



WELCOME

OTEC 2012



October 31, 2012



Introduction

Ohio Department of Transportation



Background

- Update of Access Ohio 2030, completed in 2004
- Inclusive of all modes and all assets despite ownership
- No new projects





Guide

Identify macro trends and issues

Inform

System conditions and analysis

Support

Report out policies, practices, and implementation strategies

Introduction

Ohio Department of Transportation



Approach

- Comprehensive inventory, forecast, and analysis of modal conditions and issues affecting transportation throughout Ohio
 - Planning level funding estimates through 2040
 - Prioritize macro investment strategies
 - Strong connection between transportation and the economy
-

Introduction

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Deliverables

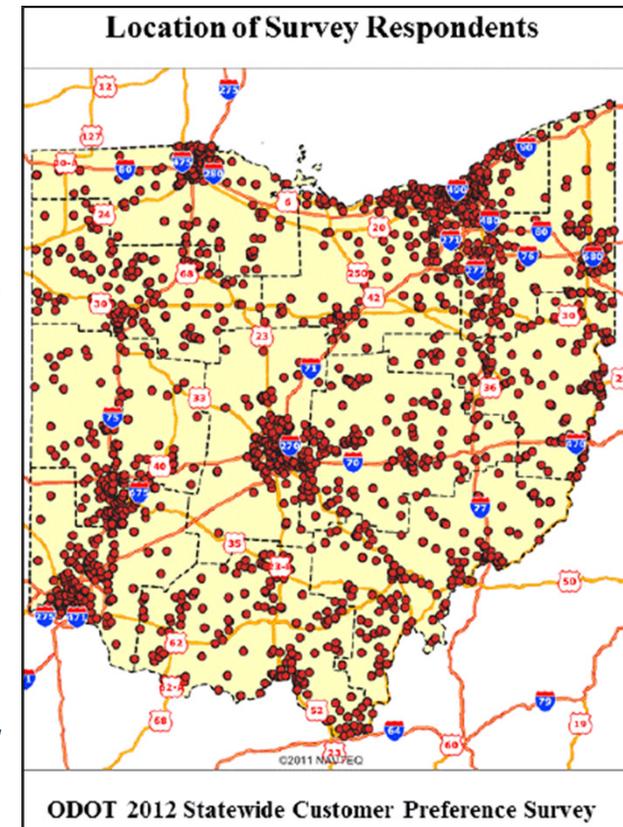
- Technical Memos for each chapter- **ongoing**
- State of the System- **December 2012**
- Corridor Analysis- **April 2013**
- Final Plan- **August 2013**





