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APPENDIX A: STEERING COMMITTEE MEMBERS

Access Ohio Steering Committee Membership List

November 2013

Ohio Department of Transportation

Access Ohio 2040 Steering Committee

First Name	Last Name	Title	Organization
Jason	Segedy	Transportation Director	Akron Metropolitan Area Transportation Study
Misty	Casto	Executive Director	Buckeye Hills - Hocking Valley RDD
Scott	Schmid	Executive Director	Clark County-Springfield Transportation Coordinating Committee
Matt	Davis	VP of Gov. Affairs	Cincinnati Chamber of Commerce
Dan	Moeglin	City Engineer	City of Canton
Bob	Brown	Planner	City of Cleveland
Steve	Finke	Asst. Director of Public Works	City of Dayton
Howard	Elstro	Director of Public Works	City of Lima
William	Friedman	President & CEO	Cleveland Port Authority
Tracy	Drake	CEO	Columbiana County Port Authority
Rusty	Orben	Director of Public Affairs	CSX
Lavea	Brachman	Executive Director	Greater Ohio Policy Center
William	Homka	Director/Planner	Hancock Regional Planning Commission
Catalina	Landivar	Executive Director	Hamilton County-Planning
Lantz	Repp	Mobility Coordinator	HOC-ATH-PER Com. Action
James	Branagan	County Engineer	Jefferson County
Nick	Gill	Asst. Transportation Dir.	MORPC
Bill	Harris	VP of Gov. Relations	Norfolk Southern
Thea	Walsh	Chief of Community Services Division	Ohio Development Services Agencies
Julie	Walcoff	Bike & Pedestrian Planner	Ohio Department of Transportation
Marianne	Freed	Office Administrator	Ohio Department of Transportation

Mark	Locker	Maritime & Freight Planning	Ohio Department of Transportation
Derek	Troyer	ODOT-Safety	Ohio Department of Transportation
Heather	Bowden	Bike & Pedestrian Planner	Ohio Department of Transportaton
Ty	Thompson	District Planning Engineer	Ohio Department of Transportation District 5
Thom	Slack	Director, Planning & Engineer	Ohio Department of Transportation District 6
Penny	Lovett	Director of Association Services	Ohio Association of Area Agencies on Aging
Lisa	Patt-McDaniel	Director of Community Development	Ohio Capital Corporation for Housing
Greg	DiDonato	Executive Director	Ohio Mid-Eastern Governments Association
Sarah	Biel	Staff Attorney	Ohio Poverty Law Center
Matt	Dietrich	Executive Director	Ohio Rail Commission
Art	Arnold	Executive Director	Ohio Railroad Association
Heidi	Fought	Director of Gov. Affairs	Ohio Township Association
Sherri	Warner	Legal Counsel	Ohio Trucking Association
Mark	Donaghy	President	Ohio Public Transit Association
Bill	Lowe	Transit Director	Ottawa County Transit Agency
Rhonda	Romano	Director, Midwest Office	Rails to Trails Conservancy
John	Adams	Transportation Director	Richland County Regional Planning Commission
Kate	Moening	Ohio Advocacy Organizer	Safe Routes to School National Partnership
Ben	Wickizer	Conservation Program Coordinator	Sierra Club of Ohio
Joe	Cappel	Director of Cargo Dev.	Toledo Port Authority
Neil	Tunison	County Engineer	Warren County
Doug	Hammon	Director	Ohio State University Airport
Tony	Paglia	VP of Gov. Affairs	Youngstown/Warren Regional Chamber

APPENDIX B: ODOT 2012 STATEWIDE CUSTOMER PREFERENCE SURVEY FINAL REPORT

ODOT 2012 STATEWIDE CUSTOMER PREFERENCE SURVEY

FINAL REPORT

BY: ETC Institute

ETC Institute
725 W. Frontier Ln,
Olathe, KS 66061
913-829-1215

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2012 ODOT Statewide Customer Preference Survey
Executive Summary

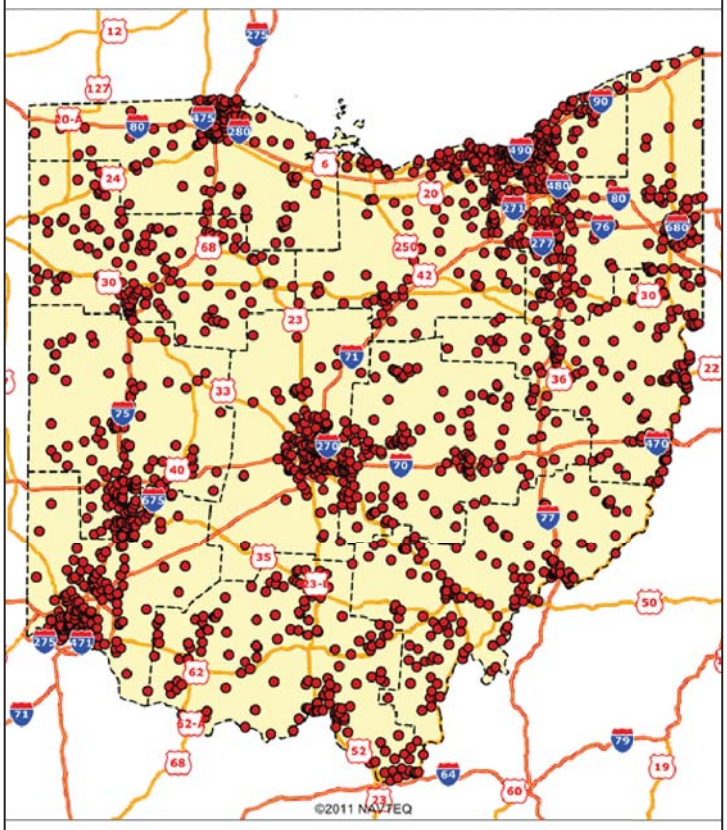
Purpose

In the summer of 2012, ETC Institute completed a comprehensive statewide customer preference survey for the Ohio Department of Transportation (ODOT) which included both residents and community leaders. The purpose of the survey was to help identify and prioritize the transportation items that are most important to the residents and leaders of Ohio.

Methodology for the Resident Survey

The four-page survey was administered by phone to a stratified-random sample of 1,912 households in the State of Ohio. The sample was stratified to ensure that at least 150 surveys were completed in each of the 12 districts. The results for each district have a 95% level of confidence with a precision of at least +/- 8.0%. The overall results for the stratified-random sample of 1,912 households have a 95% level of confidence with a precision of at least +/- 2.3%. In order to better understand customer preferences throughout the state, ETC Institute geocoded the home address of respondents to the survey. The map to the right shows the physical distribution of survey respondents based on the location of their home.

Location of Survey Respondents



ODOT 2012 Statewide Customer Preference Survey

Methodology for the Leader Survey

An online survey that was similar to the "Resident survey" was provided to various community and state leaders across Ohio. The community and state leaders included: local, county and state government officials, as well as officials and representatives from transit, airport, economic development and private transportation agencies. A total of 535 leaders completed the online survey. The overall results for the sample of 535 leaders have a 95% level of confidence with a precision of at least +/- 4.3%.

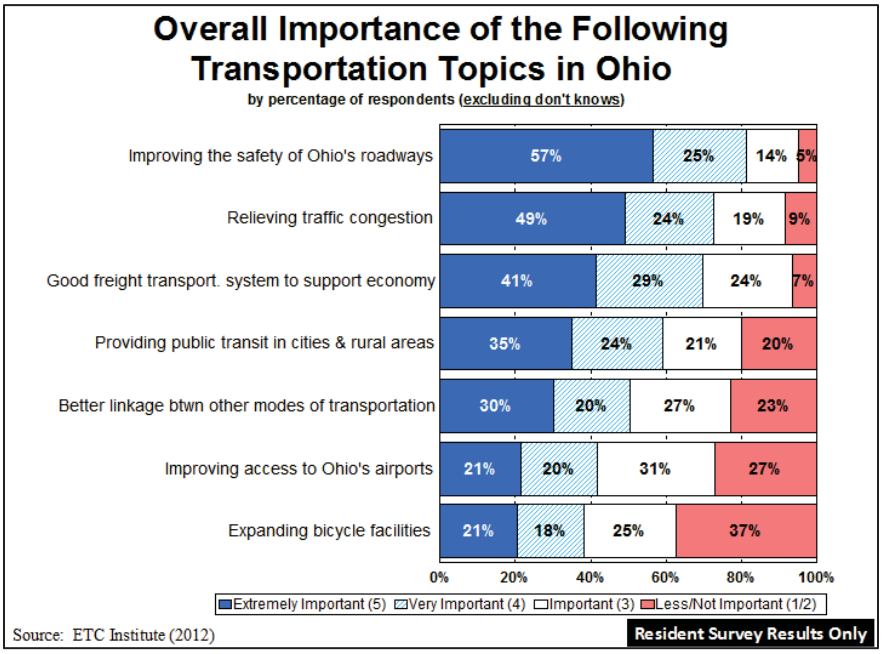
The percentage of "don't know/not sure" responses has been excluded from many of the graphs shown in this report. When the "don't know/not sure" responses have been excluded, the text of this report will identify those results with the phrase "who had an opinion."

Major Findings

Level of Importance with Various Transportation Topics in Ohio.

Residents Results

Eighty-two percent (82%) of residents surveyed, who had an opinion, thought the most important transportation topic (combination of "extremely important" and "very important" responses) was improving the safety of Ohio's roadways and 73% thought relieving traffic congestion was either "extremely important" or "very important".



Residents thought the least important transportation topic was expanding bicycle facilities.

Leader Results

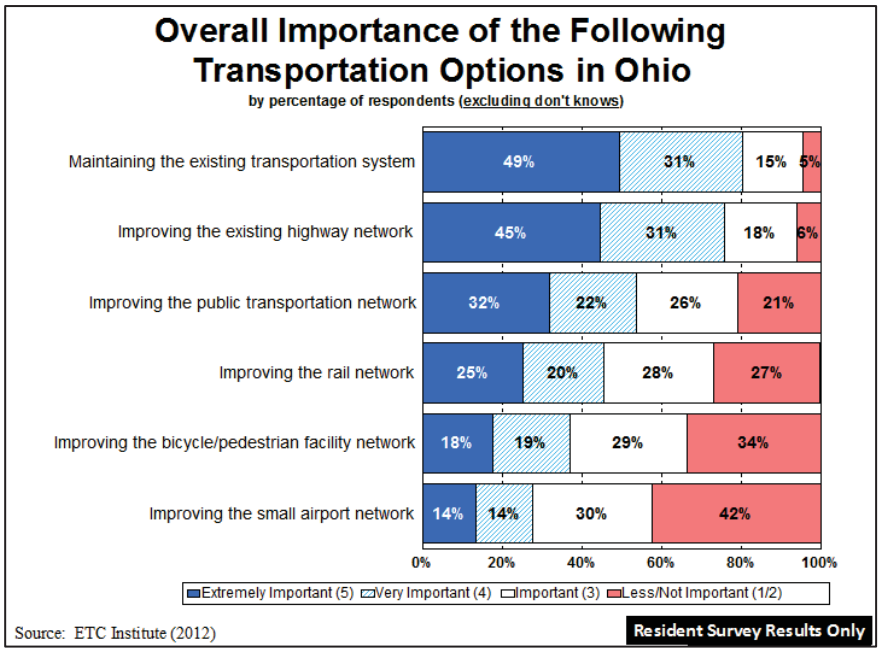
Seventy-six percent (76%) of leaders surveyed, who had an opinion, thought the most important transportation topic (combination of "extremely important" and "very important" responses) was improving the safety of Ohio's roadways and 68% thought having a good freight transportation system to support Ohio's economy was either "extremely important" or "very important". Leaders thought the least important transportation topic was improving access to Ohio's airports.

Importance of Improving the Safety of Ohio's Roadways by District. In the resident survey, overall importance (combination of "extremely important" and "very important" responses) with improving the safety of Ohio's roadways was above 80% in nine of the twelve districts. The district that reported the highest level of importance was District 11. The importance levels for each of the twelve districts are listed below:

- District 11 (89.6%)
- District 4 (86.3%)
- District 7 (85.2%)
- District 2 (83.5%)
- District 3 (82.6%)
- District 12 (81.4%)
- District 1 (81.1%)
- District 9 (81%)
- District 6 (80.4%)
- District 5 (78.5%)
- District 10 (77.8%)
- District 8 (76.6%)

Priority Rating of Various Transportation Topics.
Residents and leaders were asked to rate the priority of the seven transportation topics. The two transportation topics that received the highest combined "First Choice" and "Second Choice" selections according to both residents and leaders were: (1) improving the safety of Ohio's roadways, and (2) relieving traffic congestion. Residents and leaders both reported that improving access to Ohio's airports and expanding bicycle facilities were the lowest priorities.

Level of Importance with Various Transportation Options in Ohio. Eighty percent (80%) of residents surveyed and 73% of leaders, who had an opinion, thought the most important transportation option (combination of "extremely important" and "very important" responses) was maintaining the existing transportation system and 76% of residents and 55% of leaders thought improving the existing highway network was either "extremely important" or "very important". Residents and leaders both thought the least important transportation option was improving the small airport network.



Importance of Maintaining the Existing Transportation System by District. In the resident survey, overall importance (combination of "extremely important" and "very important" responses) with maintaining the existing transportation system was above 80% in six of the twelve districts. The district that reported the highest level of importance was District 2. The importance levels for each of the twelve districts are listed below:

- District 2 (84.9%)
- District 3 (83.5%)
- District 11 (83.4%)
- District 7 (83.1%)
- District 1 (82.6%)
- District 4 (81.7%)
- District 9 (79.7%)
- District 10 (78.7%)
- District 8 (78.3%)
- District 6 (76.5%)
- District 12 (76.3%)
- District 5 (75.8%)

Priority Rating of Various Transportation Options.

Residents Results

Residents were asked to rate the priority of five transportation options. The two transportation options that received the highest combined "Highest Priority" and "Second Highest Priority" according to respondents were: (1) expanding the State's highway network, and (2) expanding the State's public transportation network. Residents reported that expanding the State's small airport network was the lowest priority.

Leaders Results

Leaders were asked to rate the priority of five transportation options. The two transportation options that received the highest combined "Highest Priority" and "Second Highest Priority" according to respondents were: (1) expanding the State's public transportation network, and (2) expanding the State's highway network. Leaders reported that expanding the State's small airport network was the lowest priority.

Agreement with Statements Regarding Ohio's Economy and Transportation System As it Pertains to Economic Growth Over the Next 5 to 10 Years.

Residents and leaders were asked to choose which statement regarding Ohio's economy and transportation system came closest to their own view. Six percent (6%) of residents and 4% of leaders agreed with the statement that "The transportation system in Ohio is basically as good as it needs to be in order to improve economic growth in the next 5 to 10 years"; 40% of residents and 30% of leaders agreed with the statement "The transportation system in Ohio needs minor improvements and investments in order to improve economic growth in the next 5 to 10 years", and 45% of residents and 62% of leaders agreed with the statement "The transportation system in Ohio needs major improvements and investment in order to improve economic growth in the next 5 to 10

years", 2% of both residents and leaders indicated that none of these statements came closest to their own view and 7% of residents and 2% of leaders weren't sure/had no opinion.

How the Level of Funding for Transportation Should Change Over the Next 5 Years. Sixty-two percent (62%) of the residents and 86% of leaders surveyed thought the level of funding for transportation in the State should increase (combination of "significantly increased" and "slightly increased" responses) over the next 5 years.

Other Findings

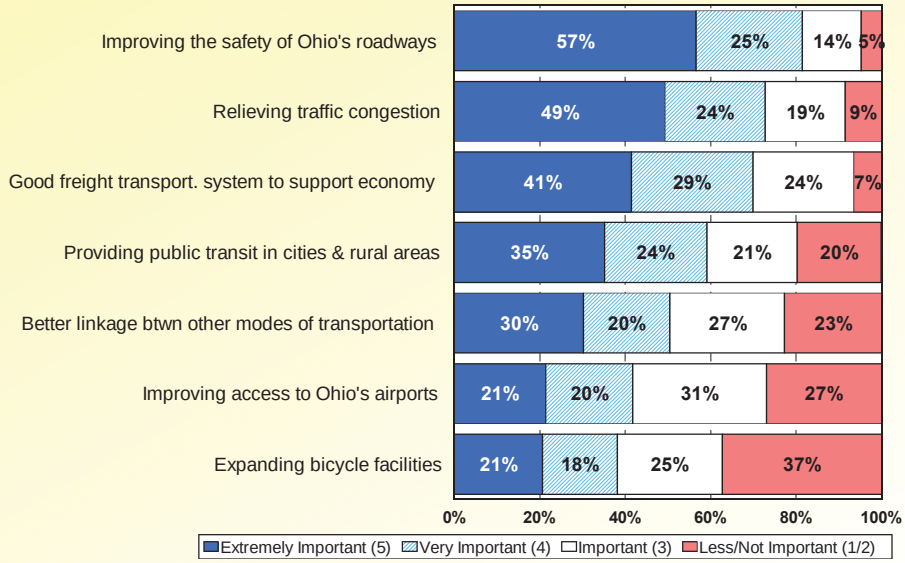
- Fifty-seven percent (57%) of residents and 76% of leaders thought that growth and development in Ohio have a significant impact on the State's transportation system.
- Seventy-seven percent (77%) of residents and 79% of leaders thought it was more important, over the next 5 to 10 years, to focus on expanding the capacity of an existing road that is currently heavily congested compared to 20% of residents and 21% of leaders who thought it was more important to build a new road to encourage economic development.
- Sixty-one percent (61%) of residents thought it was more important, over the next 5 to 10 years, to focus on making it easier for automobiles to get where they want to go compared to 37% who thought it was more important to provide additional transportation options such as public transit and bicycling. Leaders reported that it was more important to provide additional transportation options such as public transit and bicycling (60%) as compared to 40% who thought it was more important to focus on making it easier for automobiles to get where they want to go.
- Seventy-five percent (75%) of residents and 77% of leaders thought it was more important, over the next 5 to 10 years, to focus on transportation projects in areas of the State that have the greatest needs compared to 23%, of both residents and leaders, who thought it was more important to ensure that transportation projects are evenly balanced across the State of Ohio.

Section 1:
Charts and Graphs

2012 ODOT Statewide Customer Preference Survey RESIDENT SURVEY RESULTS

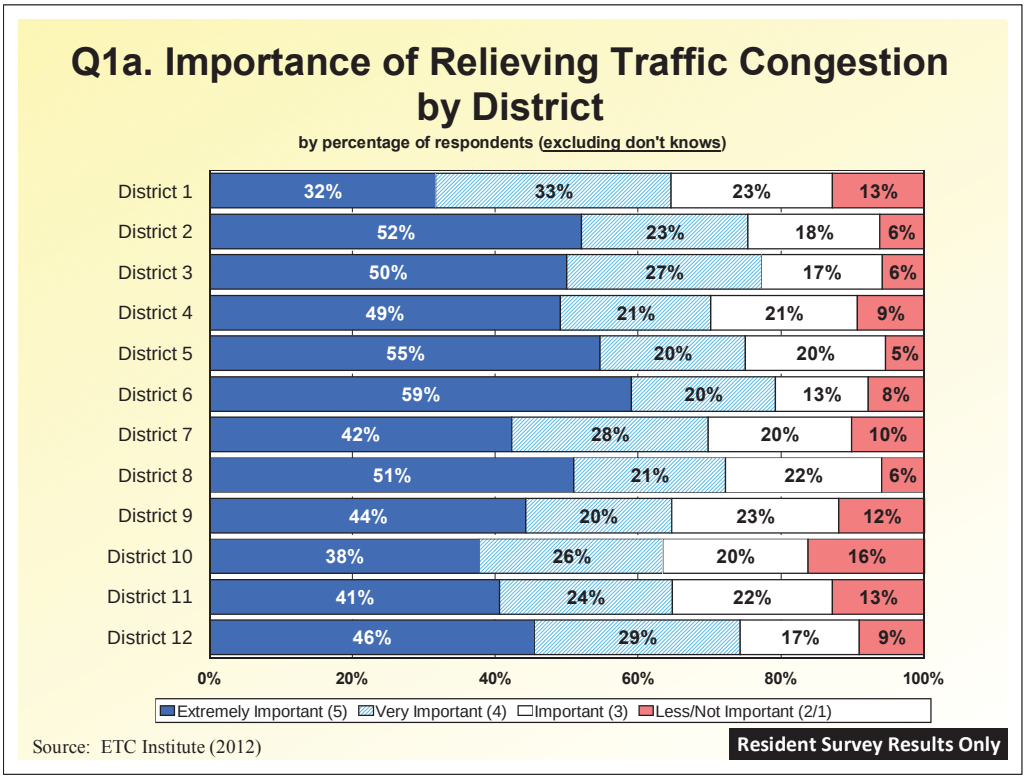
Overall Importance of the Following Transportation Topics in Ohio

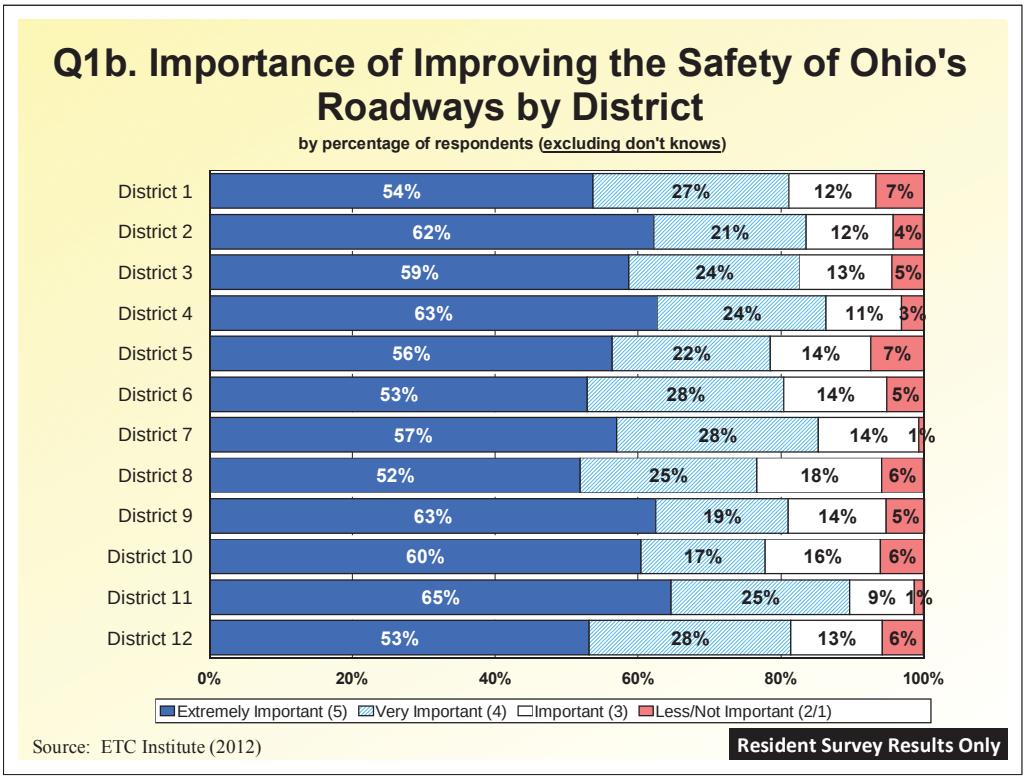
by percentage of respondents (excluding don't knows)

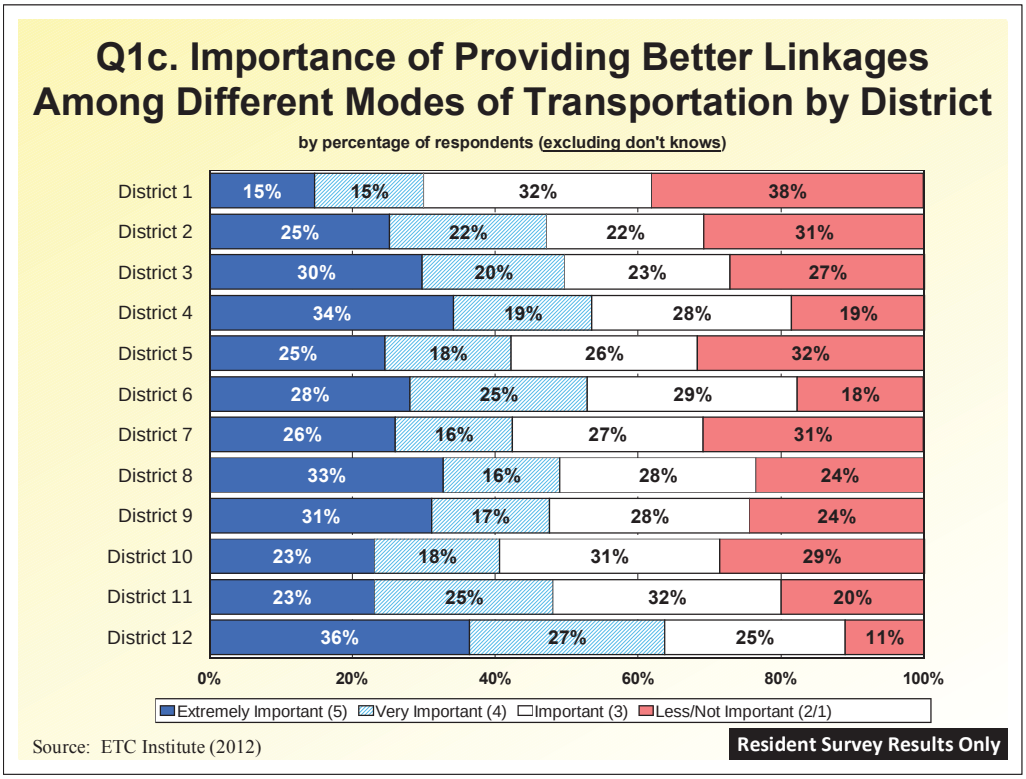


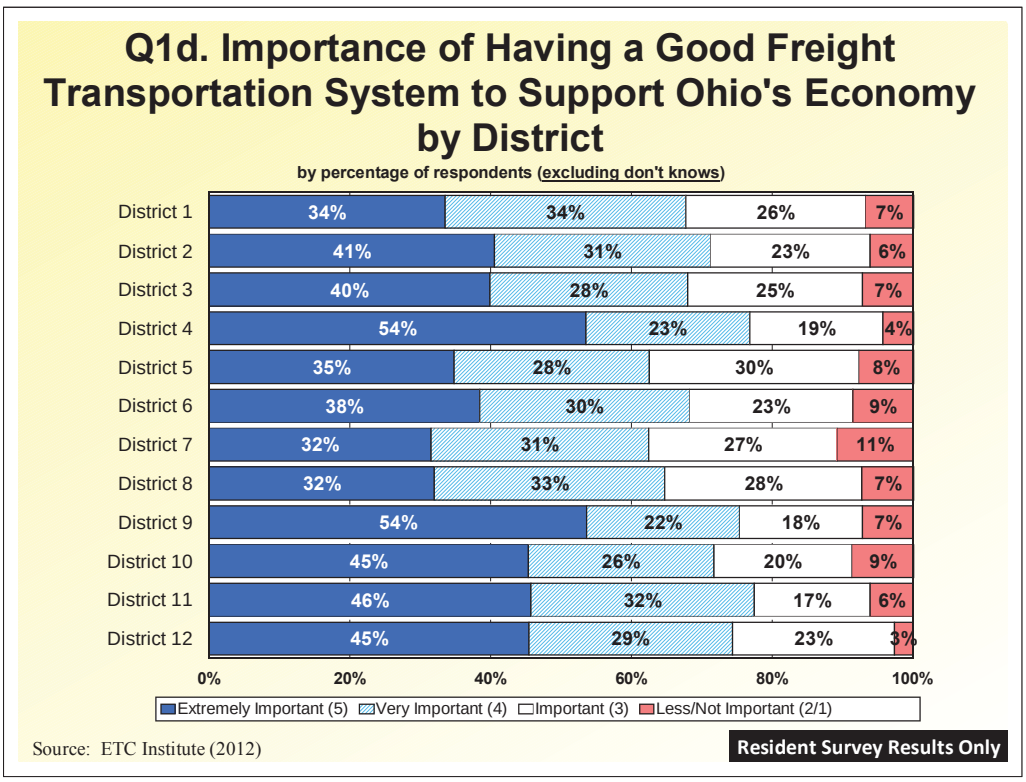
Source: ETC Institute (2012)

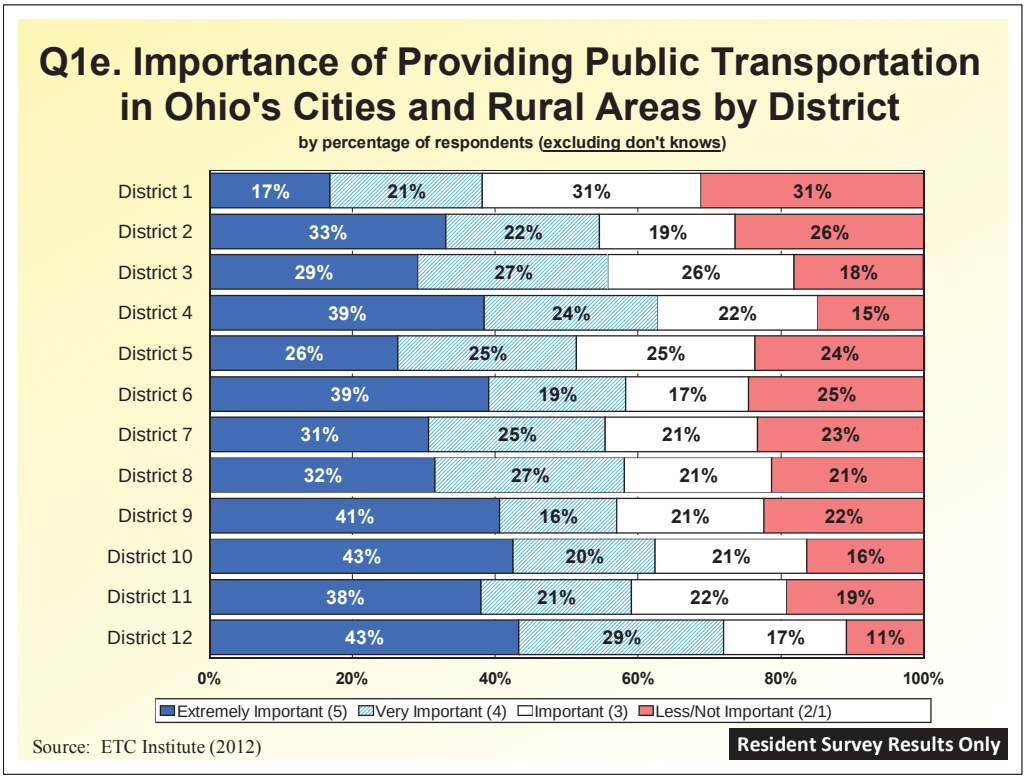
Resident Survey Results Only

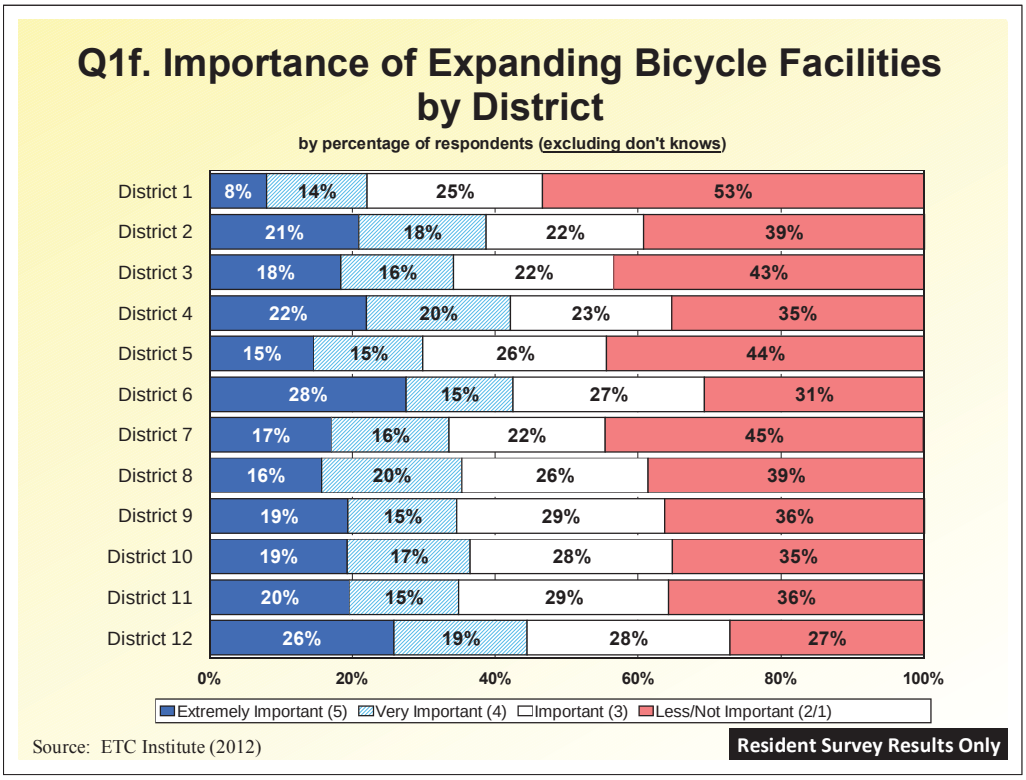

Q1a. Importance of Relieving Traffic Congestion by District
by percentage of respondents (excluding don't knows)
District 1 32% 33% 23% 13%
District 2 52% 23% 18% 6%
District 3 50% 27% 17% 6%
District 4 49% 21% 21% 9%
District 5 55% 20% 20% 5%
District 6 59% 20% 13% 8%
District 7 42% 28% 20% 10%
District 8 51% 21% 22% 6%
District 9 44% 20% 23% 12%
District 10 38% 26% 20% 16%
District 11 41% 24% 22% 13%
District 12 46% 29% 17% 9%
0% 20% 40% 60% 80% 100%
Extremely Important (5) Very Important (4) Important (3) Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

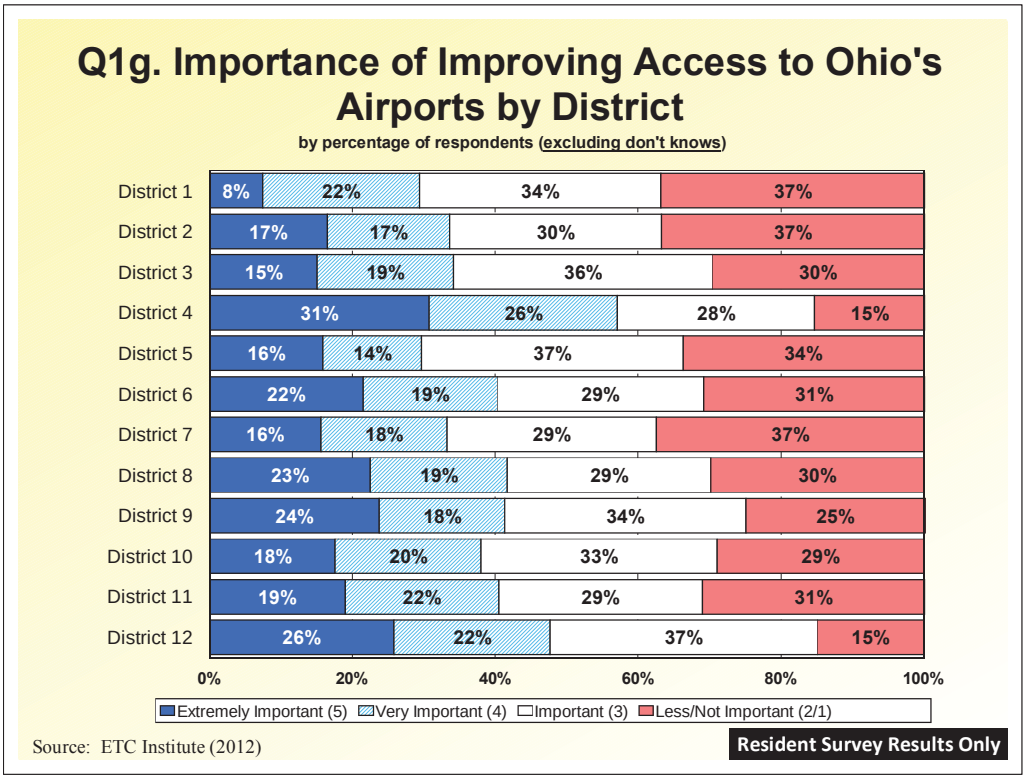

Q1b. Importance of Improving the Safety of Ohio's Roadways by District
by percentage of respondents (excluding don't knows)
District 1 54% 27% 12% 7%
District 2 62% 21% 12% 4%
District 3 59% 24% 13% 5%
District 4 63% 24% 11% 3%
District 5 56% 22% 14% 7%
District 6 53% 28% 14% 5%
District 7 57% 28% 14% 1%
District 8 52% 25% 18% 6%
District 9 63% 19% 14% 5%
District 10 60% 17% 16% 6%
District 11 65% 25% 9% 1%
District 12 53% 28% 13% 6%
0% 20% 40% 60% 80% 100%
Extremely Important (5) Very Important (4) Important (3) Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

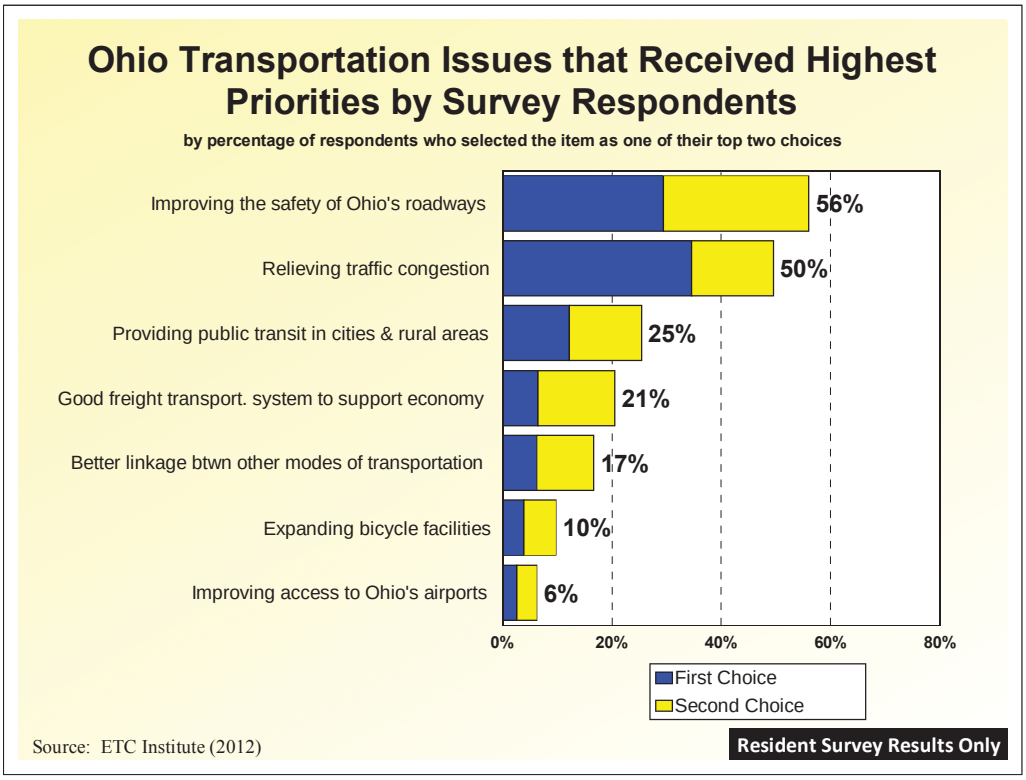

Q1c. Importance of Providing Better Linkages Among Different Modes of Transportation by District
by percentage of respondents (excluding don't knows)
District 1 15% 15% 32% 38%
District 2 25% 22% 22% 31%
District 3 30% 20% 23% 27%
District 4 34% 19% 28% 19%
District 5 25% 18% 26% 32%
District 6 28% 25% 29% 18%
District 7 26% 16% 27% 31%
District 8 33% 16% 28% 24%
District 9 31% 17% 28% 24%
District 10 23% 18% 31% 29%
District 11 23% 25% 32% 20%
District 12 36% 27% 25% 11%
0% 20% 40% 60% 80% 100%
Extremely Important (5) Very Important (4) Important (3) Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

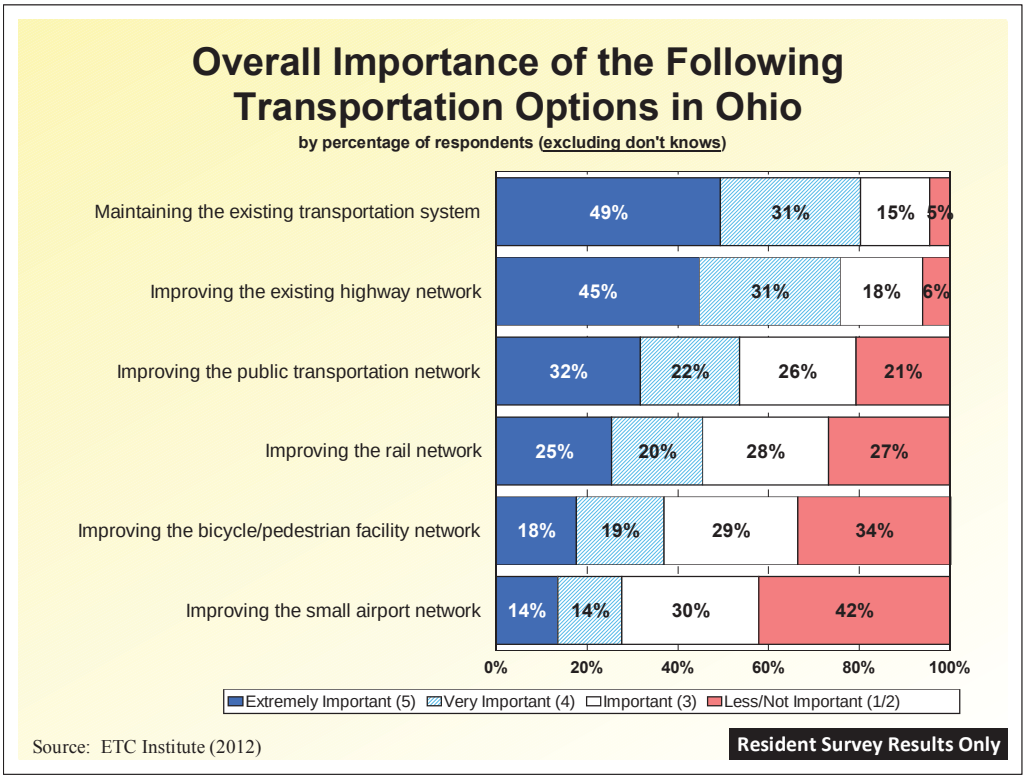

Q1d. Importance of Having a Good Freight Transportation System to Support Ohio's Economy by District
by percentage of respondents (excluding don't knows)
District 1 34% 34% 26% 7%
District 2 41% 31% 23% 6%
District 3 40% 28% 25% 7%
District 4 54% 23% 19% 4%
District 5 35% 28% 30% 8%
District 6 38% 30% 23% 9%
District 7 32% 31% 27% 11%
District 8 32% 33% 28% 7%
District 9 54% 22% 18% 7%
District 10 45% 26% 20% 9%
District 11 46% 32% 17% 6%
District 12 45% 29% 23% 3%
0% 20% 40% 60% 80% 100%
Extremely Important (5) Very Important (4) Important (3) Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

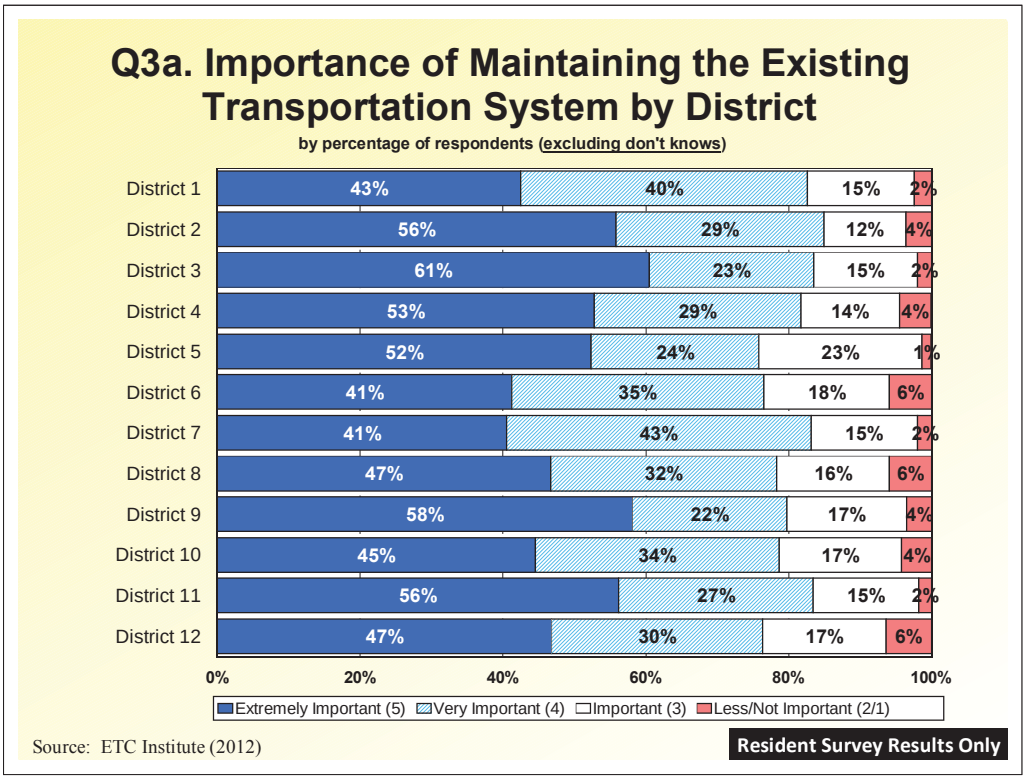

Q1e. Importance of Providing Public Transportation in Ohio's Cities and Rural Areas by District
by percentage of respondents (excluding don't knows)
District 1 17% 21% 31% 31%
District 2 33% 22% 19% 26%
District 3 29% 27% 26% 18%
District 4 39% 24% 22% 15%
District 5 26% 25% 25% 24%
District 6 39% 19% 17% 25%
District 7 31% 25% 21% 23%
District 8 32% 27% 21% 21%
District 9 41% 16% 21% 22%
District 10 43% 20% 21% 16%
District 11 38% 21% 22% 19%
District 12 43% 29% 17% 11%
0% 20% 40% 60% 80% 100%
Extremely Important (5) Very Important (4) Important (3) Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

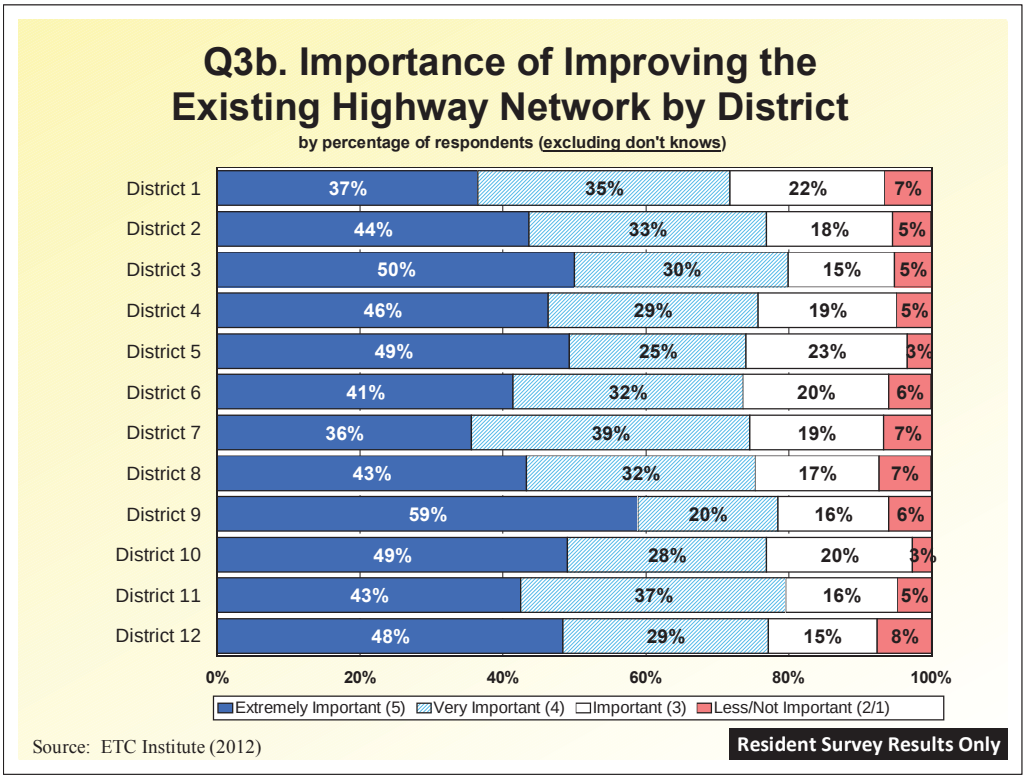

Q1f. Importance of Expanding Bicycle Facilities by District
by percentage of respondents (excluding don't knows)
District 1 8% 14% 25% 53%
District 2 21% 18% 22% 39%
District 3 18% 16% 22% 43%
District 4 22% 20% 23% 35%
District 5 15% 15% 26% 44%
District 6 28% 15% 27% 31%
District 7 17% 16% 22% 45%
District 8 16% 20% 26% 39%
District 9 19% 15% 29% 36%
District 10 19% 17% 28% 35%
District 11 20% 15% 29% 36%
District 12 26% 19% 28% 27%
0% 20% 40% 60% 80% 100%
Extremely Important (5) Very Important (4) Important (3) Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

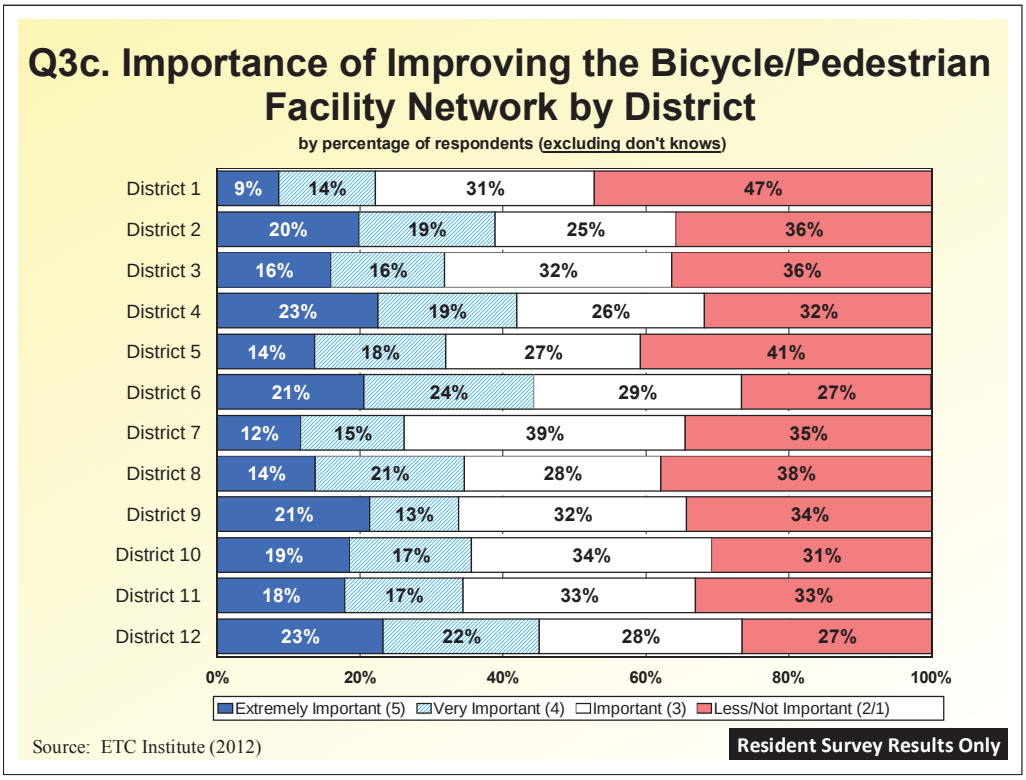

Q1g. Importance of Improving Access to Ohio's Airports by District
by percentage of respondents (excluding don't knows)
District 1 8% 22% 34% 37%
District 2 17% 17% 30% 37%
District 3 15% 19% 36% 30%
District 4 31% 26% 28% 15%
District 5 16% 14% 37% 34%
District 6 22% 19% 29% 31%
District 7 16% 18% 29% 37%
District 8 23% 19% 29% 30%
District 9 24% 18% 34% 25%
District 10 18% 20% 33% 29%
District 11 19% 22% 29% 31%
District 12 26% 22% 37% 15%
0% 20% 40% 60% 80% 100%
Extremely Important (5)
Very Important (4)
Important (3)
Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

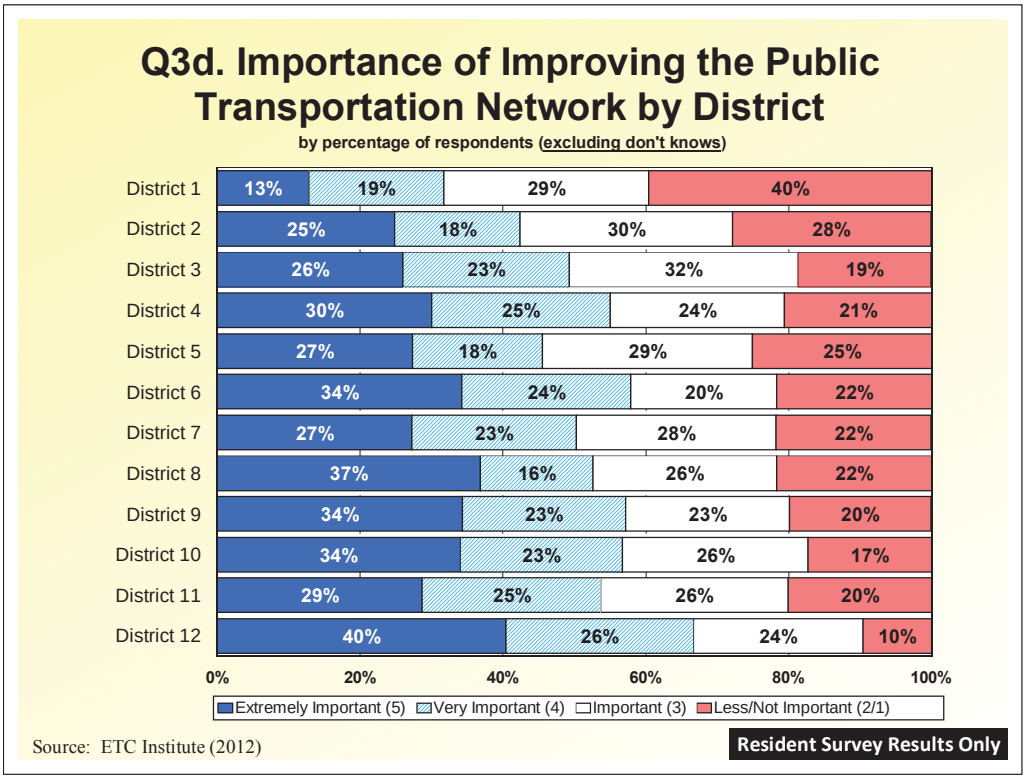

Ohio Transportation Issues that Received Highest Priorities by Survey Respondents
by percentage of respondents who selected the item as one of their top two choices
Improving the safety of Ohio's roadways 56%
Relieving traffic congestion 50%
Providing public transit in cities & rural areas 25%
Good freight transport. system to support economy 21%
Better linkage btwn other modes of transportation 17%
Expanding bicycle facilities 10%
Improving access to Ohio's airports 6%
0% 20% 40% 60% 80%
First Choice
Second Choice
Source: ETC Institute (2012)
Resident Survey Results Only

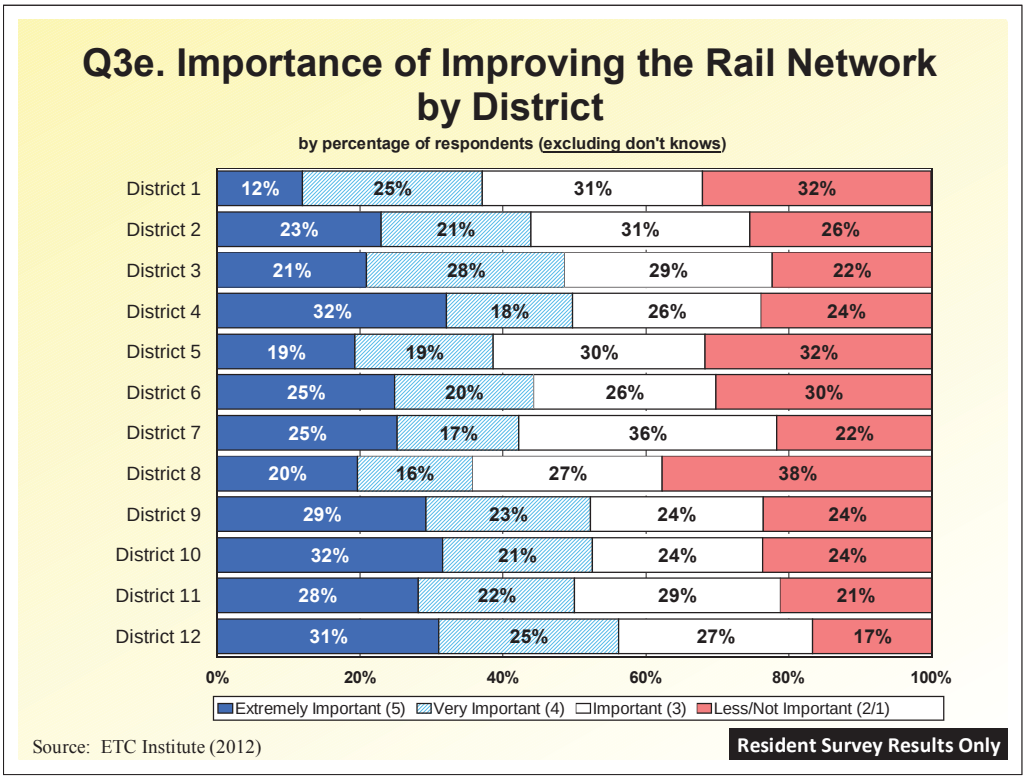

Overall Importance of the Following Transportation Options in Ohio
by percentage of respondents (excluding don't knows)
Maintaining the existing transportation system
49%
31%
15%
5%
Improving the existing highway network
45%
31%
18%
6%
Improving the public transportation network
32%
22%
26%
21%
Improving the rail network
25%
20%
28%
27%
Improving the bicycle/pedestrian facility network
18%
19%
29%
34%
Improving the small airport network
14%
14%
30%
42%
0%
20%
40%
60%
80%
100%
Extremely Important (5)
Very Important (4)
Important (3)
Less/Not Important (1/2)
Source: ETC Institute (2012)
Resident Survey Results Only

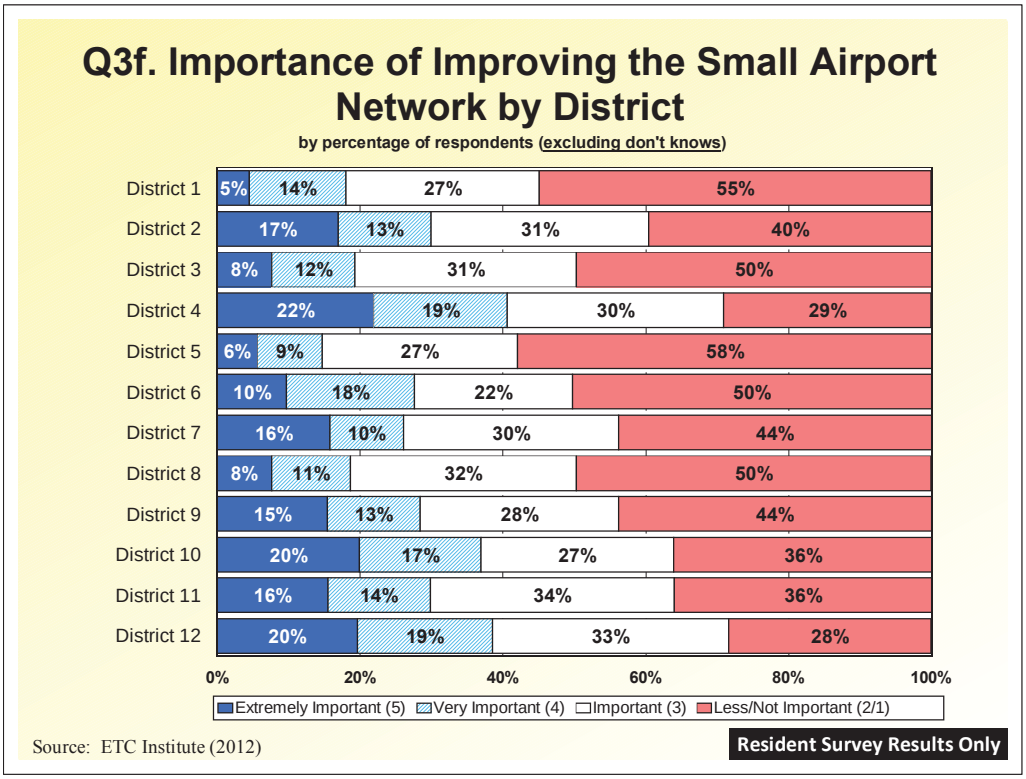

Q3a. Importance of Maintaining the Existing Transportation System by District
by percentage of respondents (excluding don't knows)
District 1
43%
40%
15%
2%
District 2
56%
29%
12%
4%
District 3
61%
23%
15%
2%
District 4
53%
29%
14%
4%
District 5
52%
24%
23%
1%
District 6
41%
35%
18%
6%
District 7
41%
43%
15%
2%
District 8
47%
32%
16%
6%
District 9
58%
22%
17%
4%
District 10
45%
34%
17%
4%
District 11
56%
27%
15%
2%
District 12
47%
30%
17%
6%
0%
20%
40%
60%
80%
100%
Extremely Important (5)
Very Important (4)
Important (3)
Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

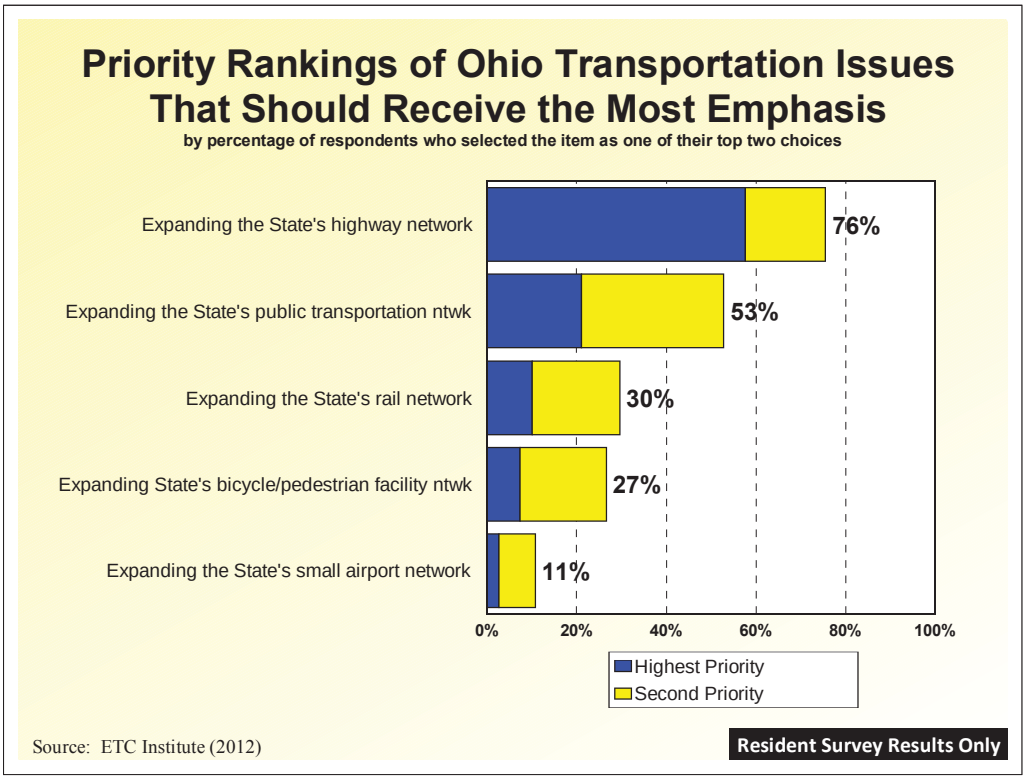

Q3b. Importance of Improving the Existing Highway Network by District
by percentage of respondents (excluding don't knows)
District 1 37% 35% 22% 7%
District 2 44% 33% 18% 5%
District 3 50% 30% 15% 5%
District 4 46% 29% 19% 5%
District 5 49% 25% 23% 3%
District 6 41% 32% 20% 6%
District 7 36% 39% 19% 7%
District 8 43% 32% 17% 7%
District 9 59% 20% 16% 6%
District 10 49% 28% 20% 3%
District 11 43% 37% 16% 5%
District 12 48% 29% 15% 8%
0% 20% 40% 60% 80% 100%
Extremely Important (5) Very Important (4) Important (3) Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

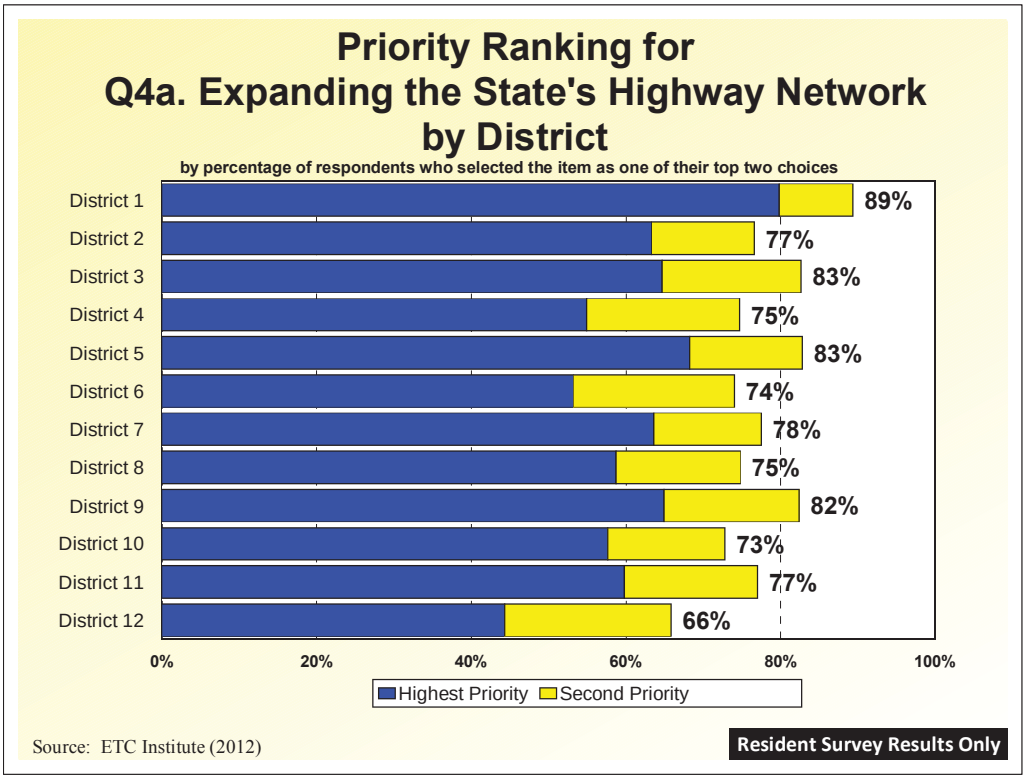

Q3c. Importance of Improving the Bicycle/Pedestrian Facility Network by District
by percentage of respondents (excluding don't knows)
District 1 9% 14% 31% 47%
District 2 20% 19% 25% 36%
District 3 16% 16% 32% 36%
District 4 23% 19% 26% 32%
District 5 14% 18% 27% 41%
District 6 21% 24% 29% 27%
District 7 12% 15% 39% 35%
District 8 14% 21% 28% 38%
District 9 21% 13% 32% 34%
District 10 19% 17% 34% 31%
District 11 18% 17% 33% 33%
District 12 23% 22% 28% 27%
0% 20% 40% 60% 80% 100%
Extremely Important (5) Very Important (4) Important (3) Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

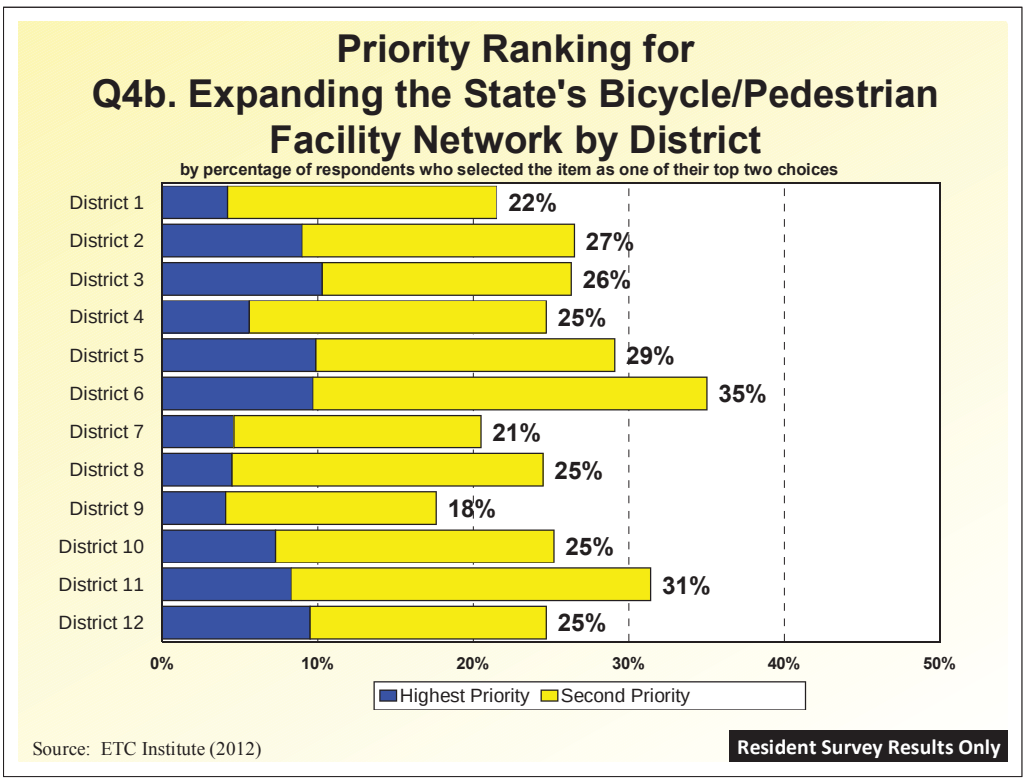

Q3d. Importance of Improving the Public Transportation Network by District
by percentage of respondents (excluding don't knows)
District 1 13% 19% 29% 40%
District 2 25% 18% 30% 28%
District 3 26% 23% 32% 19%
District 4 30% 25% 24% 21%
District 5 27% 18% 29% 25%
District 6 34% 24% 20% 22%
District 7 27% 23% 28% 22%
District 8 37% 16% 26% 22%
District 9 34% 23% 23% 20%
District 10 34% 23% 26% 17%
District 11 29% 25% 26% 20%
District 12 40% 26% 24% 10%
0% 20% 40% 60% 80% 100%
Extremely Important (5)
Very Important (4)
Important (3)
Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

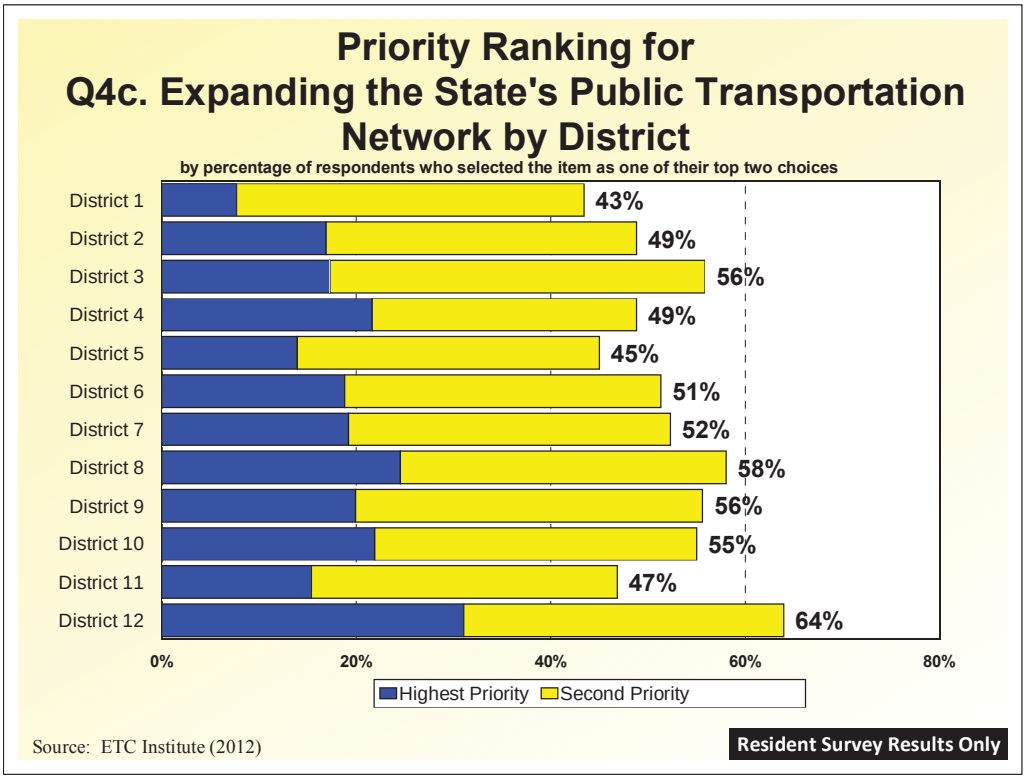

Q3e. Importance of Improving the Rail Network by District
by percentage of respondents (excluding don't knows)
District 1 12% 25% 31% 32%
District 2 23% 21% 31% 26%
District 3 21% 28% 29% 22%
District 4 32% 18% 26% 24%
District 5 19% 19% 30% 32%
District 6 25% 20% 26% 30%
District 7 25% 17% 36% 22%
District 8 20% 16% 27% 38%
District 9 29% 23% 24% 24%
District 10 32% 21% 24% 24%
District 11 28% 22% 29% 21%
District 12 31% 25% 27% 17%
0% 20% 40% 60% 80% 100%
Extremely Important (5)
Very Important (4)
Important (3)
Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

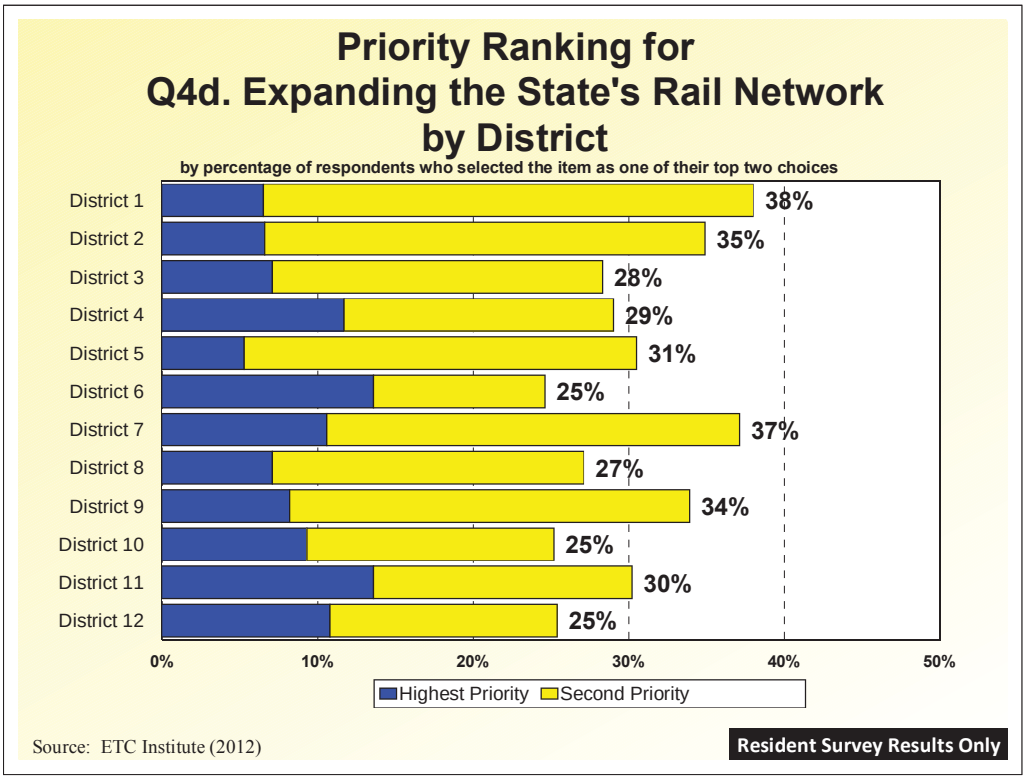

Q3f. Importance of Improving the Small Airport Network by District
by percentage of respondents (excluding don't knows)
District 1 5% 14% 27% 55%
District 2 17% 13% 31% 40%
District 3 8% 12% 31% 50%
District 4 22% 19% 30% 29%
District 5 6% 9% 27% 58%
District 6 10% 18% 22% 50%
District 7 16% 10% 30% 44%
District 8 8% 11% 32% 50%
District 9 15% 13% 28% 44%
District 10 20% 17% 27% 36%
District 11 16% 14% 34% 36%
District 12 20% 19% 33% 28%
0% 20% 40% 60% 80% 100%
Extremely Important (5)
Very Important (4)
Important (3)
Less/Not Important (2/1)
Source: ETC Institute (2012)
Resident Survey Results Only

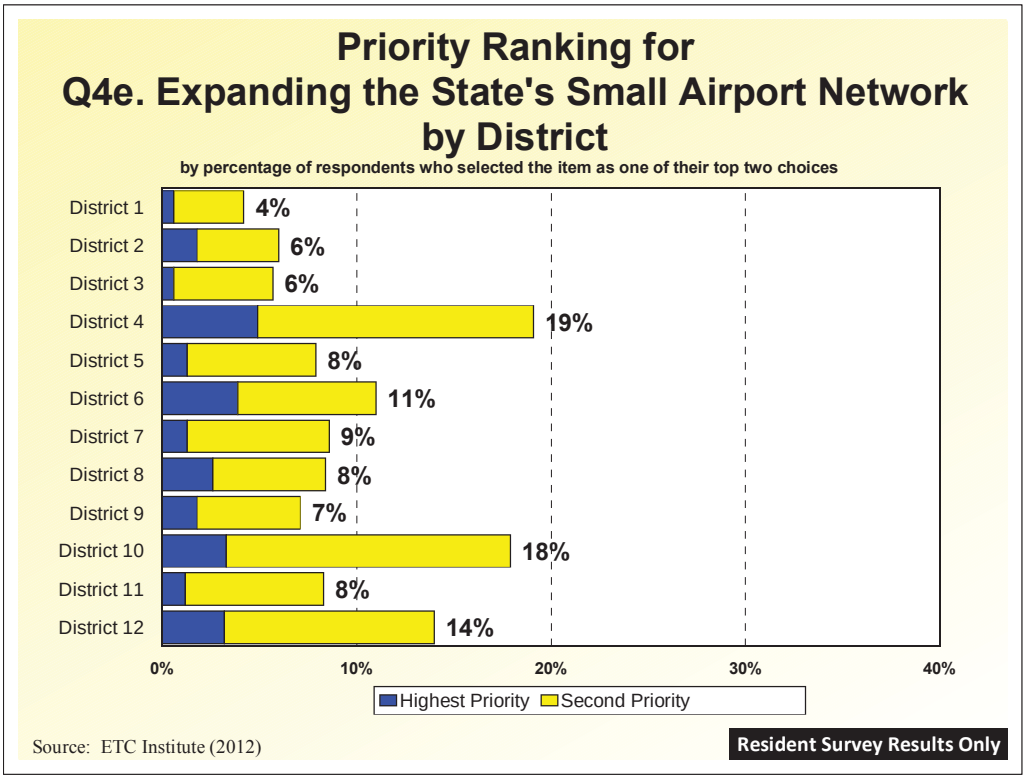

Priority Rankings of Ohio Transportation Issues That Should Receive the Most Emphasis
by percentage of respondents who selected the item as one of their top two choices
Expanding the State's highway network 76%
Expanding the State's public transportation ntwk 53%
Expanding the State's rail network 30%
Expanding State's bicycle/pedestrian facility ntwk 27%
Expanding the State's small airport network 11%
0% 20% 40% 60% 80% 100%
Highest Priority
Second Priority
Source: ETC Institute (2012)
Resident Survey Results Only

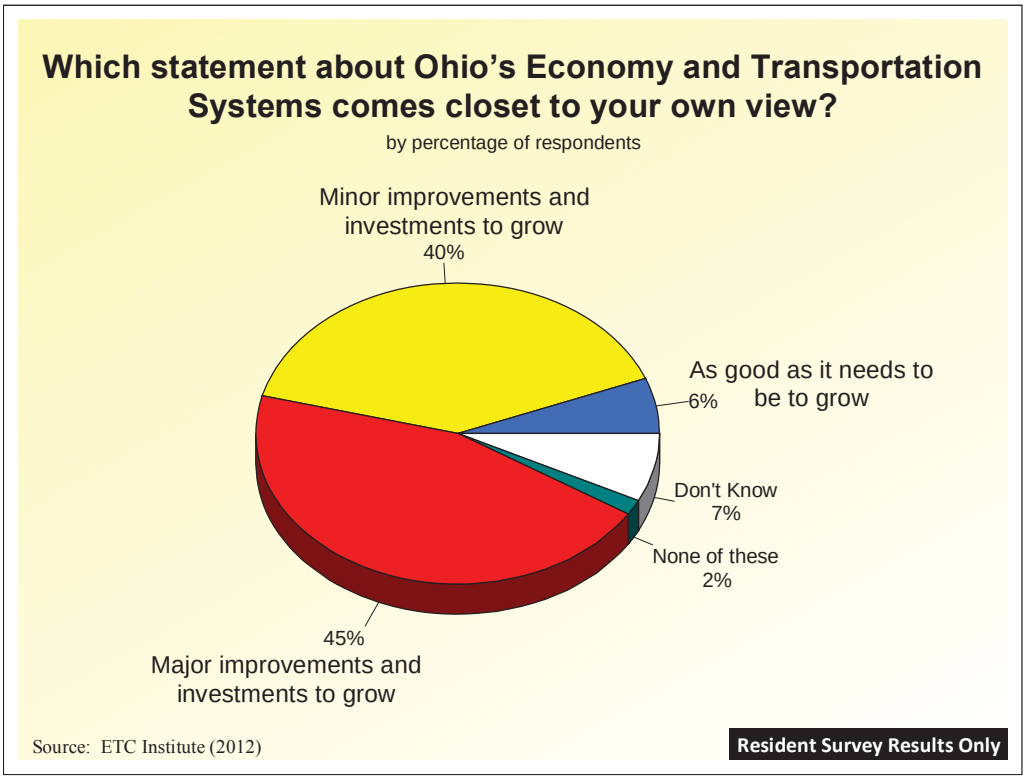

Priority Ranking for
Q4a. Expanding the State's Highway Network
by District
by percentage of respondents who selected the item as one of their top two choices
District 1
District 2
District 3
District 4
District 5
District 6
District 7
District 8
District 9
District 10
District 11
District 12
89%
77%
83%
75%
83%
74%
78%
75%
82%
73%
77%
66%
0%
20%
40%
60%
80%
100%
Highest Priority
Second Priority
Source: ETC Institute (2012)
Resident Survey Results Only


Priority Ranking for
Q4b. Expanding the State's Bicycle/Pedestrian
Facility Network by District
by percentage of respondents who selected the item as one of their top two choices
District 1
District 2
District 3
District 4
District 5
District 6
District 7
District 8
District 9
District 10
District 11
District 12
22%
27%
26%
25%
29%
35%
21%
25%
18%
25%
31%
25%
0%
10%
20%
30%
40%
50%
Highest Priority
Second Priority
Source: ETC Institute (2012)
Resident Survey Results Only


Priority Ranking for
Q4c. Expanding the State's Public Transportation Network by District
by percentage of respondents who selected the item as one of their top two choices
District 1
District 2
District 3
District 4
District 5
District 6
District 7
District 8
District 9
District 10
District 11
District 12
43%
49%
56%
49%
45%
51%
52%
58%
56%
55%
47%
64%
0%
20%
40%
60%
80%
Highest Priority
Second Priority
Source: ETC Institute (2012)
Resident Survey Results Only

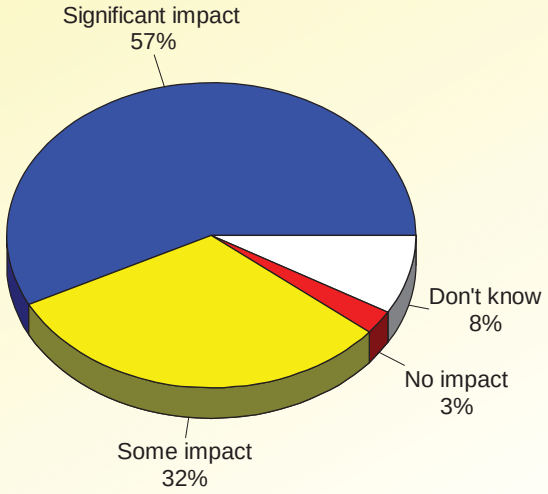

Priority Ranking for
Q4d. Expanding the State's Rail Network by District
by percentage of respondents who selected the item as one of their top two choices
District 1
District 2
District 3
District 4
District 5
District 6
District 7
District 8
District 9
District 10
District 11
District 12
38%
35%
28%
29%
31%
25%
37%
27%
34%
25%
30%
25%
0%
10%
20%
30%
40%
50%
Highest Priority
Second Priority
Source: ETC Institute (2012)
Resident Survey Results Only


Priority Ranking for
Q4e. Expanding the State's Small Airport Network
by District
by percentage of respondents who selected the item as one of their top two choices
District 1
District 2
District 3
District 4
District 5
District 6
District 7
District 8
District 9
District 10
District 11
District 12
4%
6%
6%
19%
8%
11%
9%
8%
7%
18%
8%
14%
0%
10%
20%
30%
40%
Highest Priority
Second Priority
Source: ETC Institute (2012)
Resident Survey Results Only


Which statement about Ohio's Economy and Transportation Systems comes closet to your own view?
by percentage of respondents
Minor improvements and investments to grow
40%
As good as it needs to be to grow
6%
Don't Know
7%
None of these
2%
45%
Major improvements and investments to grow
Source: ETC Institute (2012)
Resident Survey Results Only

How much impact do you think that Growth and Development in Ohio have on the State's Transportation System?

by percentage of respondents

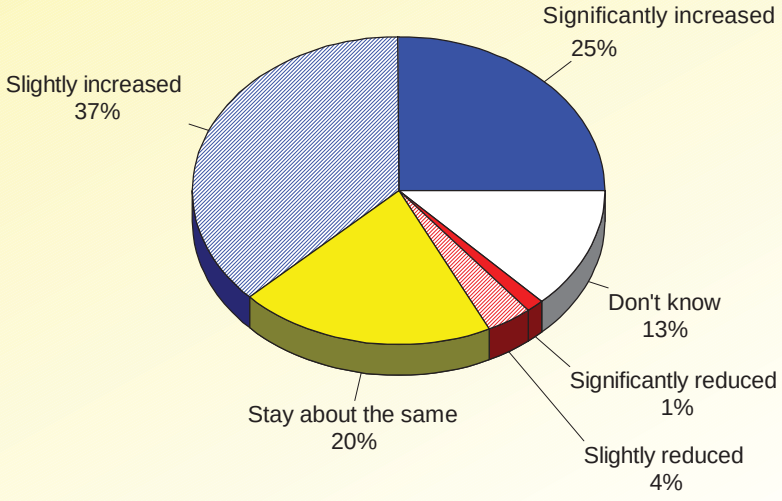


Source: ETC Institute (2012)

