MEETING SUMMARY

Date: October 23, 2012

Time: 10:00 a.m. to Noon

Location: Mid-Ohio Regional Planning Commission

Speakers: Scott Phinney, Ohio Department of Transportation
David Moore, Ohio Department of Transportation

Format: PowerPoint Presentation

Handouts:
Agenda
Newsletter (September)
PowerPoint slides
Goals and Objectives
Customer Preference Overview
Corridor Maps by Mode
Corridor Criteria by Mode
Freight Study Update

Steering Committee Attendees:
See attached list

Project Team Attendees:
Scott Phinney, Ohio Department of Transportation
David Moore, Ohio Department of Transportation
Sara Walton, Ohio Department of Transportation
Andrew Hurst, Ohio Department of Transportation
Andrew Shepler, Ohio Department of Transportation
Chuck Dyer, Ohio Department of Transportation
Leigh Oesterling, Federal Highway Administration
Andy Johns, Federal Highway Administration
Frank Burkett, Federal Highway Administration
Paul Hershkowitz, Access Ohio Study Team
Samantha Wright, Access Ohio Study Team
Susan Daniels, Access Ohio Study Team
Suzann Rhodes, Access Ohio Study Team
Bob Parker, Access Ohio Study Team
Ken Rich, Access Ohio Study Team
Jennifer Threats, Access Ohio Study Team

SUMMARY (see attached PowerPoint presentation)

Introduction:
Scott Phinney, Ohio Department of Transportation (ODOT), Statewide Planning Administrator, opened the meeting and introduced the ODOT Statewide Planning and Research staff and the Consultant Team in attendance. Mr. Phinney explained that the purpose of the meeting is to provide study updates and gather feedback on the study's modal analysis approach.

Study Progress Update:
Dave Moore, ODOT, Staff Planner provided the following review of the study tasks recently completed and those currently in progress.

Completed Tasks (It was noted that completed documents are available on the study website, www.access.ohio.gov)

- Setting the Stage – This technical memorandum examines transportation issues and trends related to economic, social and environmental factors.

- Goals & Objectives – The Steering Committee was referred to their folders for the draft goals and objectives. ODOT acknowledged that further revisions would be needed to more directly reflect comments received from Steering Committee members during the regional meetings held in August.
- Passenger – The Existing Conditions Draft Technical Memorandum has been developed.
- Finance – Draft revenue/inflation projections have been developed and will be discussed later in the meeting.

Tasks Currently in Progress

- Roadways & Bridges
  - Future conditions are being reviewed.
  - Approximately $12 billion in bridge needs are anticipated between 2012-2040 (2011 dollars).
  - Approximately $60 billion in roadway needs are anticipated between 2012-2040.
- Transit
  - 4 types of transit service are being considered:
    - Urban - 27 agencies
    - Rural - 35 agencies
    - Elderly and persons with disabilities, and
    - Intercity bus service – GoBus.
  - Transit trips exceeded 111 million in 2011.
  - Future needs have been identified as:
    - $25 billion to maintain existing services, and
    - $30 billion for enhanced transit services.
- Bicycle
  - Existing infrastructure will be mapped by facility type.
  - Statewide trunk routes will be developed.
    - Connect major urban areas in conjunction with AASHTO National Bike Routes
  - Regional planning agencies and local governments will connect local facilities to the trunk route.
- Freight
  - Will use ODOT Statewide Freight Study as basis of the chapter.
  - The Freight Plan examines trends and freight flows inclusive of all modes.
  - AO40 will identify Ohio's freight network.
    - Under Map-21 the identified freight network is eligible for 90 to 95 percent federal funding, previously the federal funding eligibility was 80%
- Safety
  - Existing conditions review will include:
    - Overview of ODOT's Safety Program,
    - Crash rates - crashes were reduced by 10% between 2006 and 2010,
    - Serious injuries and fatalities by crash characteristic, and
    - Roadway departure linked with highest number of fatalities.
  - Future conditions review will include:
    - Future crash rates - projected using safety analysis.
- Finance

AO40 will include transportation revenue projections through 2040

- Decision to develop AO40 based on Moderate Growth Scenario (rather than the Slow or Aggressive Growth Scenarios),
  - The Moderate Scenario includes $28.8 billion; however, ODOT will not have enough state revenue to match federal aid under any of the three scenarios considered.
- Transit baseline revenue projections are equal to $6.6 billion.
  - Significant amounts of FTA urban transit funding is appropriated directly to urban direct grantees.

Establish inflation factors will be developed for "year of expenditure" for construction programs.

- 2011-2016 - ODOT Office of Estimating's short-term rates are averaging 4.5%/yr.
- 2017-2020 - ½-percent per yr. step down (4.0%-3.5%-3.0%) are from 4.5% rate.
- 2021-2040 - 2.5%/yr.

Next steps related to the development of the finance chapter include:

- Assessing multimodal transportation needs with available revenue, and
- Developing/documenting innovative funding strategies.

- Environmental Overview & Environmental Justice
  - Environmental overview will include:
    - Mapping Ohio's environmental assets.
  - Environmental Justice (EJ) assessment will include:
    - Preliminary output from Accessibility Tool has been reviewed,
    - Low income and minority populations throughout Ohio have been identified, and
    - An accessibility analysis will be performed next.

    Draft mapping of EJ locations was presented; however, the mapping will need further revision to identify locations beyond urban areas.

Mr. Moore reminded the Steering Committee that ODOT conducted a Customer Preference Survey and reviewed the background and results.

Survey Background

The survey was the first public involvement activity performed for AO40. Conducted in spring 2012, the survey included a statistically valid statewide sample of 1,900 random Ohio households. To ensure statewide participation, more than 1,900 surveys were conducted and 150 surveys were collected per ODOT district. Respondents were able to take the survey online, over the phone, or on paper.

Survey Results

The Steering Committee was provided a complete Customer Preference Survey results summary in their packets. Mr. Moore also provided the following highlights and conclusions:

Highlights

- Respondents noted that the most important Priority Investment topics are congestion and safety.
- The top two network priorities were noted as highway and transit.
- 62% of Ohioans think transportation funding should be increased over the next five years.

Conclusions

- 96% of Ohioans want ODOT to "Take care of what we have"

- 93% of Ohioans want ODOT to "Improve safety"
- 90% of Ohioans want ODOT to "Enhance capacity"
- Second highest modal priority - Transit
- Most Ohioans do not understand how transportation is funded, but think it should be increased

Analysis Approach:

Mr. Phinney provided an overview of the analysis approach identified for AO40. He explained that all long range transportation plans include an analysis of the transportation system. The purpose of the analysis is to guide, inform and support decision making by stakeholders. Typically the analysis is based on the following elements:

- Current usage (Volume/Demand)
- Current capacity (Supply)
- Predicted future usage
- Multi-modal
- Finance

ODOT will use the modal analysis to assist in prioritizing ODOT's investments, lay the foundation for "unified" project selection, address gaps in the system, and create a balanced transportation system. Mr. Phinney explained that the purpose of today's meeting is to identify how stakeholder groups may use the modal analysis to review and comment on the analysis approach for each mode – bike/pedestrian, highway, maritime and rail, and transit.

Mr. Phinney noted that some modes will be analyzed by service area and/or by corridor. Currently ODOT's analysis includes the following approach by mode:

<u>Service Area</u>

- Aviation
- Transit

As there are a relatively small number of transit agencies and airports in Ohio (compared to the number of highways) all transit and airport service areas will be considered.

<u>Corridors</u>

- Bike
- Highways
- Maritime
- Railroads
- Intercity Transit

Due to the large number of highways in Ohio not all highways can be analyzed - some stratification of the highway system is necessary. A criteria matrix will be used to identify:

- **National** significance
- **Statewide** significance
- **Regional** significance

Mr. Phinney then reviewed the draft criteria for each mode (see PowerPoint slides for details). The Steering Committee was provided draft criteria for each mode and corresponding mapping within their packets.

Analysis Discussion:

Mr. Phinney explained that Committee members were assigned to discussion groups based on transportation mode - bike/pedestrian, highway, maritime and rail, and transit. Each group was also assigned a facilitator and an ODOT subject expert to assist with questions and guide the discussion. Mr. Phinney encouraged the Committee to provide their feedback on the proposed analysis approach for their mode and the specific attributes ODOT should use to analyze each mode. Steering Committee members were also encouraged to switch groups if they felt they were more suited to or interested in another group.

The Committee was given approximately 40 minutes to discuss their assigned mode. Upon completion each group was given the opportunity to review the highlights of their discussions. The following are summaries provided by each group's facilitator. (See the Appendix for Steering Committee attendance list for group designations. Flip chart notes were also documented for each group and can be found in the Appendix.)

Table 1 - Bike/Pedestrian

Facilitator: Ken Rich
ODOT Representative: Andrew Hurst
FHWA Representative: Andy Johns

Initial discussion by the group focused on concerns cited by Bob Brown, of City of Cleveland Planning, that the Goals, Objectives and Critical Success Factors did not contain specific bicycle/pedestrian language. Following brief discussion, the breakout group did acknowledge that bike/pedestrian considerations can be associated with the objectives and critical success factors related to the goal areas of Accessibility and Connectivity; Mobility and Efficiency; Stewardship; and Safety.

Is the corridor analysis approach appropriate?

The group indicated that the corridor analysis approach is generally appropriate for the broader scope of evaluating corridors of national and statewide significance (AASHTO's US Bike Route System and Ohio's Bike Trunk Route System). Kate Moening, Safe Routes to School National Partnership, and Rhonda Romano, Rails to Trails Conservancy, advised that benefits of bike/pedestrian routes are more local and regional and require close coordination with and action by MPOs, and other regional and local planning agencies. It was noted that MPOs will establish local connections to the state system.

Coordination with ODNR was also suggested to incorporate separately funded trails into the overall statewide plan. ODOT's Bike/Pedestrian Coordinator Heather Bowden said that ODOT does convene semi-annual coordination meetings with the MPOs.

What attributes of a bike system should ODOT consider?

CONNECTIVITY: The group concurred that connectivity is the number one attribute for bike systems. Participants cited the need to connect to other transportation modes (especially transit), existing bike routes and trail systems. They cited the importance to fill gaps in existing bike routes and to extend bike access to areas that are not serviced by transit. They also emphasized the regional/local aspect of connectivity to employment, shopping, recreation, health care and education.

Catalina Landivar-Simon, Hamilton County Planning, identified a general absence of bike/pedestrian connectivity in Southern Ohio.

SAFETY: Analyze corridors for geometric deficiencies, crash occurrence and vehicle counts. It was suggested that user surveys be conducted through which actual users can provide direct input regarding safety needs based upon firsthand experience.

REDUCED VEHICLE MILES TRAVELED: Evaluate the potential to reduce vehicle miles travelled

LOCAL/REGIONAL POTENTIAL: Consider the degree to which federal and state routes can support the existing local/regional systems and their future development. (Locally, systems could be evaluated based upon their ability to support those without cars, possibly including: low income, youth and elderly.)

ACCESSIBILITY: Consider whether the bike systems are easily accessible to underserved communities and Environmental Justice populations.

FUNDING AVAILABILITY: Identify available funding sources to support the development of bike routes and evaluate the ability of individual routes to leverage available funding.

How can local agencies use the AO40 Plan for bike/pedestrian?

Local/regional emphasis should be placed on Connectivity, Livability, Mobility and Stewardship (community appropriateness). Identify local projects that can successfully connect to state and federal systems and identify opportunities to include those potential bike/pedestrian components in other transportation improvement projects. Perhaps including a bike/pedestrian component could serve as a mitigation measure.

Bob Brown suggested that Health Impact Analyses could be conducted to evaluate how projects affect health.

Access to EJ communities can be most directly affected in local and regional planning and programming.

Table 2 and 3 – Highway

Facilitator: Susan Daniels, Bob Parker
ODOT Representative: Andrew Shepler and Scott Phinney

The Highways Breakout Group focused predominantly on why certain highways were on the list while others were not and how they were identified. Group members questioned the terms national significance, statewide significance and regional significance. The group wanted the evaluation of the corridors to have some subjective evaluation criteria, not that every corridor should be plugged into a "one-size-fits-all" type of evaluation.

There was also discussion about designating corridors from origin to destination instead by route number (i.e. Columbus to Cincinnati rather than I-71 corridor). Along those same lines, it did not appear that the criteria allows for any "new corridors" to be evaluated.

Some discussion was also had about connectivity between highways and other modes, like rail hubs or intermodal facilities. Also, a suggestion was made to perhaps lower the lowest threshold so more corridors could be included in the study.

Table 4 – Rail & Maritime

Facilitator: Suzann Rhodes
ODOT Representative: Chuck Dyer
FHWA Representative: Frank Burkett

Rail:

- Not corridors, but as Origin/Destination pairs; where is the freight moving from and to?
- Movement based upon customer demand and what market / economics telling rail companies. Not on policy.
- Corridors identify best option now but not what might be best option in 10-30 years.

What numbers/technical research do we need to look at to benefit this study?

- Benefit analysis, how freight flows, and customer impact to decide whether it's best to move freight by rail or highway.
- Look at capacity (how is capacity defined?) which identifies need *capacity data severely lagging real time -- how should data be counted (FAF, Global insights, statewide model) to help analyze rail?
- Hub and Spoke system at N. Baltimore makes data count by lifts difficult to define since 30+ trains come in but only 75 trucks go out.
- Freight generators and receivers
- City's interest in public funding avail. (public interest was driver)
- Congestion and safety = major motivating factors for rail projects.
- Look for opportunities, through data, to shift freight from highway to rail.
- Assume the diversion (market forces) of transport from one network to another with policy changes.

How should ODOT apply funds for rail/highway intersections?

- Identify good grade separations?
  - base on freight volume
  - safety improvements
  - train speeds at crossings
  - delay for vehicles and velocity of train at possible collision.
- Railroads inclined to increase share from 5% if a good (beneficial to freight movement) project

What information is needed to make data helpful?

- OD pairs
- Freight flows
- Ops for PPPs > market agenda 1st (identified by RR)
- Congestion and safety
- Underutilized rail-served industrial facilities listed and available; encouraged to customers who need rail service.

Maritime:

- Ports connectability to highways and rail
- Capacity to move products from one mode to another

How can ODOT invest other than in their roadways?

- Depends on the location-type (public vs. private)
- Depends on type of funding designated to the project/need. There are funding mechanisms available if you know the need.

- Needs data (tonnage, connectivity) to identify need of improvements.
- Commodities, depth of port
  - recorded but not available

Table 5 – Transit

Facilitator: Paul Hershkowitz
ODOT Representative: Sara Walton and Dave Moore
FHWA Representative: Leigh Oesterling

The transit table agreed to the corridor criteria for National and Statewide criteria, and the service area approach for the Regional classification (there was a lot of support for a service area approach for Regional). There was a lot of discussion around the service area criteria. Comments generally focused on issues related to access to jobs and medical services in rural areas and how the table participants would use the "corridor outputs".