Customer Preference Survey

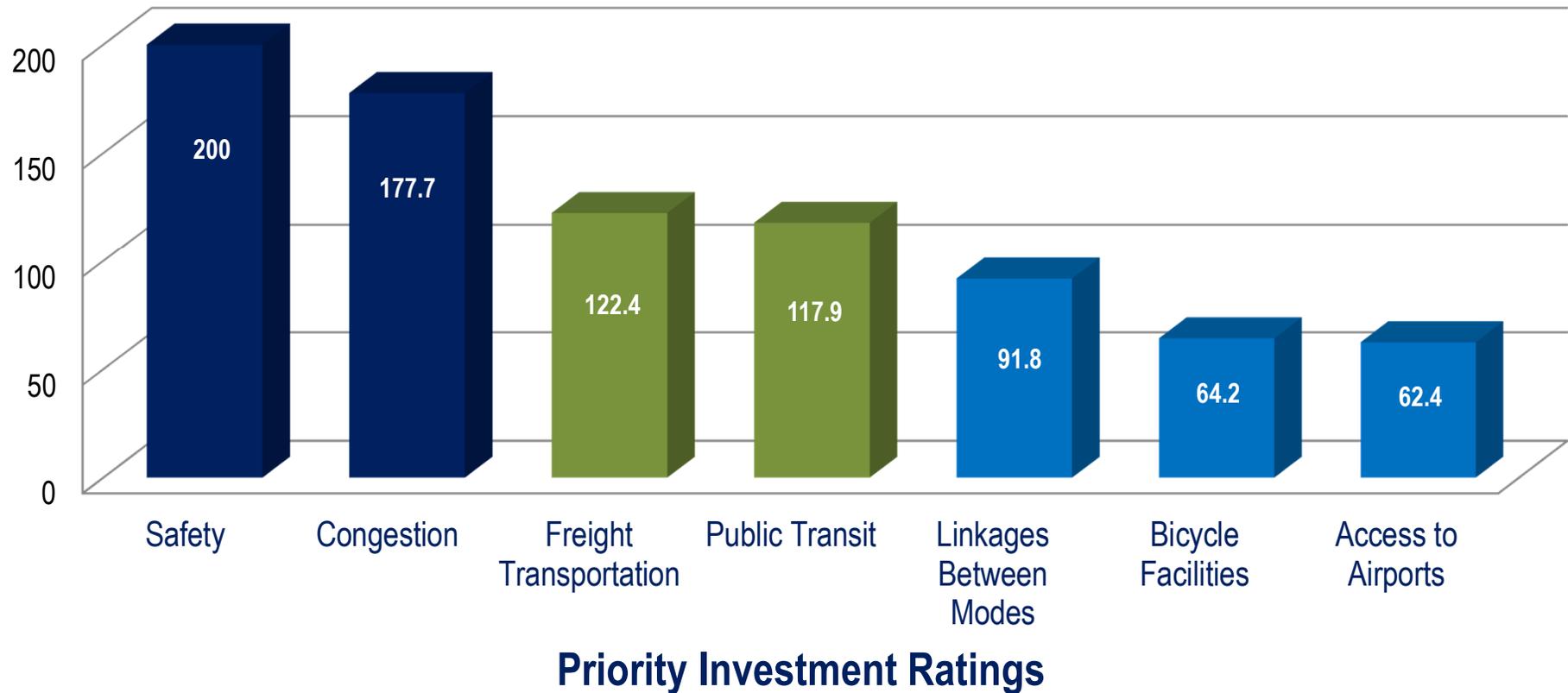
- 1st public involvement activity
- Conducted in spring 2012
- Valid statewide sample of random Ohio households
 - 1,900 households sampled
 - 150 per district
 - Respondents were able to take the survey online, over the phone or on paper





Results

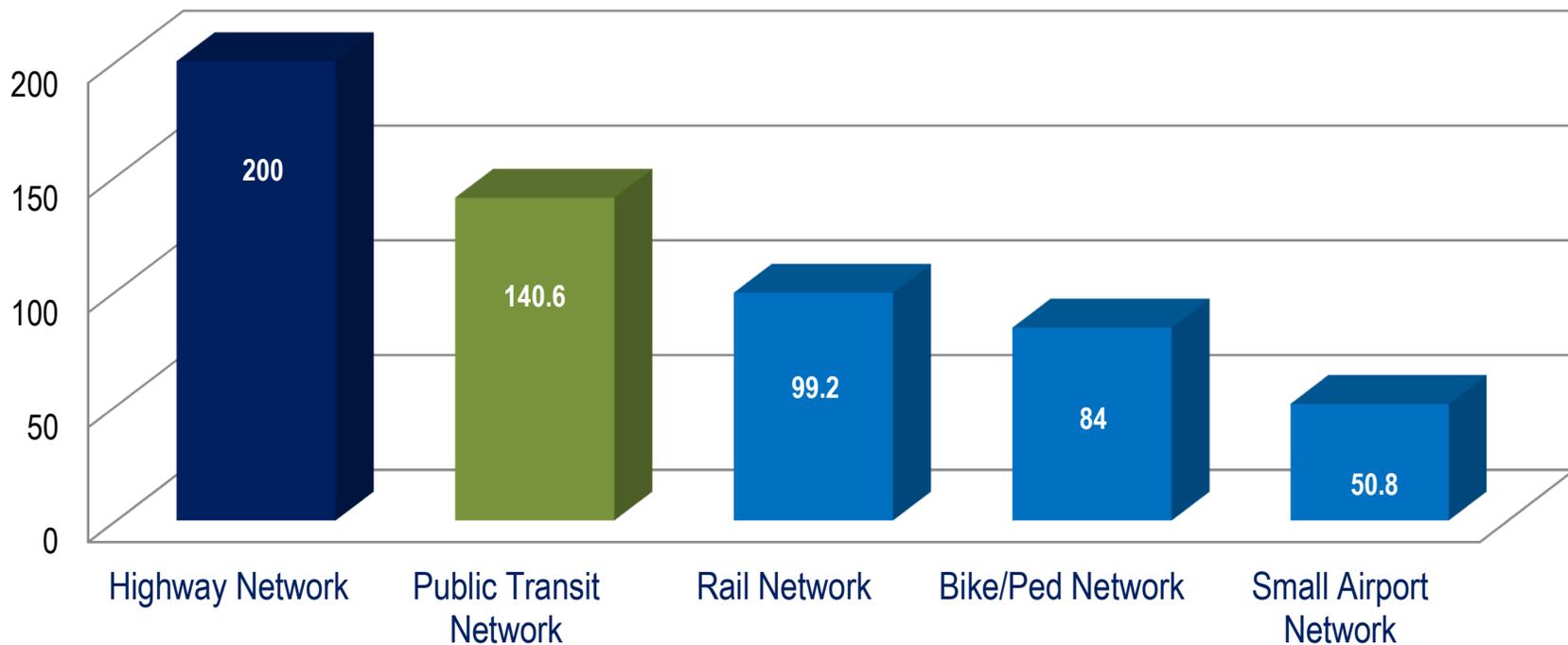
- Congestion and Safety are the most important topics