Resident Survey Results Only

How do you think the level of funding for transportation in the State of Ohio should change over the next 5 years?

by percentage of respondents

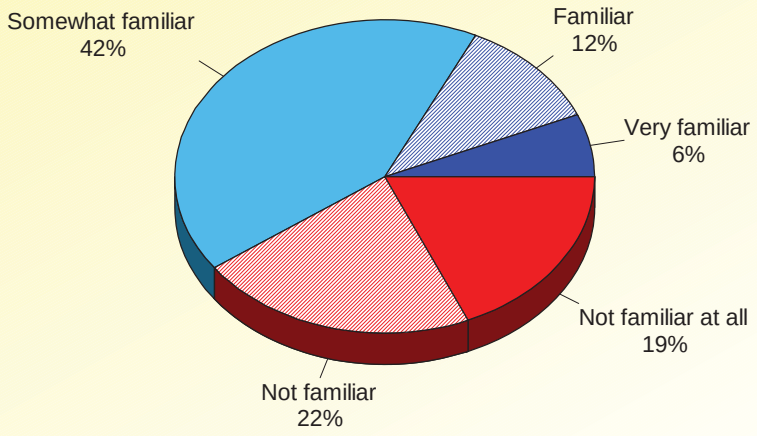


Source: ETC Institute (2012)

Resident Survey Results Only

How familiar are you with the way transportation is funded in the State of Ohio?

by percentage of respondents

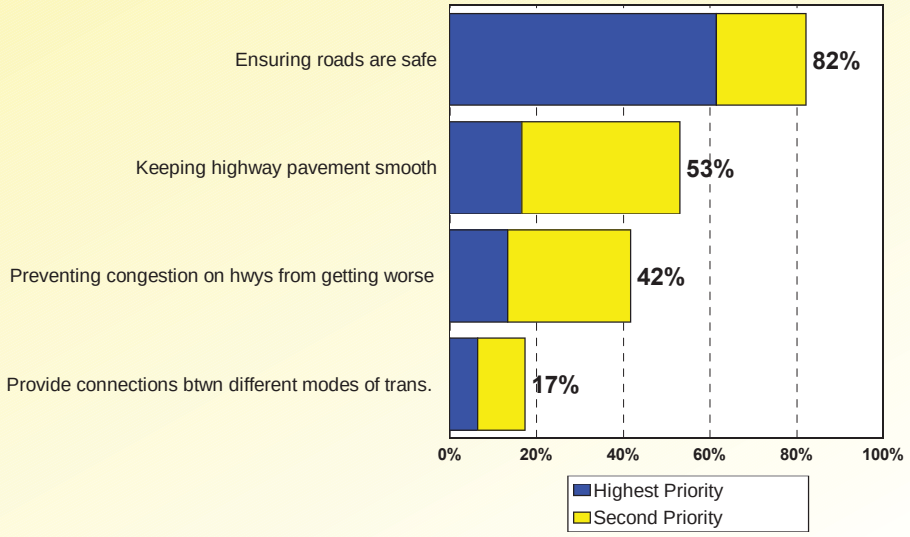


Source: ETC Institute (2012)

Resident Survey Results Only

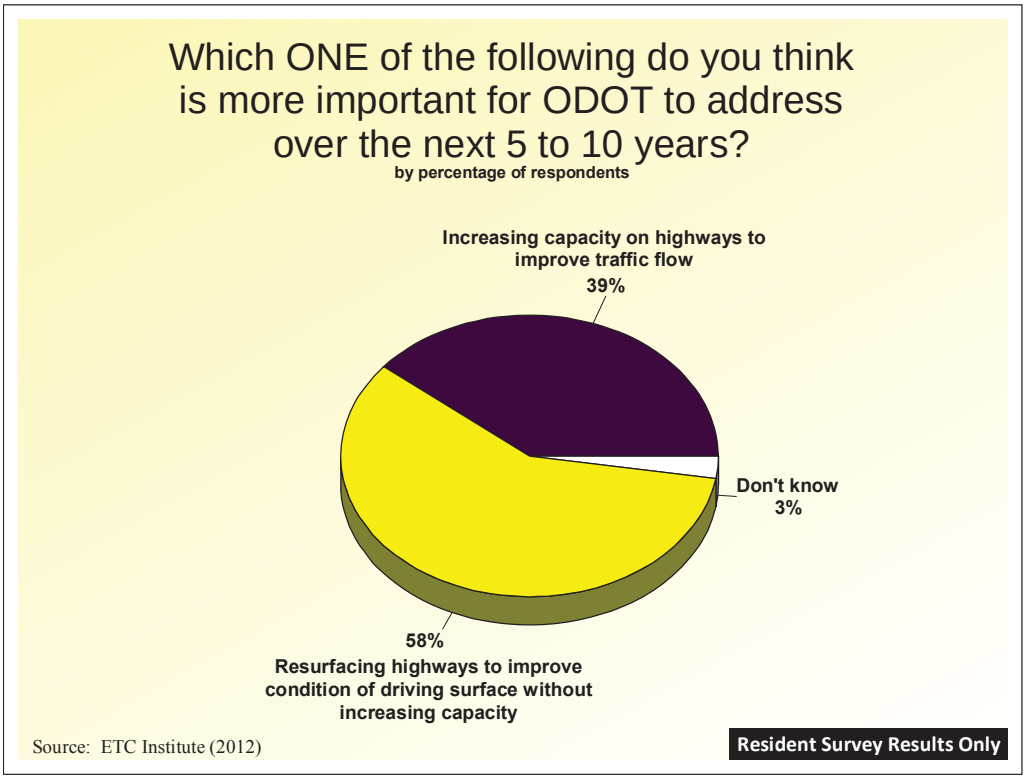
Priority Rankings for Funding FOUR Transportation Items

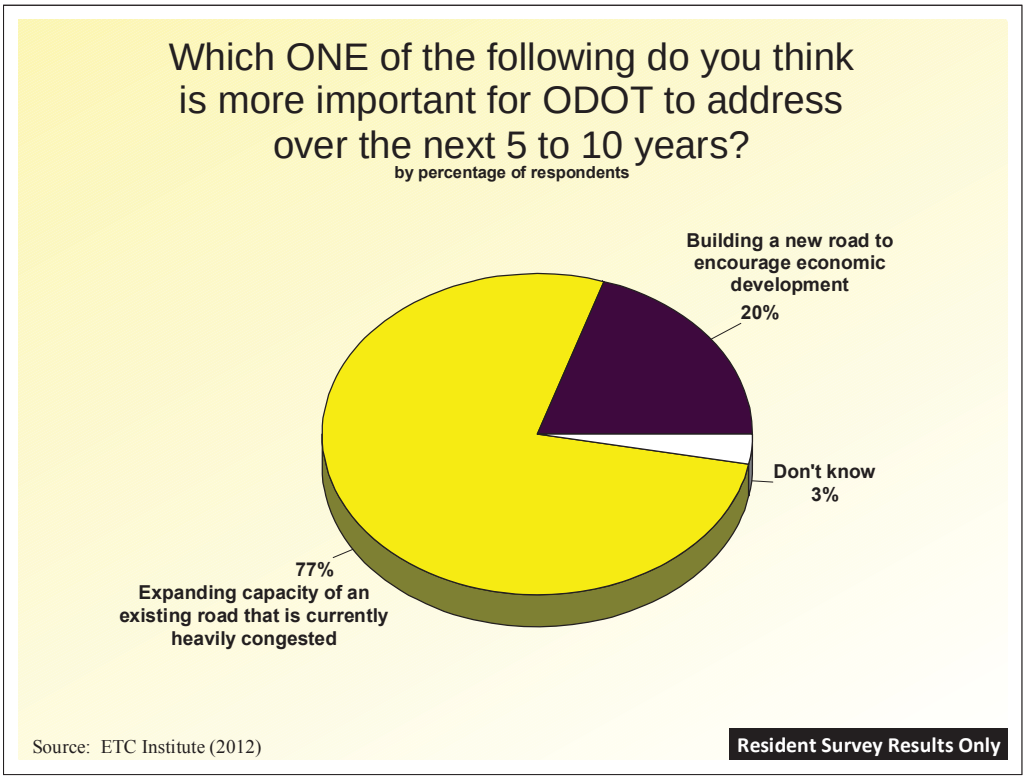
by percentage of respondents who selected the item as one of their top two choices



Source: ETC Institute (2012)

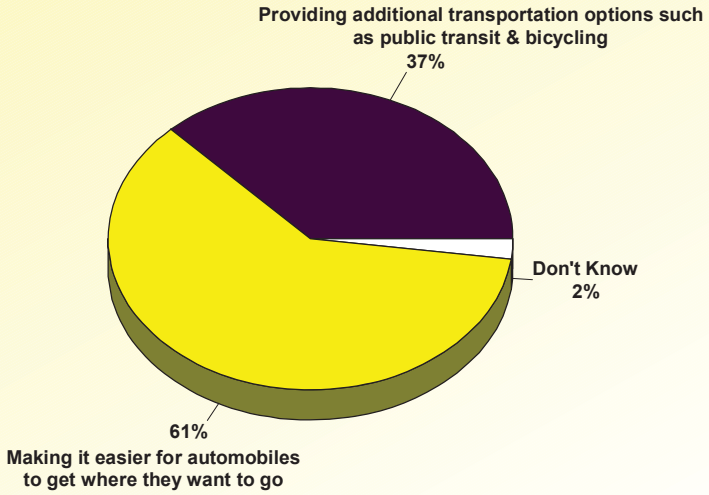
Resident Survey Results Only


Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?
by percentage of respondents
Increasing capacity on highways to improve traffic flow
39%
Don't know
3%
58%
Resurfacing highways to improve condition of driving surface without increasing capacity
Source: ETC Institute (2012)
Resident Survey Results Only


Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?
by percentage of respondents
Building a new road to encourage economic development
20%
Don't know
3%
77%
Expanding capacity of an existing road that is currently heavily congested
Source: ETC Institute (2012)
Resident Survey Results Only

Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

by percentage of respondents

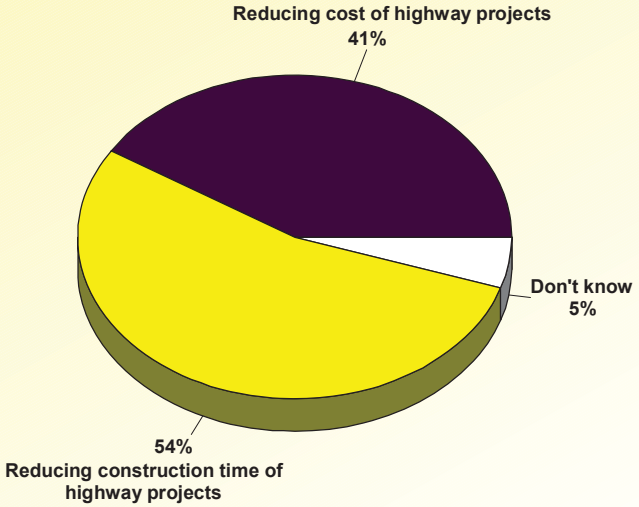


Source: ETC Institute (2012)

Resident Survey Results Only

Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

by percentage of respondents

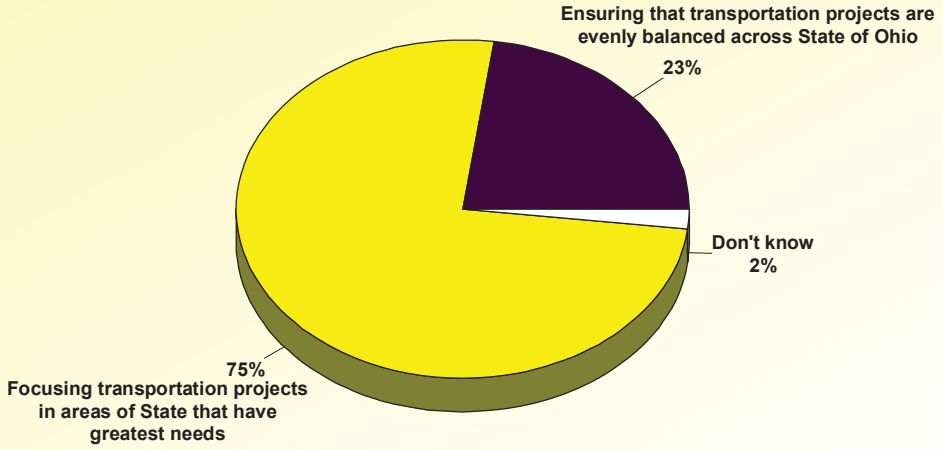


Source: ETC Institute (2012)

Resident Survey Results Only

Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

by percentage of respondents

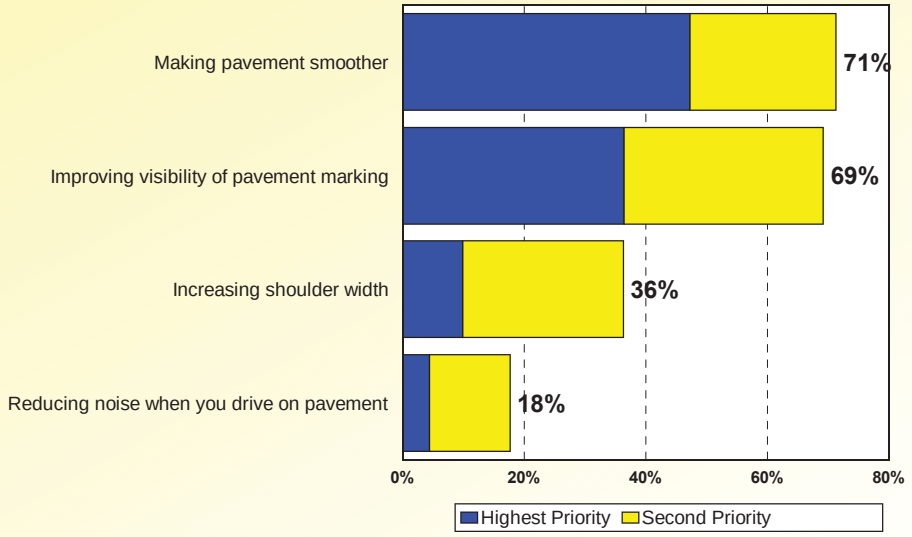


Source: ETC Institute (2012)

Resident Survey Results Only

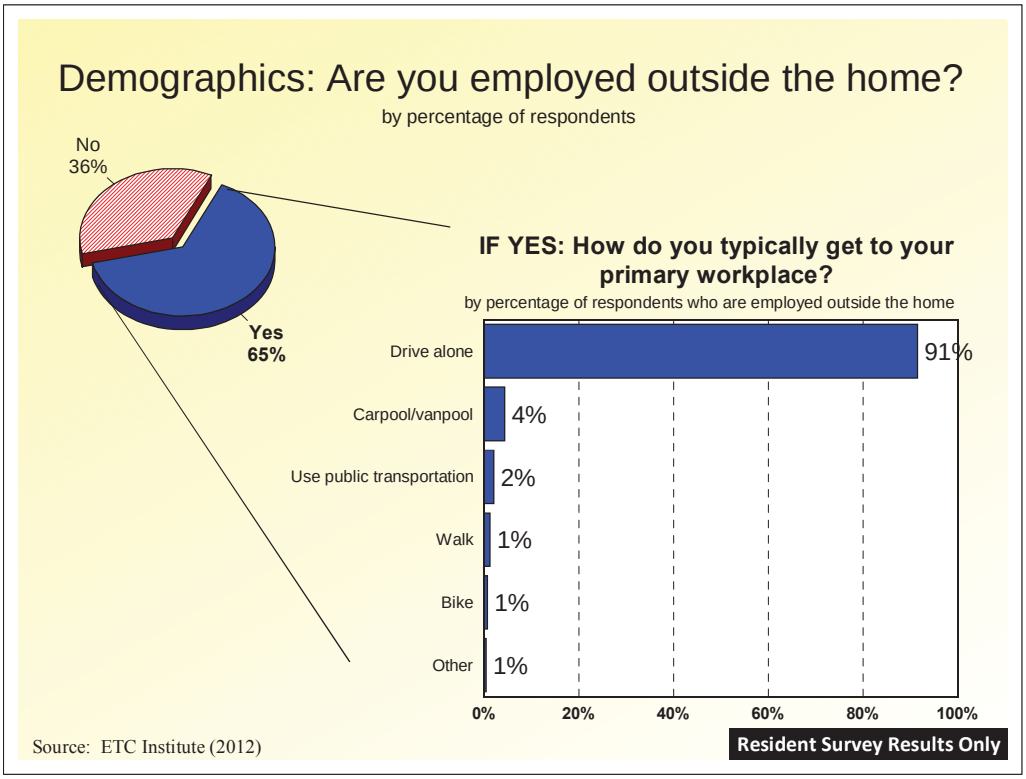
Priority Rankings Placed on the FOUR Pavement Characteristics That Should Receive the Most Emphasis

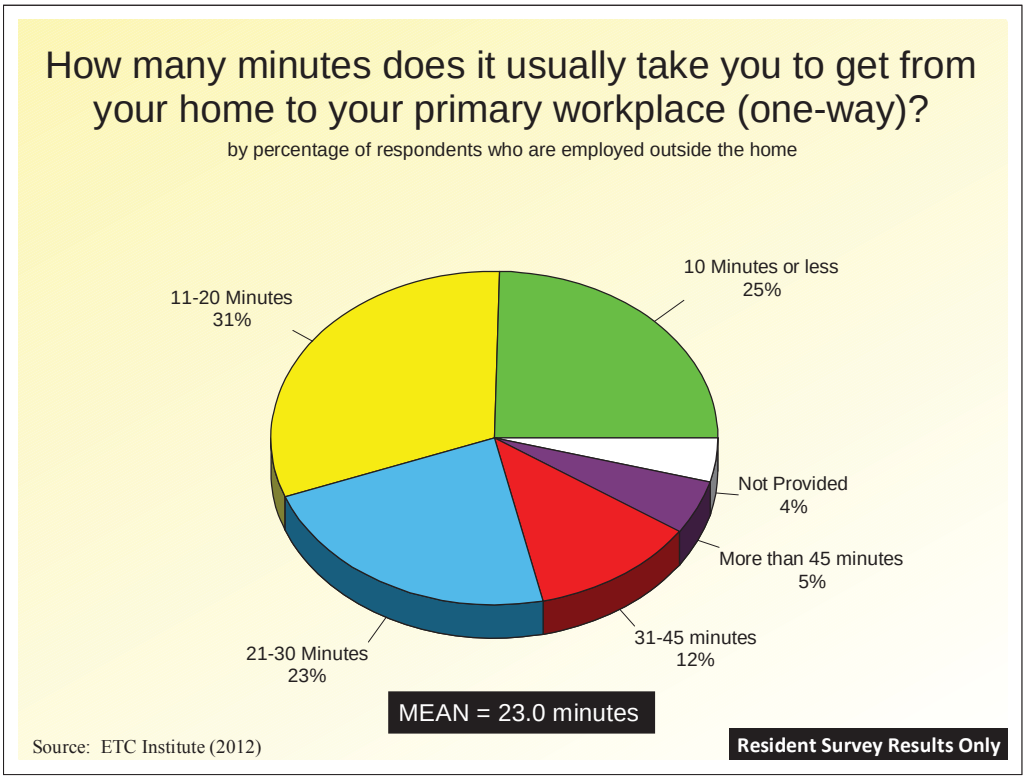
by percentage of respondents who selected the item as one of their top two choices



Source: ETC Institute (2012)

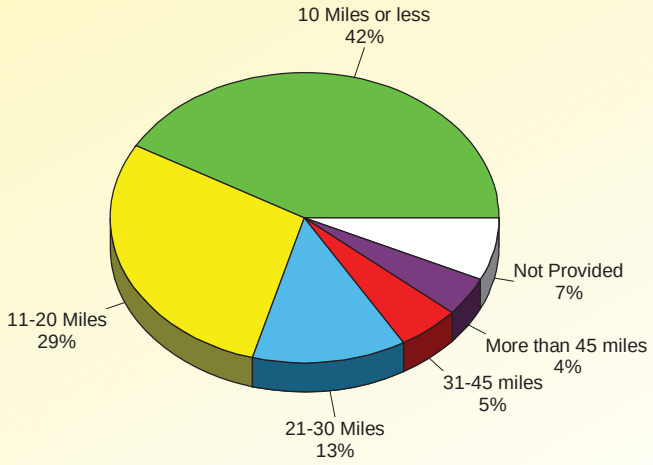
Resident Survey Results Only


Demographics: Are you employed outside the home?
by percentage of respondents
No
36%
Yes
65%
IF YES: How do you typically get to your primary workplace?
by percentage of respondents who are employed outside the home
Drive alone
91%
Carpool/vanpool
4%
Use public transportation
2%
Walk
1%
Bike
1%
Other
1%
0%
20%
40%
60%
80%
100%
Source: ETC Institute (2012)
Resident Survey Results Only


How many minutes does it usually take you to get from your home to your primary workplace (one-way)?
by percentage of respondents who are employed outside the home
10 Minutes or less
25%
11-20 Minutes
31%
Not Provided
4%
More than 45 minutes
5%
31-45 minutes
12%
21-30 Minutes
23%
MEAN = 23.0 minutes
Source: ETC Institute (2012)
Resident Survey Results Only

How many miles do you live from your primary workplace (one-way distance)?

by percentage of respondents who are employed outside the home



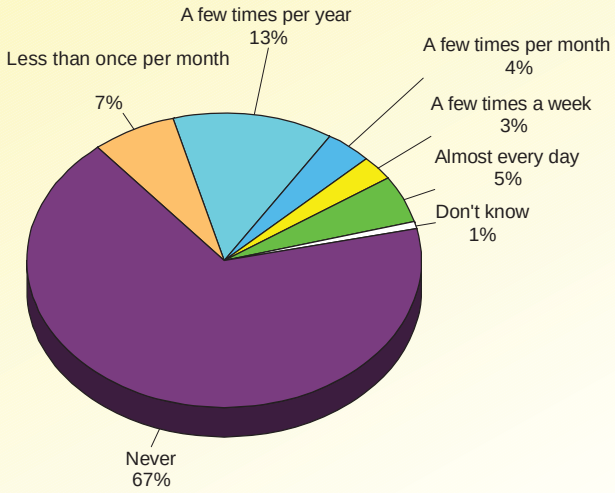
MEAN = 16.7 miles

Source: ETC Institute (2012)

Resident Survey Results Only

Which of the following best describes how often you used public transportation during the past year?

by percentage of respondents

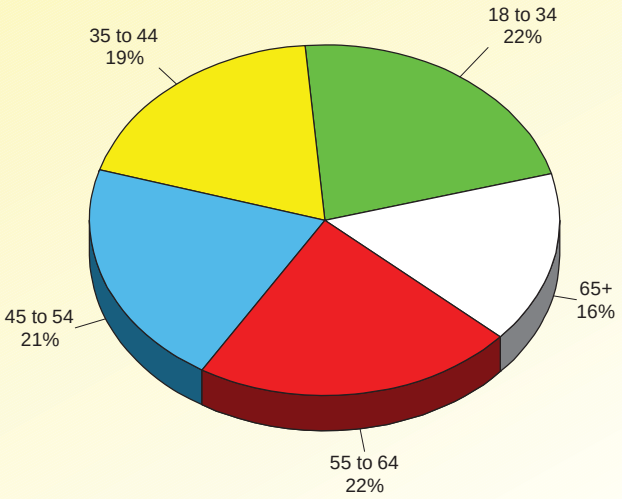


Source: ETC Institute (2012)

Resident Survey Results Only

Demographics: Respondents Age

by percentage of respondents

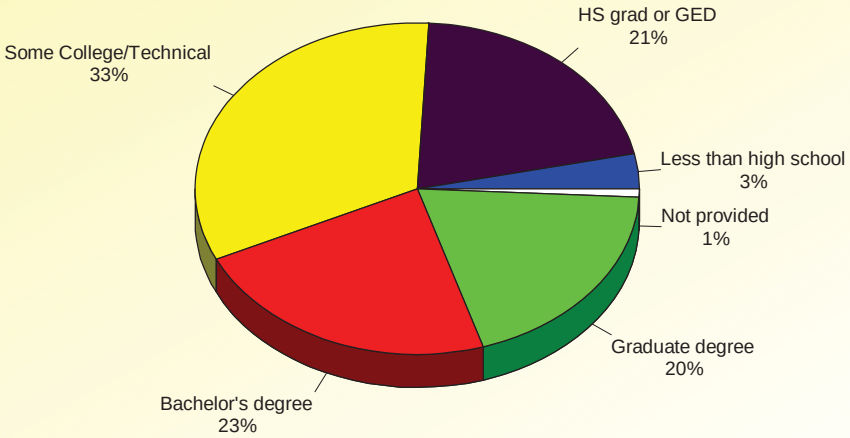


Source: ETC Institute (2012)

Resident Survey Results Only

Demographics: What is your level of education?

by percentage of respondents

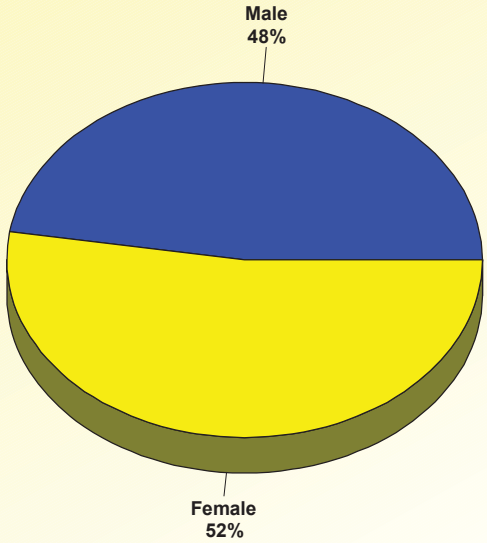


Source: ETC Institute (2012)

Resident Survey Results Only

Demographics: Gender

by percentage of respondents

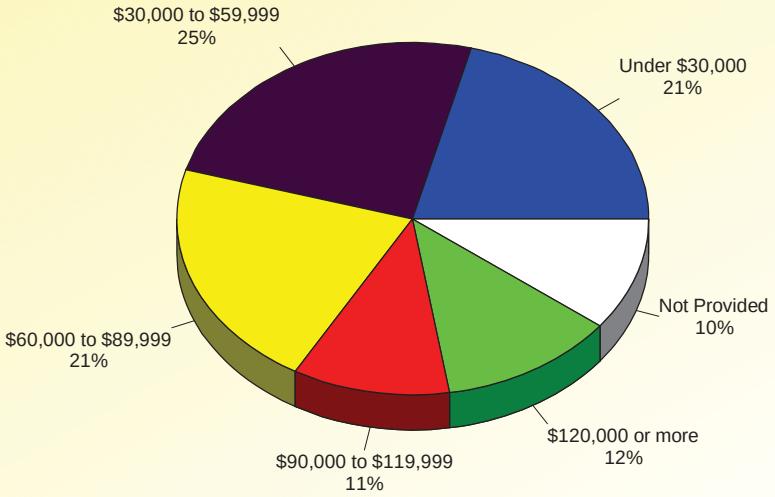


Source: ETC Institute (2012)

Resident Survey Results Only

Demographics: Total Annual Household Income

by percentage of respondents



Source: ETC Institute (2012)

Resident Survey Results Only

Section 2:
GIS Maps

Interpreting the Maps

The maps on the following pages show the mean ratings for several questions on the survey by District.

If all areas on a map are the same color, then residents generally feel the same about that issue regardless of the location of their home.

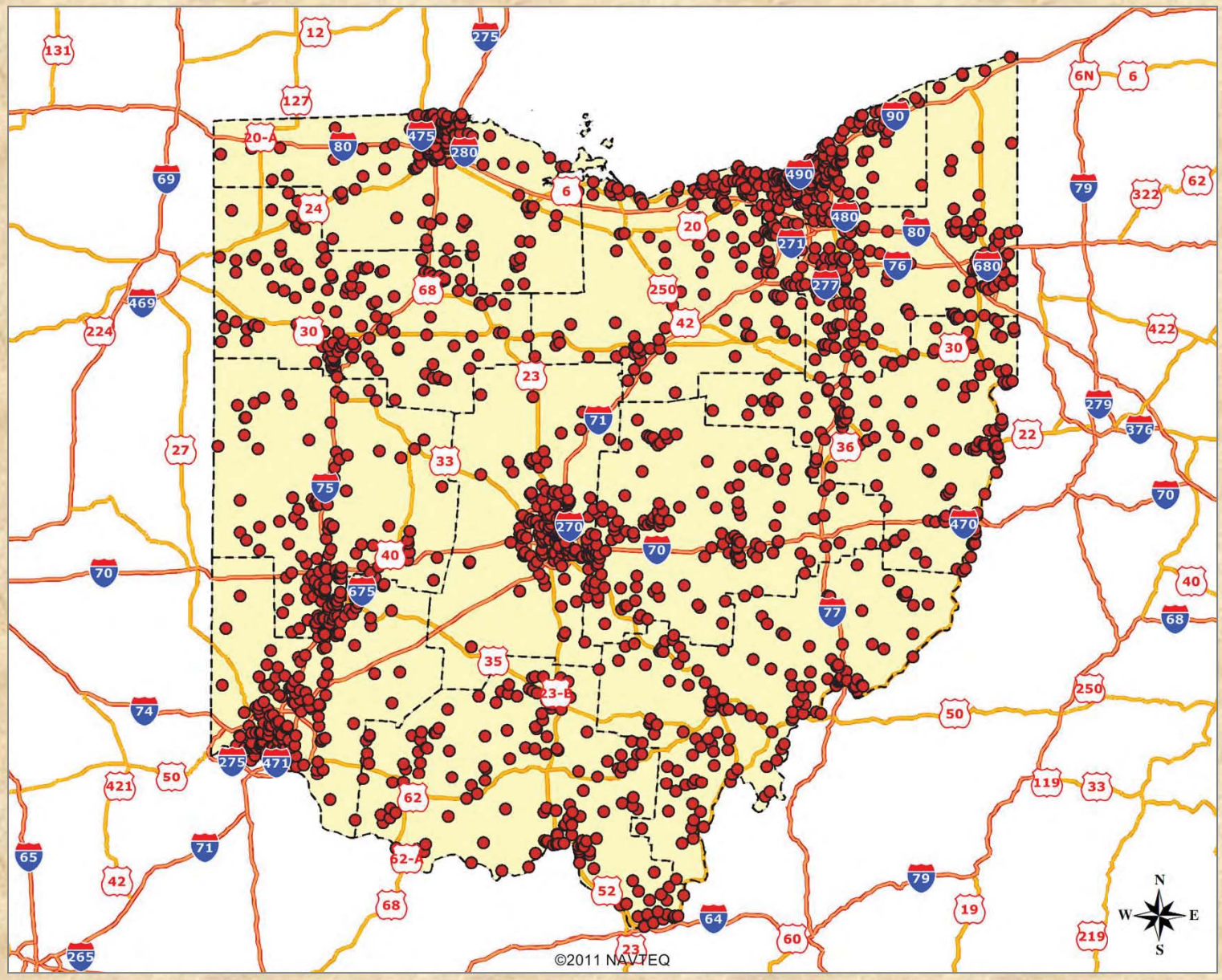
When reading the maps, please use the following color scheme as a guide:

- DARK/LIGHT BLUE shades indicate HIGHER level of importance ratings. Shades of blue generally indicate that residents thought the issue was extremely important or very important.

- OFF-WHITE shades indicate more NEUTRAL level of importance ratings. Shades of neutral generally indicate that residents thought the issue was neither extremely important nor unimportant.

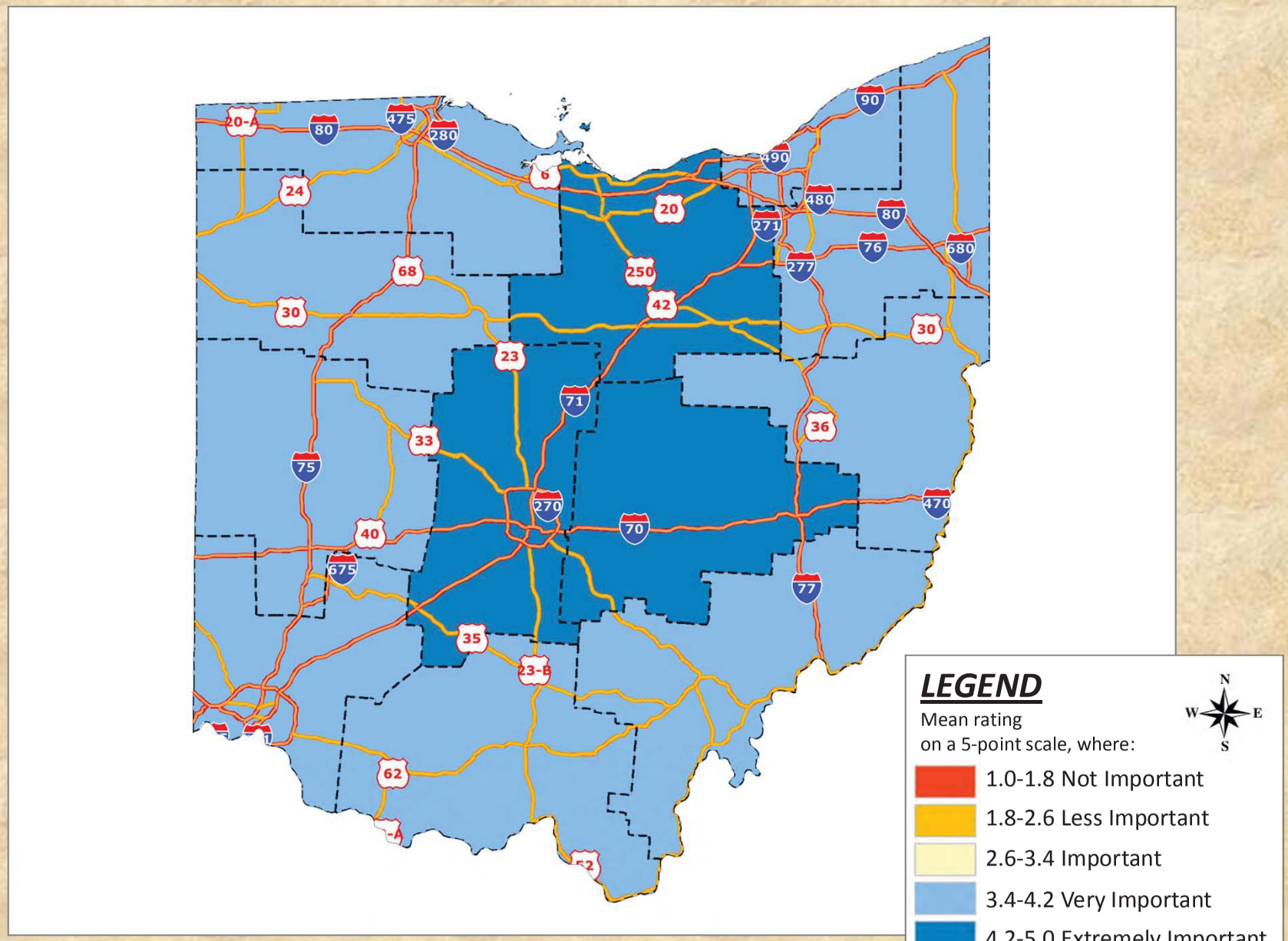
- ORANGE/RED shades indicate NEGATIVE ratings. Shades of orange/red generally indicate that residents thought the issue was unimportant.

Location of Survey Respondents



ODOT 2012 Statewide Customer Preference Survey

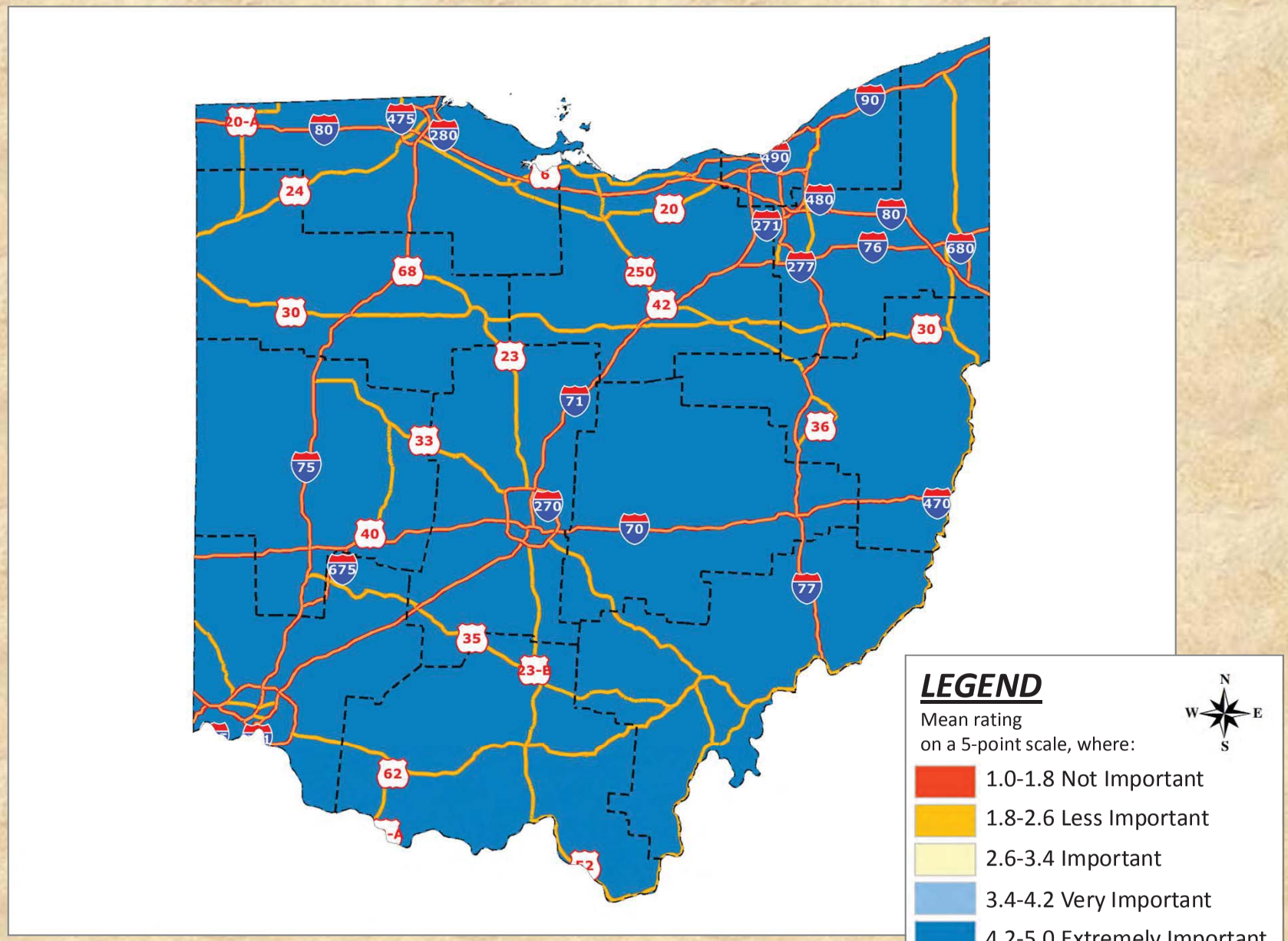
Q1a Relieving traffic congestion



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

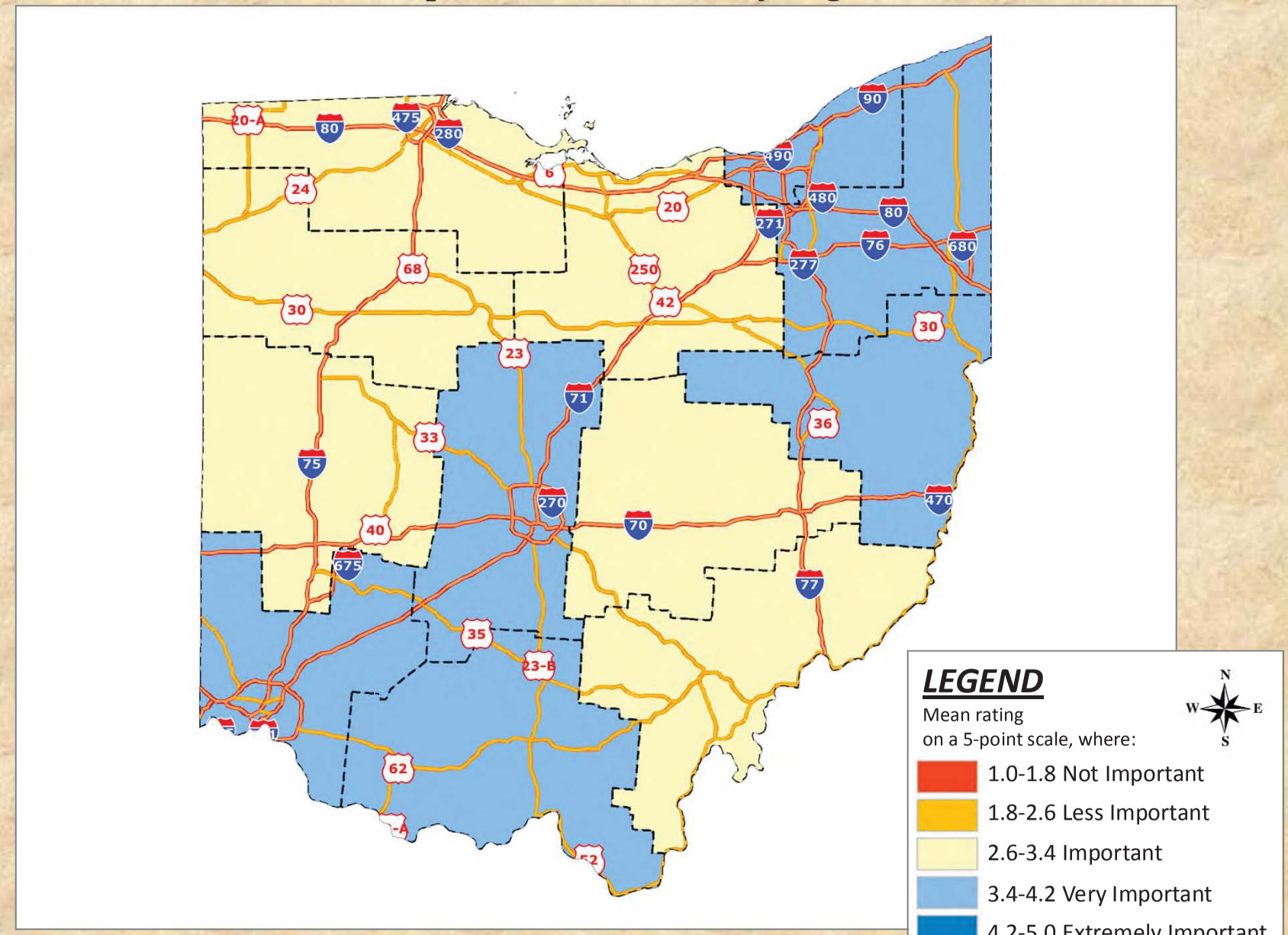
Q1b Improving the safety of Ohio's roadways



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

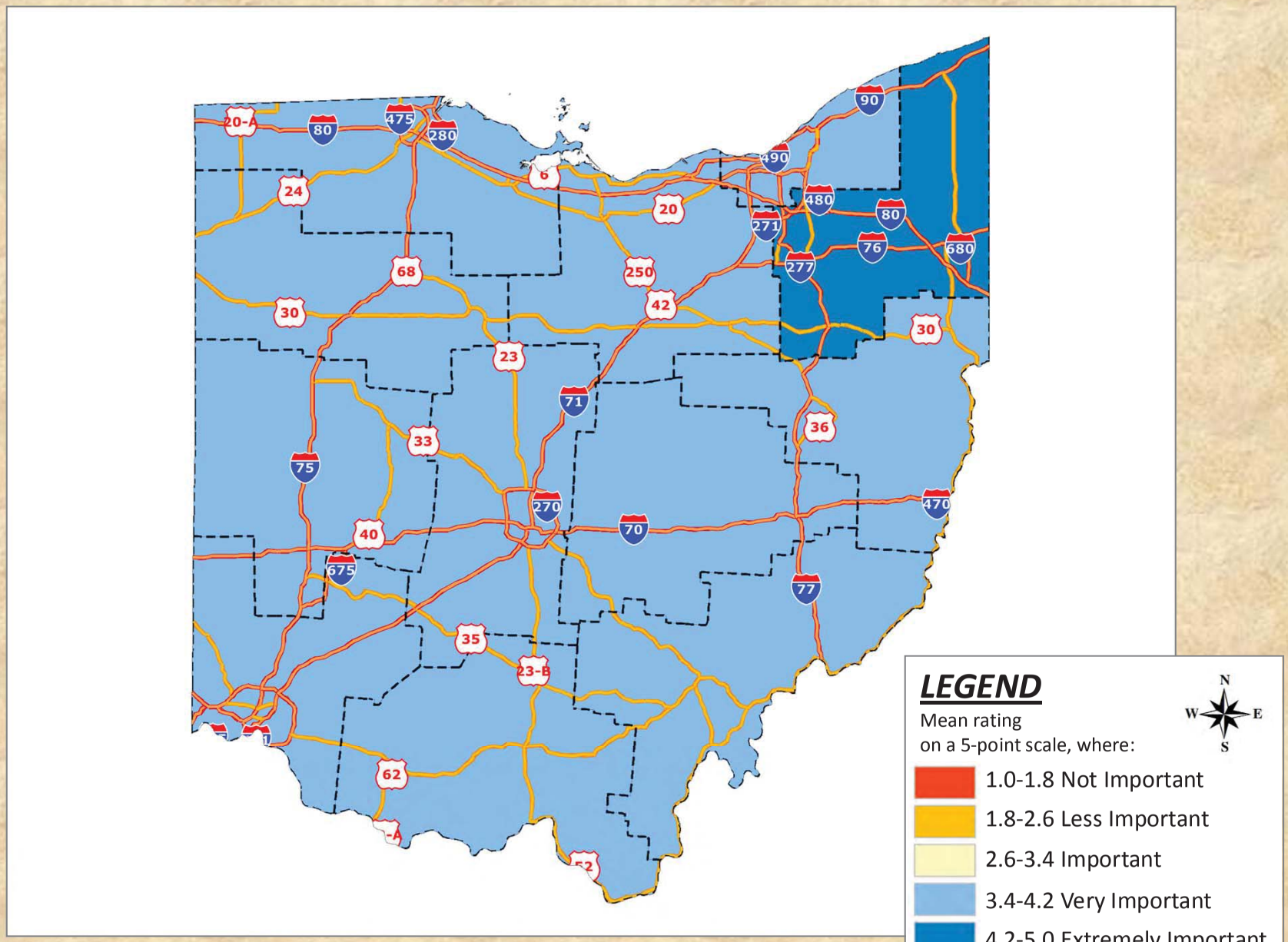
Q1c Providing better linkages among different modes of transportation, such as bicycle, pedestrian, car, bus, train, and airplane, so that it is easy to go from one mode to the other



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

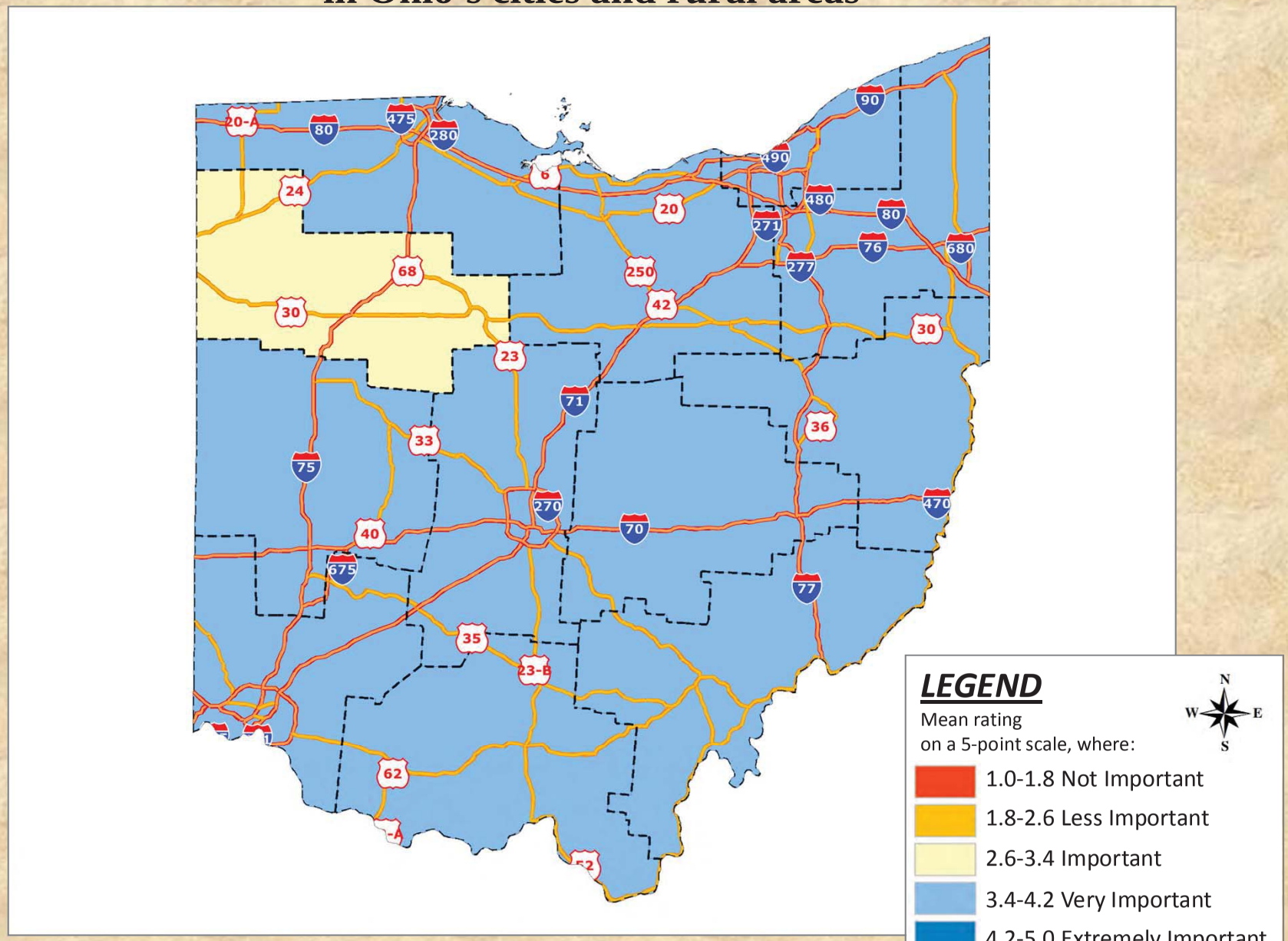
Q1d Having a good freight transportation system to support Ohio's economy



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

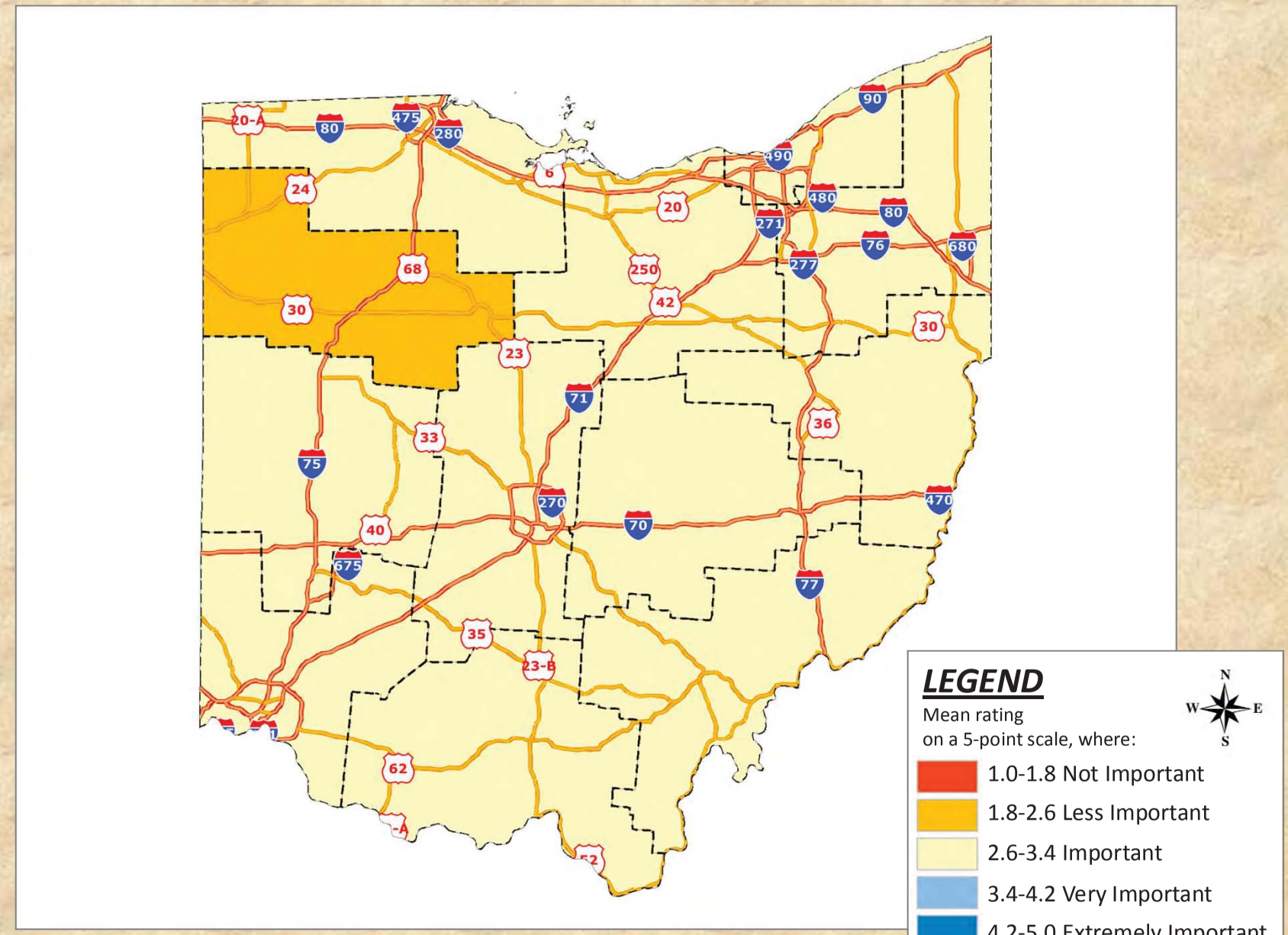
Q1e Providing public transportation, such as buses, transit vans and light rail, in Ohio's cities and rural areas



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

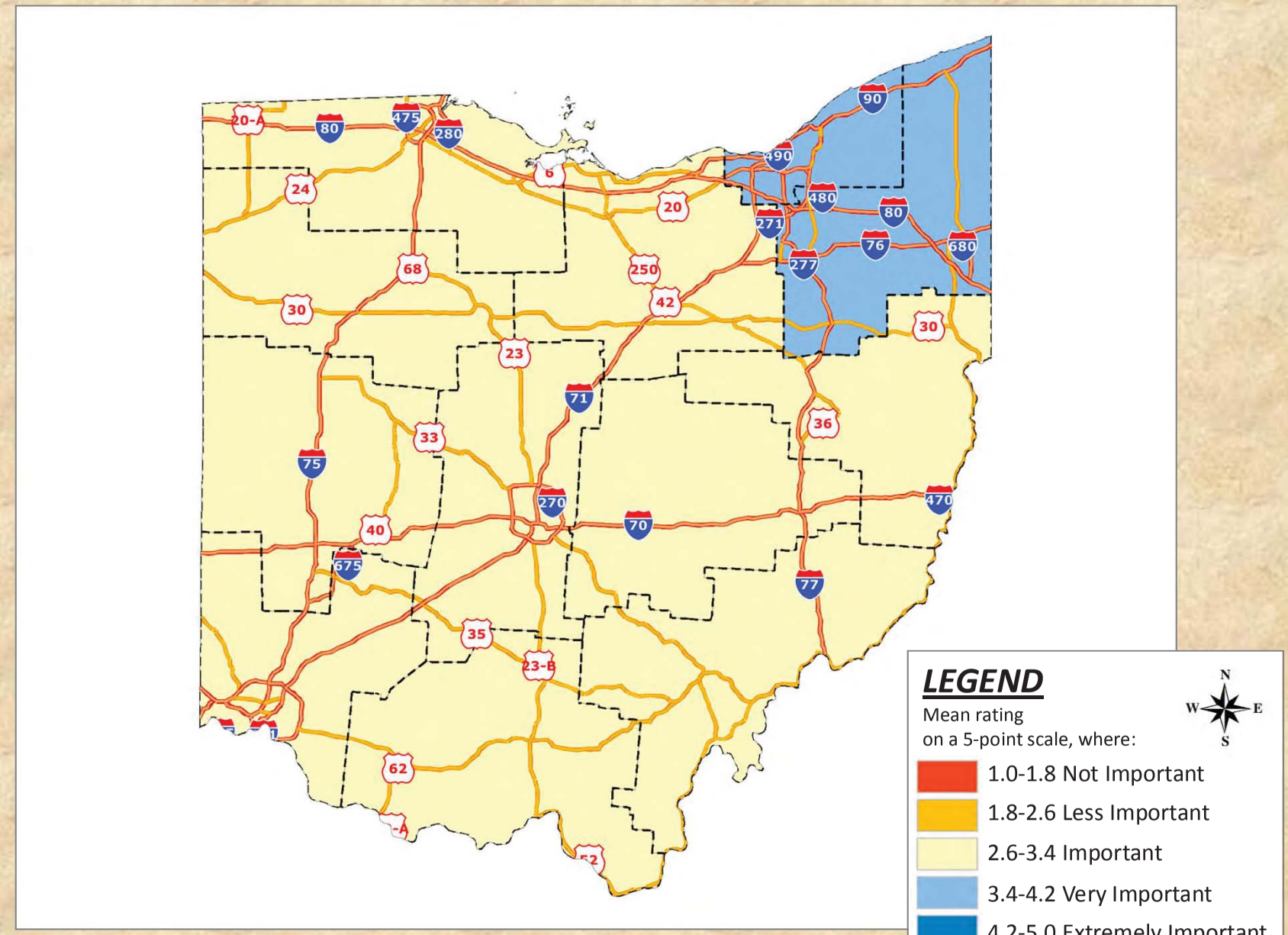
Q1f Expanding bicycle facilities



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

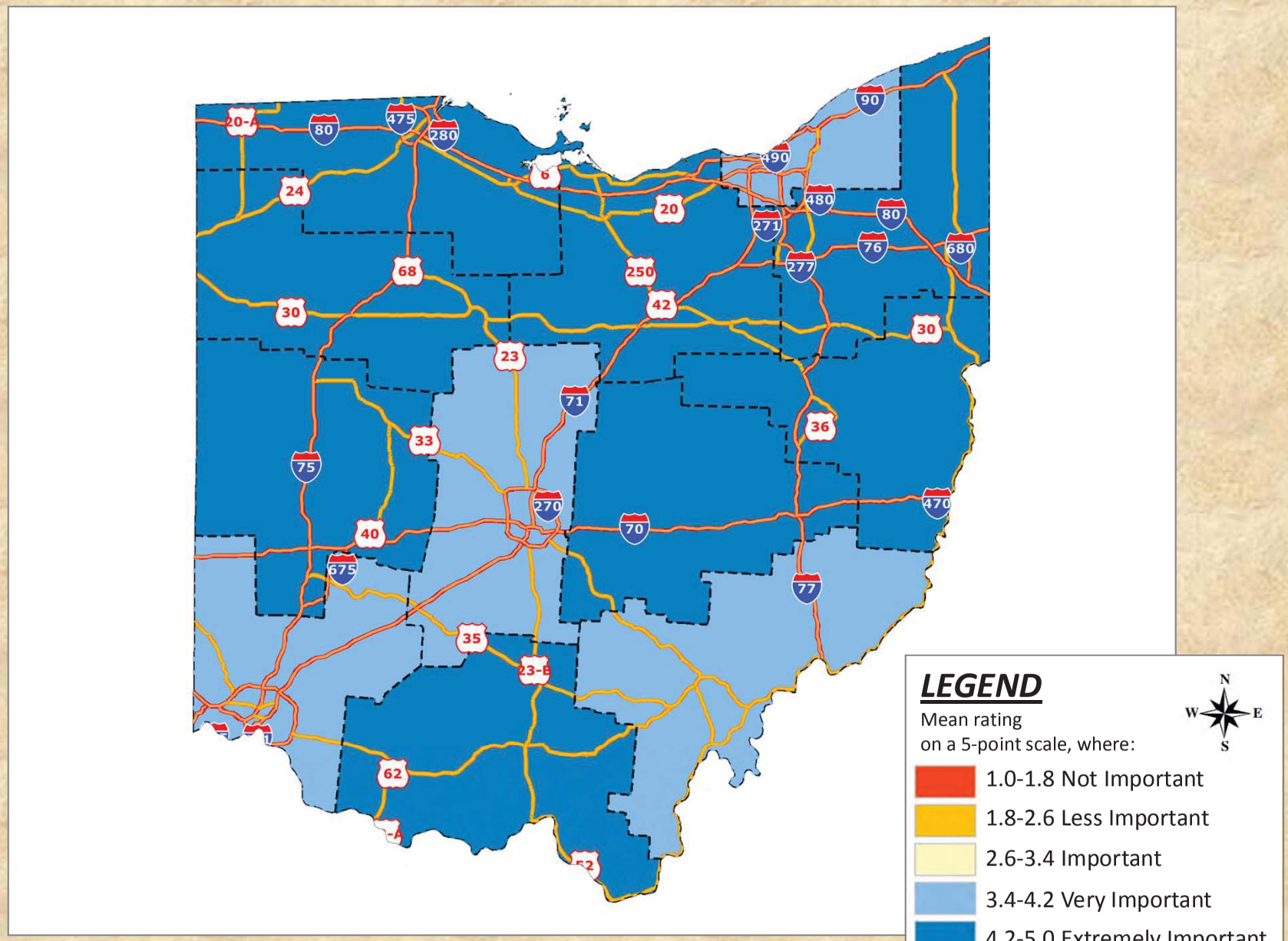
Q1g Improving access to Ohio's airports



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

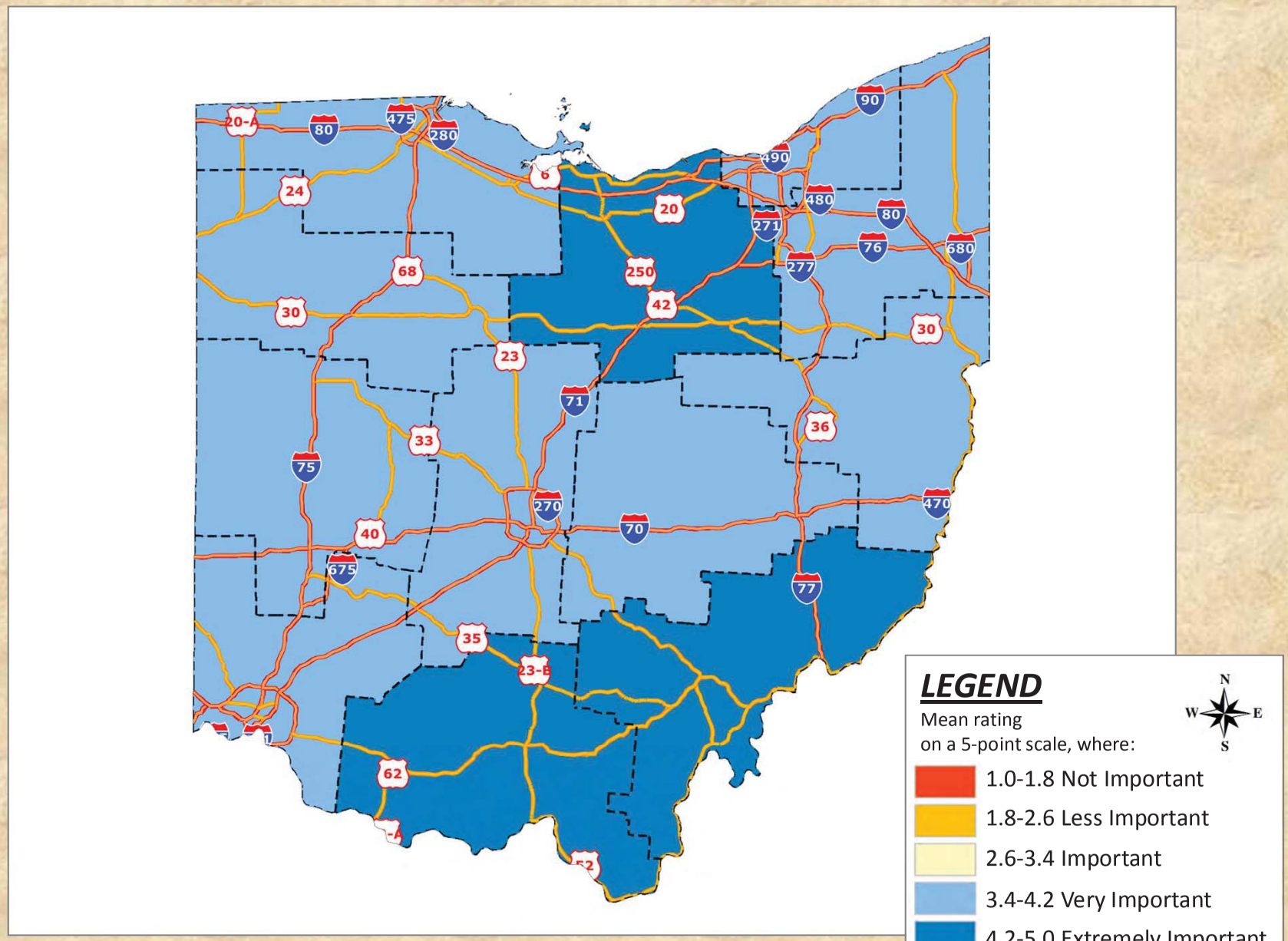
Q3a Maintaining the existing transportation system



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

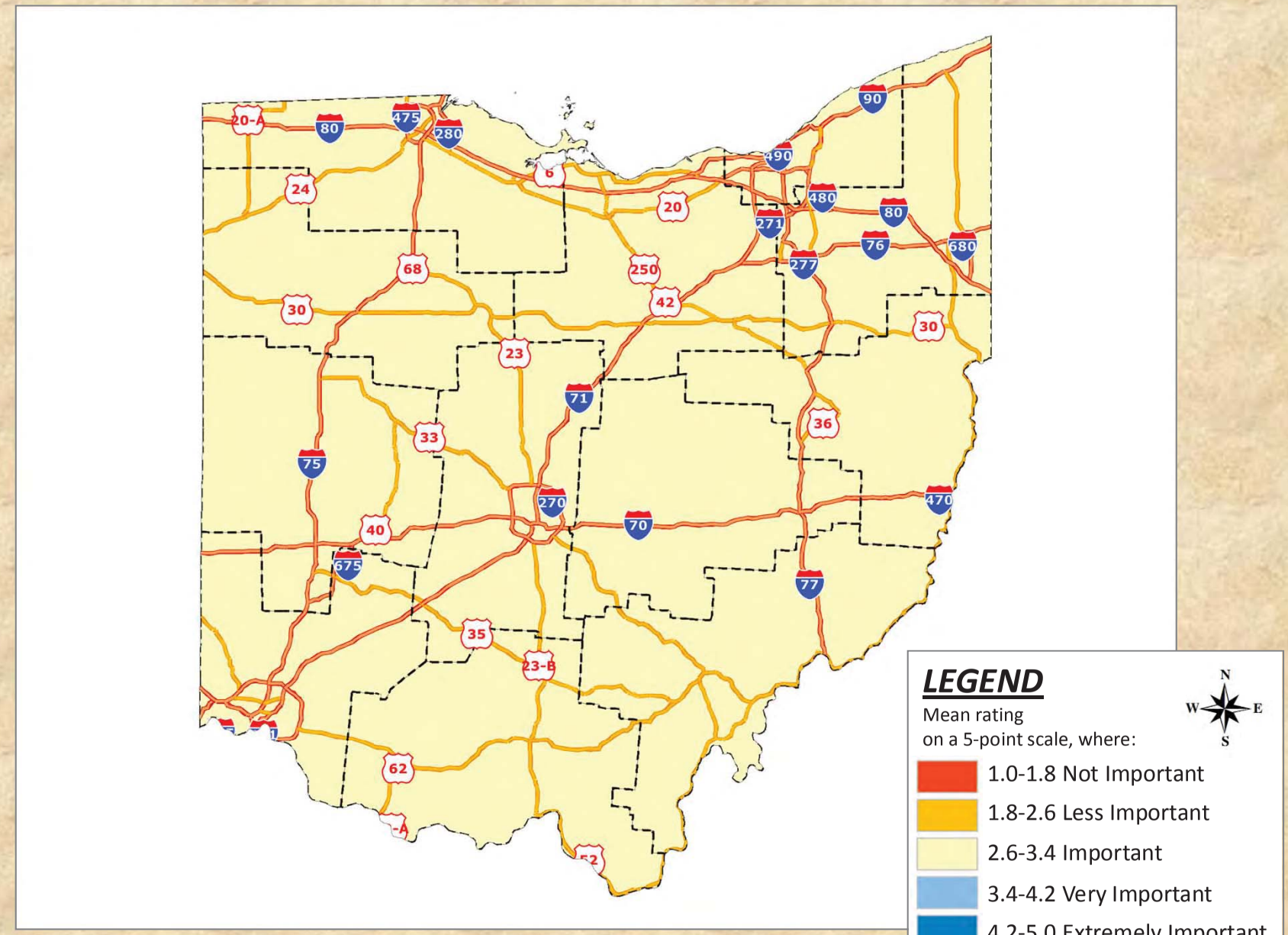
Q3b Improving the existing highway network



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

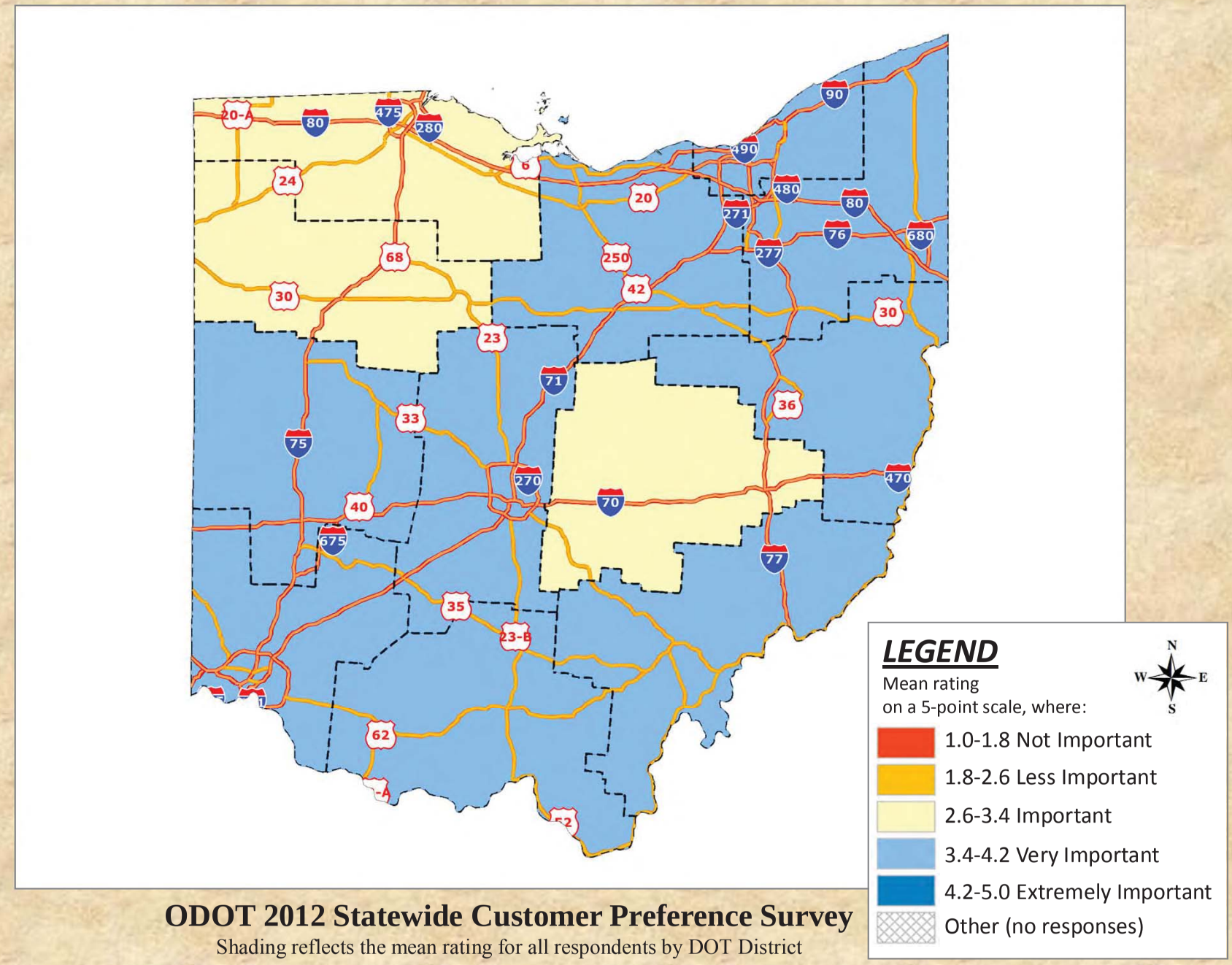
Q3c Improving the bicycle/pedestrian facility network



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

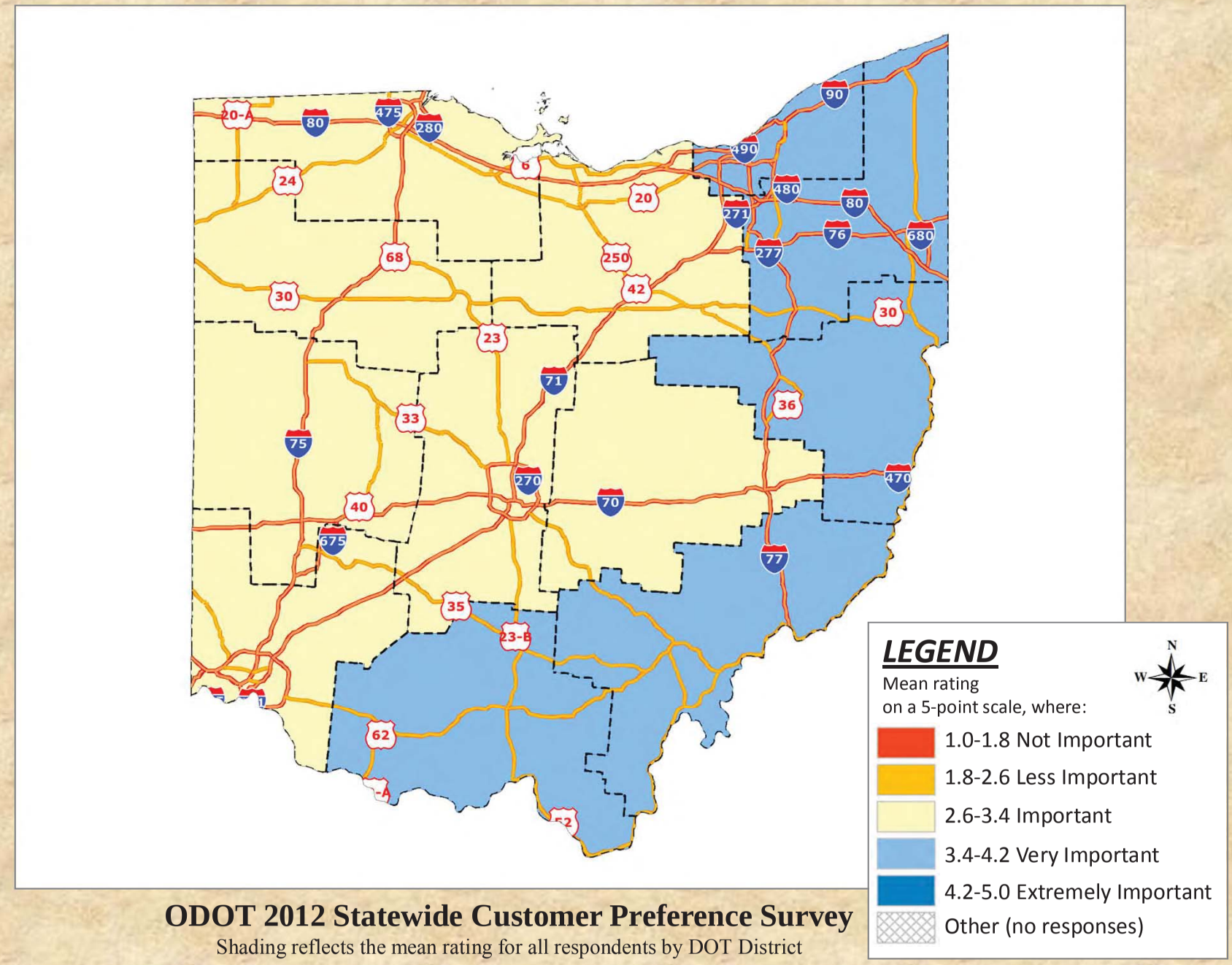
Q3d Improving the public transportation network



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

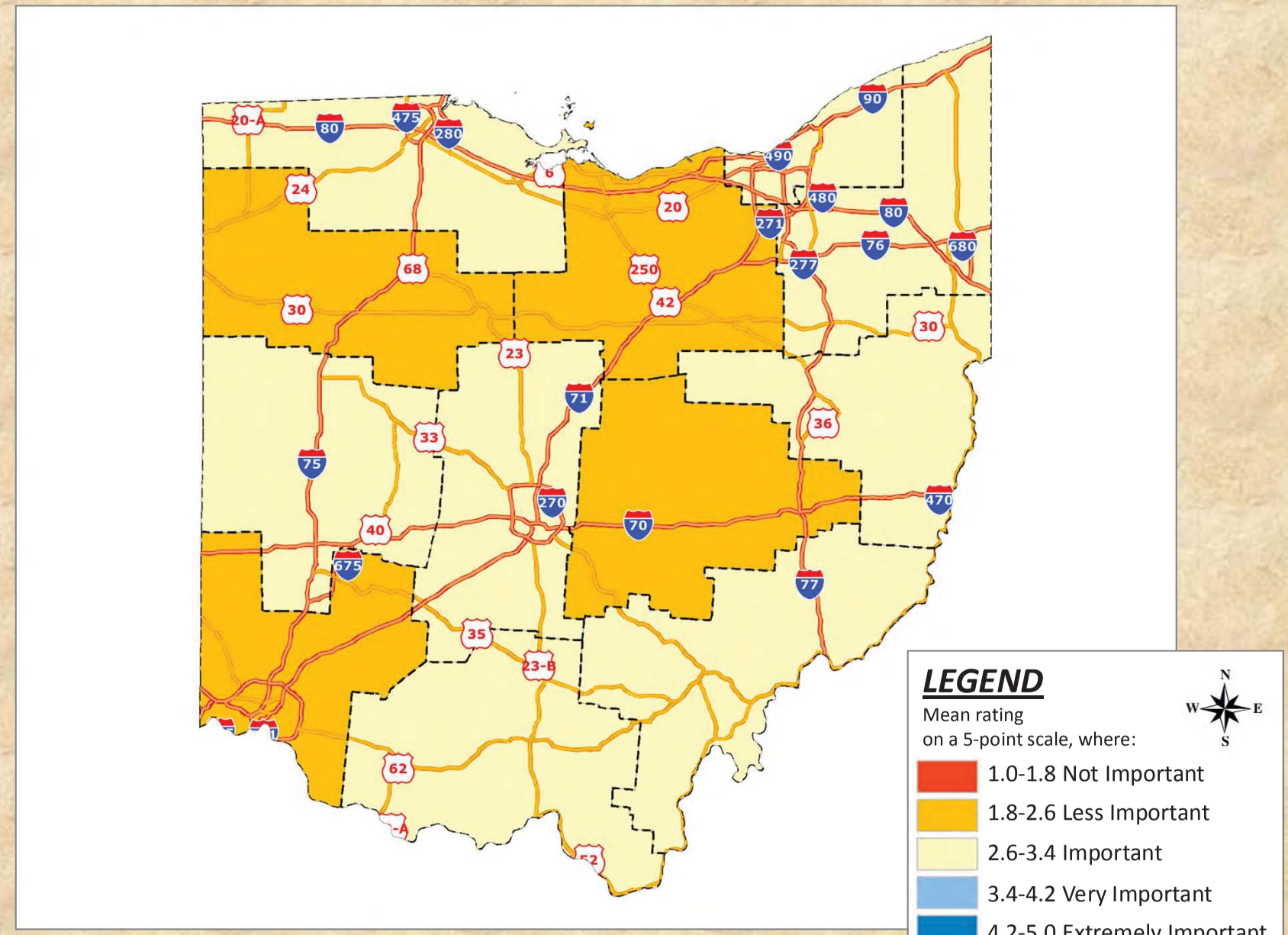
Q3e Improving the rail network



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

Q3f Improving the small airport network



ODOT 2012 Statewide Customer Preference Survey

Shading reflects the mean rating for all respondents by DOT District

Section 3:

Priority Investment Rating

Priority Investment Rating (PIR)

The Priority Investment Rating (PIR) was developed by ETC Institute to provide ODOT with an objective tool for evaluating the priority that should be placed on various transportation issues. Since decisions related to transportation issues should consider both the level of importance placed on those issues as well as the priority that residents place on those issues, ETC Institute developed the PIR in a manner that equally weights each of these areas.

The two major components of the PIR are (1) the Level of Importance Rating (LIR) and (2) the Order of Importance Rating (OIR). Each of these ratings is described below.

Level of Importance Rating (LIR)

The Level of Importance Rating (LIR) was developed by ETC Institute to show how the level of importance among all ODOT transportation issues compares to the item with the highest level of importance. The Level of Importance Rating (LIR) is calculated through a two-step process.

Step I. The first step in calculating the LIR involves summing the percentage of respondents who rated an item as a "5" or "4" on a five-point scale where "5" means "extremely important" and "1" means "not important". The combined value of the ratings of "5" and "4" represents the total level of importance with the item being rated.

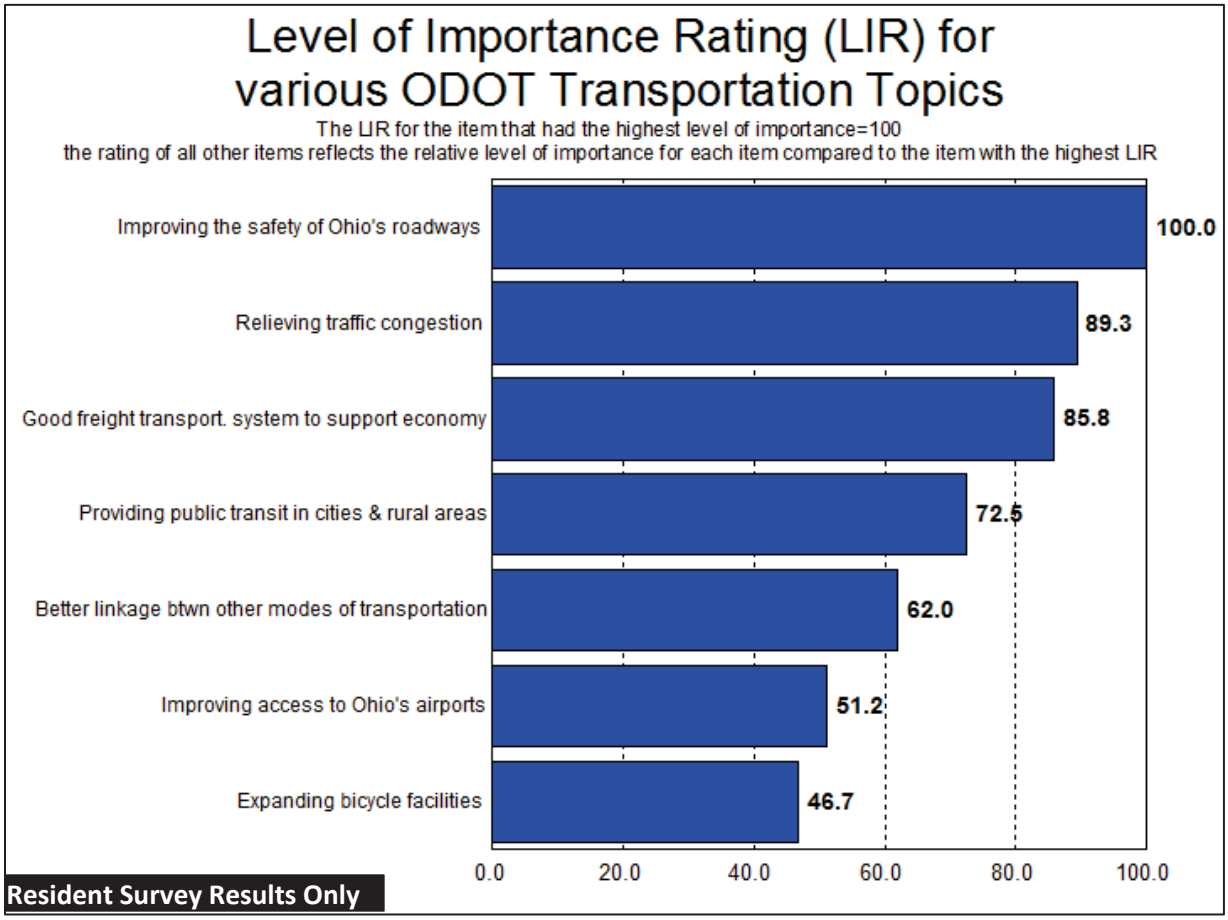
Total Importance = % Rating 5 (Extremely Important) + % Rating 4 (Very Important)

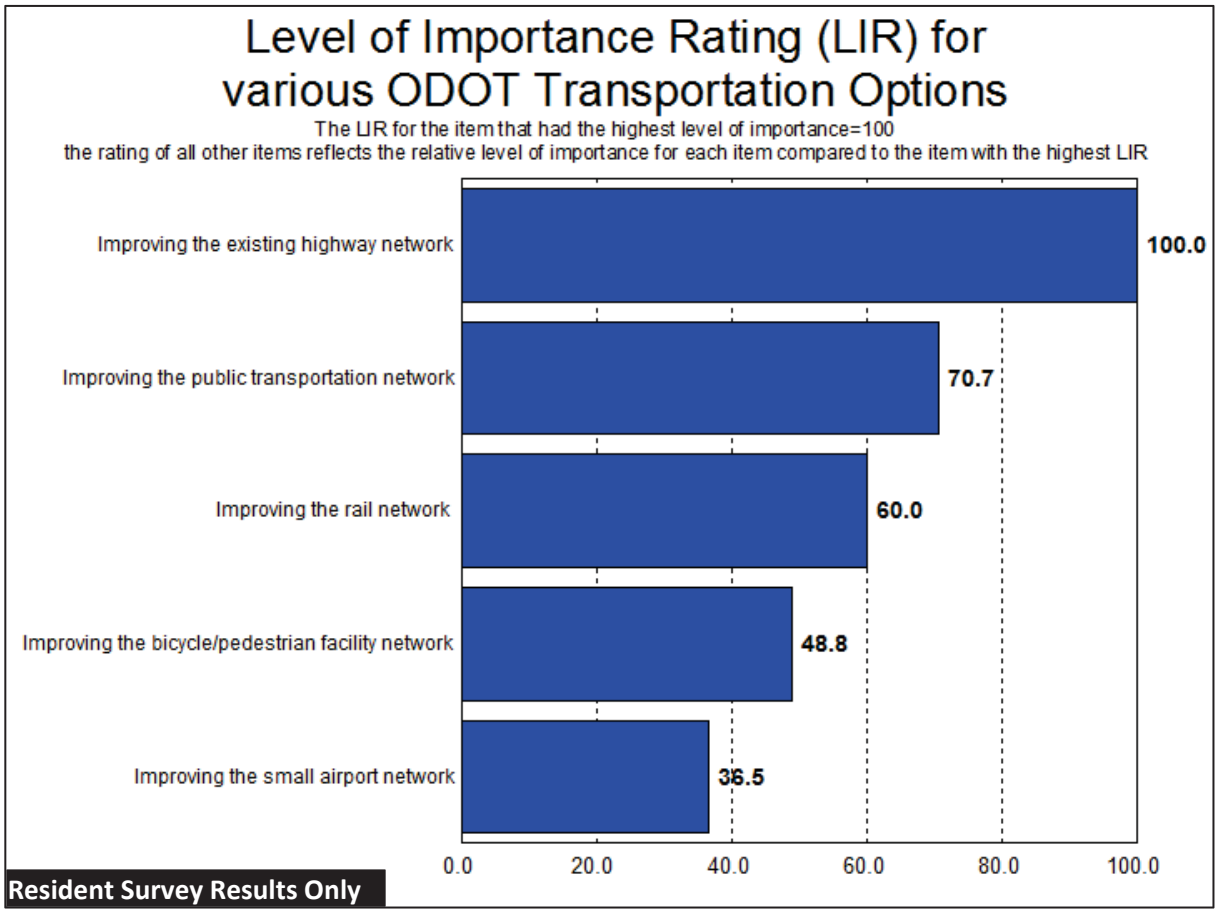
Step II. The second step in determining the LIR involves calculating the ratio of Total Importance with each of the items that were rated compared to the item with the most Total Importance. For example, if 20% was the highest level of Total Importance (from Step I) among all items rated, the LIR for an item with 10% Total Importance would be 50 as shown in the example below.