National/statewide transit corridors were also discussed with recognition of Amtrak, Greyhound, and Megabus, and Lakefront service.

There was also discussion of how to use the analysis. Areas that were identified were:

- Develop housing around access
- Readily available and updated data
- Use for funding justification state level – OPTA
- Local match using fares - Federal coercing

Also, the analysis should focus on where people are, where they are going, and how that has changed historically.

Other identified issues were:

- Cost to riders as an "access criteria"
- Local transit agencies have performance measures
- Transit's role in reducing congestion
- Transit needs to be more developed in rural areas - Elderly and disabled medical needs in SE and southern Ohio
- There's no usable transit to get poor people to job locations (timing/schedule issue)
- Lack of jurisdictional coordination. Needs to improve for effectiveness/efficiency to serve riders
- TOD in urbanized areas as a driving force for ED

Next Steps:
Mr. Phinney concluded the meeting by providing a review of the next steps.

MindMixer - is an on-line public engagement tool ODOT recently launched to solicit public input for AO40. Mr. Phinney encouraged the Steering Committee to visit the site www.accessohio2040.com and to share the site address with their contact lists. A request was made from the Committee to e-mail the address for the MindMixer site and study website (www.access.ohio.gov) to make distribution easier. ODOT agreed to do so and will also send each Committee member additional guidance to help them create their own MindMixer accounts.

State of the System Report - is anticipated to be completed in December 2012.

Next Meeting - The next Steering Committee Meeting is anticipated to be held in late winter 2013.

In the meantime, Steering Committee members were asked to continue to be ambassadors for AO40 by talking to their peers and colleagues, visiting the AO40 website and the MindMixer site, and learning what transportation issues are important to their constituents. The Steering Committee can also share comments and or requests at access.ohio.2040@dot.state.oh.us or by calling Scott Phinney at 614.644.9147.

Mr. Phinney thanked everyone for their time and noted that the Study Team looks forward to working with them in the future.

With no further questions or discussions, the meeting was adjourned at approximately 12:10 p.m.

Prepared by:

McCormick Taylor, Inc.

Jennifer Threats	Kenneth V. Rich
Public Involvement Specialist	Facilitator/Associate, Sr. Public Involvement Specialist

APPENDIX A

STEERING COMMITTEE ATTENDANCE
Meeting #2

Group 1 – Bike and Pedestrian

Kate Moening, Safe Routes to School National Partnership
Heather Bowden, Ohio Department of Transportation (Bike/Ped Planning)
Ben Wickizer, Sierra Club of Ohio
Rhonda Romano, Rails to Trails Conservancy
Catalina Landivar - Simon, Hamilton County-Planning
Bob Brown, City of Cleveland

Group 2 – Highway

Tony Paglia, Youngstown/Warren Regional Chamber
Dan Moeglin, City of Canton
Doug Hammon, Ohio State University Airport
Neil Tunison, Warren County
Steve Finke, City of Dayton
Thom Slack, Ohio Department of Transportation (District 6)
Heidi Fought, Ohio Township Association
Nick Gill, Mid-Ohio Regional Planning Commission
Scott Schmid, Clark County-Springfield Transportation Coordinating Committee

Group 3 – Rail & Maritime

Mark Locker, Ohio Department of Transportation (Freight Planning)
Don Damron, Ohio Rail Development Commission
Julie Kaercher, Ohio Rail Development Commission
Rusty Orben, CSX
Bill Harris, Norfolk Southern

Group 4 – Transit

Lisa Patt-McDaniel, Ohio Capital Corporation for Housing
Mark Donaghy, Ohio Public Transit Association, Dayton RTA
Marianne Freed, Ohio Department of Transportation (Transit)
Lantz Repp, HOC-ATH-PER Com. Action
Greg DiDonato, Ohio Mid-Eastern Governments Association

APPENDIX B

BIKE/PED NOTES:

Initial discussion regarding absence of bike/ped-specific wording in the Goals, Objectives and Critical Success Factors

- Although not specifically noted, there is an association with objectives and critical success factors related to goal areas of Accessibility and Connectivity, Mobility and Efficiency, Stewardship, and Safety.

Is the corridor analysis approach appropriate?

- The broader scope (national > state) of the approach can support local planning needs. It is generally appropriate.
- Some questioned the application of a highway approach to bikeways since most bike trips are local, then regional
- Need to ensure that other agencies (MPOs, ODNR, non-profit advocacy groups) are involved and are sharing information also.
  - MPOs will identify local projects for programming as part of their processes
  - ODOT convenes semiannual meetings with statewide MPOs to discuss issues and concerns.

What attributes of a bike system should ODOT consider?

- Top priority is Connectivity
  - to other modes
  - existing bike routes (fill gaps)
  - trail systems
  - to employment, shopping, recreation, health care and education (emphasis placed on local connectivity)
- Address safety needs (for pedestrians also)
  - Geometric deficiencies
  - Crash analysis
  - Vehicle counts
  - Conduct user surveys to identify needs / concerns
- Potential to reduce vehicle miles travelled (measure)
- Address the "connectivity desert" in southern Ohio
- Address the existence of ODNR state- and federally-funded trails in the plan.

- Potential of national and state bike routes to support the development of local/regional bike systems.
  - Consider whether regional transportation systems can support those without cars (low income, youth, and elderly).
- Access to underserved communities / Environmental Justice communities
- Southwestern Ohio
- Ensure that bike routes best leverage all available funding sources.
- Consider transit linkages
- Identify areas where transit is not available

How can local agencies use the AO40 Plan for bike/ped?

- Identify opportunities to include bike/ped components in other transportation improvement projects.
  - could serve as a mitigation measure
- Locally/regionally identify and address Connectivity, Livability, Mobility and Stewardship (community appropriateness)
- Conduct Health Impact Analyses to determine how projects affect health.
- Address EJ considerations in local planning and programming.

APPENDIX C

HIGHWAY NOTES:

- Must consider nearby population/employment centers (e.g. Pittsburgh)
- Why is US 33 in/out western border only as regional rather than statewide
- Surprised that there aren't more routes being studied
- Defining:
  - National – connecting to country
  - State - connecting parts of state
  - Regional – intra-regional connectivity, greater than 15 miles seems to long
- Short interstates are more regionally important.
- Consider adding a category to cover "missing links" that connect to an existing corridor
- Consider making corridors meet several of criteria but not all
- How is I-77 not red (National Significance)? ADT isn't the important thing. It is skewing the results.
- Cleveland to Pittsburgh development belt
- 2010 data doesn't reflect shale gas growth
- I-670 is not a national or even a statewide route
- 315 – Is that really statewide importance?
- 36 -42 connect regional population centers within MORPC
- 6 in Northwest Ohio seems to be missing
- Consider using judgment rather than making everything fit
- Consider naming corridors by what it connects – maybe more than one route provides connection
- Corridors that are regionally important need to be identified – so we know the importance to protect it (e.g. access management)
- Consider routes that connect the county seats
- Connectivity should also consider connection to other modes
- Intermodal connections – gap analysis

Analysis

- Development wants highway and rail accessibility– highway connectivity to where you have rail
- Regional classification can correlate to the connectivity to rail

- Map needs to reflect reality on the ground – don't want to put regions at a disadvantage unfairly
- Add more regional routes, but also consider population threshold for lowest category
- Need to show population/employment growth/ management rather than just the snap shot in time (2010 census)

APPENDIX D

RAIL AND MARITIME NOTES:

RAIL:

- Not corridors, but as Origin/Destination pairs; where is the freight moving from and to?
- Movement based upon customer demand and what market / economics telling rail companies. Not on policy.
- Corridors identify best option now but not what might be best option in 10-30 years.

What numbers/technical research do we need to look at to benefit this study?

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MARITIME:

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How can ODOT invest other than in their roadways?

- Depends on the location-type (public vs. private)
- Depends on type of funding designated to the project/need. There are funding mechanisms available if you know the need.
- Needs data (tonnage, connectivity) to identify need of improvements.
- Commodities, depth of port > recorded but not available

APPENDIX E

TRANSIT NOTES:

- Transit data tracked locally and compared nationally
- Elderly and disabled – access and cost as criteria (cost to riders)
- Role of transit in congestion mitigation – add capacity with transit
- In a lot of rural areas, transit just being developed
- How do rural workers get to jobs?
- Coordination of existing passenger service
- Rural land use management
- Connectivity after transit
- Analysis should focus on where people are and where they are going and how that has changed
- How well do we work with development projects? Is transit at the table?
- National transit corridor
  - Amtrak
  - Greyhound
  - Megabus
  - Lakefront
- How to use the analysis?
  - Develop housing around access
  - Readily available and updated data
  - Use for funding justification state level – OPTA
  - Local match using fares - Federal coercing
- Transit should be coordinated with highway projects

Steering Committee Meeting #2

Ohio Department of Transportation

AGENDA

Date: October 23, 2012

Time: 10:00 a.m. to Noon

Location: Mid-Ohio Regional Planning Commission

Speakers: Scott Phinney, ODOT
Dave Moore, ODOT
Ken Rich, Access Ohio Study Team, Facilitator

Format: PowerPoint Presentation

Handouts: Newsletter (September)
PowerPoint slides
Gas Tax Graphic
Customer Preference Overview
Corridor Maps
Corridor Criteria
Freight Study Update

Displays: Corridor Maps

1. **Welcome** — **10:00 a.m. – 10:10 a.m.**
   Scott Phinney, ODOT
   a. Welcome & Introductions
   b. Purpose of the Meeting and Agenda review

2. **Study Progress Update** — **10:10 a.m. – 10:40 a.m.**
   Dave Moore, ODOT
   a. Completed tasks (Setting the Stage, Goals & Objectives)
   b. Tasks currently in progress (Passenger needs, safety, freight, finance, etc.)
   c. Preference Survey (logistics, results, application of results)

3. **Corridors** — **10:40 a.m. – 10:55 a.m.**
   Scott Phinney, ODOT
   a. Approach
   b. Criteria

4. **Corridor Discussion** — **10:55 a.m. – 11:35 a.m.**

5. **Report Out** — **11:35 a.m. – 11:55 a.m.**

6. **Next Steps** — **11:55 a.m. – 12:00 p.m.**
   Scott Phinney, ODOT
   a. Next meeting (Winter 2013)
   b. MindMixer (October 2012)
   c. State of the System Report (December 2012)

WELCOME

Steering Committee Meeting #2

October 23, 2012

Welcome

Meeting Purpose: ***to provide study updates and gather feedback on the study's modal analysis approach.***

Agenda Review

- Study Progress Update – 10:10
- Modal Analysis Approach – 10:40
- Modal Analysis Discussion (groups) – 10:55
- Report Out – 11:35
- Next Steps – 11:55

Study Progress Update

ACCESS OHIO 2040

Completed Tasks – Documents on Project Website

- Setting the Stage
- Goals & Objectives
- Passenger
  - Existing Conditions Draft Technical Memorandum
- Finance
  - Revenue / Inflation Projections

Study Progress Update

Tasks Currently in Progress

Roadways & Bridges

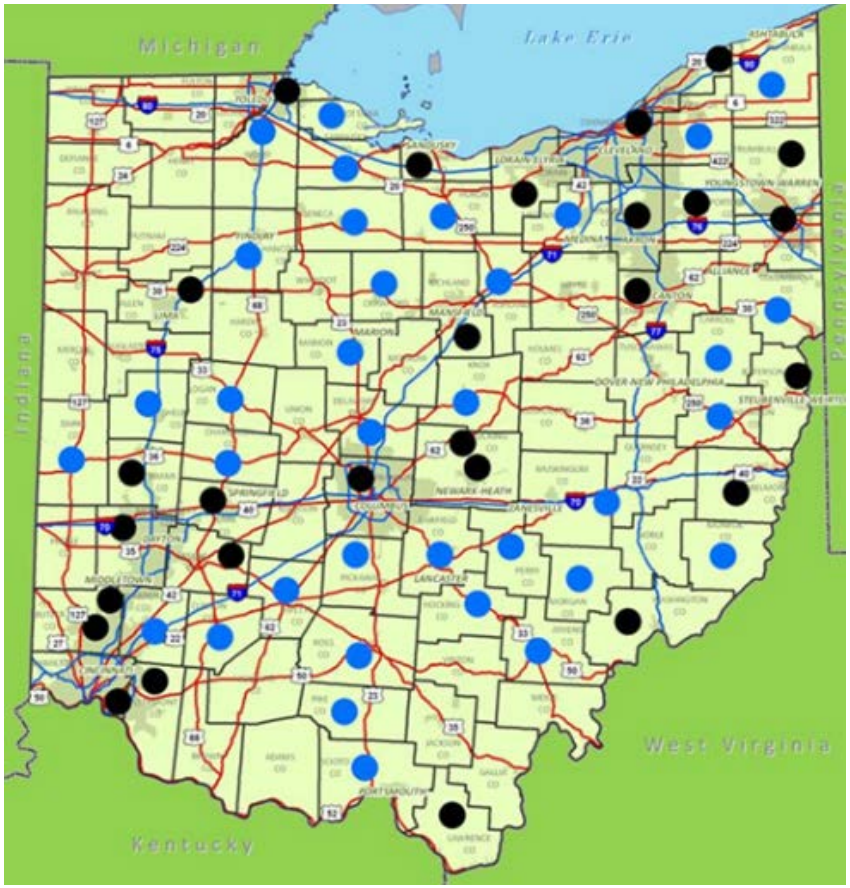
- Existing conditions
  - ODOT owns 39% of all Ohio bridges
  - ODOT owns 19% of all Ohio roadways by lane miles
- Future conditions
  - Approx. $12 billion in bridge needs between 2012-2040 (2011 dollars)
  - Approx. $60 billion in roadway needs between 2012-2040

Study Progress Update

Tasks Currently in Progress

Transit

- 4 types of service:
  - Urban - 27 agencies
  - Rural - 35 agencies
  - Elderly and persons with disabilities
  - Intercity bus service - GoBus
- Transit trips exceeded 111 million in 2011
- Future Needs:
  - $25 billion to maintain existing services
  - $30 billion for enhanced transit services



Study Progress Update

Tasks Currently in Progress

Bicycle

- Map existing infrastructure by facility type
- Develop statewide trunk routes
  - Connect major population centers
- Regional planning agencies will connect local facilities to the trunk routes

Study Progress Update

Tasks Currently in Progress

Freight

- Will use ODOT Statewide Freight Plan as basis of chapter
- Examines trends and freight flows inclusive of all modes
- Identify Ohio's freight network
  - 90 to 95 percent eligibility