Results

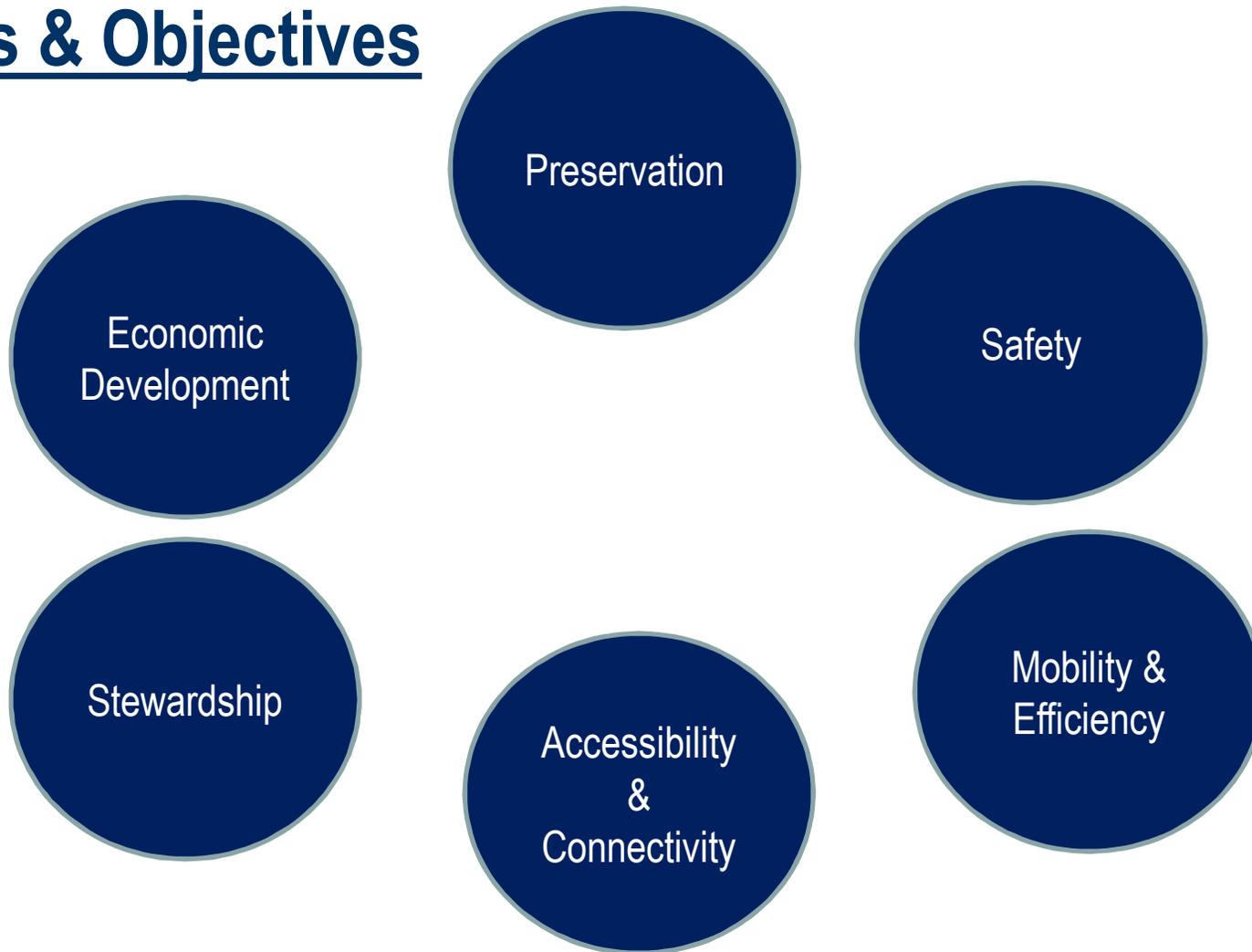
- Top two network priorities are highway and transit