LIR= 100 * [% Total Imp Item1 / % Total Imp for the item with the highest Total Imp]

Example LIR = 100 * [10% / 20%] = 50

The Level of Importance Rating for all of the "Transportation Topics" and all the "Transportation Options" that were rated are shown in the charts on the following page.


Level of Importance Rating (LIR) for various ODOT Transportation Topics
The LIR for the item that had the highest level of importance=100
the rating of all other items reflects the relative level of importance for each item compared to the item with the highest LIR
Improving the safety of Ohio's roadways
100.0
Relieving traffic congestion
89.3
Good freight transport. system to support economy
85.8
Providing public transit in cities & rural areas
72.5
Better linkage btwn other modes of transportation
62.0
Improving access to Ohio's airports
51.2
Expanding bicycle facilities
46.7
0.0
20.0
40.0
60.0
80.0
100.0
Resident Survey Results Only


Level of Importance Rating (LIR) for various ODOT Transportation Options
The LIR for the item that had the highest level of importance=100
the rating of all other items reflects the relative level of importance for each item compared to the item with the highest LIR
Improving the existing highway network
100.0
Improving the public transportation network
70.7
Improving the rail network
60.0
Improving the bicycle/pedestrian facility network
48.8
Improving the small airport network
36.5
0.0
20.0
40.0
60.0
80.0
100.0
Resident Survey Results Only

Order of Importance Rating (OIR)

The Order of Importance Rating (OIR) was developed by ETC Institute to show how the order of priority among all ODOT transportation issues compares to the item with the highest priority rating. The Order of Importance Rating (OIR) is calculated through a two-step process.

Step I. The first step in calculating the OIR involves summing the percentage of respondents who rated an item as either their "Highest Priority" or "Second Highest Priority". The combined value of the ratings represents the total order of importance placed on the item being rated.

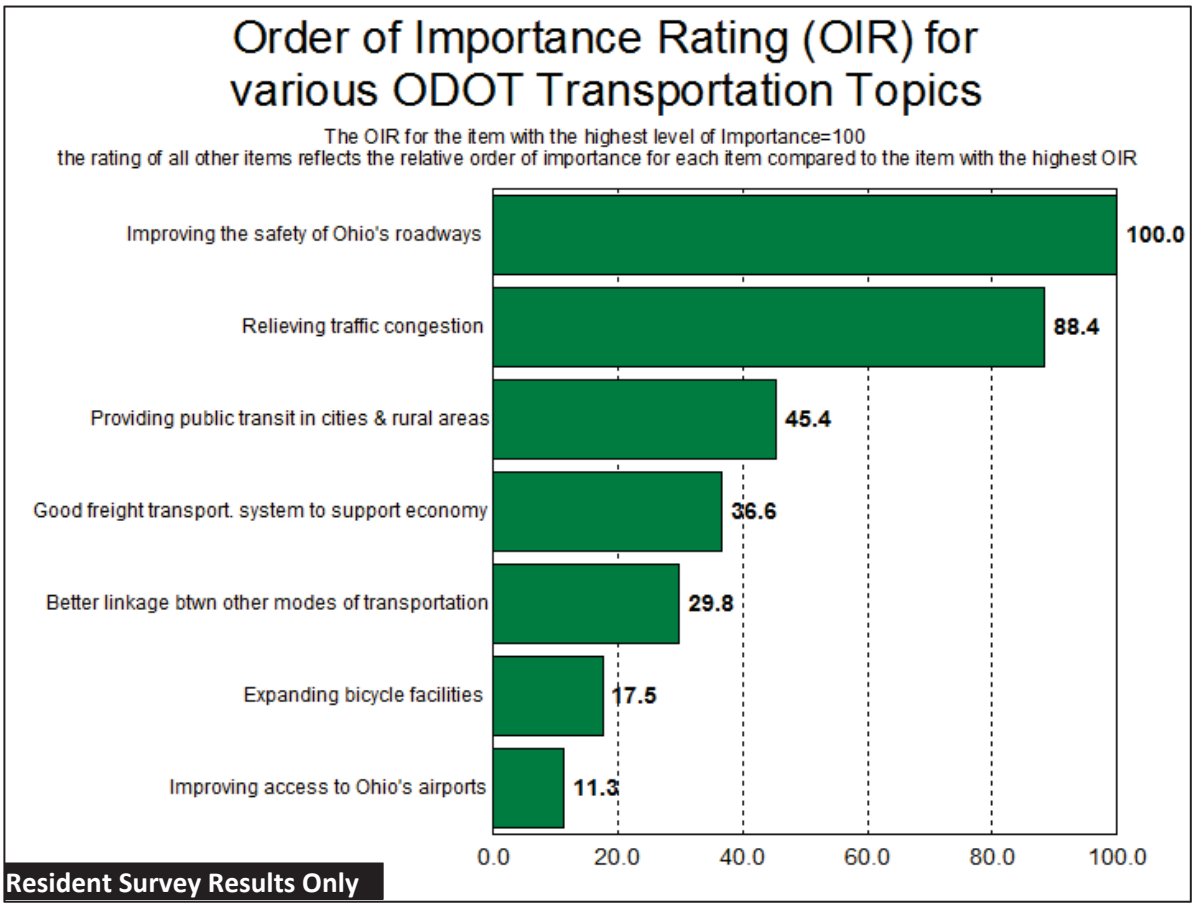
Total Priority = % (Highest Priority) + % (Second Highest Priority)

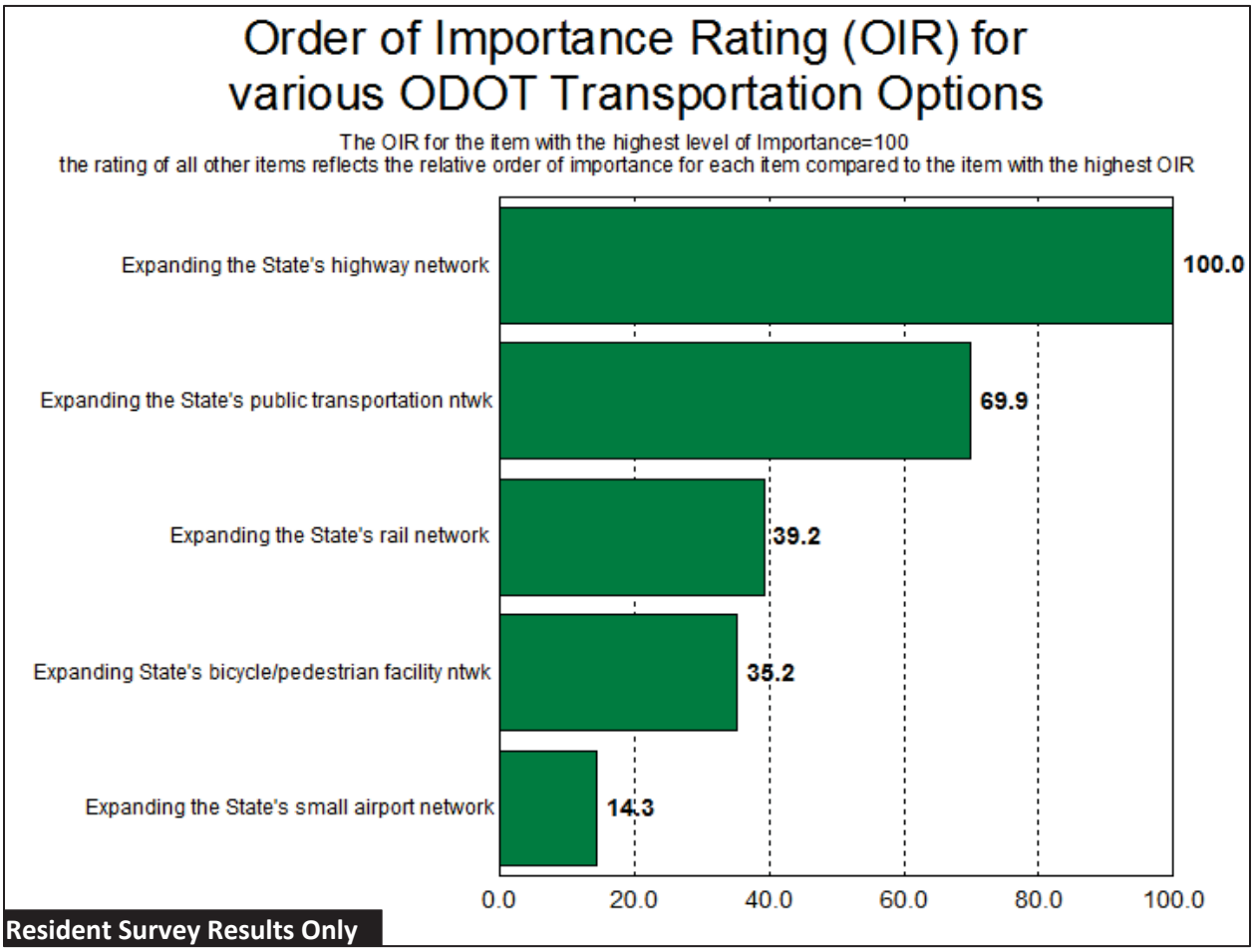
Step II. The second step in determining the OIR involves calculating the ratio of Total Priority placed by residents on each of the items that were rated compared to the item with the highest priority rating. For example, if 80% was the highest percentage of Total Priority (from Step I) among all items rated, the OIR for an item with 40% Total Priority would be 50 as shown in the example below.

OIR= 100 * [% Total Pri Item1 / % Total Pri for the item with the highest Total Pri]

Example OIR = 100 * [40% / 80%] = 50

The Order of Importance Rating for all of the "Transportation Topics" and all the "Transportation Options" that were rated are shown in the chart below and continuing on the following page:





Priority Investment Rating (PIR)

The Priority Investment Rating (PIR) reflects the sum of the Level of Importance Rating (LIR) and the Order of Importance Rating (OIR) as shown in the equation below:

PIR = LIR + OIR

For example, the Level of Importance Rating for "relieving traffic congestion" is 89.3 and the Order of Importance Rating for "relieving traffic congestion" is 88.4, so the Priority Investment Rating for "relieving traffic congestion" is 177.7.

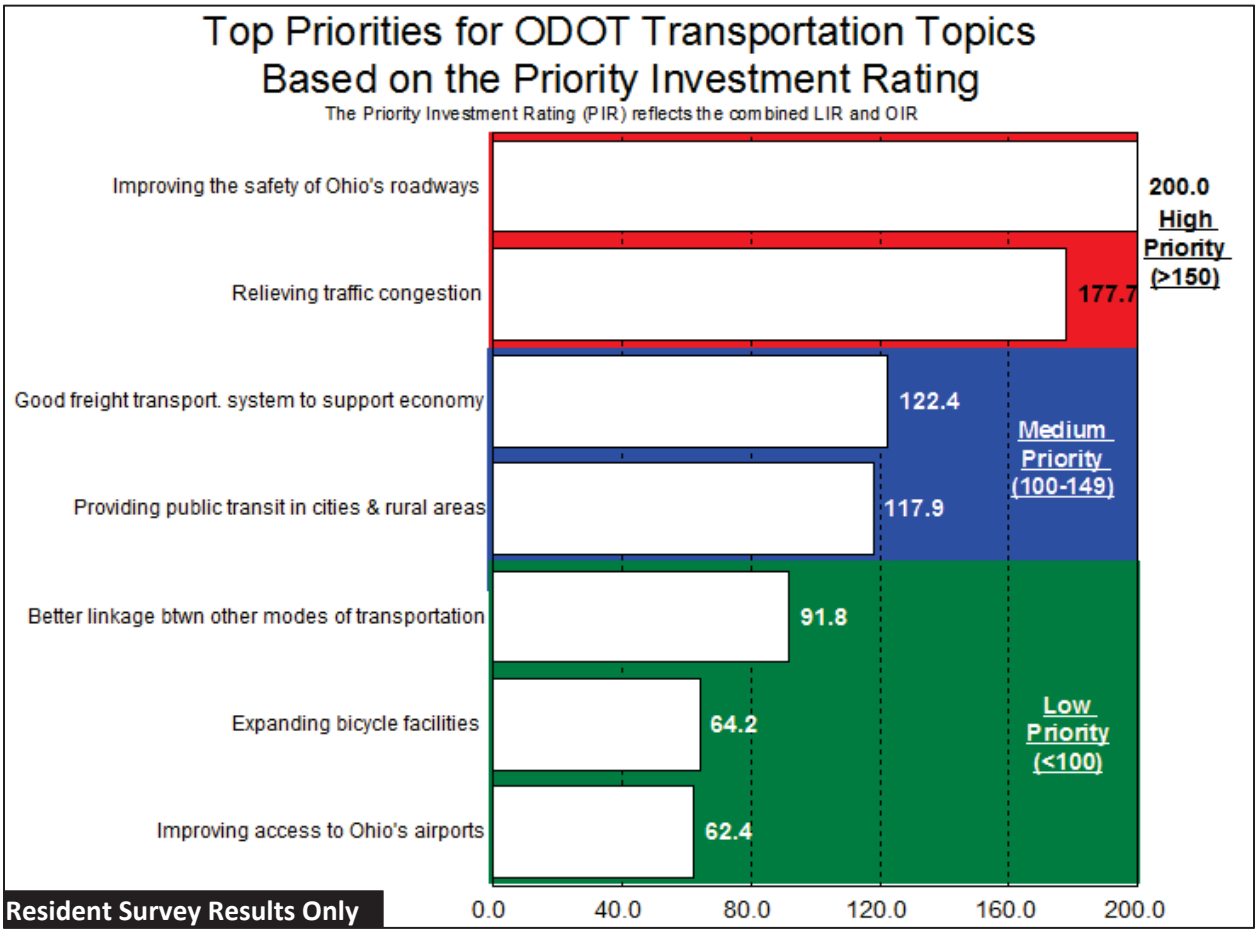
The recommended priorities for investments that are identified in the charts on the following page are based on the following classifications:

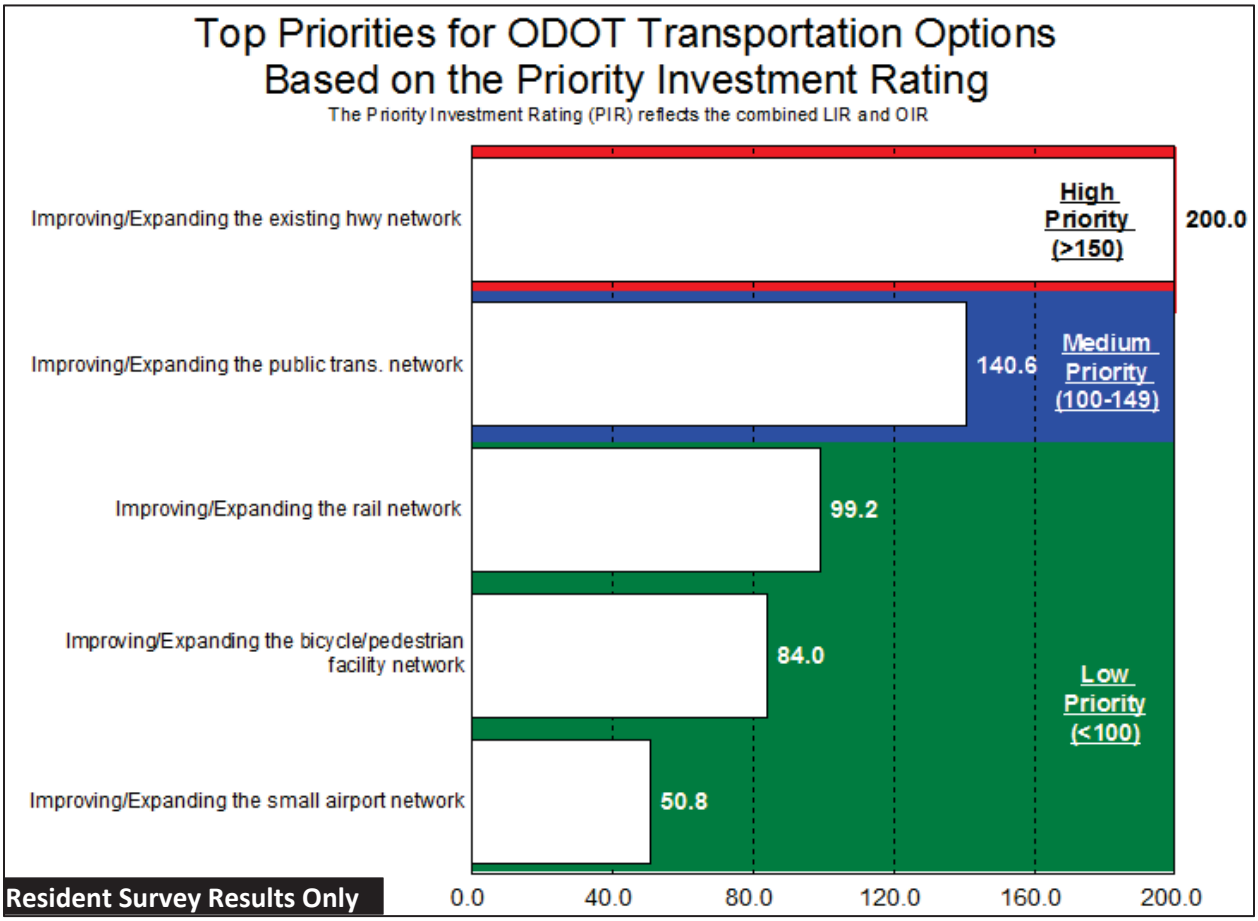
- **High Priority Areas** are those with a PIR of at least 150. A rating of 150 or above generally indicates that there is a relatively high level of importance and residents generally think a high level of importance should be placed on these areas. Improvements in this area are likely to have a significant impact on overall satisfaction with ODOT.

- **Medium Priority Areas** are those with a PIR of 100-149. A rating in this range generally indicates that there is a medium to high level of importance and/or a significant percentage of the residents generally think a high level of importance should be placed on these areas. Improvements in this area are likely to have some impact on overall satisfaction with ODOT.

- **Low Priority Areas** are those with a PIR below 100. A rating in this range generally indicates that there is relatively low level of importance and residents generally do not think a high level of importance should be placed on these areas. Improvements may be warranted if the needs of specific locations of the state are being targeted, but in general improvements in this area are not likely to have much impact on overall satisfaction with ODOT.

The Priority Investment Rating for all of the "Transportation Topics" and all the "Transportation Options" that were rated are shown in the chart below and continuing on the following page:




Top Priorities for ODOT Transportation Options
Based on the Priority Investment Rating
The Priority Investment Rating (PIR) reflects the combined LIR and OIR
Improving/Expanding the existing hwy network
Improving/Expanding the public trans. network
Improving/Expanding the rail network
Improving/Expanding the bicycle/pedestrian facility network
Improving/Expanding the small airport network
200.0
140.6
99.2
84.0
50.8
High Priority (>150)
Medium Priority (100-149)
Low Priority (<100)
Resident Survey Results Only
0.0
40.0
80.0
120.0
160.0
200.0

Section 4:

Crosstabular Data by District

Distribution of Respondents by District

District	Number	Percent
1	168	8.8 %
2	166	8.7 %
3	156	8.2 %
4	162	8.5 %
5	151	7.9 %
6	154	8.1 %
7	151	7.9 %
8	155	8.1 %
9	171	8.9 %
10	151	7.9 %
11	169	8.8 %
12	158	8.3 %
Total	1912	100.0 %

Q1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q1a. Relieving traffic congestion													
Extremely Important	31.0%	51.2%	49.4%	48.8%	54.0%	59.1%	41.7%	49.7%	43.3%	37.1%	39.6%	44.9%	48.6%
Very Important	32.1%	22.9%	26.9%	21.0%	20.0%	20.1%	27.2%	20.6%	19.9%	25.2%	23.7%	28.5%	23.2%
Important	22.0%	18.1%	16.7%	20.4%	19.3%	13.0%	19.9%	21.3%	22.8%	19.9%	21.9%	16.5%	18.4%
Less Important	8.3%	3.0%	4.5%	4.9%	3.3%	5.2%	6.6%	4.5%	5.3%	9.3%	7.1%	6.3%	5.3%
Not Important	4.2%	3.0%	1.3%	4.3%	2.0%	2.6%	3.3%	1.3%	6.4%	6.6%	5.3%	2.5%	3.0%
No Opinion	2.4%	1.8%	1.3%	0.6%	1.3%	0.0%	1.3%	2.6%	2.3%	2.0%	2.4%	1.3%	1.5%
Q1b. Improving safety of Ohio's roadways													
Extremely Important	52.4%	61.4%	58.3%	62.3%	55.6%	52.6%	56.3%	51.6%	61.4%	59.6%	62.7%	52.5%	56.0%
Very Important	26.8%	21.1%	23.7%	23.5%	21.9%	27.3%	27.8%	24.5%	18.1%	17.2%	24.3%	27.8%	24.6%
Important	11.9%	12.0%	12.8%	10.5%	13.9%	14.3%	13.9%	17.4%	13.5%	15.9%	8.9%	12.7%	13.6%
Less Important	6.0%	2.4%	1.9%	2.5%	4.0%	2.6%	0.7%	5.2%	4.1%	5.3%	1.2%	3.8%	3.3%
Not Important	0.6%	1.8%	2.6%	0.6%	3.3%	2.6%	0.0%	0.6%	1.2%	0.7%	0.0%	1.9%	1.4%
No Opinion	2.4%	1.2%	0.6%	0.6%	1.3%	0.6%	1.3%	0.6%	1.8%	1.3%	3.0%	1.3%	1.1%

Q1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q1c. Providing better linkages among different modes of transportation													
Extremely Important	14.3%	24.1%	28.8%	34.0%	23.2%	27.9%	25.2%	32.3%	29.8%	21.9%	21.9%	35.4%	29.6%
Very Important	14.9%	21.1%	19.2%	19.1%	16.6%	24.7%	15.9%	16.1%	15.8%	16.6%	23.7%	26.6%	19.9%
Important	31.0%	21.1%	22.4%	27.8%	24.5%	29.2%	25.8%	27.1%	26.9%	29.1%	30.2%	24.7%	26.2%
Less Important	22.6%	16.9%	14.1%	9.9%	18.5%	12.3%	20.5%	16.1%	11.7%	13.2%	11.2%	8.9%	13.9%
Not Important	14.3%	12.7%	12.2%	8.6%	11.3%	5.2%	9.3%	7.1%	11.7%	13.9%	7.7%	1.9%	8.4%
No Opinion	3.0%	4.2%	3.2%	0.6%	6.0%	0.6%	3.3%	1.3%	4.1%	5.3%	5.3%	2.5%	2.1%
Q1d. Having a good freight transportation system to support Ohio's economy													
Extremely Important	32.1%	39.8%	39.1%	52.5%	32.5%	37.7%	31.1%	31.0%	52.0%	44.4%	44.4%	43.7%	40.1%
Very Important	32.7%	30.1%	27.6%	22.8%	25.8%	29.2%	30.5%	31.6%	21.1%	25.8%	30.8%	27.8%	27.7%
Important	24.4%	22.3%	24.4%	18.5%	27.8%	22.7%	26.5%	27.1%	17.0%	19.2%	16.0%	22.2%	22.9%
Less Important	4.8%	6.0%	6.4%	1.9%	4.6%	5.8%	7.3%	4.5%	4.7%	6.0%	4.1%	1.9%	4.4%
Not Important	1.8%	0.0%	0.6%	2.5%	2.6%	2.6%	3.3%	2.6%	2.3%	2.6%	1.8%	0.6%	1.9%
No Opinion	4.2%	1.8%	1.9%	1.9%	6.6%	1.9%	1.3%	3.2%	2.9%	2.0%	3.0%	3.8%	3.0%

Q1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q1e. Providing public transportation in Ohio's cities & rural areas													
Extremely Important	16.1%	32.5%	28.8%	38.3%	25.8%	38.3%	30.5%	31.6%	39.2%	41.1%	37.3%	43.0%	34.7%
Very Important	20.2%	21.1%	26.3%	24.1%	24.5%	18.8%	24.5%	26.5%	15.8%	19.2%	20.7%	28.5%	23.7%
Important	29.2%	18.7%	25.6%	22.2%	24.5%	16.9%	21.2%	20.6%	19.9%	20.5%	21.3%	17.1%	20.9%
Less Important	17.3%	13.3%	10.9%	6.8%	13.9%	15.6%	15.9%	12.3%	12.9%	9.3%	10.7%	7.0%	11.3%
Not Important	12.5%	12.7%	7.1%	8.0%	9.3%	8.4%	7.3%	9.0%	8.8%	6.6%	8.3%	3.8%	8.1%
No Opinion	4.8%	1.8%	1.3%	0.6%	2.0%	1.9%	0.7%	0.0%	3.5%	3.3%	1.8%	0.6%	1.3%
Q1f. Expanding bicycle facilities													
Extremely Important	7.7%	20.5%	17.9%	21.6%	13.9%	27.3%	16.6%	15.5%	18.7%	18.5%	18.9%	25.3%	20.1%
Very Important	13.7%	17.5%	15.4%	19.8%	14.6%	14.9%	15.9%	19.4%	14.6%	16.6%	14.8%	18.4%	17.1%
Important	23.8%	21.7%	21.8%	22.2%	24.5%	26.6%	21.2%	25.8%	28.1%	27.2%	28.4%	27.8%	24.1%
Less Important	26.8%	17.5%	24.4%	20.4%	21.2%	19.5%	25.2%	22.6%	17.0%	19.2%	16.6%	13.9%	20.9%
Not Important	25.0%	21.1%	17.9%	14.2%	21.2%	11.0%	17.9%	15.5%	18.1%	14.6%	17.8%	12.7%	15.5%
No Opinion	3.0%	1.8%	2.6%	1.9%	4.6%	0.6%	3.3%	1.3%	3.5%	4.0%	3.6%	1.9%	2.4%

Q1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q1g. Improving access to Ohio's airports													
Extremely Important	7.1%	15.7%	14.7%	29.6%	15.2%	20.8%	15.2%	21.9%	22.2%	16.6%	17.8%	25.3%	20.7%
Very Important	20.8%	16.3%	18.6%	25.3%	13.2%	18.2%	17.2%	18.7%	16.4%	19.2%	20.1%	21.5%	19.6%
Important	32.1%	28.3%	35.3%	26.5%	35.1%	27.9%	28.5%	27.7%	31.6%	31.1%	26.6%	36.7%	30.3%
Less Important	23.8%	21.1%	21.8%	8.0%	22.5%	22.7%	29.1%	18.7%	15.2%	15.9%	20.7%	8.2%	17.9%
Not Important	11.3%	13.9%	7.1%	6.8%	9.9%	7.1%	7.3%	10.3%	8.2%	11.3%	8.3%	6.3%	8.3%
No Opinion	4.8%	4.8%	2.6%	3.7%	4.0%	3.2%	2.6%	2.6%	6.4%	6.0%	6.5%	1.9%	3.2%

Excluding Don't Know

Q1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q1a. Relieving traffic congestion													
Extremely Important	31.7%	52.1%	50.0%	49.1%	54.7%	59.1%	42.3%	51.0%	44.3%	37.8%	40.6%	45.5%	49.3%
Very Important	32.9%	23.3%	27.3%	21.1%	20.3%	20.1%	27.5%	21.2%	20.4%	25.7%	24.2%	28.8%	23.5%
Important	22.6%	18.4%	16.9%	20.5%	19.6%	13.0%	20.1%	21.9%	23.4%	20.3%	22.4%	16.7%	18.7%
Less Important	8.5%	3.1%	4.5%	5.0%	3.4%	5.2%	6.7%	4.6%	5.4%	9.5%	7.3%	6.4%	5.4%
Not Important	4.3%	3.1%	1.3%	4.3%	2.0%	2.6%	3.4%	1.3%	6.6%	6.8%	5.5%	2.6%	3.1%
Q1b. Improving safety of Ohio's roadways													
Extremely Important	53.7%	62.2%	58.7%	62.7%	56.4%	52.9%	57.0%	51.9%	62.5%	60.4%	64.6%	53.2%	56.6%
Very Important	27.4%	21.3%	23.9%	23.6%	22.1%	27.5%	28.2%	24.7%	18.5%	17.4%	25.0%	28.2%	24.9%
Important	12.2%	12.2%	12.9%	10.6%	14.1%	14.4%	14.1%	17.5%	13.7%	16.1%	9.1%	12.8%	13.7%
Less Important	6.1%	2.4%	1.9%	2.5%	4.0%	2.6%	0.7%	5.2%	4.2%	5.4%	1.2%	3.8%	3.4%
Not Important	0.6%	1.8%	2.6%	0.6%	3.4%	2.6%	0.0%	0.6%	1.2%	0.7%	0.0%	1.9%	1.4%

Excluding Don't Know

Q1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q1c. Providing better linkages among different modes of transportation													
Extremely Important	14.7%	25.2%	29.8%	34.2%	24.6%	28.1%	26.0%	32.7%	31.1%	23.1%	23.1%	36.4%	30.2%
Very Important	15.3%	22.0%	19.9%	19.3%	17.6%	24.8%	16.4%	16.3%	16.5%	17.5%	25.0%	27.3%	20.3%
Important	31.9%	22.0%	23.2%	28.0%	26.1%	29.4%	26.7%	27.5%	28.0%	30.8%	31.9%	25.3%	26.8%
Less Important	23.3%	17.6%	14.6%	9.9%	19.7%	12.4%	21.2%	16.3%	12.2%	14.0%	11.9%	9.1%	14.2%
Not Important	14.7%	13.2%	12.6%	8.7%	12.0%	5.2%	9.6%	7.2%	12.2%	14.7%	8.1%	1.9%	8.6%
Q1d. Having a good freight transportation system to support Ohio's economy													
Extremely Important	33.5%	40.5%	39.9%	53.5%	34.8%	38.4%	31.5%	32.0%	53.6%	45.3%	45.7%	45.4%	41.4%
Very Important	34.2%	30.7%	28.1%	23.3%	27.7%	29.8%	30.9%	32.7%	21.7%	26.4%	31.7%	28.9%	28.5%
Important	25.5%	22.7%	24.8%	18.9%	29.8%	23.2%	26.8%	28.0%	17.5%	19.6%	16.5%	23.0%	23.6%
Less Important	5.0%	6.1%	6.5%	1.9%	5.0%	6.0%	7.4%	4.7%	4.8%	6.1%	4.3%	2.0%	4.5%
Not Important	1.9%	0.0%	0.7%	2.5%	2.8%	2.6%	3.4%	2.7%	2.4%	2.7%	1.8%	0.7%	2.0%

Excluding Don't Know

Q1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q1e. Providing public transportation in Ohio's cities & rural areas													
Extremely Important	16.9%	33.1%	29.2%	38.5%	26.4%	39.1%	30.7%	31.6%	40.6%	42.5%	38.0%	43.3%	35.1%
Very Important	21.3%	21.5%	26.6%	24.2%	25.0%	19.2%	24.7%	26.5%	16.4%	19.9%	21.1%	28.7%	24.0%
Important	30.6%	19.0%	26.0%	22.4%	25.0%	17.2%	21.3%	20.6%	20.6%	21.2%	21.7%	17.2%	21.1%
Less Important	18.1%	13.5%	11.0%	6.8%	14.2%	15.9%	16.0%	12.3%	13.3%	9.6%	10.8%	7.0%	11.5%
Not Important	13.1%	12.9%	7.1%	8.1%	9.5%	8.6%	7.3%	9.0%	9.1%	6.8%	8.4%	3.8%	8.2%
Q1f. Expanding bicycle facilities													
Extremely Important	8.0%	20.9%	18.4%	22.0%	14.6%	27.5%	17.1%	15.7%	19.4%	19.3%	19.6%	25.8%	20.6%
Very Important	14.1%	17.8%	15.8%	20.1%	15.3%	15.0%	16.4%	19.6%	15.2%	17.2%	15.3%	18.7%	17.5%
Important	24.5%	22.1%	22.4%	22.6%	25.7%	26.8%	21.9%	26.1%	29.1%	28.3%	29.4%	28.4%	24.6%
Less Important	27.6%	17.8%	25.0%	20.8%	22.2%	19.6%	26.0%	22.9%	17.6%	20.0%	17.2%	14.2%	21.4%
Not Important	25.8%	21.5%	18.4%	14.5%	22.2%	11.1%	18.5%	15.7%	18.8%	15.2%	18.4%	12.9%	15.9%

Excluding Don't Know

Q1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q1g. Improving access to Ohio's airports													
Extremely Important	7.5%	16.5%	15.1%	30.8%	15.9%	21.5%	15.6%	22.5%	23.8%	17.6%	19.0%	25.8%	21.4%
Very Important	21.9%	17.1%	19.1%	26.3%	13.8%	18.8%	17.7%	19.2%	17.5%	20.4%	21.5%	21.9%	20.3%
Important	33.8%	29.7%	36.2%	27.6%	36.6%	28.9%	29.3%	28.5%	33.8%	33.1%	28.5%	37.4%	31.3%
Less Important	25.0%	22.2%	22.4%	8.3%	23.4%	23.5%	29.9%	19.2%	16.3%	16.9%	22.2%	8.4%	18.5%
Not Important	11.9%	14.6%	7.2%	7.1%	10.3%	7.4%	7.5%	10.6%	8.8%	12.0%	8.9%	6.5%	8.5%

First Choice

Q2. Which TWO of the issues listed above (in Question 1) are the highest priorities to you?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q2. 1st choice													
Relieving traffic congestion	26.2%	35.5%	32.7%	30.2%	37.1%	42.2%	35.1%	40.0%	21.1%	27.8%	25.4%	31.6%	34.6%
Improving safety of Ohio's roadways	42.3%	34.9%	41.0%	33.3%	37.1%	14.9%	37.7%	23.2%	43.9%	29.1%	37.3%	24.7%	29.4%
Providing better linkages among different modes of transportation	3.6%	4.2%	5.1%	6.8%	4.0%	9.1%	4.0%	7.1%	2.9%	7.9%	4.7%	8.9%	6.3%
Having a good freight transportation system to support Ohio's economy	14.3%	4.2%	3.8%	5.6%	4.6%	9.7%	6.0%	5.2%	9.4%	9.3%	10.1%	3.8%	6.5%
Providing public transportation in Ohio's cities & rural areas	6.0%	9.0%	9.6%	11.1%	7.9%	13.6%	11.9%	14.2%	9.4%	14.6%	11.2%	15.8%	12.2%
Expanding bicycle facilities	1.2%	3.6%	2.6%	4.3%	3.3%	4.5%	0.7%	4.5%	2.9%	4.0%	3.6%	4.4%	3.9%
Improving access to Ohio's airports	0.6%	3.0%	2.6%	3.7%	0.7%	2.6%	0.7%	1.9%	1.8%	2.0%	3.0%	5.1%	2.6%
None chosen	6.0%	5.4%	2.6%	4.9%	5.3%	3.2%	4.0%	3.9%	8.8%	5.3%	4.7%	5.7%	4.4%

Second Choice

Q2. Which TWO of the issues listed above (in Question 1) are the highest priorities to you?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q2. 2nd choice													
Relieving traffic congestion	23.2%	19.3%	23.1%	16.0%	23.8%	12.3%	15.9%	12.3%	19.3%	12.6%	17.8%	8.9%	14.9%
Improving safety of Ohio's roadways	25.6%	28.9%	27.6%	22.2%	24.5%	29.9%	26.5%	31.6%	15.8%	34.4%	17.8%	20.9%	26.6%
Providing better linkages among different modes of transportation	5.4%	4.8%	9.6%	8.6%	6.0%	13.6%	10.6%	14.2%	6.4%	7.9%	7.7%	13.3%	10.4%
Having a good freight transportation system to support Ohio's economy	21.4%	19.9%	14.1%	10.5%	15.9%	11.0%	17.2%	11.0%	19.9%	11.9%	16.0%	15.2%	14.0%
Providing public transportation in Ohio's cities & rural areas	6.5%	7.8%	15.4%	14.8%	12.6%	12.3%	12.6%	12.9%	14.6%	13.2%	14.8%	15.8%	13.2%
Expanding bicycle facilities	3.6%	4.2%	1.9%	5.6%	5.3%	7.8%	5.3%	5.2%	5.8%	6.0%	5.3%	8.9%	5.9%
Improving access to Ohio's airports	3.6%	2.4%	2.6%	5.6%	0.7%	3.9%	3.3%	3.9%	2.9%	2.0%	3.0%	3.2%	3.7%
None chosen	10.7%	12.7%	5.8%	16.7%	11.3%	9.1%	8.6%	9.0%	15.2%	11.9%	17.8%	13.9%	11.4%

Sum of Both Choices

Q2. Which TWO of the issues listed above (in Question 1) are the highest priorities to you?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q2. Top choice													
Relieving traffic congestion	49.4%	54.8%	55.8%	46.3%	60.9%	54.5%	51.0%	52.3%	40.4%	40.4%	43.2%	40.5%	56.0%
Improving safety of Ohio's roadways	67.9%	63.9%	68.6%	55.6%	61.6%	44.8%	64.2%	54.8%	59.6%	63.6%	55.0%	45.6%	49.5%
Providing better linkages among different modes of transportation	8.9%	9.0%	14.7%	15.4%	9.9%	22.7%	14.6%	21.3%	9.4%	15.9%	12.4%	22.2%	25.4%
Having a good freight transportation system to support Ohio's economy	35.7%	24.1%	17.9%	16.0%	20.5%	20.8%	23.2%	16.1%	29.2%	21.2%	26.0%	19.0%	20.6%
Providing public transportation in Ohio's cities & rural areas	12.5%	16.9%	25.0%	25.9%	20.5%	26.0%	24.5%	27.1%	24.0%	27.8%	26.0%	31.6%	16.7%
Expanding bicycle facilities	4.8%	7.8%	4.5%	9.9%	8.6%	12.3%	6.0%	9.7%	8.8%	9.9%	8.9%	13.3%	9.8%
Improving access to Ohio's airports	4.2%	5.4%	5.1%	9.3%	1.3%	6.5%	4.0%	5.8%	4.7%	4.0%	5.9%	8.2%	6.2%
None chosen	6.0%	5.4%	2.6%	4.9%	5.3%	3.2%	4.0%	3.9%	8.8%	5.3%	4.7%	5.7%	4.4%

Q3. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation options in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q3a. Maintaining existing transportation system													
Extremely Important	42.3%	55.4%	59.0%	51.9%	51.7%	40.9%	39.7%	45.8%	56.7%	43.0%	53.8%	46.2%	48.6%
Very Important	39.9%	28.9%	22.4%	28.4%	23.2%	35.1%	41.7%	31.0%	21.1%	33.1%	26.0%	29.1%	30.4%
Important	14.9%	11.4%	14.1%	13.6%	22.5%	17.5%	14.6%	15.5%	16.4%	16.6%	14.2%	17.1%	15.0%
Less Important	0.0%	1.8%	1.3%	2.5%	1.3%	3.9%	1.3%	3.9%	1.8%	2.0%	1.2%	5.7%	2.9%
Not Important	2.4%	1.8%	0.6%	1.9%	0.0%	1.9%	0.7%	1.9%	1.8%	2.0%	0.6%	0.6%	1.5%
No Opinion	0.6%	0.6%	2.6%	1.9%	1.3%	0.6%	2.0%	1.9%	2.3%	3.3%	4.1%	1.3%	1.6%
Q3b. Improving existing highway network													
Extremely Important	36.3%	43.4%	49.4%	45.7%	47.7%	40.9%	35.1%	41.9%	57.9%	47.7%	42.0%	48.1%	44.1%
Very Important	35.1%	33.1%	29.5%	29.0%	23.8%	31.8%	38.4%	31.0%	19.3%	27.2%	36.7%	28.5%	30.5%
Important	21.4%	17.5%	14.7%	19.1%	21.9%	20.1%	18.5%	16.8%	15.2%	19.9%	15.4%	15.2%	17.8%
Less Important	4.2%	4.2%	3.8%	1.9%	3.3%	3.2%	4.6%	5.2%	4.1%	1.3%	2.4%	5.7%	4.0%
Not Important	2.4%	1.2%	1.3%	3.1%	0.0%	2.6%	2.0%	1.9%	1.8%	1.3%	2.4%	1.9%	2.0%
No Opinion	0.6%	0.6%	1.3%	1.2%	3.3%	1.3%	1.3%	3.2%	1.8%	2.6%	1.2%	0.6%	1.5%

Q3. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation options in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q3c. Improving bicycle/pedestrian facility network													
Extremely Important	8.3%	19.3%	15.4%	22.2%	13.2%	20.1%	11.3%	13.5%	19.9%	17.9%	17.2%	22.8%	17.3%
Very Important	13.1%	18.7%	15.4%	19.1%	17.9%	23.4%	13.9%	20.6%	11.7%	16.6%	16.0%	21.5%	18.8%
Important	29.8%	24.7%	30.8%	25.9%	26.5%	28.6%	37.7%	27.1%	29.8%	32.5%	31.4%	27.8%	28.7%
Less Important	26.8%	18.7%	18.6%	16.7%	21.2%	14.3%	15.2%	25.8%	18.1%	16.6%	18.9%	15.2%	18.8%
Not Important	19.0%	16.3%	16.7%	14.8%	18.5%	11.7%	17.9%	11.6%	14.0%	13.2%	13.0%	10.8%	14.1%
No Opinion	3.0%	2.4%	3.2%	1.2%	2.6%	1.9%	4.0%	1.3%	6.4%	3.3%	3.6%	1.9%	2.3%
Q3d. Improving public transportation network													
Extremely Important	12.5%	24.7%	25.0%	29.6%	25.8%	33.8%	26.5%	36.1%	33.3%	33.8%	27.8%	39.9%	31.1%
Very Important	18.5%	17.5%	22.4%	24.7%	17.2%	23.4%	22.5%	15.5%	22.2%	22.5%	24.3%	25.9%	21.4%
Important	28.0%	29.5%	30.8%	24.1%	27.8%	20.1%	27.2%	25.2%	22.2%	25.8%	25.4%	23.4%	25.1%
Less Important	26.8%	13.9%	10.9%	11.7%	11.9%	13.0%	12.6%	14.8%	9.4%	9.3%	10.7%	6.3%	12.0%
Not Important	11.9%	13.9%	7.1%	8.6%	11.9%	8.4%	8.6%	6.5%	9.9%	7.9%	8.9%	3.2%	8.4%
No Opinion	2.4%	0.6%	3.8%	1.2%	5.3%	1.3%	2.6%	1.9%	2.9%	0.7%	3.0%	1.3%	2.0%

Q3. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation options in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q3e. Improving rail network													
Extremely Important	11.3%	21.7%	19.9%	31.5%	18.5%	24.0%	24.5%	18.1%	27.5%	29.8%	26.6%	30.4%	24.3%
Very Important	23.8%	19.9%	26.3%	17.3%	18.5%	18.8%	16.6%	14.8%	21.6%	19.9%	20.7%	24.7%	19.2%
Important	29.2%	28.9%	27.6%	25.9%	28.5%	24.7%	35.1%	24.5%	22.8%	22.5%	27.2%	26.6%	26.5%
Less Important	21.4%	16.3%	14.1%	13.6%	16.6%	18.8%	12.6%	20.6%	10.5%	13.2%	14.8%	13.9%	16.3%
Not Important	8.9%	7.8%	7.1%	9.9%	13.9%	10.4%	8.6%	14.2%	11.7%	9.3%	5.3%	2.5%	9.3%
No Opinion	5.4%	5.4%	5.1%	1.9%	4.0%	3.2%	2.6%	7.7%	5.8%	5.3%	5.3%	1.9%	4.4%
Q3f. Improving small airport network													
Extremely Important	4.2%	15.7%	7.1%	21.0%	5.3%	9.1%	15.2%	7.1%	14.6%	18.5%	14.8%	18.4%	12.7%
Very Important	12.5%	12.0%	10.9%	17.9%	8.6%	16.9%	9.9%	10.3%	12.3%	15.9%	13.6%	17.7%	13.4%
Important	25.0%	28.3%	28.8%	29.0%	25.8%	20.8%	29.1%	29.7%	26.3%	25.2%	32.5%	31.0%	28.3%
Less Important	32.1%	17.5%	25.6%	14.8%	37.7%	25.3%	29.1%	23.2%	23.4%	18.5%	18.9%	17.1%	22.7%
Not Important	18.5%	19.3%	20.5%	13.0%	17.2%	22.1%	13.2%	23.2%	18.1%	15.2%	15.4%	9.5%	17.1%
No Opinion	7.7%	7.2%	7.1%	4.3%	5.3%	5.8%	3.3%	6.5%	5.3%	6.6%	4.7%	6.3%	5.9%

Excluding Don't Know

Q3. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation options in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q3a. Maintaining existing transportation system													
Extremely Important	42.5%	55.8%	60.5%	52.8%	52.3%	41.2%	40.5%	46.7%	58.1%	44.5%	56.2%	46.8%	49.4%
Very Important	40.1%	29.1%	23.0%	28.9%	23.5%	35.3%	42.6%	31.6%	21.6%	34.2%	27.2%	29.5%	30.9%
Important	15.0%	11.5%	14.5%	13.8%	22.8%	17.6%	14.9%	15.8%	16.8%	17.1%	14.8%	17.3%	15.2%
Less Important	0.0%	1.8%	1.3%	2.5%	1.3%	3.9%	1.4%	3.9%	1.8%	2.1%	1.2%	5.8%	3.0%
Not Important	2.4%	1.8%	0.7%	1.9%	0.0%	2.0%	0.7%	2.0%	1.8%	2.1%	0.6%	0.6%	1.5%
Q3b. Improving existing highway network													
Extremely Important	36.5%	43.6%	50.0%	46.3%	49.3%	41.4%	35.6%	43.3%	58.9%	49.0%	42.5%	48.4%	44.8%
Very Important	35.3%	33.3%	29.9%	29.4%	24.7%	32.2%	38.9%	32.0%	19.6%	27.9%	37.1%	28.7%	31.0%
Important	21.6%	17.6%	14.9%	19.4%	22.6%	20.4%	18.8%	17.3%	15.5%	20.4%	15.6%	15.3%	18.1%
Less Important	4.2%	4.2%	3.9%	1.9%	3.4%	3.3%	4.7%	5.3%	4.2%	1.4%	2.4%	5.7%	4.1%
Not Important	2.4%	1.2%	1.3%	3.1%	0.0%	2.6%	2.0%	2.0%	1.8%	1.4%	2.4%	1.9%	2.0%

Excluding Don't Know

Q3. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation options in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q3c. Improving bicycle/pedestrian facility network													
Extremely Important	8.6%	19.8%	15.9%	22.5%	13.6%	20.5%	11.7%	13.7%	21.3%	18.5%	17.8%	23.2%	17.7%
Very Important	13.5%	19.1%	15.9%	19.4%	18.4%	23.8%	14.5%	20.9%	12.5%	17.1%	16.6%	21.9%	19.3%
Important	30.7%	25.3%	31.8%	26.3%	27.2%	29.1%	39.3%	27.5%	31.9%	33.6%	32.5%	28.4%	29.4%
Less Important	27.6%	19.1%	19.2%	16.9%	21.8%	14.6%	15.9%	26.1%	19.4%	17.1%	19.6%	15.5%	19.2%
Not Important	19.6%	16.7%	17.2%	15.0%	19.0%	11.9%	18.6%	11.8%	15.0%	13.7%	13.5%	11.0%	14.5%
Q3d. Improving public transportation network													
Extremely Important	12.8%	24.8%	26.0%	30.0%	27.3%	34.2%	27.2%	36.8%	34.3%	34.0%	28.7%	40.4%	31.8%
Very Important	18.9%	17.6%	23.3%	25.0%	18.2%	23.7%	23.1%	15.8%	22.9%	22.7%	25.0%	26.3%	21.8%
Important	28.7%	29.7%	32.0%	24.4%	29.4%	20.4%	27.9%	25.7%	22.9%	26.0%	26.2%	23.7%	25.6%
Less Important	27.4%	13.9%	11.3%	11.9%	12.6%	13.2%	12.9%	15.1%	9.6%	9.3%	11.0%	6.4%	12.3%
Not Important	12.2%	13.9%	7.3%	8.8%	12.6%	8.6%	8.8%	6.6%	10.2%	8.0%	9.1%	3.2%	8.5%

Excluding Don't Know

Q3. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation options in Ohio.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q3e. Improving rail network													
Extremely Important	11.9%	22.9%	20.9%	32.1%	19.3%	24.8%	25.2%	19.6%	29.2%	31.5%	28.1%	31.0%	25.4%
Very Important	25.2%	21.0%	27.7%	17.6%	19.3%	19.5%	17.0%	16.1%	23.0%	21.0%	21.9%	25.2%	20.1%
Important	30.8%	30.6%	29.1%	26.4%	29.7%	25.5%	36.1%	26.6%	24.2%	23.8%	28.8%	27.1%	27.7%
Less Important	22.6%	17.2%	14.9%	13.8%	17.2%	19.5%	12.9%	22.4%	11.2%	14.0%	15.6%	14.2%	17.0%
Not Important	9.4%	8.3%	7.4%	10.1%	14.5%	10.7%	8.8%	15.4%	12.4%	9.8%	5.6%	2.6%	9.7%
Q3f. Improving small airport network													
Extremely Important	4.5%	16.9%	7.6%	21.9%	5.6%	9.7%	15.8%	7.6%	15.4%	19.9%	15.5%	19.6%	13.5%
Very Important	13.5%	13.0%	11.7%	18.7%	9.1%	17.9%	10.3%	11.0%	13.0%	17.0%	14.3%	18.9%	14.2%
Important	27.1%	30.5%	31.0%	30.3%	27.3%	22.1%	30.1%	31.7%	27.8%	27.0%	34.2%	33.1%	30.1%
Less Important	34.8%	18.8%	27.6%	15.5%	39.9%	26.9%	30.1%	24.8%	24.7%	19.9%	19.9%	18.2%	24.1%
Not Important	20.0%	20.8%	22.1%	13.5%	18.2%	23.4%	13.7%	24.8%	19.1%	16.3%	16.1%	10.1%	18.1%

First Choice

Q4. Please rank the priority that should be placed on the FIVE transportation issues listed below.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q4. Highest priority													
Expanding State's highway network	79.8%	63.3%	64.7%	54.9%	68.2%	53.2%	63.6%	58.7%	64.9%	57.6%	59.8%	44.3%	57.6%
Expanding State's bicycle/ pedestrian facility network	4.2%	9.0%	10.3%	5.6%	9.9%	9.7%	4.6%	4.5%	4.1%	7.3%	8.3%	9.5%	7.4%
Expanding State's public transportation network	7.7%	16.9%	17.3%	21.6%	13.9%	18.8%	19.2%	24.5%	19.9%	21.9%	15.4%	31.0%	21.1%
Expanding State's rail network	6.5%	6.6%	7.1%	11.7%	5.3%	13.6%	10.6%	7.1%	8.2%	9.3%	13.6%	10.8%	10.1%
Expanding State's small airport network	0.6%	1.8%	0.6%	4.9%	1.3%	3.9%	1.3%	2.6%	1.8%	3.3%	1.2%	3.2%	2.7%
None chosen	1.2%	2.4%	0.0%	1.2%	1.3%	0.6%	0.7%	2.6%	1.2%	0.7%	1.8%	1.3%	1.2%

Second Choice

Q4. Please rank the priority that should be placed on the FIVE transportation issues listed below.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q4. 2nd priority													
Expanding State's highway network	9.5%	13.3%	17.9%	19.8%	14.6%	20.8%	13.9%	16.1%	17.5%	15.2%	17.2%	21.5%	17.9%
Expanding State's bicycle/ pedestrian facility network	17.3%	17.5%	16.0%	19.1%	19.2%	25.3%	15.9%	20.0%	13.5%	17.9%	23.1%	15.2%	19.2%
Expanding State's public transportation network	35.7%	31.9%	38.5%	27.2%	31.1%	32.5%	33.1%	33.5%	35.7%	33.1%	31.4%	32.9%	31.7%
Expanding State's rail network	31.5%	28.3%	21.2%	17.3%	25.2%	11.0%	26.5%	20.0%	25.7%	15.9%	16.6%	14.6%	19.5%
Expanding State's small airport network	3.6%	4.2%	5.1%	14.2%	6.6%	7.1%	7.3%	5.8%	5.3%	14.6%	7.1%	10.8%	8.1%
None chosen	2.4%	4.8%	1.3%	2.5%	3.3%	3.2%	3.3%	4.5%	2.3%	3.3%	4.7%	5.1%	3.5%

Third Choice

Q4. Please rank the priority that should be placed on the FIVE transportation issues listed below.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q4. 3rd priority													
Expanding State's highway network	5.4%	7.8%	10.9%	9.3%	7.9%	14.3%	11.9%	9.0%	7.0%	8.6%	8.9%	15.2%	11.0%
Expanding State's bicycle/ pedestrian facility network	16.7%	21.1%	19.2%	16.7%	16.6%	17.5%	23.8%	25.2%	22.8%	18.5%	18.3%	24.7%	20.2%
Expanding State's public transportation network	33.9%	21.1%	24.4%	23.5%	31.8%	22.1%	25.8%	21.9%	19.9%	19.2%	23.7%	15.2%	23.4%
Expanding State's rail network	28.0%	21.7%	29.5%	25.9%	24.5%	29.9%	20.5%	23.2%	31.0%	33.8%	23.1%	20.3%	24.5%
Expanding State's small airport network	13.1%	19.9%	11.5%	19.8%	14.6%	10.4%	13.2%	14.2%	11.7%	14.6%	13.6%	15.8%	14.9%
None chosen	3.0%	8.4%	4.5%	4.9%	4.6%	5.8%	4.6%	6.5%	7.6%	5.3%	12.4%	8.9%	6.0%

Fourth Choice

Q4. Please rank the priority that should be placed on the FIVE transportation issues listed below.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q4. 4th priority													
Expanding State's highway network	3.6%	9.0%	3.2%	8.6%	4.0%	6.5%	5.3%	7.7%	4.7%	9.3%	5.9%	7.6%	6.7%
Expanding State's bicycle/ pedestrian facility network	25.0%	16.9%	29.5%	24.1%	25.2%	24.0%	29.8%	25.2%	22.8%	17.9%	17.8%	17.1%	23.6%
Expanding State's public transportation network	14.9%	17.5%	12.2%	14.2%	15.9%	14.3%	9.9%	8.4%	11.7%	13.2%	11.2%	8.9%	11.8%
Expanding State's rail network	21.4%	22.9%	28.2%	24.1%	27.2%	29.2%	21.9%	29.7%	22.2%	25.2%	27.8%	29.7%	26.7%
Expanding State's small airport network	32.1%	24.7%	22.4%	19.1%	21.9%	16.2%	26.5%	20.6%	28.7%	24.5%	21.9%	22.2%	22.4%
None chosen	3.0%	9.0%	4.5%	9.9%	6.0%	9.7%	6.6%	8.4%	9.9%	9.9%	15.4%	14.6%	8.8%

Fifth Choice

Q4. Please rank the priority that should be placed on the FIVE transportation issues listed below.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q4. Lowest priority													
Expanding State's highway network	0.6%	2.4%	1.3%	3.1%	2.0%	2.6%	3.3%	5.2%	2.3%	6.0%	3.0%	1.9%	2.9%
Expanding State's bicycle/ pedestrian facility network	33.9%	28.3%	23.7%	26.5%	25.2%	15.6%	21.2%	18.1%	30.4%	33.1%	21.9%	23.4%	23.1%
Expanding State's public transportation network	4.8%	4.8%	3.8%	7.4%	4.0%	5.2%	5.3%	6.5%	5.3%	6.0%	7.7%	4.4%	5.7%
Expanding State's rail network	8.3%	11.4%	9.0%	14.8%	11.9%	10.4%	15.2%	10.3%	7.6%	9.3%	8.3%	15.2%	12.4%
Expanding State's small airport network	47.0%	41.6%	56.4%	33.3%	49.0%	53.2%	45.7%	45.2%	42.7%	33.1%	42.0%	36.7%	43.7%
None chosen	5.4%	11.4%	5.8%	14.8%	7.9%	13.0%	9.3%	14.8%	11.7%	12.6%	17.2%	18.4%	12.2%

Q5. Which ONE of the following statements about Ohio's economy and transportation system, which includes roads, highways, buses, trains, airports, and shipping ports in the State, comes closest to your own view?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q5. Top choice													
Transportation system in Ohio is basically as good as it needs to be in order to improve economic growth in next 5 to 10 years	9.5%	7.8%	3.2%	6.8%	6.0%	4.5%	5.3%	5.2%	5.3%	5.3%	7.1%	7.6%	5.9%
Transportation system in Ohio needs minor improvements & investments in order to improve economic growth in next 5 to 10 years	46.4%	36.1%	37.8%	40.7%	38.4%	41.6%	42.4%	40.6%	31.0%	30.5%	38.5%	37.3%	40.2%
Transportation system in Ohio needs major improvements & investments in order to improve economic growth in next 5 to 10 years	32.1%	47.6%	48.7%	42.6%	47.0%	48.1%	39.7%	47.1%	52.6%	51.0%	45.0%	46.8%	45.1%
None of these	1.2%	2.4%	1.3%	1.9%	0.0%	1.9%	2.0%	1.9%	1.8%	2.6%	1.2%	2.5%	1.6%
Don't know	10.7%	6.0%	9.0%	8.0%	8.6%	3.9%	10.6%	5.2%	9.4%	10.6%	8.3%	5.7%	7.3%

Q6. How much impact do you think that growth and development in Ohio have on the State's transportation system?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q6. How much impact growth & development in Ohio have on State's transportation system													
Significant impact	60.1%	60.2%	67.3%	59.9%	64.2%	60.4%	57.6%	54.2%	66.1%	55.0%	62.7%	47.5%	57.4%
Some impact	33.3%	35.5%	29.5%	27.8%	25.2%	30.5%	30.5%	32.3%	22.8%	33.1%	29.0%	37.3%	31.7%
No impact	0.6%	1.8%	1.3%	3.1%	2.0%	1.3%	4.0%	2.6%	5.3%	4.0%	3.0%	2.5%	2.6%
Don't know	6.0%	2.4%	1.9%	9.3%	8.6%	7.8%	7.9%	11.0%	5.8%	7.9%	5.3%	12.7%	8.3%

Q7. How do you think the level of funding for transportation in the State of Ohio should change over the next 5 years? Should it be:

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q7. How should level of funding for transportation in State of Ohio change over next 5 years													
Significantly increased	16.7%	25.3%	24.4%	27.8%	26.5%	24.0%	17.2%	25.2%	31.6%	27.2%	29.6%	27.8%	25.1%
Slightly increased	36.3%	41.0%	42.3%	30.9%	39.1%	38.3%	41.7%	40.0%	36.3%	29.8%	32.0%	40.5%	37.1%
Stay about the same as it is now	28.6%	19.9%	16.0%	23.5%	14.6%	16.2%	25.2%	15.5%	14.0%	23.2%	24.3%	20.9%	20.0%
Slightly reduced	4.2%	3.6%	3.2%	1.9%	4.0%	2.6%	2.6%	5.2%	3.5%	2.6%	2.4%	3.2%	3.7%
Significantly reduced	0.6%	1.8%	1.3%	1.2%	0.0%	2.6%	1.3%	1.3%	2.3%	1.3%	0.6%	0.6%	1.4%
Don't know	13.7%	8.4%	12.8%	14.8%	15.9%	16.2%	11.9%	12.9%	12.3%	15.9%	11.2%	7.0%	12.8%

Q8. How familiar are you with the way transportation is funded in the State of Ohio? Would you say you are:

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q8. How familiar are you with the way transportation is funded													
Very familiar	3.0%	3.6%	5.1%	5.6%	2.6%	7.8%	3.3%	11.0%	6.4%	4.0%	7.7%	7.0%	6.3%
Familiar	15.5%	11.4%	13.5%	13.6%	13.2%	9.1%	11.9%	11.0%	11.7%	13.2%	11.2%	11.4%	11.6%
Somewhat familiar	34.5%	45.2%	40.4%	42.0%	41.7%	36.4%	49.7%	40.6%	40.9%	37.1%	36.1%	43.7%	41.6%
Not familiar	23.8%	23.5%	27.6%	23.5%	18.5%	20.8%	19.2%	17.4%	21.1%	23.8%	27.2%	21.5%	21.4%
Not familiar at all	22.6%	16.3%	13.5%	15.4%	23.8%	25.3%	15.2%	18.1%	19.3%	21.2%	17.8%	16.5%	18.5%
Don't know	0.6%	0.0%	0.0%	0.0%	0.0%	0.6%	0.7%	1.9%	0.6%	0.7%	0.0%	0.0%	0.5%

First Choice

Q10. In the future, if there is a gap between existing revenue and the cost of maintaining Ohio's transportation system, how would you rank the priority that should be placed on funding the FOUR transportation items listed below. Please write the letters that correspond to your rankings in the spaces provided.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q10. Highest priority													
Ensuring roads are safe	69.0%	66.9%	59.0%	66.7%	58.9%	57.1%	66.9%	59.4%	68.4%	62.9%	66.9%	56.3%	61.5%
Keeping highway pavement smooth	14.3%	18.1%	20.5%	17.9%	13.2%	14.3%	14.6%	12.3%	19.9%	15.2%	20.1%	18.4%	16.6%
Preventing congestion on highways from getting worse	11.3%	8.4%	15.4%	8.0%	21.9%	20.8%	13.9%	16.8%	7.0%	12.6%	8.3%	10.8%	13.3%
Providing connections between different modes of transportation	3.6%	4.2%	3.8%	5.6%	5.3%	6.5%	2.6%	7.1%	4.1%	7.9%	4.1%	11.4%	6.4%
None chosen	1.8%	2.4%	1.3%	1.9%	0.7%	1.3%	2.0%	4.5%	0.6%	1.3%	0.6%	3.2%	2.2%

Second Choice

Q10. In the future, if there is a gap between existing revenue and the cost of maintaining Ohio's transportation system, how would you rank the priority that should be placed on funding the FOUR transportation items listed below. Please write the letters that correspond to your rankings in the spaces provided.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q10. 2nd priority													
Ensuring roads are safe	19.0%	15.7%	27.6%	16.7%	22.5%	22.7%	17.2%	23.9%	18.7%	19.9%	21.9%	19.6%	20.6%
Keeping highway pavement smooth	42.3%	39.2%	34.0%	41.4%	36.4%	32.5%	37.7%	28.4%	35.7%	39.7%	49.1%	37.3%	36.4%
Preventing congestion on highways from getting worse	32.7%	33.1%	28.8%	26.5%	30.5%	26.6%	33.8%	31.6%	33.9%	29.1%	20.1%	20.3%	28.4%
Providing connections between different modes of transportation	4.2%	8.4%	7.7%	11.7%	6.6%	16.2%	7.9%	10.3%	8.8%	7.9%	3.6%	15.8%	10.9%
None chosen	1.8%	3.6%	1.9%	3.7%	4.0%	1.9%	3.3%	5.8%	2.9%	3.3%	5.3%	7.0%	3.8%

Third Choice

Q10. In the future, if there is a gap between existing revenue and the cost of maintaining Ohio's transportation system, how would you rank the priority that should be placed on funding the FOUR transportation items listed below. Please write the letters that correspond to your rankings in the spaces provided.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q10. 3rd priority													
Ensuring roads are safe	6.5%	12.7%	10.3%	11.7%	11.9%	14.3%	7.9%	7.1%	5.8%	11.3%	7.1%	13.3%	10.6%
Keeping highway pavement smooth	35.7%	27.7%	32.1%	29.6%	35.1%	29.2%	27.8%	32.9%	32.2%	25.8%	21.3%	23.4%	29.1%
Preventing congestion on highways from getting worse	48.2%	41.6%	41.0%	40.1%	33.8%	35.1%	39.7%	35.5%	42.7%	38.4%	47.3%	40.5%	39.2%
Providing connections between different modes of transportation	7.7%	11.4%	14.7%	11.1%	13.9%	16.2%	19.2%	18.1%	12.3%	19.2%	16.0%	14.6%	15.2%
None chosen	1.8%	6.6%	1.9%	7.4%	5.3%	5.2%	5.3%	6.5%	7.0%	5.3%	8.3%	8.2%	5.9%

Fourth Choice

Q10. In the future, if there is a gap between existing revenue and the cost of maintaining Ohio's transportation system, how would you rank the priority that should be placed on funding the FOUR transportation items listed below. Please write the letters that correspond to your rankings in the spaces provided.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q10. Lowest priority													
Ensuring roads are safe	3.0%	1.8%	1.3%	1.9%	4.6%	3.2%	4.0%	4.5%	4.1%	2.0%	1.8%	4.4%	3.5%
Keeping highway pavement smooth	5.4%	9.0%	10.9%	6.8%	10.6%	19.5%	14.6%	18.7%	8.2%	13.9%	4.1%	13.3%	12.8%
Preventing congestion on highways from getting worse	6.0%	12.0%	12.2%	17.9%	9.9%	13.6%	7.9%	10.3%	11.7%	15.9%	17.2%	19.6%	13.8%
Providing connections between different modes of transportation	82.7%	68.7%	71.8%	63.0%	68.9%	53.2%	66.2%	57.4%	67.3%	60.3%	68.6%	49.4%	61.0%
None chosen	3.0%	8.4%	3.8%	10.5%	6.0%	10.4%	7.3%	9.0%	8.8%	7.9%	8.3%	13.3%	8.9%

Q11. Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q11. Top choice													
Increasing capacity on highways to improve traffic flow	33.9%	38.6%	35.9%	31.5%	50.3%	53.9%	45.7%	39.4%	29.2%	31.8%	26.0%	36.7%	39.1%
Resurfacing highways to improve condition of driving surface without increasing capacity	64.3%	60.2%	63.5%	67.3%	47.0%	41.6%	51.7%	56.8%	69.0%	67.5%	74.0%	60.1%	58.4%
Don't know	1.8%	1.2%	0.6%	1.2%	2.6%	4.5%	2.6%	3.9%	1.8%	0.7%	0.0%	3.2%	2.5%

Q12. Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q12. Top choice													
Building a new road to encourage economic development	14.3%	19.9%	17.3%	20.4%	23.2%	20.8%	17.9%	18.1%	31.6%	29.8%	22.5%	20.3%	20.1%
Expanding capacity of an existing road that is currently heavily congested	83.9%	76.5%	80.8%	76.5%	74.8%	75.3%	78.8%	78.7%	66.1%	68.2%	76.3%	76.6%	77.0%
Don't know	1.8%	3.6%	1.9%	3.1%	2.0%	3.9%	3.3%	3.2%	2.3%	2.0%	1.2%	3.2%	2.9%

Q13. Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q13. Top choice													
Providing additional transportation options such as public transit & bicycling	22.0%	30.7%	39.1%	32.7%	32.5%	46.1%	36.4%	40.6%	28.1%	35.8%	35.5%	40.5%	37.1%
Making it easier for automobiles to get where they want to go	78.0%	68.1%	59.6%	66.0%	62.9%	50.0%	61.6%	56.8%	70.8%	63.6%	63.9%	57.0%	60.8%
Don't know	0.0%	1.2%	1.3%	1.2%	4.6%	3.9%	2.0%	2.6%	1.2%	0.7%	0.6%	2.5%	2.1%

Q14. Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q14. Top choice													
Reducing cost of highway projects	45.8%	35.5%	37.2%	37.7%	43.0%	44.8%	40.4%	43.9%	46.2%	41.1%	39.1%	36.7%	41.1%
Reducing construction time of highway projects	48.2%	59.0%	55.8%	58.6%	53.0%	48.7%	57.6%	51.6%	50.9%	51.0%	56.8%	57.6%	53.9%
Don't know	6.0%	5.4%	7.1%	3.7%	4.0%	6.5%	2.0%	4.5%	2.9%	7.9%	4.1%	5.7%	5.0%

Q15. Which ONE of the following do you think is more important for ODOT to fund over the next 5 to 10 years?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q15. Top choice													
Ensuring that transportation projects are evenly balanced across State of Ohio	29.8%	30.7%	27.6%	16.0%	25.8%	18.2%	28.5%	18.1%	31.0%	35.1%	34.9%	23.4%	22.9%
Focusing transportation projects in areas of State that have greatest needs	69.6%	67.5%	72.4%	82.1%	72.8%	79.9%	68.2%	79.4%	67.8%	62.9%	63.3%	74.1%	75.3%
Don't know	0.6%	1.8%	0.0%	1.9%	1.3%	1.9%	3.3%	2.6%	1.2%	2.0%	1.8%	2.5%	1.8%

First Choice

Q16. Please rank the priority that should be placed on the FOUR pavement characteristics listed below by writing the letters that correspond to your rankings in the spaces provided.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q16. Highest priority													
Making pavement smoother	48.2%	51.8%	53.8%	51.2%	40.4%	43.5%	51.7%	42.6%	46.2%	36.4%	47.9%	44.9%	47.3%
Reducing noise when you drive on pavement	5.4%	4.2%	1.9%	3.1%	2.6%	5.8%	0.7%	7.7%	2.9%	3.3%	2.4%	5.7%	4.4%
Improving visibility of pavement marking	37.5%	36.7%	31.4%	37.0%	44.4%	35.7%	37.7%	31.6%	35.7%	49.0%	39.1%	39.9%	36.4%
Increasing shoulder width	8.3%	6.6%	12.8%	8.0%	11.3%	12.3%	7.9%	14.2%	14.0%	9.9%	10.7%	6.3%	9.9%
None chosen	0.6%	0.6%	0.0%	0.6%	1.3%	2.6%	2.0%	3.9%	1.2%	1.3%	0.0%	3.2%	1.9%

Second Choice

Q16. Please rank the priority that should be placed on the FOUR pavement characteristics listed below by writing the letters that correspond to your rankings in the spaces provided.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q16. 2nd priority													
Making pavement smoother	22.6%	24.1%	23.1%	25.9%	27.8%	24.7%	18.5%	23.9%	22.8%	29.8%	25.4%	25.3%	24.0%
Reducing noise when you drive on pavement	10.1%	14.5%	7.7%	13.0%	8.6%	19.5%	11.3%	10.3%	13.5%	9.9%	10.7%	14.6%	13.3%
Improving visibility of pavement marking	38.1%	30.7%	50.0%	29.6%	34.4%	29.9%	40.4%	32.3%	32.2%	24.5%	35.5%	27.2%	32.8%
Increasing shoulder width	28.6%	27.7%	18.6%	29.0%	25.2%	20.8%	27.8%	27.7%	28.1%	33.8%	25.4%	27.8%	26.4%
None chosen	0.6%	3.0%	0.6%	2.5%	4.0%	5.2%	2.0%	5.8%	3.5%	2.0%	3.0%	5.1%	3.5%

Third Choice

Q16. Please rank the priority that should be placed on the FOUR pavement characteristics listed below by writing the letters that correspond to your rankings in the spaces provided.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q16. 3rd priority													
Making pavement smoother	24.4%	12.0%	17.9%	14.8%	21.2%	20.8%	19.9%	21.9%	19.9%	24.5%	20.1%	20.3%	19.3%
Reducing noise when you drive on pavement	25.6%	23.5%	24.4%	19.1%	21.2%	20.1%	22.5%	19.4%	21.6%	17.2%	20.1%	24.1%	20.6%
Improving visibility of pavement marking	17.3%	19.9%	13.5%	24.1%	13.2%	22.7%	15.2%	21.9%	19.9%	18.5%	19.5%	16.5%	19.9%
Increasing shoulder width	32.1%	36.7%	42.3%	35.8%	39.1%	30.5%	39.7%	29.0%	33.3%	35.1%	33.1%	31.0%	34.7%
None chosen	0.6%	7.8%	1.9%	6.2%	5.3%	5.8%	2.6%	7.7%	5.3%	4.6%	7.1%	8.2%	5.5%

Fourth Choice

Q16. Please rank the priority that should be placed on the FOUR pavement characteristics listed below by writing the letters that correspond to your rankings in the spaces provided.

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q16. Lowest priority													
Making pavement smoother	4.2%	7.8%	3.8%	4.3%	6.0%	5.2%	7.3%	5.2%	7.0%	6.6%	2.4%	3.2%	4.9%
Reducing noise when you drive on pavement	57.7%	49.4%	64.7%	58.0%	61.6%	48.7%	60.9%	54.2%	56.1%	64.9%	60.4%	46.2%	55.6%
Improving visibility of pavement marking	5.4%	10.8%	5.1%	5.6%	5.3%	5.8%	4.6%	7.7%	9.4%	4.0%	2.4%	9.5%	6.9%
Increasing shoulder width	30.4%	22.3%	24.4%	21.6%	20.5%	26.6%	19.9%	22.6%	19.3%	17.2%	25.4%	25.9%	23.2%
None chosen	2.4%	9.6%	1.9%	10.5%	6.6%	13.6%	7.3%	10.3%	8.2%	7.3%	9.5%	15.2%	9.4%

Q18. Are you employed outside the home?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q18. Are you employed outside home													
Yes	77.4%	60.2%	80.8%	62.3%	68.2%	66.2%	69.5%	60.0%	56.7%	62.9%	63.9%	58.2%	64.5%
No	22.6%	39.8%	19.2%	37.7%	31.8%	33.8%	30.5%	40.0%	43.3%	37.1%	36.1%	41.8%	35.5%

Q18a. IF YES: How do you typically get to your primary workplace?

N=1252	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q18a. How do you get to your primary workplace													
Drive alone	93.1%	94.0%	95.2%	94.1%	93.2%	93.1%	92.4%	92.5%	89.7%	83.2%	82.4%	88.0%	91.4%
Carpool/vanpool	3.1%	1.0%	4.0%	3.0%	2.9%	2.0%	4.8%	6.5%	4.1%	11.6%	7.4%	5.4%	4.4%
Use public transportation	0.0%	1.0%	0.0%	2.0%	0.0%	2.0%	2.9%	0.0%	0.0%	2.1%	0.0%	6.5%	2.1%
Bike	1.5%	1.0%	1.6%	0.0%	1.0%	1.0%	0.0%	0.0%	0.0%	2.1%	1.9%	1.1%	0.7%
Walk	3.1%	1.0%	0.8%	1.0%	1.0%	1.0%	0.0%	0.0%	1.0%	4.2%	0.0%	2.2%	1.2%
Other	0.0%	0.0%	0.0%	1.0%	1.0%	0.0%	1.0%	0.0%	2.1%	0.0%	1.9%	0.0%	0.5%
None chosen	2.3%	3.0%	0.8%	2.0%	1.9%	2.0%	2.9%	1.1%	5.2%	3.2%	7.4%	3.3%	2.5%

Q18a. Other

Q18a Other
COMPANY VEHICLE
COMPANY VEHICLE
COMPANY VEHICLE
GET A RIDE
HARLEY
TRACTOR TRAILER
TRANSPORTATION SERVICE

Q18b. IF YES: How many minutes does it usually take you to get from your home to your primary workplace (one-way)?

N=1252	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q18b. How many minutes does it take to get from home to primary workplace (one-way)													
10 Minutes or less	34.6%	24.0%	28.6%	27.7%	23.3%	22.5%	30.5%	18.3%	30.9%	20.0%	34.3%	26.1%	24.6%
11-20 Minutes	30.8%	36.0%	22.2%	32.7%	23.3%	35.3%	41.9%	32.3%	26.8%	24.2%	19.4%	26.1%	30.9%
21-30 Minutes	19.2%	19.0%	24.6%	20.8%	20.4%	30.4%	10.5%	29.0%	11.3%	27.4%	14.8%	23.9%	22.7%
31-45 minutes	6.9%	9.0%	16.7%	7.9%	19.4%	7.8%	12.4%	10.8%	14.4%	8.4%	9.3%	16.3%	12.2%
More than 45 minutes	5.4%	8.0%	5.6%	5.0%	9.7%	2.0%	2.9%	4.3%	9.3%	15.8%	12.0%	3.3%	5.3%
Not Provided	3.1%	4.0%	2.4%	5.9%	3.9%	2.0%	1.9%	5.4%	7.2%	4.2%	10.2%	4.3%	4.2%

Q18b. IF YES: How many minutes does it usually take you to get from your home to your primary workplace (one-way)?

Q18b. How many minutes does it take to get from home to primary workplace (one-way)

Mean = 23.0

Median = 20

Standard Error Of The Mean = 0.5

Q18c. IF YES: How many miles do you live from your primary workplace (one-way distance)?

N=1252	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q18c. How many miles do you live from primary workplace (one-way distance)													
10 Miles or less	46.2%	40.0%	34.1%	49.5%	33.0%	41.2%	54.3%	40.9%	44.3%	32.6%	46.3%	42.4%	41.8%
11-20 Miles	27.7%	31.0%	34.1%	23.8%	26.2%	38.2%	23.8%	31.2%	21.6%	25.3%	14.8%	29.3%	29.0%
21-30 Miles	13.8%	10.0%	19.0%	8.9%	19.4%	7.8%	10.5%	15.1%	9.3%	14.7%	11.1%	10.9%	12.6%
31-45 miles	5.4%	4.0%	3.2%	3.0%	9.7%	4.9%	4.8%	3.2%	8.2%	8.4%	6.5%	5.4%	5.3%
More than 45 miles	3.1%	8.0%	6.3%	5.0%	4.9%	1.0%	2.9%	4.3%	10.3%	10.5%	10.2%	2.2%	4.4%
Not Provided	3.8%	7.0%	3.2%	9.9%	6.8%	6.9%	3.8%	5.4%	6.2%	8.4%	11.1%	9.8%	6.9%

Q18c. IF YES: How many miles do you live from your primary workplace (one-way distance)?

Q18c. How many miles do you live from primary workplace (one-way distance)

Mean = 16.7

Median = 12

Standard Error Of The Mean = 0.7

Q19. Which of the following best describes how often you used public transportation during the past year:

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q19. How often you used public transportation during past year													
Almost every day	7.1%	4.8%	1.9%	4.3%	4.0%	1.9%	6.0%	8.4%	5.3%	2.0%	4.1%	6.3%	5.2%
A few times a week	0.6%	0.6%	1.3%	0.6%	2.6%	3.9%	4.0%	3.2%	0.0%	3.3%	2.4%	5.7%	2.8%
A few times per month	1.2%	3.0%	1.9%	3.7%	3.3%	3.2%	1.3%	4.5%	2.3%	1.3%	4.1%	7.6%	3.9%
A few times per year	8.3%	12.7%	13.5%	7.4%	6.6%	16.2%	10.6%	12.9%	9.4%	8.6%	7.1%	23.4%	13.0%
Less than once per month	5.4%	4.8%	13.5%	4.3%	6.0%	7.1%	4.0%	7.7%	5.3%	3.3%	4.1%	11.4%	7.0%
Never	77.4%	72.9%	66.0%	79.0%	76.8%	67.5%	74.2%	62.6%	76.6%	80.1%	77.5%	44.3%	67.3%
Don't know	0.0%	1.2%	1.9%	0.6%	0.7%	0.0%	0.0%	0.6%	1.2%	1.3%	0.6%	1.3%	0.8%

Q21. What is your age?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q21. What is your age													
18 to 34	33.9%	21.1%	26.3%	18.5%	29.8%	23.4%	23.8%	19.4%	15.2%	20.5%	20.1%	22.8%	22.1%
35 to 44	23.2%	26.5%	19.9%	15.4%	18.5%	22.1%	18.5%	22.6%	14.6%	16.6%	18.3%	10.8%	19.2%
45 to 54	22.0%	18.7%	24.4%	20.4%	21.2%	20.1%	19.2%	20.6%	26.9%	27.2%	18.9%	19.0%	20.9%
55 to 64	11.9%	15.7%	21.2%	26.5%	17.2%	17.5%	22.5%	21.3%	25.1%	21.9%	27.2%	25.9%	22.1%
65+	8.9%	18.1%	8.3%	19.1%	13.2%	16.9%	15.9%	16.1%	18.1%	13.9%	15.4%	21.5%	15.7%

Q22. Which of the following best describes the highest level of education that you have completed?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q22. Highest level of education you have completed													
Less than high school	2.4%	3.6%	0.6%	0.6%	1.3%	3.2%	2.6%	3.9%	5.3%	6.0%	6.5%	7.0%	3.3%
High school/GED	24.4%	25.9%	16.7%	25.9%	23.2%	18.2%	18.5%	16.1%	32.2%	31.8%	31.4%	18.4%	20.9%
Some college or technical school training after high school	36.3%	33.7%	36.5%	35.2%	39.1%	26.6%	31.8%	34.8%	34.5%	31.8%	32.5%	26.6%	32.7%
Bachelor's degree (4 years of college)	17.9%	20.5%	26.9%	19.8%	23.8%	22.7%	25.2%	23.2%	17.0%	14.6%	16.0%	27.2%	22.8%
Graduate degree (4+ years of college)	19.0%	15.7%	18.6%	17.9%	12.6%	27.3%	18.5%	21.9%	9.9%	14.6%	13.6%	20.3%	19.5%
Not provided	0.0%	0.6%	0.6%	0.6%	0.0%	1.9%	3.3%	0.0%	1.2%	1.3%	0.0%	0.6%	0.8%

Q23. What is your gender?

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q23. Your gender													
Male	58.9%	47.6%	47.4%	50.6%	42.4%	46.1%	50.3%	46.5%	56.7%	51.0%	45.6%	41.8%	47.5%
Female	41.1%	52.4%	52.6%	49.4%	57.6%	53.9%	49.7%	53.5%	43.3%	49.0%	54.4%	58.2%	52.5%

Q24. Which of the following best describes your annual household income:

N=1912	District												Total
	1	2	3	4	5	6	7	8	9	10	11	12	
Q24. Your annual household income													
Under $30K	20.8%	18.1%	15.4%	24.1%	23.2%	22.1%	17.9%	16.1%	28.1%	32.5%	29.0%	24.7%	21.1%
$30K-$59,999	26.8%	24.7%	22.4%	23.5%	29.8%	24.7%	23.8%	27.7%	29.2%	24.5%	30.2%	22.2%	24.5%
$60K-$89,999	20.8%	24.7%	20.5%	16.7%	20.5%	15.6%	29.1%	23.9%	17.0%	17.9%	17.8%	18.4%	21.2%
$90K-$119,999	11.9%	12.0%	16.7%	11.1%	7.9%	15.6%	5.3%	10.3%	8.2%	9.3%	7.1%	11.4%	10.6%
$120K+	11.9%	7.8%	12.2%	11.7%	10.6%	14.3%	9.9%	13.5%	8.2%	8.6%	5.3%	13.9%	12.2%
Not provided	7.7%	12.7%	12.8%	13.0%	7.9%	7.8%	13.9%	8.4%	9.4%	7.3%	10.7%	9.5%	10.4%

Section 5:
Resident Survey Instrument

ODOT 2012 Statewide Customer Preference Survey

Thank you for taking the time to complete this important survey. The Ohio Department of Transportation (ODOT) will use your responses to plan improvements to the State's transportation system. If you have questions, please contact David Rose at (614) 387-0435.

1. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation topics in Ohio.		Extremely Important	Very Important	Important	Less Important	Not Important	No Opinion
A	Relieving traffic congestion	5	4	3	2	1	9
B	Improving the safety of Ohio's roadways	5	4	3	2	1	9
C	Providing better linkages among different modes of transportation, such as bicycle, pedestrian, car, bus, train, and airplane, so that it is easy to go from one mode to the other	5	4	3	2	1	9
D	Having a good freight transportation system to support Ohio's economy (freight transportation is the movement of goods and products on trucks/railroads and through airports/shipping ports)	5	4	3	2	1	9
E	Providing public transportation, such as buses, transit vans and light rail, in Ohio's cities and rural areas	5	4	3	2	1	9
F	Expanding bicycle facilities	5	4	3	2	1	9
G	Improving access to Ohio's airports	5	4	3	2	1	9

2. Which TWO of the issues listed above (in question 1) are the highest priorities to you?
Write the letters that correspond to your top two choices in the spaces provided below.
1st Choice:_____ 2nd Choice:_____

3. Using a scale of 1 to 5, where 5 means "extremely important," and 1 means "not important", please rate the importance of the following transportation options in Ohio.		Extremely Important	Very Important	Important	Less Important	Not Important	No Opinion
A	Maintaining the existing transportation system	5	4	3	2	1	9
B	Improving the existing highway network	5	4	3	2	1	9
C	Improving the bicycle/pedestrian facility network	5	4	3	2	1	9
D	Improving the public transportation network	5	4	3	2	1	9
E	Improving the rail network	5	4	3	2	1	9
F	Improving the small airport network*	5	4	3	2	1	9

*** "Small airports" are local or county airports which service smaller aircraft. It does not include large commercial airports found in major cities like Cleveland, Columbus, Cincinnati, etc.**

4. Please rank the priority that should be placed on the FIVE transportation issues listed below by writing the letters that correspond to your rankings in the spaces provided.
(A) Expanding the State's highway network
(B) Expanding the State's bicycle/pedestrian facility network
(C) Expanding the State's public transportation network
(D) Expanding the State's rail network
(E) Expanding the State's small airport network*

Highest Priority: _____ 2nd Priority: _____ 3rd Priority: _____ 4th Priority: _____ Lowest Priority: _____

ODOT 2012 Statewide Customer Preference Survey

5. **Which ONE of the following statements about Ohio's economy and transportation system, which includes roads, highways, buses, trains, airports, and shipping ports in the State, comes closest to your own view?** (select one)
   ___(1) The transportation system in Ohio is basically **as good as it needs to be** in order to improve economic growth in the next 5 to 10 years
   ___(2) The transportation system in Ohio needs **minor improvements and investments** in order to improve economic growth in the next 5 to 10 years
   ___(3) The transportation system in Ohio needs **major improvements and investments** in order to improve economic growth in the next 5 to 10 years
   ___(4) None of these
   ___(9) Don't know

6. **How much impact do you think that growth and development in Ohio have on the State's transportation system?** (select one)
   ___(1) Significant impact
   ___(2) Some impact
   ___(3) No impact
   ___(9) Don't know

7. **How do you think the level of funding for transportation in the State of Ohio should change over the next 5 years? Should it be:** (select one)
   ___(1) Significantly increased
   ___(2) Slightly increased
   ___(3) Stay about the same as it is now
   ___(4) Slightly reduced
   ___(5) Significantly reduced
   ___(9) Don't know

8. **How familiar are you with the way transportation is funded in the State of Ohio? Would you say you are:**
   ___(1) Very familiar
   ___(2) Familiar
   ___(3) Somewhat familiar
   ___(4) Not familiar
   ___(5) Not familiar at all

9. **If the State of Ohio does not have enough funding to maintain the State's transportation system at current levels, what do you think should be done?**

   _____

   _____

10. **In the future, if there is a gap between existing revenue and the cost of maintaining Ohio's transportation system, how would you rank the priority that should be placed on funding the FOUR transportation items listed below. Please write the letters that correspond to your rankings in the spaces provided.**
    (A) Ensuring roads are safe
    (B) Keeping highway pavement smooth
    (C) Preventing congestion on highways from getting worse
    (D) Providing connections between different modes of transportation (such as public transit and bicycle paths)

    Highest Priority: _____ 2nd Priority: _____ 3rd Priority: _____ Lowest Priority: _____

ODOT 2012 Statewide Customer Preference Survey

The following describe trade-offs that must be considered by the Ohio Department of Transportation (ODOT) when planning transportation investments. For each question, please indicate which ONE of the two options listed is most important to you.