Tasks Currently in Progress

Safety

- Existing Conditions
  - Overview of ODOT's Safety Program
  - Crashes were reduced by 10% between 2006 and 2010
  - Serious injuries and fatalities by crash characteristic examined
    - Roadway departure linked with highest number of fatalities
- Future Conditions
  - Future crash rates are projected using safety analyst

Study Progress Update

Tasks Currently in Progress

Finance

- Develop transportation revenue projections through 2040
  - Highway baseline revenue projections
  - Decision to develop AO40 based on Moderate Growth Scenario
  - Moderate Scenario = $28.8B
    - ODOT will not have enough state revenue to match federal aid under each scenario
  - Transit baseline revenue projections = $6.6B
    - Significant amounts of FTA urban transit funding appropriated directly to urban direct grantees

Study Progress Update

Tasks Currently in Progress

Finance

Scenario Description	Scenario #	Federal $	State $
Slow Growth	1	0.5%/year	flat
Moderate Growth	2	1.5%/year	0.5%/year
Aggressive Growth	3	3%/year	1%/year

Study Progress Update

Tasks Currently in Progress

Finance

- Establish inflation factors for “year of expenditure” for construction programs
  - 2011-2016 - ODOT Office of Estimating’s short-term rates averaging 4.5%/yr.
  - 2017-2020 - ½-percent per yr. step down (4.0%-3.5%-3.0%) from 4.5% rate
  - 2021-2040 - 2.5%/yr.
- Next steps
  - Assess multimodal transportation needs with available revenue
  - Develop/document innovative funding strategies

Study Progress Update

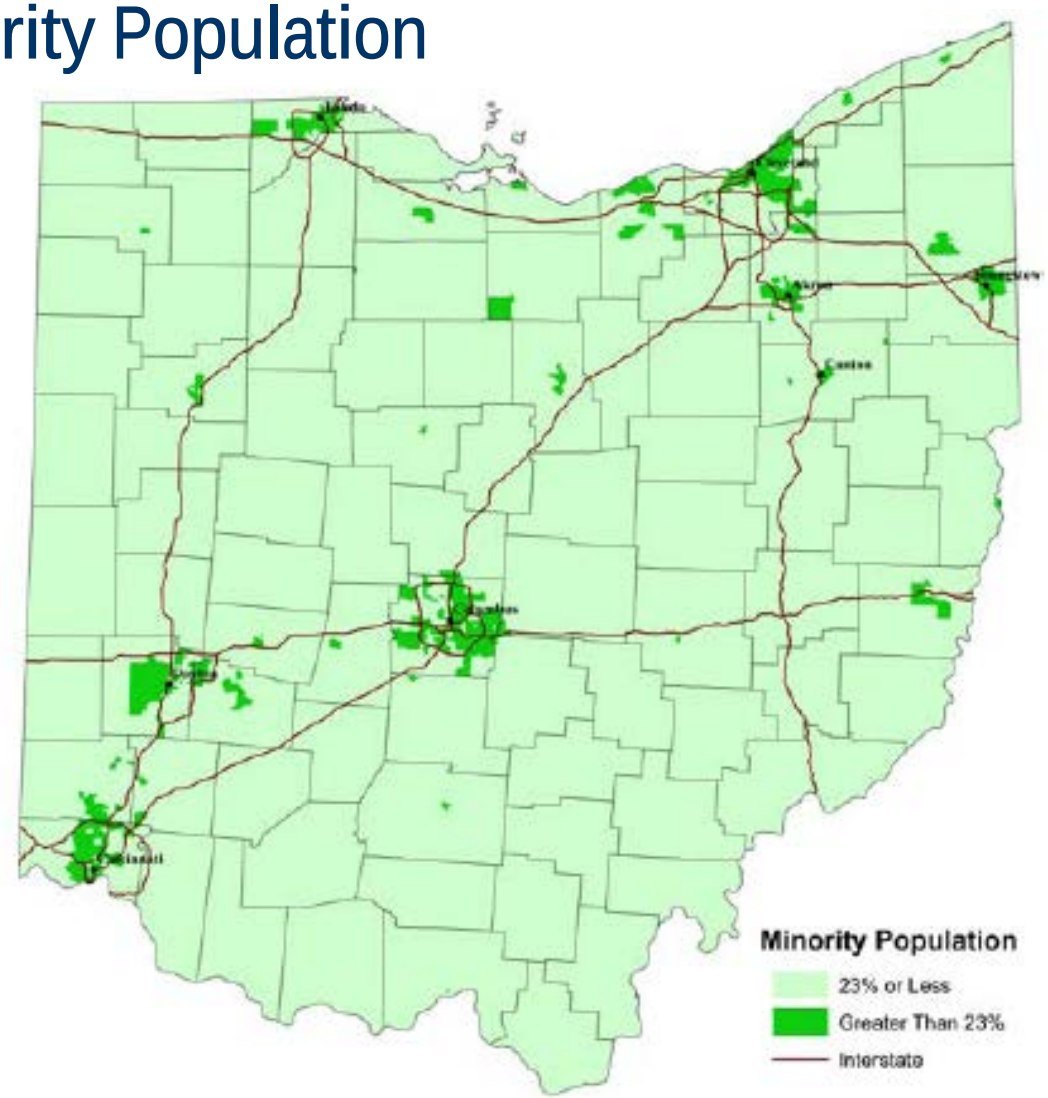
Tasks Currently in Progress

Environmental Overview & Environmental Justice

- Environmental Overview
  - Mapping Ohio's environmental assets
- Environmental Justice (EJ)
  - Preliminary output from Accessibility Tool has been reviewed
  - Identified low income and minority populations throughout Ohio
  - Next step, perform an accessibility analysis

ACCESS OHIO 2040

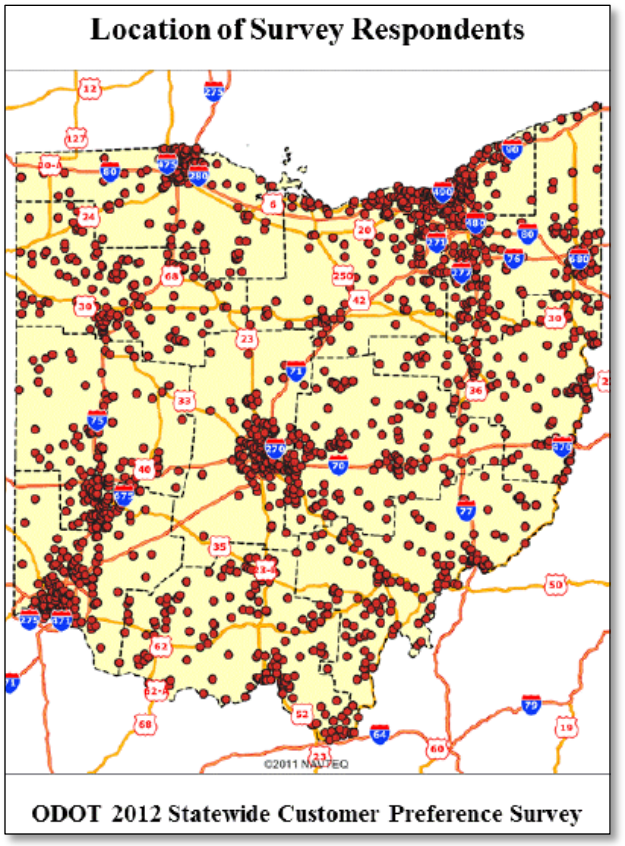
2010 Minority Population



Study Progress Update

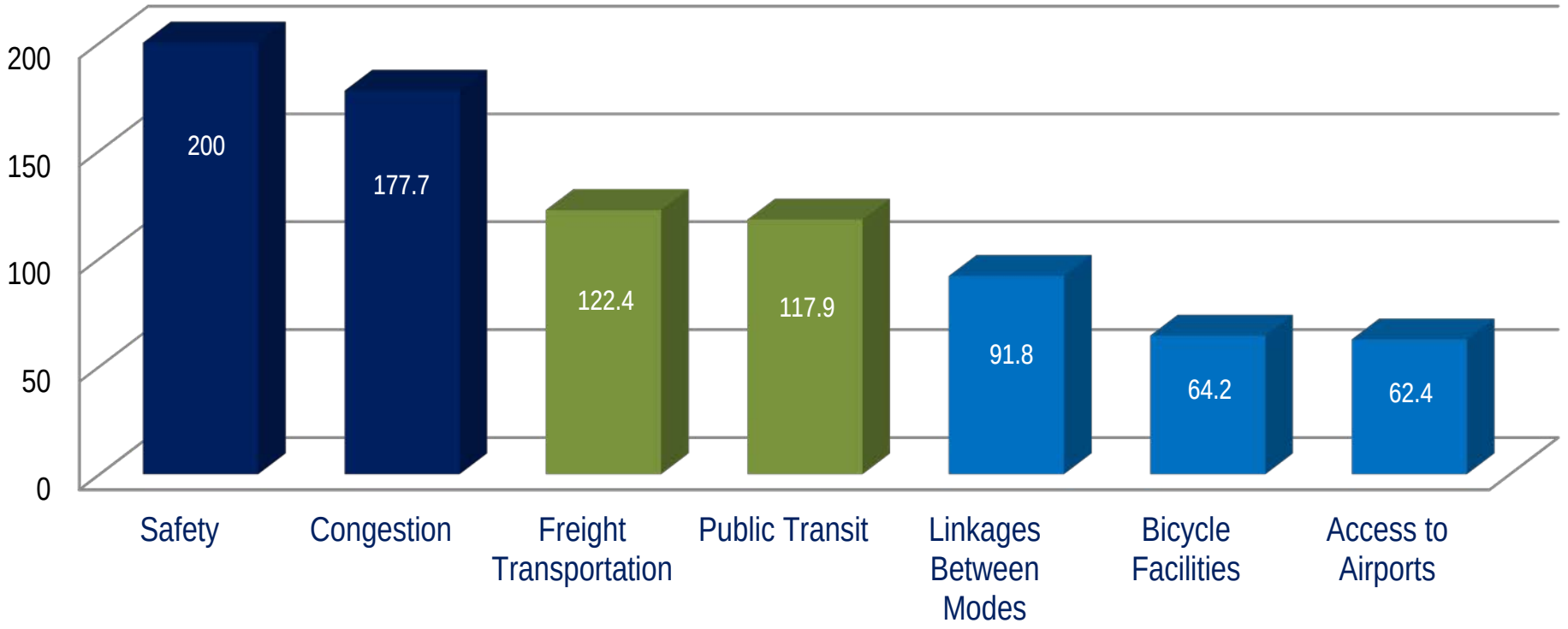
Preference Survey - Background

- 1st public involvement activity
- Conducted in spring 2012
- Valid statewide sample of random Ohio households
  - 1,900 households sampled
  - 150 per district
  - Respondents were able to take the survey online, over the phone, or on paper