Priority Investment Ratings

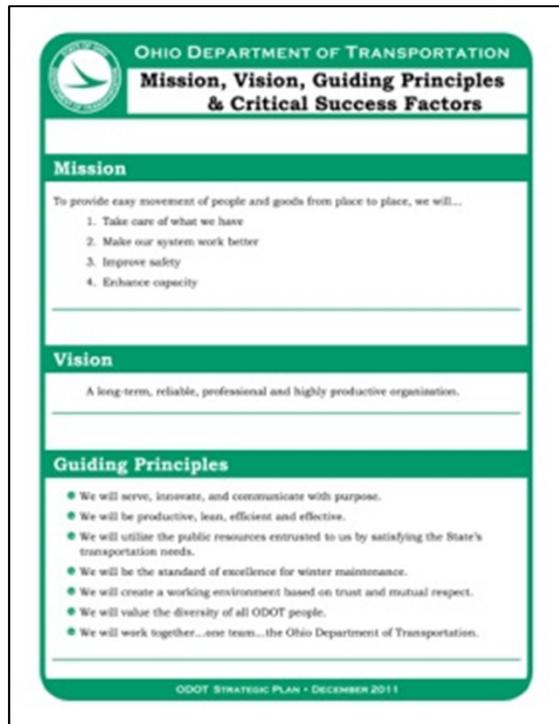


Goals & Objectives





Critical Success Factors



Average Age of
Transit Bus
Fleet

Freight
travel time
reliability
index

Number of
P3 projects
proposed

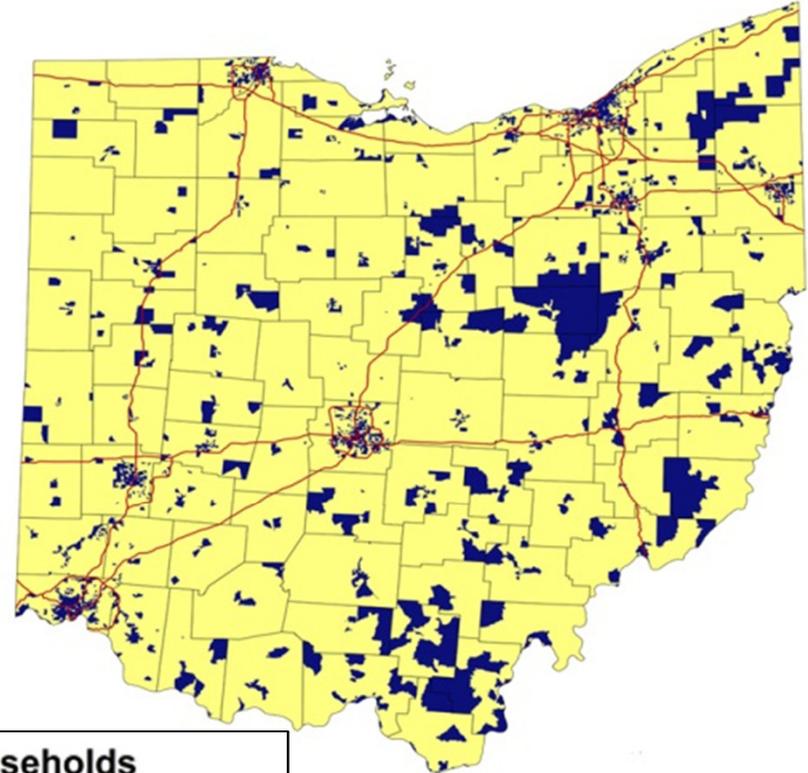
% of Population
with adequate
access to
employment
centers