11. **Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?** (select one)
    ___(1) increasing the capacity on highways to improve traffic flow
    ___(2) resurfacing highways to improve the condition of the driving surface without increasing capacity

12. **Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?** (select one)
    ___(1) building a new road to encourage economic development
    ___(2) expanding the capacity of an existing road that is currently heavily congested

13. **Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?** (select one)
    ___(1) providing additional transportation options such as public transit and bicycling
    ___(2) making it easier for automobiles to get where they want to go

14. **Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?** (select one)
    ___(1) reducing the cost of highway projects
    ___(2) reducing construction time of highway projects

15. **Which ONE of the following do you think is more important for ODOT to fund over the next 5 to 10 years?** (select one)
    ___(1) ensuring that transportation projects are evenly balanced across the State of Ohio
    ___(2) focusing transportation projects in areas of the state that have the greatest needs

16. **Please rank the priority that should be placed on the FOUR pavement characteristics listed below by writing the letters that correspond to your rankings in the spaces provided.**
    (A) Making pavement smoother
    (B) Reducing the noise that you hear when you drive on pavement
    (C) Improving the visibility of pavement marking (e.g., center and roadside striping)
    (D) Increasing shoulder width

    Highest Priority: _____ 2nd Priority: _____ 3rd Priority: _____ Lowest Priority: _____

17. **In your opinion, what is the most important transportation topic facing the State of Ohio today?**

    _____

    _____

ODOT 2012 Statewide Customer Preference Survey

The following questions are designed to help us better understand the needs of particular groups of people and to ensure that the results of our survey are representative of the State's residents. Your individual responses will remain confidential.

18. Are you employed outside the home? ____(1) Yes ____(2) No

18a. IF YES: How do you typically get to your primary workplace?

____(1) Drive alone
____(2) Carpool/vanpool
____(3) Use public transportation
____(4) Bike
____(5) Walk
____(6) Other: _____

18b. IF YES: How many minutes does it usually take you to get from your home to your primary workplace (one-way)?

_____ minutes

18c. IF YES: How many miles do you live from your primary workplace (one-way distance)?

_____ miles

19. Which of the following best describes how often you used public transportation during the past year:

____(1) Almost every day
____(2) A few times a week
____(3) A few times per month
____(4) A few times per year
____(5) Less than once per month
____(6) Never

20. In which county do you live? _____

21. What is your age? _____ years

22. Which of the following best describes the highest level of education that you have completed?

____(1) less than high school
____(2) high school/GED
____(3) some college or technical school training after high school
____(4) Bachelor's degree (4 years of college)
____(5) Graduate degree (more than 4 years of college)

23. What is your gender? ____(1) Male ____(2) Female

24. Which of the following best describes your annual household income:

____(1) under $30,000
____(2) $30,000-$59,999
____(3) $60,000-$89,999
____(4) $90,000-$119,999
____(5) $120,000 or more

25. If you have any other comments that you would like to share with ODOT, please provide them in the space below. (attach additional pages if needed)

<u>THANK YOU. Please return you completed survey in the envelope that was provided.</u>

Since the survey is also available on-line, the address information to the right is being collected to ensure that we only receive one response per household. Your address will not be provided to ODOT or used for any other purpose.

Section 6:
Leader Survey Results

ODOT Community Leader Survey

1. Please rate the importance of the following transportation topics in Ohio.

	Not Important	Less Important	Important	Very Important	Extremely Important	No Opinion	Response Count
(A) Relieving traffic congestion	3.8% (20)	13.4% (71)	25.4% (134)	**31.4% (166)**	25.9% (137)	0.0% (0)	528
(B) Improving the safety of Ohio's roadways	0.4% (2)	4.5% (24)	19.5% (103)	33.0% (174)	**42.4% (224)**	0.2% (1)	528
(C) Providing better linkages among different modes of transportation, such as bicycle, pedestrian, car, bus, train, and airplane, so that it is easy to go from one mode to the other	2.8% (15)	19.1% (102)	20.4% (109)	17.6% (94)	**39.5% (211)**	0.6% (3)	534
(D) Having a good freight transportation system to support Ohio's economy (freight transportation is the movement of goods and products on trucks/railroads and through airports/shipping ports)	0.6% (3)	4.7% (25)	26.4% (141)	**36.1% (193)**	31.6% (169)	0.6% (3)	534
(E) Providing public transportation, such as buses, transit vans and light rail, in Ohio's cities and rural areas	6.0% (32)	16.2% (86)	19.6% (104)	21.5% (114)	**35.5% (188)**	1.1% (6)	530
(F) Expanding bicycle facilities	10.5% (56)	21.8% (116)	23.3% (124)	15.0% (80)	**29.1% (155)**	0.4% (2)	533
(G) Improving access to Ohio's airports	6.2% (33)	29.5% (157)	**38.8% (207)**	16.3% (87)	8.4% (45)	0.8% (4)	533

2. Which TWO of the following issues are the highest priorities to you?Using the pull-down menu, please select the letters that correspond to your top two choices. (A) Relieving traffic congestion (B) Improving the safety of Ohio's roadways (C) Providing better linkages among different modes of transportation, such as bicycle, pedestrian, car, bus, train, and airplane, so that it is easy to go from one mode to the other(D) Having a good freight transportation system to support Ohio's economy (freight transportation is the movement of goods and products on trucks/railroads and through airports/shipping ports) (E) Providing public transportation, such as buses, transit vans and light rail, in Ohio's cities and rural areas (F) Expanding bicycle facilities (G) Improving access to Ohio's airports

Items Being Ranked

	A	B	C	D	E	F	G	Response Count
First Choice	24.1% (129)	**26.7% (143)**	16.1% (86)	7.9% (42)	18.3% (98)	6.5% (35)	0.4% (2)	535
Second Choice	17.8% (95)	20.0% (107)	**20.6% (110)**	18.5% (99)	12.0% (64)	10.7% (57)	0.4% (2)	534
							answered question	**535**
							skipped question	**0**

3. Please rate the importance of the following transportation options in Ohio.

	Not Important	Less Important	Important	Very Important	Extremely Important	No Opinion	Response Count
Maintaining the existing transportation system	0.6% (3)	2.8% (15)	23.5% (125)	29.6% (157)	**43.3% (230)**	0.2% (1)	531
Improving the existing highway network	6.0% (32)	13.5% (72)	25.8% (138)	**30.0% (160)**	24.5% (131)	0.2% (1)	534
Improving the bicycle/pedestrian facility network	7.9% (41)	23.6% (123)	23.8% (124)	18.8% (98)	**25.7% (134)**	0.4% (2)	522
Improving the public transportation network	3.9% (21)	15.8% (84)	27.4% (146)	22.5% (120)	**30.2% (161)**	0.2% (1)	533
Improving the rail network	5.4% (28)	16.4% (86)	**29.8% (156)**	24.1% (126)	22.9% (120)	1.3% (7)	523
Improving the small airport network ("small airports" are local or county airports which service smaller aircraft. It does not include large commercial airports found in major cities like Cleveland, Columbus, Cincinnati, etc.)	21.4% (113)	**43.6% (230)**	21.8% (115)	7.6% (40)	3.0% (16)	2.5% (13)	527
						answered question	**535**
						skipped question	**0**

4. Please rank the priority that should be placed on the FIVE transportation issues listed below by selecting the letters from the pull down menu that correspond to the ranking you would place on each item.(A) Expanding the State's highway network (B) Expanding the State's bicycle/pedestrian facility network (C) Expanding the State's public transportation network (D) Expanding the State's rail network (E) Expanding the State's small airport network (note: "Small airports" are local or county airports which service smaller aircraft. It does not include large commercial airports found in major cities like Cleveland, Columbus, Cincinnati, etc.)

Items Being Prioritized

	A	B	C	D	E	Response Count
Highest priority	**42.7% (227)**	18.6% (99)	26.9% (143)	10.3% (55)	1.5% (8)	532
2nd priority	14.7% (78)	21.9% (116)	**30.9% (164)**	27.5% (146)	4.9% (26)	530
3rd priority	9.5% (50)	22.5% (119)	24.6% (130)	**35.2% (186)**	8.1% (43)	528
4th priority	19.1% (100)	18.9% (99)	14.5% (76)	22.1% (116)	**25.4% (133)**	524
Lowest priority	13.7% (72)	19.3% (101)	3.6% (19)	4.0% (21)	**59.4% (311)**	524
					answered question	**533**
					skipped question	**2**

5. Which ONE of the following statements about Ohio's economy and transportation system, which includes roads, highways, buses, trains, airports, and shipping ports in the State, comes closest to your own view?

	Response Percent	Response Count
The transportation system in Ohio is basically as good as it needs to be in order to improve economic growth in the next 5 to 10 years	3.9%	21
The transportation system in Ohio needs minor improvements and investments in order to improve economic growth in the next 5 to 10 years	30.1%	161
The transportation system in Ohio needs major improvements and investments in order to improve economic growth in the next 5 to 10 years	**61.8%**	**330**
None of these	1.7%	9
Don't know	2.4%	13
	answered question	**534**
	skipped question	**1**

6. How much impact do you think that growth and development in Ohio have on the State's transportation system?

	Response Percent	Response Count
Significant impact	**76.1%**	**407**
Some impact	21.7%	116
No impact	0.0%	0
Don't know	2.2%	12
	answered question	**535**
	skipped question	**0**

7. How do you think the level of funding for transportation in the State of Ohio shouldchange over the next 5 years? Should it be:

	Response Percent	Response Count
Significantly increased	**53.1%**	**284**
Slightly increased	33.1%	177
Stay about the same as it is now	7.9%	42
Slightly reduced	0.6%	3
Significantly reduced	0.6%	3
Don't know	4.9%	26
	answered question	**535**
	skipped question	**0**

8. How familiar are you with the way transportation is funded in the State of Ohio?Would you say you are:

	Response Percent	Response Count
Very familiar	**31.5%**	**168**
Familiar	31.3%	167
Somewhat familiar	28.1%	150
Not familiar	7.1%	38
Not familiar at all	2.1%	11
	answered question	**534**
	skipped question	**1**

9. If the State of Ohio does not have enough funding to maintain the State's transportation system at current levels, what do you think should be done?

	Response Count
Open-Ended Comments are Provided in Appendix B	461
answered question	**461**
skipped question	**74**

10. In the future, if there is a gap between existing revenue and the cost of maintaining Ohio's transportation system, how would you rank the priority that should be placed on funding the FOUR transportation items listed below?Using the pull-down menu, please select the letter that corresponds to the item you would rank as the highest priority, 2nd priority, 3rd priority, and lowest priority. (A) Ensuring roads are safe (B) Keeping highway pavement smooth (C) Preventing congestion on highways from getting worse (D) Providing connections between different modes of transportation (such as public transit and bicycle paths)

Items Being Ranked

	A	B	C	D	Response Count
Highest Priority	**59.2% (315)**	9.8% (52)	12.2% (65)	18.8% (100)	532
2nd Priority	27.2% (144)	25.9% (137)	**29.3% (155)**	17.6% (93)	529
3rd Priority	11.8% (62)	**42.4% (223)**	31.0% (163)	14.8% (78)	526
Lowest Priority	1.5% (8)	20.7% (109)	27.4% (144)	**50.4% (265)**	526
				answered question	**532**
				skipped question	**3**

11. Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

	Response Percent	Response Count
Increasing the capacity on highways to improve traffic flow	35.7%	189
Resurfacing highways to improve the condition of the driving surface without increasing capacity	**64.3%**	**341**
	answered question	**530**
	skipped question	**5**

12. Which ONE of the following do you think is more important for ODOT to address overthe next 5 to 10 years?

	Response Percent	Response Count
Building a new road to encourage economic development	20.8%	107
Expanding the capacity of an existing road that is currently heavily congested	**79.2%**	**407**
	answered question	**514**
	skipped question	**21**

13. Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

	Response Percent	Response Count
Providing additional transportation options such as public transit and bicycling	**60.3%**	**322**
Making it easier for automobiles to get where they want to go	39.7%	212
	answered question	**534**
	skipped question	**1**

14. Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

	Response Percent	Response Count
Reducing the cost of highway projects	**64.1%**	**335**
Reducing construction time of highway projects	35.9%	188
	answered question	**523**
	skipped question	**12**

15. Which ONE of the following do you think is more important for ODOT to fund over the next 5 to 10 years?

	Response Percent	Response Count
Ensuring that transportation projects are evenly balanced across the State of Ohio	22.8%	121
Focusing transportation projects in areas of the state that have the greatest needs	**77.2%**	**409**
	answered question	**530**
	skipped question	**5**

16. Please rank the priority that should be placed on the FOUR pavement characteristics listed below by selecting the letters from the pull down menu that correspond to the ranking you would place on each item.(A) Making pavement smoother (B) Reducing the noise that you hear when you drive on pavement(C) Improving the visibility of pavement marking (e.g., center and roadside striping) (D) Increasing shoulder width

Items Being Ranked

	A	B	C	D	Response Count
Highest Priority	36.8% (193)	3.1% (16)	**46.4% (243)**	13.7% (72)	524
2nd Priority	26.5% (138)	8.3% (43)	**33.8% (176)**	31.5% (164)	521
3rd Priority	31.7% (165)	17.9% (93)	17.3% (90)	**33.2% (173)**	521
Lowest Priority	4.8% (25)	**69.6% (362)**	3.7% (19)	21.9% (114)	520
				answered question	**524**
				skipped question	**11**

17. In your opinion, what is the most important transportation topic facing the State of Ohio today?

	Response Count
Open-Ended Comments are Provided in Appendix B	478
answered question	**478**
skipped question	**57**

18. Are you employed outside the home?

	Response Percent	Response Count
Yes	**92.8%**	**493**
No	7.2%	38
	answered question	**531**
	skipped question	**4**

18a. How do you typically get to your primary workplace?

	Response Percent	Response Count
Drive alone	**83.5%**	**405**
Carpool/vanpool	3.3%	16
Use public transportation	4.1%	20
Bike	6.6%	32
Walk	2.5%	12
	Other (please specify)	21
	answered question	**485**
	skipped question	**50**

18a OTHER, How do you typically get to your primary workplace?		
1	Emergency response vehicle	Jun 11, 2012 4:15 PM
2	and drive.	Jun 11, 2012 2:57 PM
3	Scooter, car	Jun 11, 2012 1:02 PM
4	I ALSO USE THE BUS - WOULD BIKE TO WORK IF I HAD A BIKE LANE FROM HOME TO WORK	Jun 11, 2012 7:17 AM
5	Used to walk, but no access to jobs near home	Jun 11, 2012 6:08 AM
6	Bike/Bus/Walk/Drive - depends on weather and other activities.	Jun 11, 2012 5:32 AM
7	bike and run 4 days, drive 1 day/week	Jun 9, 2012 4:46 AM
8	use public transpoortation and carpool	Jun 8, 2012 4:40 PM
9	Varies by day. I sometimes bike, sometimes drive, sometimes use public transportation	Jun 8, 2012 12:48 PM
10	Combination of drive alone and bike	Jun 8, 2012 12:04 PM
11	Drive with family members	Jun 7, 2012 7:14 AM
12	I occasionally bike to work when I am able to.	Jun 5, 2012 11:54 AM
13	Motorcycle	Jun 1, 2012 9:17 AM
14	I drive only because I have no other choice.	May 31, 2012 5:39 AM
15	Combination of bicycle and public transit	May 30, 2012 8:10 AM
16	I can't drive before dawn, so in the winter I take public transit in the snow/ride bike when it's clear. In the summer I drive in the rain/bike in good weather.	May 30, 2012 5:46 AM
17	Airplanes, Buses, Trains	May 30, 2012 1:12 AM
18	Iffice in home but drive 500 + fper week for business	May 26, 2012 7:23 AM
19	Walk if good weather	May 23, 2012 5:53 AM

18a OTHER, How do you typically get to your primary workplace?		
20	mix of drive alone and bike depending on season (bike 25% of time on an annual basis)	May 22, 2012 7:24 AM
21	I split the week carpooling (1), driving alone (2) & ride the bike (2)	May 21, 2012 8:06 AM

18b. How many minutes does it usually take you to get from your home to your primary workplace (one-way)?

Mean = 18.7 minutes

	Response Percent	Response Count
10 minutes or less	31.8%	170
11-20 minutes	31.6%	169
21-30 minutes	18.7%	100
31-45 minutes	8.0%	43
More than 45 minutes	2.8%	15
Not Provided	7.1%	38
	100%	535

18c. How many miles do you live from your primary workplace (one-way distance)?

Mean = 10.4 miles

	Response Percent	Response Count
10 miles or less	56.3%	301
11-20 miles	25.4%	136
21-30 miles	6.5%	35
31-45 miles	2.6%	14
More than 45 miles	1.7%	9
Not Provided	7.5%	40
	100%	535

19. Which of the following best describes how often you used public transportation during the past year:

	Response Percent	Response Count
Almost every day	4.3%	23
A few times a week	3.7%	20
A few times per month	6.0%	32
A few times per year	17.8%	95
Less than once per month	16.8%	90
Never	**51.4%**	**275**
	answered question	**535**
	skipped question	**0**

20. In which county do you live?

	Response Percent	Response Count
Adams	0.0%	0
Allen	2.8%	15
Ashland	0.7%	4
Ashtabula	0.2%	1
Athens	1.1%	6
Auglaize	0.4%	2
Belmont	0.7%	4
Brown	0.0%	0
Butler	1.3%	7
Carroll	0.0%	0
Champaign	0.0%	0
Clark	1.5%	8
Clermont	0.9%	5
Clinton	0.2%	1
Columbiana	0.4%	2
Coshocton	0.0%	0

Crawford	0.0%	0
Cuyahoga	6.2%	33
Darke	0.4%	2
Defiance	0.4%	2
Delaware	1.9%	10
Erie	1.7%	9
Fairfield	1.9%	10
Fayette	0.4%	2
Franklin	**18.3%**	**98**
Fulton	0.0%	0
Gallia	0.0%	0
Geauga	0.2%	1
Greene	0.6%	3
Guernsey	0.0%	0
Hamilton	4.5%	24
Hancock	0.2%	1
Hardin	0.0%	0
Harrison	0.0%	0
Henry	0.0%	0

Highland	0.2%	1
Hocking	0.2%	1
Holmes	0.0%	0
Huron	0.9%	5
Jackson	0.0%	0
Jefferson	0.2%	1
Knox	0.0%	0
Lake	1.3%	7
Lawrence	0.6%	3
Licking	2.6%	14
Logan	0.0%	0
Lorain	1.1%	6
Lucas	7.9%	42
Madison	0.2%	1
Mahoning	2.2%	12
Marion	0.2%	1
Medina	0.6%	3
Meigs	0.2%	1
Mercer	0.0%	0

Miami	0.7%	4
Monroe	0.7%	4
Montgomery	6.5%	35
Morgan	0.2%	1
Morrow	0.4%	2
Muskingum	0.6%	3
Noble	0.0%	0
Ottawa	0.6%	3
Paulding	0.0%	0
Perry	0.2%	1
Pickaway	0.7%	4
Pike	0.0%	0
Portage	1.1%	6
Preble	0.0%	0
Putnam	0.4%	2
Richland	4.7%	25
Ross	0.2%	1
Sandusky	0.6%	3
Scioto	0.0%	0

Seneca	0.4%	2
Shelby	0.7%	4
Stark	0.6%	3
Summit	5.6%	30
Trumbull	1.3%	7
Tuscarawas	0.2%	1
Union	0.7%	4
VanWert	0.7%	4
Vinton	0.0%	0
Warren	1.1%	6
Washington	0.7%	4
Wayne	0.6%	3
Williams	0.6%	3
Wood	3.9%	21
Wyandot	0.2%	1
	answered question	**535**
	skipped question	**0**

21. What is your age?

	Response Percent	Response Count
Under 18	0.0%	0
18	0.0%	0
19	0.0%	0
20	0.4%	2
21	0.2%	1
22	0.4%	2
23	0.2%	1
24	0.9%	5
25	0.9%	5
26	0.8%	4
27	0.9%	5
28	1.1%	6
29	0.9%	5
30	1.7%	9
31	0.2%	1
32	2.4%	13

33	2.1%	11
34	1.1%	6
35	1.7%	9
36	1.7%	9
37	2.6%	14
38	2.1%	11
39	1.9%	10
40	2.4%	13
41	2.4%	13
42	2.4%	13
43	1.7%	9
44	2.4%	13
45	2.4%	13
46	1.5%	8
47	2.3%	12
48	3.4%	18
49	2.4%	13
50	3.8%	20
51	2.4%	13

52	3.2%	17
53	1.5%	8
54	2.6%	14
55	2.1%	11
56	3.4%	18
57	3.6%	19
58	2.6%	14
59	3.2%	17
60	**5.3%**	**28**
61	4.3%	23
62	2.1%	11
63	2.1%	11
64	2.3%	12
65	1.3%	7
66	1.5%	8
67	0.6%	3
68	0.4%	2
69	0.6%	3
70	0.9%	5

71	0.2%	1
72	0.9%	5
73	0.4%	2
74	0.2%	1
75	0.2%	1
76	0.2%	1
77	0.2%	1
78	0.2%	1
79	0.2%	1
80	0.0%	0
81	0.0%	0
82	0.2%	1
83	0.0%	0
84	0.0%	0
85	0.0%	0
86	0.0%	0
87	0.0%	0
88	0.0%	0
89	0.0%	0

90	0.0%	0
91	0.0%	0
92	0.0%	0
93	0.0%	0
94	0.0%	0
95	0.0%	0
96	0.0%	0
97	0.0%	0
98	0.0%	0
99	0.0%	0
100 or more	0.0%	0
	answered question	**533**
	skipped question	**2**

22. Which of the following best describes the highest level of education that you have completed?

	Response Percent	Response Count
Less than high school	0.0%	0
High school/GED	3.6%	19
Some college or technical school training after high school	16.3%	87
Bachelor's degree (4 years of college)	**44.1%**	**236**
Graduate degree (more than 4 years of college)	36.1%	193
	answered question	**535**
	skipped question	**0**

23. What is your gender?

	Response Percent	Response Count
Male	**69.9%**	**374**
Female	30.1%	161
	answered question	**535**
	skipped question	**0**

24. Which of the following best describes your annual household income:

	Response Percent	Response Count
under $30,000	3.2%	17
$30,000-$59,999	19.3%	102
$60,000-$89,999	27.1%	143
$90,000-$119,999	**27.7%**	**146**
$120,000 or more	22.7%	120
	answered question	**528**
	skipped question	**7**

25. If you have any other comments that you would like to share with ODOT, please provide them in the space below.

	Response Count
Open-Ended Comments are Provided in Appendix B	222
answered question	**222**
skipped question	**313**

26. Which of the following BEST describes the type of organization you represent?

	Response Percent	Response Count
local government	**48.4%**	**187**
county government	20.2%	78
state government	12.7%	49
transit agency	2.3%	9
airport	0.3%	1
economic development	10.6%	41
private transportation provider	5.4%	21
Other (please specify)		141
answered question		**386**
skipped question		**149**

26 OTHER. Which of the following BEST describes the type of organization you represent?

1	local and county advisory committees	Jun 14, 2012 3:30 PM
2	I do not represent any organization.	Jun 14, 2012 12:41 PM
3	Non-profit advocacy	Jun 14, 2012 9:55 AM
4	Consumers	Jun 14, 2012 7:18 AM
5	private transportation consultant	Jun 13, 2012 7:29 AM
6	Bicycle and Pedestrian Advocacy Organization	Jun 12, 2012 7:55 AM
7	Several transportation advocate groups	Jun 11, 2012 9:50 PM
8	Private citizen. Lawful and competent bicyclists.	Jun 11, 2012 7:57 PM
9	Neighborhood leader	Jun 11, 2012 7:44 PM
10	not for profit	Jun 11, 2012 7:23 PM
11	MPO	Jun 11, 2012 1:57 PM
12	cyclist	Jun 11, 2012 12:36 PM
13	Bicycle non-profit	Jun 11, 2012 12:17 PM
14	Healthcare	Jun 11, 2012 11:20 AM
15	private citizen	Jun 11, 2012 11:03 AM
16	not for profit board member	Jun 11, 2012 11:03 AM
17	x	Jun 11, 2012 10:10 AM
18	Non-Profit Advocacy	Jun 11, 2012 9:17 AM
19	Community Service Corporation (Non-Profit)	Jun 11, 2012 8:43 AM

26 OTHER. Which of the following BEST describes the type of organization you represent?

20	PRIVATE CITIZEN	Jun 11, 2012 7:24 AM
21	MPO	Jun 11, 2012 6:30 AM
22	active ditizen who volunteers with neighborhood groups	Jun 11, 2012 6:19 AM
23	construction industry - architecture	Jun 11, 2012 6:12 AM
24	neighborhood	Jun 11, 2012 6:07 AM
25	university	Jun 11, 2012 5:34 AM
26	Non-profits	Jun 10, 2012 10:05 PM
27	non profit community organization.	Jun 10, 2012 7:36 PM
28	citizen	Jun 10, 2012 12:17 PM
29	Representating myself. This is a poorly worded ques.	Jun 9, 2012 4:05 PM
30	bicycle access to state universities	Jun 9, 2012 2:38 PM
31	University of Michigan	Jun 9, 2012 12:47 PM
32	citizen	Jun 9, 2012 11:34 AM
33	citizen	Jun 9, 2012 9:51 AM
34	I don't represent it but am employed at a state agency	Jun 9, 2012 4:52 AM
35	local citizens group	Jun 9, 2012 4:03 AM
36	Bicycling organizations	Jun 9, 2012 2:13 AM
37	Non-profit citizens group	Jun 8, 2012 8:49 PM
38	none	Jun 8, 2012 8:25 PM

26 OTHER. Which of the following BEST describes the type of organization you represent?

39	private citizen	Jun 8, 2012 6:35 PM
40	public education	Jun 8, 2012 4:44 PM
41	non profit social service	Jun 8, 2012 2:39 PM
42	citizen of Franklin County	Jun 8, 2012 2:34 PM
43	concerned citizen	Jun 8, 2012 2:18 PM
44	Private citizen and cyclist organizations	Jun 8, 2012 2:09 PM
45	nonprofit	Jun 8, 2012 2:01 PM
46	private party	Jun 8, 2012 1:49 PM
47	private citizen	Jun 8, 2012 1:08 PM
48	interested resident	Jun 8, 2012 12:51 PM
49	non-profit	Jun 8, 2012 12:49 PM
50	regional government	Jun 8, 2012 12:46 PM
51	Federal government	Jun 8, 2012 12:42 PM
52	MPO	Jun 8, 2012 12:16 PM
53	transportation engineering consulting firm.	Jun 8, 2012 12:02 PM
54	citizen	Jun 8, 2012 11:42 AM
55	Consultant	Jun 8, 2012 11:41 AM
56	None average Joe	Jun 7, 2012 4:57 PM
57	Director of LegalAid that serves SE Ohio	Jun 7, 2012 12:20 PM

26 OTHER. Which of the following BEST describes the type of organization you represent?

58	private business	Jun 7, 2012 7:05 AM
59	business	Jun 6, 2012 9:12 AM
60	MPO	Jun 6, 2012 6:01 AM
61	retiree interested in public policy	Jun 5, 2012 6:46 PM
62	private citizen - why is that not a choice?	Jun 5, 2012 12:26 PM
63	Metropolitan Planning Organization	Jun 5, 2012 12:06 PM
64	MPO	Jun 5, 2012 11:57 AM
65	I work for the State, but my opinions are my own and do not represent the organization I work for.	Jun 5, 2012 11:52 AM
66	None of the above.	Jun 5, 2012 10:51 AM
67	private employment	Jun 5, 2012 7:57 AM
68	Senior Citizen Service Organization	Jun 5, 2012 7:27 AM
69	Retired Locomotive Engineer, Member of TMACOG Public Transis and Passenger Rail Committee and Advocate for same.	Jun 5, 2012 7:04 AM
70	citizen- highway user	Jun 5, 2012 4:35 AM
71	private citizen	Jun 4, 2012 11:53 AM
72	non-profit agency	Jun 4, 2012 7:11 AM
73	regional planning	Jun 4, 2012 6:36 AM
74	pubblic school	Jun 4, 2012 6:20 AM
75	private consultant	Jun 4, 2012 5:24 AM
76	private citizen	Jun 4, 2012 5:18 AM

26 OTHER. Which of the following BEST describes the type of organization you represent?

77	non profit	Jun 2, 2012 3:14 PM
78	private citizen	Jun 2, 2012 4:53 AM
79	I am a private citizen	Jun 2, 2012 3:10 AM
80	Consultant to local goverment	Jun 1, 2012 9:34 AM
81	hospital	Jun 1, 2012 8:43 AM
82	consultant	Jun 1, 2012 8:12 AM
83	Region Gov't	Jun 1, 2012 7:51 AM
84	Bridge Engineer	Jun 1, 2012 7:40 AM
85	engineering consultant	Jun 1, 2012 7:32 AM
86	Consulting Engineer	Jun 1, 2012 7:23 AM
87	Engineering Consultant	Jun 1, 2012 7:22 AM
88	citizen	Jun 1, 2012 5:49 AM
89	government	Jun 1, 2012 5:26 AM
90	Private Industry	Jun 1, 2012 5:04 AM
91	Transportation Consultant	May 31, 2012 1:50 PM
92	Faculty at Case Western Reserve University	May 31, 2012 8:22 AM
93	sustainable earth planner	May 31, 2012 5:03 AM
94	Ohio citizen	May 30, 2012 4:02 PM
95	MPO	May 30, 2012 12:03 PM

26 OTHER. Which of the following BEST describes the type of organization you represent?

1	local and county advisory committees	Jun 14, 2012 3:30 PM
2	I do not represent any organization.	Jun 14, 2012 12:41 PM
3	Non-profit advocacy	Jun 14, 2012 9:55 AM
4	Consumers	Jun 14, 2012 7:18 AM
5	private transportation consultant	Jun 13, 2012 7:29 AM
6	Bicycle and Pedestrian Advocacy Organization	Jun 12, 2012 7:55 AM
7	Several transportation advocate groups	Jun 11, 2012 9:50 PM
8	Private citizen. Lawful and competent bicyclists.	Jun 11, 2012 7:57 PM
9	Neighborhood leader	Jun 11, 2012 7:44 PM
10	not for profit	Jun 11, 2012 7:23 PM
11	MPO	Jun 11, 2012 1:57 PM
12	cyclist	Jun 11, 2012 12:36 PM
13	Bicycle non-profit	Jun 11, 2012 12:17 PM
14	Healthcare	Jun 11, 2012 11:20 AM
15	private citizen	Jun 11, 2012 11:03 AM
16	not for profit board member	Jun 11, 2012 11:03 AM
17	x	Jun 11, 2012 10:10 AM
18	Non-Profit Advocacy	Jun 11, 2012 9:17 AM
19	Community Service Corporation (Non-Profit)	Jun 11, 2012 8:43 AM

26 OTHER. Which of the following BEST describes the type of organization you represent?		
115	none of the above, and none other that I know of	May 26, 2012 9:00 AM
116	Business newspaper	May 26, 2012 8:58 AM
117	Non profit hospital	May 26, 2012 8:41 AM
118	A metro council of governments (TMACOG)	May 25, 2012 1:12 PM
119	Running and Cycling Org	May 25, 2012 11:49 AM
120	MPO-COG agency	May 25, 2012 7:43 AM
121	non governmental organization	May 25, 2012 6:17 AM
122	non-govermental organization/private citizen	May 25, 2012 5:31 AM
123	MPO	May 25, 2012 5:03 AM
124	Regional Government - MPO	May 24, 2012 1:30 PM
125	MPO	May 24, 2012 12:54 PM
126	mpo	May 24, 2012 11:16 AM
127	Neighborhood Association	May 24, 2012 11:13 AM
128	Area Agency on Aging	May 24, 2012 5:16 AM
129	MPO	May 23, 2012 3:04 PM
130	non profit	May 23, 2012 4:54 AM
131	consultant	May 22, 2012 11:28 AM
132	Regional government	May 22, 2012 7:58 AM
133	MPO	May 22, 2012 7:33 AM

26 OTHER. Which of the following BEST describes the type of organization you represent?

134	MPO	May 22, 2012 7:12 AM
135	regional agency	May 22, 2012 6:04 AM
136	MPO	May 22, 2012 5:37 AM
137	An Ohio citizen	May 21, 2012 1:03 PM
138	regional multi-county government	May 21, 2012 9:33 AM
139	airport county	May 21, 2012 9:17 AM
140	business / consultant / private college	May 21, 2012 8:26 AM
141	MPO	May 21, 2012 6:22 AM

Section 7:
Leader Survey Instrument

ODOT Community Leader Survey

Thank you for taking the time to complete this important survey. The Ohio Department of Transportation (ODOT) will use your responses to plan improvements to the State's transportation system.

Please rate the importance of the following transportation topics in Ohio.

	Not Important	Less Important	Important	Very Important	Extremely Important	No Opinion
(A) Relieving traffic congestion	◯	◯	◯	◯	◯	◯
(B) Improving the safety of Ohio's roadways	◯	◯	◯	◯	◯	◯
(C) Providing better linkages among different modes of transportation, such as bicycle, pedestrian, car, bus, train, and airplane, so that it is easy to go from one mode to the other	◯	◯	◯	◯	◯	◯
(D) Having a good freight transportation system to support Ohio's economy (freight transportation is the movement of goods and products on trucks/railroads and through airports/shipping ports)	◯	◯	◯	◯	◯	◯
(E) Providing public transportation, such as buses, transit vans and light rail, in Ohio's cities and rural areas	◯	◯	◯	◯	◯	◯
(F) Expanding bicycle facilities	◯	◯	◯	◯	◯	◯
(G) Improving access to Ohio's airports	◯	◯	◯	◯	◯	◯

ODOT Community Leader Survey

Which TWO of the following issues are the highest priorities to you? Using the pull-down menu, please select the letters that correspond to your top two choices.

(A) Relieving traffic congestion
(B) Improving the safety of Ohio's roadways
(C) Providing better linkages among different modes of transportation, such as bicycle, pedestrian, car, bus, train, and airplane, so that it is easy to go from one mode to the other
(D) Having a good freight transportation system to support Ohio's economy (freight transportation is the movement of goods and products on trucks/railroads and through airports/shipping ports)
(E) Providing public transportation, such as buses, transit vans and light rail, in Ohio's cities and rural areas
(F) Expanding bicycle facilities
(G) Improving access to Ohio's airports

	Items Being Ranked
First Choice	
Second Choice	

ODOT Community Leader Survey

Please rate the importance of the following transportation options in Ohio.

	Not Important	Less Important	Important	Very Important	Extremely Important	No Opinion
Maintaining the existing transportation system	◯	◯	◯	◯	◯	◯
Improving the existing highway network	◯	◯	◯	◯	◯	◯
Improving the bicycle/pedestrian facility network	◯	◯	◯	◯	◯	◯
Improving the public transportation network	◯	◯	◯	◯	◯	◯
Improving the rail network	◯	◯	◯	◯	◯	◯
Improving the small airport network ("small airports" are local or county airports which service smaller aircraft. It does not include large commercial airports found in major cities like Cleveland, Columbus, Cincinnati, etc.)	◯	◯	◯	◯	◯	◯

ODOT Community Leader Survey

Please rank the priority that should be placed on the FIVE transportation issues listed below by selecting the letters from the pull down menu that correspond to the ranking you would place on each item.

(A) Expanding the State's highway network
(B) Expanding the State's bicycle/pedestrian facility network
(C) Expanding the State's public transportation network
(D) Expanding the State's rail network
(E) Expanding the State's small airport network (note: "Small airports" are local or county airports which service smaller aircraft. It does not include large commercial airports found in major cities like Cleveland, Columbus, Cincinnati, etc.)

	Items Being Prioritized
Highest priority	
2nd priority	
3rd priority	
4th priority	
Lowest priority	

ODOT Community Leader Survey

Which ONE of the following statements about Ohio's economy and transportation system, which includes roads, highways, buses, trains, airports, and shipping ports in the State, comes closest to your own view?

- ◯ The transportation system in Ohio is basically as good as it needs to be in order to improve economic growth in the next 5 to 10 years
- ◯ The transportation system in Ohio needs minor improvements and investments in order to improve economic growth in the next 5 to 10 years
- ◯ The transportation system in Ohio needs major improvements and investments in order to improve economic growth in the next 5 to 10 years
- ◯ None of these
- ◯ Don't know

ODOT Community Leader Survey

How much impact do you think that growth and development in Ohio have on the State's transportation system?

- ◯ Significant impact
- ◯ Some impact
- ◯ No impact
- ◯ Don't know

ODOT Community Leader Survey

How do you think the level of funding for transportation in the State of Ohio should change over the next 5 years? Should it be:

- ◯ Significantly increased
- ◯ Slightly increased
- ◯ Stay about the same as it is now
- ◯ Slightly reduced
- ◯ Significantly reduced
- ◯ Don't know

ODOT Community Leader Survey

How familiar are you with the way transportation is funded in the State of Ohio? Would you say you are:

- ◯ Very familiar
- ◯ Familiar
- ◯ Somewhat familiar
- ◯ Not familiar
- ◯ Not familiar at all

ODOT Community Leader Survey

If the State of Ohio does not have enough funding to maintain the State's transportation system at current levels, what do you think should be done?

ODOT Community Leader Survey

In the future, if there is a gap between existing revenue and the cost of maintaining Ohio's transportation system, how would you rank the priority that should be placed on funding the FOUR transportation items listed below? Using the pull-down menu, please select the letter that corresponds to the item you would rank as the highest priority, 2nd priority, 3rd priority, and lowest priority.

(A) Ensuring roads are safe
(B) Keeping highway pavement smooth
(C) Preventing congestion on highways from getting worse
(D) Providing connections between different modes of transportation (such as public transit and bicycle paths)

	Items Being Ranked
Highest Priority	
2nd Priority	
3rd Priority	
Lowest Priority	

ODOT Community Leader Survey

The following describe trade-offs that must be considered by the Ohio Department of Transportation (ODOT) when planning transportation investments. For each question, please indicate which ONE of the two options listed is most important to you.

Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

- ◯ Increasing the capacity on highways to improve traffic flow
- ◯ Resurfacing highways to improve the condition of the driving surface without increasing capacity

ODOT Community Leader Survey

Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

- ◯ Building a new road to encourage economic development
- ◯ Expanding the capacity of an existing road that is currently heavily congested

ODOT Community Leader Survey

Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

- ◯ Providing additional transportation options such as public transit and bicycling
- ◯ Making it easier for automobiles to get where they want to go

ODOT Community Leader Survey

Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

- ◯ Reducing the cost of highway projects
- ◯ Reducing construction time of highway projects

ODOT Community Leader Survey

Which ONE of the following do you think is more important for ODOT to fund over the next 5 to 10 years?

- ◯ Ensuring that transportation projects are evenly balanced across the State of Ohio
- ◯ Focusing transportation projects in areas of the state that have the greatest needs

ODOT Community Leader Survey

Please rank the priority that should be placed on the FOUR pavement characteristics listed below by selecting the letters from the pull down menu that correspond to the ranking you would place on each item.

(A) Making pavement smoother
(B) Reducing the noise that you hear when you drive on pavement
(C) Improving the visibility of pavement marking (e.g., center and roadside striping)
(D) Increasing shoulder width

	Items Being Ranked
Highest Priority	
2nd Priority	
3rd Priority	
Lowest Priority	

ODOT Community Leader Survey

In your opinion, what is the most important transportation topic facing the State of Ohio today?

ODOT Community Leader Survey

The following questions are designed to help us better understand the needs of particular groups of people and to ensure that the results of our survey are representative of the State's residents. Your individual responses will remain confidential.

Are you employed outside the home?

- ◯ Yes
- ◯ No

ODOT Community Leader Survey

How do you typically get to your primary workplace?

- ◯ Drive alone
- ◯ Carpool/vanpool
- ◯ Use public transportation
- ◯ Bike
- ◯ Walk

Other (please specify)

How many minutes does it usually take you to get from your home to your primary workplace (one-way)?

How many miles do you live from your primary workplace (one-way distance)?

ODOT Community Leader Survey

Which of the following best describes how often you used public transportation during the past year:

- ◯ Almost every day
- ◯ A few times a week
- ◯ A few times per month
- ◯ A few times per year
- ◯ Less than once per month
- ◯ Never

ODOT Community Leader Survey

In which county do you live?

ODOT Community Leader Survey

What is your age?

_____

ODOT Community Leader Survey

Which of the following best describes the highest level of education that you have completed?

- ◯ Less than high school
- ◯ High school/GED
- ◯ Some college or technical school training after high school
- ◯ Bachelor's degree (4 years of college)
- ◯ Graduate degree (more than 4 years of college)

ODOT Community Leader Survey

What is your gender?

- ◯ Male
- ◯ Female

ODOT Community Leader Survey

Which of the following best describes your annual household income:

- ◯ under $30,000
- ◯ $30,000-$59,999
- ◯ $60,000-$89,999
- ◯ $90,000-$119,999
- ◯ $120,000 or more

ODOT Community Leader Survey

If you have any other comments that you would like to share with ODOT, please provide them in the space below.

ODOT Community Leader Survey

Which of the following BEST describes the type of organization you represent?

- ◯ local government
- ◯ county government
- ◯ state government
- ◯ transit agency
- ◯ airport
- ◯ economic development
- ◯ private transportation provider

Other (please specify)

Preferences Survey

SurveyMonkey

1. Using a scale of 1 to 5, where 5 means “extremely important,” and 1 means “not important”, please rate the importance of the following transportation topics in Ohio.

	Extremely Important	Very Important	Important	Less Important	Not Important	No Opinion	Rating Count
Relieving traffic congestion	**33.0% (1,091)**	24.7% (816)	25.0% (826)	12.5% (413)	4.4% (146)	0.5% (18)	3,310
Improving the safety of Ohio’s roadways	**37.0% (1,239)**	27.4% (917)	26.6% (892)	6.5% (217)	1.9% (62)	0.7% (22)	3,349
Providing better linkages among different modes of transportation, such as bicycle, pedestrian, car, bus, train, and airplane, so that it is easy to go from one mode to the other	**57.8% (1,959)**	20.0% (678)	13.0% (440)	6.5% (221)	2.2% (75)	0.5% (17)	3,390
Having a good freight transportation system to support Ohio’s economy (freight transportation is the movement of goods and products on trucks/railroads and through airports/shipping ports)	**32.0% (1,081)**	31.0% (1,047)	27.3% (923)	6.7% (225)	1.5% (51)	1.5% (51)	3,378
Providing public transportation, such as buses, transit vans and light rail, in Ohio’s cities and rural areas	**69.0% (2,341)**	14.6% (496)	8.4% (285)	4.5% (152)	3.0% (101)	0.6% (19)	3,394
Expanding bicycle facilities	**42.7% (1,440)**	19.3% (649)	18.3% (618)	11.8% (397)	6.4% (215)	1.5% (50)	3,369
Improving access to Ohio’s airports	20.9% (706)	20.8% (702)	**30.1% (1,017)**	18.3% (617)	7.5% (254)	2.4% (81)	3,377
						answered question	**3,411**
						skipped question	**11**

2. Which TWO of the issue listed in question 1 are the highest priorities to you?

	First Choice	Second Choice	Rating Average	Rating Count
(A) Relieving traffic congestion	**50.1% (387)**	49.9% (386)	1.50	773
(B) Improving the safety of Ohio's roadways	48.9% (342)	**51.1% (358)**	1.51	700
(C) Providing better linkages among different modes of transportation, such as bicycle, pedestrian, car, bus, train, and airplane, so that it is easy to go from one mode to the other	32.1% (435)	**67.9% (920)**	1.68	1,355
(D) Having a good freight transportation system to support Ohio's economy (freight transportation is the movement of goods and products on trucks/railroads and through airports/shipping ports)	32.8% (179)	**67.2% (366)**	1.67	545
(E) Providing public transportation, such as buses, transit vans and light rail, in Ohio's cities and rural areas	**74.7% (1,505)**	25.3% (509)	1.25	2,014
(F) Expanding bicycle facilities	**52.1% (382)**	47.9% (351)	1.48	733
(G) Improving access to Ohio's airports	40.0% (100)	**60.0% (150)**	1.60	250
			answered question	**3,338**
			skipped question	**84**

3. Using a scale of 1 to 5, where 5 means “extremely important,” and 1 means “not important”, please rate the importance of the following transportation options in Ohio.

	Extremely Important	Very Important	Important	Less Important	Not Important	No Opinion	Rating Count
Maintaining the existing transportation system	**34.5% (1,114)**	27.3% (881)	27.5% (886)	7.5% (243)	2.6% (83)	0.6% (19)	3,226
Improving the existing highway network	**24.3% (779)**	23.3% (747)	24.2% (776)	17.5% (561)	10.2% (326)	0.5% (17)	3,206
Improving the bicycle/pedestrian facility network	**37.4% (1,184)**	21.3% (675)	21.8% (689)	12.6% (397)	6.0% (191)	0.9% (27)	3,163
Improving the public transportation network	**62.6% (2,016)**	19.6% (630)	10.4% (334)	4.6% (149)	2.5% (79)	0.3% (11)	3,219
Improving the rail network	**42.0% (1,319)**	23.2% (730)	20.4% (639)	9.5% (298)	3.5% (110)	1.4% (44)	3,140
Improving the small airport network (note: "Small airports” are local or county airports which service smaller aircraft. It does not include large commercial airports found in major cities like Cleveland, Columbus, Cincinnati, etc.)	7.2% (231)	8.0% (256)	21.7% (694)	**32.0% (1,025)**	26.2% (839)	5.0% (159)	3,204
						answered question	**3,261**
						skipped question	**161**

4. Please rank the priority that should be placed on the FIVE transportation issues listed below.

	Highest Priority	2nd Priority	3rd Priority	4th Priority	Lowest Priority	Rating Average	Rating Count
(A) Expanding the State's highway network	18.3% (554)	17.1% (518)	17.9% (541)	**28.5% (862)**	18.2% (551)	3.11	3,026
(B) Expanding the State's bicycle/pedestrian facility network	16.3% (494)	23.3% (706)	**29.1% (882)**	17.9% (541)	13.4% (405)	2.89	3,028
(C) Expanding the State's public transportation network	**50.6% (1,572)**	29.3% (910)	13.7% (425)	4.8% (149)	1.6% (49)	1.77	3,105
(D) Expanding the State's rail network	16.7% (510)	28.2% (860)	**31.4% (959)**	19.2% (586)	4.5% (137)	2.67	3,051
(E) Expanding the State's small airport network	1.7% (54)	2.9% (88)	7.9% (245)	27.7% (854)	**59.8% (1,845)**	4.41	3,086
					answered question		**3,218**
					skipped question		**204**

5. Which ONE of the following statements about Ohio's economy and transportation system, which includes roads, highways, buses, trains, airports, and shipping ports in the State, comes closest to your own view?

	Response Percent	Response Count
The transportation system in Ohio is basically as good as it needs to be in order to improve economic growth in the next 5 to 10 years	3.5%	112
The transportation system in Ohio needs minor improvements and investments in order to improve economic growth in the next 5 to 10 years	21.2%	676
The transportation system in Ohio needs major improvements and investments in order to improve economic growth in the next 5 to 10 years	**69.0%**	**2,204**
None of these	1.8%	58
Don't know	4.5%	143
	answered question	**3,193**
	skipped question	**229**

6. How much impact do you think that growth and development in Ohio have on the State's transportation system?

	Response Percent	Response Count
Significant impact	**74.5%**	**2,370**
Some impact	21.6%	687
No impact	1.0%	33
Don't know	2.9%	92
	answered question	**3,182**
	skipped question	**240**

7. How do you think the level of funding for transportation in the State of Ohio should change over the next 5 years? Should it be:

	Response Percent	Response Count
Significantly increased	**58.0%**	**1,842**
Slightly increased	26.3%	836
Stay about the same as it is now	7.1%	224
Slightly reduced	1.3%	42
Significantly reduced	0.9%	29
Don't know	6.3%	201
	answered question	**3,174**
	skipped question	**248**

8. How familiar are you with the way transportation is funded in the State of Ohio? Would you say you are:

	Response Percent	Response Count
Very familiar	14.5%	459
Familiar	26.3%	833
Somewhat familiar	**36.9%**	**1,167**
Not familiar	15.5%	492
Not familiar at all	6.8%	215
	answered question	**3,166**
	skipped question	**256**

9. If the State of Ohio does not have enough funding to maintain the State's transportation system at current levels, what do you think should be done?

	Response Count
	2,415
answered question	**2,415**
skipped question	**1,007**

10. In the future, if there is a gap between existing revenue and the cost of maintaining Ohio's transportation system, how would you rank the priority that should be placed on funding the FOUR transportation items listed below.

	Highest Priority	2nd Priority	3rd Priority	Lowest Priority	Rating Average	Rating Count
(A) Ensuring roads are safe	**49.1% (1,459)**	30.2% (898)	15.5% (459)	5.2% (154)	1.77	2,970
(B) Keeping highway pavement smooth	6.3% (185)	22.7% (666)	**41.9% (1,228)**	29.1% (852)	2.94	2,931
(C) Preventing congestion on highways from getting worse	10.4% (306)	26.3% (777)	31.1% (918)	**32.2% (949)**	2.85	2,950
(D) Providing connections between different modes of transportation (such as public transit and bicycle paths)	**36.9% (1,109)**	21.5% (645)	10.5% (317)	31.1% (934)	2.36	3,005
					answered question	**3,090**
					skipped question	**332**

11. Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

		Response Percent	Response Count
increasing the capacity on highways to improve traffic flow		40.6%	1,238
resurfacing highways to improve the condition of the driving surface without increasing capacity		**59.4%**	**1,814**
		answered question	**3,052**
		skipped question	**370**

12. Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

	Response Percent	Response Count
building a new road to encourage economic development	27.7%	821
expanding the capacity of an existing road that is currently heavily congested	**72.3%**	**2,142**
	answered question	**2,963**
	skipped question	**459**

13. Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

	Response Percent	Response Count
providing additional transportation options such as public transit and bicycling	**82.2%**	**2,499**
making it easier for automobiles to get where they want to go	17.8%	542
	answered question	**3,041**
	skipped question	**381**

14. Which ONE of the following do you think is more important for ODOT to address over the next 5 to 10 years?

	Response Percent	Response Count
reducing the cost of highway projects	**52.9%**	**1,605**
reducing construction time of highway projects	47.1%	1,427
	answered question	**3,032**
	skipped question	**390**

15. Which ONE of the following do you think is more important for ODOT to fund over the next 5 to 10 years?

	Response Percent	Response Count
ensuring that transportation projects are evenly balanced across the State of Ohio	22.0%	667
focusing transportation projects in areas of the state that have the greatest needs	**78.0%**	**2,368**
	answered question	**3,035**
	skipped question	**387**

16. Please rank the priority that should be placed on the FOUR pavement characteristics.

	Highest Priority	2nd Priority	3rd Priority	Lowest Priority	Rating Average	Rating Count
(A) Making pavement smoother	**36.6% (1,057)**	28.0% (808)	28.1% (810)	7.3% (212)	2.06	2,887
(B) Reducing the noise that you hear when you drive on pavement	3.4% (98)	11.5% (330)	23.7% (682)	**61.4% (1,767)**	3.43	2,877
(C) Improving the visibility of pavement markings (e.g., center and roadside striping)	**48.3% (1,404)**	32.7% (950)	15.6% (455)	3.4% (99)	1.74	2,908
(D) Increasing shoulder width	13.9% (405)	27.9% (810)	**31.6% (919)**	26.6% (773)	2.71	2,907
					answered question	**2,998**
					skipped question	**424**

17. In your opinion, what is the most important transportation topic facing the State of Ohio today?

	Response Count
	2,528
answered question	**2,528**
skipped question	**894**

18. Are you employed outside the home?

		Response Percent	Response Count
Yes		**86.1%**	**2,608**
No		13.9%	421
		answered question	**3,029**
		skipped question	**393**

19. How do you typically get to your primary workplace?

	Response Percent	Response Count
Drive alone	**60.6%**	**1,556**
Carpool/vanpool	4.3%	110
Use public transportation	20.6%	530
Bike	10.4%	267
Walk	4.1%	104
	Other (please specify)	110
	answered question	**2,567**
	skipped question	**855**

20. How many minutes does it usually take you to get from your home to your primary workplace (one-way)?

	Response Percent	Response Count
1	0.5%	13
2	0.7%	18
3	0.9%	23
4	0.5%	13
5	3.5%	91
6	0.8%	20
7	1.3%	34
8	1.3%	33
9	0.4%	11
10	9.9%	255
11	0.3%	7
12	2.7%	71
13	0.9%	22
14	0.6%	15
15	13.3%	343
16	0.5%	12
17	1.3%	33
18	1.6%	41
19	0.5%	14
20	**13.5%**	**348**
21	0.3%	7
22	1.5%	39

23	0.7%	17
24	0.3%	7
25	10.3%	267
26	0.3%	7
27	0.3%	7
28	2.4%	61
29	0.4%	10
30	9.3%	240
31	0.0%	0
32	0.2%	5
33	0.1%	3
34	0.0%	0
35	3.9%	100
36	0.0%	1
37	0.2%	5
38	0.2%	5
39	0.1%	2
40	2.9%	74
41	0.0%	0
42	0.1%	2
43	0.2%	4
44	0.1%	3
45	4.5%	117
46	0.0%	1
47	0.1%	2
48	0.2%	5

49	0.0%	1
50	1.3%	34
51 or more	5.5%	142
	answered question	**2,585**
	skipped question	**837**

21. How many miles do you live from your primary workplace (one-way distance)?

	Response Percent	Response Count
1	7.1%	182
2	6.1%	156
3	7.0%	180
4	5.0%	129
5	7.3%	188
6	5.0%	127
7	5.4%	137
8	4.3%	111
9	2.3%	60
10	**9.9%**	**254**
11	2.2%	57
12	3.8%	97
13	2.2%	55
14	2.0%	52
15	6.3%	161
16	1.8%	47
17	1.7%	44

18	1.3%	34
19	0.9%	24
20	4.4%	112
21	0.6%	16
22	1.3%	32
23	0.9%	23
24	0.3%	8
25	2.1%	54
26	0.7%	17
27	0.2%	6
28	1.0%	26
29	0.1%	2
30	1.8%	47
31	0.0%	1
32	0.2%	6
33	0.1%	3
34	0.1%	2
35	0.9%	22
36	0.0%	1
37	0.3%	8
38	0.2%	4
39	0.2%	5
40	0.7%	18
41	0.1%	3
42	0.1%	3
43	0.0%	1

44	0.0%	1
45	0.2%	6
46	0.0%	1
47	0.0%	0
48	0.1%	2
49	0.0%	1
50	0.2%	4
51 or more	1.1%	28
	answered question	**2,558**
	skipped question	**864**

22. Which of the following best describes how often you used public transportation during the past year

	Response Percent	Response Count
Almost every day	21.9%	665
A few times a week	9.3%	282
A few times per month	13.8%	417
A few times per year	17.7%	537
Less than once per month	11.2%	339
Never	**26.1%**	**790**
	answered question	**3,030**
	skipped question	**392**

23. In which county do you live?

	Response Percent	Response Count
Adams	0.1%	4
Allen	0.1%	3
Ashland	0.1%	3
Ashtabula	0.0%	1
Athens	0.4%	12
Auglaize	0.1%	2
Belmont	0.1%	3
Brown	0.1%	2
Butler	0.9%	26
Carroll	0.1%	2
Champaign	0.1%	3
Clark	0.5%	15
Clermont	0.8%	25
Clinton	0.2%	5
Columbiana	0.1%	4
Coshocton	0.0%	1
Crawford	0.1%	4
Cuyahoga	17.6%	527
Darke	0.2%	5
Defiance	0.4%	11
Delaware	1.0%	29
Erie	0.1%	4
Fairfield	1.8%	55

Fayette	0.1%	2
Franklin	16.3%	488
Fulton	0.1%	3
Gallia	0.0%	1
Geauga	0.3%	10
Greene	1.8%	54
Guernsey	0.1%	2
Hamilton	17.0%	509
Hancock	0.5%	14
Hardin	0.1%	2
Harrison	0.0%	1
Henry	0.2%	5
Highland	0.0%	1
Hocking	0.1%	2
Holmes	0.0%	0
Huron	0.2%	7
Jackson	0.0%	1
Jefferson	0.1%	3
Knox	0.2%	5
Lake	1.1%	32
Lawrence	0.0%	1
Licking	0.5%	14
Logan	0.1%	3
Lorain	1.3%	39
Lucas	2.7%	80

Madison	0.2%	6
Mahoning	0.2%	6
Marion	0.1%	2
Medina	1.0%	29
Meigs	0.0%	1
Mercer	0.1%	2
Miami	0.5%	16
Monroe	0.2%	6
Montgomery	**18.3%**	**548**
Morgan	0.0%	1
Morrow	0.1%	2
Muskingum	0.1%	2
Noble	0.0%	0
Ottawa	0.8%	23
Paulding	0.0%	0
Perry	0.0%	0
Pickaway	0.1%	3
Pike	0.0%	0
Portage	0.5%	15
Preble	0.1%	2
Putnam	0.1%	2
Richland	0.7%	20
Ross	0.2%	6
Sandusky	0.2%	7
Scioto	0.4%	13
Seneca	0.0%	1

Shelby	0.2%	7
Stark	1.9%	56
Summit	3.4%	101
Trumbull	0.2%	5
Tuscarawas	0.3%	10
Union	0.2%	6
Van Wert	0.0%	1
Vinton	0.0%	0
Warren	1.3%	38
Washington	0.4%	11
Wayne	0.1%	2
Williams	0.1%	3
Wood	0.5%	15
Wyandot	0.0%	0
	answered question	**2,993**
	skipped question	**429**

24. What is your age?

	Response Percent	Response Count
Under 18	0.4%	12
18	0.6%	19
19	0.5%	14
20	0.8%	24
21	1.2%	37
22	1.5%	45
23	1.8%	53
24	2.2%	65
25	**3.3%**	**98**
26	2.6%	78
27	2.7%	81
28	2.8%	85
29	3.1%	94
30	3.0%	90
31	2.5%	74
32	2.9%	88
33	2.4%	71
34	2.4%	72
35	1.6%	49
36	1.9%	57
37	1.9%	57
38	1.6%	48
39	2.3%	68

40	2.1%	62
41	1.6%	48
42	2.2%	66
43	1.8%	54
44	2.1%	64
45	2.0%	59
46	1.8%	55
47	2.0%	61
48	2.2%	66
49	1.7%	50
50	2.8%	85
51	2.1%	63
52	2.0%	59
53	1.8%	54
54	2.1%	62
55	1.9%	57
56	1.9%	57
57	1.8%	53
58	2.2%	65
59	2.1%	63
60	2.4%	73
61	1.7%	50
62	1.3%	40
63	1.1%	34
64	1.1%	32

65	1.3%	39
66	0.6%	17
67	0.5%	14
68	0.5%	16
69	0.5%	14
70	0.5%	16
71	0.3%	8
72	0.5%	15
73	0.3%	9
74	0.2%	5
75	0.2%	6
76	0.1%	4
77	0.2%	5
78	0.0%	0
79	0.1%	4
80	0.1%	2
81	0.1%	2
82	0.1%	3
83	0.0%	1
84	0.0%	0
85	0.0%	1
86	0.0%	0
87	0.0%	0
88	0.1%	2
89	0.0%	1
90	0.0%	0

91	0.0%	0
92	0.0%	0
93	0.0%	0
94	0.0%	0
95	0.0%	0
96	0.0%	0
97	0.0%	0
98	0.0%	0
99	0.0%	0
100 or more	0.1%	2
	answered question	**2,997**
	skipped question	**425**

25. Which of the following best describes the highest level of education that you have completed?

	Response Percent	Response Count
less than high school	1.2%	36
high school/GED	7.0%	212
some college or technical school training after high school	25.8%	780
Bachelor's degree (4 years of college)	**36.7%**	**1,111**
Graduate degree (more than 4 years of college)	29.3%	888
	answered question	**3,027**
	skipped question	**395**

26. What is your gender?

	Response Percent	Response Count
Male	**62.1%**	**1,871**
Female	37.9%	1,143
	answered question	**3,014**
	skipped question	**408**

27. Which of the following best describes your annual household income:

	Response Percent	Response Count
under $30,000	20.7%	608
$30,000-$59,999	**28.4%**	**834**
$60,000-$89,999	22.4%	660
$90,000-$119,999	15.0%	441
$120,000 or more	13.5%	397
	answered question	**2,940**
	skipped question	**482**

28. If you have any other comments that you would like to share with ODOT, please provide them in the space below.

	Response Count
	1,254
answered question	**1,254**
skipped question	**2,168**

APPENDIX C: PERMANENT INFORMATION OUTPOST LOCATIONS

Permanent Outpost Locations

MORPC
Mid-Ohio Regional Planning Commission
111 Liberty St. Ste. 100
Columbus, OH 43215

AMATS
Akron Metropolitan Area Transportation Study
146 S. High St., 806 CitiCenter
Akron, OH 44308

CCSTCC
Clark County Springfield Transportation
Coordinating Committee
3130 E. Main St. Ste. 2A
Springfield, OH 45505

SCATS
Stark County Area Transportation Study
201 3rd St. NE, Ste. 201
Canton, OH 44702

LACRPC
Lima Allen County Regional Planning
Commission
130 W. North St.
Lima, OH 45801

BHJ
Brooke-Hancock-Jefferson Metropolitan
Planning Commission
124 N. Fourth St., Second Floor
Steubenville, OH 43952

OKI
Ohio-Kentucky-Indiana Regional Council of
Governments
720 E. Pete Rose Way, Ste. 420
Cincinnati, OH 45202

RCRPC
Richland County Regional Planning
Commission
35 N. Park St. Ste. 230
Mansfield, OH 44902

TMACOG
Toledo Metropolitan Area Council of Governments
300 Dr. Martin Luther King Jr. Drive, Suite 300
Toledo, OH 43604

NOACA
Northeast Ohio Areawide Coordinating Agency
1299 Superior Ave.
Cleveland, OH 44114

LCATS
Licking County Area Transportation Study
20 S. Second St.
Newark, OH 43055

Eastgate Regional Council of Governments
100 E. Federal St. Ste. 1000
Youngstown, OH 44503

MVRPC
Miami Valley Regional Planning Commission
1 South Main St. Ste. 260
Dayton, OH 45402

ERPC
Erie Regional Planning Commission
2900 Columbus Ave.
Sandusky, OH 44870

Bel-O-Mar
Belmont-Ohio-Marshall Regional Planning Commission
105 Bridge Street Plaza
Wheeling, WV 26003

KYOVA
KYOVA Interstate Planning Commission
214 4th St. P.O. Box 939
Huntington, WV 25712

ODOT District 1
1885 N. McCullough St.
Lima, OH 45801

ODOT District 2
317 E Poe Rd.
Bowling Green, OH 43402

ODOT District 3
906 Clark Ave.
Ashland, OH 44805

ODOT District 4
2088 S. Arlington Rd.
Akron, OH 44306

ODOT District 5
9600 Jacksontown Rd. SE
Jacksontown, OH 43030

ODOT District 6
400 E William St.
Delaware, OH 43015

ODOT District 7, Headquarters
1001 St. Marys Ave.
Sidney, OH 45365

ODOT District 7, Poe Avenue Facility
5994 Poe Ave.
Dayton, OH 45414

ODOT District 8
505 S SR 741
Lebanon, OH 45036

ODOT District 9
650 Eastern Ave.
Chillicothe, OH 45601

ODOT District 10
338 Muskingum Dr.
Marietta, OH 45750

ODOT District 11
2201 Reiser Ave.
New Philadelphia, OH 44663

ODOT District 12
5500 Transportation Blvd.
Garfield Heights, OH 44125
ODOT Central Office
1980 W. Broad St.
Columbus, OH 43223

OMEGA
Ohio Mid-Eastern Governments Association
326 Highland Ave
Cambridge, OH 43725-0130

MVPO
Maumee Valley Planning Organization
1300 E Second St.
Defiance, OH 45312

Buckeye Hills-Hocking Valley Regional
Development Commission
1400 Pike St.
Marietta, OH 45750

City of Wooster
538 N Market St.
Wooster, OH 44691

Stark Area Regional Transit Authority (SARTA)
1600 Gateway Blvd. SE
Canton, OH 44707

South East Area Transit
375 Fairbanks St.
Zanesville, OH 43701

APPENDIX D: LIST OF NEWSPAPERS

List of Newspapers

County	Paper Name
ADA	The People's Defender
ALL	Lima News
ASD	The Ashland Times Gazette
ATB	Star Beacon
ATH	Athens Messenger
AUG	The Evening Leader
BEL	DBA - Times Leader
BRO	DBA - News Democrat
BUT	Hamilton Journal News
BUT	Middletown Journal
CAR	Free Press Standard
CHP	Urbana Citizen
CLA	Springfield Daily News & Sun
CLE	The Clermont Sun
CLI	Wilmington News Journal
COL	Farm and Dairy
COS	Coshocton Tribune
CRA	The Bucyrus Telegraph-Forum
CUY	Call and Post
CUY	Plain Dealer
DAR	Greenville Advocate
DEF	The Crescent News
DEL	Delaware Gazette
ERI	The Sandusky Register
FAI	The Lancaster Eagle Gazette
FAY	Record Herald
FRA	Call and Post
FRA	Columbus Dispatch
FUL	Fulton County Expositor
GEA	Geauga County Maple Leaf
GRE	Xenia Daily Gazette
GUE	Daily Jeffersonian
HAM	Call and Post
HAM	Cincinnati Enquirer
HAN	The Courier
HAR	The Kenton Times
HAS	The Harrison News Herald
HEN	The Northwest Signal
HIG	The Times Gazette
HOC	Logan Daily News

HOL	The Holmes County Hub
HUR	Norwalk Reflector
JAC	Times Journal
JEF	Intelligencer Morning Paper
KNO	The Mt. Vernon News
LAK	DBA - The News Herald
LAW	Ironton Tribune
LIC	The Advocate
LOG	Bellefontaine Examiner
LOR	Morning Journal
LOR	Chronicle Telegram
LUC	Toledo Blade
MAD	Madison Press
MAH	Vindicator Printing Co.
MAR	The Marion Star
MED	Medina County Publications
MEG	Athens Messenger
MER	Daily Standard
MIA	Troy Daily News
MOE	Monroe County Beacon
MOT	Dayton Newspapers Inc.
MRG	Morgan County Herald
MRW	Morrow County Sentinel
MUS	The Times Recorder
NOB	Journal & Noble County Leader
OTT	The News Herald
PAU	Paulding Progress
PER	Perry County Tribune
PIC	Herald
PIK	Waverly News Watchman
POR	Record Publishing Co.
PRE	The Register Herald
PUT	Putnam County Sentinel
RIC	Mansfield News Journal
ROS	Chillicothe Gazette
SAN	News Messenger
SCI	Scioto Voice Newspapers, Inc.
SEN	Advertiser Tribune
SHE	Sidney Daily News
STA	The Repository
SUM	Call and Post

SUM	Akron Beacon Journal
TRU	Tribune Chronicle
TUS	Times Reporter
UNI	Marysville Journal-Tribune
VAN	Photo Star
VIN	Athens Messenger c/o Vinton County Courier
WAR	Western Star
WAS	Marietta Times
WAY	Wooster Daily Record Inc.
WIL	Bryan Publishing Co.
WOO	Daily Sentinel-Tribune
WYA	Upper Sandusky Daily Chief Union

APPENDIX E: SAMPLE DISPLAY NEWSPAPER ADVERTISEMENT

Get Connected

Ohio Department of Transportation

ACCESS OHIO 2040

Public Feedback Sought

The Ohio Department of Transportation (ODOT) is updating Ohio's long-range transportation plan, Access Ohio. The new plan, with a horizon year of 2040, will include a comprehensive inventory, forecast, and analysis of the trends and issues affecting all modes of transportation throughout Ohio.

An important part of ODOT's update process is making study information more accessible to diverse groups of people and businesses for their review and feedback.Toward that end, ODOT has established informational outposts at key locations across the state to provide points of access in local communities. Visitors to the outposts can view the latest study information online or in hard copy format and provide their feedback to help influence the development of Access Ohio 2040.

The informational outposts are located in numerous local, established agencies/organizations, including ODOT District Offices, Metropolitan Planning Organizations, and local government offices.

The informational outposts nearest you include:

Clark County Springfield Transportation Coordinating Committee
3130 E. Main St., Ste. 2A
Springfield, OH 45505

Miami Valley Regional Planning Commission
1 S. Main St., Ste. 260
Dayton, OH 45402

ODOT District 7
5994 Poe Avenue
Dayton, OH 45414

Please visit our website, **www.access.ohio.gov**, for a complete list of outpost locations.

For more information:

Dave Moore
Office of Statewide Planning & Research

1980 West Broad Street
Columbus, OH 43223
Phone: (614) 466-0754
access.ohio.2040@dot.state.oh.us

APPENDIX F: PERMANENT INFORMATIONAL OUTPOST SIGN-IN SHEETS

Sign In Sheet

Location: _____

Month: _____

Ohio Department of Transportation

ACCESS OHIO 2040

Please sign in below. If you would like more information about Access Ohio, please provide your name and contact information. Otherwise, please put the date that you visited so we can keep track of the number of visitors at each location.

Date	Name	Mailing Address	E-mail Address	Preferred Communication Method (E-mail, US mail, none)
7/31	Bill Coleman	227 E Marion - Bucyrus Rd Marion	RColeman3@Aol.com	E-MAIL
7/31	Todd Pettett	267 Clover, MARION, OHIO	Pettett780@R.R.com	Both
7/31	Jane F. Honea-Krajewski	576 Wilson Ave, Marion OH 43302	———	US Mail
8/15/12	Evelyn WAER Cummings	7774 Pinney Hill Cir Ohio 43085	ecummings@co.marion.oh.us	
8/16	Nat Willauer	615 Herman ST 43302	n_willauer@yahoo.com	Both
8/27	Ralph Cumston	1060 BAHAMA 43302	rcumston@msn.com	EMAIL

ACCESS OHIO

Sign In Sheet

Location: OKI

2012 Month: July-August September Oct 2012 Nov Dec Jan 2013

Please sign in below. If you would like more information about Access Ohio, please provide your name and contact information. Otherwise, please put the date that you visited so we can keep track of the number of visitors at each location.

Date	Name	Mailing Address	E-mail Address	Preferred Communication Method (E-mail, US mail, none)
~~11/6/12~~	JON			
11/6/12	JON LARSON, Fayette County Judge Executive	215 West Short Street #216, Lexington, Kentucky 40507		MAIL

APPENDIX G: MINDMIXER BUSINESS CARDS

LET THE IDEAS BEGIN

We need your input to create a plan that reflects the unique character and people of our state.

★★ www.AccessOhio2040.com ★★

Minds are Mixing in Access Ohio!

Join the conversation to share your ideas that will help improve our Plan.

★★ www.AccessOhio2040.com ★★

Access Ohio 2040

We need your input to create a plan that reflects the unique character and people of our state.

★★ www.AccessOhio2040.com ★★

LEND YOUR VOICE!

Join the conversation to share your ideas that will help improve our Plan.

★★ www.AccessOhio2040.com ★★

WE WANT YOUR IDEAS

ACCESS OHIO 2040

We need your input to create a plan that reflects the unique character and people of our state.

★★ www.AccessOhio2040.com ★★

Share your ideas for Access Ohio!

Join the conversation to share your ideas that will help improve our Plan.

★★ www.AccessOhio2040.com ★★

Join the conversation to share your ideas that will help improve our Plan.

Let the Conversation Begin

★★ www.AccessOhio2040.com ★★

WHAT'S YOUR IDEA?

Join the conversation to share your ideas that will help improve our Plan.

★★ www.AccessOhio2040.com ★★

APPENDIX H: MINDMIXER POSTERS

ACCESS OHIO 2040

This is your opportunity to provide input into Ohio's Transportation Plan.

LET THE IDEAS BEGIN!

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An online conversation sponsored by the Ohio Department of Transportation.

APPENDIX I: MINDMIXER EMAIL BLASTS

ACCESS OHIO 2040

New Topics Available!

What is your big idea for ODOT?

Are you comfortable riding your bicycle on the road?

What type of public transit is most important to you?

www.accessohio2040.com

ACCESS OHIO 2040

New Topics Available!

What is the greatest transportation need for the central region?

What is the greatest transportation need for the southwest region?

ODOT wants your thoughts on the greatest transportation need in your region!

www.accessohio2040.com

Ohio Department of Transportation Feb 25, 2013 @ 3:28 PM

Help ODOT decide funding priorities!

ACCESS OHIO 2040

New Topics Are Available! Submit Your Ideas Today.
There's now a broad range of new topic questions available on AccessOhio2040.com. You can rate the importance of funding highway preservation, highway expansion, and public transit. You can submit ideas and vote on different ways to accommodate the predicted 67% increase in truck freight. Visit today!

Featured Instant Poll...
How important is it to close the predicted $4 billion funding gap between transit needs and revenue?
Extremely Important? Important? Less Important? Share your thoughts with us today. We're listening!

Signed,
Ohio Department of Transportation

mindmixer

Ohio Department of Transportation Apr 02, 2013 @ 6:06 PM

Get Involved! Help ODOT decide on how to improve transit funding!

New Topics Are Available! Submit Your Ideas Today.

There are now new topics awaiting your feedback at AccessOhio2040.com. We want your input regarding transit funding, as well as the future and priority of roadway expansion projects. Visit today!

Featured Instant Poll

Do you think you'll be transit-dependent later in life? Yes? No? Tell us what you think. We're listening.

Signed,
Ohio Department of Transportation

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mindmixer

ACCESS OHIO 2040

Regional Transportation Profiles Available Now!

See the Transportation Assets, Demographics and Needs documented for your Region and provide your feedback.

Which mode of transportation do you see changing the most by 2040?

Of the regional transportation needs, which one(s) would you identify as the top priority?

www.accessohio2040.com

APPENDIX J: MINDMIXER REPORTS

Topic Name: Central Region

Idea Title: Develop alternative transportation for the region.

Idea Detail: Provide a system of passenger/light rail for commuting and to connect Columbus with other Central Ohio cities. Provide more sidewalks and modern bicycle facilities like cycletracks.

Idea Author: Ira W

Number of Seconds 0

Number of Points 22

Number of Comments 2

Comment 1: Good idea. Commute from Circleville to Columbus is horrendous! COTA does not provide service any farther south than Grove City. They are forcing us to drive our cars. | By Paulette M

Comment 2: I agree. The proposal for light rail that was shelved in 2011 should be revived. Back when this was proposed in 2006, 73 percent of downtown employees and students surveyed said they would use a light rail system. Could help to improve traffic and air quality. | By Michelle D

Idea Title: SR 16 CherryValley/Thornwood Drive Interchange

Idea Detail: This is the only signalized intersection on 30+ miles of freeway, creating congestion (1 mile backups) and a crash rate 4.5 times state average. This also opens up over 2300 acres with utilities for economic development on Thornwood Drive.

Idea Author: Sandra M

Number of Seconds 0

Number of Points 18

Number of Comments 1

Comment 1: This interchange is a rare chance to grow the state's economy while also fixing a bottleneck and safety nightmare.

There are few projects that can boast a safety and economic development boost to not just one, but two corridors too. The 120-mile east-west Columbus-Pittsburgh Corridor sees one key remaining project completed when this gets done. Plus, the northern connector piece for the 79-70 development corridor, Central Ohio's largest manufacturing corridor, gets fixed too.

It's important for ODOT to "invest" in projects that not only fix engineering/design problems and remake existing highways but those that grow the state's industrial capacity.

The phrase should be grow it first, fix it second. Only by growing our economic base, can Ohio expect to have the future funds to pay for "fix it" projects that also need to get done in the state. Said another way, instead of fighting over a piece of a shrinking pie, let's get a bigger pie! | By Rick P

Idea Title: Dedicated transit to/from airport

Idea Detail: There needs to be a dedicated COTA service that gets people speedily to and from the airport.

Idea Author: Akshai S

Number of Seconds 0

Number of Points 7

Number of Comments 0

Idea Title: Circleville Bypass

Idea Detail: Over a decade ago, MORPC recommended a Circleville Bypass for US Route 23. It's time! At a minimum, additional lanes are required to handle the traffic between Portsmouth to Columbus.

Idea Author: Paulette M

Number of Seconds 0

Number of Points 5

Number of Comments 0

Idea Title: Cota bus to Spanglar Road Sycamore Fields park 3 Creek

Idea Detail: It is not safe right now to walk or ride bake to Alum Creek to catch the Cota bus. Would like to see bus go to various parks. Also would like to see entrance built from Spanglar, Valley Green Road, across the creek and into Sycamore Fields bike path area or have safe path from the village to the entrance they now have.

Idea Author: Patricia R

Number of Seconds 0

Number of Points 3

Number of Comments 0

Idea Title: Freeway between Columbus and Toledo

Idea Detail: The only two major cities in Ohio that do not have an interstate connecting them are Toledo and Columbus. US 23 and US 36/SR 37 are the primary routes used to connect these two cities and travel times continue to increase and safety decreases with traffic signals and other access points that are continually added along these routes. Limiting access and constructing grade separated interchanges along these routes should be considered to preserve this connection.

Idea Author: N S

Number of Seconds 0

Number of Points 3

Number of Comments 0

Idea Title: Knox County Connector

Idea Detail: Knox County is a growing part of the state, it's relative location to both Columbus and Delaware counties will only further fuel growth. The county is also home to two prestigious universities and multiple headquarters. My idea has two parts:

1. Knox County Connector -

Since the build out of bypasses are costly, construct 3/36 from two rural lanes to a modernized

three or four lane roadway (no divider) from Sunbury to Mount Vernon. Around Centerburg, create a bypass similar to Sunbury with the road going around the edge of the community (boulevard style) with at grade intersections with Croton, White and Wilson.

2. Mount Vernon Southern Connector -

Southern Mount Vernon is seeing the most growth regarding industrial and educational. Extend Blackjack Road to the west to connect with 3/36. This new extension would be upgraded to four lanes (boulevard style) from 3/36 to Newark Road. Blackjack would meet 3/36 1,000 feet east of Thayer Road.

Idea Author: Dan K

Number of Seconds 0

Number of Points 2

Number of Comments 0

Topic Name: Big Ideas

Idea Title: light rail, passenger rail, street cars

Idea Detail: For Ohio to be competitive in attracting millenials, we need to build light rail, passenger rail, street cars and all the trappings of modern urban life.

Idea Author: Seth J

Number of Seconds 0

Number of Points 16

Number of Comments 0

Idea Title: Make a bike lane on the road, but separated from traffic

Idea Detail: Use the roads we have to create connections throughout the City, create a bike lane on lots of city streets, but safely using a barrier from traffic.

Idea Author: Marlane W

Number of Seconds 0

Number of Points 14

Number of Comments 0

Idea Title: Focus on multimodal transportation.

Idea Detail: We need more focus on the interconnections between transportation. On moving freight from rivers to trains. From moving people on bicycles and transit.

Idea Author: Jennifer C

Number of Seconds 0

Number of Points 11

Number of Comments 1

Comment 1: I think the industry aspect of this is already pretty well in place with a lot of the trains you see running across the northwest portion of the state being intermodel cars. How do you suggest doing so with people? Just curious sounds interesting but am not grasping it fully. | By toby B

Idea Title: Intelligent Traffic Management System Application

Idea Detail: The main technologies on which that project is based are Magnetic Sensors,Wireless Internet Technology and Smartphones Apps.In this project what I have proposed is to use Magnetic Sensors basically count and detect vehicle body type on the basics of change in earth's magnetic field so if these sensors
are installed along with Traffic signals and alongside roads and intersections that data that is been collected is sent to a wireless access point from where using the wireless internet technology that data can be sent to Central Traffic Management Center in real time.CCTV cameras can also be installed and in this way real time video surveillance can also be performed so if there is some accident took place or some emergency situation has been created real time video imagery can be available.
http://www.scribd.com/doc/143793384/Intelligent-Road-Traffic-Load-Management-System-Project-Technicity

Idea Author: Shahrukh K

Number of Seconds 0

Number of Points 9

Number of Comments 0

Idea Title: Invest in connecting Ohio's cities via Rail

Idea Detail: Visit any city in other parts of the world and you will find the ease of traveling from city to city via rail. This can help jumpstart Ohio's struggling smaller cities by connecting them to larger job centers.

Idea Author: Joshua L

Number of Seconds 0

Number of Points 6

Topic Name: Northeast Region

Idea Title: Bike lanes and bike trails should be developed, expanded

Idea Detail: With cell phones and texting it is dangerous riding on country roads in particular. There should be places for bikers to ride that are safe.

Idea Author: Rick R

Number of Seconds 0

Number of Points 12

Number of Comments 0

Idea Title: Better intercity connectivity

Idea Detail: Currently communities like Lorain and Elyria have no transit service, and it's hard to get between city centers in different counties. Instead of expanding highway capacity, we need connectivity between Cleveland, Lorain, Elyria, Akron, Canton, and Kent.

Idea Author: Akshai S

Number of Seconds 0

Number of Points 10

Number of Comments 0

Idea Title: Akron Central Interchange

Idea Detail: Complete overhaul of the central interchange. I77, I76 and Rte 8 have been improved but not the core piece of the this intersection.

Idea Author: David M

Number of Seconds 0

Number of Points 6

Number of Comments 0

Idea Title: Wayne County Highway Projects

Idea Detail: Wayne County is in desperate need for projects to enhance growth in the region. Here are a few of those ideas.

1. Akron Road Expansion -
Currently, SR 585 is four lanes near Doylestown and then shrinks to just two lanes just west of Gates Street. SR 585 currently doesn't handle a lot of traffic but continues to grow as people commute between Akron and Wooster. Expanding this street will allow of growth along the corridor.

I would like to see ODOT widen and straighten multiple curves along State Route 585. I would begin with widening SR 585 from the four to two lane conversion in Doylestown to at least 1,000 feet west of Benner Road (1 mile west of SR 57). This would help increase traffic to Wooster, Rittman and Orrville. Then begin softening the curve at East Pleasant Home.

In addition, 585 needs to be upgraded through the village of Smithville. While it's not a major metro...Smithville is the gateway to Wooster on this corridor.

Idea Author: Dan K

Number of Seconds 0

Number of Points 4

Number of Comments 1

Comment 1: If the road doesn't handle a lot of traffic, don't expand it! | By Julia S

Idea Title: Wayne County Projects 2

Idea Detail: After State Route 585 is upgraded between Doylestown and Wooster there are a few more remaining upgrades needed.

State Route 3 Upgrade -
State Route 3 (Columbus Road) southwest of Wooster is four lanes divided for several miles until it reaches SR 226. It then quickly reverts to a two lane rural road. This road needs to be upgraded to four lanes for an additional 2 miles west of the current highway end to assist in reaching this rapidly developing area of Wooster. Essentially you could extend the new four lane highway to Jefferson Road.

State Route 83 Upgrade -
The trumpet interchange at 83/250 has caused this area near Ohio State University to see stagnant growth, because the highway ends. There needs to be a short leg of this highway added to it to assist in growth south of Wooster and assisting people traveling to Holmes County.
The road needs extended south from its current trumpet interchange into a boulevard type roadway to Messner Road.

Idea Author: Dan K

Number of Seconds 0

Number of Points 4

Number of Comments 0

Topic Name: Southwest Region

Idea Title: A western beltway around Dayton

Idea Detail: In 2000 the concept of adding a western beltway around Dayton was abandoned in favor of creating the Austin Pike interchange and updating I-75 through Dayton. Nearly all of the top 50 cities in the country have beltways extending at least halfway around their metro areas. This has enhanced the movement of existing traffic and allowed for new economic development that wouldn't otherwise be possible. Dayton has experienced much growth to the east reaching far into neighboring Greene County with the addition of the eastern beltway I-675. This has created a very lopsided growth pattern in the region.

Idea Author: Bruce K

Number of Seconds 0

Number of Points 9

Number of Comments 0

Idea Title: Bus service to other parts of Ohio

Idea Detail: It's almost impossible for me to get to southwest Ohio by mass transit. There are no trains, and a bus takes so long that no human being would be interested. So, instead, I go to New York City. Ohio misses out on revenue because young people simply leave the state for vacation rather than appreciate the cities we have, all because we have such a primitive transportation system.

Idea Author: Gabriel R

Number of Seconds 0

Number of Points 7

Number of Comments 1

Comment 1: Greyhound already offers service along the I70 and I75 corridors. Not sure if there would be enough demand to support much more than that. Possibly express service to Columbus during the commuting hours might attract some commuters from their autos. | By Bruce K

Idea Title: A macro corridor from I70 to St Rt 33

Idea Detail: Highway congestion is a major issue that leads to numerous accidents statewide. Economic development is top priority for our state and we need to move products through to the end user in an expedited manner that is also cost effective. By having better truck traffic access around small towns will alllow transportation costs to decrease for the manufacturers (high ROI and less congestion). In Champaign County utilizing the existing 68 corridor to make a 4 lane highway that would assist with the truck pattern is another way to see a better ROI and less accidents/congestion.

Idea Author: Marcia B

Number of Seconds 0

Number of Points 3

Number of Comments 1

Comment 1: US route 68 runs from I 70 at Springfield, Oh up to route 33 at Bellefontaine, Oh. Traffic becomes snarled in Urbana, West Liberty and Bellefontaine. By adding a four lane highway through Champaign and Logan Counties, truck traffic congestion would be at a minimum. This would enhance our economic growth which is a major priority for Ohio. It would also decrease the transportation cost for our own manufacturers as well as the transportation of goods coming into our area. | By Bill B

Idea Title: complete 675 loop around dayton

Idea Detail: I think it is time we return to looking at a complete loop around Dayton....possibly by upgrading existing roadways

Idea Author: johncompton88 J

Number of Seconds 0

Number of Points 2

Number of Comments 0

Idea Title: I'd Like to see some of ODOT's ideas

Idea Detail: If ODOT would post some of their big ideas it might get users of this forum to

participate more and provide for feedback.

Idea Author: Bruce K

Number of Seconds 0

Number of Comments 0

Topic Name: Access Ohio 2040 Draft Plan Available Now!

Idea Title: Freeway from Columbus to Sandusky

Idea Detail: I have been thinking about this for 6 years, as my parents live in Sandusky and I have been in the Columbus area. The commute to Sandusky, from Columbus, starts up SR 23, just as the commute to Toledo. However, once through Delaware, the highway picks up to 60-70 mph for travelers to Toledo. That speed continues all the way down 23/15 and then onto I75. Sandusky travelers must choose to go up 98 or 4 and battle constant changes in speed limits, small towns, and Bucyrus. While Toledo to Columbus is also a great idea, this connection would boost the economy in two cities. This connection would make it easier for Columbus citizens to access one of the greatest amusement parks in the world, as well as the Lake Erie Islands. This would also increase the amount of people in the Sandusky area that would travel to Columbus to access the many cultural, entertainment, and shopping options unavailable on the Northcoast. Any changes to this commute would be a major positive in our state!

