currently being developed.



Modes being analyzed include:

- **Highway and bridges** – ODOT is responsible for approximately 20% of roads in Ohio (the remainder are the responsibility of local agencies). Of these roadways, 97% have pavement which is in acceptable or better condition for ride quality, which exceeds ODOT's goals. Highway needs will show where improvements are needed for expansion, modernization, and preservation of the roadways.
- **Transit** – In Fiscal Year (FY) 2011, Ohio public transit agencies provided over 111 million trips to Ohio residents, which was a 4% increase between 2010 and 2011. According to the US Census Bureau, 2010 American Community Survey estimated that approximately 2% of all trips to work in Ohio are made by public transportation and approximately 9% of Ohioans travel by carpool to work.
- **Bicycle and pedestrian** - Bicycle trunk routes were located to identify key connections between major cities for bicycle travel. A bicycle level of service evaluation was performed on routes in ODOT's roadway and bikeway databases to identify roadways most suitable for bicycling. This identified roadways and existing off road facilities to best serve as connectors between these long distance trails. Specific routes were determined to connect Ohio's 17 MPO's.
- **Aviation** – Ohio has 104 airports, which includes eight commercial service and the rest are general aviation airports. Airlines at the commercial service airports include US Airways, Delta, United, American, Allegiant, Southwest/AirTran, and Frontier. Between 2000 and 2010, the only commercial service airports that experienced growth in air carrier operations were Rickenbacker International and Akron-Canton Regional. This slow growth is not unique to Ohio - it has been experienced nationwide. Ohio recently initiated the Ohio Airport Focus Study which will determine the future needs for the statewide airport system.
- **Rail** – Passenger rail travel between cities in Ohio are provided by Amtrak which has three lines: the Cardinal (between New York City and Chicago), the Capitol Limited (between Washington, D.C. and Chicago), and the Lake Shore Limited (between Boston and New York City). Amtrak ridership increased by 19% from Fiscal Year (FY) 2009 to FY 2010 and 4% from FY 2010 to FY 2011. Toledo had the highest passenger volumes (over 66,000 boardings and alightings).

The results of the passenger transportation modes, which will identify the projected needs and deficiencies, will be incorporated into other sections of AO40 including corridors, finance, etc. as all of these sections are interrelated.

Steering Committee Convenes Regionally

A key component of ODOT's public involvement strategy is the Access Ohio Steering Committee. As a follow-up to the full committee meeting held in May, ODOT conducted a series of small group meetings, aiming to facilitate a deeper discussion of issues that are important to each region. During the week of August 13, 2012, meetings were held in Cambridge, Akron, Findlay, Columbus, and Dayton. The graphic below illustrates the topics that arose repeatedly throughout the week.

ODOT heard about the importance of transportation options to quality of life regardless of where you live in Ohio, such as the importance of "complete streets" in urban and suburban areas and transit services for the aging in rural areas. There was a strong emphasis on improving rail and water access, along with highways, to foster economic progress, ranging from urban redevelopment to capitalizing on opportunities presented by Ohio's shale gas industry. The attendees appreciated the need to maintain the existing system and seek a strong return on investment for any future expansions, although there was an acknowledgement that it is difficult to measure the benefits of providing transportation alternatives, which may impact Ohio's ability to attract and retain young professionals and lure new companies. A theme running throughout the discussions was the future of transportation funding, both nationally and in Ohio.

ODOT looks forward to discussing these issues further when the full committee convenes again on October 23, 2012 in Columbus.



DEFINING GOALS & OBJECTIVES

Over the last several months, the study team has continued its efforts to further refine the six goal areas previously outlined in the June edition of the AO40 newsletter. With input from the Steering Committee, Working Technical Group and ODOT leadership, the study team defined the goal areas and developed corresponding objectives (see chart below for details).

Preservation

- Goal:** Preservation - Promote cost-beneficial preservation of multimodal assets
- Objectives:**
- Preserve transportation assets and meet or exceed acceptable levels-of-service
 - Assist modal partners in achieving state-of-good repair
 - Manage transportation networks to improve system performance while working with local government partners to preserve community values

Safety

- Goal:** Safety - Continue to improve transportation system safety
- Objectives:**
- Reduce the total number of transportation related fatalities and serious injuries
 - Reduce the total number of transportation crashes
 - Improve security of the transportation system
 - Fund projects/programs as developed in the Strategic Highway Safety Plan

Mobility & Efficiency

- Goal:** Mobility & Efficiency - Reduce congestion and increase reliability for personal and freight travel
- Objectives:**
- Increase travel time reliability for passengers and freight
 - Minimize travel delays due to construction
 - Improve the efficiency and effectiveness of system operations

Accessibility & Connectivity

- Goal:** Accessibility & Connectivity - Increase customer access to state's multimodal transportation system and improve linkages between modes
- Objectives:**
- Ensure, enhance, and improve access to the existing multimodal system
 - Support non-Single Occupancy Vehicle (SOV) travel
 - Enhance connectivity for intermodal freight movements
 - Increase access to jobs, labor, freight markets, and economic development opportunities
 - Ensure and increase system access for underserved populations

Stewardship

- Goal:** Stewardship - Advance triple bottom line - financial, environmental, and social objectives - for all investments
- Objectives:**
- Optimize ODOT's investment and expand the use of Public Private Partnerships (P3)/tolling
 - Increase local participation in funding transportation
 - Minimize the environmental impacts of building, maintaining, and operating the state highway system
 - Minimize the air quality impacts of the state system
 - Continuously collect data on customer preferences and integrate into planning efforts

Economic Development

- Goal:** Economic Development - Develop and operate a state transportation system that supports a competitive and thriving economy, attracts new businesses, and provides for predictable freight movements
- Objectives:**
- Identify and deliver economic development projects
 - Increase system accessibility and reliability for both passenger and freight travel

IDENTIFYING CORRIDORS

From interstates to railroads and bikes to buses, Ohio has an extensive, multi-modal transportation network comprised of numerous elements each serving different needs in different locations. However, not every element of Ohio's transportation network carries the same volume of traffic, connects the same points of interest, or has been given the same classification. Every element of the transportation system is unique and important in its own way.

As a tool for helping to manage the numerous elements of Ohio's transportation network, the AO40 team is working on defining a framework that combines various elements of the transportation network into a series of corridors that crisscross the state. Each mode of transportation will have its own series of corridors which will be based on volume, connectivity, and classification. The corridors will be broken down into the following categories:

- **National significance** - The role in the national transportation network beyond the state of Ohio.
- **Statewide significance** - Transportation infrastructure significant to travel and trade across Ohio.
- **Regional significance** - Transportation infrastructure important to a specific region of Ohio.

Once defined, each corridor of national, statewide, and regional significance will be analyzed across a variety of factors, and the resulting data as well as corridor categories can be used by ODOT for project selection and planning activities.

GETTING INVOLVED

- Visit www.access.ohio.gov to:
 - Identify Informational Outposts
 - Provide input
 - View and print plan documents
- Join the AO40 Discussion on our [Twitter](#) and [Facebook](#) pages.
- Contact us at:
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