Progress
addressing
SHSP
emphasis
areas



Setting the Stage

- Issues **affecting** transportation and issues **affected by** transportation
 - Shifts in population
 - Land use
 - Economic development
 - Declining transportation revenues



No Vehicle Households

- 9% or Less
- Greater Than 9%
- Interstate

Source: 2005-2009 American Community Survey

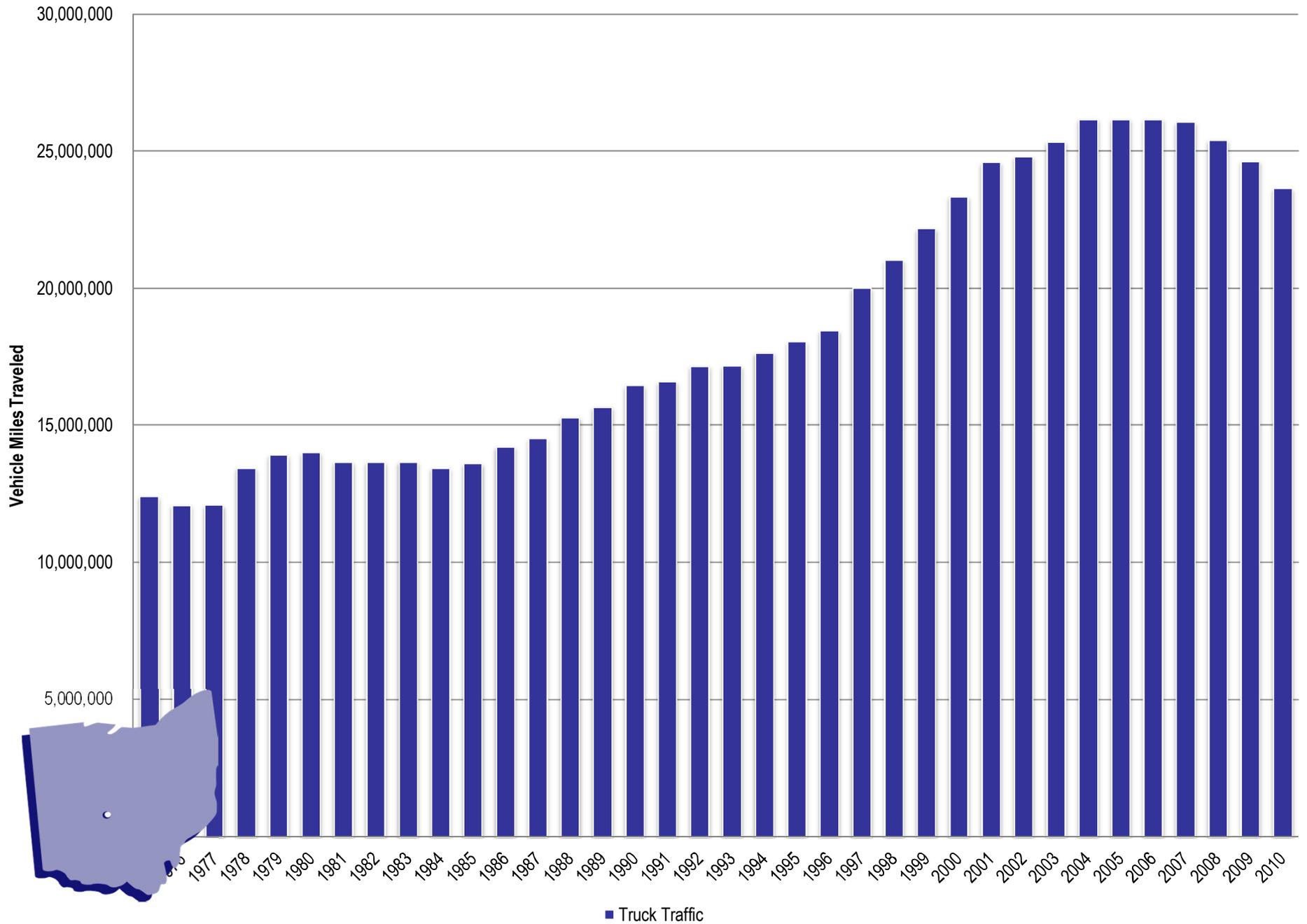


Statewide Freight Study

- Inclusive of all modes
- Stakeholder Interviews
- Freight Flow Analysis
- Economic Trends Analysis
- Inventory of Physical Assets
- Identify Freight Network-Map 21
- Needs Analysis (November 2012)