Idea Author: Tony M

Number of Seconds 0

Number of Points 6

Number of Comments 1

Comment 1: Don't forget about our downtown area.It really needs a revitalization. | By Michael C

Topic Name: Southeast Region

Idea Title: increase rural transit funding

Idea Detail: small rural counties are struggling to find resources for local match and outlining residents face critical transit unmet needs

Idea Author: Lantz R

Number of Seconds 0

Number of Points 3

Number of Comments 0

Idea Title: more bicycle lanes, especially in and near the small towns

Idea Detail: There are already established bicycle routes and I think they should all have bike lanes. Most people feel that bicycling is too dangerous when there is no bike lane. When gas prices get high, more people will need or want to ride a bike . I noticed this happened when gas prices went up to near $5.00/gallon. Since cars became popular, everything was designed for its use & now it is either difficult, dangerous, or unpleasant to travel any other way. I would like to see this reversed.

Idea Author: saun I

Number of Seconds 0

Number of Points 3

Number of Comments 0

Idea Title: Holmes County Highway Upgrade

Idea Detail: Holmes County along with Knox are some of the most traveled communities without any upgraded roadways from the state. This is an issue for residents and visitors alike.

State Route 83 in Holmes County is a vital roadway connecting Coshocton, Mount Vernon, Wooster, Millersburg, Berlin and many more communities.

My plan would be to upgrade State Route 83 from two very rural lanes with sharp curves and sight distance issues to a more accepting four three lane bypass to the east of Millersburg with a connection point at State Route 39. From the sharp curve on State Route 83 just south of it's intersection with 62, construct a three lane boulevard style bypass beginning here. The roadway would travel due north with a few soft curves adjusting to topography. A major intersection would need to be created near Sand Run so there would be an additional path to commecial district. Secondly a major intersection should be constructed at Port Washington. The road would end at 62/39

Idea Author: Dan K

Number of Seconds 0

Number of Comments 0

Idea Title: Honey Run Connector

Idea Detail: Millersburg continues to grow to the south, but there is great potential for a northern growth segment if the state of Ohio would provide adequate roadways. Just north of Millersburg, the state of Ohio should construct a two lane (with amish buggy passing lanes) between State Route 83 and State Route 241. There is currently no safe roadways between the two major state routes in the area and it should be considered.

The roadway would be less than one mile long and would eliminate many potential issues for vehicles trying to get from 83 to 241 by bypassing downtown Millersburg. It wouldn't need any major upgrades, just new construction in the small valley north of Millersburg. With adequate street connections, the area could foster residential and industrial growth which would help the city of Millersburg.

Idea Author: Dan K

Number of Seconds 0

Number of Comments 0

Idea Title: Nashville Roadway Configuration

Idea Detail: The small community of Nashville Ohio is where you will find two state roads intersect at a very terrible angle. State Route 514 approaches State Route 39 at a sharp curve and a sharp slope causing potential sight problems for drivers.

State Route 514 needs to be reconfigured through the community to avoid this issue and eliminating any potential roadway hazards.

My recommendation would be to split SR 514 to two junction points with SR 39 in Nashville.

1. SR 514 just south of Nashville, prior to climbing the hill and approaching the curve, extend SR 514 northbound at a straight line. The road would run just to the west side of the Nashville Cemetery with a intersection at the bottom of the hill with SR 39.

2. SR 514 just north of Nashville, prior to climbing the hill and approaching the curve, extend SR 514 southbound at a straight line. The road would run just to the west of Nashville Elementary School with an intersection at the bottom of the hill with SR 39.

Idea Author: Dan K

Number of Seconds 0

Number of Comments 0

Topic Name (Instant Poll): Available Transportation Modes

Idea Title: Poor

Number of Seconds 17

Idea Title: Average

Number of Seconds 9

Idea Title: Good

Number of Seconds 2

Idea Title: Excellent

Number of Seconds 0

Idea Title: Not Sure

Number of Seconds 0

Comments

Number of Comments 8

Comment 1: While the discussion continues on light rail, train, and other modes of transportation and how to pay for them, I'd like to see intercity bus routes that are daily, frequent, and reliable. For example between Cincinnati and Dayton, Cincinnati and Columbus, etc. There are many cities within 2 hours drive time from Cincinnati. | By Catalina L

Comment 2: We need to take a serious look at passenger train service and particularly at service that links eastern and northern Ohio to service to New York and Chicago. Intercity sevice along the Cleveland-Youngstown-Pittsburgh (Techbelt) should be at or near the top of the list.
| By Tony P

Comment 3: SARTA has come a long way in a very short time, but the ever greater demand for it's services (as evidenced by record ridership), demonstrates the need. I just wonder if either the public or private sectors here in NE OH will step-up and deliver. Might I recommend embracing/leading with a bold, achievable vision and strategy that reaches beyond the obvious

division between mode and sector? I mean to be honest, most people aren't truly advocates (nor detractors) of any particular mode; provided it's accessible, timely, consistent, reliable, and financially manageable. Further, I don't suspect many folks ever love the notion of paying more for any of their transportation choices. Now if they do have to suffer such realities, I think we might as well get something of quality in return. | By Sean B

Comment 4: We need more accessible bus routes from highly populated suburbs to downtown areas. Light rail is progressive and would set central Ohio apart! Economy would also improve as more people could travel to somewhat inaccessible areas (e.g., downtown parking). | By Jill L

Comment 5: Bike infrastructure can be a very cost-effective: Portland built out its entire network of bike lanes, paths and parking for less than the cost of one mile of urban freeway. | By Marc L

Comment 6: It's time for Ohioans to have options - particularly for travel outside of our local community. | By Kathy A

Comment 7: Bicycles and trains please! | By Andrew B

Comment 8: While we have bus service it should be expanded in where buses go and hours of service. We need some sort of regional rails system (light?). We need expanded bicycle and pedestrian facilities. | By Ira W

Topic Name (Instant Poll): Transit-dependent

Idea Title: Yes

Number of Seconds 14

Idea Title: No

Number of Seconds 2

Comments

Number of Comments 2

Comment 1: I hope I'm transit-dependent! I am so sick of sitting in my car! It makes me fat and depressed! I would like to commute by a mix of cycling and light rail! Considering this website is "accessohio2040.com" I really hope we start investing much more in public transit well before 2040. We should have kept our streetcars back in the 40's! Our state too car-centric and falling behind. It's no wonder that my generation is leaving our area in record numbers! | By Andrew B

Comment 2: Once can't be completely sure, but it would be good to know that I could either drive or bike to various destinations without having to have someone take me places | By shawn R

Topic Name (Instant Poll): Riding Your Bicycle

Idea Title: No

Number of Seconds 14

Idea Title: Yes

Number of Seconds 9

Comments

Number of Comments 3

Comment 1: I do ride in the road, although I am not always feel comfortable doing so. To get more people riding bikes we need to create stress free bike environments by install dedicated bike lanes, protected bikes lanes, and lower the speed limit on many of Ohio's roadways. | By Jacob V

Comment 2: Look at Dutch infrastructure to see how to make safe, user-friendly bike corridors around the state. | By Gabriel R

Comment 3: The Little Miami Scenic Trail between Cincinnati to Xenia has 4 bike route numbers; 1,3,21,& 25. Bike Route-25 should be it's own corridor. Bike Route-25 needs to be routed from Downtown Cincinnati along Mill Creek valley which would then follow an existing Rail-Trail towards Fairfield where Bike Route-25 already exists along the Great Miami River and the dismantled US Route-25 Highway Corridor between Cincinnati and Toledo. Bike Routes 21 & 25 need to be separate and not share the same corridor. | By shawn R

Topic Name (Instant Poll): Highway Expansion Funding Gap

Idea Title: Not Important

Number of Seconds 12

Idea Title: Less Important

Number of Seconds 2

Idea Title: Important

Number of Seconds 1

Idea Title: Extremely Important

Number of Seconds 0

Idea Title: Very Important

Number of Seconds 0

Idea Title: No Opinion

Number of Seconds 0

Comments

Number of Comments 4

Comment 1: PLEASE STOP BUILDING NEW HIGHWAYS.

I apologize for the caps, but why would we possibly want MORE roads, when we aren't adequately maintaining the ones that we have? http://www.npr.org/2013/03/19/174767342/upgrading-americas-failing-infrastructure-could-cost-1-6-trillion

Incidentally, I feel as though this whole "online forum" is a poor replacement for public hearings and comments IN PERSON. Online forums are easy to ignore; public comment isn't.

Plus, we miss out on real life networking (and organizing) by being restricted to keyboards and

monitors. The Ohio Environmental Council holds many networking, IN PERSON, events. I met Amanda Woodrum there, and I encourage those interested in this issue to contact her office:

Researcher
Policy Matters Ohio
(216)361-9801 (office)
awoodrum@policymattersohio.org
www.policymattersohio.org | By Gabriel R

Comment 2: We cannot afford to maintain the highway system that we already have, so spending money to grow the system is foolish and short-sighted. We should maximize our existing transportation network and encourage infill growth rather than growth in new, sprawling suburbs. Constructing highways to induce development is a Ponzi scheme that creates short-term revenue at the cost of spiraling long-term debt: http://www.strongtowns.org/the-growth-ponzi-scheme/ | By Jeffrey K

Comment 3: We need exactly ZERO new roadways. That money should be spent on making our cities' existing transportation more effective. Better streets; complete streets; cheaper and more efficient intersection alternatives like modern roundabouts. If more folks filled in empty space in our cities, there would be less traffic and we'd all save money. ODOT should operate with future outlays/obligations in mind. Fewer (but better) streets is the answer, not the creation of more future operating costs. | By Jeffrey S

Comment 4: We're not going to be able to afford to maintain these highways, plus we don't need more. More progressive regions like Washington State and the Twin Cities have stopped expanding highways because they want to be competitive when gas is $6 a gallon. Those are the kind of places that are attracting new investment, not still-pretending-its-1965 Ohio. $6 billion for new highways in barely growing Ohio? Crazy! | By Angie S

Topic Name (Instant Poll): Transit Funding Gap

Idea Title: Extremely Important

Number of Seconds 12

Idea Title: Very Important

Number of Seconds 2

Idea Title: Important

Number of Seconds 2

Idea Title: Less Important

Number of Seconds 1

Idea Title: Not Important

Number of Seconds 1

Idea Title: No Opinion

Number of Seconds 0

Comments

Number of Comments 3

Comment 1: STOP BUILDING NEW HIGHWAYS.

I apologize for the caps, but why would we possibly want MORE roads, when we aren't adequately maintaining the ones that we have?

http://www.npr.org/2013/03/19/174767342/upgrading-americas-failing-infrastructure-could-cost-1-6-trillion

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awoodrum@policymattersohio.org
www.policymattersohio.org | By Gabriel R

Comment 2: Increasing funding for public transportation maximizes our return on investment. New highways induce new sprawl at the cost of long-term debt. Investing in high quality public transportation maximizes development in our existing neighborhoods, which are already served by utilities. For example, the Ohio Healthline has already resulted in over $1 billion of new, private investment in under-utilized downtown neighborhoods. | By Jeffrey K

> Comment 3: Thank you, Jeffrey. This quote is quite applicable:
> "Ohio is 7th in population nationally, and 12th in transit ridership, but 47th in state support for public transportation..."
> http://blog.cleveland.com/architecture/2013/03/akron_transportation_chief_jas.html?fb_action_ids=10151545440415491&fb_action_types=og.likes&fb_ref=s%3DshowShareBarUI%3Ap%3Dfacebook-like&fb_source=aggregation&fb_aggregation_id=288381481237582 | By Gabriel R

Topic Name (Instant Poll): Transit Funding

Idea Title: Diverting funding from the roads to transit

Number of Seconds 12

Idea Title: Increasing sales taxes on specific items, such as tires, automobile leases, automobile rentals, etc.

Number of Seconds 11

Idea Title: Diverting sales taxes on automobile sales

Number of Seconds 11

Idea Title: Increase in the gas tax

Number of Seconds 10

Idea Title: •Create a tax on vehicle miles traveled (this could be an alternative to the gas tax)

Number of Seconds 8

Idea Title: Increase in sales tax

Number of Seconds 7

Idea Title: Increase in income tax

Number of Seconds 4

Idea Title: Increase in fares and passes

Number of Seconds 2

Idea Title: Increase in property tax

Number of Seconds 0

Idea Title: I wouldn't support any of these funding mechanisms

Number of Seconds 0

Idea Title: Maintaining existing public transit service isn't necessary

Number of Seconds 0

Comments

Number of Comments 2

Comment 1: No more money until ODOT can properly prioritize. No more $ to useless projects in southern Ohio like US 33 - a brand new road south of Athens that no one uses, US 35 - ridiculously overbuilt from Xenia to Chillicothe, six lane improvements to I-71 in rural Fayette County where there is no basis of current nor future need, SR 823 - A solution looking for a problem, and the ultimate pork project SR 32. If ODOT truly wants to fix I-75 over the river and thru Cincinnati, apply to Fed and toll it; that is the only way it will get done within the next twenty years. Tolls - what's good for northern Ohio should also be good for southern Ohio.

When finally built in northern Ohio, sixteen at grade intersections exist on the new US 24- future death traps that have already manifested themselves - with more to come. This road already carries more truck traffic than some interstates in Ohio - if ODOT maintains otherwise - conduct a current count and be informed. Reconduct an objective F.S. | By Mark K

Comment 2: Need to amend the Constitution to allow Gas tax for public transit | By Dean H

Topic Name (Instant Poll): Increase in Truck Freight

Idea Title: Options should be considered to shift some freight tonnage to rail and water

Number of Seconds 10

Idea Title: The highway system should not be expanded to accommodate any of the increase

Number of Seconds 4

Idea Title: The highway system should be expanded a little to accommodate some of the increase

Number of Seconds 2

Idea Title: The highway system should be expanded as necessary to accommodate the increase

Number of Seconds 1

Comments

Number of Comments 1

Comment 1: Make use of the existing infrastructure to maximize our return on investment. | By Jeffrey K

Topic Name (Instant Poll): Transit Service

Idea Title: Intercity

Number of Seconds 8

Idea Title: Intra-city

Number of Seconds 6

Idea Title: Rural

Number of Seconds 1

Comments

Number of Comments 0

Topic Name: Economic Development

Idea Title: Reform the gas tax

Idea Detail: We can make a huge shift toward more transportation choices across the state if we look at the gas tax restriction in the Ohio Constitution that says the state portion of the tax that comes from any purchase of gas must be used for highway construction, only. That includes gas purchased for lawn mowers, leaf blowers, off road vehicles -- things that don't use roads. In Oregon, they reformed their Constitution and used gas tax to build a passenger train line in Portland.

Idea Author: Marc L

Number of Seconds 7

Number of Comments 2

Comment 1: Yes, state taxes ought to be per mile, or per ton-mile driven. | By Kurt D

Comment 2: plus, we don't need more highways. cities need help maintaining the roads they have--and help making sure that their roadways and transportation options provide productive neighborhoods. this would decrease sprawl and reduce the wear and tear on the highways anyway. | By Jeffrey S

Idea Title: Re-capitalize & Expand The Ohio Infrastructure Development Bank

Idea Detail: The Infrastructure Bank has proven to be a pretty solid mechanism that has produced quality project outcomes; but has now fully leveraged its initial seed funding. Perhaps a re-capitalization float could be largely fueled by a modest annual "tax credit" for those who purchase tax-exempt bonds?

Otherwise, in order to boost fiscal viability of transportation projects in the State, pre-empt the launch with a round or two of 'ideas and innovations' mini-challenges AND a process of facilitated regional brain-storming/conceptual planning.

Idea Author: Sean B

Number of Seconds 1

Number of Comments 0

Idea Title: Travel Information Center Needed on I75 Entering Toledo

Idea Detail: One very obvious thing Ohio could do to promote Ohio businesses is to address its decades-long thumbing of its collective nose at the millions of vehicles entering the state from Michigan every year along I75. Why is there STILL no Travel Information Center in or north of Toledo - in Michigan if necessary - aimed at providing information and a welcome to Michiganders? It could not be clearer that such a move would go far toward supporting businesses and job growth in Ohio.

Idea Author: Mike S

Number of Seconds 0

Number of Comments 0

Topic Name (Instant Poll): Issues and Trends

Idea Title: Increase in elderly population

Number of Seconds 7

Idea Title: Changes in land use

Number of Seconds 7

Idea Title: Shifts in population across Ohio

Number of Seconds 6

Idea Title: Economy

Number of Seconds 6

Idea Title: Declining revenues

Number of Seconds 3

Comments

Number of Comments 2

Comment 1: I believe it's called a perfect storm; when all the conditions (such as those listed above) by some (seemingly) odd stroke; all come together to create one bad result. The problems we face are not singular issues to be dealt with entirely by their economic sector classification or committee assignment. Rather, the problems we face are convergent, complex, and deadly serious...and if we are to persevere; our ideas, principles, and actions rise to the challenge in equal or better measure. | By Sean B

Comment 2: Rural areas with few public transportation options will be hardest hit as our population increases. ODOT will need to channel support dollars to these areas. | By Lantz R

Topic Name: Transit

Idea Title: Need more transit modes and better connections

Idea Detail: In some cities buses link to light rail stations that take people do other parts of their region where they either walk, remount a bike, or get on another bus. That's necessary.

Barriers are financial and lack of creativity.

Idea Author: Ira W

Number of Seconds 6

Number of Comments 0

Idea Title: Allocate funding for 10% state match on transit capital projects

Idea Detail: ODOT's Office of Transit has not been able to provide a 10% state match for capital projects for several years. This requires public transit systems to provide a local match of 20% when they need to replace vehicles/equipment that has exceeded its useful service life.

Idea Author: Bill L

Number of Seconds 4

Number of Comments 0

Idea Title: City Subways

Idea Detail: There is absolutely no Subway systems in Ohio. Cleveland has a very poor light rail system, but that is the closest thing in the state. I say the system is poor because it runs infrequently, is slow, and does not have many stops in well visited locations.

An actual subway system would do well in Cleveland, Columbus, and Cincinnati. The systems should have multiple stops within each downtown, convient pay methods (look at Seoul, South Korea), run frequently, and connect to nearby neighborhoods.

Idea Author: Derek S

Number of Seconds 3

Number of Comments 0

Idea Title: More Euclid Corridor style BRTs

Idea Detail: Cleveland's HealthLine is an international model for how to build a complete street without skimping on the details. Its success can be measured in the $1 billion in new economic development it attracted. We need more full scale bus-rapid transit lines starting with Clifton Boulevard in both Lakewood and Cleveland.

Idea Author: Marc L

Number of Seconds 3

Number of Comments 0

Idea Title: Local Match Dollars

Idea Detail: Allow Rdie Fares to be counted as local match for rural small transit systems.

Idea Author: Lantz R

Number of Seconds 2

Number of Comments 0

Idea Title: Fast trains with a small footprint - think roller coaster

Idea Detail: Cedar Point has over a dozen trains which are fast, smooth and fun. They are designed to get people in and out quickly, and get them around the track safely. A sitting-only train has few drawbacks for transit, but many benefits, such as lower cost, drastic efficiency gains, speed, and of course, smaller footprint. Opposing directions or crossing routes can easily stack on top of one another, and elevation is as simple as a few painted steel beams. Transit needs something new to be exciting - bring on the thrill masters.

Idea Author: Kurt D

Number of Seconds 1

Number of Comments 0

Idea Title: Leverage our greatest asset -- Lake Erie -- for transportation

Idea Detail: Waterborne transportation is comparatively less expensive and more environmentally friendly than trucks and cars. The City of Cleveland, for example, is b/w 55 and 75 miles from Ontario. While there have been some attempts in the past (i know the Cleveland Port Authority) has pushed this, it does not get embraced by the politicians and public for some reason.

Idea Author: B L

Number of Seconds 1

Number of Comments 0

Idea Title: Electrified elevated mono-rail

Idea Detail: Electrified mono-rail transit system operating above freeways and main streets would be cleanest, fastest, & most efficient system for all urban areas, such as a greatly expanded multi-county area of Greater Dayton RTA. Why is the most obvious solution ignored?

Idea Author: Doctor Lawrence K

Number of Seconds 0

Number of Comments 0

Topic Name: Pedestrian & Bicycle Trail Needs

Idea Title: Create neighborhood connections

Idea Detail: Connect neighborhoods with key business and Jrs site

Idea Author: Stephen B

Number of Seconds 6

Number of Comments 2

Address: 9221 Firstgate Dr, Reynoldsburg, Ohio 43068

Comment 1: Off road rail to trail primarily or on road facilities too? With limited resources, how do you think we should prioritize? | By Heather B

Comment 2: Create bicycling and pedestrian infrastructure that links to destinations and to transit for longer distance trips. | By Ira W

Idea Title: Dedicate State Funding

Idea Detail: Dedicate state funding for local walking and biking infrastructure improvements, including multi-use paths and sidewalks.

Idea Author: Kate M

Number of Seconds 2

Number of Comments 0

Idea Title: A Cleveland Lakefront bike path

Idea Detail: Cleveland has the chance to open up its lakefront like Chicago did to millions of residents and visitors if ODOT fulfills its promise to remake the West Shoreway as a boulevard, help the city build a promised bike path, and quit relying on old models and scare tactics that say making real street connections across the Shoreway will shut down the whole system. Look at what Milwaukee did in removing its urban highway. They're creating a whole new neighborhood and cars still move.

Idea Author: Marc L

Number of Seconds 2

Number of Comments 0

Address: Cleveland, Ohi

Idea Title: Need Multi-Use trails and transit access in Pickerington/Violet

Idea Detail: Put COTA bus stops along Refugee Road and express bus access near Marcus Theater.

Add Multiuse trails along Refugee Road from Winchester Pike to Buckeye Lake, along Hill Road from downtown Canal Winchester to Livingston Avenue, along Columbus Street/Wright Road from Bowen Road to downtown Pickerington, along Long Road from Bowen Road to downtown Pickerington, along Milnor Road from Pickerington Road to SR 204, along SR 204 from Brice Road to Refugee Road and along Pickerington Road from Lockville to SR 204.

Idea Author: Ira W

Number of Seconds 1

Number of Comments 0

Address: Hill Rd N, Pickerington, Ohio 43147

Topic Name (Instant Poll): National Bike Route Designation

Idea Title: US 21 (Lexington, KY to Cincinnati to Columbus to Cleveland)

Number of Seconds 6

Idea Title: US 25 (Louisville, KY to Cincinnati to Dayton to Toledo to Detroit, MI)

Number of Seconds 3

Idea Title: US 40 (Ft Wayne, IN to Cleveland to Erie, PA)

Number of Seconds 2

Idea Title: US 30 (Detroit, MI to Toledo to Cleveland to Buffalo, NY)

Number of Seconds 1

Comments

Number of Comments 0

Topic Name (Instant Poll): Highway Preservation Funding Gap

Idea Title: Less Important

Number of Seconds 5

Idea Title: Not Important

Number of Seconds 5

Idea Title: Important

Number of Seconds 4

Idea Title: Extremely Important

Number of Seconds 1

Idea Title: Very Important

Number of Seconds 1

Idea Title: No Opinion

Number of Seconds 0

Comments

Number of Comments 2

Comment 1: Nice photo! Remember when gas was $2.15 a gallon? | By Dru M

Comment 2: We have a highway system. We need to maintain it. No one else is going to do it for us. It is that simple. This system will deteriorate over time and not paying to maintain it is extremely short-sighted. The costs will only increase in the future. Plus, highway maintenance creates 16% more jobs per dollar than new highway construction: http://www.smartgrowthamerica.org/2011/02/04/new-report-reveals-smart-transportation-spending-creates-jobs-grows-the-economy/ | By Jeffrey K

Topic Name (Instant Poll): Prioritizing Roadway Expansion Projects

Idea Title: Other

Number of Seconds 5

Idea Title: Safety

Number of Seconds 4

Idea Title: Congestion

Number of Seconds 2

Idea Title: Economic Development

Number of Seconds 0

Comments

Number of Comments 3

Comment 1: NO MORE ROADWAY EXPANSIONS. Let's preserve the roads we have and put the rest into alternative modes. Heck, I'd even say we should stop maintaining road that don't connect enough population. | By Andrew B

Comment 2: I don't think ODOT should be expanding any roadways at all. I know funding is typically for expansion, but surely there is a way to get money for maintenance instead? | By Julie B

Comment 3: No more money until ODOT can properly prioritize. No more $ to useless projects in southern Ohio like US 33 - a brand new road south of Athens that no one uses, US 35 - ridiculously overbuilt from Xenia to Chillicothe, six lane improvements to I-71 in rural Fayette County where there is no basis of current nor future need, SR 823 - A solution looking for a problem, and the ultimate pork project SR 32. If ODOT truly wants to fix I-75 over the river and thru Cincinnati, apply to Fed and toll it; that is the only way it will get done within the next twenty years. Tolls - what's good for northern Ohio should also be good for southern Ohio.

When finally built in northern Ohio, sixteen at grade intersections exist on the new US 24- future death traps that have already manifested themselves - with more to come. This road already carries more truck traffic than some interstates in Ohio - if ODOT maintains otherwise -

conduct a current count and be informed. Reconduct an objective F.S. | By Mark K

Topic Name: Connectivity and Accessibility

Idea Title: Walking and Biking Opportunities

Idea Detail: Improve biking and walking opportunities in every community by encouraging communitie's to adopt and implement Complete Streets/street-scale improvement policies to greater connect communities for walkers and cyclists.

Idea Author: Kate M

Number of Seconds 4

Number of Comments 2

Comment 1: Give bonus funding to projects that implement complete streets during repaving or other updates. | By Ira W

Comment 2: Great idea! | By Marc L

Topic Name: Intercity Bus

Idea Title: Don't dismiss intercity passenger rail

Idea Detail: This is an idea that will come back. There are already possibilities to connect Pittsburgh to Columbus to Chicago.

Idea Author: Ira W

Number of Seconds 4

Number of Comments 0

Idea Title: Cleveland connection

Idea Detail: With GoBus covering Marietta College, OU, UC there are many requests for continued service to Cleveland

Idea Author: Lantz R

Number of Seconds 1

Number of Comments 0

Idea Title: Make sure drivers are trained and vehicles safe

Idea Detail: Many of these new bus companies have safety records that do not approach old school companies like Greyhound. This must be corrected.

Idea Author: Ira W

Number of Seconds 0

Number of Comments 0

Topic Name: Pedestrian & Bicycle Safety

Idea Title: Support Bike/Ped Education and Safety

Idea Detail: Fund programs such as Safe Routes to School that support safety, education and enforcement to the benefit of cyclists and pedestrians.

Idea Author: Kate M

Number of Seconds 4

Number of Comments 0

Idea Title: We need infrastructure AND education AND enforcement

Idea Detail: Infrastructure is one thing. Teaching bicyclists and pedestrians how to drive, bike and walk safely in today's age of distracted everything is another and it's a necessary step. We need to explain to all users how to share the transportation corridor. We need more serious enforcement of infractions for all users.

Idea Author: Ira W

Number of Seconds 3

Number of Comments 1

Comment 1: What is the most effective way to do that statewide when creating behavioral change is most effective on a local, grassroots level? | By Heather B

Topic Name (Instant Poll): Finance

Idea Title: Preservation of the existing system

Number of Seconds 3

Idea Title: Congestion relief

Number of Seconds 2

Idea Title: Safety

Number of Seconds 1

Comments

Number of Comments 1

Comment 1: While the new Transportation Bill, MAP-21, significantly cuts available funding for biking and walking projects, this legislation presents an opportunity for people in the state to encourage the General Assembly, and local governments to fully utilize available funds to make biking and walking safer and more convenient | By Marc L

Topic Name: Safety

Idea Title: Make biking and walking safer

Idea Detail: With more people biking and walking to get to destinations and be fit we need infrastructure that will make it safer. These include bike lanes, multiuse paths, cycle tracks, detection at signals and safety educaiton campaigns for all users.

Idea Author: Ira W

Number of Seconds 3

Number of Comments 0

Topic Name (Instant Poll): Roadway Expansion Projects

Idea Title: If other modes of transportation could be improved to address transportation needs

Number of Seconds 3

Idea Title: As soon as a deficiency can be seen in future budgets

Number of Seconds 0

Idea Title: Never, expansion of our system is too important for economic growth

Number of Seconds 0

Comments

Number of Comments 0

Topic Name: Funding Priorities

Idea Title: Individual Mobility Accounts

Idea Detail: Utilizing technology now widely available and in-use across the nation, and the planet...develop and implement one or more personal mobility "account" "services" whereby one could access and pay for any bus, train, or commuter rail transit, toll-road, parking meter/garage, gas station, car rental/car-share, taxi, shuttle, or even bike-share...all with the ability to use single "Linked Pass" (or R/NFID key fob) that would be capable of integrating a variety of "payment" and subscription options such as pre-fix car-share driving plan, a monthly all-inclusive local transit pass, and a seasonal bike-share club membership.).

Beyond the obvious reward for radically improving convenience, AND beyond all the potentially awesome perks and benefits from such a "bundling" would be the even more awesome potential of enabling said pass to capture and continually aggregate, synthesize and utilize personal mobility data to inform mode-share, usage, timing, routing and costs (fees, licenses, taxes, and insurance).

Ultimately the data collected would develop its own significance as it becomes a multi=indiv agent live model.

Idea Author: Sean B

Number of Seconds 2

Number of Comments 0

Idea Title: Let the markets work

Idea Detail: Capitalism is a powerful tool, if only we would use it. By promoting the least efficient mode of transportation (solo auto), we are shortchanging modes which could radically change how much this state imports and pollutes. Our aggregate fuel purchase is a large part of the funding equation, and health expenditures should be considered as well.
Funding priority must be given to transit projects, and to bike and pedestrian safety, because these modes are efficient and in need of attention. Of course, a decoupling of funding from a per-gallon tax is necessary, but again, ought to happen anyway for capitalism. As autos become more efficient, the state will receive less money. Ironically, drivers will be encouraged to drive even further, and roads would need more maintenance. Let's move past the 20th century.

Idea Author: Kurt D

Number of Seconds 2

Number of Comments 0

Topic Name: Where do you work?

Idea Title: Downtown Cleveland

Idea Detail: I work on CSU's campus. My daily commute includes a ride on the rapid and the Healthline. I'm so thankful to have these resources at my disposal, and a lovely downtown to walk through!

Idea Author: Tara S

Number of Seconds 2

Number of Comments 0

Address: Euclid Ave, Cleveland, Ohio 44114

Idea Title: Bike share in Cleveland

Idea Detail: We need ODOT's funding support for a bike share operation in Cleveland.

Idea Author: Marc L

Number of Seconds 0

Number of Comments 0

Address: Cleveland, Ohi

Idea Title: Better bus service

Idea Detail: My commute from work to home is 2 miles. On nice-weather days, I walk or ride, but would love to use public transportation to get around. But, for me to take the bus to travel these two miles, based on the current bus routes available, it would take me 45 minutes to get to work.

My idea is to have a connector route that goes on Morse Road and north on N. High Street, up to Worthington and/or service northbound on Indianola.

Idea Author: Margaret M

Number of Seconds 0

Number of Comments 0

Address: Columbus, 43214

Idea Title: Sidewalks in Gramercy Estates Subdivision

Idea Detail: Due to the extension of the Big Walnut Trail into our neighborhood, there is an notable increase in walkers, esp. parents with children in strollers, and children/teens. Sidewalks connecting the trail to the library, shopping center and Gahanna City Hall would be welcome.

Idea Author: Kate M

Number of Seconds 0

Number of Comments 0

Address: Gahanna, 43230

Topic Name (Instant Poll): Highway Corridors

Idea Title: Somewhat Clear

Number of Seconds 2

Idea Title: No Opinion

Number of Seconds 2

Idea Title: Extremely Clear

Number of Seconds 1

Idea Title: Somewhat Unclear

Number of Seconds 1

Idea Title: Extremely Unclear

Number of Seconds 0

Comments

Number of Comments 0

Topic Name (Instant Poll): Newsletter

Idea Title: Goals & Objectives

Number of Seconds 2

Idea Title: Public Involvement Opportunities

Number of Seconds 2

Idea Title: Corridors

Number of Seconds 1

Idea Title: Other (comment and tell us more)

Number of Seconds 1

Idea Title: Transportation System Conditions

Number of Seconds 0

Idea Title: Finance

Number of Seconds 0

Comments

Number of Comments 0

Topic Name: Where do you live?

Idea Title: Assessment for rural road repair

Idea Detail: If Ohio's farmers aren't currently assessed for damages made to rural roads, they should be. Farm equipment gets larger and heavier every year and the damage done to rural roads (I reside on a county road) is alarming. Someone has to pay for such damage and it should not be just the general tax-paying public. There is also damage done to driveways when tractors, etc., pull over to allow cars to pass.

Idea Author: Rick R

Number of Seconds 1

Number of Comments 0

Address: W Rd, Wellington, Ohio 44090

Idea Title: Oregon District

Idea Detail: Dayton, OH

Idea Author: Omar P

Number of Seconds 0

Number of Comments 0

Address: 33 Tecumseh St, Dayton, Ohio 45402

Idea Title: I live around here.

Idea Detail: Yay

Idea Author: Matt S

Number of Seconds 0

Number of Comments 0

Address: Columbus, Ohio 43214

Idea Title: Where I live

Idea Detail: I can walk or bike to restaurants, shopping, movies and local fitness centers. I'm one of the few lucky ones in Pickerington/Violet Twp.

Idea Author: Ira W

Number of Seconds 0

Number of Comments 0

Address: Eddington Ave, Pickerington, Ohio 43147

Idea Title: Sidewalks needed in my neighborhood

Idea Detail: I would like to see sidewalks and improved curbs in my neighborhood.

Idea Author: Kate M

Number of Seconds 0

Number of Comments 0

Address: 255 Broken Arrow Dr, Columbus, Ohio 43230

Idea Title: Plant more trees/other landscape in surrounding areas of Schumacher Place and Merion Village

Idea Detail: Some areas within these neighborhoods are unpleasant to bike or walk around. The aesthetics and beauty of this area could be greatly improved with proper street landscaping. This would greatly increase the amount of people that would bike/walk in these neighborhoods.

Idea Author: Monica M

Number of Seconds 0

Number of Comments 0

Address: Columbus, 43206

Idea Title: traffic flow

Idea Detail: Make the streets in this area, especially Summit and 4th Street, Complete Streets with suitable bike and pedestrian facilities, street trees, medians, marked crosswalks, two-way.

Idea Author: amelia C

Number of Seconds 0

Number of Comments 0

Address: Columbus, 43201

Idea Title: Lakewood, OH!

Idea Detail: I live on the Lakewood/Cleveland Border, and love it. Such a fantastic community.

Idea Author: Tara S

Number of Seconds 0

Number of Comments 0

Address: Lakewood, Ohi

Topic Name: Roadway Conditions

Idea Title: Allow local communities to use ODOT's purchasing power

Idea Detail: ODOT's has the ability to drive down cost for local communities on guard rails, signage, traffic signals, asphalt, culverts, etc for local communities. Start with allowing city's to use ODOT to bid these with ODOT buying power/prices on state routes and then expand

Idea Author: Stephen B

Number of Seconds 1

Number of Comments 0

Idea Title: Stand engineer plans for road etc

Idea Detail: ODOT should create a master plan of standardized drawings with local communities could all use to drive down costs

Idea Author: Stephen B

Number of Seconds 1

Number of Comments 0

Idea Title: I-70 from US 33 to SR310 is in worst condition

Idea Detail: Need to redo interchanges at I-270, Brice Road and SR 256. It's unsafe and killing development in the area.

Idea Author: Ira W

Number of Seconds 1

Number of Comments 0

Idea Title: US 33 from Hamilton Road to Lancaster bypass

Idea Detail: Need to finish interchange at Bixby Road and add interchanges at Pickerington Road and Winchester Road. If you really want to create a highway to Appalachia this is

necessary. Closing off those roads is not an option.

Idea Author: Ira W

Number of Seconds 0

Number of Comments 0

Idea Title: replace 270/33 interchange at Dublin

Idea Detail: This outdated, crash-prone interchange needs replaced ASAP.

Idea Author: Marie K

Number of Seconds 0

Number of Comments 0

Topic Name: Stewardship

Idea Title: Add bike racks to buses and trains; we can carry own transport.

Idea Detail: Minimal capital investment would open up alternative transportation and tourism opportunities. Example: Cleveland is working hard to become bike-friendly. I'd love to take a bus from New Philadelphia to Cleveland to bike. Same for Newark and Columbus, Ohio.

Idea Author: Gabriel R

Number of Seconds 1

Number of Comments 0

Idea Title: Focus on developing good affordable downtown core systems first

Idea Detail: Start with something that will build the trust of citizens. When people working downtown see a great system that can be beneficial to them through the day, they will be more supportive of expanded systems that branch out further and provide more opportunities. Costly investments that can only service a few perimeter neighborhoods can often lead to early inefficiencies.

Idea Author: Justin B

Number of Seconds 0

Number of Comments 0

Idea Title: Link Land-use/Zoning to Costs of Infrastructure & Services

Idea Detail: This could be implemented any number of ways, but it would seem an alteration to the Model Zoning Enabling Act/Ohio General Code and likely a total overhaul/constitutional amendment to switch the property tax to a land valuation tax.

As logic goes land owners in turn tend to leverage their access to infrastructure by developing their property in a more intensive manner...so as to maximize their ROI...and also pay for the public expenditures and outlays.

Where significant new/added investment in infrastructure is needed/wanted such expenditures can/should be justified and paid for by a corresponding increase in the permissible density/FAR, and a relaxation on the onerous requirements for the provision of subsidized

"free parking." The increased revenues, which could be geographically levied by special assessment or as a linkage fee paid as land owners benefit.

This, by the way, would seem to be an ideal opportunity for the likes of the Planning Department to provide technical and process facilitation to land-owners; at least within any said assessment overlay areas.

Idea Author: Sean B

Number of Seconds 0

Number of Comments 0

Idea Title: Region 8 - Butler County - Five Points Intersection RoundAbout

Idea Detail: I would like to propose a circular round about be installed at the current Five Points intersection - to increase traffic flow and safty, plus server as a better portal to the By-Pass 4 Super Highway that is just up the road from this location.

Idea Author: Mike M

Number of Seconds 0

Number of Comments 0

Topic Name: Corridors

Idea Title: Route 33 Columbus to Ravenswood WV

Idea Detail: Upon completion of Nelsonville bypass the Athens to Ravenswood section will need to be expanded to four lane highway. Major route for Ohio to go south.

Idea Author: Lantz R

Number of Seconds 1

Number of Comments 0

Topic Name: Northwest Region

Idea Title: Connecting Defiance and Lima

Idea Detail: Building/Creating a Highway between Defiance and Lima to decrease travel time and increase travelablility.

Idea Author: Chaz B

Number of Seconds 0

Number of Comments 0

Idea Title: Include Economic Dev. Officials from our Counties in the plannin

Idea Detail: The Regional Economic Development Officials from each County should be included in the planning process as AccessOhio2040 moves foward. Until last week, myself and many of my counterparts did not know of this endeavor

Idea Author: Jared E

Number of Seconds 0

Number of Comments 0

Idea Title: Align the JobsOhio Map with ODOT's Map

Idea Detail: The most recent JobsOhio Map has Mercer & Auglaize County in the same region as the Dayton Area. This would more properly align our counties with ODOT, JobsOhio and District 7.

Idea Author: Jared E

Number of Seconds 0

Number of Comments 0

Survey: Asset Management - AO40 Plan Recommendation

Question: What do you find most compelling or beneficial about the Asset Management Recommendation?

Question: As drafted in the AO40 Plan, is the Desired Outcome of Asset Management Recommendation easy to understand? If not, please explain.

Question: Is there any important information missing from the Asset Management Recommendation? If so, please identify.

Comments

Number of Comments 0

Survey: Bicycle Network - AO40 Plan Recommendation

Question: What do you find most compelling or beneficial about the Bicycle Network?

Question: As drafted in the AO40 Plan, is the Desired Outcome of Bicycle Network Recommendation easy to understand? If not, please explain.

Question: Is there any important information missing from the Bicycle Recommendation? If so, please identify.

Comments

Number of Comments 0

Survey: Central Region Strategic Transportation System

Question: Based on the trends noted for the Central Region, which mode of transportation do you see changing the most by 2040?

Aviation : 0

Bike : 1

Highway : 1

Rail : 0

Maritine : 0

Transit : 1

Other : 0

Question: Of the regional transportation needs listed on page 4 of the Central Regional Profile, which one(s) would you identify as the top priority?

> **More Pedestrian and cycling opportunities, and funding to support these transportation modes at the local and regional level.**
>
> **transit and non-motorized transportation**
>
> **US 68 (Clark/Champaign county line to US 33) Logan, Champaign Counties, US 33 (I-270 to Lancaster Bypass) Franklin, Fairfield Counties and SR 31 (US 33 to US 68) Hardin, Union Counties**

Comments

Number of Comments 1

Comment 1: With growth in Union and surrounding counties, I think it's extremely important for O.D.O.T. to begin reviewing the options of what upgrading these rural roads are available. For example, US 68 needs to have an southern bypass around Bellefontaine. I would utilize the boulevard style that is becoming more common with bike paths (you would see this in Utah and Arizona). I would begin with the intersection of T-199 and go directly east with a four lane boulevard and at grade intersections. The road would connect directly with US 33 east of

Bellefontaine. Increased pedestrian/bike options for the current stretch of 68 would also be important.

I think it's also important to delete any existing at-grade intersections along US 33 south east of Columbus between Canal Winchester and Athens. This will allow easier access between both Athens and Columbus and open the highway to industrial/economic development. | By Dan K

Survey: Climate Variability - AO40 Plan Recommendation

Question: What do you find most compelling or beneficial about the Climate Variability Recommendation?

Question: As drafted in the AO40 Plan, is the Desired Outcome of Climate Variability Recommendation easy to understand? If not, please explain.

Question: Is there any important information missing from the Climate Variability Recommendation? If so, please identify.

Comments

Number of Comments 0

Survey: Freight Network - AO40 Plan Recommendation

Question: What do you find most compelling or beneficial about the Freight Network Recommendation?

Question: As drafted in the AO40 Plan, is the Desired Outcome of Freight Network Recommendation easy to understand? If not, please explain.

Question: Is there any important information missing from the Freight Network Recommendation? If so, please identify.

Comments

Number of Comments 0

Survey: Future Funding - AO40 Plan Recomendation

Question: What do you find most compelling or beneficial about the Future Funding Recommendation?

> **It's general. To be more specific, I believe we need to increase the user tax, which is the State gasoline tax. I believe the total gas tax is 28 cents. If we add 10 cents to that, highway users will compare it to the price of gas and agree it is reasonable. Raise the gas tax.**

Question: As drafted in the AO40 Plan, is the Desired Outcome of Future Funding Recommendation easy to understand? If not, please explain.

> **Yes, it's fine.**

Question: Is there any important information missing from the Future Funding Recommendation? If so, please identify.

> **Yes! Not only do we need to raise the gas tax by 10 cents, but we also need to include Hike and Bike Trails in the Maintenence category. Help maintain them by use of the gas tax, especially since one of the main reasons we fund H/B trails is to reduce the highway miles traveled by citizens. Help the locals take care of the H/B Trails.**

Comments

Number of Comments 0

Survey: Leveraging Resources - AO40 Plan Recommendation

Question: What do you find most compelling or beneficial about the Leveraging Resources Recommendation?

It shows responsibility; we built them, now let's maintain them. This is good.

Question: As drafted in the AO40 Plan, is the Desired Outcome of Leveraging Resources Recommendation easy to understand? If not, please explain.

It's easy to understand.

Question: Is there any important information missing from the Leveraging Resources Recommendation? If so, please identify.

Yes. What about increasing the gasoline tax? And what about Hike and Bike Trails being maintained with a portion of those gas taxes? We're building H+B Trails to reduce the use of highways, among other reasons. So shouldn't we use highway-related taxes to maintain the H+B Trails? I think so.

Comments

Number of Comments 0

Survey: Northeast Region Strategic Transportation System

Question: Based on the trends noted for the Northeast Region, which mode of transportation do you see changing the most by 2040?

Aviation : 0

Bike : 0

Highway : 2

Rail : 0

Maritime : 0

Transit : 1

Other : 0

Question: Of the regional transportation needs listed on page 4 of the Northeast Regional Profile, which one(s) would you identify as the top priority?

> **E**
>
> **Greater Cleveland RTA**
>
> **US 62 (I-77 to I-76) Stark, Mahoning, Columbiana Counties and US 250 (SR 2 to I-77) Erie, Huron, Ashland, Wayne, Stark, Tuscarawas Counties.**

Comments

Number of Comments 3

Comment 1: Will the state ever finish the US 30 expansion east of Canton? It needs to be upgraded for economic growth opportunities in places such as Minerva, Lisbon and East Liverpool. Allowing traffic to drive a safer highway will give this area a chance to succeed! | By Dan K

Comment 2: A new four lane controlled limited access roadway needs to be constructed replacing US 250 between Ashland and IR71. The current roadway has limited sight distances along with multiple stoplights and a chance for future traffic congestion. As Ashland continues

to grow, better access around the city will be needed. Construct an extension from the current 250 north of Ashland to IR71 with a controlled exit ramp. The new roadway once crossing IR71 would turn sharply to the south connecting with the current US250. | By Dan K

Comment 3: These two sections of highway are the top concern for this region. Beginning with US62, the highway ends in Alliance, yet a good portion of the Stark County industry needs better access to neighboring cities such as Youngstown/Pittsburgh. By upgrading US62 between Canton and Youngstown, you will see decreased travel time and increased economic development in communities such as Alliance, Salem and Louisville which will help with the economic stabilization of the region. By increasing traffic options for those taking US62 you will also open additional economic possibilities for communities like Wooster/Orrville and even as far as Mansfield via US 30.

A major upgrade is necessary to US250 between Sandusky and Dover. The highway has many stops, dangerous at-grade intersections and even buggy travel in Wayne/Tusc counties. I would consider softening curves, eliminating any sharp turns (ie: Fitchville). Extra attention should also be placed on Ashland, Apple Creek and Wilmont. | By Dan K

Survey: Northwest Region Strategic Transportation System

Question: Based on the trends noted for the Northwest Region, which mode of transportation do you see changing the most by 2040?

Aviation : 0

Bike : 0

Highway : 1

Rail : 0

Maritime : 0

Transit : 1

Other : 0

Question: Of the regional transportation needs listed on page 4 of the Northwest Regional Profile, which one(s) would you identify as the top priority?

B

I-475/US 23 (MI State Border to I-75) Lucas, Wood Counties and I-75 (SR 15 to I-475) Wood, Hancock Counties.

Comments

Number of Comments 2

Comment 1: An area that you don't outline but I see necessary for the future growth of industry in Northwestern Ohio is a Van Wert Southern Belt.

The city has been working very hard at creating a mega-park industrial opportunity for the residents yet, the transportation in and around Van Wert lacks substantially. You even note "congestion possible" along US 127 in southern Van Wert.

My hope is to see the state construct a "boulevard style" roadway from the current 127 just north of where it intersects Cooper Road. The boulevard would travel due west with an at-grade lighted intersection with Ohio 118. Then traverse northwest where it connects with the

current US 224. A small intersection would be required with Upp Road.

By creating this southern belt, you would open access to Van Wert's southern industrial side for future development and provide the city economic growth and stability opportunities. A boulevard would also provide safer access to the new high school. | By Dan K

Comment 2: Upgrading both I-75 between Findlay and Toledo and I-475 around western Toledo will help with the economic issues in Northwestern Ohio. Both Findlay and Toledo are important hubs to this area and industrial generators for jobs, housing, education, etc. | By Dan K

Survey: Performance Management - AO40 Plan Recommendation

Question: What do you find most compelling or beneficial about the Performance Management Recommendation?

Question: As drafted in the AO40 Plan, is the Desired Outcome of Performance Management Recommendation easy to understand? If not, please explain.

Question: Is there any important information missing from the Performance Management Recommendation? If so, please identify.

Comments

Number of Comments 0

Survey: Planning Partnerships - AO40 Plan Recommendation

Question: What do you find most compelling or beneficial about the Planning Partnerships Recommendation?

Question: As drafted in the AO40 Plan, is the Desired Outcome of Planning Partnerships Recommendation easy to understand? If not, please explain.

Question: Is there any important information missing from the Planning Partnerships Recommendation? If so, please identify.

Comments

Number of Comments 0

Survey: Regional Transportation Needs - AO40 Plan Recommendation

Question: What do you find most compelling or beneficial about the Regional Transportation Needs Recommendation?

Question: As drafted in the AO40 Plan, is the Desired Outcome of Regional Transportation Needs Recommendation easy to understand? If not, please explain.

Question: Is there any important information missing from the Regional Transportation Needs Recommendation? If so, please identify.

Comments

Number of Comments 0

Survey: Southeast Region Strategic Transportation System

Question: Based on the trends noted for the Southeast Region, which mode of transportation do you see changing the most by 2040?

Aviation : 0

Bike : 0

Highway : 1

Rail : 0

Maritime : 0

Transit : 0

Other : 0

Question: Of the regional transportation needs listed on page 4 of the Southeast Regional Profile, which one(s) would you identify as the top priority?

> **SR 32 (US 23 to Ohio River) Pike, Jackson, Vinton, Meigs, Athens, Washington Counties and US 22 (US 250 to Ohio River) Harrison, Jefferson Counties.**

Comments

Number of Comments 2

Comment 1: The small community of Nashville Ohio is where you will find two state roads intersect at a very terrible angle. State Route 514 approaches State Route 39 at a sharp curve and a sharp slope causing potential sight problems for drivers.
My recommendation would be to split SR 514 to two junction points with SR 39 in Nashville.
1. SR 514 just south of Nashville, prior to climbing the hill and approaching the curve, extend SR 514 northbound at a straight line. The road would run just to the west side of the Nashville Cemetery with a intersection at the bottom of the hill with SR 39.
2. SR 514 just north of Nashville, prior to climbing the hill and approaching the curve, extend SR 514 southbound at a straight line. The road would run just to the west of Nashville Elementary School with an intersection at the bottom of the hill with SR 39.

Any roadwork to assist making travel through Nashville safer will in return open the community for economic development opportunities. | By Dan K

Comment 2: Both of these will become denser population centers and even see increased traffic with energy plants, etc. Plus these will allow the construction and creation of new industrial areas in Southeastern Ohio which will be important to the overall area economy.

Top priority is access to and from Athens Ohio because of the potential of Ohio U. Secondarily, as Pittsburgh residents continue to move from the area, many are beginning to relocate to places outside of Stuebenville, etc. If we want a vibrant river economy, we need to take care of the arterial highways that connect to the river, such as 22 and 32.

If 32 was upgraded even more, you could see serious economic growth in communities such as Jackson, Athens, Wellston, Piketon, etc. | By Dan K

Survey: Southwest Region Strategic Transportation System

Question: Based on the trends noted for the Southwest Region, which mode of transportation do you see changing the most by 2040?

Aviation : 0

Bike : 1

Highway : 1

Rail : 2

Maritime : 0

Transit : 0

Other : 0

Question: Of the regional transportation needs listed on page 4 of the Southwest Regional Profile, which one(s) would you identify as the top priority?

> **C**
>
> **J, K, and L: these will return the largest amount of money for the investment. I feel certain that aviation will plummet by 2040, auto usage will decrease, and alternate modes will increase, especially bike, ped, transit, and rail.**
>
> **J,K,L**
>
> **US 35 (I-75 to Xenia) Greene County.**

Comments

Number of Comments 1

Comment 1: I would even consider extending this to I-71 creating a safer and clearer access route between Chillicothe (SE Ohio) to Dayton. | By Dan K

Survey: Strategic Transportation System - AO40 Plan Recommendation

Question: What do you find most compelling or beneficial about the Strategic Transportation System Recommendation?

Question: As drafted in the AO40 Plan, is the Desired Outcome of Strategic Transportation System Recommendation easy to understand? If not, please explain.

Question: Is there any important information missing from the Strategic Transportation System Recommendation? If so, please identify.

Comments

Number of Comments 0

Survey: Transit Needs - AO40 Plan Recommendation

Question: What do you find most compelling or beneficial about the Transit Needs Recommendation?

Question: As drafted in the AO40 Plan, is the Desired Outcome of Transit Needs Recommendation easy to understand? If not, please explain.

Question: Is there any important information missing from the Transit Needs Recommendation? If so, please identify.

Comments

Number of Comments 0

MINDMIXER TRAFFIC REPORTS

AVERAGE PARTICIPANT				
GENDER	AGE	ZIP		
Male	41	43055, 43202, 43214		

SHARING (TOTALS)				
FACEBOOK	TWITTER	GOOGLE+	LINKEDIN	EMAIL
16	10	0	1	0

VISITOR TRAFFIC				
DATE	DAILY VISITORS	DAILY PAGE VIEWS	TOTAL VISITORS	TOTAL PAGE VIEWS
November 2013 Totals	594	478	2504	17401
October 2013 Totals	201	1454	1987	15150
September 2013 Totals	163	694	1858	13696
August 2013 Totals	228	973	1748	12976
July 2013 Totals	178	645	1577	12003
June 2013 Totals	136	518	1460	11358
May 2013 Totals	224	809	1374	10840
April 2013 Totals	158	676	1229	10031
March 2013 Totals	126	519	1136	9355
February 2013 Totals	204	1185	1061	8836
January 2013 Totals	182	622	951	7943
December 2012 Totals	267	1434	889	7598
November 2012 Totals	530	3041	808	6867
October 2012 Totals	1192	6407	660	5437

MINDMIXER PARTICIPANT REPORT

There are 212 Participants in this Project

User Name	Date Joined	Status	Zip
Taylor M8	Nov 20, 2013	Active	43560
Amy M53	Nov 20, 2013	Active	43567
william M31	Nov 19, 2013	Active	44221
Lacie B1	Nov 19, 2013	Active	43022
Jessica P14	Nov 19, 2013	Active	45662
Xiao W1	Nov 19, 2013	Active	45601
Iyaad H	Nov 18, 2013	Inactive	44149
Harry S5	Nov 18, 2013	Active	44281
Michael C69	Nov 17, 2013	Active	84470
Kyle G5	Nov 17, 2013	Inactive	43055
Tony M13	Nov 17, 2013	Active	43081
Robert H55	Nov 16, 2013	Active	44143
Robert G34	Nov 15, 2013	Active	43566
Melvin G	Nov 15, 2013	Inactive	45039
Al W4	Nov 15, 2013	Active	45241
Kris L3	Nov 15, 2013	Active	44319
Doug M18	Nov 14, 2013	Active	44211
Ashley D6	Nov 05, 2013	Active	43209
Gwynn S	Nov 04, 2013	Active	43793
Fred S8	Oct 31, 2013	Active	44691
Pat K5	Oct 30, 2013	Active	43452
Matthew S33	Oct 28, 2013	Active	43506
Joel M14	Oct 10, 2013	Active	44691
Bryan T4	Sep 23, 2013	Active	45402
Bill B31	Sep 20, 2013	Active	43078
Jared E	Sep 19, 2013	Active	45822
john B96	Sep 15, 2013	Inactive	43725
Michel C	Sep 12, 2013	Inactive	43202
Kathleen R6	Sep 11, 2013	Active	45402
Marcia B11	Sep 10, 2013	Active	43078
Dustin D4	Sep 06, 2013	Inactive	26003
John V17	Sep 05, 2013	Active	43056
mark M54	Aug 30, 2013	Active	43055
NANCY J12	Aug 30, 2013	Active	43055
Terry H13	Aug 30, 2013	Active	43055
Tim B27	Aug 30, 2013	Active	43055
Eddie H1	Aug 30, 2013	Inactive	43055
Kyle S10	Aug 30, 2013	Active	43054
Debra W6	Aug 30, 2013	Active	43023
Alison T2	Aug 30, 2013	Active	43023
N S3	Aug 30, 2013	Active	43055
Rick P11	Aug 30, 2013	Active	43056
Sandra M17	Aug 30, 2013	Active	43055
Julia S13	Aug 26, 2013	Active	44113
Chaz B	Aug 21, 2013	Active	43512

Chelsea F1	Aug 21, 2013	Active	33714
Rick J8	Aug 20, 2013	Inactive	45501
Christina C8	Aug 14, 2013	Active	33647
johncompton88 J	Aug 04, 2013	Active	45373
Paulette M2	Aug 01, 2013	Active	43113
Colleen H4	Jul 23, 2013	Active	V6J 1A2
saun I	Jul 22, 2013	Active	43766
scott H34	Jul 19, 2013	Active	44905
Michelle D15	Jul 17, 2013	Active	43202
Bruce K7	Jul 16, 2013	Active	45426
Melinda B3	Jul 11, 2013	Active	44001
Patricia R10	Jul 09, 2013	Active	43207
Jim S42	Jul 09, 2013	Active	43612
Vince R1	Jul 09, 2013	Active	43035
David M88	Jul 05, 2013	Active	44319
Jenny S11	Jul 03, 2013	Active	80202
Steven B13	Jun 27, 2013	Active	44120
Ira W1	Jun 26, 2013	Active	43147
Paul G27	Jun 26, 2013	Active	45459
Laura K13	Jun 20, 2013	Inactive	77035
toby B4	Jun 10, 2013	Active	43015
Joshua L9	May 30, 2013	Active	43215
Marc L4	May 28, 2013	Active	44118
Donna B19	May 21, 2013	Active	43130
shameem I	May 07, 2013	Active	46622
William B25	May 06, 2013	Active	43302-6611
Tan Y	May 05, 2013	Active	471500
Constance T	May 04, 2013	Active	l3R5h9
Shahrukh K	May 04, 2013	Active	54770
Julie B29	May 02, 2013	Active	45036
Agnieszka S	Apr 30, 2013	Active	94-004
DEEPAK S1	Apr 28, 2013	Active	40001
Oliver P	Apr 27, 2013	Active	0
Yuri R	Apr 27, 2013	Active	28001
Jane D10	Apr 15, 2013	Active	92646
Seth J	Apr 03, 2013	Active	43202
Dean H4	Apr 03, 2013	Active	44256
Mark K17	Apr 01, 2013	Active	44890
shawn R2	Apr 01, 2013	Active	43085
Kendra C1	Mar 29, 2013	Active	44813
Paul B36	Mar 29, 2013	Active	44903
Shane L4	Mar 29, 2013	Active	44718
Tom M34	Mar 28, 2013	Active	6161
Bob H7	Mar 27, 2013	Active	40324
Pete M2	Mar 26, 2013	Active	43201
Jeffrey K7	Feb 26, 2013	Active	44106
Jeffrey J2	Feb 25, 2013	Active	45208
Caroline B4	Feb 25, 2013	Active	45220
James H26	Feb 24, 2013	Active	45223
Travis E1	Feb 24, 2013	Active	45202

Derek S6	Feb 21, 2013	Active	44113
Joe B19	Feb 21, 2013	Active	44114
Angie S5	Feb 21, 2013	Active	44102
Andrew S27	Feb 11, 2013	Inactive	43202
Kenneth R6	Feb 07, 2013	Active	15949
Gabriel R	Feb 07, 2013	Active	44629
Leanne D1	Feb 01, 2013	Inactive	17011
Vlad Y1	Jan 17, 2013	Inactive	12345
Jennifer C24	Jan 15, 2013	Active	43214
Jeremy P3	Jan 08, 2013	Active	45840
Fred B7	Jan 08, 2013	Active	66208
Dan K7	Dec 18, 2012	Active	46802
Jill Z3	Dec 12, 2012	Active	44124
Mike M36	Dec 06, 2012	Active	45011
Eldridge B	Dec 06, 2012	Active	44125
David S52	Dec 04, 2012	Active	45249
Dan M25	Nov 29, 2012	Active	44122
Marie K	Nov 26, 2012	Active	43017
Dru M	Nov 21, 2012	Active	44107
Doctor Lawrence K	Nov 21, 2012	Active	45429-2935
Jeffrey S5	Nov 21, 2012	Active	43201
Erica P	Nov 20, 2012	Active	45801
Molly G	Nov 19, 2012	Active	43081
Thom T	Nov 19, 2012	Active	44072
Mike S29	Nov 17, 2012	Active	48093
Jim A8	Nov 15, 2012	Active	44702
Judy H6	Nov 14, 2012	Active	43221
Art A1	Nov 07, 2012	Active	43215
Tony P6	Nov 05, 2012	Active	44503
Rhonda R1	Nov 05, 2012	Inactive	43110
Peter A2	Nov 05, 2012	Active	45014
Lisa B19	Nov 02, 2012	Active	60506
Ty T1	Nov 02, 2012	Active	43030
Catalina L	Nov 01, 2012	Active	45209
Kate M12	Nov 01, 2012	Active	43230
Joe C12	Nov 01, 2012	Active	43604
Lantz R	Nov 01, 2012	Active	45701
Rusty O	Nov 01, 2012	Active	43221
Jill L3	Oct 31, 2012	Active	43240
Bill L10	Oct 31, 2012	Active	43449
Andrea I	Oct 31, 2012	Active	44223
John G23	Oct 31, 2012	Active	43147
Dana B4	Oct 30, 2012	Active	43214
Greg D2	Oct 30, 2012	Inactive	43725
Kadja T	Oct 29, 2012	Active	43202
Margaret M8	Oct 29, 2012	Active	43214
Scott S23	Oct 29, 2012	Active	45505
B L4	Oct 29, 2012	Active	44114
Eric C3	Oct 27, 2012	Active	44221
Ian K1	Oct 26, 2012	Active	43202

Rick R4	Oct 26, 2012	Active	44090
Joe T4	Oct 26, 2012	Active	43212
Robert B29	Oct 26, 2012	Active	44114
Leanne D	Oct 26, 2012	Active	17011
William K6	Oct 26, 2012	Active	43214
Keith M7	Oct 25, 2012	Inactive	55403
Marc L1	Oct 25, 2012	Active	44118
Tara S1	Oct 25, 2012	Active	44107
Akshai S	Oct 25, 2012	Active	44106
Jon B7	Oct 25, 2012	Active	44118
Kathy A5	Oct 25, 2012	Active	44902
Tanner B1	Oct 25, 2012	Active	43202
Kurt D1	Oct 25, 2012	Deactivated	43215
Drew H1	Oct 24, 2012	Active	43223
Andrew B12	Oct 24, 2012	Active	44313
Andrew B11	Oct 24, 2012	Active	44313
Ben B7	Oct 24, 2012	Active	44106
Derek S2	Oct 24, 2012	Active	44113
Howard E	Oct 24, 2012	Active	45805
Jacob V	Oct 24, 2012	Active	44109
Vince R	Oct 24, 2012	Active	43035
Marianne F1	Oct 24, 2012	Active	43223
Nick G8	Oct 24, 2012	Active	43215
Joseph Y1	Oct 21, 2012	Active	44240
Amanda L3	Oct 19, 2012	Active	44240
jay H3	Oct 19, 2012	Inactive	45044
Courtney V	Oct 18, 2012	Active	43055
Mickey S	Oct 16, 2012	Active	45469
amelia C	Oct 16, 2012	Active	43201
Monica M4	Oct 16, 2012	Active	43206
Jenna F2	Oct 16, 2012	Active	45205
Andrew O2	Oct 15, 2012	Active	44256
Kate M10	Oct 15, 2012	Active	43230
Benjamin K1	Oct 15, 2012	Active	43062
Ameya W	Oct 15, 2012	Active	43210
Michael B33	Oct 15, 2012	Active	45238
Brian B17	Oct 15, 2012	Active	22015
Dave P7	Oct 15, 2012	Inactive	45209
Chris E6	Oct 14, 2012	Active	44281
Donna B6	Oct 13, 2012	Active	43110
Ira W	Oct 13, 2012	Active	43147
Matt S10	Oct 13, 2012	Active	43214
Stephen B12	Oct 12, 2012	Active	43062
Andy T3	Oct 12, 2012	Active	43202
Brian H15	Oct 12, 2012	Inactive	43016
Marlane W	Oct 12, 2012	Active	44127
Heather B12	Oct 12, 2012	Active	43205
Samantha W1	Oct 11, 2012	Active	40511
Sara W5	Oct 09, 2012	Active	43223
Jennifer T6	Oct 09, 2012	Active	15220

Scott P5	Oct 09, 2012	Active	43223
Andrew S13	Oct 09, 2012	Active	43223
Charles D2	Oct 09, 2012	Active	43031
Jamie B7	Oct 02, 2012	Active	15220
Kenneth R3	Oct 02, 2012	Active	15220
robin K1	Oct 02, 2012	Active	11221
Jessica R5	Oct 01, 2012	Active	64108
Matt D5	Sep 27, 2012	Active	20009
Ryan W6	Sep 23, 2012	Active	11238
Maryann M1	Sep 06, 2012	Active	2420
Jared K	Aug 11, 2012	Deactivated	7079
Michael C19	Aug 10, 2012	Active	43214
Sean B2	Jun 21, 2012	Active	44703
Nader A	Jun 18, 2012	Active	80309
Justin B2	May 17, 2012	Active	81611
Shepard T	May 17, 2012	Active	90210
Omar	Apr 25, 2011	Active	12210

APPENDIX K: NEWSLETTERS

ACCESS OHIO 2040

The Connection

Ohio Department of Transportation

June 2012 | Issue 1

Why Do We Need a Long-Range Transportation Plan? Page 2

What Will the Access Ohio Plan Contain? Page 3

How Can You Get Involved in the Access Ohio Plan? Page 4

WHAT IS ACCESS OHIO?

Access Ohio is a long-range transportation plan that will guide, inform, and support future transportation decisions.

ODOT Initiates Update of Access Ohio

Defining the direction, soliciting input and sharing project information are the first of many steps being taken by the Ohio Department of Transportation (ODOT) to update Ohio's long-range transportation plan, Access Ohio 2040 (AO40).

The process of updating AO40 began in the summer of 2011 and has been ongoing over the past year. The new plan, with a horizon year of 2040, will include a comprehensive inventory, forecast, and analysis of the trends and issues affecting transportation throughout Ohio. Special attention will be given to ensure the plan supports existing and future economic development opportunities and changing land use while considering the challenges of transportation funding (see AO40 chapter outline on page 2 for plan content details).

The study team is currently working on Goals and Objectives and Setting the Stage. To ensure the Plan incorporates the desires, expectations, and preferences of the public, ODOT developed and convened a Steering Committee in late May 2012 (see page 3 for more details). Studies and public outreach efforts completed to date are available for public review on the study website, www.access.ohio.gov.

Three Outcomes of AO40

1

AO40 will guide transportation decisions by:

- Providing an overview of the transportation, economic, social, and environmental trends affecting Ohio;
- Establishing a framework for multimodal transportation system investments that will influence and respond to these trends; and
- Identifying corridors where transportation system needs converge to guide future project decisions.

2

AO40 will inform transportation decisions by:

- Providing an inventory of Ohio's transportation assets;
- Forecasting transportation conditions, needs, and costs;
- Identifying existing revenue streams and fiscal challenges in meeting transportation needs; and
- Developing innovative funding strategies to meet future challenges.

3

AO40 will support transportation decisions by:

- Documenting current ODOT programs, policies, and procedures for improving Ohio's transportation network; and
- Building upon performance measures for core ODOT programs.

WHY DO WE NEED A LONG-RANGE TRANSPORTATION PLAN?

AO40 is a realistic and achievable vision of Ohio's transportation system in the year 2040; and as such, will help to ensure that ODOT accomplishes its mission, "to provide easy movement of people and goods from place to place."

The long term forecast is necessary because:

- Ohio's economy depends on a robust multi-modal transportation infrastructure;
- Times have changed since the boom years of infrastructure construction in the 50's, 60's and 70's;
- Investments last for more than 50 to 60 years;
- Ohio's infrastructure is rapidly aging;
- There is a funding crisis to maintain existing infrastructure across the nation; and
- We need a plan now, more than ever, to establish macro transportation priorities for Ohio.

Setting the Stage - Chapter 3

An Overview of What the Plan will Consider

Setting the Stage will provide a profile of transportation in Ohio and will serve two main purposes:

- Improve the understanding of the complexity of the existing transportation system, and
- Illustrate the trends that influence and are influenced by transportation decisions.

The content for Chapter 3 will be derived from a technical memo currently in development and will include:

- Transportation System Overview (roadways – road miles, bridges, vehicle miles traveled, transit, safety, and intelligent transportation systems; railroads; freight and passenger rail; airports; inland waterways; and active transportation – bicycle lanes, multi-use paths, and trails),
- Demographics (population growth, location, and density; age distribution; automobile ownership; income; race and ethnicity; English language proficiency; and travel trends and mode choice),
- Land Use (land use changes and the relationship between land use and transportation),
- Environmental Overview (communities and the human environment, water quality, air quality and climate adaptation),
- Economic Profile (Gross State Product, employment, major employers and locations, exports, policy and program support, and emerging trends), and
- Fiscal Overview (challenges impacting funding levels and costs, revenue sources and funding trends).

The technical memo is anticipated to be finalized in July 2012. Following the approval of the technical memo, Chapter 3 will be completed in September 2012. Click here to view the draft technical memo.

WHAT WILL THE AO40 PLAN CONTAIN?

ODOT strives to create a sustainable transportation system for Ohio. A system that balances Ohio's social, environmental, and economic needs. Our goal for AO40 is to build on our focus of achieving long-reaching solutions for Ohio.

AO40 will include the following chapters:

- Introduction
- Goals & Objectives
- Setting the Stage
- Freight Transportation
- Passenger Transportation
- Safety & Security
- Jobs & Commerce
- MPOs
- Finance
- Corridors
- Environmental Overview
- Environmental Justice
- Conclusions

Performance-Based Planning

AO40 will follow a strategic planning process referred to as performance based planning. The first step in performance based planning involves establishing goals and objectives for the plan. The goals and objectives define the vision for the plan and identify measurable criteria for evaluating plan options, recommendations, and implementation strategies. Critical Success Factors (CSF) will be developed for each goal area. Existing CSFs will be incorporated in the Plan.

The study team is currently establishing the goals and objectives for AO40. The framework of the goals and objectives will be influenced by several strategic drivers such as stakeholder input, federal policy, national best practices, existing ODOT priorities and direction. The goals are developed first to provide overall direction; while objectives are more targeted and will be refined as the plan progresses. To date, the study team has identified the following potential goal areas:

- System preservation
- Safety
- Mobility & Efficiency
- Accessibility and Connectivity
- Stewardship
- Economic Development

The draft list of goals & objectives will be published on the AO40 website for public comment.

Steering Committee Spearheads Public Involvement Effort

ODOT recently kicked-off a key component of its public involvement strategy for AO40 with the formation of a statewide Steering Committee. The Steering Committee met for the first time on May 30, 2012. Members represent various stakeholder segments across Ohio, including:

- Public agencies;
- Freight transportation services;
- Economic development groups;
- Users of public transportation;
- Non-motorized transportation;
- Local and regional planning officials;
- ODOT representatives; and
- Environmental Justice (EJ) populations including minorities, low-income, elderly and disabled persons.

These individuals have a clear understanding of the needs of their constituent groups and can represent those needs to ODOT. The Steering Committee will provide ODOT with a comprehensive understanding of the transportation needs of all Ohioans and will assist ODOT in the dissemination of study information. The complete list of Steering Committee members is available on the project website, www.access.ohio.gov. ODOT intends for the Steering Committee to serve as ambassadors of the AO40 Plan by sharing information with other people and gathering thoughts and ideas to bring to future meetings. ODOT anticipates holding five (5) regional meetings with the Steering Committee later this summer and then convening the entire committee again this fall, and in the spring of 2013.

HOW CAN YOU GET INVOLVED IN THE AO40 PLAN?

As of May 2012, project information is available at the AO40 website, www.access.ohio.gov and updates will be regularly provided on the ODOT Statewide Twitter and Facebook pages.

Numerous informational outposts will be made available across the state to enable citizens to view Access Ohio information on the study website. Outpost locations will include ODOT District offices and community centers within Environmental Justice communities. Visitors to these sites will have the ability to download materials and make printouts at these locations. Exact locations to be determined.

Finally, ODOT will hold Electronic Public Meetings to allow us to effectively reach people across Ohio. These web-based meetings will be held in late 2012 and in the spring of 2013. Through these meetings, the citizens of the state will have the opportunity to review and comment on information at key points in the plan's development.

In the meantime, you can provide your input by completing the online Customer Preference Survey. The survey will help explain the transportation issues that are of importance to Ohioans and assist with the development of AO40.

Access Ohio 2040
www.access.ohio.gov

http://twitter.com/#!/ODOT_Statewide

www.facebook.com/OhioDepartmentOfTransportation

Click here to take the survey.

Comments and questions can be directed to a local Steering Committee member (available on our website) or you may contact:

Office of Statewide Planning & Research
1980 West Broad Street
Columbus, OH 43223

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

OHIO DEPARTMENT OF TRANSPORTATION

ACCESS OHIO 2040

The Connection

Ohio Department of Transportation

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OHIO DEPARTMENT OF TRANSPORTATION

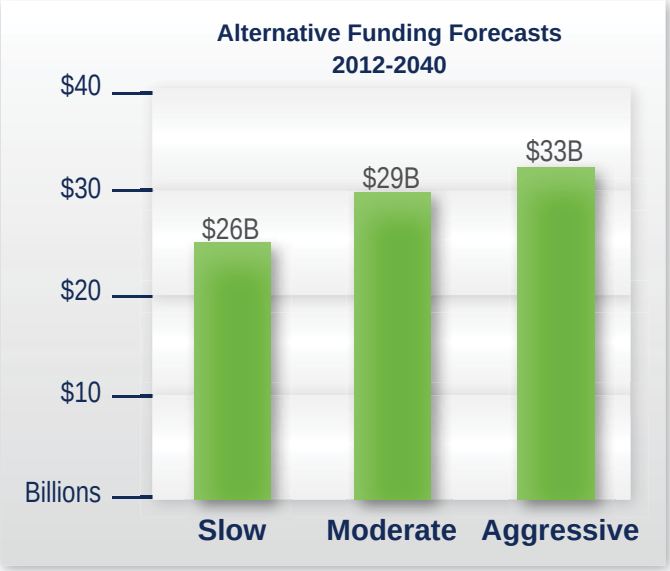
September 2012 | Issue 2

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.

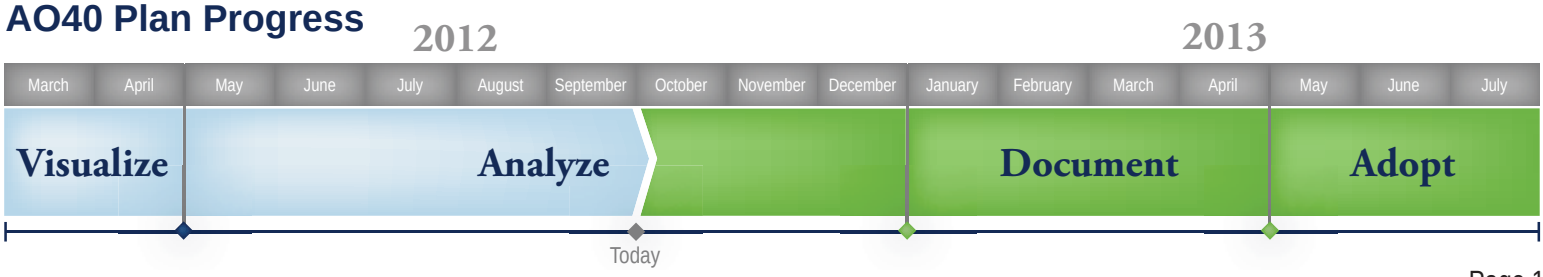
In AO40, the funding allocations are called Alternative Innovative Finance Scenarios.

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.
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OHIO DEPARTMENT OF TRANSPORTATION

February 2013 | Issue 3

Provide your input at: www.accessohio2040.com

OHIO'S FREIGHT STUDY CONCLUDES

The Statewide Freight Study included analyses of freight flows for the state's trucking, rail, port, and air cargo systems; an economic profile of key industries; an analysis of freight needs; stakeholder interviews; and recommendations for a freight strategy for Ohio.

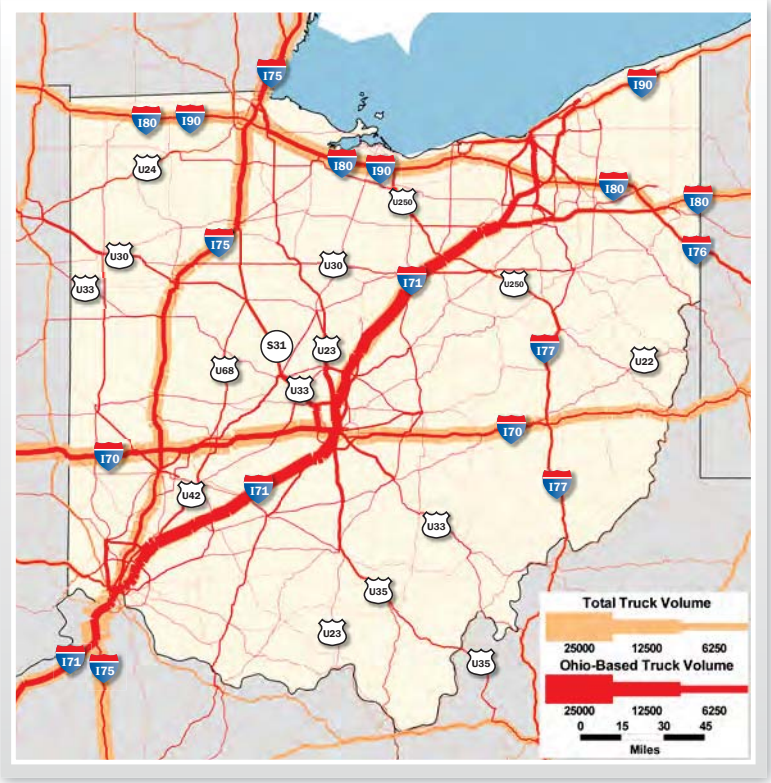
Freight transportation is vital to everyday life and economic activity in Ohio. It provides well over 100,000 Ohio jobs, but even more critically, it transports food, gas for cars, and helps businesses reach and compete in global markets. Below is a summary of the freight study findings.

Asset Inventory

Ohio is a crossroads state with a mature, multi-modal transportation system. Many assets are aging, some face pressures of growth while others have excess capacity.

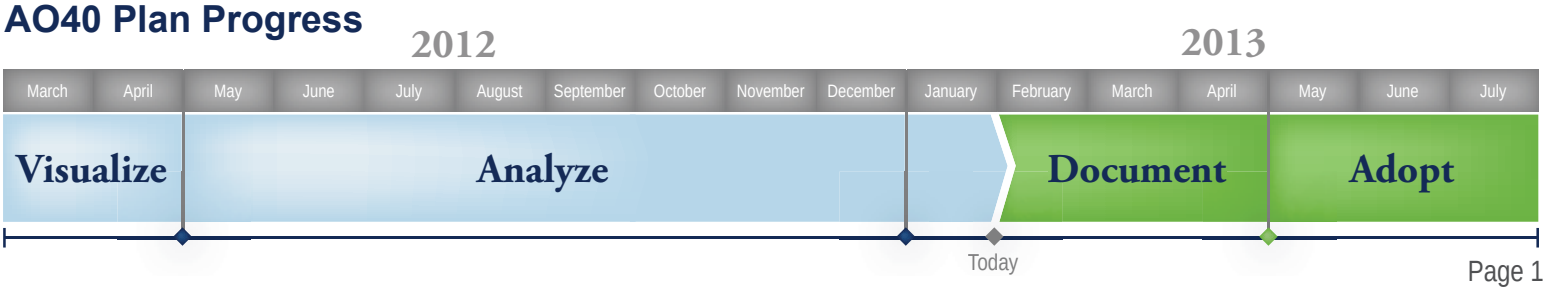
- The backbone of Ohio-based truck shipping is I-71, which connects Cincinnati, Columbus, and Cleveland, but relies extensively on the two-lane road network to reach Ohio towns (see map to right);
- New intermodal corridors and hubs are expanding rail service, while legacy lines through urban areas are constrained by capacity and grade-crossings with other railroads;
- Major lake ports in Toledo, Cleveland, and Ashtabula stand out in terms of capacity and demand, river trade is also important for bulk and general cargo and;
- Air service is essential for industries tight supply chains. Most industries prefer not to use air cargo on a regular basis, but it's a critical component of their supply chain because it acts as a fail-safe.

(continued on page 4)



Estimated total trucks traveling Ohio's roadway network

AO40 Plan Progress



EVALUATING THE TRANSPORTATION NETWORK

Over the last several months, ODOT has been working to evaluate the statewide transportation network as it relates to rail, maritime, aviation, highways, intercity transit and bicycles.

To conduct the evaluation, the AO40 Team is utilizing an approach that involves the examination of transportation corridors. The corridor approach was selected because it allows for a thorough and meaningful statewide analysis of transportation assets, while respecting Ohio's home rule provisions that preserve the local municipalities' role in developing and implementing their own local transportation plans.

Approach

The corridor approach focuses on the analysis and identification of transportation corridors that move the highest volumes of passengers and freight. Additionally, the corridors' connection to population and employment centers inside Ohio and in adjacent states will be considered. The AO40 corridor analysis will provide a means to monitor and compare select performance measures on identified corridors in an effort to:

- **Guide** transportation investment strategies;
- **Inform** transportation investment decision makers of current system conditions; and
- **Support** economic development and stewardship in the state

Criteria

In order to provide an unbiased corridor analysis, objective criteria were developed to effectively identify and categorize corridors for each transportation mode. These criteria were established by ODOT through an iterative consultation process with stakeholders representing all modes of transportation throughout the state, and included the use of travel demand modeling and other studies. The criteria include:

- **Volume** - a measure of passenger and freight traffic
- **Classification -** federal or state designations
- **Connectivity -** a consideration of connections to other identified corridors or large population and employment centers

Multimodal

Each transportation mode will have its own series of corridors that will be based on their individual modal criteria. As an example the highway corridor criteria is show on the next page. Each corridor will be further defined by their national or statewide significance. The criteria used to classify the corridors, and the process used to develop criteria for each transportation mode varies slightly. As an example, the Highway Corridor Criteria and resulting map provided on page 3.

Draft criteria for each mode was shared with the plan's Steering Committee in October 2012. Since then, the criteria has been finalized.

Highway Corridor Criteria

Ohio's highway network includes over 123,000 centerline miles of roadway with more than 258,000 lane miles. In addition to moving millions of people and freight every day, highways are an important economic driver that supports the economic health of Ohio. Objective criteria were developed to identify and categorize highway corridors based on:

- **Daily Traffic Volume -** a measure of daily weighted passenger and truck traffic volume
- **Connectivity -** a consideration of highway connections to other identified corridors or population centers over 50,000

The table below provides a complete description of traffic volume threshold values and other criteria that were used to categorize highway corridors.

Corridor Category	Daily Traffic Volume	Connectivity
National	Weighted Volume* of at least 50,000 or Truck Volume of at least 10,000	Corridor Length > 200 miles or connects population centers of at least 200,000
Statewide Primary	Weighted Volume* of at least 30,000 or Truck Volume of at least 6,000	Corridor Length >100 miles or connects population centers of at least 50,000
Statewide Secondary	Weighted Volume* of at least 15,000 or Truck Volume of at least 1,650	Corridor Length > 15 miles
Beltways and Connectors	Weighted Volume* of at least 50,000	Connects two corridors within an urban area or is a beltway for an urban area
Local	Any daily traffic volume	Any length

* Weighted Volume = Passenger cars + (Trucks X 3)

Get Involved in the Statewide Discussion about Ohio's Transportation Future!

ODOT is proud to announce AccessOhio2040.com, the planning website that gives you a direct voice to help shape the AO40 Plan.

The site offers participants an opportunity to submit ideas to ODOT concerning how the organization can achieve the goals of the transportation plan more effectively. Contributors have the ability to 'second' ideas they support and provide their perspectives on different areas of the plan.

Nearly 50 IDEAS Submitted!

Some of the topics currently being posed to residents on the site include:

- How can ODOT make good investments in the transportation system during a time of declining revenues, increasing climate variability and growing social inequality?
- How would you rate your region for availability of alternative transportation modes?

Participate by creating your own MindMixer Account today! It's as easy as 1..2..3…

1. **VISIT** www.accessohio2040.com
2. Click **JOIN** in the upper right hand corner.
3. Enter your information to create your own **USERNAME AND PASSWORD**.

More Ways to Get Involved

- Visit www.access.ohio.gov to:
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  - Provide input
  - View and print plan documents
- Join the A040 discussion on our Twitter and Facebook pages.
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  access.ohio.2040@dot.state.oh.us

OHIO'S FREIGHT STUDY CONCLUDES (continued from page 1)

Future Needs

While forecasts emphasize the importance of roadways for freight performance, multimodal capabilities are one of Ohio's core strengths.

- Roadway needs stem from growth pressures and supply chain requirements for end-to-end service;
- Bottlenecks affect key freight industries;
- Immediate roadway needs include bottlenecks solutions in urban areas, and route options with real time conditions data for logistics;
- The two-lane network is essential to Ohio's supply chain network;
- Dredging Lake Erie ports and upgrades to Ohio River lock and dam systems are the main needs for existing maritime assets; and
- Current air cargo capacity is adequate for the market and essential for time sensitive cargo.

Freight Themes

Future needs point to major themes that Ohio can use to build effective strategies for freight transportation:

- Roadway freight performance is a key challenge, but Ohio-based and through traffic shipping demand action in different parts of the system;
- The two-lane network and urban road systems are crucial to on-time delivery for Ohio;
- Operational improvements such as Intelligent Transportation System (ITS) and route alternatives on the two-lane network are required to complete the supply chain network;
- Rail can absorb more growth through track upgrades to handle 286,000 lb. rail cars; and
- Federal fund constraints limit waterway intermodal growth, port development, non-traditional loads and shale gas industry.

ACCESS OHIO 2040

The Connection

Ohio Department of Transportation

Steering Committee Plays Role In Next Steps
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Access Ohio's Strategic Transportation System (AOSTS)
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Ohio Department of Transportation

July 2013 | Issue 4

Provide your input at: www.accessohio2040.com

"Big Ideas" Shared

In June 2013, the AO40 project team asked MindMixer participants to share their "Big Idea" for ODOT. Below are a few responses that were received:

"We need more focus on the interconnections between transportation. On moving freight from rivers to trains. From moving people on bicycles and transit."

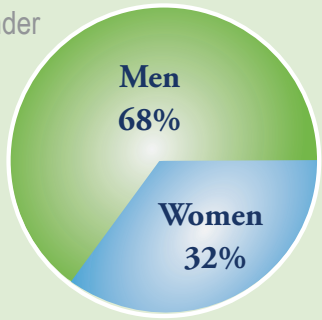
"Make a bike lane on the road, but separated from traffic. Use the roads we have to create connections throughout the city."

Typical Participant

Average Age

39

Gender



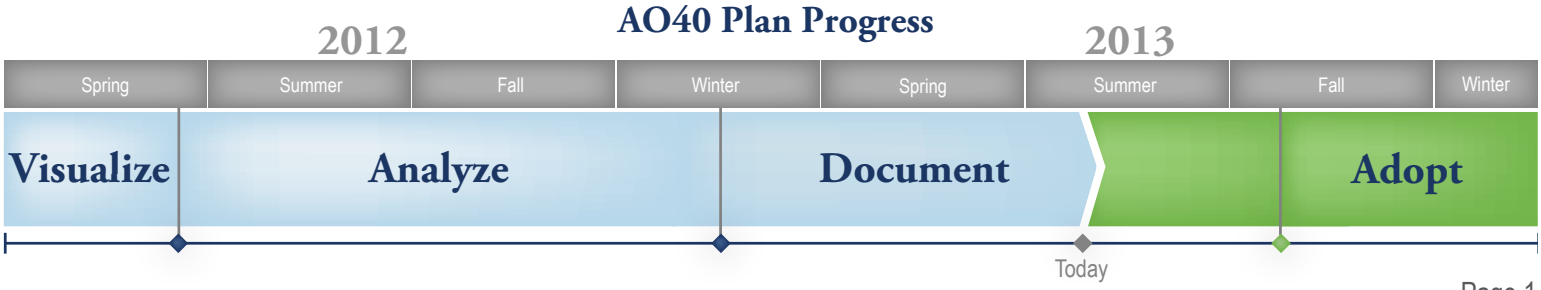
OHIOIANS WEIGH-IN ON KEY AO40 TOPICS ONLINE

Online for just over 250 days, the Access Ohio 2040 Transportation Plan's (AO40) MindMixer website, www.accessohio2040.com, has attracted nearly 1,400 unique visitors. Since the site's launch in October 2012, participants have offered their feedback related to 34 topics covering various aspects of the AO40 Plan. Ideas and comments submitted through the site will be considered as the final Plan is prepared.