Preference Survey - Results

- Congestion and Safety are the most important topics

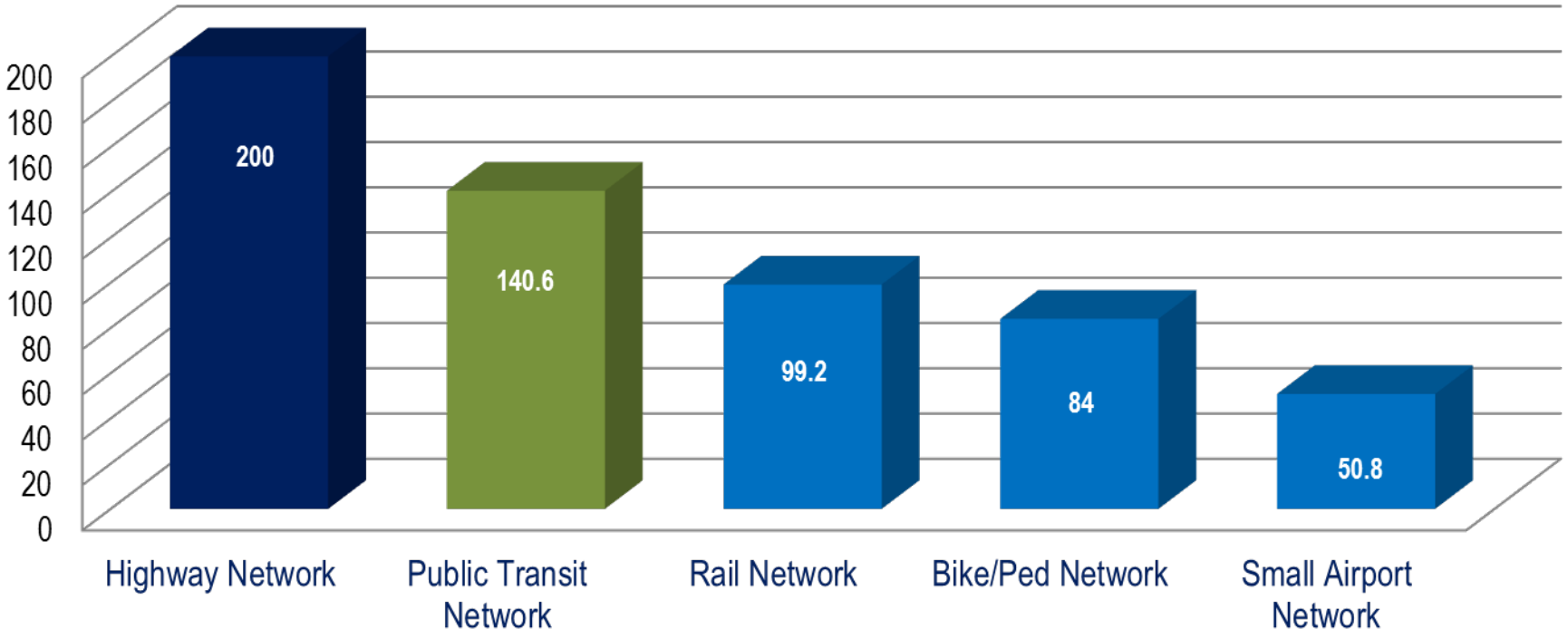


Priority Investment Ratings

Study Progress Update

Preference Survey - Results

- Top two network priorities are highway and transit

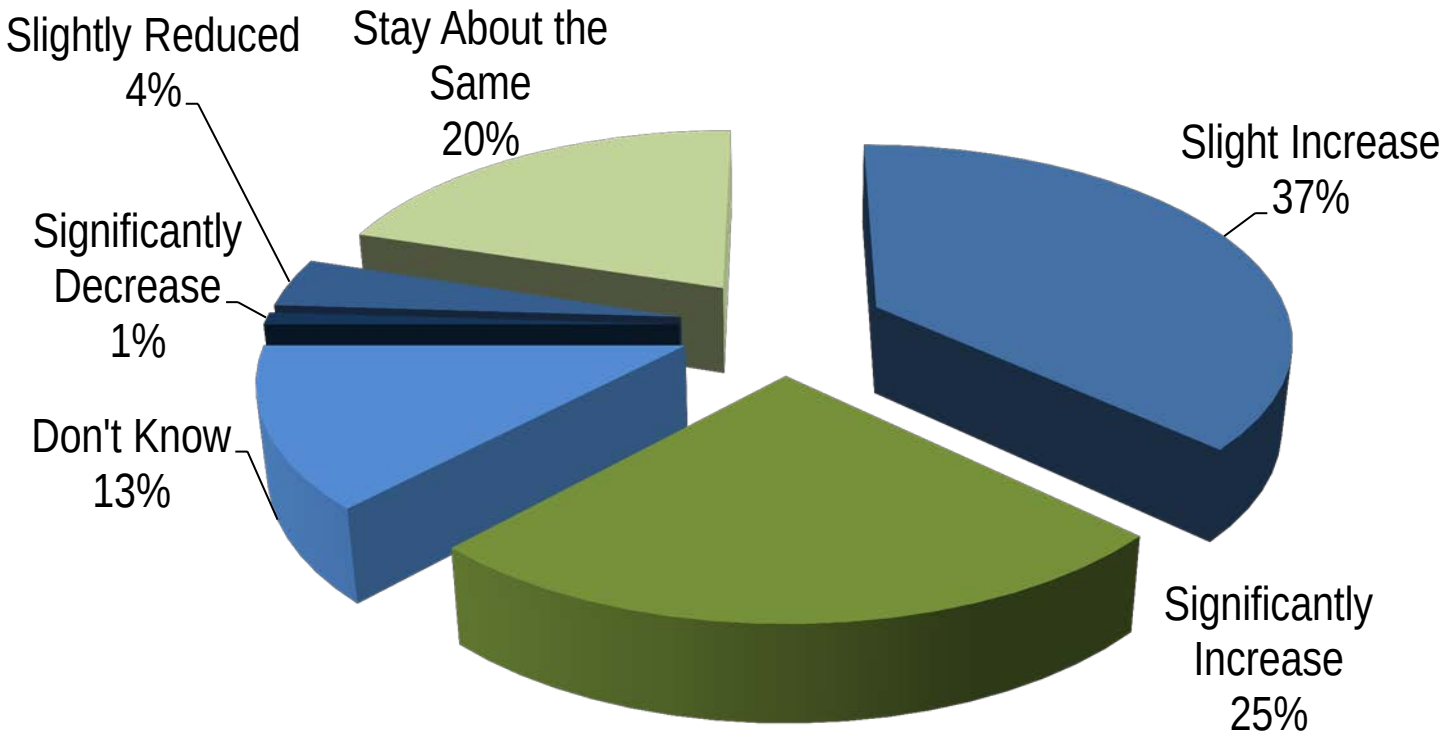


Priority Investment Ratings

Study Progress Update

Preference Survey - Results

- 62% of Ohioans think transportation funding should be increased over the next 5 years



Study Progress Update

Preference Survey - Conclusions

- 96% of Ohioans want ODOT to “Take care of what we have”
- 93% of Ohioans want ODOT to “Improve safety”
- 90% of Ohioans want ODOT to “Enhance capacity”
- Second highest modal priority - Transit
- Most Ohioans do not understand how transportation is funded, but think it should be increased

Analysis Approach

- All long range transportation plans include analysis of the transportation system
  - Current usage (Volume/Demand)
  - Current capacity (Supply)
  - Predicted future usage
  - Multi-modal
  - Finance
- The analysis guides, informs and supports decision making by stakeholders

Analysis Approach

How will ODOT use the modal analysis?

- Assist in prioritizing ODOT's investments
  - Lay the foundation for "unified" project selection
- Address gaps in system
- Create a balanced system

Analysis Approach

ACCESS OHIO 2040

How will transportation stakeholder groups use the modal analysis?

Analysis Approach

ACCESS OHIO 2040

How will the analysis be performed across the transportation modes?

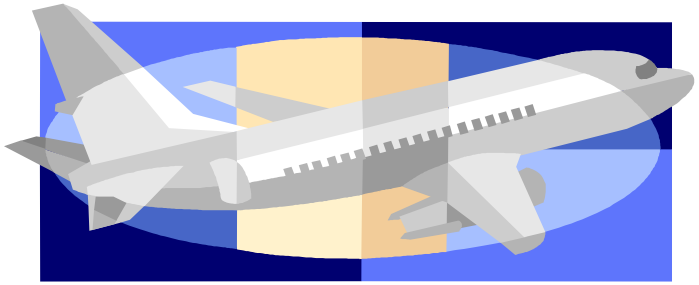
- Service area
  - Aviation
  - Transit
- Corridor
  - Bike
  - Highways
  - Maritime
  - Railroads
  - Intercity Transit

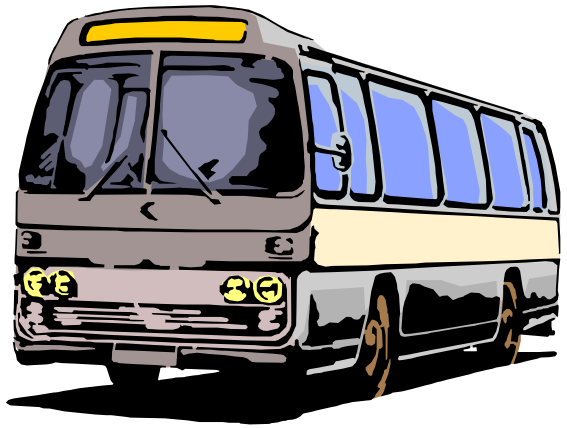
Analysis Approach

ACCESS OHIO 2040

For those modes being analyzed as service areas, how will the service areas be identified?

- As there are a relatively small number of transit agencies and airports in Ohio (at least compared to the number of highways!) all transit and airport service areas will be considered.





Analysis Approach

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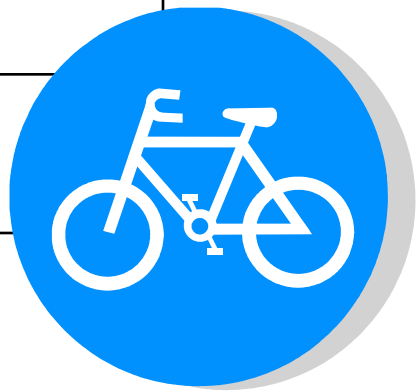
For those modes being analyzed as corridors, how will the corridors be identified?

- Due to the large number of highways in Ohio not all highways can be analyzed
- Some stratification of the highway system is necessary
- A criteria matrix will be used to identify:
  - National significance
  - Statewide significance
  - Regional significance

Analysis Approach

ACCESS OHIO 2040

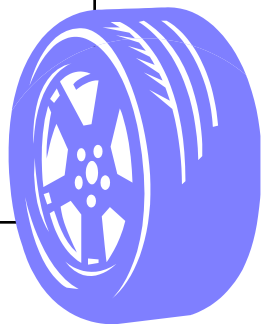
Bike			
Corridor Classification	Classification	AND	Connectivity
National	AASHTO US Bike Route System		Must connect the following West – East population centers: 1) US BR 30: Detroit to Toledo to Cleveland to Buffalo 2) US BR 40: Ft Wayne, IN to Cleveland to Pennsylvania 3) US BR 50: Indianapolis to Dayton to Columbus to Pittsburgh Must connect the following North – South population centers: 1) US BR 25: Louisville to Cincinnati to Dayton to Toledo to Detroit 2) US BR 21: Louisville to Cincinnati to Columbus to Cleveland
Statewide	Ohio's Bike Trunk Route System		Must connect Ohio US Census Designated Urban Areas that are 50,000 in population or greater
Regional	To be determined by MPOs and statewide planning process		



Analysis Approach

ACCESS OHIO 2040

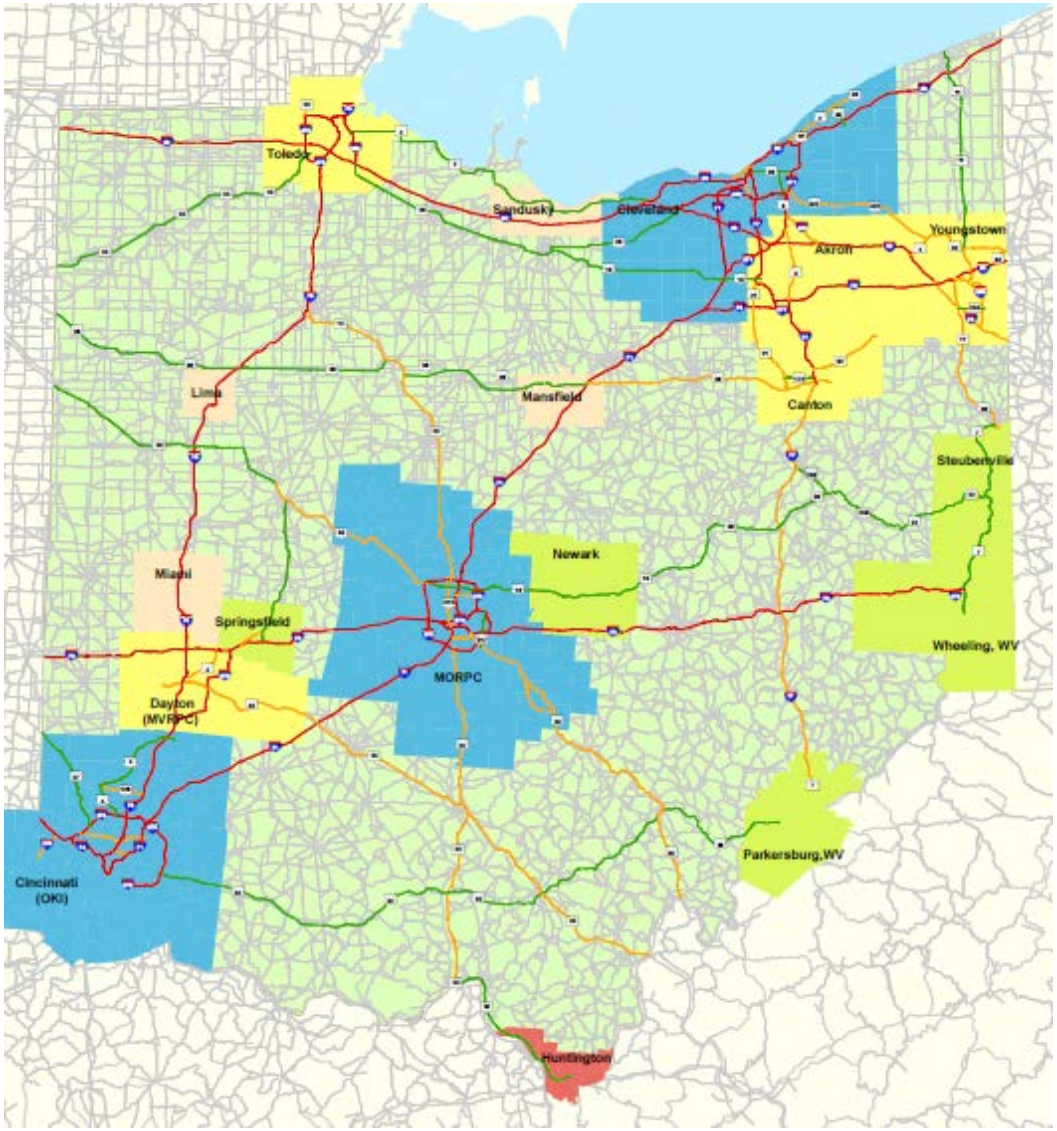
Highways				
Corridor Classification	Volume	AND	Classification	AND Connectivity
National	Weighted Volume 50,000 + ADT		1 -Rural Interstate 11- Urban Interstate	Corridor Length > 200 miles or Population/Employment Centers In Ohio and within 100 miles of Ohio's border > 200,000 persons
Statewide	Weighted Volume 20,000 + ADT		1- Rural Interstate 2- Rural Principal Arterial 11- Urban Interstate 12- Urban Expressway/Freeway 14- Urban Principal Arterial[2]	Corridor Length > 100 miles or Population/Employment Centers > 50,000 persons
Regional	Weighted Volume 7,000 + ADT		1- Rural Interstate 2- Rural Principal Arterial 11- Urban Interstate 12- Urban Expressway/Freeway 14- Urban Principal Arterial	Corridor Length > 15 miles



Note: Weighted Volume = Car Count + (Truck Count x 3)

Analysis Approach

ACCESS OHIO 2040



Analysis Approach

ACCESS OHIO 2040

Maritime				
Corridor Classification	Volume	AND	Classification	AND Connectivity
National	Over 25 Million Tons/ year		Federal Maritime Highway Designation	Ohio Segment of Federally Designated Maritime Highway or Crosses Through Entire State
Statewide	10 to 25 Million Tons/ year		Navigable Freight Waterway	Direct Connection to Federally Designated Maritime Highway System or Capable of Handling Ships up to 740 ft. Long and 78 ft. Wide or Minimum Channel Length of 5 Nautical Miles

Analysis Approach

ACCESS OHIO 2040

Railroads			
Corridor Classification	Volume AND	Classification AND	Connectivity
National	>=40 GTM	1) Connects with ocean port 2) Connects with national rail gateway 3) Connects to major freight rail hub/population center 4) Serves major intermodal terminal 5) Serves major classification yard	Special Generators serving major Ohio exporters, serving major Ohio industries such as coal, agricultural, or energy
Statewide	5 to 40 GTM	1) Any of the above 2) Connects to Lake Port 3) Connects to River Port 4) Connects to a regional, out of state, freight hub/population center such as Pittsburgh, Ft. Wayne, Indianapolis, Louisville, Charleston, etc.	Special Generators serving a major manufacturing or industrial facility such as an auto assembly plant or oil “cracker” plant
Regional	<=5 GTM	1) Serves rail-dependent shippers 2) Serves potential future rail-dependent economic development	None

Analysis Approach

ACCESS OHIO 2040

Intercity Transit			
Corridor Classification	Volume	AND	Connectivity
National	Total Number of riders or route		Connection to cities outside of Ohio
Statewide	Total Number of riders or routes		Connection to cities within Ohio
Regional	Service Area Analysis		

Analysis Discussion

ACCESS OHIO 2040

What does the Access Ohio team need from you?

- Your feedback on the proposed analysis approach
- Committee members have been assigned to discussion groups based on transportation mode
- Discuss:
  - What attributes should ODOT analyze for each mode?

Report Out

- Report Results by Group

Next Steps

- MindMixer (October 2012)

- State of the System Report (December 2012)
- Next Meeting (Winter 2013)

Next Steps

Reminder

- Be an ambassador for AO40
  - Talk to your peers & colleagues about how to make Access Ohio useful
  - Ask them to get involved by visiting:
    - The AO40 website, www.access.ohio.gov
    - The public involvement site, www.accessohio2040.com.
  - Learn what transportation issues are important to your constituents and pass on your insights to ODOT at:

access.ohio.2040@dot.state.oh.us

Or

Scott Phinney (614-644-9147)

Next Steps

ACCESS OHIO 2040

Thank you for your feedback!