Truck Traffic on Ohio Interstate, US, and State Routes, 1975 - 2010





Roadways & Bridges

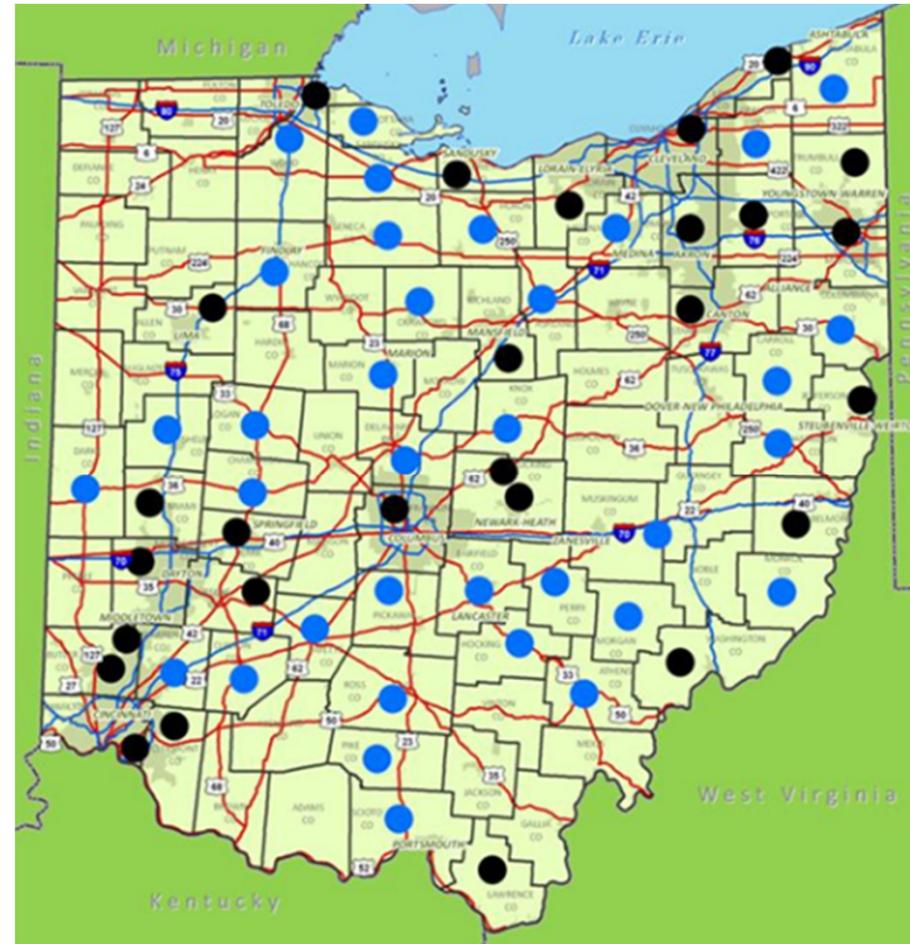
- Existing conditions
 - ODOT owns 39% of all Ohio bridges
 - ODOT owns 19% of all Ohio roadways by lane miles
- Future conditions
 - \$12 billion in bridge needs between 2012-2040 (2011 dollars)
 - \$54 billion in roadway needs between 2012-2040





Transit

- Urban - 27 agencies
- Rural - 35 agencies
- \$25 billion in anticipated needs (2011 dollars)
- GoBus
 - Intercity bus program serving SE Ohio (Athens, Marietta, Columbus, and Cincinnati)





Bicycle

- Map existing infrastructure
- Develop statewide trunk routes in conjunction with AASHTO National Bike Routes
- Regional planning efforts will plan for improvements that connect the local network to the statewide network