Some of the most popular topics have been related to alternative transportation modes, influential trends, and funding mechanisms. Last month, participants were asked to share what they would like to learn more about in this newsletter. As a result, we have included additional information about our public outreach and future opportunities for public involvement (see page 2) and more details regarding the AO40 Goals and Objectives (see page 4).

Currently, the AO40 team is inviting online participants to identify the greatest transportation need in their region (central, northeast, southeast, northwest, and southwest). ODOT encourages you to join the AO40 discussion on MindMixer or invite a friend to do so. The discussion will continue throughout the remainder of 2013.

AO40 Plan Progress



STEERING COMMITTEE PLAYS ROLE IN NEXT STEPS

As the development of the AO40 Plan progresses through the corridor analysis phase (see AO40 Plan Progress on page 1), ODOT will again reach out to the Steering Committee for input. Feedback from committee members across the state will be essential as the AO40 team looks to identify strategic investment priorities based on the condition and fiscal data obtained for Ohio's transportation system.

ODOT will convene a series of regional meetings with the Steering Committee and other stakeholders in late July. The stakeholders will be divided by the regions they represent: Central, Northeast, Southeast, Northwest, and Southwest. The Steering Committee members will be provided a map of the strategic transportation system for their region and will be asked if the data analysis is consistent with their experiences working and living in the area. They can also share additional investment priorities that may be missing and discuss other relevant modes. Also in July, a statewide passenger meeting and a statewide railroad meeting will occur. The statewide passenger meeting will focus on bicycle, pedestrian, and public transit strategic investment priorities.

Following these meetings, the AO40 team will modify the regional lists of strategic investment priorities. Once updated, the public will have an opportunity to participate in an online survey to identify their top ten strategic investment priorities. After this process is complete, the AO40 team will finalize the regional lists and develop a top ten strategic investment priority list for the state. The resulting strategic investment priorities will be included in the final Plan anticipated to be completed in December 2013.

The State of Ohio's Transportation System Revealed

As shown on the map (see map on page 3), the transportation system in Ohio is multimodal and includes roadways; commercial and general aviation airports; passenger and freight rail; water ports; transit; and bicycle and pedestrian facilities. These transportation modes were thoroughly assessed for their existing and future conditions.

Overall, the existing transportation system in Ohio is in good condition and has an adequate modal balance. The primary challenge moving forward is to secure adequate funding to maintain, operate, and expand the transportation network. Projections for funding assume that federal and state revenues will grow at an annual rate of three percent and one percent, respectively.

Construction costs are expected to grow at 2.5 percent per year which is consistent with the consumer price index. Based on these estimates, ODOT's revenue through 2040 is projected to be $41 billion. Revenues estimated for roadway and transit needs are $55 billion which results in a $14 billion gap. Ohio has done well in maintaining its transportation system in past decades but will need to secure additional funding to maintain its world-class transportation system.

Access Ohio's Strategic Transportation System (AOSTS)

Legend

- Commercial Airports
- Commercial Airports (Out of State)
- General Aviation Reliever Airports
- Water Ports
- Passenger Terminals (Amtrak Facilities)
- Intermodal Freight (Rail Terminals)
- National Intercity Transit Terminals
- Statewide Transit (GoBus Stops)

Corridors

- National Highway Corridors
- Statewide Highway Corridors
- Highway Beltways and Connectors
- Rail
- National Bike Routes
- Statewide Bike Routes
- Waterways

AOSTS Regions

- Southeast
- Southwest
- Central
- Northeast
- Northwest

N

0 20 40 Miles

Bike Corridors Reviewed

On March 13, 2013, the Access Ohio team met with a group of bicycling experts and advocates from around Ohio to obtain feedback on how the plan should address bicycling. As a starting point, ODOT presented preliminary concepts for the statewide bike corridors. The initial corridors were developed based upon existing trail locations and the characteristics of existing roads, such as existence of bike lanes, shoulder widths, traffic volumes, etc. The group was asked to provide feedback on ODOT's initial concepts for routing and to identify any gaps that were missing in the proposed statewide system. The team has revised the proposed bike corridors based on the group's feedback and has incorporated the proposed statewide bike corridors into Access Ohio 2040.

Additionally, the American Association of State Highway and Transportation Officials (AASHTO) designated national bike routes were presented as a subset of Ohio's bike corridors. Since the AASHTO designation provides only a route name and approximate location, it is up to local jurisdictions to identify the specific location for each bicycle route. To date, ODOT staff has nearly completed an intensive coordination effort through multiple cities and counties to formally designate AASHTO Bike Route 50. The advisory group also was asked to assist in prioritizing ODOT's efforts in implementing the remaining national bike corridors. Based on the group's feedback and subsequent input from the Access Ohio website, ODOT staff will next begin work to formally designate Bike Route 21.

GOALS, OBJECTIVES, AND CRITICAL SUCCESS FACTORS

Goals, objectives, and critical success factors were developed with input from the Steering Committee, Working Technical Group, and ODOT leadership. The following lists the goals of Access Ohio 2040.

Preservation

- Promote cost-beneficial preservation of multimodal assets.

Mobility and Efficiency

- Reduce congestion and increase reliability for personal and freight travel.

Accessibility and Connectivity

- Increase customer access to state's multimodal transportation system and improve linkages between modes.

Safety

- Continue to improve transportation system safety.

Stewardship

- Advance triple bottom line - financial, environmental, social - for all investments.

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.

GETTING INVOLVED

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  - Provide input
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  1980 West Broad Street
  Columbus, OH 43223
  access.ohio.2040@dot.state.oh.us

Ohio Department of Transportation

APPENDIX L: EMAILS

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Monday, May 07, 2012 3:27 PM
Subject: Access Ohio 2040 Steering Committee
Attachments: Steering Committee Introduction letter(v5).pdf

Dear Transportation Partner,

The Ohio Department of Transportation (ODOT) has begun the process of updating Ohio's long-range transportation plan, Access Ohio. In order to assist in the plan update process, ODOT is establishing a steering committee of key transportation stakeholders throughout the state. Due to your professional background and experience, I am requesting your participation on the steering committee. See attached invite for more information. All responses should be emailed to Access.Ohio.2040@dot.state.oh.us.

Respectfully,
Scott Phinney

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Tuesday, May 22, 2012 2:56 PM
To: Phinney, Scott
Subject: ODOT Customer Preferences Survey

Dear Transportation Partner:

The Ohio Department of Transportation (ODOT) has begun the process of updating Ohio's long-range transportation plan, Access Ohio. The new plan, with a horizon year of 2040, 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.

This survey will function as the first public and stakeholder involvement activity of Access Ohio and guide the development of the goals and objectives. The public survey will capture a statistically valid sample of Ohio residents. An identical survey instrument will be utilized for the stakeholder survey. This will allow ODOT to capture the preferences of Ohio's transportation stakeholders and the public.

If you choose to participate, you can complete the survey online at the following website:
http://www.odotsurvey.com

If you have any questions about ODOT's Customer Preferences Survey, please contact ETC Institute at (888) 801-5368. If you have any questions regarding Access Ohio 2040, please contact Scott Phinney, (614) 644-9147. Thank you in advance for your time. Your feedback is extremely valuable and will shape the future of Ohio's transportation system.

Respectfully,
Scott Phinney
Administrator, Office of Statewide Planning & Research
Ohio Department of Transportation
www.transportation.gov/accessohio

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Tuesday, May 29, 2012 2:42 PM
To: Phinney, Scott
Subject: Access Ohio Steering Committee Meeting
Attachments: MORPC_Map.pdf

Dear Transportation Partner,

I look forward to meeting all of you tomorrow and working with you throughout the Access Ohio planning process. Tomorrow's meeting details are as follows:

Steering Committee Meeting
Wednesday, May 30, 2012
10 a.m. to Noon
Mid-Ohio Regional Planning Commission (MORPC)
111 Liberty Street, Suite 100
Columbus, OH 43215

ACCESS OHIO 2040
Scott Phinney, Administrator
Office of Statewide Planning & Research
Ohio Department of Transportation
Phone: (614) 644-9147
Email: access.ohio.2040@dot.state.oh.us
Website: www.transportation.ohio.gov/accessohio

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Thursday, May 31, 2012 8:23 AM
To: Phinney, Scott
Subject: Access Ohio Steering Committee

Dear Transportation Partner,

Thank you for attending the first Access Ohio steering committee meeting! Your ongoing participation in the steering committee will assure Access Ohio 2040 will address the diversity of transportation issues for all Ohioans. The feedback ODOT received on goals, vision, and performance measures is invaluable and will provide the initial framework and vision for the plan. Please remember another way to participate in the planning process is through ODOT's Community Leaders Survey, www.odotsurvey.com. Feel free to send the link to this survey to your peers.

Thanks again,
Scott Phinney
Administrator, Office of Statewide Planning & Research
Ohio Department of Transportation
www.access.ohio.gov

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Monday, July 02, 2012 4:34 PM
To: Phinney, Scott
Subject: Access Ohio Newsletter Issue 1
Attachments: AO40 Newsletter 1.pdf

Dear ODOT Partners,

The Ohio Department of Transportation's Office of Statewide Planning & Research proudly presents the first issue of *The Connection*, the newsletter for the statewide transportation plan Access Ohio 2040 (AO40). *The Connection* is full of details about the plan's contents and the planning process. The Access Ohio 2040 website has plenty of documents for your review, including the Setting the Stage technical memo, which looks at the macro trends that impact Ohio's transportation system.

AO40 cannot be successful without your input! Therefore, the last page of *The Connection* describes all of the different ways you can get involved, including the customer preferences survey. Please feel free to contact us with any questions.

Respectfully,
Access Ohio Team
Ohio Department of Transportation
www.access.ohio.gov

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Monday, July 02, 2012 4:04 PM
To: Phinney, Scott
Subject: Access Ohio Newsletter Issue 1
Attachments: AO40 Newsletter 1.pdf

Dear ODOT Partners,

The Ohio Department of Transportation's Office of Statewide Planning & Research proudly presents the first issue of *The Connection*, the newsletter for the statewide transportation plan Access Ohio 2040 (AO40). *The Connection* is full of details about the plan's contents and the planning process. The Access Ohio 2040 website has plenty of documents for your review, including the Setting the Stage technical memo, which looks at the macro trends that impact Ohio's transportation system.

AO40 cannot be successful without your input! Therefore, the last page of *The Connection* describes all of the different ways you can get involved, including the customer preferences survey. Please feel free to contact us with any questions.

Respectfully,
Access Ohio Team
Ohio Department of Transportation
www.access.ohio.gov

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Tuesday, July 03, 2012 10:54 AM
To: Phinney, Scott
Subject: Access Ohio Update

Dear Transportation Partner:

Thank you again for your participation in the first steering committee meeting, your feedback has been valuable as we have progressed in the development of Access Ohio. Two new documents are now available on the Access Ohio website. The first is the Setting the Stage technical memo, which looks at the macro trends that impact Ohio's transportation system. We desire your feedback to decide what parts of the technical memo are the most important, relevant, and striking. We look forward to discussing the Setting the Stage technical memo with you during the regional steering committee meetings in August.

The second document available on the website is the first issue of The Connection, Access Ohio's quarterly newsletter. Please take a look and pass it on to your colleagues.

As a reminder, please make sure to RSVP for the regional steering committee meetings by July 6th. We look forward to seeing you there.

Respectfully,
Scott Phinney
Administrator, Office of Statewide Planning & Research
Ohio Department of Transportation
(614) 644-9147
www.access.ohio.gov

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Friday, August 31, 2012 8:08 AM
To: Phinney, Scott
Subject: Access Ohio 2040 Update

Dear ODOT Partners,

In mid-August ODOT held several regional steering committee meetings across the State. A summary of the regional meetings has been posted to the website. In addition, the Passenger Existing Conditions Tech Memo, the first Finance Tech Memo and the Setting the Stage Tech Memo are posted on the website. ODOT is accepting comments on all tech memos. In the coming weeks, ODOT will be posting draft tech memos for Bicycle/Pedestrian and Safety Existing Conditions. As the Passenger and Safety chapters wrap up, the Access Ohio Team's focus will shift to analyses on corridors, finance, and freight. Your input on these analyses will be vital to ensuring that Access Ohio is representative of all Ohioans.

Respectfully,
Access Ohio Team
Ohio Department of Transportation
www.access.ohio.gov

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Friday, August 31, 2012 7:49 AM
To: Phinney, Scott
Subject: Access Ohio 2040 Update

Dear Steering Committee Members,

Thank you to everyone who participated in the regional steering committee meeting. Your continued involvement in the Access Ohio update process is crucial to ensure that the final plan is representative of all Ohioans' desires and expectations for the transportation system.

A summary of the regional meetings is now posted on the website. In addition, the Passenger Existing Conditions Tech Memo, the first Finance Tech Memo, an updated list of Goals and Objectives, and the Setting the Stage Tech Memo are posted on the website. The updated list of Goals and Objectives were refined based off the feedback we received at the Regional Steering Committee Meetings. ODOT is accepting comments on all tech memos. As ambassadors of this plan, ODOT is looking for steering committee members to share these documents with their coworkers and partnering agencies.

The next steering committee meeting will take place on October 23, 2012 from 10:00am-12:00pm. The meeting will be held at MORPC in the Scioto Conference Room (same location as the meeting in May). This meeting will focus on results from the passenger, safety, and finance analyses, as well as the Customer Preference Survey results. ODOT will be looking for input on the draft list of corridors, freight study, and other sections of the plan. An agenda and parking pass for the meeting will be sent in early October.

Respectfully,
Scott Phinney
Administrator, Office of Statewide Planning & Research
Ohio Department of Transportation
www.access.ohio.gov

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Friday, October 12, 2012 2:44 PM
To: Phinney, Scott
Subject: Share Ideas with ODOT on Improving Transportation

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Tuesday, April 30, 2013 11:36 AM
To: Phinney, Scott
Subject: Access Ohio 2040 Update

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Friday, June 07, 2013 8:26 AM
To: DOT Access Ohio 2040
Subject: FW: Access Ohio 2040 Update

Steering Committee

Dear Steering Committee Members,

It was a busy winter and spring for the Access Ohio team! In the last few months, we've been working furiously towards two goals, the first is identifying Strategic Investment Priorities (SIP) for each region of the state and the second is developing a list of recommendations for the final plan. After dozens of iterations we are ready to share our progress with you. We have so much information to present that we thought it would be easiest to roll it out in two separate meetings. The first meeting will be an webinar on June 25th from 10:30 – 11:30. This meeting will provide a brief update on the plan and include an answer and question session. A calendar invite to this meeting is attached. We will send out an email with the link for the webinar closer to meeting date.
In the last two weeks of July we're planning on hosting another round of regional steering committee meetings. The regional meetings will focus on reviewing the draft list of strategic investment priorities and refining the plan recommendations. We are defining a strategic investment priority as a critical need that ODOT and its' partner agencies must address in order to continue to operate a world class transportation system. Two types of Access Ohio SIPs are being developed as part of Access Ohio: policies and priority locations. A policy can be a general approach that governs project selection or the scope of a particular project, or can be as specific as a financial commitment to an existing or a new ODOT program. A priority location can be a specific or general geographic area where investments should be focused. Collectively the Access Ohio SIPs will help ODOT to allocate its resources to improve transportation facilities with the highest priority. In the meeting we will be reviewing the draft list of SIPs we've developed and also asking for you to supply any additional SIPs that we may have missed in our analysis. The final recommendations for Access Ohio will include implementing the policy SIPs and identifying solutions to the project SIPs. In addition, the recommendations will include a list of future planning studies and activities for ODOT to conduct, and other strategies, policies, and programs. There will be five regional meetings (Akron, Toledo, Columbus, Dayton, and Marietta). In addition, there will be two meetings in Columbus for steering members who have a statewide or national focus. One of these meetings will focus on public transit and bicycles. The other will focus on railroads and intermodals facilities. You'll be getting an invite to the regional meeting later on today. An agenda and additional handouts will be sent the week before the meetings.

There are several new draft documents available on the Access Ohio website! The first is the Passenger Tech Memo, this includes existing and future conditions for roads and bridges, public transit, intercity bus, bike and pedestrian, aviation, and passenger rail. The second addition to the website is the draft Statewide Freight Study. Several other Freight Study reports have also been added to the website: Air Cargo Needs Analysis, Trucking Needs Analysis, and Freight Rail Needs Analysis. In the future there will be a separate report on Maritime Needs. Some of the documents are 100+pages, so be patient while they load. ODOT will be taking the results of the Statewide Freight Study and doing additional work to make it a freight plan that is compliant with MAP-21. ODOT will be accepting comments on all documents through June 28, 2013.

We had originally hoped to be done with Access Ohio by the end of the summer, however it looks like the final plan will be done closer to the end of the year. We appreciate your patience and your continued service as a member of the steering committee member.

Respectfully,
Scott Phinney

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Friday, June 07, 2013 10:29 AM
To: DOT Access Ohio 2040
Subject: FW: Access Ohio 2040 Update

P&E

Dear Planning and Engineering Administrators,

It was a busy winter and spring for the Access Ohio team! In the last few months, we've been working furiously towards two goals, the first is identifying Strategic Investment Priorities (SIP) for each region of the state and the second is developing a list of recommendations for the final plan. ODOT utilized the JobsOhio regions definitions, with the exception of southwest Ohio where ODOT combined the Dayton and Cincinnati region. In the last two weeks of July we're planning on hosting a round of regional steering committee meetings and we'd like extend the invitation to all of the Planning and Engineering Administrators.

The regional meetings will focus on reviewing the draft list of strategic investment priorities and refining the plan recommendations. We are defining a strategic investment priority as a critical need that ODOT and its' partner agencies must address in order to continue to operate a world class transportation system. Two types of Access Ohio SIPs are being developed as part of Access Ohio: policies and priority locations. A policy can be a general approach that governs project selection or the scope of a particular project, or can be as specific as a financial commitment to an existing or a new ODOT program. A priority location can be a specific or general geographic area where investments should be focused. Collectively the Access Ohio SIPs will help ODOT to allocate its resources to improve transportation facilities with the highest priority. In the meeting we will be reviewing the draft list of SIPs we've developed and also asking for you to supply any additional SIPs that we may have missed in our analysis. The final recommendations for Access Ohio will include implementing the policy SIPs and identifying solutions to the location SIPs. In addition, the recommendations will include a list of future planning studies and activities for ODOT to conduct, and other strategies, policies, and programs. There will be five regional meetings (Akron, Toledo, Columbus, Dayton, and Marietta). In addition, there will be two meetings in Columbus for steering members who have a statewide or national focus. One of these meetings will focus on public transit and bicycles. The other will focus on railroads and intermodals facilities. You'll be getting an invite to the regional meeting later on today. An agenda and other handouts will be sent one week before the meetings.

ODOT feels that the Planning and Engineering Administrators have a great deal of experience with prioritizing projects for a region and will be very helpful in assisting the steering committee members in making tough choices between the many transportation needs of the state. We are hoping that you can serve as a co-facilitator during these meetings by bringing your knowledge of local transportation needs and project feasibility. If you are unable to attend the meeting, please send someone from your staff. Attached to this email is a map is the Strategic Transportation System. This map has all of the corridors of national and statewide significance broken down by regions, the same regions we will using for Strategic Investment Priorities (SIP).

We had originally hoped to be done with Access Ohio by the end of the summer, however it looks like the final plan will be done closer to the end of the year.

Respectfully,
Scott Phinney

Attach STS map

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Friday, June 07, 2013 8:27 AM
To: DOT Access Ohio 2040
Subject: FW: Access Ohio 2040 Update

MPO / RTPO

Dear Transportation Directors,

It was a busy winter and spring for the Access Ohio team! In the last few months, we've been working furiously towards two goals, the first is identifying Strategic Investment Priorities (SIP) for each region of the state and the second is developing a list of recommendations for the final plan. ODOT utilized the JobsOhio regions definitions, with the exception of southwest Ohio where ODOT combined the Dayton and Cincinnati region. In the last two weeks of July we're planning on hosting a round of regional steering committee meetings and we'd like extend the invitation to all of the MPOs.

The regional meetings will focus on reviewing the draft list of strategic investment priorities and refining the plan recommendations. We are defining a strategic investment priority as a critical need that ODOT and its' partner agencies must address in order to continue to operate a world class transportation system. Two types of Access Ohio SIPs are being developed as part of Access Ohio: policies and priority locations. A policy can be a general approach that governs project selection or the scope of a particular project, or can be as specific as a financial commitment to an existing or a new ODOT program. A priority location can be a specific or general geographic area where investments should be focused. Collectively the Access Ohio SIPs will help ODOT to allocate its resources to improve transportation facilities with the highest priority. In the meeting we will be reviewing the draft list of SIPs we've developed and also asking for you to supply any additional SIPs that we may have missed in our analysis. The final recommendations for Access Ohio will include implementing the policy SIPs and identifying solutions to the project SIPs. In addition, the recommendations will include a list of future planning studies and activities for ODOT to conduct, and other strategies, policies, and programs. There will be five regional meetings (Akron, Toledo, Columbus, Dayton, and Marietta). In addition, there will be two meetings in Columbus for steering members who have a statewide or national focus. One of these meetings will focus on public transit and bicycles. The other will focus on railroads and intermodals facilities. You'll be getting an invite to the regional meeting later on today.

ODOT feels that the MPOs have a great deal of experience with prioritizing projects for a region and will be very helpful in assisting the steering committee members in making tough choices between the many transportation needs of the state. An agenda and other handouts will be sent one week before the meetings.

We had originally hoped to be done with Access Ohio by the end of the summer, however it looks like the final plan will be done closer to the end of the year.

Respectfully,
Scott Phinney

Attach STS map

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Friday, June 07, 2013 10:28 AM
To: DOT Access Ohio 2040
Subject: FW: Access Ohio 2040 Update

MPO / RTPO

Dear Transportation Directors,

It was a busy winter and spring for the Access Ohio team! In the last few months, we've been working furiously towards two goals, the first is identifying Strategic Investment Priorities (SIP) for each region of the state and the second is developing a list of recommendations for the final plan. ODOT utilized the JobsOhio regions definitions, with the exception of southwest Ohio where ODOT combined the Dayton and Cincinnati region. In the last two weeks of July we're planning on hosting a round of regional steering committee meetings and we'd like extend the invitation to all of the MPOs.

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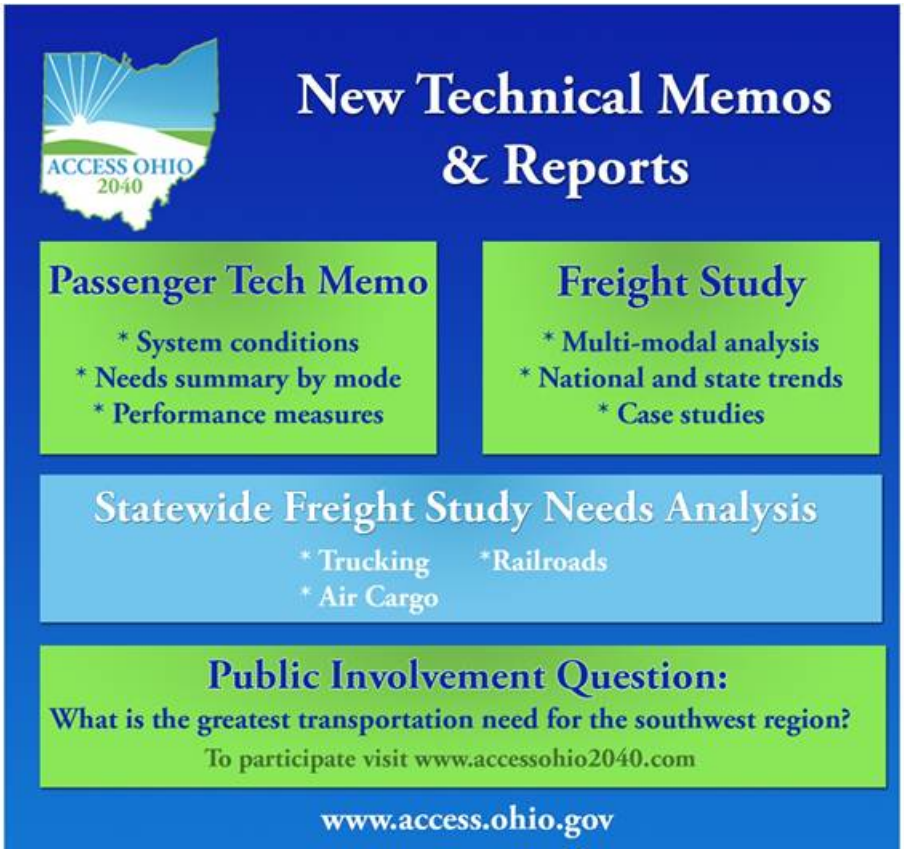
We had originally hoped to be done with Access Ohio by the end of the summer, however it looks like the final plan will be done closer to the end of the year.

Respectfully,
Scott Phinney

Attach STS map

Barger, Jamie

From: DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent: Wednesday, June 26, 2013 1:41 PM
To: dot_accessohio@list.em.ohio.gov
Subject: Access Ohio Update!



Barger, Jamie

From:	DOT Access Ohio 2040 <Access.Ohio.2040@dot.state.oh.us>
Sent:	Thursday, November 14, 2013 12:46 PM
To:	dot_accessohio@list.em.ohio.gov
Subject:	Access Ohio 2040 - Notice of Draft Plan Availability
Attachments:	Access Ohio 2040 - Notice of Draft Plan Availability.pdf

OHIO DEPARTMENT OF TRANSPORTATION

JOHN R. KASICH, OHIO GOVERNOR JERRY WRAY, ODOT DIRECTOR

Ohio Department of Transportation • News Release

DIVISION OF COMMUNICATIONS
1980 West Broad Street • Columbus, Ohio 43223
www.transportation.ohio.gov

ODOT Seeking Public Comment on Transportation Plan

The Ohio Department of Transportation (ODOT) hereby notifies all interested persons that a draft long range transportation plan called Access Ohio 2040, an update to Ohio's long-range transportation plan, is available for review and comment. Access Ohio 2040 is a vision for Ohio's future transportation system that includes eleven recommendations which will guide, inform, and support ODOT's policies and investment strategies in the coming years. You may provide your comments at www.accessohio2040.com or by visiting one of the locations identified below. Comments concerning Access Ohio 2040 may be submitted through the above website, by e-mail access.ohio.2040@dot.state.oh.us, or by mail:

Jennifer Townley
Division of Planning
Attn: Charles Dyer
Ohio Department of Transportation
Mail Stop #3280
1980 West Broad Street
Columbus, OH 43223

Written comments must be received by the close of business on January 15, 2014

ODOT Offices:

- **ODOT District 1:** 1885 North McCullough St. – Lima, Ohio 45801
- **ODOT District 2:** 317 East Poe Rd. – Bowling Green, Ohio 43402
- **ODOT District 3:** 906 Clark Avenue – Ashland, Ohio 44805
- **ODOT District 4:** 2088 S. Arlington Road. – Akron, Ohio 44306
- **ODOT District 5:** 9600 Jacksontown Road – Jacksontown, OH 43030
- **ODOT District 6:** 400 E. William Street – Delaware, Ohio 43015

- **ODOT District 7:** 1001 Saint Marys Avenue - Sidney, Ohio 45365
- **ODOT District 7, Poe Avenue Facility:** 5994 Poe Avenue – Dayton, Ohio 45414
- **ODOT District 8:** 505 S. State Route 741 – Lebanon, Ohio 45036
- **ODOT District 9:** 650 Eastern Avenue – Chillicothe, Ohio 45601
- **ODOT District 10:** 338 Muskingum Drive – Marietta, Ohio 45750
- **ODOT District 11:** 2201 Reiser Ave. – New Philadelphia, Ohio 44663
- **ODOT District 12:** 5500 Transportation Blvd. – Garfield Heights, OH 44125
- **ODOT Central Office:** 1980 West Broad Street – Columbus Ohio 43223

Metropolitan Planning Organizations and Additional Locations:

- **Akron Metropolitan Area Transportation Study (AMATS):** 806 CitiCenter – 146 South High Street – Akron, Ohio 44308
- **Stark County Regional Planning Commission (SCATS):** 201 3rd St N.E., Suite 201– Canton, Ohio 44702
- **Ohio-Kentucky-Indiana Regional Council of Governments (OKI):** 720 East Pete Rose Way, Suite 420 –Cincinnati, OH 45202
- **Northeast Ohio Areawide Coordinating Agency (NOACA):** 1299 Superior Ave. – Cleveland, OH 44114
- **Mid-Ohio Regional Planning Commission (MORPC):** 111 Liberty Street, Suite 100 – Columbus, OH 43215
- **Miami Valley Regional Planning Commission (MVRPC):** 1 South Main Street, Suite 260 – Dayton, OH 45402
- **KYOVA Interstate Planning Commission:** 214 Fourth Street – Huntington, WV 25712
- **Lima-Allen County Regional Planning Commission (LACRPC):** 130 West North Street – Lima, OH 45801
- **Licking County Area Transportation Study (LCATS):** 20 S Second St – Newark, OH 43055
- **Richland County Regional Planning Commission (RCRPC):** 35 Park Street North – Mansfield, OH 44902
- **Erie Regional Planning Commission (ERPC):** 2900 Columbus Avenue – Sandusky, OH 44870
- **Clark County-Springfield Transportation Coordinating Committee (CCSTCC):** 3130 E. Main Street, Suite 2A – Springfield, OH 45505
- **Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ):** 124 North Fourth Street, Second Floor – Steubenville, OH 43952
- **Toledo Metropolitan Area Council of Governments (TMACOG):** 300 Dr. Martin Luther King Drive – Toledo, OH 43697
- **Bel-O-Mar Regional Council and Interstate Planning Commission (Bel-O-Mar):** 105 Bridge Street Plaza – Wheeling, WV 26003
- **Eastgate Regional Council of Governments (Eastgate):** City Centre One– 100 E. Federal St., Suite 1000 – Youngstown, OH 44503
- **Ohio Mid-Eastern Governments Association (OMEGA):** 326 Highland Ave – Cambridge, OH 43725
- **Maumee Valley Planning Organization (MVPO):** 1300 E Second St. – Defiance, OH 45312
- **Buckeye Hills-Hocking Valley Regional Development Commission:** 1400 Pike St. – Marietta, OH 45750
- **City of Wooster:** 538 N Market St. – Wooster, OH 44691
- **City of Lancaster:** 121 E. Chestnut St., First Floor– Lancaster, OH 43130
- **City of Zanesville:** 401 Market Street– Zanesville, OH 43701
- **City of Marion:** 233 West Center Street – Marion, Ohio 43302
- **Hancock County Regional Planning Commission:** 318 Dorney Plz # 306 – Findlay, OH 45840
- **Stark Area Regional Transit Authority (SARTA):** 1600 Gateway Blvd. SE – Canton, OH 44707

- **South East Area Transit:** 375 Fairbanks Street – Zanesville, OH 43701

###

For more information contact: Ericka Pfeifer**,** (614) 728-8913, Ericka.pfeifer@dot.state.oh.us.

APPENDIX M: STEERING COMMITTEE MEETING SUMMARIES

Steering Committee Meeting #1

MEETING SUMMARY

Date: May 30, 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
Craig Secrest, Access Ohio Study Team
Susan Daniels, Access Ohio Study Team
Ken Rich, Access Ohio Study Team, Facilitator

Format: PowerPoint Presentation

Handouts:
Setting the Stage Annotated Outline
Plan Schedule & Deliverables
ODOT Mission Statement and Critical Success Factors
Goals & Objectives (2030)
Chapter Outlines
Steering Committee Membership
Access Ohio Key Players
Project Overview, 10 extra
PowerPoint slides

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
Samantha Wright, Access Ohio Study Team
Bob Parker, Access Ohio Study Team
Craig Secrest, Access Ohio Study Team
Susan Daniels, 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 (ODO T) Planning Administrator, opened the meeting expressing his thanks for the tremendous attendance by the Steering Committee. He then introduced the ODOT Statewide Planning and Research staff and the consultant team in attendance. Mr. Phinney explained that the steering committee includes representation from various agencies across the state with one common characteristic – the services they provide all help other Ohioans in some way. Steering committee members were asked to introduce themselves and explain how transportation is linked to what they do.

Mr. Phinney introduced the Access Ohio 2040 (AO40) Plan and provided an overview of why the plan is needed. The AO40 will develop a realistic and achievable vision of Ohio's transportation system in the year 2040. ODOT is required by federal regulations (23 USC 135) to prepare a plan with a 20 year forecast. The long term forecast is necessary because typical transportation investments last for more than 50 to 60 years. AO40 is needed for the following reasons:

- Ohio's economy depends on transportation infrastructure that is rapidly aging;
- Times have changed since the boom years of infrastructure construction in the 50's, 60's and 70's;

- There is a funding crisis to maintain the existing infrastructure across the nation; and
- We need a plan now, more than ever, to establish macro transportation priorities for Ohio.

With the help of the steering committee, the plan will not identify specific projects, but will develop an investment strategy that considers multiple funding scenarios.

Setting the Stage:
Susan Daniels, Access Ohio study team member, provided an overview of Setting the Stage (Chapter 3 of the plan) and discussed the progress to date. Chapter 3 will provide a profile of transportation in Ohio and will serve two main purposes:

- Improve understanding of the complexity of the existing transportation system; and
- Illustrate the trends that influence and are influenced by transportation decisions.

The content for Chapter 3 will be derived from a technical memo currently in development and will include:

- Transportation System Overview (roadways – road miles, bridges, vehicle miles traveled, transit, safety and intelligent transportation systems; railroads; freight and passenger rail; airports; inland waterways; and active transportation – bicycle lanes, multi-use paths, trails);
- Demographics (Population growth, location and density; age distribution; automobile ownership; income; race and ethnicity; English language proficiency; and travel trends and mode choice);
- Land Use (Land use changes and the relationship between land use and transportation);
- Environmental Overview (Communities and the human environment, water quality, air quality and climate adaptation);
- Economic Profile (Gross State Product, employment, major employers and locations, exports, policy and program support, and emerging trends); and
- Fiscal Overview (revenue sources and trends and challenges impacting funding levels and costs).

Ms. Daniels asked the steering committee to feel free to provide input on topics and data sources the study team should use and referred them to the contact list provided in their folders. She noted that the steering committee will assist in determining which portions of the technical memo are ultimately included in Chapter 3. A draft of the technical memo is anticipated to be completed by mid June.

Content Overview:
Dave Moore, ODOT staff planner presented the steering committee roles, provided an overview of the content to be included in the plan chapters and identified plan deliverables. The role of the steering committee is to advise ODOT on the conduct and content of Access Ohio 2040, review and comment on the plan technical memos and products, and function as AO40 ambassadors within their agencies and local communities which they represent.

Mr. Moore referred the steering committee to their folders for a list and summary description of the plan's 13 chapters. Please see the handout s and PowerPoint presentation in the Appendix of this meeting summary for details regarding the chapter content presented.

Mr. Moore noted that during the development of the plan the following deliverables would be generated:

- Technical memos for all chapters except the introduction, conclusion and Chapter 8 – Metropolitan Planning Organizations. Additionally, Chapter 5 will have four separate technical memos;
- Consensus Building Strategy;
- State of the System Report – Chapters 3, 4, 5 and 9;
- Best Practices Review – statewide planning processes of other home rule states;
- Draft Plan – anticipated completion is February 2013; and
- Final Plan – anticipated completion is May 2013.

Goals & Objectives:
Craig Secrest, Access Ohio study team member provided an introduction to the Goals & Objectives, identified existing considerations and presented the next steps needed to establish the AO40 Goals & Objectives. Goals are critical and drive plan development and implementation. Goals are directional while, objectives are more targeted. Goals are established early in plan development and objectives are more interactive as the plan progresses. Previous plans focused on what a Department of Transportation (DOT) does; now plans are developed to provide guidance internally and assist partners, set direction and establish policy and processes. This methodology is known as performance-based planning, which includes three applications of measures:

- Used to evaluate plan options;
- Link plan to project selection; and
- Provide basis for performance monitoring and reporting.

Mr. Secrest described the strategic drivers that would influence the framework of the plan including ODOT priorities, national best practices, stakeholder input, federal policy and existing ODOT direction. ODOT's priorities for AO40 include:

- Remain consistent with Access Ohio 2030;
- Build on ODOT Critical Success Factors (document provided in folders) and align with other strategic documents;
- Meet Federal requirements; and
- Develop a plan that can be implemented.

National Best Practices under consideration include:

- Visioning: to identify a preferred statewide transportation and land-use future;
- Performance-based planning;
- Advancement of "smart transportation" concepts;
- Influence decisions beyond direct agency control;
- Emphasis on asset management;
- Shift from documentation to road map; and
- Linked to budgeting and programming.

Typical goals considered in statewide long-range plans include:

- Safety/security;
- Mobility/accessibility;
- Economic development;
- Environmental stewardship;
- Preservation;
- Financial stewardship;
- Effectiveness/efficiency;
- Integrated/multimodal systems;
- Cooperation and coordination;
- Quality of life; and
- Coordinate land use and transportation.

Mr. Secrest mentioned that over the last several years additional focus has been placed on quality of life and coordinating land use and transportation in plan development. National goal areas are very similar and include safety, infrastructure condition, system reliability, freight movement, environmental sustainability and livability. The steering committee was asked to consider what other goal areas are needed to round out the plan.

ODOT Mission and critical success factors will also be considered in the development of Goals & Objectives. Steering committee members were referred to their folder for details. In summary, ODOT's mission includes:

- Take care of what we have;

- Make our system work better;
- Improve safety; and
- Enhance capacity.

Mr. Secrest noted that the study team will continue working to identify the Goals & Objectives by identifying needs, gaps and options; developing and refining the framework; applying investment scenarios; supporting final plan development and developing a road map for implementation. To date the study team has identified the following potential goal areas:

- System preservation;
- Safety & security;
- Mobility & accessibility;
- System operations;
- Economic development;
- Connectivity;
- Land use;
- Environmental stewardship;
- Collaboration; and
- Customer satisfaction.

Goals & Objectives Breakout Session:
Mr. Secrest explained that the study team would like the steering committee's input on the development of Goals & Objectives and asked them to participate in a group breakout session. Ken Rich, Access Ohio study team member and facilitator explained that upon sign-in, members of the steering committee were assigned a table based on the area of interest that they represent. He noted that each table has a mix of interests represented to encourage discussion relative to all modes and all populations. Mr. Rich assigned each table a study team facilitator and asked that they focus on the following three questions:

1. What key goals and objectives do you think should be considered for Access Ohio 2040?
2. What is your vision for Ohio's future transportation system?
3. How do you characterize 'good system performance?'

The groups were given approximately 45 minutes to discuss the questions and write their thoughts and ideas on the flip charts.

Breakout Session Reporting:
Mr. Rich asked each group to identify one member of their group to stand and present a summary of the group's flip chart notes.

The following are the notes provided by each table:

Table 1

GOALS & OBJECTIVES:
- Identify baseline measures for Access Ohio 2040 comparisons;
- Apply "Complete Street" standards so that existing corridors better support multi-modality;
- Incorporate land use planning and complete streets in existing, programmed and planned projects;
- Maintain the transportation system that we presently have;
- Explore innovative financing opportunities involving the private sector;
- Engage legislative support;
- Make transportation more affordable and fair for low income Ohioans;
- Complete sidewalk systems by identifying and filling gaps;
- Enhance Safety - reduce crashes, especially on high-crash corridors;
- Broaden transit availability;

- Provide policy / direction to local planning partners on access management, development and other issues of ODOT concern;
- Don't plan beyond financial capabilities; and
- Review existing transportation system and policies for consistency to enhance access to low income populations (i.e., license revocations penalize but also deny access to the transportation system).

VISION:

- First and foremost maintain and preserve the existing transportation system; support growth where possible
  - Roads and passenger vehicles will remain the preferred method of travel;
- Plan for evolving "millennial" generation that is opting to move to urban centers to live, work and play with less reliance on the automobile for transportation;
- Provide more access to non-automobile transportation;
  - Bus
  - Bike / Pedestrian
  - Trains
- Better leverage lake and river transportation, particularly the transport of people, goods and services (i.e., direct access to Canada via Lake Erie);
- Effectively leverage transit, freight and other transportation modes;
- Provide effective linkage between Access Ohio 2040 and TRAC to establish funding direction and priorities;
- Partner with private industry for roadway improvements;
  - Road Users Maintenance Agreement (RUMA) and shale gas haulers who improve roads to current standards prior to hauling were cited as examples
- Consider means of extending transit access to rural areas; and
- Improve connectivity between transit providers
  - Revenue sharing
  - Car sharing programs.

PERFORMANCE:

- Move people, not vehicles;
- Satisfy measurable standards for quality;
- Balance freight demands across transportation modes;
- Support growth and economic development;
- Improve safety; and
- Be fiscally sound.

Table 2

GOALS & OBJECTIVES:

- Plan should be holistic -- public/private;
- Not constrained by current issues / practices - look forward to 2040;
- Climate change relationship to the transportation system;
- Public health impact in financial terms;
- Coordination with land use;
- Connectivity / mobility / safety on rural routes;
- Diversity of funding;
- Effects of fuel prices;
- Choice; and
- Coordination of modes for aging population.

VISION:

- Seamless connectivity among modes;
- Sustainability -- environmental & economic;
- Ease of access;
- Commercial freight system that is fair;
- Ohio as a thru state: impacts;
- Flexible system;
- 2040 Vision: Ohio a Better Place to Live; and
- Corridor Plans
    - Where are gaps
    - Consider supporting system
    - Intermodal connectors.

PERFORMANCE:

- People / goods movement;
- Safety / maintenance;
- Sustaining system ($);
- Flexible in measurement;
- Land use / transportation is good when Level of Service (LOS) is good;
- Are transportation investments tied to economic development;
    - Make this a coordinated effort
- Minimize environmental impacts;
- Consider cost-benefit (inc. environment, other);
- Targeted senior / aging services coordination; and
- Rural transportation (seniors / aging).

Table 3

GOALS & OBJECTIVES:

- Preserve the aging infrastructure;
- Identify what has changed from the time Access Ohio 2030 Plan was created (2004) and today, when the Access Ohio 2040 Plan is being prepared. Also identify what items from the 2030 plan were accomplished;
- Transportation planning should include livable communities, including health and wellness, air quality, quality of life;
- Link economic development to transportation;
- Should the shale gas/oil issues be considered separately? What is the next economic boom after shale gas, and how will that affect our transportation system;
- We need to make sure we are considering the Ohio transportation system in the context of the entire country as well as adjacent states;
- Are we using our own natural resources? (ie. Using natural gas to fuel busses, cars, trucks). If this becomes a reality, some consideration for taxing CNG would need looked into because it is not currently taxed; and
- Further develop multi-modal connections.

VISION:

- Seamless connections, at the macro level as well as the micro level….seamless for all individuals;
- Identify and eliminate transportation bottlenecks;
- Link appropriate land use, “Smart Growth”, on corridors. This should include access management to assist locals to plan and embrace good access management;
- Maximize and preserve existing infrastructure before building new infrastructure;
- Assure the appropriate level of government has responsibility for assets (i.e., Interstate look-a-likes in urban areas are the responsibility of the local municipality although they do not have the ability to maintain them);

- Continue and expand the use of real time technology to increase traffic flow (GPS, accidents, back-ups, construction); and
- Offer choices in modes of transportation for both commerce and individuals.

PERFORMANCE:
- Predictability;
- Reliability;
- Pinpoint user expectations and manage to them;
- Use Return on Investment (ROI) measures for investments (by mode);
- Maximize the use of existing transportation infrastructure; and
- Safety.

Table 4

GOALS & OBJECTIVES:
- Improving safety;
- Access for all;
- Financially constrained;
- Align funding with the plan;
- The ability to regionalize the plan;
- Consider regionally- and locally-defined transportation needs;
- Multimodal - integrated system (previous plan focused on highways and bridges);
- Provide for all modes of transportation;
- Lower vehicle miles traveled;
- Preservation of all modes; and
- Flexibility by the states.

VISION:
- Multimodal;
- Connectivity;
- Balance (activity);
- Affordable and accessible (for user);
- Maximizing use of existing infrastructure;
- Consolidate funding plans;
- Turf wars for funding (coordination) – plans are complex and broad and disconnected (lack of fiscal flexibility);
- Sustainability (green infrastructure, less fuel use, financially);
- Strategic (focus – defined standpoint);
- Support economic development; and
- Quality of life.

PERFORMANCE:
- Reasonable travel time;
- System reliability;
- Support all modes;
- Physical condition – encourage proper mode for proper load; and
- Safety
    - Shoulders on bridges
    - Eliminate at-grade-crossings and speed reductions

- Safe passage – dedicated pedestrian and bike lanes
- Driver education.

Table 5

GOALS & OBJECTIVES:

- Affordability;
- Economic development;
- How to pay – additional revenue efficiency – function within reasonable cost;
- Connectivity;
- Ease of use for all persons;
- Reliable and safe;
- Maintainability;
- Multimodal corridors;
  - How to retrofit all modes into corridors we have?
  - How do you work through highways/interchanges with other modes?
  - How do you make users safe and feel safe?
- Anticipate the modes for 2040 – foresight;
- Consider lessons learned from other states (e.g. water);
- Maintaining infrastructure in areas where the people are gone;
- Anticipate/deal with changes in fuels;
  - Infrastructure
  - Funding
- Consider Ohio's competitors;
  - What policy decisions will impact Ohio
  - What advantages do others have because of our actions or failure to act
- Tie planning and plan to TRAC;
- Health and well-being;
- Complete streets consideration; and
- Coordinated services/regional
  - Admin layers have cost.

VISION:

- Uses corridors - a significant investment – to incorporate more modes – maximize resources;
- Ohio enforces access management, like the locals do – follow their own advice;
- Accessibility is good to areas we <u>want</u> to develop;
  - Where should we grow?
  - Use our dollars wisely
  - Redevelop brownfields where possible
  - Understand other factors
- Strong communication between community planning and transportation department – land use meshes with transportation;
- Funds can be combined to accomplish joint projects;
- Consistent priorities among state agencies;

- Get closer to user pay system where practical; and
- Explore/leverage private capital.

PERFORMANCE:

- Congestion and delay;
- Flows when I want to use it;
- Affordable/paid for;
- We have desired economic growth;
- Different ways to pay for the needs;
- Approachable appearance;
- System reliability (travel time) for all modes;
- Mode choice for more people;
- System condition – what % is in good repair;
- Does the community feel things are improving;
- Are we supporting and attracting commercial;
- Do we have the right systems in place; and
- Benefit/cost (rail commission does this).

Wrap-up:

Mr. Phinney concluded the meeting by providing a review of the next steps and giving the steering committee an assignment. Following the meeting, the study team will summarize steering committee input provided at the meeting and distribute for comment and confirmation. The first AO40 newsletter is anticipated to be sent out in June. The next steering committee meeting will occur sometime in late fall, possibly November and will include discussions relative to existing conditions and future needs for freight and passenger transportation and provide fiscal projections and forecasts. In the meantime, steering committee members are asked to be ambassadors for AO40 by talking to their peers and colleagues, visiting the AO40 website, and learn what transportation issues are important to their constituents. The steering committee should 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.

STEERING COMMITTEE ATTENDANCE
Meeting #1

TABLE 1

Jason Segedy, Akron Metropolitan Area Transportation Study
John Adams, Richland County Regional Planning Commission
James Branagan, Jefferson County Engineer
Brian Lynch, Cleveland Port Authority
Sarah Biel, Ohio Poverty Law Center
Derek Troyer, Ohio Department of Transportation
Heather Bowden, Ohio Department of Transportation Bike & Pedestrian Planner

TABLE 2

Misty Casto, Buckeye Hills – Hocking Valley RDD
Catalina Landivar, Hamilton County-Planning
William Harris, Norfolk Southern
Sherri Warner, Ohio Trucking Association Legal Counsel
Mark Donaghy, Ohio Public Transit Association
Ben Wickizer Conservation Program Coordinator Sierra Club of Ohio
Brett Harris, Ohio Department of Transportation

TABLE 3

Scott Schmid, Clark County-Springfield Transportation Coordinating Committee
Dan Moeglin, City of Canton
Steve Finke, City of Dayton
Tracy Drake, Columbiana County Port Authority
Kate Moening, Safe Routes to School National Partnership
Lisa Patt-McDaniel, Ohio Capital Corporation for Housing
Greg DiDonato, Ohio Mid-Eastern Governments Association
Thom Slack, ODOT District 6

TABLE 4

Nick Gill, MORPC
Bob Brown, City of Cleveland Planner
Matt Davis, Cincinnati Chamber of Commerce
Rusty Orben, CSX
Lantz Repp, HOC-ATH-PER Com. Action
Rhonda Romano, Rails to Trails Conservancy
Mark Locker, Ohio Department of Transportation

TABLE 5

William Homka, Hancock Regional Planning Commission
Neil Tunison, Warren County
Howard Elstro, City of Lima
Heidi Fought, Ohio Township Association
Bill Lowe, Ottawa County Transit Agency
Tony Paglia, Youngstown/Warren Regional Chamber
Penny Lovett, Ohio Association of Area Agencies on Aging
Art Arnold, Ohio Railroad Association
Ty Thompson, Ohio Department of Transportation District 5

Ohio Department of Transportation

Steering Committee Meeting #1
Folder Content

AGENDA

Date: May 30, 2012

Time: 10:00 a.m. to Noon

Location: Mid-Ohio Regional Planning Commission

Speakers: Scott Phinney, ODOT
David Moore, ODOT
Craig Secrest, Access Ohio Study Team
Susan Daniels, Access Ohio Study Team
Ken Rich, Access Ohio Study Team, Facilitator

Format: PowerPoint Presentation

Handouts: Setting the Stage Annotated Outline
ODOT Mission Statement and Critical Success Factors
Goals & Objectives (2030)
Chapter Outlines
Steering Committee Membership
Access Ohio Key Players
Project Information Sheet, 10 copies per Steering Committee member for distribution
PowerPoint slides

1. **Access Ohio 2040 Introduction** **10:00 a.m. – 10:10 a.m.**
   Scott Phinney, ODOT
   a. Welcome & Introductions
      a. ODOT, Study Team, Steering Committee
   b. About Access Ohio 2040

2. **Setting the Stage – Why Transportation is Important** **10:10 a.m. – 10:20 a.m.**
   Susan Daniels, Lawhon & Associates
   a. Overview
   b. Progress update

3. **Access Ohio Content Overview** **10:20 a.m. – 10:30 a.m.**
   Dave Moore, ODOT Planning & Research
   a. Steering Committee Roles & Responsibilities, Including Role in Determining Final Chapters
   b. Chapters
   c. Deliverables
   d. Schedule

4. **Goals and Objectives** **10:30 a.m. – 10:45 a.m.**
Craig Secrest, High Street Consulting

   a. Goals & Objectives (methods & resources)
      a. Steering Committee
      b. Customer Preferences Survey overview
      c. ODOT Strategic Plan
      d. Access Ohio 2030
   b. Progress update

5. **Goals & Objectives Break Out Session** **10:45 a.m. – 11:30 a.m.**
Consultant team facilitation

   a. Organize in five or six groups of eight key stakeholders varied by segment
      a. Identify group composition in advance; organize at registration table upon entry
      b. Identify Reporter / Recorder by Group
      c. Tabletop flip chart at each table
   b. Break out sements
      a. 15 min react to goals and objectives and solicit ideas on other goal areas
      b. 15 min – what do you want to see from the transportation system 25 years from now.
      c. 10 min –what's important to measure
      d. 5 min – wrap up and key points summarized

6. **Break Out Session Reporting** **11:30 a.m. – 11:55 a.m.**
Consultant team facilitation

   a. Comment on Goals & Objectives , Critical Success Factors and Potential Additional Critical Success Factors
   b. Additional Considerations
   c. Potential Measures

7. **Wrap-up** **11:55 a.m. – 12:00 p.m.**
Scott Phinney, ODOT Statewide Planning & Research – Administrator

   a. What's Next?
   b. Your Assignment!

WELCOME

Steering Committee Meeting #1

May 30, 2012

Introduction

Welcome Access Ohio 2040 (AO40) Steering Committee!

ODOT Introductions from Statewide Planning & Research

- Scott Phinney – Administrator
- Dave Moore – Staff Planner
- Chuck Dyer – Project Manager
- Sara Walton – Staff Planner
- Drew Hurst – Staff Planner
- Andrew Shepler – Staff Planner

Introduction

Consultant Team Introductions

- CDM Smith
- McCormick & Taylor
- Lawhon & Associates
- High Street Consulting

Introduction

Steering Committee Introductions

- Public agencies;
- Freight transportation services;
- Economic development groups;
- Users of public transportation;
- Non-motorized transportation;
- Local and regional planning officials;
- ODOT representatives; and
- Environmental Justice (EJ) populations including minorities, low-income, and disabled persons.

Introduction

- So, why are we here?
  - Assist in the development of Access Ohio 2040
- What is AO40?
  - AO40 is a realistic and achievable vision Ohio's Transportation system in the year 2040
- Why plan for 2040?
  - Federal reg's (23 USC 135)
  - Transportation investments are long lived
    - Pavements last 20+ years
    - Bridges last 50+ years

Introduction

Why does Ohio need a long range transportation plan?

- Ohio's economy depends on transportation infrastructure that is rapidly aging
- Times have changed since the boom years of infrastructure construction in the 50's, 60's and 70's
- There is a funding crisis to maintain the existing infrastructure across the nation
- We need a plan now, more than ever, to establish macro transportation priorities for Ohio
  - We will not pick projects!
  - We will consider multiple funding scenarios

Setting the Stage

- Chapter 3 “Setting the Stage” will provide a profile of transportation in Ohio
- Two main purposes
  - Improve understanding of the complexity of the existing transportation system
  - Illustrate the trends that influence, and are influenced by, transportation decisions
- Content will be derived from a technical memo currently in development

Setting the Stage

Transportation System Overview

- Roadways
  - Road miles, bridges, VMT, transit, safety and ITS
- Railroads
- Freight and passenger rail
- Airports
- Inland waterways
- Active transportation
  - Bicycle lanes, multi-use paths, trails

Setting the Stage

Demographics

- Population growth, location and density
- Age distribution
- Automobile ownership
- Income
- Race and ethnicity
- English language proficiency
- Travel trends and mode choice

Setting the Stage

Land Use

- Land use changes
- Relationship between land use and transportation

Setting the Stage

Environmental Overview

- Communities and the human environment
- Water quality
- Air quality
- Climate adaptation

Setting the Stage

Economic Profile

- Gross State Product
- Employment
- Major employers and locations
- Exports
- Policy and program support
- Emerging trends

Setting the Stage

Fiscal Overview

- Revenue sources and trends
- Challenges impacting funding levels and costs

Setting the Stage

- Please feel free to provide input on topics and data sources
- Steering Committee will assist with determining which portions of the technical memo are ultimately included in the Chapter 3 of the Plan

Content Overview

Steering Committee Roles

- Advise ODOT on the conduct and content of Access Ohio 2040
- Review and comment on the plan technical memos and products
- Function as Access Ohio 2040 ambassadors

Content Overview

Access Ohio 2040 Chapters

- Chapter 1 - Introduction
  - Introduce Access Ohio 2040
  - Importance of statewide transportation planning
- Chapter 2 - Goals and Objectives
  - Strategic Plan
  - Access Ohio 2030 Goals and Objectives
  - Customer Preferences Survey
  - Steering Committee input

Content Overview

Access Ohio 2040 Chapters

- Chapter 3 - Setting the Stage
  - Discussion of the transportation, socio-demographic, environmental, economic trends affecting transportation systems
  - Steering committee assistance in identifying key trends influencing transportation planning
- Chapter 4 – Freight Transportation
  - Ohio freight trends and issues drawn from statewide freight study currently underway

Content Overview

Access Ohio 2040 Chapters

- Chapter 5 – Passenger Transportation
  - A comprehensive inventory and analysis of Ohio multimodal passenger transportation systems
  - Pavements, bridges, congestion, public transit, biking, walking
- Chapter 6 – Safety and Security
  - An overview of Ohio's Safety Program and statewide crash statistics
  - An overview of ODOT's security procedures

Content Overview

Access Ohio 2040 Chapters

- Chapter 7 – Jobs and Commerce
  - A discussion of ODOT's focus on linking transportation system improvements with economic development opportunities
- Chapter 8 – Metropolitan Planning Organizations
  - One page summaries of the 17 Ohio MPOs' Transportation Plans
  - Summaries to demonstrate consistency between MPO Plans and Access Ohio 2040

Content Overview

Access Ohio 2040 Chapters

- Chapter 9 – Finance
  - Fiscal projections through 2040 Plan horizon
  - Costs of maintaining, operating, and improving Ohio's transportation system
  - Innovative funding strategies
- Chapter 10 – Corridors
  - Designation of transportation corridors of statewide significance
  - Rating system to identify corridor's importance to statewide transport and commerce
  - Corridor transportation conditions and major programmed projects

Content Overview

Access Ohio 2040 Chapters

- Chapter 11 – Environmental Overview
  - An examination of Ohio's environmental assets – wetlands, endangered species, scenic waterways
  - A risk assessment highlighting transportation infrastructure that may be affected by climate variability
- Chapter 12 – Environmental Justice
  - An accessibility analysis of minority, low income, and disabled populations access to the transportation system

Content Overview

Access Ohio 2040 Chapters

- Chapter 13 – Conclusion/Executive Summary
  - A concise narrative documenting the plan analyses, findings, and recommended implementation strategies

Content Overview

Access Ohio 2040 Deliverables

- Technical memos for chapters: (2, 3, 4, 6, 7, 9, 10, 11, and 12)
  - Chapter 5 will have four separate technical memos
- Consensus building (public and stakeholder outreach) strategy
- State of the System Report – Chapters 3, 4, 5, and 9
- Best Practices Review – Statewide planning processes, other home rule states
- Draft Plan
- Final Plan

What do the Goals & Objectives do?

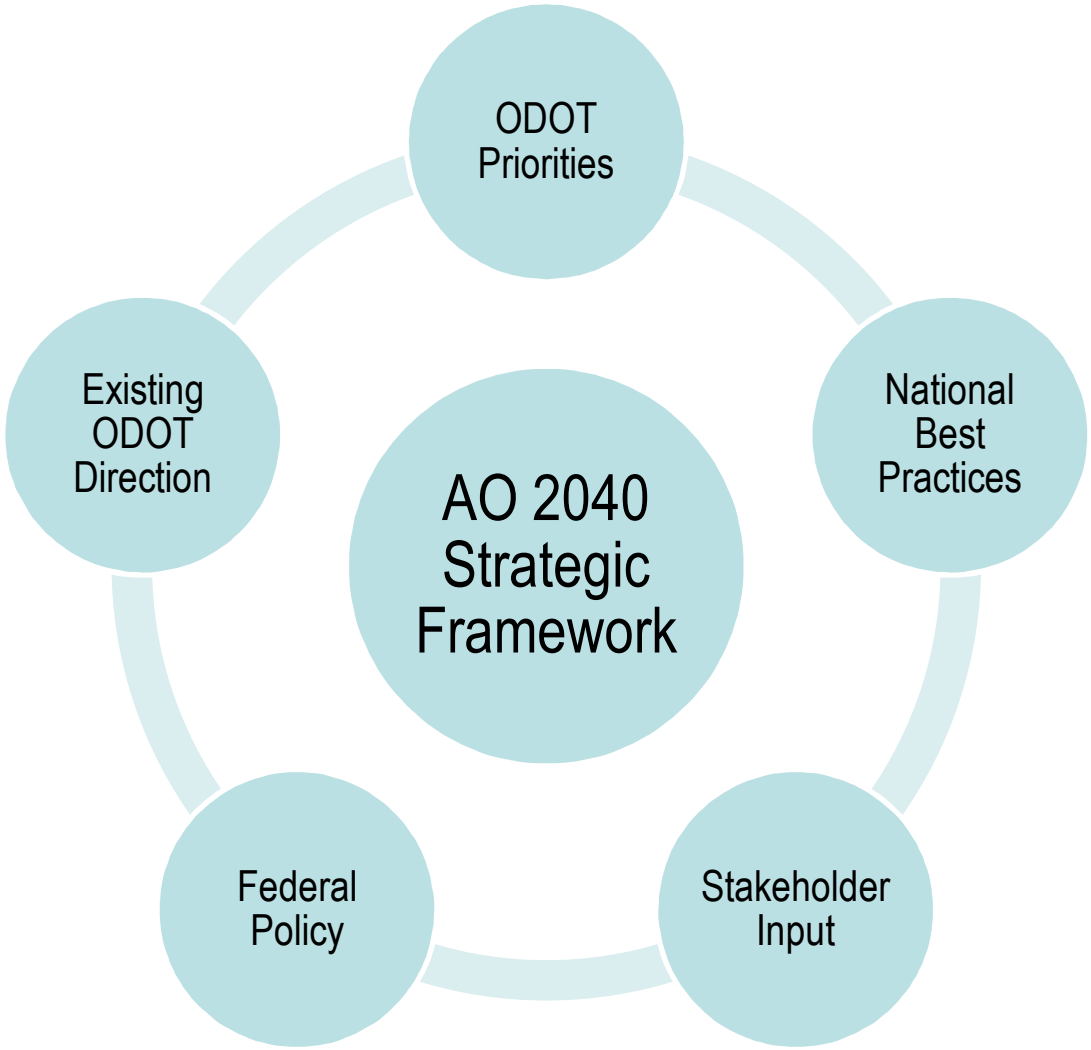
- Goals are directional, objectives are targeted
- Critical to Plan development and implementation:
  - Align Plan with priorities
  - Integrate key considerations
  - Provide analytical framework
  - Support implementation
- Objectives evolve throughout Plan

What is Performance-based Planning?

- Goals → Objectives → Measures
- Three applications of measures
  - Used to evaluate plan options
  - Link Plan to project selection
  - Provide basis for performance monitoring and reporting

Key Strategic Drivers

Ohio Department of Transportation



ODOT Priorities for Access Ohio 2040

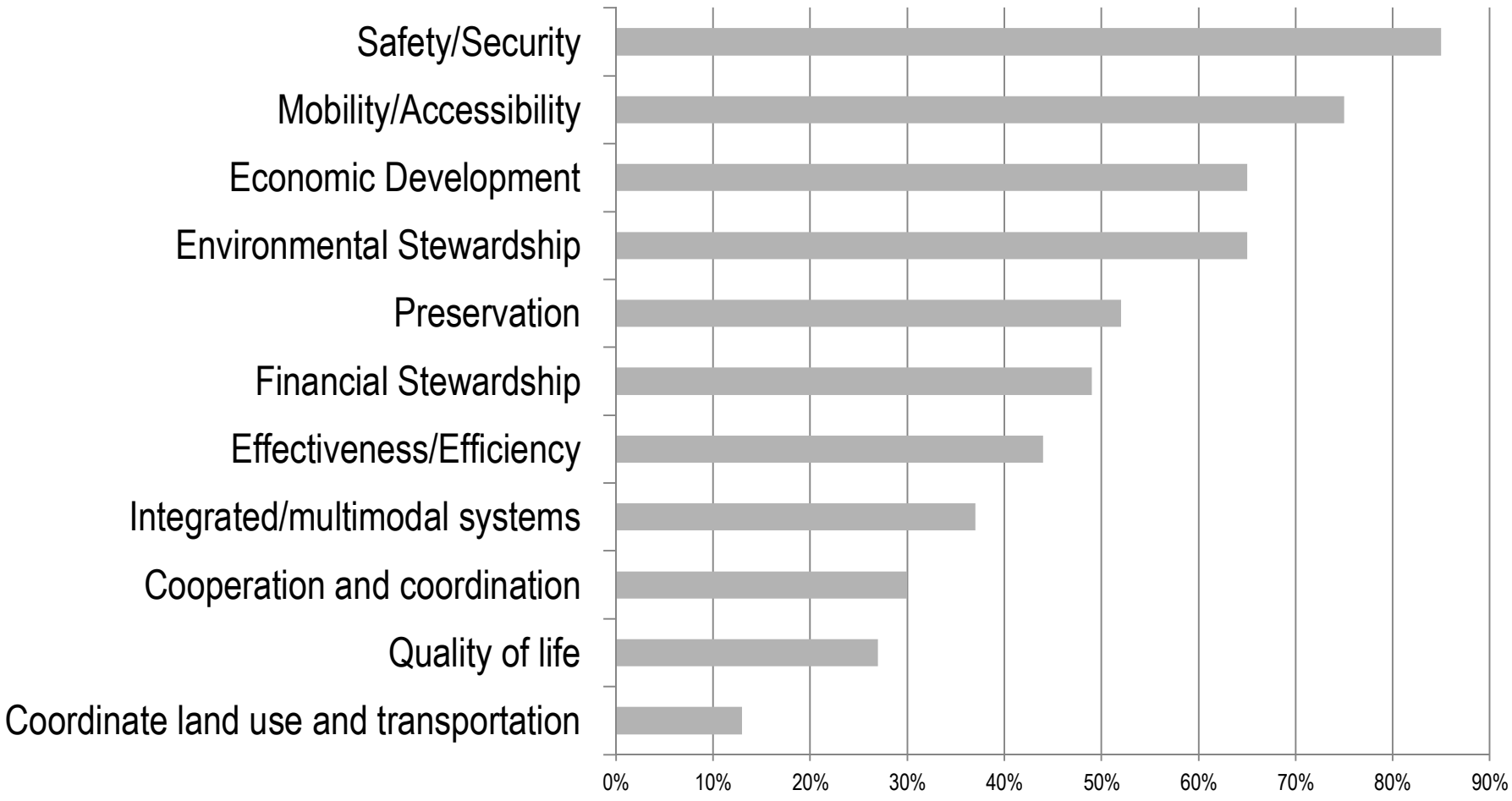
- Remain consistent with Access Ohio 2030
- Build on ODOT Critical Success Factors and align with other strategic documents
- Meet Federal requirements
- Develop an implementable plan

National Best Practices

- Visioning: to identify a preferred statewide transportation and land-use future
- Performance-based
- Advancement of “smart transportation” concepts
- Influence decisions beyond direct agency control
- Emphasis on asset management
- Shift from documentation to road map
- Linked to budgeting and programming

Typical State Planning Goals

Ohio Department of Transportation



Potential Federal Requirements

Current ODOT Strategic Frameworks

ODOT Mission	Access Ohio 2004-2030	Critical Success Factors
1. Take care of what we have	Preservation	System Conditions (Bridge, Pavements, Claims, Pothole Claims)
2. Make our system work better	Efficiency and Mobility Accessibility	Operations (Operating Costs, Travel Time Reliability Index, Snow and Ice Control)
3. Improve safety	Safety	Safety (On ODOT System: Fatalities, Crash Reduction)
4. Enhance capacity	Efficiency and Mobility Accessibility	
	Economic Development	Jobs and Commerce (Projects Delivered, Distribution of 629 Fund)
		People (FTEs, Workforce Conversation, Injuries
		Capital Program (Delivery: Contracts, On-time Awards, On-time Project Completion)

Where We Go from Here

- Identify needs, gaps, and options
  - Existing direction
  - Incorporate best practices/requirements
  - Stakeholder/public input
- Develop and refine framework
- Apply to investment scenarios/refine as needed
- Support final Plan development
- Road map for implementation

Potential AO 2040 Goal Areas

- System preservation
- Safety & security
- Mobility & accessibility
- System operations
- Economic development
- Connectivity
- Land use
- Environmental stewardship
- Collaboration
- Customer satisfaction

Key Questions for Breakout

1. What key goals and objectives do you think should be considered for Access Ohio 2040?
2. What is your vision for Ohio's future transportation system?
3. How do you characterize 'good system performance?'

Meeting Wrap-Up

What's next?

- The first AO40 newsletter will be sent out in June
- The AO40 team will summarize what you've told us today and send it out to you for your comment and confirmation
- There will be a second steering meeting in late fall (November?) to discuss
  - Existing conditions and future needs for freight and passenger transportation
  - Fiscal projections and forecasts

Meeting Wrap-Up

Your assignment

- Be an ambassador for AO40
  - Talk to your peers & colleagues (pass out the plan overview)
  - Ask them to get involved by visiting the AO40 website
  - Learn what transportation issues are important to your constituents
  - Pass on your insights to ODOT at:

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

Or

Scott Phinney (614-644-9147)

Meeting Wrap-Up

ACCESS OHIO 2040

Thank you for your participation!

Your involvement IS making a difference for Ohio!

Access Ohio Steering Committee

Membership List

Ohio Department of Transportation

First Name	Last Name	Title	Organization
Jason	Segedy	Transportation Director	Akron Metropolitan Area Transportation Study
Misty	Casto	Executive Director	Buckeye Hills - Hocking Valley RDD
Scott	Schmid	Executive Director	Clark County-Springfield Transportation Coordinating Committee
Matt	Davis	VP of Gov. Affairs	Cincinnati Chamber of Commerce
Dan	Moeglin	City Engineer	City of Canton
Bob	Brown	Planner	City of Cleveland
Steve	Finke	Asst. Director of Public Works	City of Dayton
Howard	Elstro	Director of Public Works	City of Lima
William	Friedman	President & CEO	Cleveland Port Authority
Tracy	Drake	CEO	Columbiana County Port Authority
Rusty	Orben	Director of Public Affairs	CSX
Catalina	Landivar	Executive Director	Hamilton County-Planning
William	Homka	Director/Planner	Hancock Regional Planning Commission
Lantz	Repp	Mobility Coordinator	HOC-ATH-PER Com. Action
James	Branagan	County Engineer	Jefferson County
Nick	Gill	Asst. Transportation Dir.	MORPC
Bill	Harris	VP of Gov. Relations	Norfolk Southern
William	Murdock	Chief of Community Services Division	Ohio Department of Development
Heather	Bowden	Bike & Pedestrian Planner	Ohio Department of Transportation
Marianne	Freed	Office Administrator	Ohio Department of Transportation
Mark	Locker	Freight Planner	Ohio Department of Transportation
Jonathan	Hughes	Office Administrator	Ohio Department of Transportation
Ty	Thompson	District Planning Engineer	Ohio Department of Transportation District 5
Thom	Slack	Director, Planning & Engineer	Ohio Department of Transportation District 6
Penny	Lovett	Director of Association Services	Ohio Association of Area Agencies on Aging
Lisa	Patt-McDaniel	Director of Community Development	Ohio Capital Corporation for Housing
Greg	DiDonato	Executive Director	Ohio Mid-Eastern Governments Association
Sarah	Biel	Staff Attorney	Ohio Poverty Law Center
Matt	Dietrich	Executive Director	Ohio Rail Commission
Art	Arnold	Executive Director	Ohio Railroad Association
Heidi	Fought	Director of Gov. Affairs	Ohio Township Association
Sherri	Warner	Legal Counsel	Ohio Trucking Association
Mark	Donaghy	President	Ohio Public Transit Association
Bill	Lowe	Transit Director	Ottawa County Transit Agency
Rhonda	Romano	Director, Midwest Office	Rails to Trails Conservancy
John	Adams	Transportation Technical Director	Richland County Regional Planning Commission
Kate	Moening	Ohio Advocacy Organizer	Safe Routes to School National Partnership
Ben	Wickizer	Conservation Program Coordinator	Sierra Club of Ohio
Joe	Cappel	Director of Cargo Dev.	Toledo Port Authority
Neil	Tunison	County Engineer	Warren County
Tony	Paglia	VP of Gov. Affairs	Youngstown/Warren Regional Chamber

ODOT Key Players:

Scott Phinney - Administrator

Dave Moore - Staff Planner

Chuck Dyer - Project Manager

Sara Walton – Staff Planner

Andrew Hurst - Staff Planner

Andrew Shepler - Staff Planner

ODOT Contact Information:

Ohio Department of Transportation
Office of Statewide Planning & Research
(614) 644-9147

Access.Ohio.2040@dot.state.oh.us

Consultant Team Key Players:

Bob Parker, CDM Smith – Project Director

Paul Hershkowitz, CDM Smith – Project Manager

Don Vary, CDM Smith – Deputy Project Manager (Goals & Objectives, Performance Measures)

Amanda Spencer, CDM Smith – Deputy Project Manager (Setting the Stage)

Samantha Wright, CDM Smith – Deputy Project Manager (Public Consensus)

Kenneth Rich, McCormick Taylor – Public Consensus

Jennifer Threats, McCormick Taylor – Public Consensus

Susan Daniels, Lawhon Associates – Setting the Stage

Craig Secrest, High Street Consulting – Goals & Objectives, Performance Measures

Michelle Maggiore, CH2M Hill – Goals & Objectives, Performance Measures

ACCESS OHIO 2040

May 30, 2012

COMMENT FORM

Please complete and deposit in the comment form box provided or mail to the address below by June 13, 2012.

1. Please provide any comments you have regarding the information presented:

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2. Please provide the following information (optional):

Name _____

Address _____ City _____

State _____ Zip_____ Phone _____ E-mail_____

Please complete and deposit in the comment form box provided or mail to the following address by June 13, 2012:

McCormick Taylor, Inc.
Attn: Jennifer Threats
445 Hutchinson Avenue, Suite 540
Columbus, OH 43235

Chapter 3 Technical Memo – Proposed Outline

The "Setting the Stage" technical memo will begin with an introduction discussing the interrelationship between the state's transportation system and the state's economic, social, and natural environments.

1.0 **Transportation System Overview** - Using transportation network statistics, this section will provide an overview of the magnitude, density, and modal diversity of Ohio's transportation network.
- 1.1 Roadways
  - 1.1.1 Lane miles
  - 1.1.2 Bridges
  - 1.1.3 Vehicle Miles of Travel
  - 1.1.4 Bus transit
  - 1.1.5 Safety
  - 1.1.6 Intelligent Transportation Systems
- 1.2 Railroads
  - 1.2.1 Freight rail and intermodal facilities
  - 1.2.2 Passenger rail
- 1.3 Airports
- 1.4 Inland waterways
- 1.5 Active Transportation (bicycle lanes, multi-use paths, bike trails, etc.)

2.0 **Demographics** – This section will explain how ODOT uses Census data and the American Community Survey to describe where people are living, working, and making trips, all which impact transportation systems. The discussion will focus on how trends impact transportation.
- 2.1 Population growth
- 2.2 Location and density
- 2.3 Age distribution
- 2.4 Automobile ownership
- 2.5 Income
- 2.6 Race and ethnicity
- 2.7 English language proficiency
- 2.8 Travel trends and mode choice
  - 2.8.1 Passenger
  - 2.8.2 Freight

3.0 **Freight Land Use** – This section will present the interrelationship between land use and transportation.
- 3.1 Land use changes
- 3.2 Land use relationship to transportation

4.0 **Environmental Overview** – This section will address the environmental regulatory framework that impacts transportation decision-making, with a focus on national environmental issues and trends. This section will also highlight program-level decisions that can enhance the natural and built environment.
- 4.1 Communities and the human environment
- 4.2 Water quality
- 4.3 Air quality
- 4.4 Climate adaptation

5.0 **Economic Profile** – This section will discuss Ohio's focus on linking transportation system investments with opportunities to grow the economy and add jobs.
- 5.1 Gross State Product
- 5.2 Employment
- 5.3 Major employers
- 5.4 Exports
- 5.5 Policy and program support
- 5.6 Emerging trends (e.g. oil and gas exploration)

6.0 **Fiscal Overview** – This section will provide an overview of the financial challenges of maintaining and improving a large transportation system in an era of uncertain revenue streams. The discussion will summarize state and local revenue sources, state motor fuel trends, and federal funding trends, as well as consumer behavior and industry challenges that impact transportation funding and costs.

Ohio's Transportation Plan

Ohio Department of Transportation

ACCESS OHIO 2040

ODOT is updating Ohio's Statewide Transportation Plan, Access Ohio 2040. This plan is important to Ohio's future, as it will direct Ohio's transportation investments for the coming years. Access Ohio 2040 will help to ensure that we meet our mission, "to provide easy movement of people and goods from place to place."

ODOT strives to create a sustainable transportation system for Ohio. A system that balances Ohio's social, environmental, and economic needs. Our goal for Access Ohio 2040 is to build on our focus of achieving long-reaching, sustainable solutions for Ohio.

The Access Ohio 2040 Plan will include the following chapters:

- Introduction
- Goals & Objectives
- Setting the Stage
- Freight Transportation
- Passenger Transportation
- Safety and Security
- Jobs & Commerce
- MPOs
- Finance
- Corridors
- Environmental Overview
- Environmental Justice
- Conclusions

Access Ohio 2040 will *guide* transportation decisions by:

- Providing an overview of the transportation, economic, social, and environmental trends affecting Ohio;
- Establishing a framework for multimodal transportation system investments that will influence and respond to these trends; and
- Identifying corridors where transportation system needs converge to guide future project decisions.

Access Ohio 2040 will *inform* transportation decisions by:

- Providing an inventory of Ohio's transportation assets;
- Forecasting transportation conditions, needs, and costs;
- Identifying existing revenue streams and fiscal challenges in meeting transportation needs; and
- Developing innovative funding strategies for meeting future challenges.

Access Ohio 2040 will *support* transportation decisions by:

- Documenting current ODOT programs, policies, and procedures for improving Ohio's transportation network; and
- Building upon performance benchmarks for core ODOT programs.

We want your help. To ensure Access Ohio 2040's success, ODOT will conduct a proactive and ongoing public and stakeholder engagement process. Ohioans' input is desired and highly valued.

It is essential to our mission to:

- Take care of what we have
- Make our system work better
- Improve safety
- Enhance capacity

Please direct any questions or comments to:

Scott Phinney | Administrator
Office of Statewide Planning & Research
1980 West Broad Street
Columbus, OH 43223
Phone: (614) 644-9147
access.ohio.2040@dot.state.oh.us

Steering Committee

As ODOT's Access Ohio 2040 ambassadors, we are asking the steering committee members to share information with other people and gather thoughts and ideas for a successful plan.

One of the primary components that impacts the success of a statewide transportation plan is public involvement. This process involves incorporating the desires, expectations, and preferences of the public in developing the plan. ODOT has developed a multifaceted strategy for involving the public. A key component of ODOT's public involvement strategy is the formation of a steering committee.

The Access Ohio Steering Committee is comprised of individuals who represent organizations that serve various segments of Ohio's population. These individuals have a clear understanding of the needs of their constituent groups and can represent those needs to ODOT. Coordinating with the steering committee will provide ODOT with a comprehensive understanding of the transportation needs of all Ohioans.

Steering committee member roles and responsibilities include the following:

- Advise ODOT on the direction and content of the Access Ohio 2040 plan;
- Share project information and materials with others;
- Attend steering committee meetings; and
- Review and provide input on project materials.

The steering committee membership includes representatives of:

- Public agencies;
- Freight transportation services;
- Economic development groups;
- Users of public transportation;
- Non-motorized transportation;
- Local and regional planning officials;
- ODOT representatives; and
- Environmental Justice (EJ) populations including minorities, low-income, and disabled persons.

We want to share information. One of the objectives of ODOT's public involvement strategy is to provide a forum where information on Access Ohio 2040 is readily accessible to the public and project stakeholders. ODOT plans to share information and collect input through a number of outlets.

Steering committee members can direct the public to:

- Visit our website;
- Participate in electronic public meetings; and
- Follow us on Twitter and Facebook.

http://twitter.com/#!/ODOT_Statewide

www.facebook.com/OhioDepartmentOfTransportation

Chapter Outline

Steering Committee Meeting # 1

Ohio Department of Transportation

Chapter 1. Introduction

- The first chapter introduces Access Ohio and discusses the importance of statewide transportation planning.

Chapter 2. Goals & Objectives

- The mission, vision, and critical success factors developed in the ODOT Strategic Framework will provide the initial framework for the chapter. The goals and objectives of the chapter will be developed in coordination with the steering committee and the results of the Customer Preferences Survey.

Chapter 3. Setting the Stage

- This chapter will identify the large-scale transportation, socio-demographic, environmental, economic, and financial conditions and trends affecting Ohio's transportation system. These trends will provide context for remaining chapters of Access Ohio 2040.

Chapter 4. Freight Transportation

- Freight movement trends across all transportation modes will be identified in this chapter. Information will principally be drawn from a Statewide Freight Study ODOT is currently conducting.

Chapter 5. Passenger Transportation

- This chapter will discuss all modes of passenger transportation in Ohio. The roads and bridges section will inventory the existing system, determine existing pavement and bridge conditions, identify trends in congestion, and project future conditions. HERS-ST software (produced by FHWA) will be utilized to project macro-level funding needs to maintain roads and bridges. The transit section will inventory existing areas covered by transit service, discuss existing programs, and discuss Ohio's transit funding structure. The bicycle and pedestrian section will inventory the existing bicycle infrastructure, identify bicycle corridors of statewide significance, and perform a gap analysis on the identified corridors. Other modes of passenger transportation will also be discussed.

Chapter 6. Safety & Security

- This chapter will provide an overview of Ohio's existing Safety Program and statewide crash data. An FHWA software package, PLANSAFE, will be employed to forecast the safety impacts associated with changes in socio-demographics and safety investments, both engineering and behavioral. In addition, ODOT security planning procedures will be summarized.

Chapter 7. Jobs & Commerce

- This chapter will address ODOT's ongoing focus of linking transportation system investments with economic development opportunities.

Chapter 8. Metropolitan Planning Organizations (MPOs)

- One page summaries of each of Ohio's 17 Metropolitan Planning Organizations' transportation plans will be developed for this chapter. MPOs perform a variety of planning functions in their respective metropolitan regions including: transit planning, bike and pedestrian planning, freight planning, and long-range planning. The one-page summaries will identify the transportation policy, program, and project priorities for each MPO area. The summaries will demonstrate consistency between the MPO plans and Access Ohio 2040.

Chapter 9. Finance

- The chapter will review ODOT fiscal projections from the present year through 2040. Costs associated with maintaining, operating, and improving Ohio's multi-modal transportation system will be analyzed. Innovative funding techniques to establish new revenue streams will also be assessed.

Chapter 10. Corridors

- Corridors of statewide significance will be defined in this chapter. Profiles of each corridor will be developed recording existing and future conditions and committed TRAC projects. A corridor rating system will be established to define each corridor's importance to statewide transportation and commerce. The rating system will assist in identifying future transportation project investment decisions.

Chapter 11. Environmental Overview

- This chapter will examine the areas of the state that are environmentally protected including wetlands, endangered species, habitats, and scenic rivers. A risk assessment will be performed on existing transportation assets to highlight the areas that may be affected by increased climate variability.

Chapter 12. Environmental Justice (EJ)

- This chapter will include the EJ analyses from all 17 MPOs. An analysis will also be performed on the areas of the state outside of the MPO boundaries. The EJ analysis will include consideration of traditionally underserved populations, focusing on accessibility to the transportation system.

Chapter 13. Conclusion

- Plan implementation strategies may be discussed in this chapter, along with a concise summary of the data gathered and analyses performed.

OHIO DEPARTMENT OF TRANSPORTATION
CENTRAL OFFICE • 1980 WEST BROAD STREET • COLUMBUS, OH 43223
JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR

Access Ohio 2004 – 2030

Previous Goals and Objectives

Goal #1: Transportation Safety
ODOT will continually reduce the number and severity of crashes.

ODOT Objectives for 2004 - 2015:

- Reduce the frequency of crashes from current levels by 10 percent, a reduction of approximately 40,000 crashes statewide.
- Reduce the number of rear-end crashes from current levels by 25 percent, a reduction of approximately 25,000 rear-end crashes statewide.
- Reduce the crash fatality rate from the current rate of 1.31 fatalities per 100 million vehicle miles traveled (mvmt) to not to exceed 1 fatality per 100 mvmt.
- Target and implement all low-cost, short-term safety solutions, all medium-cost improvements, and 80 percent of the high-cost improvements at high-crash safety locations in the annual safety and congestion work plan.
- Continuously reduce the delay between problem identification and countermeasure implementation.
- Continuously improve safety and design standards.
- Sustain the highest standards and improve on snow and ice removal through new and improved technologies, materials, and operational strategies.
- Sustain the highest standards and improve on safety in work zones through new and improved technologies, materials, and operational strategies.

Goal #2: Economic Development and the Quality of Life
ODOT will support transportation improvement opportunities which promote Ohio's economy, foster economic development, and enhance the quality of life.

ODOT Objectives for 2004 - 2015:

- Complete macro-corridor projects identified in Governor Bob Taft's August 2003, *Jobs and Progress Plan.*
- Reconstruct deficient urban freeway and multi-modal facilities while remaining sensitive to social, cultural, and economic aspirations of Ohio's communities.
- Improve inter-modal connectivity to reduce congestion, improve safety, and preserve the environment.
- Protect the natural environment and historic and cultural resources by avoiding, minimizing, or mitigating the environmental impacts of transportation improvements.
- Design projects that are compatible with the essence of Ohio's communities.

Goal #3: Efficient, Reliable Traffic Flow
ODOT will reduce traffic congestion and improve travel reliability.

ODOT Objectives for 2004 - 2015:

- Maintain an average level of service of D on the urban State freeway system and an average level of service of B on the rural freeway system through capacity expansions, geometric improvements, and low-cost operational improvements.

• Reduce the growth in vehicle hours of delay on the State's multi-lane divided system to 8 percent a year from the current 12 percent a year.
• Target and improve the traffic flow at the 342 congestion locations as identified by the congestion management system process.
• Implement freeway management systems and strategies in the eight largest urbanized areas.
• Work with local agencies to restore free flow on roadways within 90 minutes of an incident.
• Invest in feasible public transportation projects that add measurable travel capacity and provide valid travel options within congested urban corridors.

Goal #4: System Preservation
ODOT will plan and sustain a manageable and predictable schedule of existing transportation system maintenance within an $825 million annual system preservation budget.

ODOT Objectives for 2004 - 2015:
• Sustain Ohio's pavements so at least 93 percent of all State maintained lane miles meet the pavement condition rating standards.
• Sustain Ohio's bridges so at least 97 percent of all State maintained bridges meet the general appraisal standards.
• Sustain an overall level of performance on Ohio's roadways to meet or exceed the standard as defined by a county's ODOT-generated composite Organizational Performance Index (OPI).
• Complete the reconstruction of 60 percent of Interstate lane miles and sustain a preventive pavement maintenance program on 5 percent of all appropriate lane miles per year.
• Continually research and improve maintenance practices and technology, construction techniques, and the use of better materials.

Goal #5: Resource Management
ODOT will efficiently manage resources to execute core business functions while maintaining the highest-possible levels of quality and productivity.

ODOT Objectives for 2004 - 2015:
• Continually review the results of the cost accounting system to improve the quality and efficiency of the department.
• Manage a construction program to get high quality, competitive prices, and efficient project administration.
• Train and equip an increasingly productive work force that does not exceed 6,031 full-time employees.
• Maintain a financial plan to meet long-term operational and capital goals.
• Continuously focus on creating a quality culture as measured by the Baldridge Criteria.

Mission, Vision, Guiding Principles & Critical Success Factors

Mission

To provide easy movement of people and goods from place to place, we will…

1. Take care of what we have
2. Make our system work better
3. Improve safety
4. Enhance capacity

Vision

A long-term, reliable, professional and highly productive organization.

Guiding Principles

- We will serve, innovate, and communicate with purpose.
- We will be productive, lean, efficient and effective.
- We will utilize the public resources entrusted to us by satisfying the State's transportation needs.
- We will be the standard of excellence for winter maintenance.
- We will create a working environment based on trust and mutual respect.
- We will value the diversity of all ODOT people.
- We will work together…one team…the Ohio Department of Transportation.

Critical Success Factors

People

1. **LANE MILES** **48,770**
FULL TIME EMPLOYEES **5,618**

- Current = 8.8 (As of April 23, 2011)
- Goal = 10 by July 1, 2013
- Strategies:
  - Define ODOT core functions and eliminate/reduce non-core functions.
  - Focus on State as a system; less emphasis on District boundaries.
  - Share District resources and eliminate redundant functions.

2. WORKFORCE CONVERSATION

- Goal = Completed by February 1, 2012
- Strategies:
  - Opportunity to have conversation with their supervision.
  - Meaningful conversation.