Goals, Objectives & Critical Success Factors

Ohio Department of Transportation

ACCESS OHIO 2040

Goal Area	Objectives	Critical Success Factors (Performance Measures)
Preservation	– 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	– Percent of roads with acceptable Pavement Condition Rating – Percent of bridges with a General Appraisal rating of 5 or better – Average age of public transit bus fleet (statewide)
Safety	– 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	– Annual number of fatalities – Annual number of serious injuries – Progress addressing Strategic Highway Safety Plan emphasis areas
Mobility and Efficiency	– Increase travel time reliability for passengers and freight – Minimize travel delays due to construction – Improve the efficiency and effectiveness of system operations	– Travel time reliability index – Freight travel time reliability index – Hours from snow event close to normal operating speed – Level of recurring delay (actual versus free-flow travel)
Accessibility and Connectivity	– 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	– Percent of population with adequate access to employment centers – Percent of Environmental Justice (EJ) populations (e.g., zero-car households) with adequate access to employment centers – Reduction in SOV vehicle miles of travel
Stewardship	– 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	– Number of P3 projects proposed/ developed – Environmental regulation compliance across all planning, construction, and operations activities – Survey completion- customer and stakeholder feedback
Economic Development	– Identify and deliver economic development projects – Increase system accessibility and reliability for both passenger and freight travel	– Number of identified economic development projects – Percent of statewide economic development projects delivered – Return on investment (ROI) for transportation projects

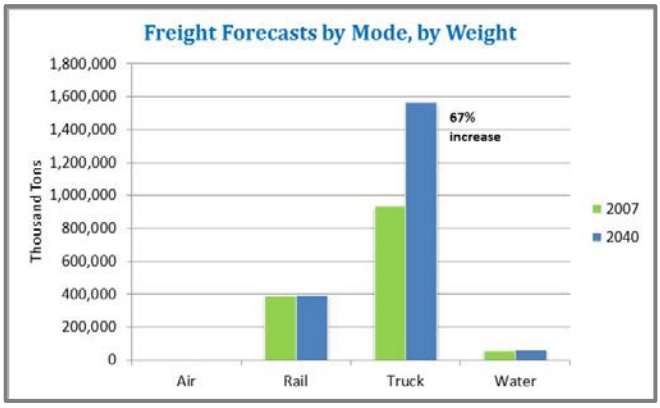
Statewide Freight Study

The Ohio Freight Study was initiated in December 2012, and its analysis and strategies will be incorporated into the final Access Ohio long range plan.

Stakeholder Involvement

Through more than 25 in-depth stakeholder interviews, the study team found:

- Ohio's highway system is viewed favorably in terms of congestion and condition;
- Trucking companies are faced with driver shortages and productivity issues;
- The Ohio rail system is very capable in light of recent investments in intermodal terminals and double stack clearance projects.



Freight Forecasts

The FHWA Freight Analysis Framework (FAF) forecasts Ohio freight volume. As measured by weight, Ohio truck volume is forecast to increase 67 percent from 2007 – 2040; all other mode forecasts are flat.

Definition of Freight Corridors

The study team is using FAF data to identify Ohio's freight network, which could be made eligible for 90%-95% federal aid. The data can show which routes are most important to in-state versus out-of-state truck trips, or be filtered by specific commodity to identify the routes most important to Ohio's target commodities.

Strategy Development

In the final phase of the project, the study team will develop and evaluate optimal strategies for Ohio. Some initial concepts from stakeholders include:

- High capacity truck lanes;
- Improving rail lines to handle 286,000lb. rail cars
- Using water ports to serve shale oil and gas industry;
- Designate some routes and terminals for oversize/overweight shipments;
- Promote natural gas fueling stations so trucking fleets can convert to Ohio energy sources.

Customer Preference Survey
Executive Summary

In the spring of 2012, ODOT conducted a statewide Customer Preference Survey to identify Ohioans priorities for the transportation system. More than 1,900 individuals participated in the survey. Randomly selected individuals were able to fill out the survey either online, over the phone, or on paper. The survey results provided ODOT with a statistically valid sample of Ohio households. More than 150 surveys were collected per ODOT district.

The Customer Preference Survey served as the first public involvement activity of Access Ohio 2040, ODOT's long-range transportation plan. This plan update will include a comprehensive inventory, forecast, and analysis of the trends and issues affecting transportation throughout Ohio. This plan is important to Ohio's future, as it will set the stage for ODOT transportation policies and investment strategies for the coming years.

...safety and congestion relief as high priorities ODOT should be addressing in the future...

Ohioans prioritized maintaining the existing system above any modal improvements, with **96% of them identifying maintenance of the existing system as important.** The survey results identify safety and congestion relief as high priorities ODOT should be addressing in the future. Medium priorities consist of having a good freight transportation system to support Ohio's economy and providing public transportation.

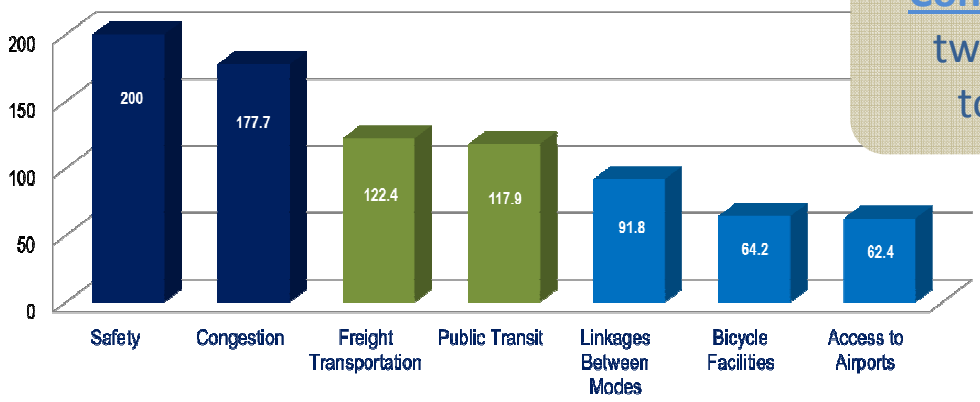
The survey asked Ohioans to prioritize transportation modes. The highway network was identified as a high priority, whereas the public transit network was identified as a medium priority. In addition to asking Ohioans to prioritize the transportation modes, the survey inquired about transportation funding. The results indicated that 62% of Ohioans think ODOT funding should be increased over the next five years, with 20% of Ohioans thinking ODOT funding should remain the same. In the case of a gap between existing revenues and the cost of maintaining Ohio's transportation system,

...highway network was identified as a high priority...transit network was identified as a medium priority...

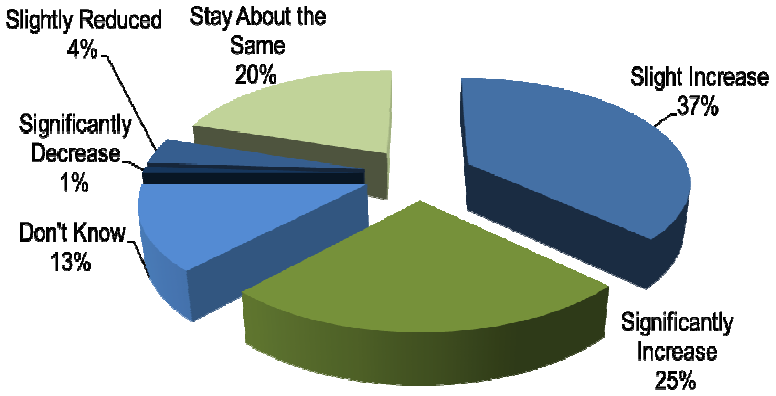
...62% of Ohioans think ODOT funding should be increased over the next five years...

Ohioans chose their priorities accordingly: safety, smooth pavements, preventing congestion, and providing connections between different modes. Survey results were not consistent across all districts for every question. Districts 5 and 6 prioritized congestion relief over resurfacing roads, the opposite of the other ten districts.

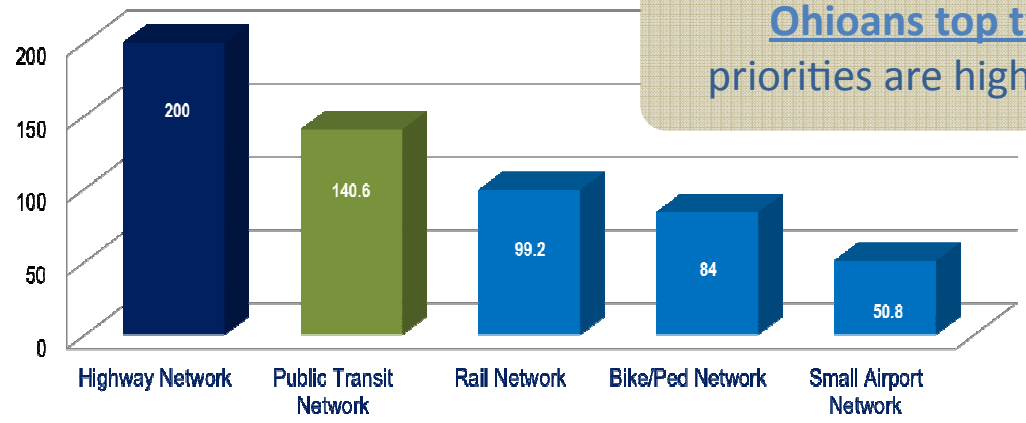
Congestion and Safety
two most important topics to Ohioans



62% of Ohioans
think ODOT's funding should be increased over the next 5 years



Ohioans top two network
priorities are highway and transit



Survey Results Aligned with ODOT's Strategic Plan

"Take care of what we have"

96% of Ohioans believe maintaining the existing system is important

"Improve safety"

93% of Ohioans consider safety to be an important topic

"Enhance capacity"

90% of Ohioans consider relieving congestion to be an important topic

These efforts all combine to "Make our system work better"

ACCESS OHIO 2040

The Connection

Ohio Department of Transportation

OHIO DEPARTMENT OF TRANSPORTATION

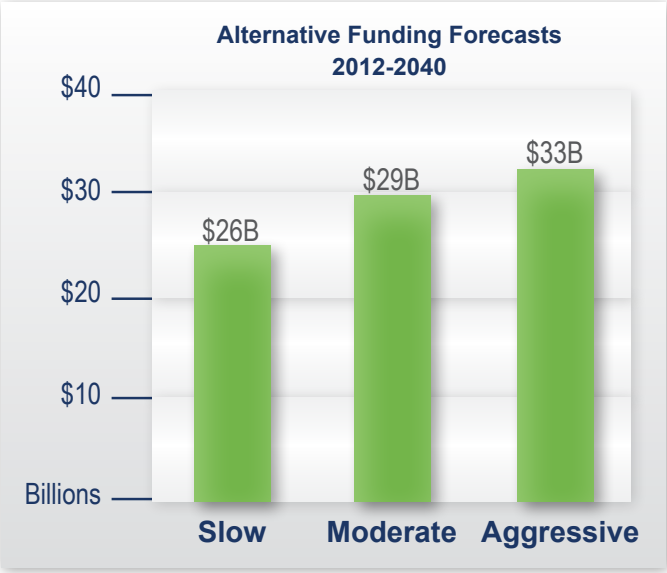
September 2012 | Issue 2

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.

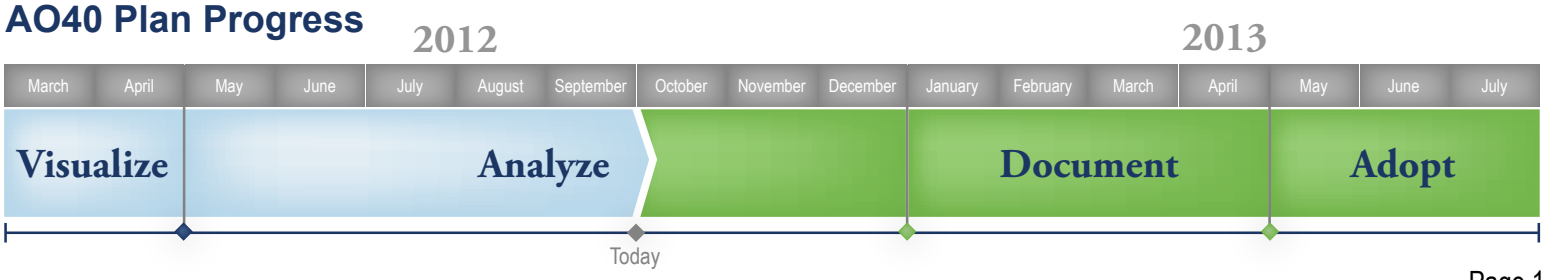
In AO40, the funding allocations are called Alternative Innovative Finance Scenarios.