Safety

- ODOT's Highway Safety Program
- Ohio's Strategic Highway Safety Plan goals
 - Reduce fatalities by 5% by 2015 (compared to 2009)
 - Reduce serious/fatal fixed-object & intersection crashes by 10% by 2015
- \$102m annual budget
- Since 2002, Ohio's:
 - Total fatalities dropped 28%
 - Serious injuries dropped 19%
 - All crashes dropped 23%
- AO40 employ AASHTO's **SafetyAnalyst** software predict future crash rates

Guide, Inform, Support

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MPOs

- Consistency between MPO LRP's and AO40
- 17 one-page summaries of long-range plans
 - Regional profile
 - Key plan recommendations
 - Breakdown of projects by mode
 - Fiscal recommendations

TRANSPORTATION OUTLOOK 2030

Transportation Outlook, AMATS's long range transportation plan, was adopted in 2009 and recommends over 4 billion in improvements through 2030. It is currently being updated. AMATS covers Summit and Portage counties and Chippewa Township in Wayne County.

KEY RECOMMENDATIONS

Preserve the Existing System
As community revenues decrease and project costs continue to increase, preserving the existing transportation system is the region's highest priority.

Promote Alternate Modes
Promoting alternate modes of transportation, such as transit, bikeways and pedestrian facilities, as viable means of transportation through project funding, education and outreach is a priority throughout the plan.

Central Interchange/I-76 Corridor
The Central Interchange is located in Akron where I-76, I-77 and SR 8 come together. The interchange, as well as, the adjacent I-76 segments are over capacity and unsafe. This interchange and corridor are critical to the economic development of the region.

2030 PLAN RECOMMENDATIONS

Highway.....	\$2,805,530,000
Transit.....	\$1,157,178,500
Bicycle & Pedestrian.....	\$105,000,000

REGIONAL PROFILE (2010)

Population - 736,465	Jobs - 292,839
Households - 298,133	Average Income - \$48,565
Median Age - 39	Miles of Roadways - 4,355
Population in Poverty - 12.7%	Miles of Interstate - 172
Largest Employers - Summa Health System;	Miles of Bike Lanes - 24
Group Management Services, Inc.;	Miles of Bike Trails - 100
First Energy Corp.	Annual Transit Ridership - 6,490,300



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
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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



Finance

- Establish inflation factors for “year of expenditure” for construction programs
 - 2011-2016 - ODOT Office of Estimating 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
-



Corridors

- ODOT lacks the fiscal resources to meet all needs
 - Corridor analysis will help prioritize investments
 - National
 - Statewide
 - Regional
 - Multimodal assessment inclusive of all modes
 - Facilities that support long-distance travel and move significant number of passengers
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Environment

- Overview of statewide major environmental assets
- Mitigation policies and procedures
- Environmental overview of corridors