3. WORKFORCE INJURIES

ODOT Recordable Injuries = (376) multiplied by (200,000) Hours (100 people working 40 hours a week x 52 weeks minus 2 weeks vacation per employee) divided by Total hours worked for that year (10,515,619) = 7.2

- Current (2010 Calendar Year Ending) = 7.2
- Goal (2011 Calendar Year Ending) = 6.48/10% Reduction
- Goal (2012 Calendar Year Ending) = 20% Reduction
- Strategies:
  - Establish safety guidelines/Personal Protective Equipment (PPE) by Executive Staff.
  - Utilize Peer-to-Peer coaching on safety issues.
  - Enforcement of progressive discipline.
  - Safety audits of work locations.

Critical Success Factors – People *(continued)*

4. WORKFORCE CRASHES

Contact accidents only. (We hit them or they hit us without regards to who was at fault.)

- Current (2010 Calendar Year Ending) = 12.9
- Goal (2011 Calendar Year Ending) = 11.6/10% Reduction
- Goal (2012 Calendar Year Ending) = 20% Reduction
- Strategies:
  - Review all crashes within 24 hours of event.
  - Establish and complete preventive methods for employee and work groups.
  - Focus tailgate talks on District/County based frequent crash type.
  - Enforcement of progressive discipline.

Critical Success Factors *continued*

System Conditions

1. BRIDGE

General Appraisal – *The measure of the major structural items of a bridge, such as super-structure, piers and abutments. An acceptable general appraisal condition is a GA rating of 5 or greater.*

- FY 2011 = 97.5% Acceptable
- Current = 97.6% Acceptable
- Goal = 98.0% Acceptable

2. PAVEMENT

PAVEMENT CONDITION RATING (PCR) – *A visual survey of pavement deficiencies, such as rutting, cracking and potholes.*

Initiate independent evaluation of statewide pavements to establish PCR goals for Fiscal Year 2012 and 2013. Goals will reflect normalized condition statewide.

Priority – *Interstate and four-lane divided highways.*

- FY 2011 = 98.2%
- Current = 97.8%; Acceptable PCR >= 65

General – *Primary two-lane highways across the state.*

- FY 2011 = 96.5%
- Current = 96.9%; Acceptable PCR >= 60

Urban – *State highways within municipalities.*

- FY 2011 = 97.8%
- Current = 97.4%; Acceptable PCR >= 55

Critical Success Factors – System Conditions: Bridge & Pavement *(continued)*

Bridge & Pavement Strategies:

- Improve existing deterioration rate models.
- Focus on State as a system; less emphasis on District boundaries.
- Objective evaluation of statewide system.
- Apply standard goals across District and ensure funding correlates to goals.
- Ensure qualitative measures match across Districts.
- Use cost effective treatments to maintain system.
- Continue to inform local municipalities of the conditions.

---

3. CLAIMS (Five year rolling average)

TOTAL AMOUNT PAID BY STATE/DISTRICT	**$688,720.83**
TOTAL LANE MILES	**48,770 lane miles**

- Current = $13.27/lane mile
- Goal = 10% reduction
- Strategies:
  - Benchmark with State DOTs.
  - District Deputy Director has claim settlement authority.
  - Claims deducted from appropriate District allocations.

---

4. STATEWIDE NUMBER OF CLAIMS (POT HOLES)

- FY 2011 = 333 Number of Claims
- Goal = 10% reduction
- Strategies:
  - Each District to determine the appropriate measures to reduce claims.
  - Benchmark best practices from Districts.
  - Benchmark with State DOTs.
  - District Deputy Director has claim settlement authority.
  - Claims deducted from appropriate District allocations.

Critical Success Factors *continued*

Operations

1. OPERATING COSTS – (Dollars)

- Current = $783 Million
- Goal = Reallocate $100 Million to the Capital Program
- Timeframe = 2 Years
- Strategies:
  - Utilize reallocation to sell reservoir projects.
  - Reduce the average age of our equipment fleet.
  - Reduce the average age of our operational facilities.
  - Streamline On-time/Time Management System (TMS)/Equipment Management System (EMS).

2. TRAVEL TIME RELIABILITY INDEX (TTRI) – (Percentage)

TTRI – *Percentage of time where the baseline travel time for a highway segment was not exceeded.*

- Goal = Increase TTRI percent from baseline
- Strategies:
  - Gather data (6 months to a year).
  - Set goals.
  - Make TTRI available to public.
  - Establish strategies for construction, maintenance, snow/ice, incident management (QuickClear) and Traffic Management Center (TMC) to increase TTRI percentage.

Critical Success Factors – Operations *(continued)*

3. SNOW AND ICE CONTROL – (Hours from snow event close to normal operating speed as defined by TTRI.)

- Goals:

  First Priority Routes –
  Regain 0-3 hours within 10 mph

  Second Priority Routes –
  Regain 3-5 hours within 10 mph

  Third Priority Routes –
  Regain 5-7 hours within 10 mph

- Strategies:
  - Set a clear performance measure for system recovery.
  - Remain true to the "Winter Formula" = People + Equipment + Material + Weather Forecasting.
  - Continue a field research budget for winter innovations.

Critical Success Factors *continued*

Safety

1. FATALITIES PER YEAR ON ODOT SYSTEM

- Fatalities (5 Year Rolling Average) = 500
- Goal in Future Years = 1% Reduction per Year Off the 5 Year Rolling Average
- Goal (Calendar Year 2011) = 495
- Goal (Calendar Year = 2012) = 1% Reduction per Year Off the 5 Year Rolling Average
- Strategies:
  - Fully fund the Safety Program.
  - Monitor the effectiveness of the Safety Countermeasures.
  - Implement systematic safety treatments such as signal, sign, barrier, pavement marking upgrades and Intersection Safety Plan Improvements.

2. CRASH REDUCTION ON ODOT SYSTEM

- Total Crashes (5 Year Rolling Average) = 88,688
- Goal in Future Years = 1% Reduction per Year Off the 5 Year Rolling Average
- Goal (Calendar Year 2011) = 87,801
- Goal (Calendar Year 2012) = 1% Reduction per Year Off the 5 Year Rolling Average
- Strategies:
  - Identify areas with a disproportionate number of crashes using Safety Analysis.
  - Continue to improve technology and timely/reliable crash data.
  - Deliver safety projects (systematic and spot safety improvements).
  - Highway Safety Manual Training.
  - Real time work zone crash evaluations.

Critical Success Factors *continued*

Capital Program

1. CONTRACT PROGRAM

FY 2011			**Current (FY 2012)**		
A. ODOT Let	=	$1,398 Million	A. ODOT Let	=	$1,561 Million
B. Local Let	=	$ 221 Million	B. Local Let	=	$334 Million
Total	=	**$1.619 Billion**	**Total**	=	**$1.895 Billion**

- Goal: Average $1.5 Billion per year for rolling two years
- Strategies:
  - Have a reservoir program that includes Major Projects.
  - Consistent, reliable program guidance to schedule projects to accommodate best delivery and cost outcome.
  - Improve technology, training and guidance on Cost Estimating.
  - Measure Budget and Plan File estimates to final construction cost.

2. PROJECT AWARD ON-TIME

On-time is defined as actual project award occurring no later than 30 days after the locked project award date.

FY 2011			**Goal**		
A. ODOT Let	=	76.0 %	A. ODOT Let	=	90 %
B. Local Let	=	70.6 %	B. Local Let	=	85 %

Current FY 2012		
A. ODOT Let	=	88.8 %
B. Local Let	=	75.0 %

- Strategies:
  - Continue partnering and training with District, MPO and local sponsors on project delivery process and plan package submittal requirements.
  - Monthly Dashboard Reporting.
  - Streamline project delivery process.
  - Compress Project Development Process (PDP).
  - Compress plan processing time.

Critical Success Factors – Capital Program *(continued)*

3. COMPLETE CONSTRUCTION PROJECTS ON TIME

We have a goal of improving timely delivery of construction projects to meet public expectations.

- Measure:
  - 90% of single-season projects completed no later than 14 calendar days after the announced Public Completion Date.
  - 90% of multi-season projects completed no later than 30 calendar days after the announced Public Completion Date.
- Strategies:
  - Create the "Public Completion Date" (PCD)
  - Alternative Project Contracting Methods
    - Design-Build,
    - Incentive/Disincentive,
    - Cost + Time (A+B), and
    - Other innovative contracting techniques.
  - Contract Time Management Techniques:
    - Requiring Critical Path Method (CPM) schedules on all projects over $5M.
    - Incorporate weather days into CPM schedule to allow for a more realistic approach to construction activity durations.
    - Generate pre-bid construction schedules to accurately determine the project completion date.
  - Enhance plan quality to reduce delays associated with changes.
  - Initiate Memorandum of Understanding with utility/railroad companies.
  - Encourage Value Engineering Change Proposals (VECPs).
  - All public relations personnel will share the announced Public Completion Date as they communicate project information to the public.
  - Districts will specify the announced Public Completion no later than the work start date.

Critical Success Factors – Capital Program *(continued)*

4.	**CONTRACT PROGRAM ($)**	**$1,758,357,005**
	PROGRAM PRODUCTION COSTS ($)	**$397,166,883**

- Current = $4.43
- Goal (2013 Fiscal Year) = $5.00
- Timeline = 2 Years
- Strategies:
  - Update guidance on production costs and reporting requirements.
  - Improve systems to track and monitor all production costs.
  - Evaluate in-house versus private side expenditures.
  - Maximize Utilization Rate.

Critical Success Factors *continued*

Jobs and Commerce

1. ECONOMIC DEVELOPMENT PROJECTS IDENTIFIED

- Goal = 50 projects per fiscal year.
- Strategies:
  - Gather historical data; Jobs Created versus Money Spent.
  - Expand and/or enhance intermodal connections.
  - Integrate with Public Private Partnership goals.

2. STATEWIDE ECONOMIC DEVELOPMENT PROJECTS DELIVERED

- Goal = 90% delivered prior to company's expansion project plans.
- Strategies:
  - Dashboard Reporting by Districts at Planning & Engineering Meetings.
  - Allotment of Central Office monies/resources to Districts where projects are identified.

3. 629 FUND - *$18.7 Million (State Gas Tax Funding) Committed by Law for Infrastructure Needs for Economic Development Projects.*

- Goal = In conjunction with Jobs Ohio and ODSA, spend 100% of the 629 Funds on infrastructure for jobs producing projects.
- Strategies:
  - Partnering with Jobs Ohio, ODSA, Local Communities, Private Sector, etc.
  - Foster Relationships with Mode Partners (e.g., Ports, Rail, Transit Organizations).
  - Evaluate expenditures per fiscal year.
  - Measure jobs created from the 629 Funding.

Central Office Core Functions

- Policy
- Coordinate Research
- Contract Procurement
- Technical Expertise
- Provide Legal Services
- Statewide Permitting
- Modal Oversight/Support
- Traffic Management Coordination
- Economic Development
- Legislative Services
- Finance
- Human Resources
- Global IT Support
- Facility Management
- Statewide/Long-Range Planning
- Equipment Management
- Training
- Employee Safety Program Development
- Environmental Compliance
- Statewide Communication
- Statewide Emergency Management
- DBE Program

District Core Functions

- Snow & Ice Removal
- Construction Management
- Highway Maintenance
- Program Planning & Delivery
- Equipment & Facility Maintenance
- Local Communication with Frontline Constituents
- Local Permitting

Regional Steering Comittee Meetings - August 2012

Steering Committee

Summary of Regional Meetings, August 2012

Ohio Department of Transportation

Public involvement is the primary ingredient in a successful statewide transportation plan. A key component of ODOT's public involvement strategy is the **Access Ohio Steering Committee**, comprised of representatives from various organizations, industries, and advocacy groups. Each member has a clear understanding of the transportation needs of his or her constituents and is charged with communicating those needs to ODOT.

In addition to meetings with the full committee in May and October of 2012, ODOT conducted a series of regional meetings in August 2012, aiming to provide an open forum and facilitate a deeper discussion of issues that are important to particular regions of the state. Following is a list of dates and locations, along with names of those in attendance. The handouts provided and notes from each meeting are attached.

August 13, 2012: Cambridge	
Name	**Organization**
Vince Rapp	ODOT Central Office
Greg DiDonato	OMEGA
Bret Allphin	Buckeye Hills-Hocking Valley RDD
Misty Casto	Buckeye Hills-Hocking Valley RDD
Ty Thompson	ODOT District 5
Scott Phinney	ODOT Central Office
Susan Daniels	Lawhon & Associates

August 14, 2012: Akron	
Name	**Organization**
Sara Walton	ODOT Central Office
Dan Moeglin	City of Canton
Tony Paglia	Youngstown-Warren Chamber of Commerce
Robert Brown	City of Cleveland
Brian Lynch	Cleveland Port Authority
Scott Phinney	ODOT Central Office
Jason Segedy	Akron Metropolitan Area Transportation Study
Susan Daniels	Lawhon & Associates

August 15, 2012: Findlay	
Name	**Organization**
Andrew Shepler	ODOT Central Office
Bill Lowe	Ottawa County Transit Agency
John Adams	Richland County Regional Planning Commission
William Homka	Hancock County Planning Commission
Scott Phinney	ODOT Central Office
Susan Daniels	Lawhon & Associates

August 16, 2012: Columbus (Part 1)	
Name	**Organization**
Dave Moore	ODOT Central Office
Penny Lovett	Ohio Association of Area Agencies on Aging
Rhonda Romano	Rails-to-Trails Conservancy
Kate Moening	Safe Routes to School Partnership
Sarah Biel	Ohio Poverty Law Center
Scott Phinney	ODOT Central Office
Andrew Hurst	ODOT Central Office
Susan Daniels	Lawhon & Associates

August 16, 2012: Columbus (Part 2)	
Name	**Organization**
Dave Moore	ODOT Central Office
Ben Wickizer	Sierra Club
Heather Bowden	ODOT Central Office
Matt Dietrich	Ohio Rail Commission
Art Arnold	Ohio Railroad Association
Thea Walsh	Ohio Department of Development
Larry Woolum	Ohio Trucking Association
Lisa Patt-McDaniel	Ohio Capital Corporation for Housing
Derek Troyer	ODOT Central Office
Thom Slack	ODOT District 6
Scott Phinney	ODOT Central Office
Chuck Dyer	ODOT Central Office
Andrew Shepler	ODOT Central Office
Susan Daniels	Lawhon & Associates

August 17, 2012: Dayton	
Name	**Organization**
Mark Dongahy	Ohio Public Transit Association/Greater Dayton Regional Transit Authority
Scott Schmid	Clark County Springfield Transportation Coordinating Committee/Ohio Association of Regional Councils
Steve Finke	City of Dayton
Catalina Landivar	Hamilton County Planning
Neil Tunison	Warren County Engineer/Ohio County Engineers' Association
Scott Phinney	ODOT Central Office
Andrew Hurst	ODOT Central Office
Susan Daniels	Lawhon & Associates

East and Southeast Region
OMEGA Office, Cambridge, Ohio
August 13, 2012 10:00 am

During introductions, attendees shared their involvement with transportation planning and top concerns on their minds. Discussion topics during introductions included:

- Is the state going to finish the Appalachian Development Highway System (ADHS)? Is that even the right thing to do? The local agencies want to be at the table for this discussion. MAP-21, the current federal transportation bill, encourages a closer relationship with locals in rural areas. OMEGA, as well as Buckeye Hills-Hocking Valley RDD, are looking forward to this opportunity. The Appalachian Regional Commission (ARC) currently funds access roads at $1.0M annually, which may grow to $3.0M annually.

- For ADHS in Ohio, all that remains to be completed is the SR 823 Portsmouth Bypass and the Waverly section of US 23. Scott Phinney discussed ODOT's commitment to SR 823, but indicated that ODOT is dealing with the challenge of financing it. The Waverly section has no champion at ODOT or among the local agencies.

- There is a great demand for access improvements due to growth of shale gas industry. There are approximately 14-18 months until the greatest amount of activity will occur. Even if access road funds go up to $3.0M as mentioned, the funds may not meet the needs.

- MAP-21 authorizes only two years of federal funding. Does this leave uncertainty for planning long-term in general and for use of ADHS funds specifically?

- Both Buckeye Hills and OMEGA strongly advocate the establishment of Regional Planning Organizations (RPOs). Examples were brought up of RPOs in Oklahoma which have allowed locals to perform much needed planning tasks. An example was provided from Buckeye Hills as to the importance of planning in preventing unnecessary time and money commitments. The example discussed a recent road widening project that occurred without any planning studies and unknowingly created the need to move recently installed waterlines.

- Lack of transit is a primary concern in southeastern Ohio, particularly for the aging population. Need mobility for doctor visits, etc. It is difficult for the locals to provide services in places like Monroe Co. with small populations. The price of gas and economic conditions make it hard for people to get around. Getting to doctors' appointments 1-2 counties away and to work are among the issues facing residents of Appalachia. Private groups (such as churches and veterans' organizations) are the only entities picking up the slack but more needs to be done.

After introductions, Scott Phinney provided an overview of the packet of handouts. He indicated the desire to produce a thin *Access Ohio 2040* (AO40) document that is easily navigable. He described that the strategy for doing so would consist of a series of technical memorandums for each chapter, where the most important information from each would be inserted into the final AO40 plan. The "Setting the Stage" tech memo was discussed as an example. The attendees were asked to provide input on what issues they felt were most important to include in the AO40 plan document. Susan Daniels re-capped the issues raised to this point of the meeting, as examples of issues foremost on their minds that might be good priorities for the plan. (See underlined items above.)

The group then explored the above concerns further. The discussion is summarized below:

- Attendees noted that US30 will become more of a problem with pressure from shale gas industry and asked about the status of completing this corridor in eastern Ohio. Mr. Phinney mentioned that ODOT had begun a tolling study but took a step back because of the uncertainty arising from the shale gas growth. A cost estimate for the corridor estimated approximately $900M to complete the corridor, with the high cost a result of the potential for encountering undocumented mine voids. Based upon this enormous cost, it is unlikely that tolling would come close to covering the expense.

- Attendees discussed the method of allocating ADHS funds ($20M/year) as a challenge because even though there is no longer a required state funding match, $20M per year barely scratches the surface of projects with total costs of hundreds of millions. In addition, concerns were expressed that the ADHS funding is no longer a set aside from other programs in MAP-21.

Mr. Phinney initiated a discussion of the context within which ODOT is operating for AO40 compared to the last version published in 2004. Scott discussed the status of ODOT in the early 2000's. ODOT was coming off a series of gas tax increases. Governor Taft had an emphasis on infrastructure as a part of the Jobs & Progress program. *Access Ohio 2004-2030* (released in 2004) was optimistic, listing billions of dollars' worth of projects. The new AO40 needs to have a different philosophy, with more emphasis on system preservation and less expansion of the system. There needs to be a tough look at the expansions, focused on the most urgent areas. The new analysis of corridors will be different than the old macro-corridors where each of the 26 corridors was put on equal ground. This time, ODOT will need to stratify the corridors based upon their importance, with the understanding that resources are limited.

- The attendees noted that ODOT should also consider exploring needs for rail and river access, rather than just roadway improvements, to take advantage of economic opportunities. For example, Monroe County is adjacent to the river but with no access to it. Mr. Phinney responded that high priority corridors are also water and rail, in addition to highways. ODOT needs to consider where intermodal facilities make sense.

For stratifying the corridors, ODOT is working to develop objective criteria, trying to use things that widely accepted. Categories to quantify importance: traffic volume, functional class, and connectivity.

- Attendees contrasted these criteria with ADHS and asked how you figure out what is the next step for Appalachia. The country had changed so much. How do we connect to those corridors that have been built? The area has I-70, I-77, US 33, US 35, but this still leaves large areas without access because they are on the low end of volume, connectivity and functional class.

Mr. Phinney acknowledged that the plan could focus exclusively on maintaining what we have, with keeping the current "haves" and "have-nots." Alternatively, it could use a philosophy to provide more distribution of infrastructure. He stated that it is more likely that the plan will end up in the middle. It comes down to how far ODOT can stretch the dollars.

The group discussed the trends with gas tax revenue. The attendees noted that trucking fleets are converting more and more to Compressed Natural Gas (CNG), which impacts the dollars ODOT receives without any reduction in traffic. The group acknowledged that the plan can discuss the challenges with funding, but potential solutions are in the realm of politics and policy, which is outside of ODOT's direct control. Then Mr. Phinney opened the floor to any additional thoughts or comments:

- ODOT doing a better job getting input this time around. Website helpful.
- Question arose of how to tie ADHS into corridors or if that would happen.
- Consider improving some existing two-lanes (Super 2's) to fix intersections or straighten sections rather than widening. How do you build the infrastructure to change your economic environment?
- Districts 5 & 10 should work with county engineers on parts of state highways that need to be addressed.
- Most people understand that new roads are not going to be a focus in the near future and the focus needs to be about improvements to current infrastructure.
- Based upon some Pennsylvania experience, the influences of the shale gas boom are temporary. The cycle to ramp up and ramp down is shorter than the coal industry. When it is over, at least the infrastructure will be there that these towns might not have gotten otherwise.
- ODOT decisions are becoming increasingly dependent on questions of return on investment (ROI). In order to make a case for any project ROI must be explored.

Northeast Region
AMATS Office, Akron, Ohio
August 14, 2012 10:00am

After introductions, Scott Phinney opened the meeting by discussing the intent to use some of the analysis for AO40 to provide support for ODOT's budget testimony before the Ohio General Assembly, anticipated for February 2013. ODOT's Director would like to have input from AO40 for his vision for ODOT.

Mr. Phinney discussed the packet of handouts, including the Chapter 5 updates and the executive summary for "Setting the Stage." He explained the approach of using tech memos for detailed analyses and then preparing a more compact plan document. He explained that ODOT wants steering committee feedback on what trends and key influences should be carried forward from the "Setting the Stage" technical memo to the plan document. Lastly, Mr. Phinney shared the draft goals, objectives and critical success factors.

Mr. Phinney then opened the floor for a general discussion of the needs of Northeast Ohio. He asked what issues Access Ohio must address. Following is summary of the discussion.

- Shale gas is important from Canton to Cambridge. The communities must deal with transportation and housing, which is key to capturing the economic development potential and capitalizing on these opportunities. There is increased traffic on rural roads that were not designed for it, with townships adjacent to Canton overwhelmed with truck traffic from drilling, fracking, and construction of pads. Lisbon has used Road Use Maintenance Agreements (RUMA) and now has more construction on their roads than before. ODOT has been helping locals with RUMA. The locals are trying to figure out which corridors need to be improved.

- How long will the boom-bust cycle really take for the shale gas industry in Ohio? Youngstown reports hearing that the cycle may be as long as 100 years. Youngstown is re-industrializing, which wasn't planned for, so there are some gaps. Access to rail and easy access to highway are needed. Old steel mills, which would be good redevelopment sites, are not near good highways, so they aren't attractive to companies. Highway access and rail are both critical. Cleveland reports that they have some areas with good rail access, but not always highway access (e.g. Opportunity Corridor).

- The Cleveland Port Authority reported that there was a discussion at the Northeast Ohio Trade & Economic Consortium (NEOTEC) Conference that there is a concern that shale gas resources will be exported out of Ohio. How do we keep these resources in Ohio? There is a lack of natural gas fueling stations. Water is important in addition to rail. Attendees noted that the challenge is to develop CNG facilities and make our own demand. Large fleets (e.g. Fed Ex) can convert to CNG but it is difficult for others due to lack of fueling stations. Transportation needs to adapt to

address capturing funding for non-gasoline/diesel vehicles. Mr. Phinney noted that AO40 will identify these problems but probably won't specify solutions to the funding problem, leaving that up to the legislature.

- Mr. Phinney explored further the topic of the boom to bust cycle for shale gas. The attendees indicated that the cycle will depend on what they find. Carroll County seems to be the apex, but there is still interest in other areas. Gas prices are down so the industry has slowed down for now, but this will pick back up. Utica shale has potential for "wet gas" with the oils and liquids that they still want. Pennsylvania was mostly Marcellus, which is dry gas. Port Authority said the conference indicated the cycle would be 20 years.

- Prioritizing system preservation is important. (Northeast Ohio, a 12 county area lost 7% population – fewer people than 1970's.) There are already many TRAC-funded projects in Northeast Ohio for system expansion of improvements; now need to focus on system preservation. AMATS "widens a road very rarely," only if there are serious safety or congestion problems. Improving physical conditions of the existing system can make areas more attractive. Mr. Phinney discussed the change in tone, since the last update published in 2004 to focus on system preservation with very limited expansion and stratifying the corridors to identify the most important.

- The group discussed concerns about core area preservation (like Cleveland or other small towns) to maintain urban areas and existing towns and villages. Investments should be directed to avoid spreading things out and maximize the use of existing infrastructure. Urban and rural goals often align, where each wants to preserve what they have. Mr. Phinney discussed the concept of identifying areas with excess capacity for economic development. He also discussed the concept of using small improvements to yield substantial benefits.

- The group expressed a preference to design roads to improve walkability and use transportation to support existing core areas or at least encourage compact development for any new areas. The group discussed the trend of reinventing urban settings by narrowing and providing on-street parking. AMATS discussed the Complete Streets policy. AMATS uses incentives through their funding programs to encourage it. Cleveland now calls this "Complete and Green Streets," since it also addresses storm water runoff with bio-swales or other infiltration measures.

- The group discussed that the current TRAC program primarily addresses system expansion. Since that is no longer the focus of ODOT, the TRAC system needs to change. The focus on vehicular capacity makes it difficult to figure out where other needs are covered in ODOT's program. (Urban re-development, rural access, rail access, etc.)

- The attendees asked that AO40 suggest policy changes. There was a discussion about current trends for young professionals and others moving back to urban areas. Some companies (or their employees) see the area and don't want to come, which impacts the ability to attract companies to Ohio. They want livable communities, education, security, and transportation. This is tied to job creation, but it is indirect and difficult to make a firm connection when a project isn't in a "greenfield" area.

Mr. Phinney agreed that ODOT needs better tools to quantify return on investments, not just for TRAC projects. Other programs will use AO40 as a foundation, this is a goal and a hope, but it is not certain that it can be achieved.

- The attendees asked that ODOT, at a minimum, "legitimize" the issue to provide "moral support" to complete streets so that locals do not get friction from ODOT districts. ODOT should support locals' efforts to get these approved, such as lane width issues.

- The group asked ODOT to consider rolling Transportation Alternatives (TA) funding to ODNR so they can administer it as they do independent trails funding from MPO's.

- Transit needs are inter-city and intra-city. Reverse commuting is another transit need. RTAs are funded primarily from county sales taxes, making it difficult to do regional systems. They can't provide services outside the county. There is a need for better coordination between RTA's. The state can provide a forum for having these discussions.

- The Northeast Ohio Sustainable Communities Initiative has identified areas of focus. NEOSCC.org has the current info, such as the summary of existing conditions and issues. The group is now developing a work program. The area is a "tech belt" that needs better connectivity, such as transit. Regional economic development efforts are all about connectivity. This broader area (Cleveland-Akron-Canton-Pittsburgh-Youngstown) should be considered for improved connections within the region (which should be considered in evaluation of corridors). Another example of an important regional connection is Dayton-Cincinnati. The old passenger rail effort made a mistake looking at Cleveland-Columbus-Cincinnati when the real needs are regional.

Mr. Phinney closed by noting that the next steering committee meeting will be held October 23rd, where ODOT will be prepared to share some completed analyses.

North and Northwest Region
Hancock Regional Planning Commission Office, Findlay, Ohio
August 15, 2012 9:30am

After introductions, Mr. Phinney provided an overview of the handouts, including the Task 5 status reports, the "Setting the Stage" executive summary (asking for input on what is important to include in the plan), and goals, objects, and critical success factors. He then opened the floor for discussion on transportation issues important to northern and northwestern Ohio.

- Hancock County noted that there are already planned investments in I-75 in northwestern Ohio, including the I-75/US23/US15 interchange area in Findlay, which addressed most of their larger issues. Noted that Toledo was unable to attend but that their issue is likely to be connectivity to Columbus.

- There are regional concerns about having poor access for attracting investment. There are concerns for safety of SR 2, where it is 4-lanes to the industrial park but then 2-lane to Toledo. Some commissioners have been concerned about this, but there are other perspectives as well.

- Agreement that preservation is important. In northern Ohio, road maintenance (due to freeze/thaw) is critical. It is not practical to make four-lane freeways to everywhere that someone wants to go. A good two-lane roadway is adequate for most connections.

- Concerns that the wording of the public survey pits roads versus transit. Public transit interests will emphasize the needs of the transit dependent, but it shouldn't be discussed as an "either/or" proposition. Funding coordination should be improved to eliminate duplication. Some congestion/environmental issues can be helped with transit. ("Can use your IPad while you commute.") Mr. Phinney noted that the public survey indicated a strong interest in transit, both urban and rural areas.

- Get out of prioritizing projects well into the future. Need to consider more sustainable planning plus considering other revenue sources.

- Need to increase focus on sustainability. It is not practical to expand the system when you cannot afford to maintain what you have.

- In Northwest Ohio, bicycling is a big issue. Logistics is also big, due to access to I-75. Leaders

need to help people be more realistic about what to expect. ("You can't build a road and get your dream industry.")

- Regional planning agencies work with state agencies on economic development. Economic development planning should probably think more about ODOT as a player – the engineers/technical people for the state. ODOT can play a stronger role. (Utilities installed with road projects, for example.) One possibility is to form a regional partnership to share resources for developing along improved routes, like US 30. When ODOT does such a project, they should think more about zoning around interchanges and improvements and consider locations of water and sewer when choosing access locations. Even resurfacing projects that consider utility improvements can make a big difference.

Mr. Phinney described the financial condition of ODOT at the time of the last Access Ohio update compared to today with regard to funding, gas tax, and the level of proposed system expansion. He discussed that the focus of AO40 will be more targeted. Mr. Phinney also mentioned the concept of identifying areas of excess highway capacity that could grow without the need for additional infrastructure investment.

The remaining discussion was very free flowing. Some topics are captured below:

- Attendees discussed that there seems to be an attitude of "grow or die" for many communities, which may not be true. The engineering divisions can bring sanity to these localities. ODOT should keep the door open for local engineers and do more outreach to locals about what ODOT is doing.

- Some attendees had the opportunity to build stronger relationships with ODOT staff during the American Recovery and Reinvestment Act (ARRA) projects. These relationships have been valuable ever since.

- Road project updates should be shared with all transit providers so they know what to avoid.

- Local communities are trying to retrofit built communities with trails and address flooding problems. There should be more coordination among ODOT, county engineers, and planning organizations.

- Complete streets – ODOT needs a model for this to help locals with their goals. In some districts, the ODOT LPA coordinator helps locals with these issues.

- It was noted that there is a resistance to planning at times, with concern in rural areas in particular about ceding local control.

- Most people, regardless of politics, understand investing in infrastructure. Preservation message is something people are ready to hear. Government and politics are two different things. ODOT is not politics. ODOT does a good job being open to the public, but it is hard to get people to participate.

- Some people do scenario planning, based on migration, economics, etc. to look for future needs. Fragmented thinking creates the problems we have now.

- There has been a push back on the economy gained through freight from the lake. Asset management is also about community assets. ("Playing to your strengths.")

- North central Ohio has US 30 and I-71, providing good regional access. There are also portions of US 30 being improved through town. The community works well with ODOT District 3, who are committed to helping Richland County.

- It was noted that planning is not required in Ohio and that ODOT is the only statewide planning agency.

Central Ohio and Statewide Organizations, Part 1
ODOT Central Office, Columbus, Ohio
August 16, 2012 10:00am

After introductions, Mr. Phinney started out by going through the packet of materials: Task 5 updates, "Setting the Stage" executive summary, goals, objectives and critical success factors. He asked the group to provide input on STS and on goals and objectives. Dave Moore suggested that the group give some input on critical success factors for measuring things that ODOT doesn't have a lot of detail for.

Mr. Phinney noted that the next steering committee meeting is scheduled for October 23, 2012 at 10:00am., and then opened floor for discussion.

- The Safe Routes to Schools (SRTS) National Partnership focuses on SRTS, but also on complete streets, to further policies at the local level. The goal is to offer opportunities to address short trips by methods other than personal car. (Noted the percentage of trips that are less than 10 minutes.) In addition to the potential for reducing obesity rates, active transportation is an asset to local communities. Transportation Alternatives (TA) help with health but also reduce the load on highways. ODOT should provide official emphasis on increasing pedestrians and addressing other needs.

- The Rails-to-Trails Conservancy is focused on active transportation. ODOT's proposed bike/pedestrian analysis discusses a gap analysis, which is fine, but a lot of other agencies are already doing that. The public wants to know what ODOT is doing to help fill those gaps. ODOT should challenge itself to treat these options as *transportation*. Advocates face a constant battle in Ohio that they do not face in other nearby states. For example, Pennsylvania embraces the concept of active transportation and works with RTTC and others to fill the gaps in trails, sidewalks, etc.

- The Ohio Poverty Law Center noted that the OPLC is aware of the need experienced by the poor for transportation to appointments and to work opportunities.

- The group asked about ODOT's role in transit. Mr. Phinney discussed the limitations of the state gas tax that are in Ohio's constitution and the limits of the federal gas tax. State match for Federal Transit Administration (FTA) funds cannot use state gas tax, so ODOT has to go to the general assembly for that money project-by-project. Mr. Moore explained that FTA funds to larger systems go directly to the urban areas. For rural areas, the money goes through ODOT. Mr. Moore noted the success of the Athens-to Cincinnati bus route.

- The group discussed that MAP-21 reduces total funding to alternative programs and lumped them together in one program so they now must compete with each other. The RTTC noted that the governor can opt out of the Transportation Alternatives (TA) funds and there will soon be a

campaign to encourage him to not opt out.

- MPO's are in control of over 50% of the new TA monies.

- The group stated that Map-21 is "several steps back" for bike/pedestrian advocates since there are no assurances for funding at all. Mr. Moore noted that the outcome is not entirely negative, because MAP-21 allows more flexibility and there will be some increased opportunities in direct allocations to MPO's.

- RTTC stated that the cost to build a mile of trail through ODOT is 2 to 3 times as much as doing so through Clean Ohio or other funding sources. There is some hope that MAP-21 will reduce the burden of the red tape.

- RTTC and SRTSNP have held webinars (or have them scheduled) to discuss the implications of MAP-21. Info is on their websites.

- The attendees noted that AO40 is a plan that will live long after MAP-21 has expired and that ODOT should not constrain itself because of it. AO40 should focus on what is important, not just what MAP-21 can pay for.

- Mr. Phinney discussed the state's current transportation program financial environment compared to when Access Ohio was last updated prior to 2004.

- The group said they were pleased to have the opportunity at this time to talk about how to fulfill the transportation needs of all constituencies.

- The Ohio Association of Area Agencies on Aging discussed that the elderly's biggest challenge is transportation to medical appointments. As there are fewer and fewer Medicaid and Medicare doctors the trips will get longer and longer. In addition, home healthcare aides often are transit-dependent and cannot travel to clients' homes in rural areas. OPLC noted that the Medicaid expansion under the Affordable Care Act (ACA) will put even more pressure on those providers and transportation to get to them.

- Mr. Phinney asked how to measure that need. OPLC noted that they may data with numbers and locations of Medicaid physicians and agreed to follow up on that. It was also mentioned that the Kaiser Foundation or the Robert Wood Johnson Foundation may also have data.

- The Ohio Township Association noted that there are other concerns with implementing projects through ODOT besides the limited funding. Project timeframes are a concern for townships, who have seen projects held up and been frustrated by delays.

- Townships would also like to see flexibility in ODOT policies when locals want something different. Example: Residents wanting trees instead of noise barriers and ODOT not approving that.

- Townships are concerned about transit districts not being able to cross county lines.

- SRTSNP has heard concerns over design standards for trails and paths (examples – path width). Mr. Moore noted that ODOT most often follows American Association of State Highway and Transportation Officials (AASHTO) standards. Path width can often be needed to allow for emergency vehicle access.

- SRTSNP has also heard concerns about the time it takes to go through the ODOT process. An example was a bike rack project where it has taken three years to go through the siting process to pour the pad.

Central Ohio and Statewide Organizations, Part 2
ODOT Central Office, Columbus, Ohio
August 16, 2012 1:00pm

During introductions, attendees shared their involvement with transportation. Several attendees had participated in past planning efforts and expressed frustration that they had yielded few results. There was some optimism that this effort will be different since it is occurring so early in the current administration.

After introductions, Mr. Phinney reviewed the packet of handouts: Task 5 status, "Setting the Stage" executive summary, and goals, objectives and critical success factors. He asked that the group read the STS technical memo and provide input on what issues to carry forward into the AO40 plan document. He also encouraged the group to review the goals and objectives.

There was a group discussion of the draft goals, objectives and critical success factors. Summarized below:

- The draft goals seem highway centric. ODOT should consider replacing "highway" with "transportation" where possible.

- There was a question about the measurement of "number of economic development projects," regarding whether this is number of jobs or size of business investment. Mr. Phinney indicated that the draft measure anticipates counting the number of distinct projects with specific locations and scope, typically short duration.

- There was a question about the meaning of return-on-investment (ROI) in the measures. Mr. Phinney indicated that ODOT is looking at how others measure ROI and still working on how this will be measured, with more focus on preservation and strategic use of expansion. Ohio Department of Development (ODOD) commented that the community services division of ODOD calculates it differently from the business services division. Mr. Phinney discussed the Cleveland project example that focuses on community benefits rather than transportation benefits and the challenge in measure that. The OCCH asked if ODOT can take into consideration the negative ROI from not maintaining existing infrastructure.

- The Ohio Rail Association (ORA) noted that ROI is both private benefits and public benefits. The Ohio Rail Development Commission (ORDC) has tools to estimate these benefits. ODOT may want to look at all the models that are out there and also consider all modes of transportation.

- ORA noted that commercial users of infrastructure need to pay the full cost/fair share for using that infrastructure, otherwise the system will fail. ODOT does not have funding to maintain what they have. Where public/private benefits intersect, we need to look at assigning those costs

fairly. Ohio needs to look at different way of providing the funding. Mr. Phinney noted that it was not within ODOT's authority to suggest the policy solutions. Mr. Dyer noted that the discussion of the challenges is covered in the finance chapter.

- ORDC asked about the objective of "state of good repair." Preservation for other modes (bike trails, rail, etc.) is also about preserving rights-of-way.

- Requirement for U.S. Army Corps permits for river access results in poor choices. Existing sites are used because they are permitted, even if they may be worse than other sites. New sites won't get permits for a long time.

- Mr. Phinney mentioned the concept of identifying areas with excess capacity. The Ohio Capital Corporation for Housing (OCCH) noted that this additional capacity may not be in the areas with work force. ODOD noted that it may be in areas that are not appropriate for growth. ORA noted that there is competition among jurisdictions which impacts the ability of Ohio to plan with a larger view. OCCH noted that Ohio has the tools of identifying opportunity zones, which could be redefined to take such things into account.

- OCCH asked rather than being highway centric, are we considering the river? The more it is developed for transportation, this may help Appalachia.

- ORDC noted that the biggest requirements for the shale gas industry have been river, rail and highway access. There has been increased desire for rail sidings, which they may want as a hedge against trucking prices.

- ODOD noted that Access Ohio can inform local land use, but Ohio is a "home rule" state so Ohio must incentivize since we cannot mandate.

- ODOD reported that they are working on guidelines, the Site Ohio program, which will have rail and water certifications. This is a certification program only, not an incentive program. Guidelines will be draft at OAC this fall. Stakeholders meetings on these guidelines are scheduled for 8/27, 9/5, and 9/10. ODOD reported the draft guidelines will be completed this fall.

- ORA noted that the Central Ohio Freight Study did not look outside this area and there is a need to connect to out-lying areas like Coshocton, Zanesville, Mt. Vernon, and Lancaster. There is a need to connect smaller communities to each other, not just Columbus-to-Toledo, for example. Only ODOT can look at this due to others having only authority within their borders.

- ORDC noted that nodes of economic activities are connected by corridors, such as the Heartland

Corridor. It is transportation's job to "connect the dots."

- Northern Ohio is a big problem with rail bottlenecks. Sidings would require miles of track in order to clear the main line, which would make it impractical to locate a site there.

- ORA mentioned that redevelopment of manufacturing areas that form the core of a community help to protect existing assets. ODOT should look at which employers are "anchors" for different communities and consider how to support those. The group discussed that RG Steel was that anchor in Steubenville but is now dying. There isn't always a solution. Ohio has a tough task to decide where to invest pro-actively and where to just allow the market to work. There will be some big winners and some big losses. ORDC gave the example of highway or rail investments for coal-fired power plants, which will probably eventually be shuttered, but no one knows how long from now. In that situation, it is hard to know what to do.

- There was a discussion of whether ROI should include life cycle costs.

- The Sierra Club noted that the stated goal of "reducing Single Occupant Vehicle (SOV) travel" belongs under the "stewardship" category.

- ODOD stated that ODOT should research transit connectivity for gaps and failures, in the private system to see what the public system needs to do. Crossing county lines in affected by how transit is funded. Mr. Phinney noted that there is a current research project on the duplications in transit-related services due to funding sources. ODOD noted that there are also private dollars in transit related-services that ODOT may not know about.

- The group discussed whether public transit systems are ever designed to make a profit.

- The group asked if AO40 will consider fuel choice: electric, CNG, diesel, gasoline. There was a discussion of the funding challenges for transportation in each case. ORA noted that there is reluctance to discuss charging based upon vehicle miles traveled (VMT), but that it may be the strongest solution. The group noted that there are studies from the Buckeye Institute and Cleveland State looking at user fees for transportation.

Mr. Phinney noted that the next meeting is scheduled for October 23, 2012.

West and Southwest Region
MVRPC Office, Dayton, Ohio
August 17, 2012 9:00am

After introductions, Mr. Phinney reviewed the handouts: Task 5 status updates; Setting the Stage (STS) executive summary, and goals, objectives and critical success factors. He noted that the fast pace for AO40 was due to the desire to use analysis from the plan to assist with preparation of the budget testimony to the General Assembly, probably in February. He also explained the philosophy of longer technical memos, with a shorter AO40 plan document. Mr. Phinney asked the group to review the STS tech memo on the website and provide input on what issues are most important to include in the plan. He noted that comments by mid- to late-September would be helpful, but there is no firm deadline.

Mr. Phinney stated that ODOT has not spent much effort informing the public on how transportation is funded, so ODOT cannot go to them with solutions until they understand the problems. Solutions to this problem are in the realm of policy and politics, which is outside of ODOT's control. AO40 will only identify the problems.

Attendees asked if the AO40 goals and objectives tie into MAP-21 requirement for critical success factors. Mr. Phinney answered yes, but noted that ODOT is still digesting MAP-21 to understand the implications. MAP-21 is two-year bill and things may change after that.

Mr. Phinney opened the floor for discussion of transportation issues important to West and Southwest Ohio. Some attendees represented statewide organizations in addition to their west/southwest regional roles, including: the Ohio County Engineers' Association, the Ohio Association of Regional Councils, and the Ohio Public Transit Association. Following is a summary of the topics:

- Revenue needs to be discussed in AO40 to show that all modes of transportation are underfunded in Ohio. Statewide funding was preserved for transit, but general funds were cut to communities who then cut back on funding for transportation for low-income and elderly.

- ODOT's public survey questions seemed short-term and seemed to pit modes against each other.

- Transit is a lifeline for elderly. The 21st Century Task Force also showed support for transit. The legislature needs to see gap between what we need versus what we have.

- Some topics from STS that should be added or emphasized more:

    - Trends about active transportation

- Concerns with climate change
- Transportation needs for an aging population
- Trends in reduced driving and the impact on gas tax revenues
- Leveraging HUD, EPA, and other federal funds by better interagency efforts, with more emphasis on layering various agencies programs that have funding to work together on shared solutions

- Funding for major improvements like Brent Spence Bridge should show up somewhere in AO40. Maintaining critical transportation linkages – this is an important economic role of transportation.
- Should consider exports and imports in economic discussion.
- The Eastern Corridor project is a big area of concern. Need to talk about coordination with Transportation Improvement Districts (TID).
- Consider effect of increased CAFÉ standards on gas tax revenue.
- Battelle has done some work on VMT tax to replace the gas tax. (Mr. Phinney noted that Minnesota has looked at this.)
- Some landlocked cities within urban areas have a serious need to improve local roads, but with reduced funding to locals these needs are unmet. AO40 should talk about the lack of funding for maintenance of all parts of the system.
- After system preservation, economic development is the next more important need. But that discussion should not just be about new transportation facilities that just shift development around.
- The cities expressed concern that legislators don't understand that people actually do walk and ride their bikes. The younger professional generation is moving to communities with these options. 98% of downtown housing in Dayton is occupied. Similar to Columbus, this is a big change from years past. Housing developers are now seeing this.
- Highly developed areas in townships are also encouraging bike usage. The challenge is how to cross busy roadways. The transportation industry needs to develop a strategy to handle this. Pedestrians and cyclists need to understand that crosswalks don't make you safe. It isn't that simple. People are confused by traffic laws. Ohio laws typically require pedestrians to yield.

There needs to be better education for drivers and pedestrians.

- AO40 should discuss the trends and changes in attitudes about transportation. It should also discuss changes in technology.

- ODOT has been good at coordination with locals on detours, design standards, etc. Locally implemented projects are still faster, because environmental and right of way studies can add up to 2 years to the project timeline. Locals love the Ohio Public Works Commission (OPWC) because they can do projects by "force account", or design and bid them out without the environmental red tape. Some states (e.g. Kansas) allow sub-allocation of state gas tax funds to local jurisdictions to use on local roads. This is not permitted by the Ohio Constitution.

- There was a discussion about tolling. The big issue is how practical tolling would be. If you borrow to build it but you can't get enough revenue to pay it off, then what happens? It is being studied now. There is a limit to how much the toll can bring in. Tolls are not always the answer. Some motorists may feel that having to stop to pay the toll is a big hassle and why not just add a penny to the gas tax instead.

- Need to discuss how to resolve performance and funding for bridges between states (WV & KY). Ohio only pays for portion in Ohio. How do we work with them to make sure they keep it in good repair?

- Is there a discussion of free-trade zones? Mr. Phinney noted that the statewide freight study is in-progress.

- Will the turnpike study be included in AO40? Mr. Phinney stated that it probably would not be included. It is a separate, on-going study.

Mr. Phinney noted that the next steering committee meeting with be held October 23, 2012.

Steering Committee Meeting #2

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 <u>need</u> 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?

- Benefit analysis, how freight flows, customer impact to decide whether it's best to move freight by rail or highway.
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- 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
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- Ops for PPPs > market agenda 1st (identified by RR)
- Congestion and safety
- Underutilized rail-served industrial facilities listed and available; encouraged to customers who <u>need</u> 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

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

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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

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

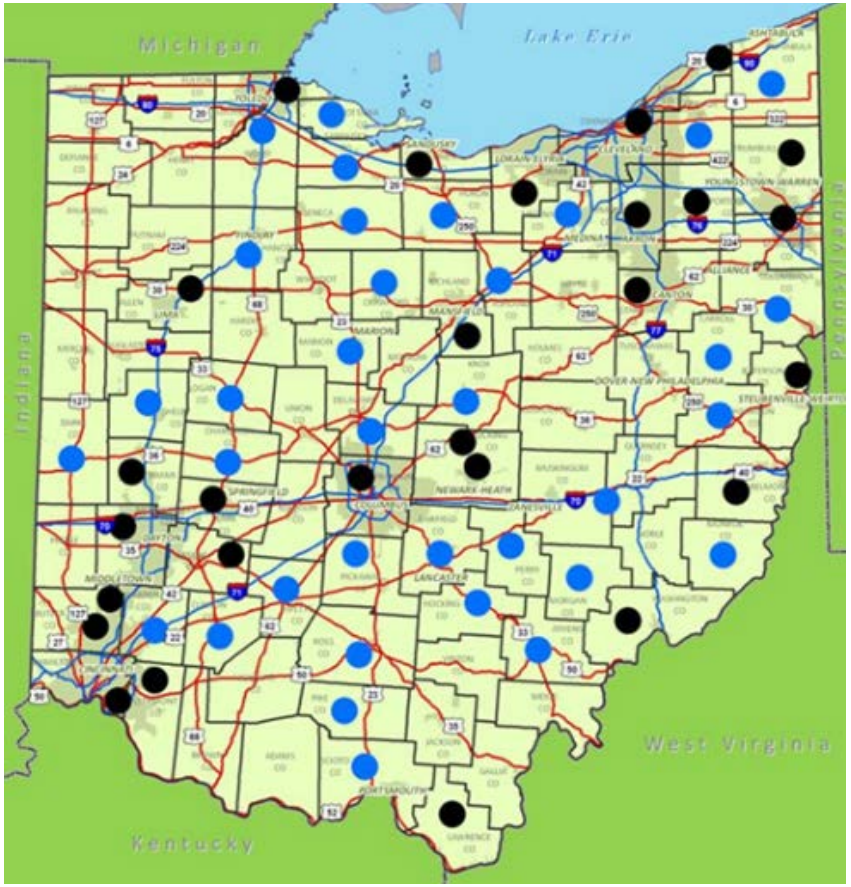
- Existing conditions
  - ODOT owns 39% of all Ohio bridges
  - ODOT owns 19% of all Ohio roadways by lane miles
- Future conditions
  - Approx. $12 billion in bridge needs between 2012-2040 (2011 dollars)
  - Approx. $60 billion in roadway needs between 2012-2040

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

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

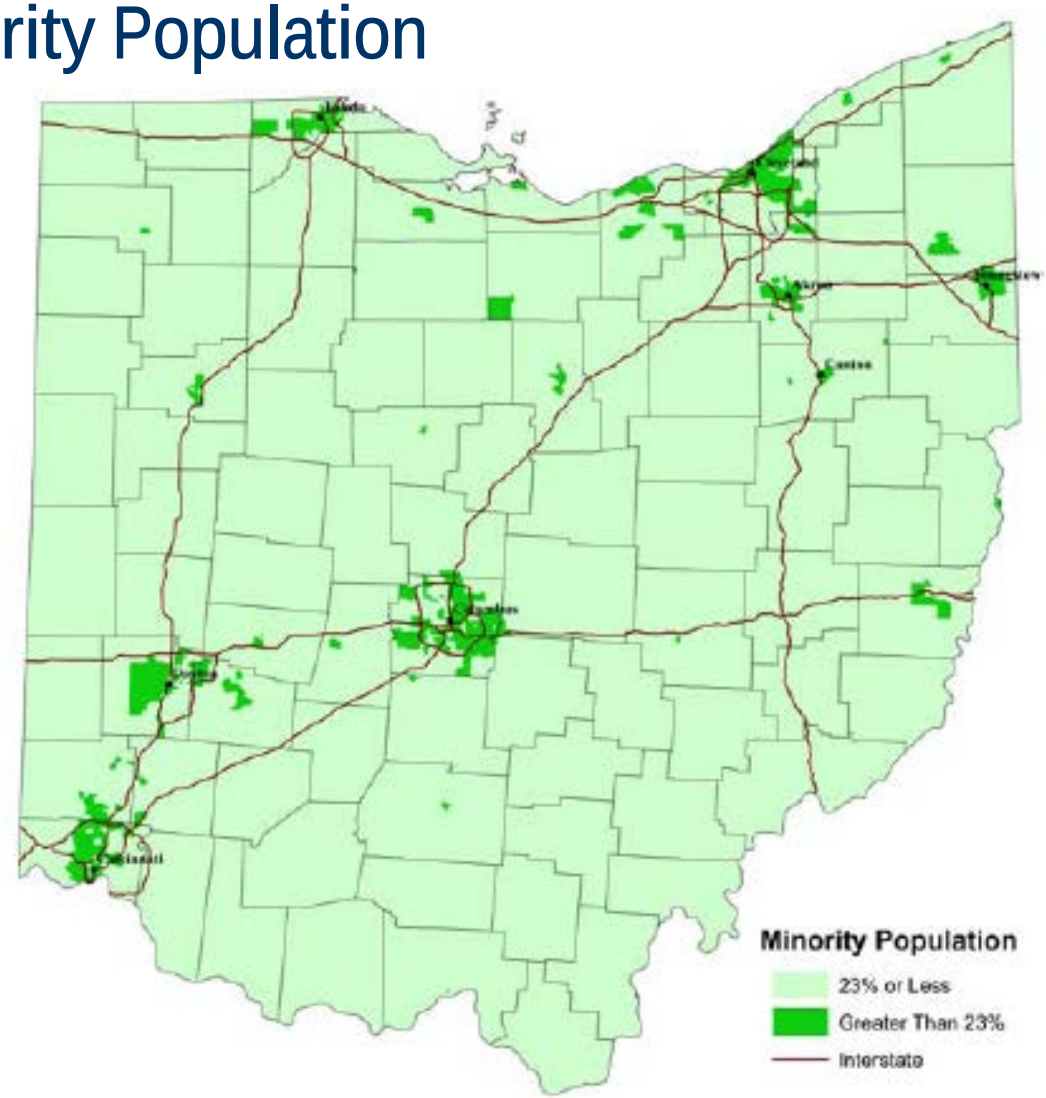
Study Progress Update

Tasks Currently in Progress

Environmental Overview & Environmental Justice

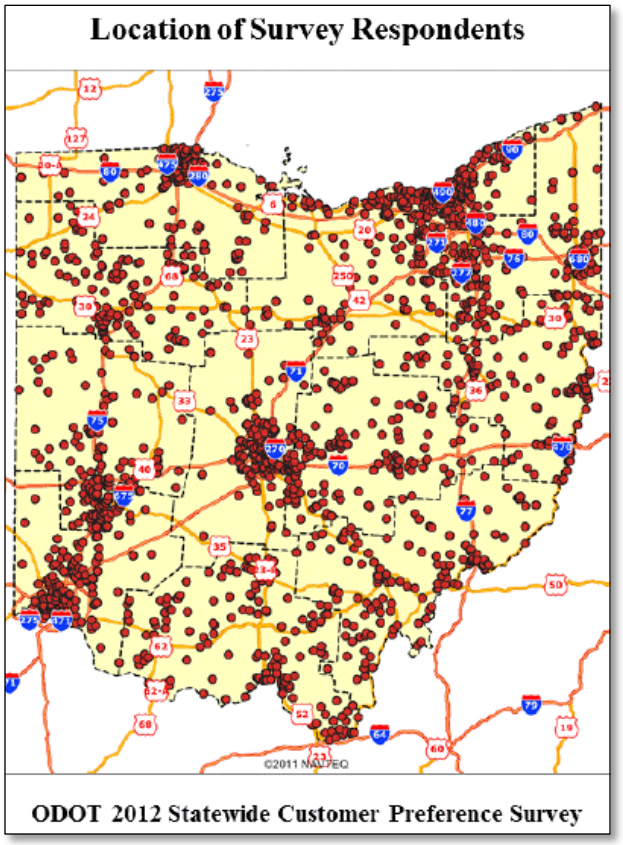
- Environmental Overview
  - Mapping Ohio's environmental assets
- Environmental Justice (EJ)
  - Preliminary output from Accessibility Tool has been reviewed
  - Identified low income and minority populations throughout Ohio
  - Next step, perform an accessibility analysis

2010 Minority Population



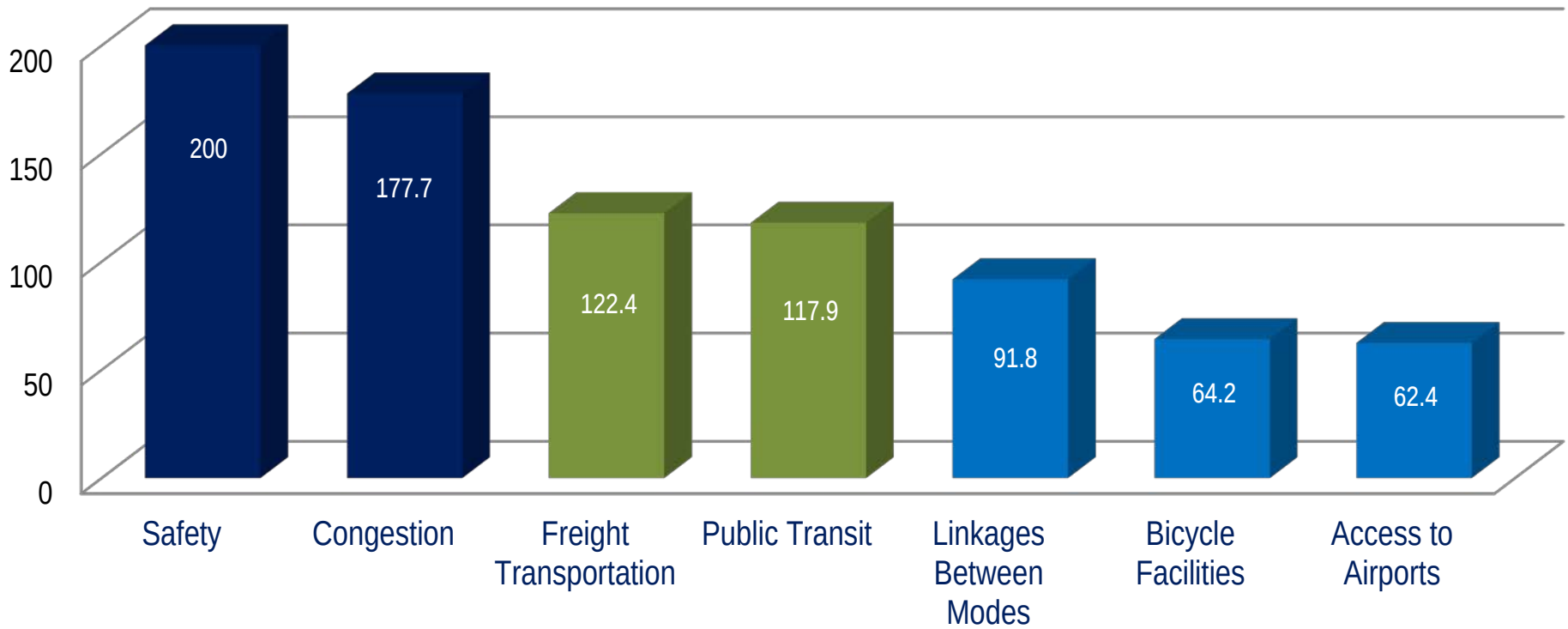
Preference Survey - Background

- 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

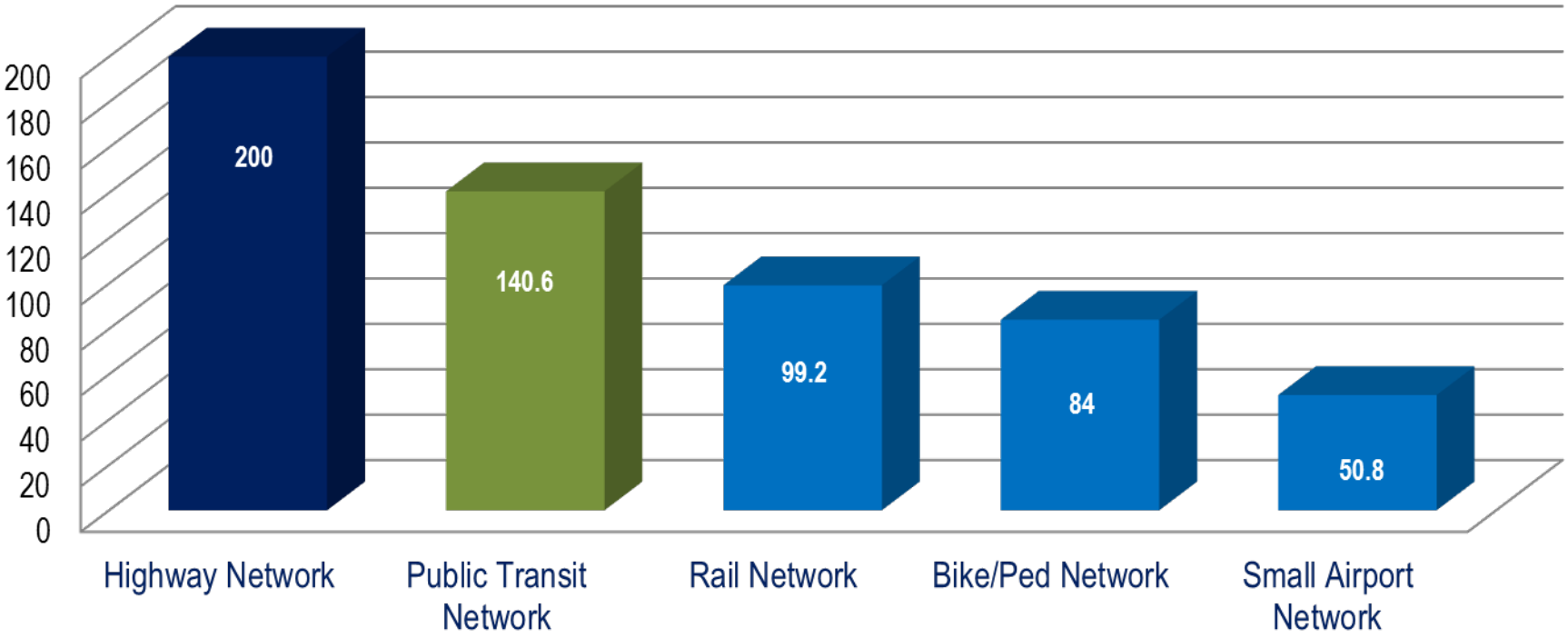
- Congestion and Safety are the most important topics



Priority Investment Ratings

Preference Survey - Results

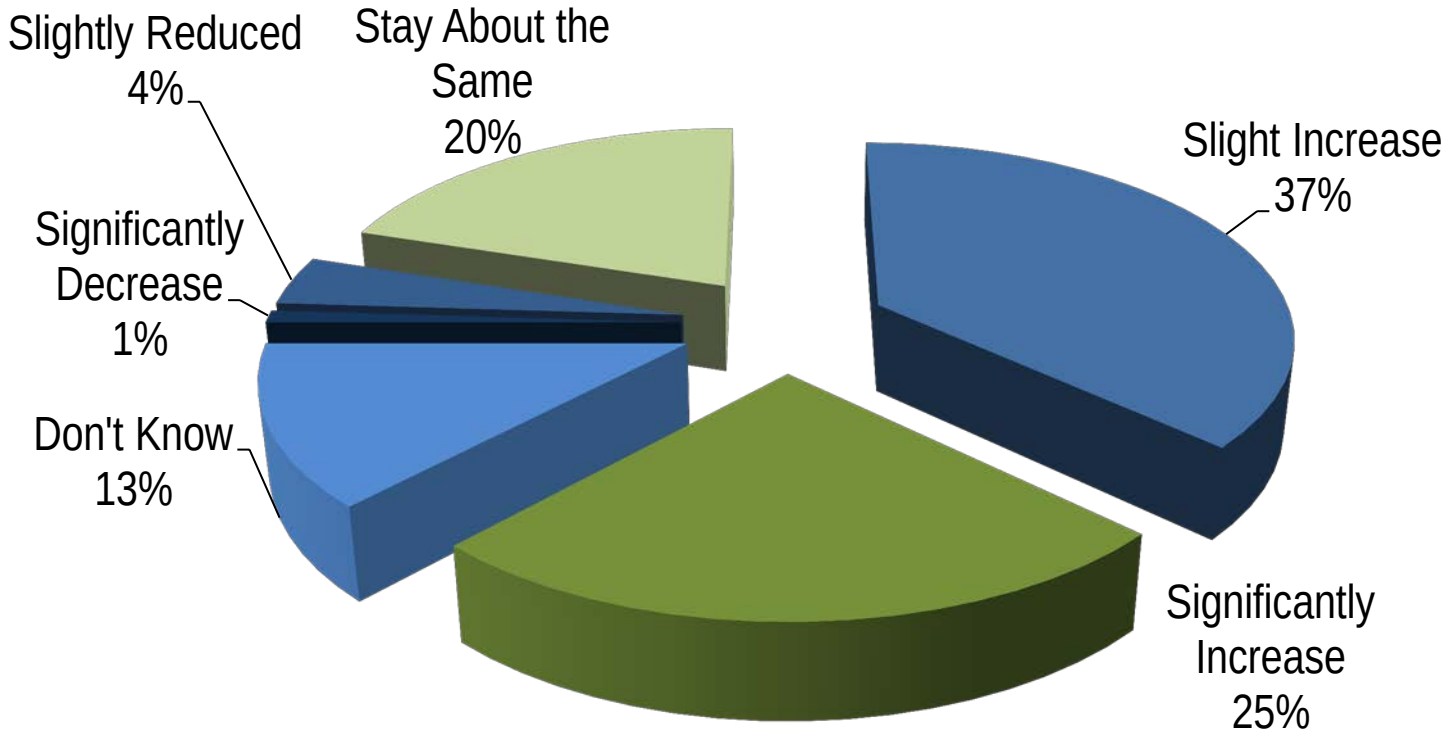
- Top two network priorities are highway and transit



Priority Investment Ratings

Preference Survey - Results

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



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

How will transportation stakeholder groups use the modal analysis?

Analysis Approach

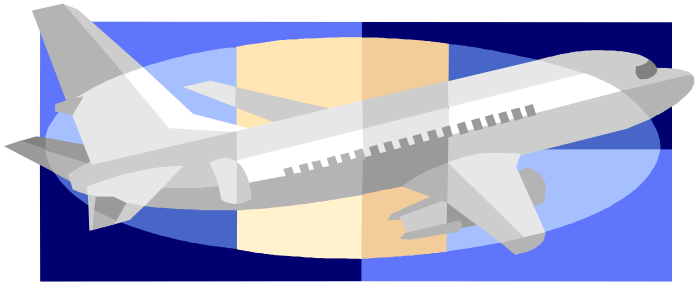
How will the analysis be performed across the transportation modes?

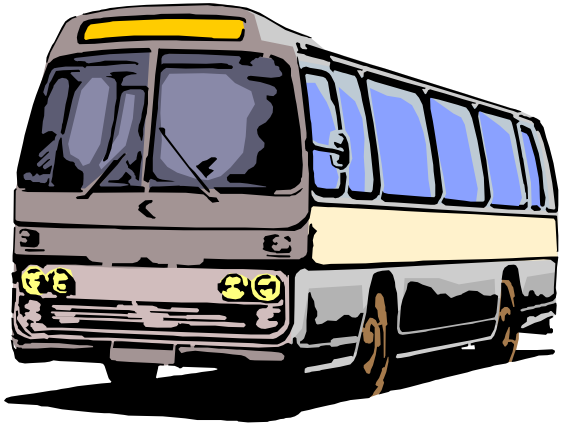
- Service area
  - Aviation
  - Transit
- Corridor
  - Bike
  - Highways
  - Maritime
  - Railroads
  - Intercity Transit

Analysis Approach

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

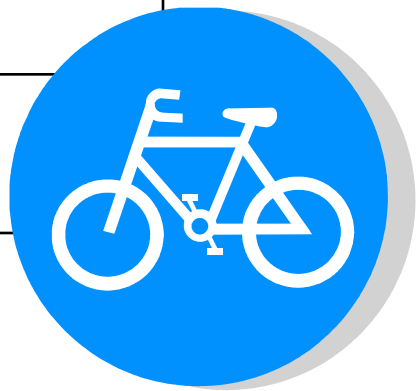
For those modes being analyzed as corridors,

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

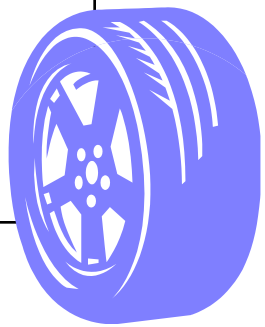
Analysis Approach

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	



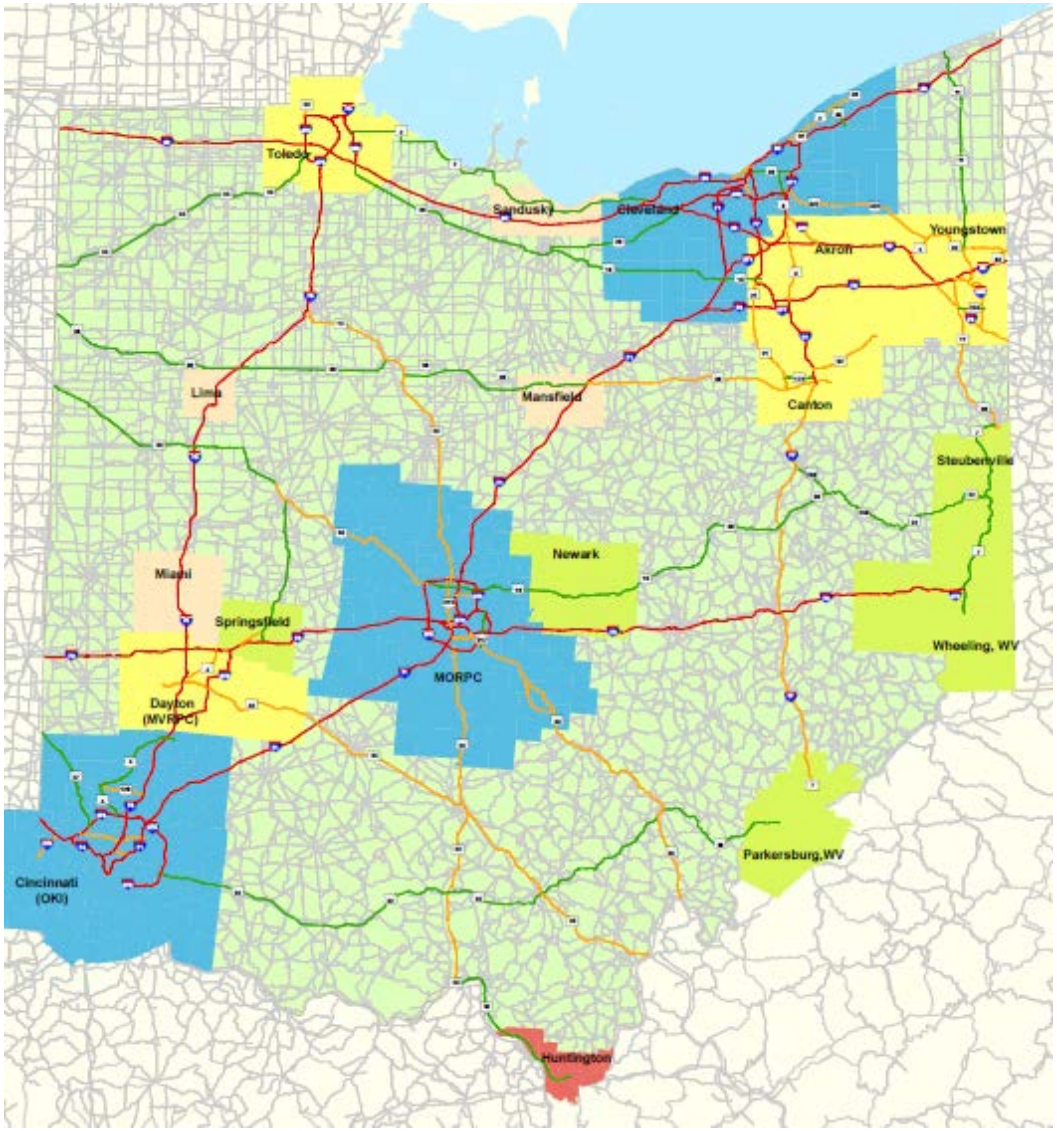
Analysis Approach

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



Analysis Approach

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

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

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

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

Thank you for your feedback!

Goals, Objectives & Critical Success Factors

Ohio Department of Transportation

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

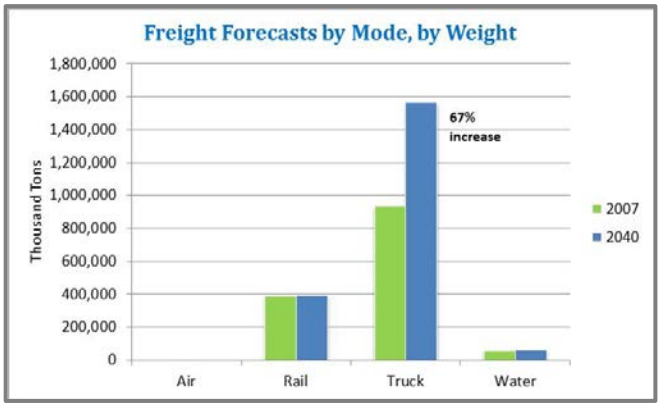
Statewide Freight Study

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.

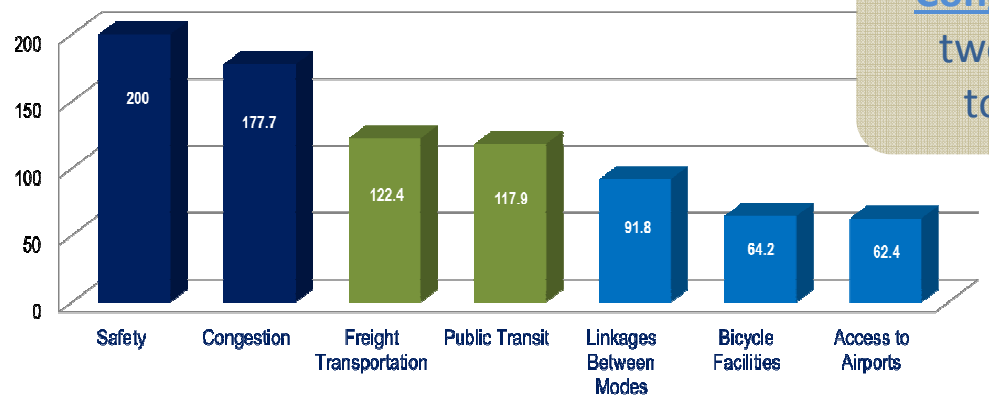
The survey asked Ohioans to prioritize transportation modes. The highway network was identified as a high priority, whereas the public transit network was identified as a medium priority. In addition to asking Ohioans to prioritize the transportation modes, the survey inquired about transportation funding. The results indicated that 62% of Ohioans think ODOT funding should be increased over the next five years, with 20% of

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

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,

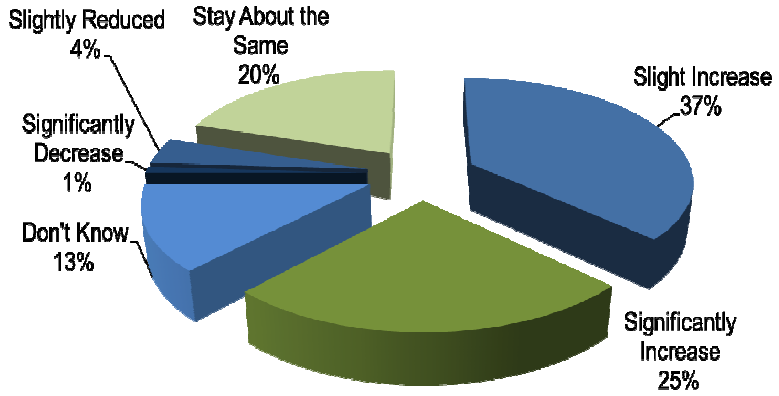
...62% of Ohioans think ODOT funding should be increased over the next five years...

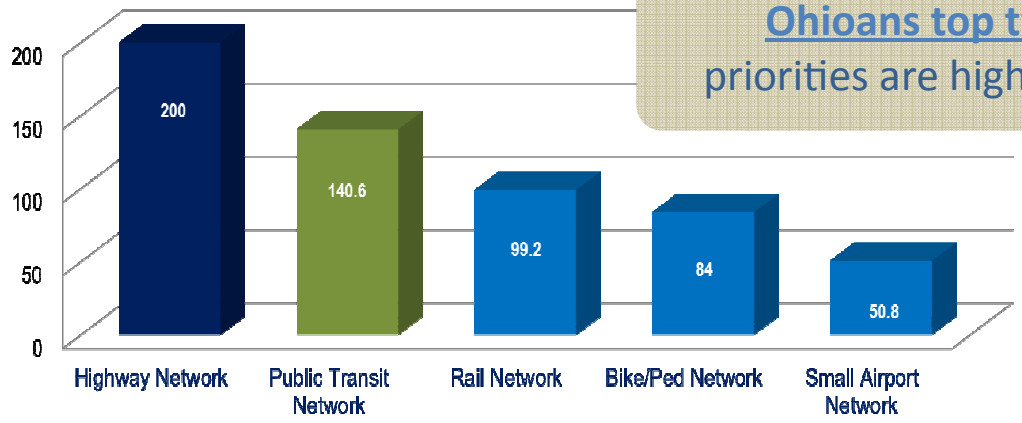
Ohioans chose their priorities accordingly: safety, smooth pavements, preventing congestion, and providing connections between different modes. Survey results were not consistent across all districts for every question. Districts 5 and 6 prioritized congestion relief over resurfacing roads, the opposite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

Study Analyzes Freight Movement
Page 2

Passenger Movements Considered by Mode
Page 3

Defining Goals & Objectives
Page 4

OHIO DEPARTMENT OF TRANSPORTATION

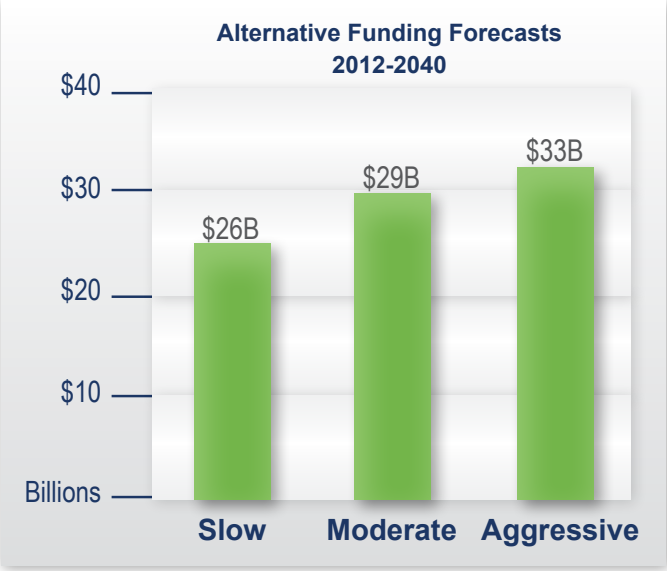
September 2012 | Issue 2

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.

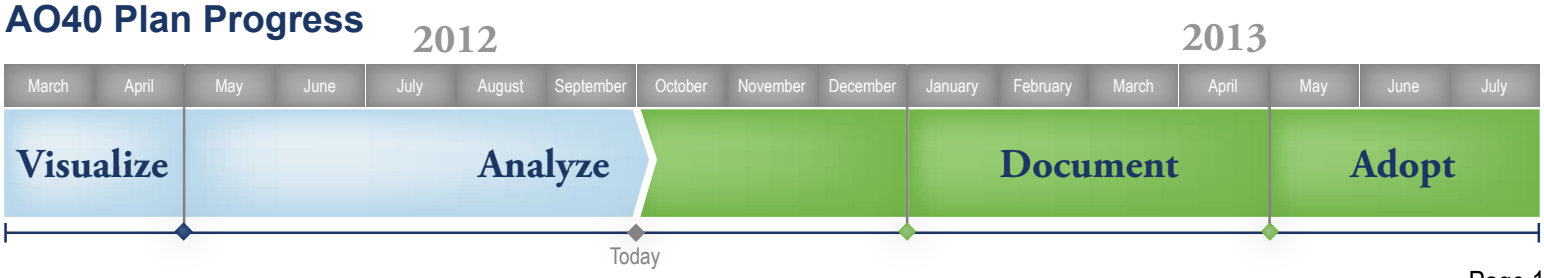
In AO40, the funding allocations are called Alternative Innovative Finance Scenarios.