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



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:
  Office of Statewide Planning & Research
  1980 West Broad Street
  Columbus, OH 43223
  access.ohio.2040@dot.state.oh.us

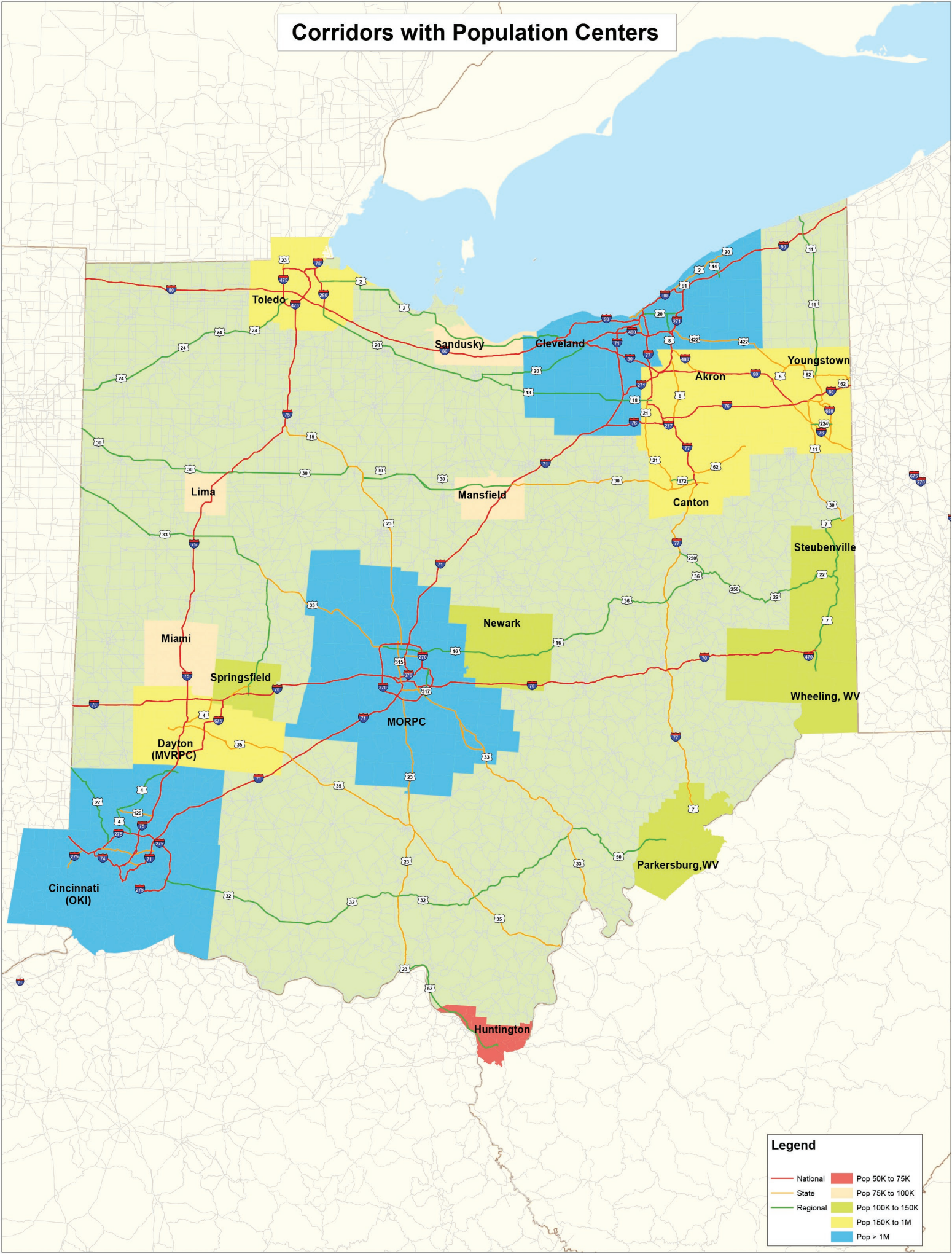
Highway

Corridor Classification	Volume	AND	Classification	AND	Connectivity
National	Weighted Volume 50,000 + ADT		1 -Rural Interstate 11- Urban Interstate		Corridor Length > 200 miles or Population/Employment Centers In Ohio and within 100 miles of Ohio's border > 200,000 persons
Statewide	Weighted Volume 20,000 + ADT		1- Rural Interstate 2- Rural Principal Arterial 11- Urban Interstate 12- Urban Expressway/Freeway 14- Urban Principal Arterial		Corridor Length > 100 miles or Population/Employment Centers > 50,000 persons
Regional	Weighted Volume 7,000 + ADT		1- Rural Interstate 2- Rural Principal Arterial 11- Urban Interstate 12- Urban Expressway/Freeway 14- Urban Principal Arterial		Corridor Length > 15 miles

1 Weighted Volume= car count + truck count*3

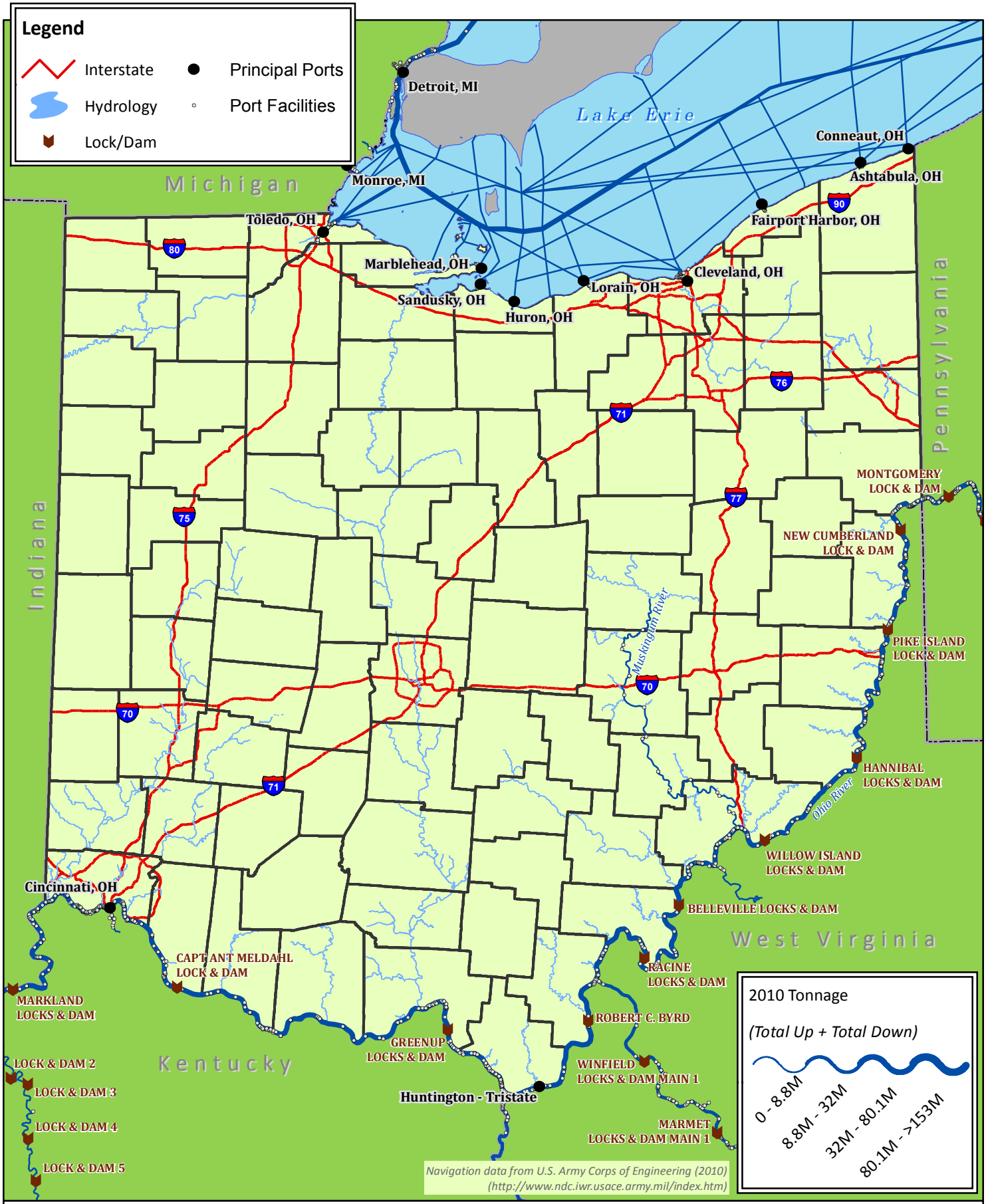
2 Urban Principal Arterials considered only when needed to form a continuous corridor

Corridors with Population Centers



Maritime

Corridor Classification	Volume	AND	Classification	AND	Connectivity
National	Over 25 Million Tons/ year		Federal Maritime Highway Designation		Ohio Segment of Federally Designated Maritime Highway or Crosses Through Entire State
Regional	10 to 25 Million Tons/Year		Navigable Freight Waterway		Direct Connection to Federally Designated Maritime Highway System or Capable of Handling Ships up to 740 ft. Long and 78 ft. Wide or Minimum Channel Length of 5 Nautical Miles


Legend
Interstate
Hydrology
Lock/Dam
Principal Ports
Port Facilities
Lake Erie
Michigan
Indiana
Pennsylvania
West Virginia
Kentucky
Detroit, MI
Monroe, MI
Toledo, OH
Marblehead, OH
Sandusky, OH
Huron, OH
Lorain, OH
Cleveland, OH
Conneaut, OH
Ashtabula, OH
Fairport Harbor, OH
Cincinnati, OH
Huntington - Tristate
MONTGOMERY LOCK & DAM
NEW CUMBERLAND LOCK & DAM
PIKE ISLAND LOCK & DAM
HANNIBAL LOCKS & DAM
WILLOW ISLAND LOCKS & DAM
BELLEVILLE LOCKS & DAM
RACINE LOCKS & DAM
ROBERT C. BYRD
WINFIELD LOCKS & DAM MAIN 1
MARMET LOCKS & DAM MAIN 1
GREENUP LOCKS & DAM
CAPT ANT MELDAHL LOCK & DAM
MARKLAND LOCKS & DAM
LOCK & DAM 2
LOCK & DAM 3
LOCK & DAM 4
LOCK & DAM 5
Muskingum River
Ohio River
2010 Tonnage
(Total Up + Total Down)
0 - 8.8M
8.8M - 32M
32M - 80.1M
80.1M - >153M
Navigation data from U.S. Army Corps of Engineering (2010)
(http://www.ndc.iwr.usace.army.mil/index.htm)
0 10 20 40 Miles
0 20 40 80 Kilometers
N
Maritime Corridors
CDM Smith
Ohio Department of Transportation
Access Ohio 2040

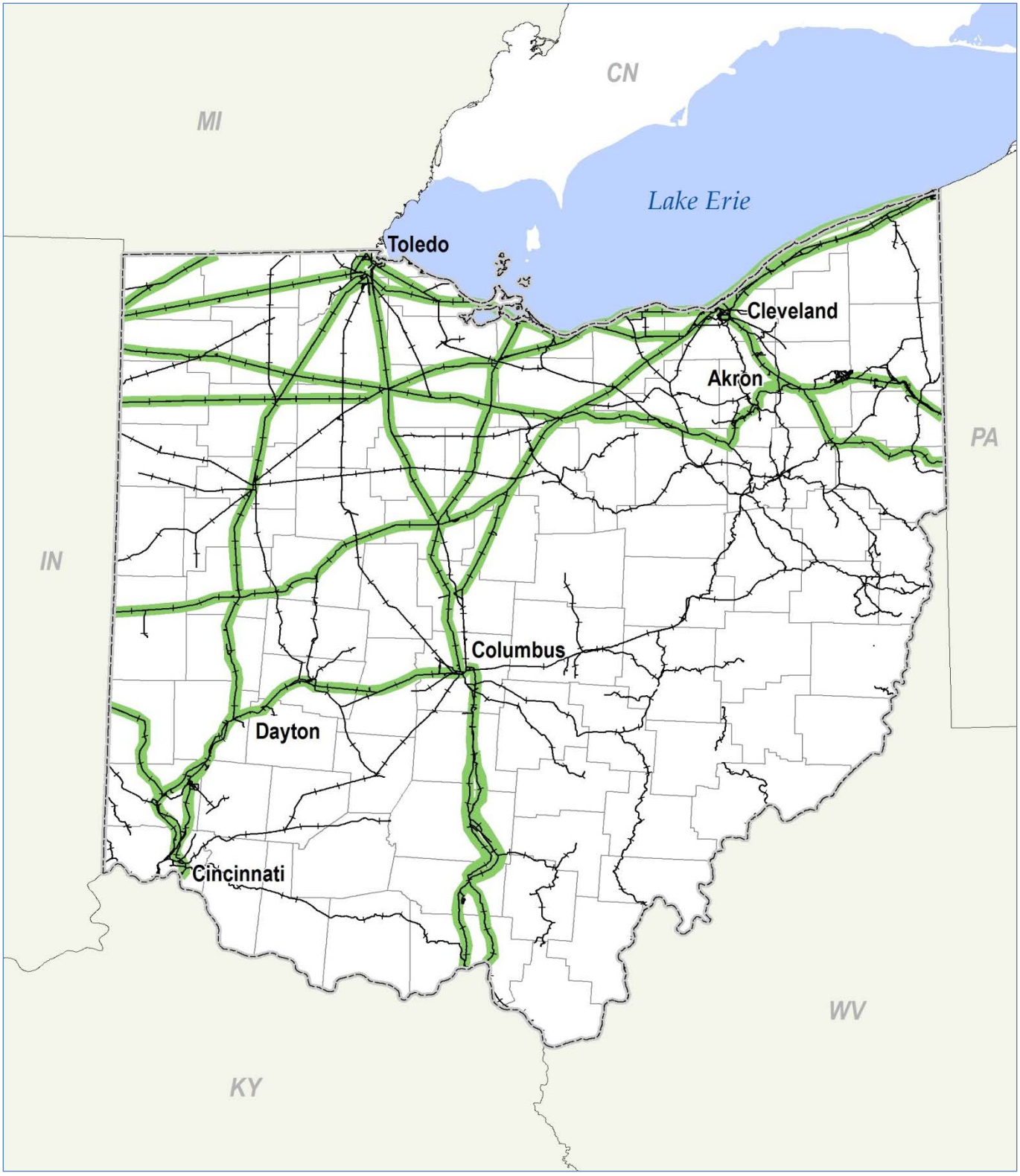
Railroad

Corridor Classification	Volume	AND	Connectivity	AND	Other Characteristics
National	>=40 GTM		1) Connect with ocean port 2) Connect with national rail gateways 3) Connect to major freight rail hub/population centers 4) Serve major intermodal terminals 5) Serve major classification yards		Special Generators serving major Ohio exporters or serving major Ohio industries such as coal, agricultural, or energy
Statewide	5 to 40 GTM		1) Any of theabove 2) Connects to Lake Port 3) Connects to River Port 4) Connects to a regional, out of state, freight hub/population center such as Pittsburgh, Ft. Wayne, Indianapolis, Louisville, Charleston, etc.		Special Generators serving a major manufacturing or industrial facility such as an auto assembly plant or oil “cracker” plant
Regional	<=5 GTM		1) Serves rail-dependent shippers 2) Serves potential future rail-dependent economic development		None