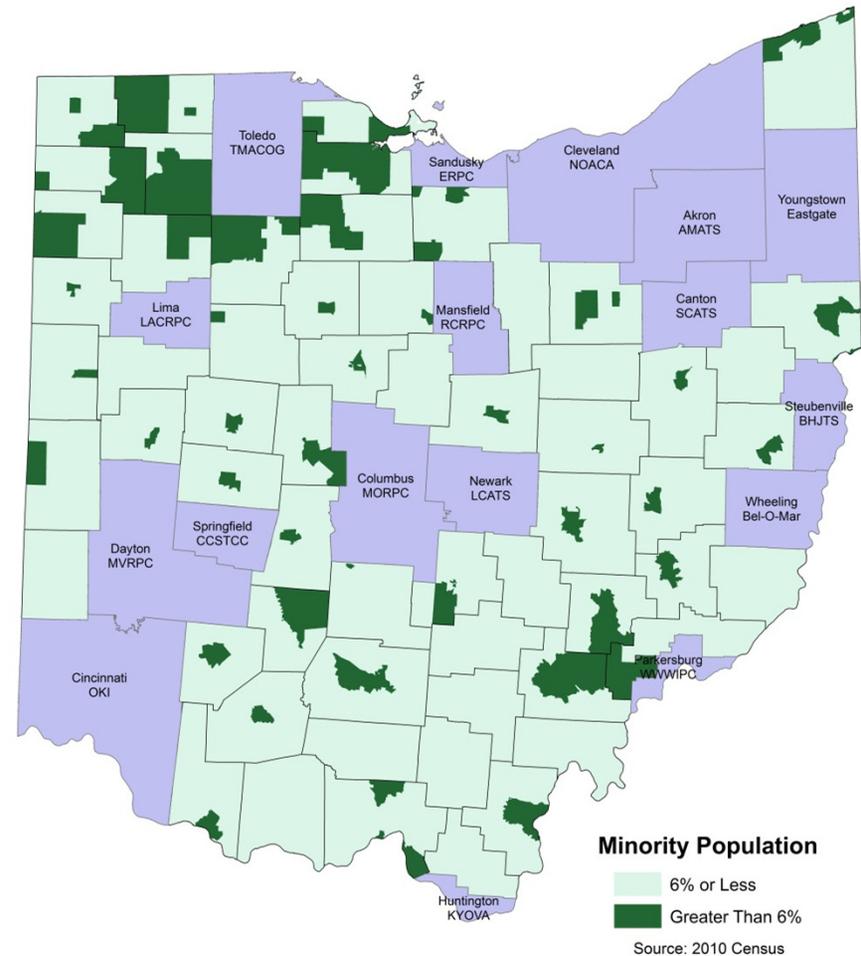




Environmental Justice

- AO40 analysis focused on rural Ohio
 - Identify low income and minority pop concentrations by zones
 - Perform accessibility analysis
 - Establish measures (travel opportunities) for all TAZs
 - Compare accessibility measure for EJ zones to non-EJ zones
- MPOs complete EJ analyses for metropolitan areas

Minority Population by Census Tract





Public Involvement

- Customer Preference Survey
- Outpost
- Steering Committee
- MindMixer
- Social Media



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Outposts

- MPOs
- RPOs
- ODOT CO & Districts
- Local governments





Steering Committee

- **Ambassadors of the Plan**
 - Provide input and guidance
 - Represent their region and/or modal interest to ODOT
 - Communicate with peers and partnering agencies

- **Participation**
 - 3 meetings in Columbus
 - 2 rounds of regional meetings





Steering Committee

- Members
 - ODOT Districts
 - ODOT Central Office
 - ORDC
 - Transit
 - Bike/Pedestrian
 - Freight
 - Social Services
 - Local Governments
 - MPOs
 - Geographic representation





MindMixer

- Two way communication between ODOT staff and public
 - Share Ideas
 - Vote on other ideas
 - Participate in straw polls



The screenshot shows the ACCESS OHIO 2040 website interface. At the top, there is a banner with the ACCESS OHIO 2040 logo and a welcome message: "Welcome to Access Ohio 2040, Ohio's Long-Range Statewide Transportation Plan. This is an opportunity for you to provide input into the Plan. Please view our information and tell us what you think." To the right of the banner is a TWITTER FEED with two tweets from @ODOT_Statewide. Below the banner is a "FEATURED TOPIC Instant Poll" section titled "Ohio's Population Growth 1900 - 2010" with a table showing population and percentage change. To the right of the table is a question: "Which of these trends will most influence transportation in the future?" with a "Vote On This Topic" button and a timer showing 80 Days Remaining and 0 Votes. Below the poll is a "FEATURED TOPIC Idea Submission" section with a map of Ohio and a question: "Where do you live?" with a "Submit Your Ideas" button and a timer showing 323 Days Remaining and 0 Ideas Submitted. On the left side of the page, there is a "HELLO!" section with a "Select Language" dropdown, a "PROJECT DETAILS" section with links to "About the Project", "Access Ohio Official Website", and "ODOT Customer Preference Survey", and a "CONTRIBUTORS" section with icons for a book, a ribbon, a lightbulb, and a speech bubble.

Year	Population	Percent Change
1900	3,338,964	1.0%
1910	3,283,238	-1.3%
1920	3,645,133	11.0%
1930	4,767,240	31.1%
1940	5,058,657	6.1%
1950	5,706,407	12.8%
1960	6,007,612	5.3%
1970	6,946,487	15.6%
1980	7,768,288	11.8%
1990	8,761,141	12.9%
2000	9,077,198	3.6%



Social Media



- www.AccessOhio2040.com
- www.Access.Ohio.gov

