Overview
Multijurisdictional coordination is broad, large-scale transportation planning in, across and outside of a state’s borders. It focuses on geographic regions that cross metropolitan and state boundaries yet are connected by common interests, assets and economies.

Why Multijurisdictional Coordination?
A primary reason to consider multijurisdictional coordination as part of a long-range transportation plan, like Access Ohio 2045, is increased economic competitiveness. Economic growth and jobs can occur in a region because of efficiencies created by geographic proximity. This proximity often crosses a city, county, state or nation’s political boundaries.

With multijurisdictional coordination, planning and decision making happen by multiple entities as a region instead of by individual ones. These regions often share “economic, environmental and cultural features, as well as infrastructure and geographic connections,” according to FHWA.

Multi-Jurisdictional Coordination in Ohio
There is already significant multijurisdictional coordination happening through the state’s 17 Metropolitan Planning Organizations (MPO) and six Regional Transportation Planning Organizations (RTPO). MPOs and RTPOs represent municipalities and counties. Of note, five of Ohio’s 17 MPOs represent multiple states. Their work crosses state lines.
The Ohio Association of Regional Councils (OARC), which represents Ohio’s 24 regional councils, coordinates and oversees some of the multijurisdictional planning activities in the state. Most of Ohio’s regional councils house Ohio’s MPOs and RTPOs, and partner with ODOT on a wide range of transportation planning projects. They also work with a variety of federal agencies on planning projects.

**LOCAL MULTIJURISDICTIONAL COORDINATION EXAMPLES**

While Ohio is a home rule state with its cities, towns, villages and townships focusing on local issues, there are successful partnerships resulting from robust multijurisdictional collaboration. They include:

- **Ohio Statewide Bicycle Route Network** — a statewide and interregional bicycle route network under development. The Ohio Department of Transportation (ODOT) is working the American Association of State Highway and Transportation Officials (AASHTO) and local and regional agencies around the state.

- **Rural Transit Tech Ohio Grant** — an ODOT project that will help Ohio’s 34 rural transit systems operate more efficiently and expand broadband access in Ohio.

- **Gohio Commute** — a statewide travel demand management collaboration helping residents explore commuting options. It is funded and operated by Ohio’s regional councils.

- **Greater Cincinnati RAVEN911 System** — is a centralized, electronic mapping system for emergency first responders in 12 greater Cincinnati counties. RAVEN911 can quickly identify and disseminate information during a crisis or a disaster through a variety of mediums, including social media. The OKI Regional Council in Cincinnati and Hamilton County Emergency Management Agency (EMA) developed the system.

**Ohio and Midwest Multijurisdictional Coordination**

Ohio is in FHWA’s Midwest region. It is the largest of the nation’s 13 regions by population and land area. The Midwest region includes Ohio, as well as whole or parts of eight other states.

**FHWA REGIONS**
ODOT actively participates in several transportation-related multijurisdictional activities in the Midwest. They include:

**Mid America Association of State Transportation Officials (MAASTO)** — is one of AASHTO’s four geographical regions. MAASTO’s goal is to foster the development, operation and maintenance of an integrated and balanced transportation system that adequately serves the transportation needs of its 10 member states, which includes Ohio. Its focus includes reauthorization, rural programs, revenue sources, workforce diversity, motor carrier concerns, freight and harmonizing truck permitting requirements, research and autonomous vehicles.

**Mid-America Freight Coalition (MAFC)** — is a regional organization that cooperates on the planning, operation, preservation and improvement of transportation infrastructure in the Midwest, especially freight. The region comprises 10 states, including Ohio, that share key interstate corridors, inland waterways and the Great Lakes.

**Truck Parking Information and Management System (TPIMS) Project** — is preparing to debut in 2019. This multi-state collaboration will reduce the time commercial truck drivers spend searching for parking along major freight corridors by allowing drivers to monitor parking availability and make decisions as they near the limit of their federally-mandated hours of service. TPIMS participants include Ohio.

**Alternative Fuel Corridors** — are being created by FHWA for vehicles that are fueled with compressed natural gas, electricity, hydrogen, liquefied natural gas (LNG) and liquefied petroleum gas (LPG). These designations identify and promote alternative fuel locations along corridors to encourage long distance travel using alternative fuel.

**Smart Belt Coalition (SBC)** — is a collaboration of multiple agencies in Ohio, Michigan and Pennsylvania, including ODOT and the Ohio Turnpike and Infrastructure Commission. It is working toward a multijurisdictional, connected and automated vehicle corridor. The priorities identified for completion by 2021 include: work zone traveler information system, truck platooning, connected vehicle applications, intelligent and connected work zone detection, and smart truck parking.

**Hyperloop** — There are two potential projects in Ohio using this new technology. Hyperloop is a reduced-pressure, tube-based transportation system that uses magnetically-elevated pods or capsules to move people and freight at ultra-high speeds (up to 760 MPH) via electromagnetic propulsion. Hyperloop One is considering a 488-mile Chicago-Columbus-Pittsburgh route. Additionally, Hyperloop Transportation Technologies is conducting a feasibility study to develop a route between Cleveland and Chicago.
Countdown to 2045 — Increasing Multi-Jurisdictional Coordination in Ohio
It can be difficult for communities to think about multijurisdictional coordination when they have pressing local challenges. However, robust and regular multijurisdictional planning can enhance statewide system goals, longer distance multimodal considerations and leverage scarce planning resources to benefit and advance multiple agency initiatives.

Multijurisdictional coordination opportunities to consider as part of Access Ohio 2045 include:

- Build on current multijurisdictional planning efforts, such as involvement in MAASTO and MAFC.
- Maintain partnerships focused on advanced vehicle technologies, including participation in the Smart Belt Coalition.
- Develop strategic partnerships to pursue for future collaboration. This includes building on established working relationships between state agencies and MPOs to maximize collaboration, as well as encouraging Ohio MPOs to work with those in neighboring states as appropriate, such as in Toledo, Cincinnati and other MPOs along the Ohio River.
- Incorporate broader regional trends into statewide plans and scenario planning exercises. For example, these plans and exercises could broaden analyses beyond Ohio’s borders to include technological advancements in neighboring states, major infrastructure investments, manufacturing and distribution system changes and economic changes.
- Develop regular forums to share and exchange Information and best practices with neighboring states and other jurisdictions. This is an effective way to collaborate without requiring a high commitment of time and resources.

More analysis and details are in the “Multijurisdictional Coordination” white paper at Access.Ohio.gov