Ohio Primary Rail Corridors

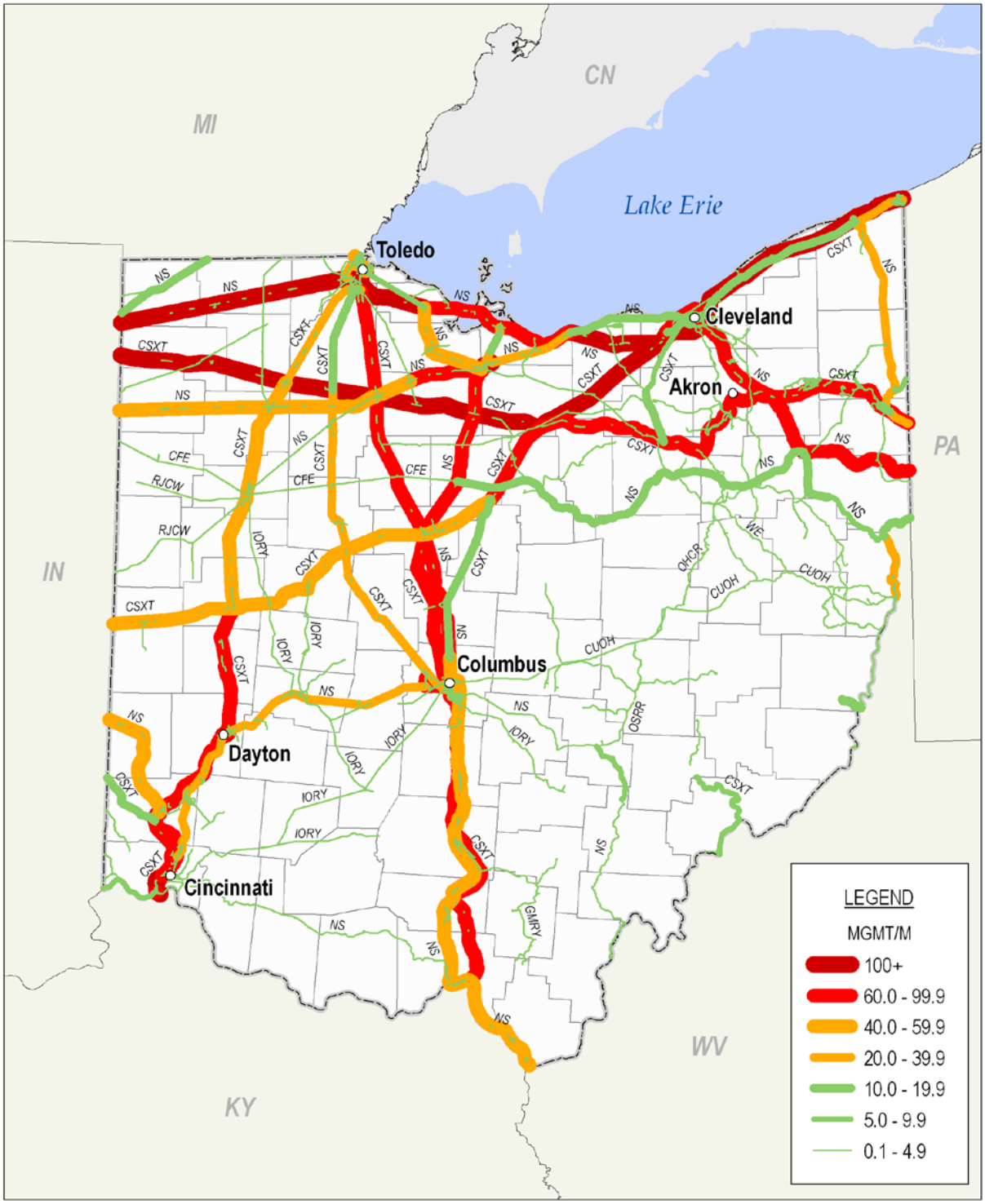
1,800 miles of the 52,340 national miles of rail line designated as primary rail corridors

Source: American Association of Railroads Report, 2007



Ohio Rail Freight Density 2007

Source: U.S. Federal Railroad Administration



WilburSmith ASSOCIATES

DENSITY OF OHIO RAIL LINES

Transit

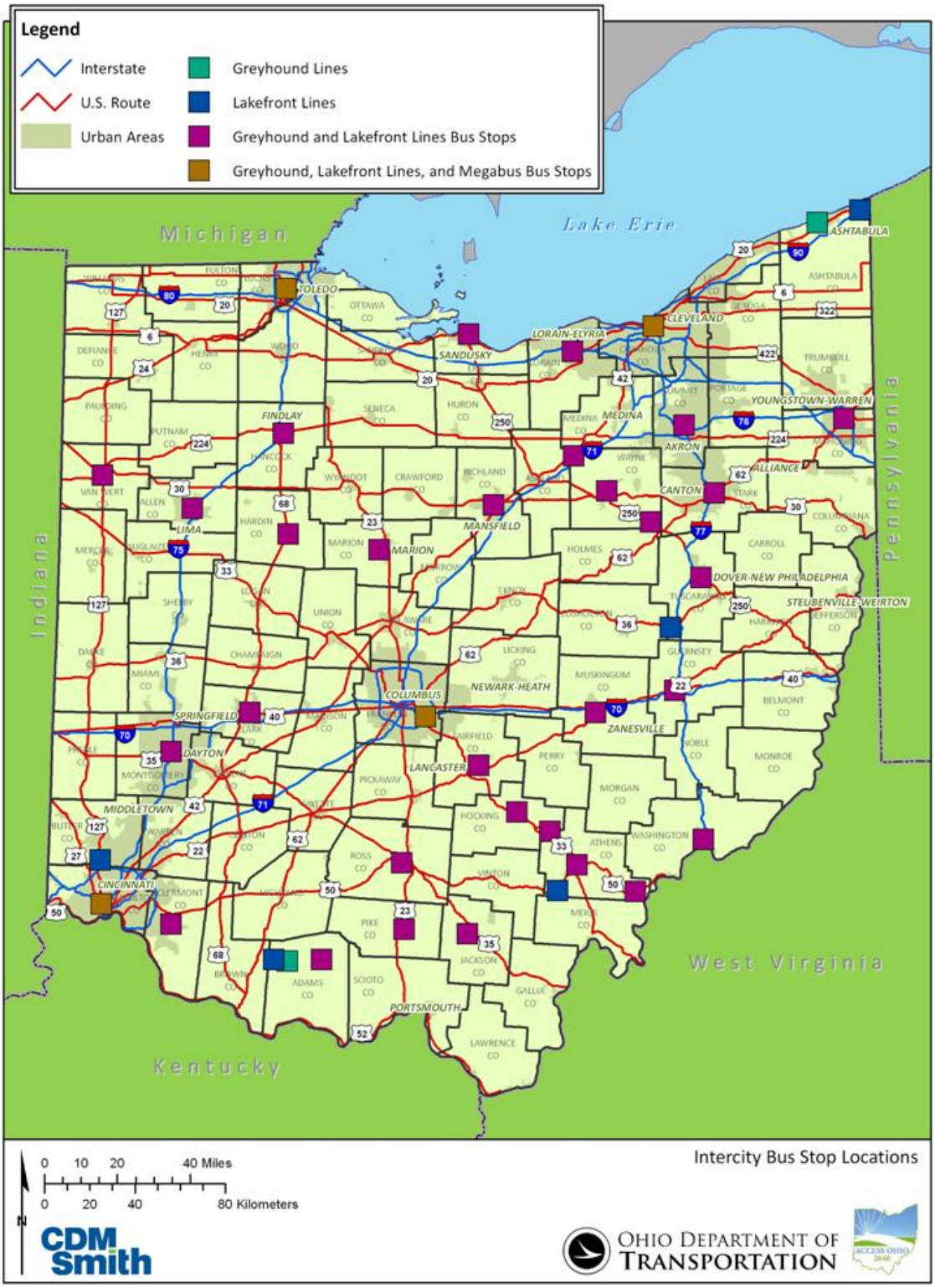
Corridor Classification	Volume AND	Connectivity AND	Propensity
National	Total Number of riders or routes	Connection to cities in states outside of Ohio	- Low Income - Disabilities (to include mobility and visual disabilities) -Zero and one car households - Elderly
Statewide	Total Number of riders or routes	Connection to cities within Ohio	
Regional (Service Area)	Urban { Existing Needs, Future Needs, Funding, Policies, Programs } Rural { Existing Needs, Future Need, Funding, Policies, Programs }		

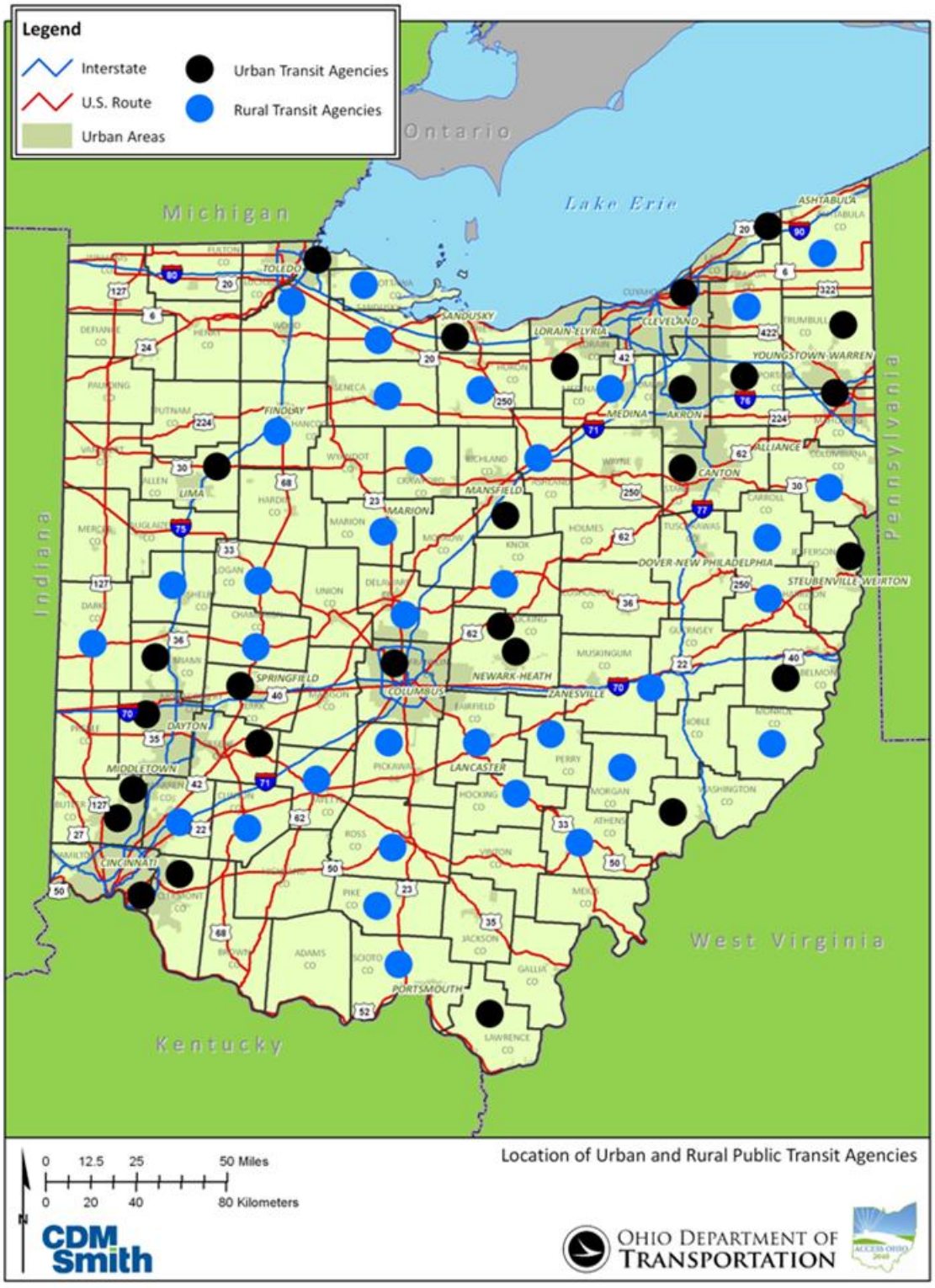
*Athens has two stops: Athens Community Center and Ohio University

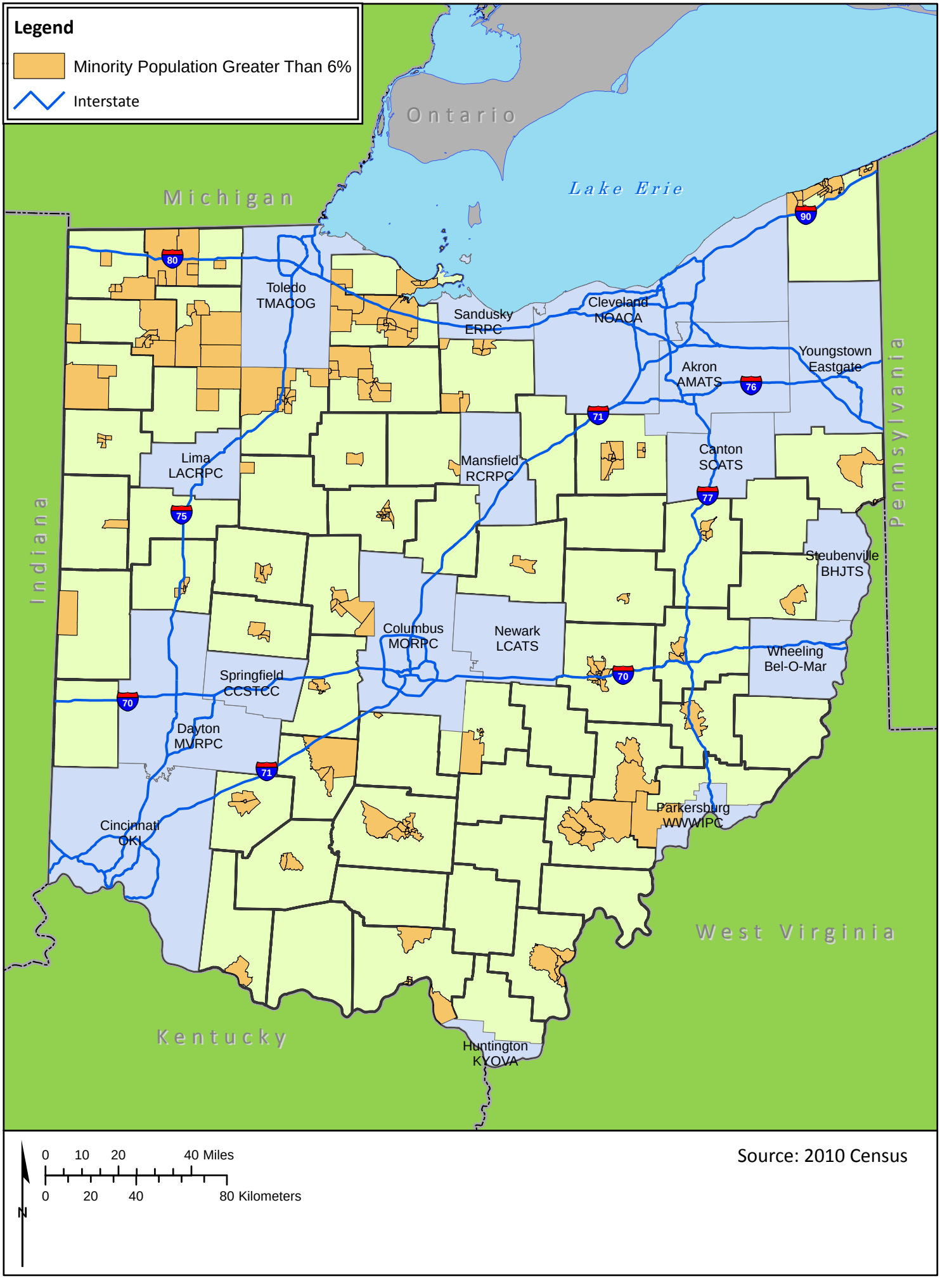
**Cincinnati has two stops: Cincinnati Greyhound Station and University of Cincinnati

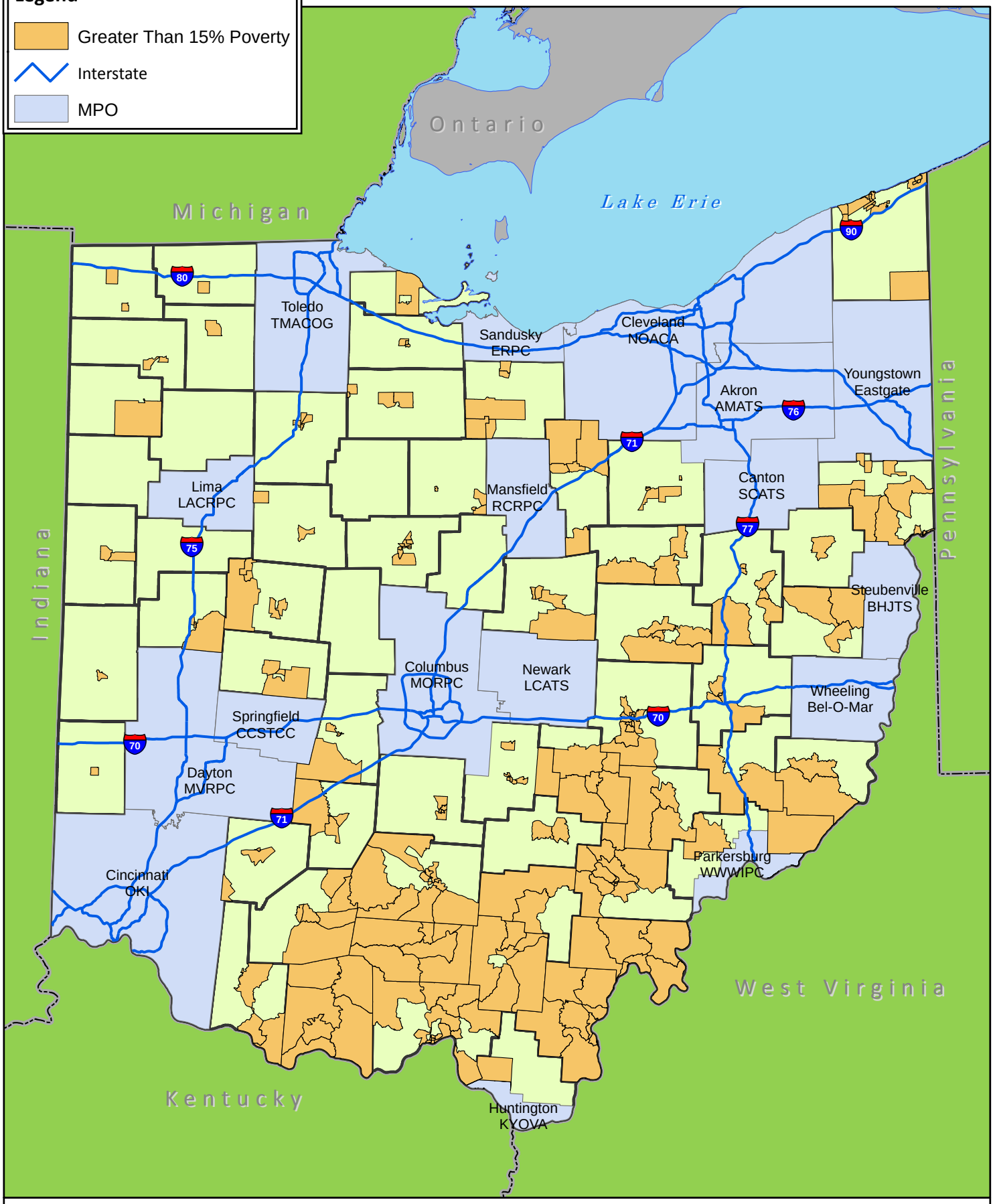
***Columbus has two stops: Columbus Greyhound Station and Port Columbus International Airport

1. INGURE 5-1: INTERCITY BUS STOP LOCATIONS

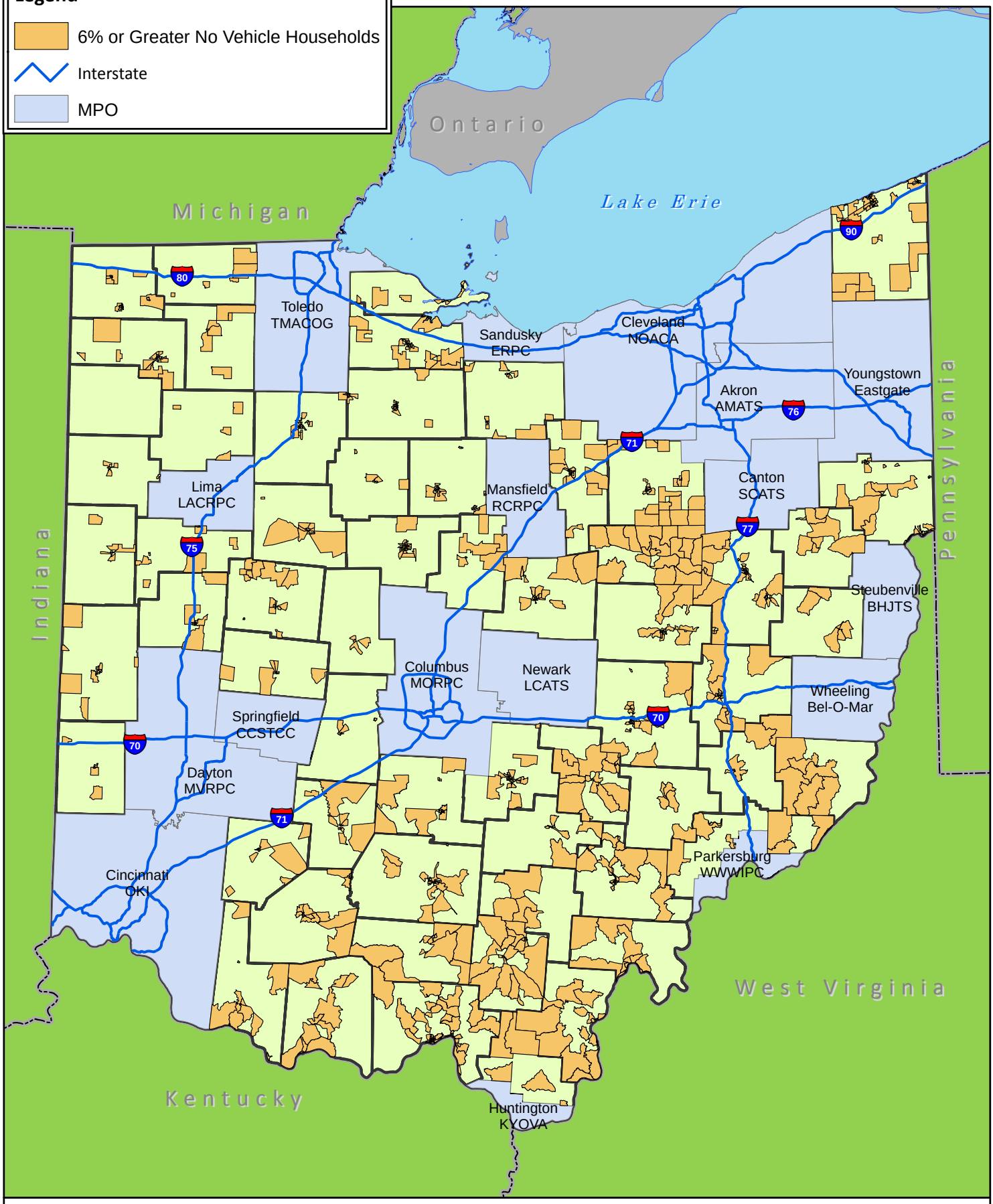



Legend
Interstate
U.S. Route
Urban Areas
Urban Transit Agencies
Rural Transit Agencies
Ontario
Lake Erie
Michigan
Indiana
Pennsylvania
West Virginia
Kentucky
TOLEDO
SANDUSKY
CLEVELAND
LORAIN-ELYRIA
ASHTABULA
YOUNGSTOWN-WARREN
AKRON
MEDINA
ALLIANCE
CANTON
FINDLAY
LIMA
MANSFIELD
MARION
SPRINGFIELD
DAYTON
MIDDLETOWN
CINCINNATI
COLUMBUS
NEWARK-HEATH
ZANESVILLE
DOVER-NEW PHILADELPHIA
STEUBENVILLE-WEIRTON
LANCASTER
PORTSMOUTH
0 12.5 25 50 Miles
0 20 40 80 Kilometers
N
CDM Smith
Location of Urban and Rural Public Transit Agencies
OHIO DEPARTMENT OF TRANSPORTATION


Legend
Minority Population Greater Than 6%
Interstate
Ontario
Lake Erie
Michigan
Indiana
Pennsylvania
West Virginia
Kentucky
Toledo TMACOG
Sandusky ERPC
Cleveland NOACA
Youngstown Eastgate
Akron AMATS
Lima LACRPC
Mansfield RCRPC
Canton SCATS
Steubenville BHJTS
Columbus MORPC
Newark LCATS
Wheeling Bel-O-Mar
Springfield CCSTCC
Dayton MVRPC
Parkersburg WWVRPC
Cincinnati OKI
Huntington KYOVA
80
90
76
71
75
77
70
0 10 20 40 Miles
0 20 40 80 Kilometers
N
Source: 2010 Census



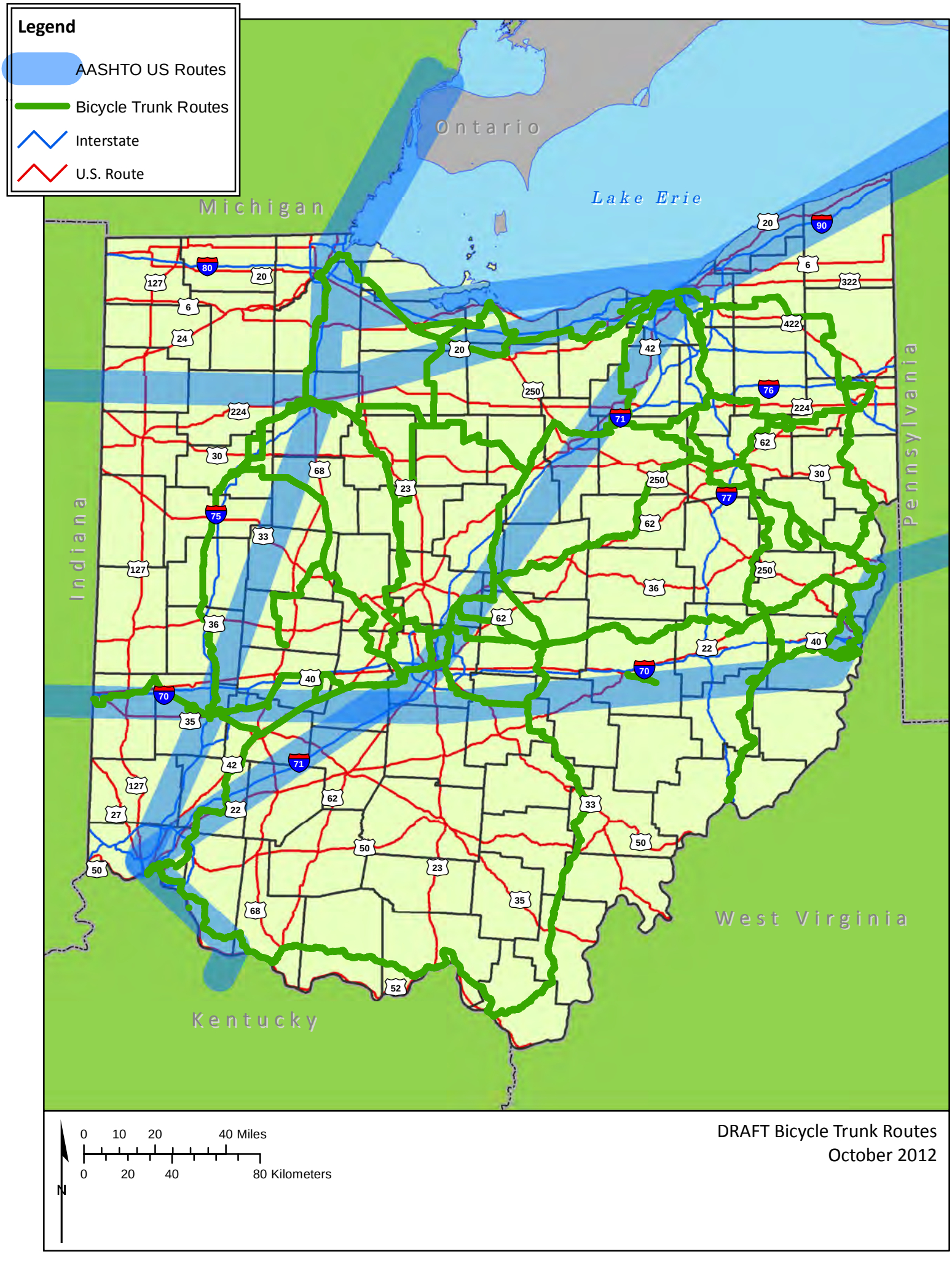
Percentage of Census Tract in Poverty
Source: 2005-2009 American Community Survey



Percentage of No Vehicle Households by Block Group
Source: 2005-2009 American Community Survey

Bike

Corridor Classification	Classification AND Connectivity	
National	AASHTO US Bike Route System	<u>Must connect the following West – East population centers:</u> 1) US BR 30: Detroit to Toledo to Cleveland to Buffalo 2) US BR 40: Ft Wayne, IN to Cleveland to Pennsylvania 3) US BR 50: Indianapolis to Dayton to Columbus to Pittsburgh <u>Must connect the following North – South population centers:</u> 1) US BR 25: Louisville to Cincinnati to Dayton to Toledo to Detroit 2) US BR 21: Louisville to Cincinnati to Columbus to Cleveland
Statewide	Ohio's Bike Trunk Route System	Must connect Ohio US Census Designated Urban Areas that are 50,000 in population or greater
Regional	To be determined by MPOs and statewide planning process	


Legend
AASHTO US Routes
Bicycle Trunk Routes
Interstate
U.S. Route
Ontario
Lake Erie
Michigan
Indiana
Pennsylvania
West Virginia
Kentucky
0 10 20 40 Miles
0 20 40 80 Kilometers
N
DRAFT Bicycle Trunk Routes
October 2012