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

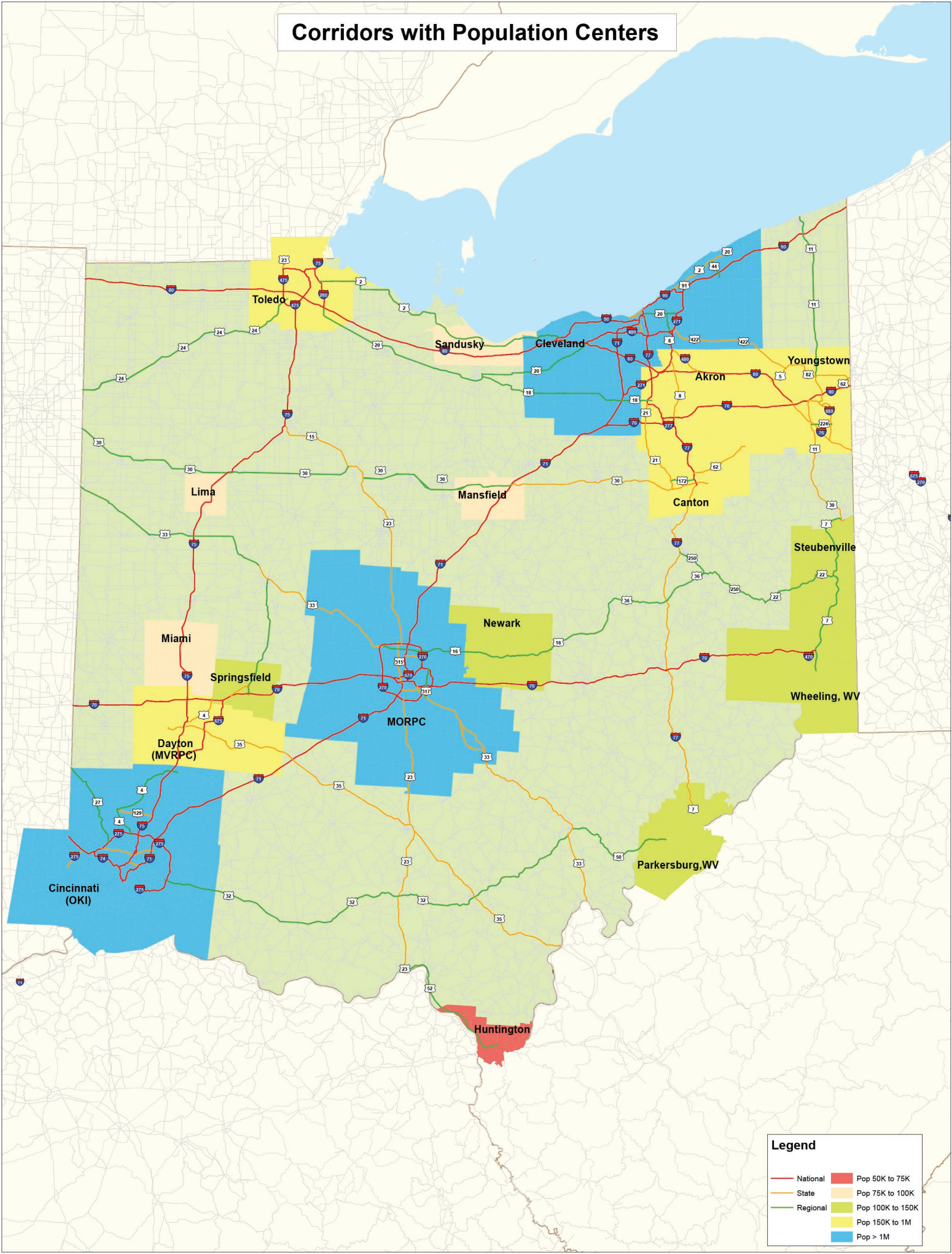
Highway

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

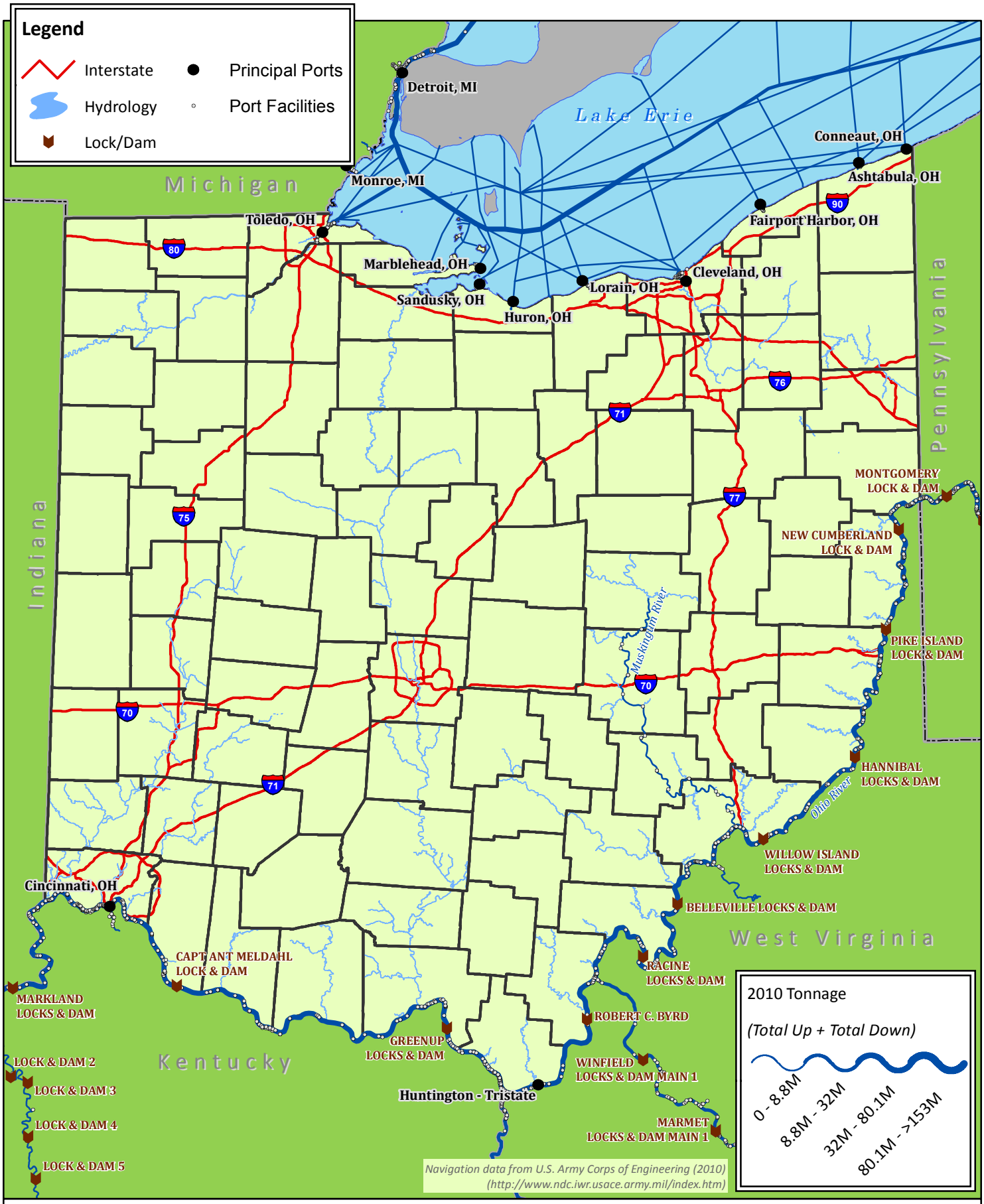
1 Weighted Volume= car count + truck count*3

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



0 10 20 40 Miles

0 20 40 80 Kilometers

N

CDM Smith

Maritime Corridors

Ohio Department of Transportation

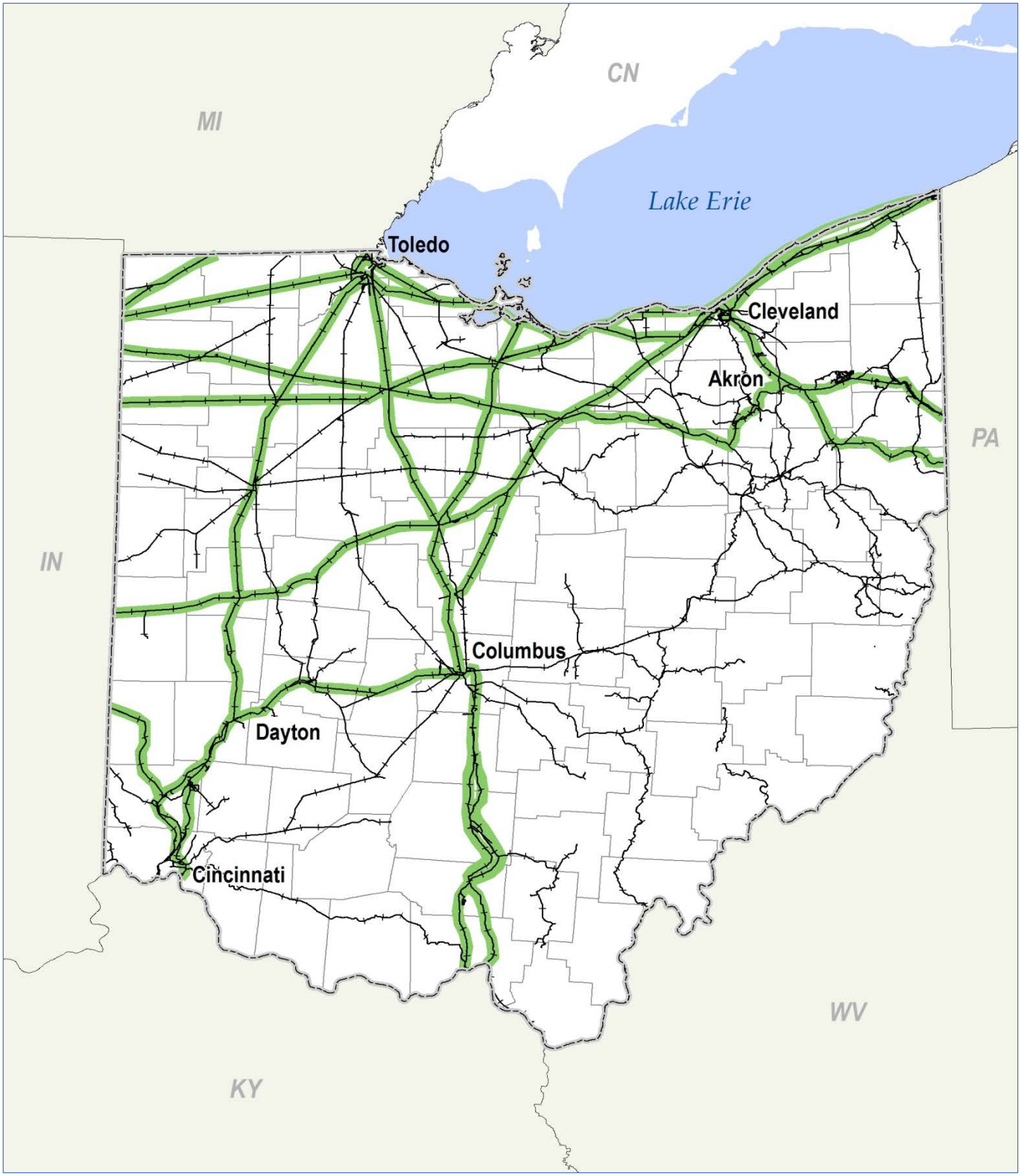
Access Ohio 2040

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

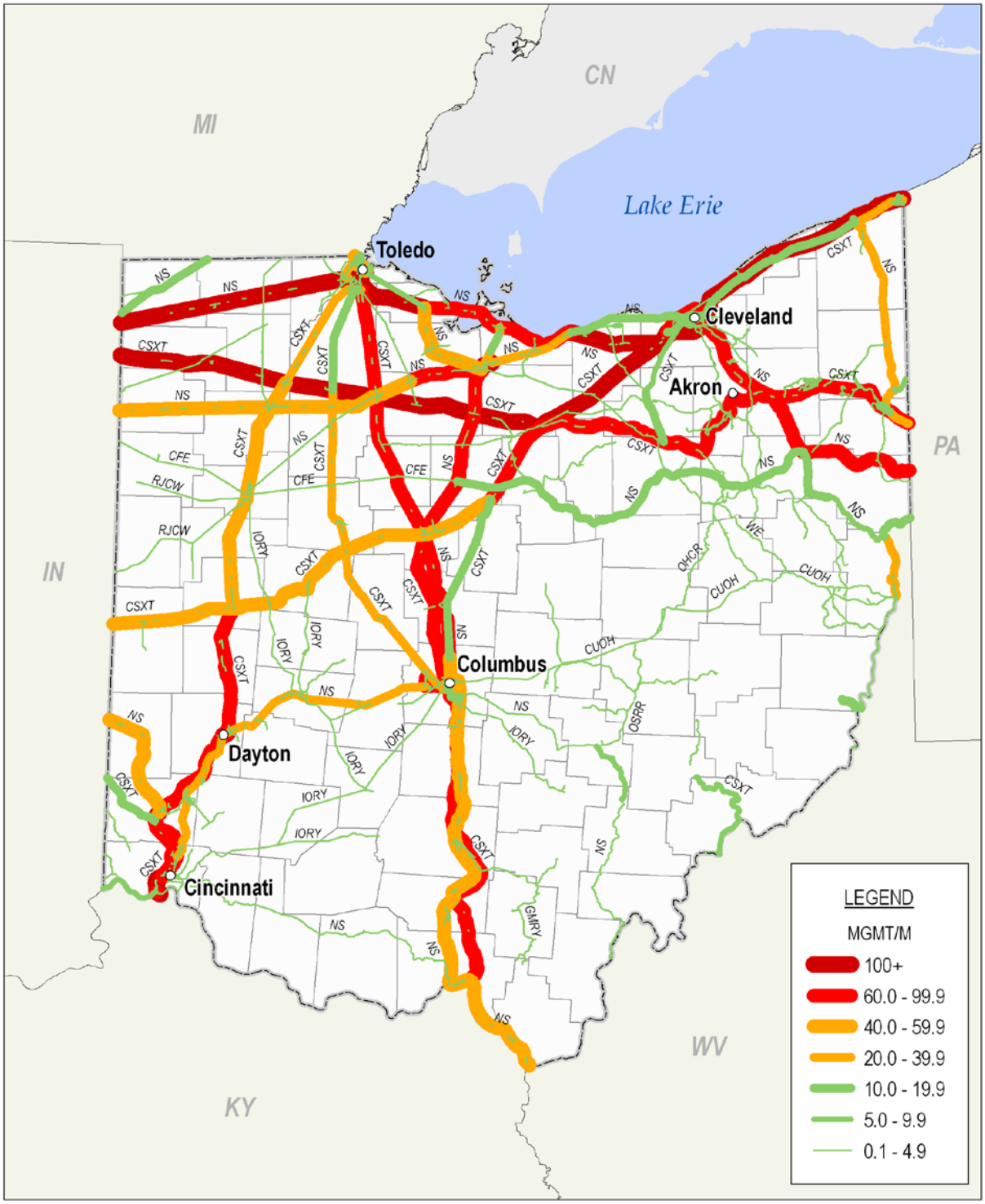
1,800 miles of the 52,340 national miles of rail line designated as primary rail corridors

Source: American Association of Railroads Report, 2007



Ohio Rail Freight Density 2007

Source: U.S. Federal Railroad Administration

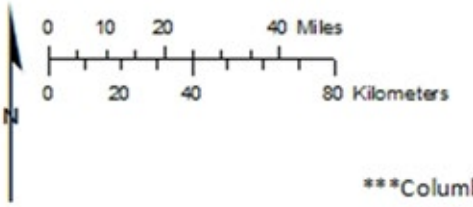


WilburSmith ASSOCIATES

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	

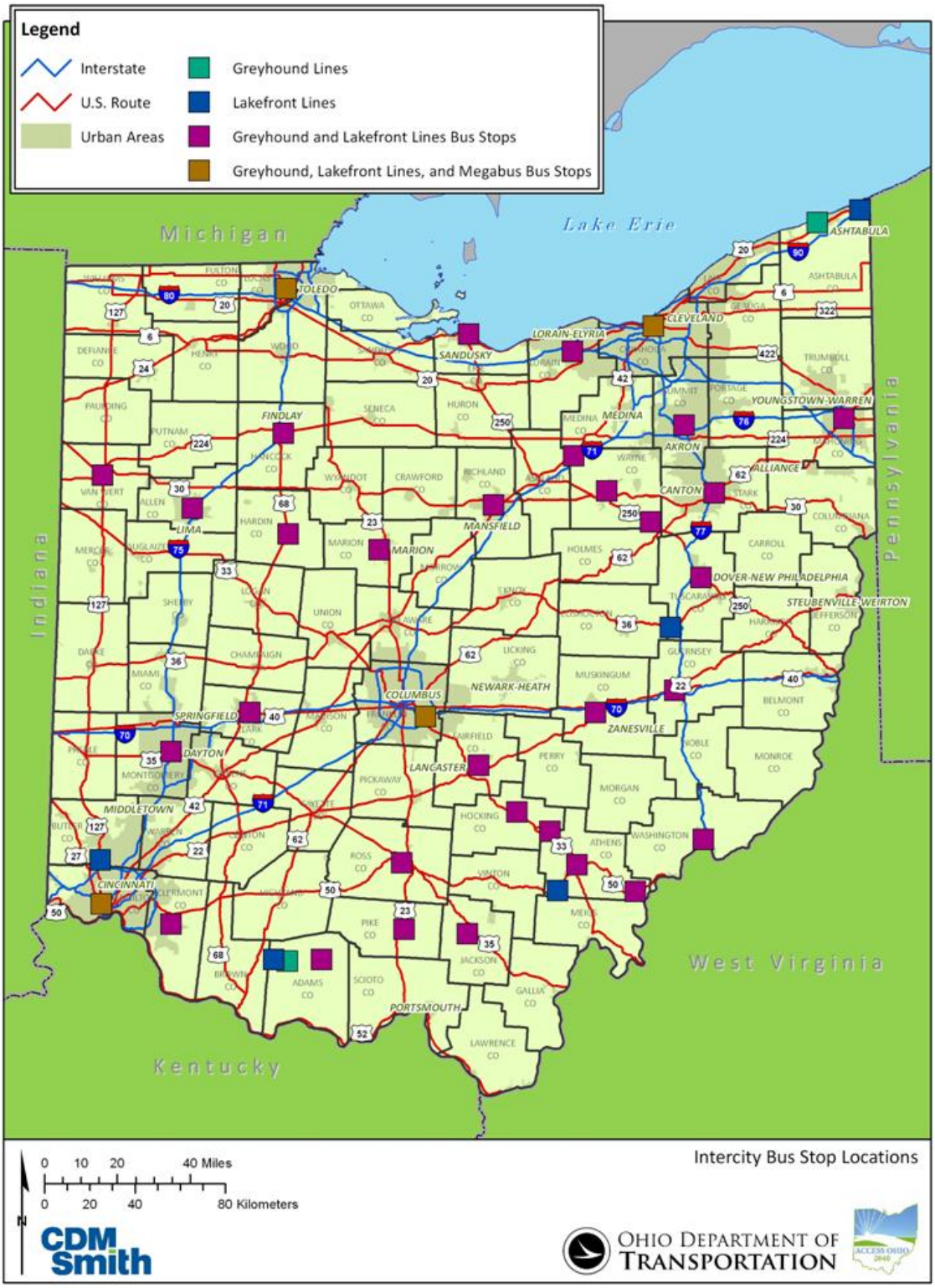


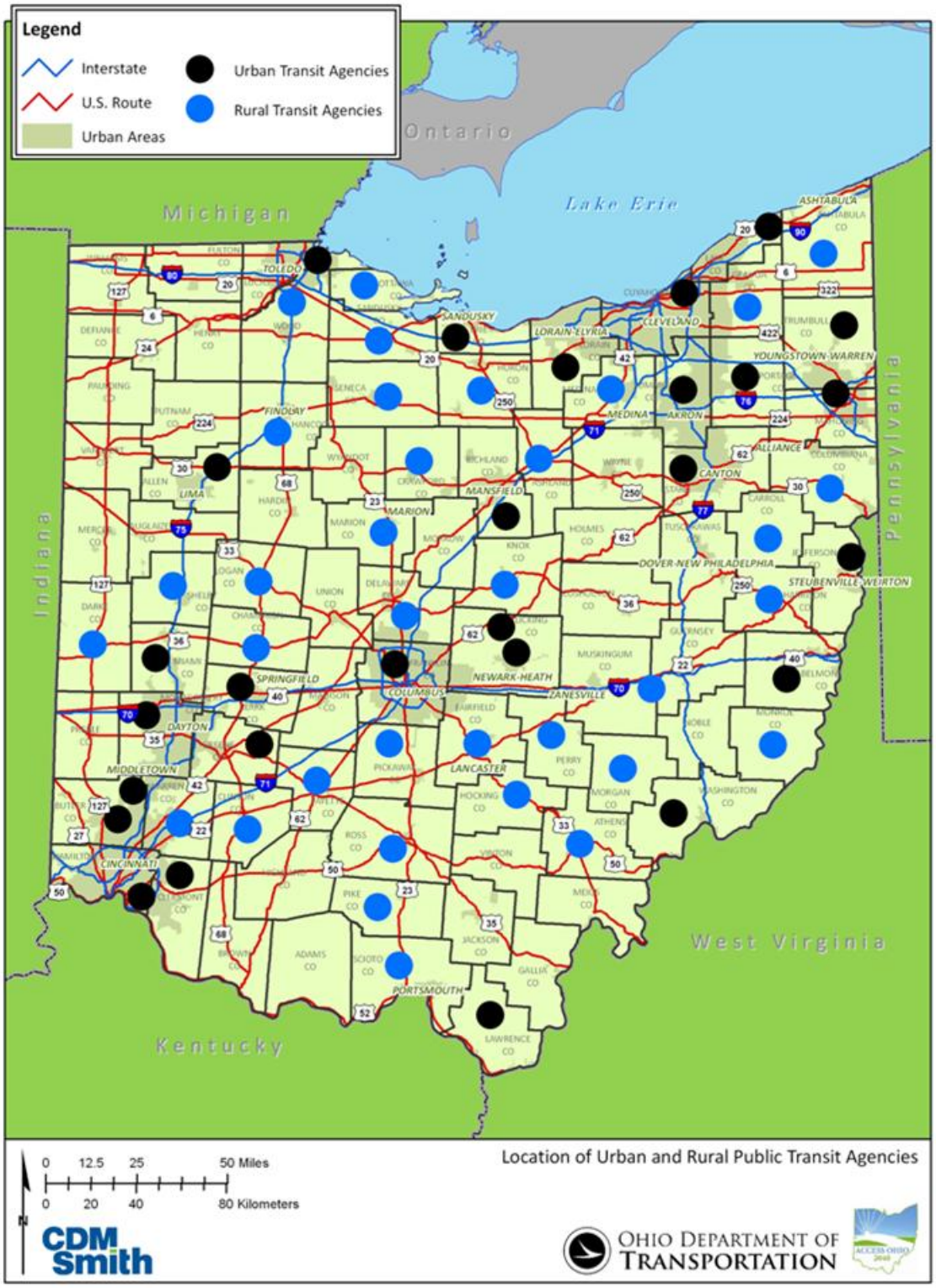
*Athens has two stops: Athens Community Center and Ohio University

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

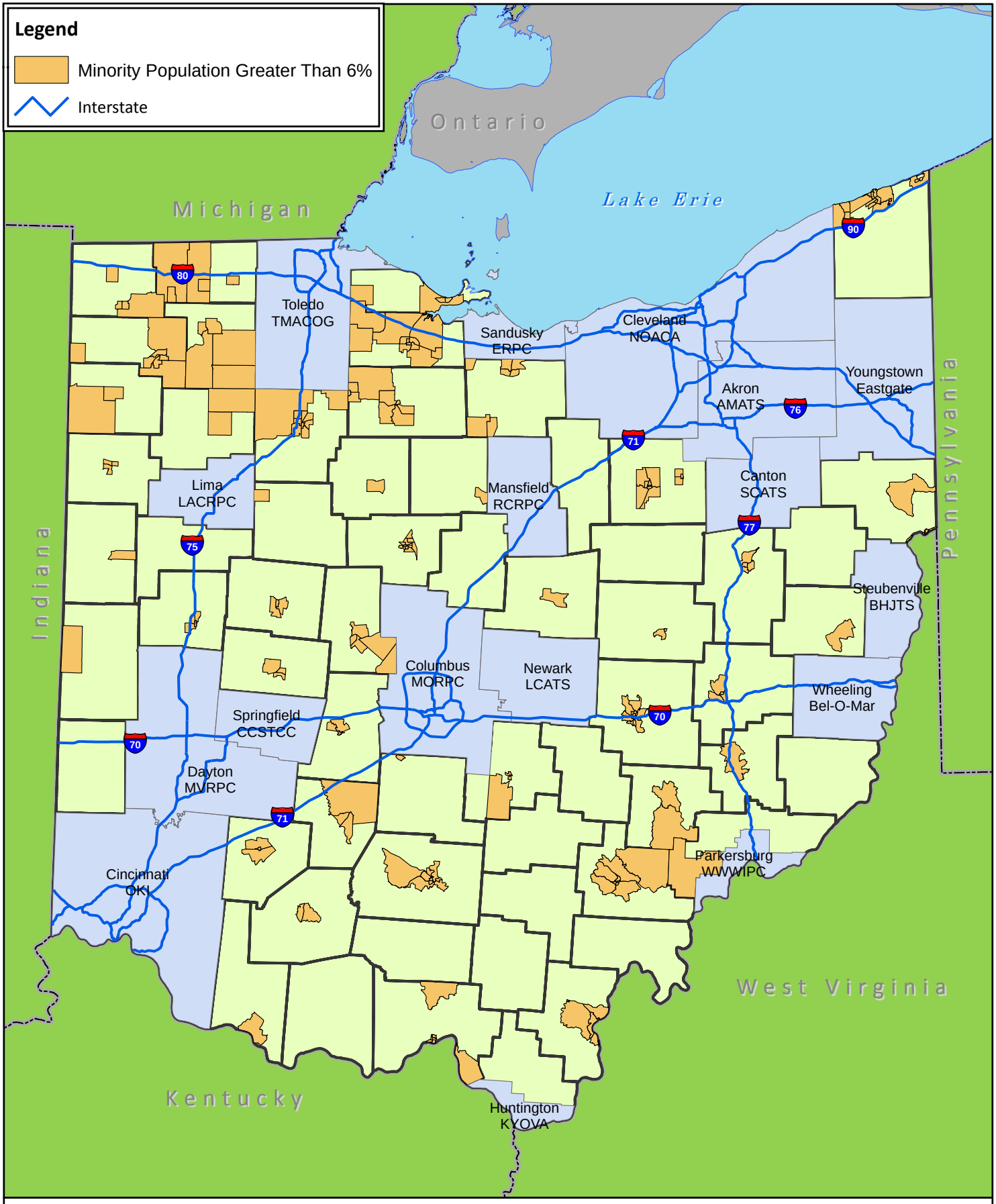
***Columbus has two stops: Columbus Greyhound Station and Port Columbus International Airport

1. INGURE 5-1: INTERCITY BUS STOP LOCATIONS





Location of Urban and Rural Public Transit Agencies

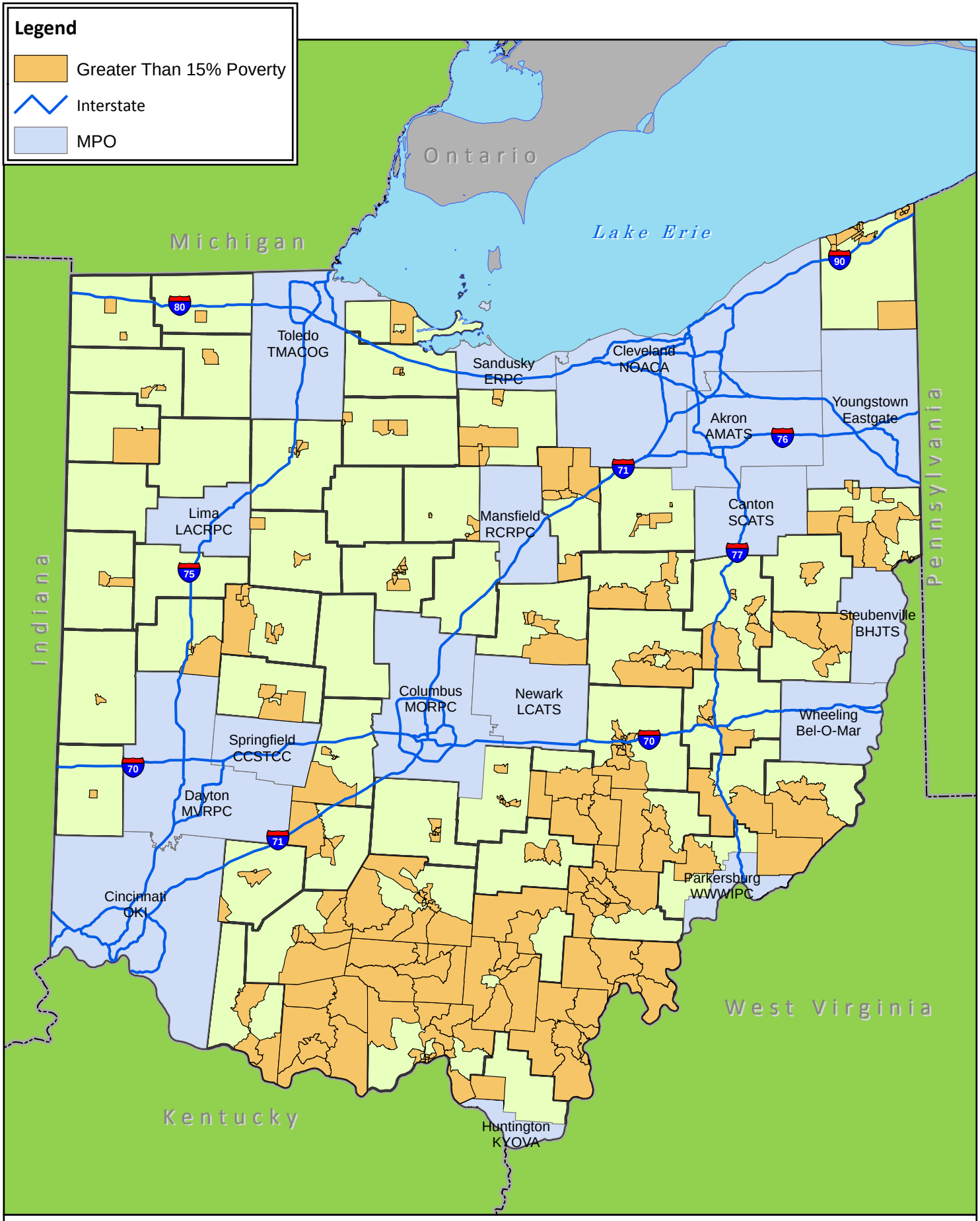


0 10 20 40 Miles

0 20 40 80 Kilometers

N

Source: 2010 Census

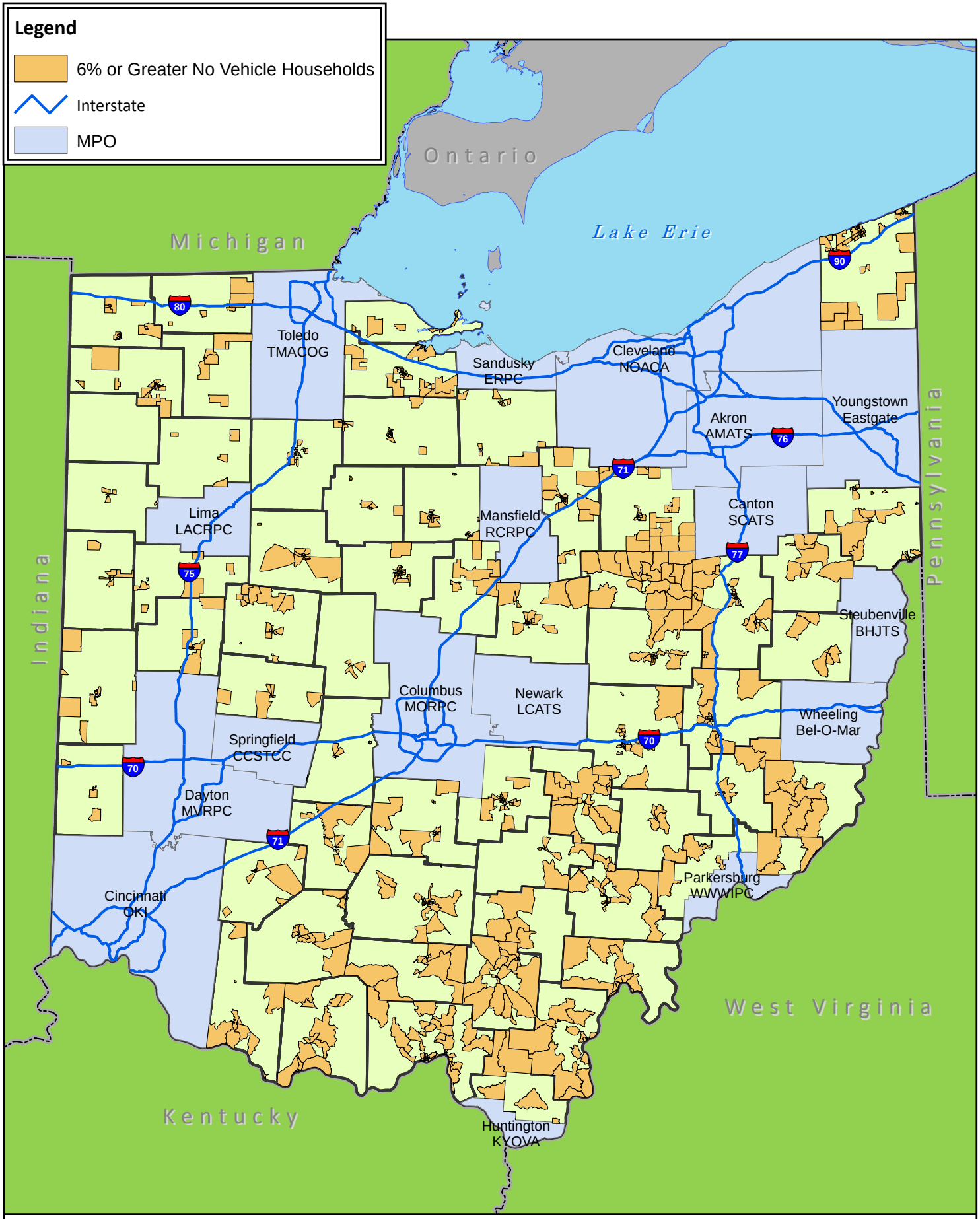


0 10 20 40 Miles

0 20 40 80 Kilometers

N

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



0 10 20 40 Miles

0 20 40 80 Kilometers

N

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	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	

DRAFT Bicycle Trunk Routes
October 2012

DRAFT Bicycle Trunk Routes
October 2012

Regional Steering Comittee Meetings - July 2013

ACCESS OHIO 2040 REGIONAL STEERING COMMITTEE
MEETING SUMMARIES
JULY 22 - 31, 2013

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ACCESS OHIO 2040 STEERING COMMITTEE MEETING
CENTRAL REGION
JULY 22, 2013 MEETING SUMMARY

Participants:

Maria Schaper, MORPC
Nick Gill, MORPC
Chuck Dyer, ODOT Planning
Ty Thompson, ODOT District 5
Thom Slack, ODOT District 6
Scott Phinney, ODOT Planning
Sandie Mapel, LCATS
Dave Slatzer, ODOT District 5
Susan Daniels, Lawhon & Associates
Derek Troyer, ODOT Safety
Lisa Patt-McDaniel, OCCA
Andrew Shepler, ODOT Planning

1. Welcome

The meeting began with a welcome from Scott Phinney and Introductions. Scott then described the purpose of the meeting and what input ODOT is looking to get from participants. Scott mentioned that we are not ready to discuss final plan recommendations as staff is still working on developing them.

2. Regional Profiles

After an introduction to the meeting, Scott described the content of the regional profile. Chuck Dyer mentioned that the profile only discusses infrastructure on the Access Ohio Strategic Transportation System (STS). Scott mentioned that while the profile only discusses the STS, that does not mean that that is the only infrastructure that ODOT cares about. Scott mentioned that the regional profile is still a draft and is not ready for final release. The Total State Freight Flow is statewide but the hope is to replace it with regional figures.

Scott opened it up to comments on what changes should be made to the regional profile. A question was presented about the congestion map and how it was created, specifically why 33 in Fairfield County was not congested. Scott explained that the map was created using the travel demand model but ODOT is beginning to work with real time data sources such as INRIX.

A question was brought up about how to include projects that are not under construction when the plan is completed. Are those projects take into consideration in the 2040 forecasted congestion map. It was mentioned that the labels on the congestion map are confusing. The orange color (Expected Congestion) could actually be more congested than the red (already congested) in the future if the already congested areas are fixed between now and 2040.

It was brought up that it might be helpful to show transit service areas. It would be helpful to provide data on intracity transit services.

The highway lane miles are only centerline miles but are labeled as lane miles. The group would prefer that lane miles and not centerline miles are presented. Also, there is a scale problem with the safety

information, it should be per hundred million vehicle miles traveled rather than million vehicle miles traveled.

It was suggested that congestion should be shown as a percentage of lane miles that are congested rather than using V/C ratio.

On the economic profile, it was mentioned that retail isn't really considered an industry. Retail supports whatever population you have in a region because it is a population based measure. Perhaps it is covering logistic and distribution for retail. There was a question about whether we are looking at full time employees or does it include part time employees. Maybe Full Time Equivalents should be used to determine the top 5 industries. Top five employment categories might be a better term than top 5 industries. Scott mentioned that the main purpose of the document is to provide background on the system to determine needs. It was mentioned that the number of employees should be presented by industry/employment category and also percentage of state employment.

A question was brought up about transit needs and how transit needs were determined in areas where there is no current transit service. To maintain existing service is different from transit needs in 2040. Scott mentioned that we saw transit as a big hole which is why ODOT is embarking on a statewide transit needs study. Maybe label as more of a transit profile rather than transit needs. It was suggested that we consider doing an addendum to Access Ohio once the transit needs study is completed. It was suggested that we annually report out on our performance measures.

For demographics it was suggested that Environmental Justice population percentages be presented (low income and minority populations).

3. Strategic Investment Priorities Methodology

Scott explained the methodology for how ODOT determined the Regional Strategic Investment Priorities presented in the regional profile. Scott asked participants to pull out a spreadsheet showing the data for the facilities. A red box indicates that a facility has exceeded a threshold and is presented as a Regional Strategic Investment Priority. The question for the group is did we capture the most important needs.

4. Strategic Investment Priorities & Surveys

Chuck mentioned that he wanted to go through each of the Regional Strategic Investment Priorities individually and have a discussion on each. A question was brought up about what projects are coded into the 2040 network and that information needs to be clear. Scott had the members of the group pull out the SIP Survey and mentioned that members will be asked to fill it out and it will be collected at the end of the meeting. A definition of if dirt has not been turned, we assumed that it has not been done and it is up for discussion as a need.

It was brought up that we need to make it clear that while a segment was discussed as a need, that improvements may only cover portions of the segment. The terminology was questioned for investment priorities but rather it was mentioned that we are really identifying problem areas and not necessary areas of investment. It was suggested that the language explaining the regional strategic investment priorities could be improved and include mention of alternative solutions. Strategic Priority Needs was suggested as a new term.

A) I-71 (I-270 to I-270)

It was mentioned that I-71 is important but can't necessarily be fixed. The cost for expansion would be significant.

B) I-70 (I-270 to I-270)
It was brought up that the first interchange after I-270 was still a consideration (for example, Brice). Maybe using the urban area boundary is better than I-270. Based upon congestion shown, I-70 east of I-270 is important but is being lost in the overall segment because it goes from I-270 to I-77.

C) US 23/SR 15 (I-270 to US 42)
It was questioned why SR 15 is mentioned and it is because the corridor becomes SR 15 near Findlay.

D) US 42 (I-70 to I-71)
US 42 was mentioned as an important truck route.

E) I-270 (Entire Loop)

F) I-670 (I-70 to US 23)
It was mentioned that the segment should be I-70 to I-270 rather than US 23

G) SR 31 (US 33 to US 68)
SR 31 was mentioned as an important truck route.

H) Port Columbus

I) Ohio State University Airport
Rickenbacker was mentioned as more important than the Ohio State University Airport. Although it was mentioned that OSU Airport does have significant traffic and economic importance. A question was brought up as to how close other things came to making the list. A question is whether Rickenbacker is a problem that needs to be listed. Rickenbacker is critical, but it doesn't have any major needs. But what happens if a need arises but they weren't listed as a strategic investment priority? The answer is that the SIPs are only one piece of information to consider, it doesn't mean that projects won't occur elsewhere.

J) Norfolk Southern (Columbus to Portsmouth)
For rail and aviation, connectivity was mentioned as more important than something like passive rail grade crossings. More information is needed on connectivity. The information we have about rail and aviation does not really show us what is or is not a SIP.

K) Norfolk Southern (Dayton to Columbus)

L) Short Line Railroads

M) Central Ohio Transit Authority Operating Budget

It was mentioned that the regional profile does not provide all the background necessary. The primary corridors are more important than the SIPs. If there is a need on any corridor we want to fix it whether it

is a SIP or not. It could be mentioned that the SIPs are a subset of the major corridors and not take precedence over the corridors.

5. Additional Investment Priorities
I-70 east of I-270 was agreed as an addition.

US 33 from I-70 to the Lancaster Bypass and US 33 from I-270 to US 42 were suggested as additions as well. However, there is an issue with segmentation that may not show these as needs.

ACCESS OHIO 2040 STEERING COMMITTEE MEETING
STATEWIDE PASSENGER
JULY 22, 2013 MEETING SUMMARY

Participants:

Scott Phinney, ODOT Statewide Planning
Chuck Dyer, ODOT Statewide Planning
Drew Hurst, ODOT Statewide Planning
Susan Daniels, Lawhon and Associates
Alison D. Goebel, Greater Ohio Policy Center
(on behalf of Lavea Brachman)
Kate Moening, Safe Routes to School National Partnership
Marianne Freed, ODOT Transit
Rhonda Romano, Rails to Trails Conservancy
Julie Walcoff, ODOT Bike and Pedestrian Coordinator

Welcome

Scott Phinney began the meeting with a welcome and the attendees introduced themselves. Many participants expressed interest in the multimodal aspects of the plan.

Regional Profiles

The five regional profiles were then discussed, with regional geographies based upon the JobsOhio regions, with the Cincinnati and Dayton regions combined. These five regional profiles described transportation infrastructure and related demographic data for each region. Several attendees liked the general format and graphic design of the regional profiles.

Public transit was a major focus area of this discussion. After Chuck Dyer explained that Access Ohio contains needs only for existing local transit agencies across the state, several participants suggested improvements. One suggested improvement for the transit section included determining geographic areas needing improved transit service, and conducting a more in-depth analysis of intercity transit. Another proposed change was adding additional demographic information that indicate transit propensity, including number of people with disabilities. It was also mentioned that the upcoming ODOT Transit Study will analyze areas where transit services are needed, and determine which transit agencies are doing a good job serving their local areas. It was also requested that it be emphasized that the percentages on the transit needs is the percent of the state's transit needs only - not the percentage of entire transportation funding needs.

The bikeway sections of the regional profiles also were thoroughly discussed. Multiple participants noted that the percentage of bikeways in the central region appeared to be too low (note: ODOT reviewed this, and this number will be updated to a higher, more accurate figure in future regional profiles). It was also proposed that the term "National Bike Routes" be replaced with "US Bike Routes" to match AASHTO.

The group also proposed several additional items that could be added or adjusted on the regional profiles, such as including a web link to a map of all of the statewide transit agencies' websites on the electronic versions of the regional profiles. Another suggestion was to reduce the lineweights and reduce the size of several of the labels on the maps to make them easier to read. Bike safety hotspots and crash data were other suggested additions to better illustrate bike safety needs. It was also suggested that general trends should be discussed to show what could change in the region over the life of the plan.

Strategic Investment Priorities

Next the Strategic Transportation System (STS) and the methodology for the Strategic Investment Priorities (SIP) were discussed. The factors that were used to determine the SIPs were discussed, and it was emphasized that the SIPs were not ranked in any particular order.

The group then considered the general breakdown of the SIPs by mode. One participant pointed out that, of the 62 draft SIPs across the state, only three involve bikes; it was then suggested to consult with bicycle and pedestrian experts in each region to refine the SIPs for this transportation mode, and it was also mentioned that improved bicycle and pedestrian counts could make it easier to determine bicycle and pedestrian priorities in the future. One participant also mentioned that improved bicycle data collection could be a valuable tool in developing policy SIPs.

The group also felt that the public transit SIPs miss out on a large portion of the state. For example, the southeastern part of the state had no transit SIPs because the SIP development relied only on existing conditions. There are currently parts of this region with no transit service, but this was not shown as a need due to the methodology.

Plan Recommendations and Conclusions

Specific SIPs were not discussed, since the participants represent statewide organizations and interests. The meeting then concluded with a brief description of additional investment priorities and plan recommendations, but these were not discussed in detail due to time constraints.

Participants:

Kathleen Rodi, Eastgate
Dan Moeglin, City of Canton
Mike Schafrath, ODOT District 3
Randy Lane, NOACA
Robert Brown, City of Cleveland
Sara Walton, ODOT Planning
Scott Phinney, ODOT Planning
Sarah Miller, ERPC
Michael Kubek, ODOT District 12
Jason Segedy, AMATS
Tony Paglia, Youngstown Chamber of Commerce
Mary Murray, ERPC
Nicole Grohe, ERPC
Chuck Dyer, ODOT Planning
Susan Daniels, Lawhon & Associates

Welcome & Introduction (Scott)

- Scott opens the meeting explaining the purpose of the meeting is to discuss the regional profiles and the strategic investment profiles.

Regional Profiles (Scott)

- Page 1 is the STS map for the region, the STS is considered the backbone of the transportation system. We divided the state into regions according to the JobsOhio regions, with the exception of the southwest region where we combined the Dayton and Cincinnati into one region.
- Page 2 and 3 – the purpose of these pages are to provide context for the back page of the regional profile where the needs are summarized. These two pages contain the corridor analysis summary which captures the conditions of the STS system in the region. The 2040 congestion map which shows congestion after all projects in the TRAC program are built. The transit box explains the transit needs in the region compared to the rest of the state. We weren't completely satisfied with the transit part of Access Ohio so ODOT is launching a separate transit study to identify the appropriate type and level of service for each area of Ohio. The demographic and economic trends information is 2010 data. The data in the freight flow information is a place holder at this point in time. This table will be setup the way it's presented here, but the data will change for the final flyer. We are still in the process of aggregating the freight flow data to the regional level.
    - Comments on the first three pages of the flyer
        - Capture shale impact on the transportation system in the economic section
        - More interstate shields on maps- some are missing

- Youngstown experiencing a boom from software development and technologies
- Add two columns in the economic and demographic section that lists the projected 2040 data and then explain the resulting trend
- Move labels on congestion map so you can better see congestion
- Add percent of people with a bachelor's degree to demographic section
- Corridor analysis contains good data, but not very helpful from a planning perspective, doesn't accurately capture where the region is with advancing particular modes. The region focuses a portion of its resources off the STS system.
- Extensive discussion about how to appropriately represent the bike network in the regional profile, ODOT briefly reviewed its approach with developing bike corridors in conjunction with AASHTO's national bike route system. There are new routes in Akron area that parallel I-77, ODOT should consider including them in the bike corridor analysis.
- These maps would be helpful if you could view them online so you zoom in
- Consider including national average information in the economic and demographic area so we could compare ourselves to the nation, this may give good context
- The fortune 500 information is great, but it leaves off Cleveland Clinic which is a huge economic generator for the region, it's a little awkward because the healthcare field is recognized as a large employment sector, but no companies listed are connected to the healthcare field
- It would be interesting if you could capture unemployment
- STS map layers need to be reordered so national is on top
- I-77 south of Canton should be a national corridor

SIPs (Chuck)

- Explains the process ODOT went through to develop the SIPs. The results are a reflection of the limits of the data. Discussed general data that was used for each mode. Each SIP was discussed individually. It was explained that ODOT was open to adding SIPs to the list, as long some of the existing SIPs were removed. If there are SIP additions, there needs to be data to back up the addition, a reason why it should be added.
    - Comments made during the SIP discussion
        - ODOT should add west leg of I-77/I-76 should be added (Central Interchange), it was the 4th highest crash area in the state
        - ODOT should add I-80/I-76 in Youngstown, 2nd highest truck traffic in the state
        - ODOT should add I-480, it's the most congested, however there are some planned projects that should help. After those projects there may not be any additional improvements that would relieve congestion.
        - ODOT should consider adding I-271 (Rt 8 to I-90)
        - Consider adding map with safety hot spots

- Pull in MPO projects to evaluate if proposed projects line with analysis
- Identify needs per region for pavement and bridge maintenance and then identify money left over for safety and congestion projects
- Divide SIPs into two lists based on national and statewide corridor designation
- Economic impact of airports is important, but not a SIP
- Improving access to commercial airports could be a priority of the department, but not the airport itself
- Bridges seem to be missing from SIPs and regional profiles
- Never heard of the route the bike SIP is on
- Towpath and Ohio to Erie trail discussed as possible SIPs, completing these trails is important to the region
- Explain which agencies are county wide
- Add SR4 in Erie County because of truck traffic and congestion
- Cleveland Hopkins Airport – Access from I-71 southbound to airport

Other comments received after the meeting

- Add NS railroad to Youngstown
- OTP SR 193
- US 30 east of Canton is more important to the region than US 250
- Add towpath from Cleveland to Dover/New Philadelphia
- US BR 40 should go through Canton to Tow Path Trail
- For transit SIPs identify projected needs based on population shifts, specifically look at Lorain County
- Add I-480 full length to the SIP list
- Add IR 271 (SR 8 to I-90) to the SIP list
- Add significant bridge and highway maintenance projects
- For bike SIPs focus on regional and statewide facilities, i.e. Tow Path trail, Ohio to Erie, and regional lakefront facility planning
- Add Port of Cleveland to SIP list

ATTENDEES:

Bret Allphin, Buckeye Hills
Misty Casto, Buckeye Hills
Eric Davis (for Debra Fought), ODOT District 10
Chuck Dyer, ODOT Central Office
Scott Phinney, ODOT Central Office
Lantz Repp, HOC-ATH-Perry
Ty Thompson, ODOT District 5
Bethany Wild (for Saleem Salameh), KYOVA
John Barnhouse (for Roxanne Kane), ODOT District 11
Susan Daniels, Lawhon & Associates
Randy Durst, WWW
Max Francis, ODOT District 9
Vince Rapp, ODOT Central Office
Scott Thompson, ODOT District 9
Jeannette Wierzbicki, OMEGA

MEETING PURPOSE:

The purpose of the meeting was for ODOT to acquire feedback from stakeholders in southeast Ohio before preparing a draft of the final Access Ohio 2040 long range transportation plan. Specifically, ODOT was seeking feedback on a data driven list of identified transportation infrastructure priorities/ needs in SE Ohio, known as Strategic Investment Priorities (SIPs). In focusing on needs, the intent was not to obtain a list of projects but rather generalize the transportation issues that are affecting SE Ohio currently and into the future.

REGIONAL PROFILES:

The draft southeast Ohio regional profile that was prepared for Access Ohio was discussed. The state was split into 5 regions, based on the Jobs Ohio regions, for the purposes of the regional profiles. The regional profile summarized the backbone of the transportation infrastructure in southeast Ohio. All modes of transportation were considered in a push by ODOT to analyze Ohio's transportation system as a whole rather than focusing only on the highway network. The regional profile for southeast Ohio contains the following:

Strategic Transportation System Map

The front page of the southeast Ohio regional profile showed the "backbone" of the transportation infrastructure in the region. This backbone is also known as the "Strategic Transportation System" (STS) in southeast Ohio and it consists of roadways, rail lines,

waterways/ ports, transit facilities and bike routes. The STS was determined based on several existing factors.

a. **Volume:** The STS contains transportation facilities that ***carry the highest volumes*** for their respective modes.
b. **Classification:** Transportation facilities with a ***national or statewide designation*** were included in the STS.
c. **Connectivity:** The STS includes transportation facilities that ***connect urbanized areas*** with populations exceeding 50,000.

Corridor Analysis Summary

The transportation facilities that are included in the STS are also called corridors throughout Access Ohio. The corridor analysis summary section of the regional profile only focuses on statistics from the STS in southeast Ohio, not all transportation facilities in southeast Ohio. Also, the statewide comparison numbers are only statistics for the STS throughout the state.

Existing Conditions

The regional profile highlighted existing demographics, freight flows, and economic activity. (The freight flows have not been determined for each region yet).

Forecasted Congestion Map

The forecasted congestion map, in the middle pages of the regional profile, was based on projections from the statewide travel demand model. The model takes into account all projects that are expected to occur. This includes all projects on the TRAC list and all projects on the Statewide Transportation Improvement Program (STIP)

Transit Needs

Totals in the transit needs section are based on the budget that would be needed for transit agencies in southeast Ohio to maintain their current level of transit services to 2040. Transit services, such as human services transit and intercity bus, are not considered in the transit needs section due to lack of data. Because of these issues the transit needs section does not accurately portray the proportion of Ohio transit needs that exists in the southeast Ohio region.

A customer preference survey conducted by ODOT showed that transit was the number two transportation issue in Ohio, behind the road network. In southeast Ohio transit was seen as just as important as it was in Cleveland, where a robust transit system exists.

ODOT has determined that there is a need for improved transit services throughout the state, but has no way of quantifying this need at the moment and does not know the exact locations that have needs. ODOT is expediting a transit needs study and is currently in the scoping process. As a part of the transit needs study, the consultant will meet with all transit agencies,

MPOs and RTPOs throughout the state to discuss regional transit needs. Once the transit needs have been established, this information will be added to Access Ohio 2040.

COMMENTS/ QUESTIONS ABOUT REGIONAL PROFILES:

- *Does the congestion map take into account future projects?... because Nelsonville and Portsmouth are projected to be congested in 2040 and both bypasses will be finished?*
  The model that was used to develop the map does take into account projects that are expected to occur. The statewide model outputs provide planning level traffic projections for the region as a whole. Pinpointing exact volumes at specific locations is not the intent of the statewide model; therefore, planning level projections may need to be adjusted to reflect localized conditions.

  Analysis that was performed after the meeting shows that the statewide model projects there to be no congestion in the Nelsonville area in 2016, as would be expected after the completion of the bypass. The 2040 congestion that is illustrated in the map is a result of expected growth in the Nelsonville area between 2016 and 2040.

- *Are there plans to widen US 33 from Athens to Pomeroy due to the increase in truck traffic that will likely result from the completion of the Nelsonville bypass?*
  Currently the statewide model is not projecting congestion on this stretch of US 33 even after the completion of the Nelsonville bypass. It would make sense that truck traffic will increase but we will have to wait to see if this is the case.

- *Does the statewide model take into account shale activity?*
  It is difficult to project shale industry growth because of the erratic nature of the industry. Wells often open and are used for a short period of time and it is hard to predict where new wells will open and how long they will operate. ODOT will try to incorporate fixed shale locations such as the emerging processing plants into the model, but has not as of yet.

  It was suggested that ODOT look at where MarkWest wells are being placed because these will be heavy traffic generators.

- *Has ODOT considered the impact that shale will have on rail and ports?*
  Since rail is privately owned that is not something ODOT gets involved with.

- A suggestion was made to highlight growing industries in the region in addition to looking at those industries that are currently the largest. The following were discussed as having future implications to the transportation network in the region:
  - **GROWING SHALE INDUSTRY**- several concerns were raised about the ability of the road network to deal with shale industry expansion. There are some small stretches of road that are highly utilized by trucks that are not included in the STS and likely

don't have the metrics to be included in the STS but are vital to the region as a whole. Some examples include:

- SR 78 from Ohio River to I-77 (through Woodsfield and Caldwell in Monroe and Noble Counties)
- SR 78 from I-77 to SR 37 (through McConnelsville in Morgan County)
- SR 37 from SR 78 into Perry County
- US 22 from Ohio River to I-77 (through Steubenville/ Weirton, Cadiz and Cambridge)
- US 22 from I-77 to I-70 (through Cambridge and onto Zanesville)
- SR 9 from Salem in Columbiana County to I-70 (through Salem, Carrolton and Cadiz)
- SR 43 from US 22 to US 30/ I-77 (through Carrolton into Canton)

- **NORFOLK SOUTHERN RAIL EXPANSION/ PRICHARD INTERMODAL FACILITY IN WV-** Discussion focused around the investments that are being made along the Ohio River and it appears as though KY and WV far exceed Ohio in investments along the river. Stakeholders wonder whether the lack of railroad and port investments in Ohio is due to the road infrastructure in the area. There are some height constraints on roadways that prevent the easy movement of goods through southeastern Ohio.
- **PANAMA CANAL IMPROVEMENTS -** evidence to suggest that the Panama Canal will have an impact on the Ohio River is inconclusive.
- **PLANS TO EXPAND DOCKS AND CRANES AT SOUTH POINT**

STRATEGIC INVESTMENT PRIORITIES (SIPS):

SIPs are a list of critical transportation needs that will likely need to be addressed by 2040. SIPs are intended to guide ODOTs discretionary funding priorities for programs such as major new, major bridge, major rehab and safety. ODOT will continue to maintain the entire transportation system to the same standards that are maintained today; but will focus future discretionary decisions around the SIPs.

ODOT used a metric based approach to highlight the following 8 SIPs in the southeast region of Ohio. A survey was taken by meeting participants and each of the SIPs were rated on a 5 point scale, with 1 indicating strong disagreement with the SIP and 5 indicating strong agreement with the SIP.

A.	SR 32 (US 23 to WV Border)	4.2
B.	State Bike Route 47	2.7
C.	National Bike Route 50	3.0
D.	Marine-70 Greenup Locks and Dam	4.1
E.	Marine-70 Hannibal Locks and Dam	3.8
F.	Marine-70 New Cumberland Locks and Dam	3.8
G.	Ohio Southern Railroad	4.2

H. Short Line Railroads throughout the region 4.4

ODOT had the following takeaways regarding SIPs due to feedback from the southeast Ohio regional Access Ohio meeting. In general, stakeholders in southeast Ohio agree that SIPs for the region should be based on the following:

Transportation infrastructure that supports development along the Ohio River: There was concern that neighboring states are putting a greater emphasis on investing in ports and supporting infrastructure around ports. There was also general consensus that the road network around the Ohio River is inadequate to support increased port activity. There are several height restrictions on both the rail and highway network. The stakeholder group agrees that the locks and dams along the Ohio River are a major resource for the region and preserving them should be a priority.

Short line railroad infrastructure: Many Southeast Ohio businesses and communities are relying significantly more on rail to be successful. Improving short line rail access will also be beneficial as the oil and gas industry continues to grow.

Truck routes that support emerging industries: The shale industry is rapidly growing. In addition to wells that sporadically emerge and are hard to plan for, several large processing plants are being built. ODOT should ensure that the current infrastructure will be able to support the emerging shale processing plants, and the industry as a whole. A few noted examples of highly utilized truck routes are:

- SR 78 from Ohio River to I-77 (in Monroe and Noble Counties)
- SR 78 from I-77 to SR 37 (in Noble and Morgan Counties)
- SR 37 from SR 78 into Perry County
- US 22 from Ohio River to I-77 (through Steubenville/ Weirton, Cadiz and Cambridge)
- US 22 from I-77 to I-70 (through Cambridge and onto Zanesville)
- SR 9 from Salem in Columbiana County to I-70 (through Salem, Carrolton and Cadiz)
- SR 43 from US 22 to US 30/ I-77 (through Carrolton into Canton)

Addressing transit needs: There is consensus among all stakeholders that transit needs in Southeast Ohio far outweigh current service. This is also supported by the customer preference survey, which showed that transit is the number 2 transportation priority throughout the state behind roadways. Relying on local entities to solve the transit shortfall, as has been done in the past, is troublesome because the locals don't have the resources to supply additional transit and are not allowed to use transit fare as matching funds.

Less focus on bike infrastructure: While biking is an important mode of transportation, the rural nature of southeast Ohio, combined with the topography, makes biking unsafe and an unpopular mode choice. Focusing limited resources on biking should not be a priority in the region; although designating bike routes for future roadway design enhancements is a worthwhile activity.

COMMENTS/ QUESTIONS ABOUT SIPS:

- Several stakeholders felt that the proposed SIP list did not touch on the most important issues in the region. For example, there is a large transit need in the region and yet there were no transit SIPs. Similarly, the shale industry is booming in the region and will continue to into the future but no SIPs addressed any shale industry issues.
- A takeaway from Access Ohio may be to set up a database and a standardized system for collecting data. There are many modes of transportation for which ODOT has little available data. This may become a multi-agency statewide effort.
- There are many vertical pinch points in the region. One of these is on US 250, where a rail line runs over the road.
- Slides along SR 7 have significant regional implications as they slow down truck traffic. Being proactive about addressing these slides could be a policy SIP.
- Airports are important to the region for economic development purposes. Not only are there no airports in the southeast region STS, there are also no airport related SIPs.

ACCESS OHIO 2040 STEERING COMMITTEE MEETING
NORTHWEST REGION
JULY 30, 2013 MEETING SUMMARY

Participants:

Dennis Miller, MVPO
Lisa Householder, TMACOG
Roger Streiffert, TMACOG
Susan Daniels, Lawhon & Associates
Joe Cappel, Port of Toledo
Scott Phinney, ODOT Planning
Dan Kaseman, ODOT District 1
Mike Gramza, ODOT District 2
Warren Henry, TMACOG
Diane Reamer-Evans, TMACOG
Chuck Dyer, ODOT Planning
Andrew Shepler, ODOT Planning

1. Welcome

The meeting began with a welcome from Scott Phinney and Introductions. Scott then described the purpose of the meeting and what input ODOT is looking to get from participants.

2. Regional Profiles

After an introduction to the meeting, Scott described the content of the regional profile and the Access Ohio Strategic Transportation System (AOSTS). Chuck Dyer mentioned that the profile only discusses infrastructure on the Access Ohio Strategic Transportation System (AOSTS). Scott mentioned that while the profile only discusses the AOSTS, that does not mean that that is the only infrastructure that ODOT cares about. Chuck pointed out that the AOSTS also looks at infrastructure that ODOT does not own or maintain. Scott mentioned that we saw transit as a big hole which is why ODOT is embarking on a statewide transit needs study.

The Total State Freight Flow is statewide but the hope is to replace it with regional figures.
Scott opened it up to comments on what changes should be made to the regional profile.

It was brought up that Anderson's is a Fortune 500 company. As of 2013 it was a Fortune 500 Company but was not in 2012 which is the year that is presented in the profile.

Questions were brought up about the 2040 congestion map. It was brought up by Scott that some may find the legend confusing, specifically already congested vs. expected congestion. Something that is already congested could have a project fix the congestion and be better than places that are listed as expected congestion. Scott brought up the suggestion from the central meeting that perhaps only projects that have not been awarded should not be included on the map. Multiple members of the groups like that suggestion.

Scott mentioned that the purpose of the profile is to serve as an education piece about the region as well as provide context for the SIPs.

3. Strategic Investment Priorities Methodology

Scott explained the methodology for how ODOT determined the Regional Strategic Investment Priorities presented in the regional profile. Scott asked participants to pull out a spreadsheet showing the data for the facilities. A red box indicates that a facility has exceeded a threshold and is presented as a Regional Strategic Investment Priority. The question for the group is did we capture the most important needs.

4. Strategic Investment Priorities & Surveys

Chuck mentioned that he wanted to go through each of the Regional Strategic Investment Priorities individually and have a discussion on each. Chuck asked the group to pull out their regional survey to fill out during the meeting.

A) I-75 (SR 15 to I-475)

Chuck mentioned that this was going to be an important corridor for freight and is projected to see a significant increase in traffic, especially trucks. There was agreement that it should stay. It was suggested that it should be to the Michigan line rather than just I-475.

B) US 20 (I-75 to I-80)

Chuck mentioned that US 20, SR 2 and SR 31 were all flagged for safety reasons. A question was presented about how the corridors were segmented. Chuck mentioned that we ultimately decided to break the corridors into segments that people could easily understand.

US-20 was questioned as a priority by multiple members.

C) SR 2 (I-280 to US 250)

The group was fairly neutral about SR 2. This is used a large amount as a bypass to the turnpike. It is mainly a recreational route with large traffic to the islands and Cedar Point. It was agreed that there could be a safety issue, but not a congestion issue.

D) SR 31 (US 33 to US 68)

The data was questions for SR 31, specifically it was mentioned that there isn't a major safety issue in Hardin County. However, it was mentioned that this is an important route to connect Northwest and Central Ohio, specifically because of the congestion on US 23 and SR 315 between Delaware and Columbus. This highlights how important improvements to US 23 would be rather than the importance of improvements to SR 31.

E) I-475 (MI State Border to I-75)

It was pointed out that I-475 only goes up to US 23, not the Michigan state border but the corridor to the border is important. It was agreed this was a priority corridor.

F) Marine-90 (Port of Toledo)

It was mentioned that there is a backlog in dredging, but there are other factors. For example, dock walls needing to be fixed. Ports don't really have the cash flow for major capital improvements so they are looking to other sources to fix these issues. To get this information ODOT would need to talk to the ports. Other items are indoor storage spaces that are deteriorating, on dock rail/road access, shipyards, and material handling equipment. Dredging is just one aspect of a port.

G) Norfolk Southern (Bellevue to Marion)

This corridor was flagged because of safety issues. It was pointed out that the counties on the profile do not match where the rail line is.

H) CSX Railroad (Findlay to PA Border)

I) Short Line Railroads
A question was brought up as to why passenger rail did not make the list. It was mentioned that it did make the AOSTS but that we do not have the data to determine needs.

J) Toledo Area Regional Transit Authority Operating Budget

5. Additional Investment Priorities
After going through all the SIPs, the meeting was opened up to other places that were missed. One suggestion was the overlap area of US 23 and US 30 as well as the overlap area of SR 68 and SR 15.

A second suggestion was the Vickers rail crossing between CSX and NS. Another pinch point is the track over the Maumee River. It was questioned whether we looked at choke points but ODOT does not have the data.

It was mentioned that access to economic development sites was potentially missing from the data.

Another suggestion was dealing with US 23 between Columbus and Delaware.

ACCESS OHIO 2040 STEERING COMMITTEE MEETING
SOUTHWEST REGION
JULY 31, 2013 MEETING SUMMARY

Participants:

Scott Phinney, ODOT Statewide Planning,
Drew Hurst, ODOT Statewide Planning,
Brian Martin, MVRPC,
Bob Koehler, OKI Regional Council of Governments,
Matt Parrill, ODOT District 7,
Wes Dodds, LUC RPC,
Joe Vogel, ODOT District 8,
Fred Vogel, ODOT Jobs and Commerce,
Chuck Dyer, ODOT Statewide Planning,
Susan Daniels, Lawhon and Associates,
Ana Ramirez, MVRPC,
Scott Schmid, Clark County-Springfield TCC,
Jenny Snapp, LUC RPC,
Tom Ewing, Cincinnati USA Regional Chamber,
Melissa Taylor, ODOT Jobs and Commerce,
Mark Donaghy, OPTA/ GDRTA; Catalina Landivar, Hamilton County Planning

Welcome

Scott Phinney began the meeting with a welcome and the attendees introduced themselves. The purpose of this meeting was to obtain input from stakeholders regarding issues across all transportation modes in the southwestern part of the state prior to developing a draft Access Ohio 2040 plan in Fall 2013.

Regional Profiles

The southwest regional profile was then discussed, with regional geographies based upon the JobsOhio regions, with the Cincinnati and Dayton regions combined. These five regional profiles described transportation infrastructure and related demographic data for each region. A couple attendees mentioned that parts of the maps are hard to read, and the color scheme could differ more between the congestion map and the strategic transportation system map. Some attendees were a bit confused by the transit needs numbers, but were interested in the upcoming ODOT Transit Study. More background detail was suggested for the congestion maps so that readers would know what assumptions were used in developing the forecasted congestion.

The group also proposed several additional items that could be added or adjusted on the regional profiles, such as including additional major employers like Wright-Patterson Air Force Base. A couple Fortune 500 companies that recently moved into the Cincinnati area also should be added.

Strategic Investment Priorities Methodology

Next the Strategic Transportation System (STS) and the methodology for the Strategic Investment Priorities (SIP) were discussed. The factors that were used to determine the SIPs were discussed, and it was emphasized that the SIPs were not ranked in any particular order. It was suggested that the system preservation thresholds such as pavement and bridge condition be revised to show roadways that will soon fall below the threshold, rather than those currently below the threshold.

Strategic Investment Priorities and Survey

The group then considered each individual SIP within the region, and participants filled out surveys indicating their agreement or disagreement with each SIP. All participants strongly agreed that Interstate 75 between the Ohio River and I-70 was a regional priority. Other highway SIPs with most strongly agreeing included Interstate 71 in the Cincinnati area between the Ohio River and Interstate 275, and Interstate 74 between the Indiana state line and I-75.

Other highway SIPs were somewhat popular, but revisions and modifications were suggested. For example, US 68 between I-70 in Clark County and SR 31 in Hardin County was included on the draft SIP list because of above-average crash rates. Several participants felt that US 68 segment is far too long, and there are parts of this segment that do not have high crash rates. Further review was suggested for this segment, and it was also proposed that this segment be revised for the different roadway types along this segment. For example, the proposed SIP on I-70 includes Preble and Montgomery counties, but excluded the section in Clark County that currently is the only segment with only two lanes in each direction between Columbus and the Dayton area. Many felt that the Preble County portion of this highway did not warrant inclusion on the SIP list due to lower traffic volumes than the counties to the east. State Route 49 and US 35 between I-70 and I-75 in the western part of the Dayton area was the least preferred SIP overall, with an average preference of neutral. A couple potential additional highway SIPs were also briefly discussed, including SR 126 (Ronald Reagan Cross County Highway) and the Eastern Corridor in the Cincinnati area. Further analysis will be conducted to develop a revised SIP list that could include these areas.

Most participants agreed with the railroad SIPs, and many also agreed that Meldhal Lock and Dam should be included on the SIP list. It was also noted that the Port of Cincinnati prefers to seek funding through private sources, and the government's main role should be to provide access to port facilities.

Most attendees were less concerned about the specific airport SIP on the proposed list; some felt that the number of commercial nonstop flights at major airports should be considered due to their impact on economic development.

Both public transit SIPs were also very popular, with all attendees agreeing or strongly agreeing with their inclusion on the SIP list.

Plan Recommendations, Additional Investment Priorities, and Conclusions

The meeting then concluded with a brief discussion of additional investment priorities and plan recommendations. One proposed recommendation for the draft plan was to consider the system impacts of different facilities, to show how the different modes interact with each other. These topics will be covered in further detail in a statewide meeting this fall with the introduction of the draft plan.

- Include the Ohio River crossing in the limits of I-75 corridor
- I-70 should also include Clark County
- Shorten US68 segment – perhaps only include the high crash locations in Champaign and Logan.
- Current item G on the southwest profile is for US 35. Group felt that the portion of US 35 from I-75 to I-675 is more important.
- Connection needed from Ronald Reagan Cross County Highway to I-75 north

ATTENDEES:

Matt Dietrich, Ohio Rail Development Commission
Bill Harris, Norfolk Southern
Dave Moore, ODOT Central Office
Suzann Rhodes, CDMSmith
Chuck Dyer, ODOT Central Office
Mark Locker, ODOT Central Office
Scott Phinney, ODOT Central Office

MEETING PURPOSE:

The purpose of the meeting was for ODOT to review the AO40 Planning process with railroad stakeholders and secure comments on the process and documentation, to date.

MEETING OVERVIEW:

ODOT provided a broad overview of the AO40 planning process, describing the identification of critical statewide transportation corridors, for each transportation mode. The modal corridors were categorized as **National**, **Statewide Primary**, **Statewide Secondary**, or **Local** based on the following criterion:

d. Volume
e. Classification
f. Connectivity

The respective modal National, Statewide Primary, and Statewide Secondary corridors were combined and mapped to depict Ohio's multimodal **Strategic Transportation System** of critical transportation infrastructure. It was noted that the STS maps also identify major statewide intermodal transportation facilities.

ODOT also reviewed the AO40 Regional Profiles and associated geography and the detailed corridor analysis used to develop the lists of regional transportation needs identified on each profile.

MEETING COMMENTS AND TAKEAWAYS:

Initial discussion focused on the mixture of public and private owner infrastructure within the state, the differing "market based" decision making process private entities use to advance infrastructure improvements, regulatory restrictions associated with financing private infrastructure improvement with public funding, and conversely, opportunities to advance public/private partnership infrastructure improvements.

Rail stakeholders conveyed the importance of advancing railroad improvements to promote economic development.

It was noted that the STS map reflects existing conditions, does not reflect future trends, and importantly, the STS system does not exclude modal infrastructure to the non-STS network.

Meeting attendees agreed to investigate adding a 2nd category to the STS rail network to identify rail lines that carry container freight.

Discussing acknowledged that ODOT's has limited access to modal transportation networks, whereas ODOT has robust highway system databases. Much of the rail system data used in AO40 is safety and crash information.

The comment was made that railroads are a safe mode and a cheaper mode to move freight in Ohio. It is in the interest of Ohio to consider investing in a mode that has a better safety record and has lower cost.

Responding to inquiry about how ODOT can optimally assist Ohio rail transport, stakeholders discussed the "capital intensive" nature of rail service. Fiscal assistance for rail infrastructure and equipment capital expenses, potentially via CMAQ funding was noted.

Funding opportunities for rail grade crossing locations was also discussed. Meeting attendees agreed that ODOT should explore securing grade crossing pavement conditions data. Linking the pavement condition data with crash and truck traffic volume data would assist in prioritizing locations for the ORDC's Grade Crossing Program.

Rail Stakeholders acknowledged the importance rail plays in Ohio and was happy to see that rail was being analyzed as part of the corridor analysis.

Questions arose regarding the State of the System Summary document. Stakeholders presented the perspective that the SOS trend information appeared to reflect "what is trending in ODOT", rather than statewide or national trends. Questions were posed regarding the total increase in freight volumes through 2040 and the representation that 98% of future freight volumes will be carried by truck. Stakeholders also asked how the stated increase in the CAFE standards, with associated decreases in fuel purchases, comported with the AO40 increased revenue assumptions.

RAIL STAKEHOLDERS AO40 REGIONAL SUMMARIES COMMENTS:

1. The rail industry is interested in any policy ODOT can advance that would increase intermodal business.
2. Make sure all railroads selected have proper connectivity within the STS map
3. Columbus to Portsmouth Line preservation
4. Southeastern Ohio Profile consistency with another regional profile - NS not there should be for safety

Cover

- The map on the front cover needs to be better quality and needs to be labeled clearly so the reader understands that it includes only the Strategic Transportation System (STS). Route labels are missing on some routes.
- Where route classifications overlap, the highest category route needs to be on top.
- Cities/towns appear to be labeled arbitrarily; should label all towns over a certain population.

Inside-left

- The statistics on the inside of the regional profile are labeled as "Corridor Analysis Summary." Not all facilities are really "corridors", so this is confusing. It is also not clear that the data is for the STS only. Suggest changing the title on the left side to "Strategic Transportation System Summary."
- The description in the first paragraph on the left side will be confusing to anyone who has not participated in the AO40 analysis. It talks about corridor segmenting, but the data below is aggregated and not by segment. Suggest deleting this paragraph entirely and letting the statistics stand alone.
- Bike: Suggest adding safety statistics for bikes. The general public doesn't know what a "lane mile" is. Mays just want to use "miles".
- Highway: Public doesn't know what a lane mile is. Suggest just using miles. Safety statistics are in 100 MVMT. Congestion measure isn't useful as aggregated. Suggest using % of system at V/C of 0.9 or worse.

Inside-center

- Legend of congestion map is confusing. It says "already congested". Does that mean it is today or will be in 2040 or both? It would be more useful to show levels of congestion in these colors with red being highest level of congestion.
- Labels on map block the information that is trying to be conveyed.
- Cities over a certain size should be labeled.
- Consider re-doing the congestion map showing 2040 congestion with only the existing system plus projects that already have construction funding in current 4-year STIP. Some projects that are assumed to be constructed aren't programmed for another 10-15 years. If the map shows those areas as not congested (because the project is assumed to be built), the public may wonder why we are spending money there. The map needs to show the public what the problems will be if we don't direct the funding to the right areas. One suggestion was to show

the location of assumed improvements on top of the congestion map. Another suggestion was to just use existing congestion, not projected.

- Transit needs table should show the numbers of systems in each category in the region. There should be a note that says a transit study is on-going.

Inside-right

- For demographics, it is more important to understand trends than to compare the region with the state. Suggest comparing the region today to the region 10 years ago to show trends and with 10 years from now (or longer) if the data is available.
- May be more important to show % college instead of % high school.
- Economic profile should say top employment sectors, not top industries. Fortune 500 companies headquartered in the region is good information, but it would also be good to list the top 5 employers.
- Freight flow shown is in 1,000 tons, not tons. Update to region values.

Back

- Regional Strategic Investment Priorities – This terminology was a concern to some attendees; others did not have a reaction to it. Perhaps change the terminology to refer to "strategic needs" or provide a more clear explanation in the paragraph under the title. (Make sure a lay person can understand what it is saying.)
- Verify that all letters on mapped in the right location. Perhaps use leaders to move the letters out of the way when they are blocking each other.

Central Region

- Interstate 70 from I-270 to SR 79
- US 33 from I-70 to Lancaster Bypass
- US 33 from I-270 to SR 42

Northeast Region

- I-76/I-77 west leg of Central Interchange in Akron – safety
- I-76/I-80 in Youngstown – trucks
- I-480 – congestion
- I-271 from SR 8 to I-90 – congestion and safety
- Cleveland Hopkins Airport – access from I-71 southbound to airport
- Towpath Trail (Harvard Road to the lake)/Ohio-to-Erie path
- SR 4 through Sandusky – trucks and tourism traffic

Southeast Region

- Transit needs in southeast Ohio - underserved populations
- Encourage/support port development on Ohio side of the river
- Muskingum River locks – tourism and recreation
- Slide issues along river (such as SR 7)
- Jefferson County and Guernsey County airports – runway lengths inadequate for corporate jets.

Northwest Region

- US23/US30 overlap section
- SR68/US15 near Findlay
- NS/CSX junction at Vickers (NS has priority which holds up CSX north-south)
- Capacity issues for freight/passenger rail over Maumee River
- Improve access from regionally important facilities (distribution centers in Williams County and in Henry County) to freeways/turnpike

Note: The northwest region also emphasized that I-270/I-23/SR315 in central Ohio has a substantial impact travel routes to northwest Ohio, putting a larger burden on alternatives to US 23.

Southwest Region

- Include the Ohio River crossing in the limits of I-75 corridor
- I-70 should also include Clark County
- Shorten US68 segment – perhaps only include the high crash locations in Champaign and Logan.
- Current item G on the southwest profile is for US 35. Group felt that the portion of US 35 from I-75 to I-675 is more important.
- Connection needed from Ronald Reagan Cross County Highway to I-75 north

Steering Committee Statewide Meeting #3

Steering Committee Statewide Meeting #3

Ohio Department of Transportation

MEETING SUMMARY

Date: October 8, 2013

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
Chuck Dyer, Ohio Department of Transportation
Ken Rich, Access Ohio Study Team, Facilitator

Handouts:
Draft Access Ohio 2040 Plan Document
Steering Committee Survey
State of the System Summary
Northwest Region Transportation Profile
Northeast Region Transportation Profile
Central Region Transportation Profile
Southwest Region Transportation Profile
Southeast Region Transportation profile
Access Ohio's Strategic Transportation System Map
PowerPoint
MindMixer Business Cards

Format: PowerPoint Presentation

Steering Committee Attendees: See attached list in the Appendix

Project Team Attendees:
Scott Phinney, Ohio Department of Transportation
David Moore, Ohio Department of Transportation
Andrew Hurst, Ohio Department of Transportation
Andrew Shepler, Ohio Department of Transportation
Paul Hershkowitz, Access Ohio Study Team
Suzanne Rhodes, Access Ohio Study Team
Ken Rich, Access Ohio Study Team

SUMMARY (see attached PowerPoint presentation)

Welcome:
Scott Phinney, Ohio Department of Transportation (ODO T) Planning Administrator, welcomed all attendees to the third and final statewide meeting of the Steering Committee. He thanked Steering Committee members for participation in the update process of Ohio's statewide long range transportation plan (Access Ohio 2040). He then introduced the ODOT Statewide Planning staff and the Consultant Team in attendance. Mr. Phinney then conducted around-the-room introductions of the Steering Committee.

Mr. Phinney reviewed the folder of informational materials that was assembled for each Steering Committee member, calling attention to the Draft Access Ohio 2040 (AO40) Plan document and the Steering Committee survey form. He explained that the purpose of the meeting was to present the AO40 Draft Plan for review and feedback by the Steering Committee.

Mr. Phinney reviewed the meeting agenda that included: a recap of Regional Steering Committee Meetings that were held July 21-31, 2013; an overview of the Draft AO40 Plan; a review of the Draft Plan Recommendations; and a review of next steps toward plan implementation.

Recap of Regional Steering Committee Meetings:

Chuck Dyer, ODOT's project manager for the AO40 Plan update, provided a recap of Regional Steering Committee Meetings that were conducted across Ohio between July 21 and 31. Five (5) meetings were conducted by region (Northwest, Northeast, Central, Southwest and Southeast) and two additional meetings were centrally conducted with an emphasis on passenger and rail. The AO40 Team collected feedback during the meetings on core data for each of the regions that was used to develop Regional Profiles that summarized the existing multi-modal assets, demographics, economic profiles, total state freight flow and identified transit and transportation needs of each region.

Mr. Dyer said the regional meetings yielded positive feedback regarding the Regional Profiles and the use of JobsOhio regional boundaries, the multi-modal approach to plan development, the identification of the Strategic Transportation System, and the initiation of a transit needs study. Based on suggested improvements, he said ODOT revised the term, "Strategic Investment Priorities" (SIP) to "Regional Transportation Needs" (RTN) to facilitate a clearer understanding. Other suggestions included content of the Strategic Transportation System mapping, congestion mapping, trends identification using demographic data and economic data.

A survey conducted at the Regional Steering Committee Meetings yielded the following results based on modes:

- Aviation and bike needs were generally rated low,
- Maritime needs were generally rated very high, and
- There was general agreement on highway needs.

Draft Olan Overview:

Dave Moore, a member of ODOT's statewide planning team, provided a general overview of the AO40 Draft Plan, for high-level feedback by the Steering Committee. Mr. Moore said the AO40 Draft Plan should be reviewed with consideration given to whether the document is easily readable, understandable and usable by transportation users and stakeholders. He explained that AO40 represents the third iteration of the Access Ohio Plan (Ohio's statewide transportation plan). The approach to this plan update is different from previous updates in that it streamlines the plan to focus on final plan recommendations to make it more user-friendly. Supportive detail can be view in a series of technical memos to the plan. Mr. Moore said the 14 tech memos assess important trends affecting transportation, inventory and analyze Ohio's multimodal transportation system, and analyze costs of the system with future revenue considerations.

The technical memos include the following:

- Guiding Principles
- Setting the Stage
- Finance
- Passenger
- Safety
- Freight
- State of the System Report
- Security
- Corridors
- Congestion
- Metropolitan Planning Organizations (MPO)
- Environmental

- Environmental Justice (EJ)
- Consensus Building Strategies - Results

Draft Plan Recommendations:
Mr. Phinney reviewed the 11 final plan recommendations identified in the AO40 Draft Plan for Steering Committee discussion and feedback. The AO40 Draft Plan is contained in the Appendix to this meeting summary. Through open discussion and use of the Steering Committee survey form, committee members were asked to respond to each recommendation based on the following questions:

- Are the recommendations easy to understand?
- Are the recommendations compelling?
- Do the recommendations enhance your organization's mission?
- Is there important information missing from the recommendations?
- Is there unnecessary information within the recommendations?

Each Recommendation was accompanied by a Desired Outcome, and the Steering Committee was asked to comment on the recommendations and their associated desired outcomes.

1. Performance Management Recommendation: Expand ODOT's performance management processes by developing additional modal performance measures and reporting systems.

   Desired Outcomes:
   2014- Publish a semi-annual report of transportation system conditions/trends

   2040-Robust performance management process integrated in project programming

   Committee Feedback:

   - Be more specific about the modes
   - "Performance Management" is confusing and pretty general.
   - Conceptually nice, but lacks specifics. Plan recommendations should answer how it will be used and what performance measures are.
   - Sounds very bureaucratic – the general public does not know what MAP 21 is.
   - Consider explaining the benefits of performance management and why it is important to the public.
   - A good performance management system will improve transparency and accountability as well as reinforce/reveal areas/activities that should be funded.
   - Give examples or show the general "buckets" that are measured.
   - Regarding data, it was pointed out that ODOT eliminated the minimal data collection on special permits; ODOT no longer collects individual trip data for all permits.
   - Although unintentional, this measure makes it sound like ODOT did not use performance measures in the past.
   - Measures should be more specific and relevant using industry types of standards.
   - Use less jargon – more lay language. Identify the modes in the initial statement.
   - Change format to common language using bullet points instead of narrative(s).
   - In desired outcome section, possibly include a statement that ODOT is or should continue to report performance measures but expand it to cover additional modal areas.

- The recommendation is in line with MAP-21 goals. Clearer text is needed to illustrate what measures are needed for modes outside of highways.
- Define ODOT's role in collecting data and the decision making that is based on data collected. Includes goals that result from the data collection effort.
- Provide more specific information on how ODOT wants to strategically use the data to guide its work.
- Performance management related to overweight permit process, use, impact/costs on approved routes vs. load info and trip counts is low-hanging fruit and perfect for this section (OW permits are a privilege and not a right and it's reasonable for citizens to know exactly how many loads at what weights use their public property).
- Include milestone dates for process-related performance measures.
- Reflect data consistent with leadership needs.

2. Leveraging Resources Recommendation: Leverage available resources (e.g. state owned infrastructure, financial partnerships, higher federal participation rates) to maximize transportation investments.

Desired Outcomes:
2014-Expand programming practices that leverage local funding participation
-Limit transportation funding carry forward
-Begin utilizing higher federal participation rates on freight projects

2020-Generate $2 billion in new revenue from leveraging state owned assets

2040-Generate $5 billion in new revenue from leveraging state owned assets

Committee Feedback:
- ODOT is a leader on national partnerships and this should be recognized
- Partnering is not ideal for underserved communities that won't have the funds for a match. Need to have system flexibility.
- Because local, underserved communities may not have local match/also consider private leveraging.
- It should be noted that the Federal Highway Trust Fund is not stable and is supported by the GRF.
- Selling bonds without life cycle is a bad idea. Basically the turnpike is not a good idea.
- A must do for ODOT. For the record – ORDC and its predecessors have been doing "leveraging" and PPP's for nearly 40 years!! A shout out to existing programs that leverage private funds like ORDC does would be helpful and much appreciated.
- Public benefits should be considered – see ORDC model.
- Identify or create new, non-traditional leveraging opportunities.
- Desired outcome make it sound like ODOT is not currently doing this in any capacity, not sure if it needs renamed or if there should be a quick statement about what is currently done.
- The "Next Steps" discussion includes items that have been or are currently underway. Examples include turnpike bond sale, freight plan, requiring local participation in projects. Multiple ODOT programs already require local participation – safety, transportation alternatives, LPA programs. In general, the "Next Steps" are well underway or is part of a current ODOT process/program.
- What's the process/mechanism for determining how much revenue from leveraging assets will remain in the region in which they are derived? What mode(s) will it support?

- Include Financial Analysis: Projected needs/assumptions, projected revenue/assumptions.
- There is some concern regarding increasing the sale of bonds to generate short-term funding for projects desired projects versus needed projects.
- Include information regarding how ORDC and Economic Development funds leverage private transportation infrastructure funds. Include supportive examples/discussion of Ohio's leadership in PPPs, particularly for freight rail. Metrics are desired outcomes. Consider metric for amount of private spending leveraged vs. just revenue (and is the "revenue" user fees?).
- Clarify ODOT/Ohio Turnpike Commission coordination.

3. Future Funding Recommendation: Remain engaged in the national/statewide dialogue on transportation funding by:
    - Assisting the Ohio Joint Legislative Task Force on Transportation Funding
    - Investigating Active Traffic Management (ATM) solutions in Ohio
    - Monitoring economic trends

Desired Outcomes:
2014-ODOT will have a clearer understanding of the potential for implementing ATM solutions in Ohio
-Work with the Task Force to investigate more sustainable revenue sources

2040-ODOT's revenue will be balanced with transportation system needs, as identified by ODOT's performance management process

Committee Feedback:
- Advocate that additional sources of revenue are needed to meet needs for all transportation modes. Funding needed for maintenance as well as additional capacity.
- Clearly identify the $14 Billion funding gap
    - Advocate for $14B needs
    - Address funding gaps for all modes
    - Layout plan to meet funding needs
- Instead of being engaged in the national conversation, Ohio should lead the dialog.
- There is an interdependence of all modes. Example: investing in transit could relieve highway congestion.
- Users are paying for their use of the road. Ohio is a donor state and we need to invest in the network that provides the most benefit to Ohioans.
- ATM – consider environmental justice issues of pay as you go lanes. Various vehicles (i.e. trucks) need to pay their fair share for maintenance especially considering that Ohio is a through traffic state.
    - This should include advocating for funding levels necessary to implement needed projects.
- Remove "managed lanes" from next steps.
- Include transit in the report recommendations.
- Agree that Ohio (not just ODOT) should be a leader in discussion nationally.
- How can limiting Vehicle Miles Travelled (VMT) and shifting some capacity to other modes reduce/negate the need for more funding for the road system?
- Advocate, educate for funding rural transit needs.
- ODOT should examine user pays, especially where commercial users of assets are involved.

- AMT asks users to fund capacity for access to peak load. Consider asking users to fund design, construction and maintenance cost associated with their use. Look at how each mode is funded and what is the social transportation cost-benefit of current funding or user-fees justified. How much is through traffic subsidized?

4. Asset Management Recommendation: Continue to develop asset management tools within ODOT and integrate them into the project selection process.

   Desired Outcomes:
   2014-Develop functioning pavement and bridge management systems which will be incorporated into ODOT's project selection process.
   -Continue to develop a Transportation Asset Management (TAM) framework that will manage other facets of Ohio's transportation system.

   2040-Complete TAM framework integrated into performance management processes.

   Committee Feedback:
   - This section is consistent with Performance Management.
   - Asset Management is closely related to Performance Management.
     - What is duplicate/ What is supportive?
     - This directs funding
   - Use locally developed asset management plans.
   - In the desired outcome section, use "modernized" or "enhanced" instead of the term "functioning."
   - Asset Management efforts are in line with current ODOT efforts and MAP-21 requirements.
   - This recommendation is vague.
   - Calculate in greater detail the future costs of creating additional assets (e.g. additional costs associated with the expansion).
   - Need to make these tools and data calculable to RTPOs/MPOs to assist with long range regional planning.
   - Identify differential costs to manage pricing/user-fees and use. How much would car-only lanes cost to design and build and maintain. What's the differential cost to accommodate other vehicles. Who pays for that differential? See prior rec. on OW truck routing, trips, loads, and road/bridges maintenance and management. Prioritize congestion, safety impacts, environmental impacts, etc., as well as road costs to prioritize projects.

5. Freight Network Recommendation: Conduct detailed studies of the two-lane corridors on Ohio's freight network to identify needed operational improvements and provide live data feeds with current travel times to business logistic systems.

   Desired Outcomes:
   2016-Complete detailed studies on the two-lane corridors of the STS to identify and prioritize needed operational improvements

   2040-Publish travel speed data for Ohio's freight highway network as a direct data feed

   Committee Feedback:
   - Suggest ODOT consider/address incorporating occasional passing lanes for the 2 lane network.
   - Adding truck lanes for support the passing of trucks.

- Canton, Mt. Vernon, Leipsic and other towns with lots of freight – have no 4 lane roads – 2 lane initiative should consider passing lanes – i.e. a third lane every 5 or 10 miles to alleviate congestion and improve mobility.
- What about 3rd lane for passing every 5 miles. Eliminate dangerous curves where accidents frequently occur. Travel times for just in time inventory (extend to 2-lane).
- Shout out for Ohio's work to support and develop intermodal facilities.
- Who will pay for the expansion of the ITS, the cost to make the data readily available. Suggest this cost be paid for by the users of this data.
- The travel time data could also be used by the transit agencies.
- Found this recommendation to be the most confusing. Mixing too many dispersed parts together and hard to follow.
- Safety is primarily related to driver behavior. Enforcement could reduce aggressive behavior in the corridors but not sure if commercial vehicles would like this. If you say safety, plan on figuring out a measurable way of analyzing it.
- The benefit-cost of expansion of an ITS should be examined. Background/further discussion is needed to support the need to analyze the freight movements of 2-lane corridors.
- "Provide live data feeds with current travel times to busier logistic systems" – is not understandable. What would be done and why?
- 3rd truck "toll" lane concept on major "through" Ohio truck routes.
- This is extremely highway-centric. Missing big picture at both macro- and micro- level.
- Include assessment of other options, including short-lived railroads to avoid wasting assets on redundant infrastructure.
- Need to say STS and Freight network are the same.
- Another suggestion included adding an extra, tolled lane on interstates specifically for trucks. Users should have to pay for direct data feeds. It was also pointed out that transit agencies in Cincinnati used Artimis speed data to route buses, and this is similar to the live data feed recommendation.

6. Transit Needs Recommendation: Perform a Statewide transit Needs Study to capture actual transit needs and performance in Ohio.

Desired Outcomes:

2014-Complete a Statewide Transit Need Study to supply both ODOT and local decision-makers with the data and analysis to make effective and informed decisions to identify and advance projects to meet future transit needs across the state.

2040-Establish performance measures for every Ohio transit system that guide funding decisions.

Committee Feedback:

- Include the human service agencies within the Transit Needs Study
- Pedestrian is a mode – how about a "safe routes to transit" effort
- Should include re-building transit service levels to pre-recession conditions and determining future growth needs based on relevant economic forecasts. Required funding levels to implement determined needs should be a component.
- Tie to project selection and funding opportunities.
- Need to define and convey specific goals and desired outcomes of transit study.
- Ohio still needs to determine how to provide better funding that makes sense for the future transit needs.

- Need to focus on what system would work best for rural areas/coordination with human service agencies and private transportation.
- Coordinate all HHS agencies to pass funding to solve rural transit needs.
    - However, there are already credible studies available that demonstrate the need for additional public transit funding – i.e. enhanced services. Coordination with the Ohio Department of Jobs and Family Services, Ohio Department of Developmental Disabilities, Ohio Office on Aging, etc. is encouraged.
- Integrate with JobsOhio, Department of Development.
- It was suggested that the Transit Needs Study be coordinated with human services agencies like Ohio Department of Jobs and Family Services, and it was pointed out that these groups will be represented on the steering committee for this study.

7. Climate Variability Recommendation: Complete a Statewide variability Study to identify weather sensitive components of Ohio's transportation infrastructure.

Desired Outcomes:

2014-Complete a Statewide Climate Variability Study to equip ODOT to proactively and efficiently plan, design, construct, operate, and maintain weather sensitive infrastructure.

2040-Areas of the state most affected by weather events will be identified and future projects within these areas will have climate variability mitigation built into the basic project design.

Committee Feedback:

- Consider whether the plan is readable and easy to understand.
- ODOT should be commended for recognizing global warming/global wording – even if the plan does not use the term(s).
- And do what with that info?
- Not excited about this one. Study will have unrealistic goals that are likely unachievable. Targeted approach might be more appropriate.
- Look at the converse relationship also – how are transportation projects and the resultant emissions affecting climate disruption/variability. These impacts should be considered when doing project selections and creating policies.
- Is this a real need? Aren't these locations already known and addressed under basic infrastructure needs and covered by STS.
- Hire railroad engineers. They have been building above flood plains for 100 years.
- The recommendation needs to be revised to clarify how the collection of data/resources will improve the project selection process.
- The potential results and responses to climate variability should be discussed more in this recommendation.
- Options analysis for infrastructure and flood management
    - Include ice storms and other non-flood events
    - Include specific actions

8. Bicycle Network Recommendation: Coordinate with local jurisdictions to designate Ohio's National and State Bike Routes and begin recording bicycle counts.

Desired Outcomes:
2104-Complete coordination and designation of US Bike Route 50
Develop a protocol for performing bicycle counts and a statewide bicycle count database

2020-ODOT will complete coordination and designation of the remaining USBRs in Ohio, in the following order: USBR 21, 25, 30, and 40.

2040-ODOT will complete coordination and designation of all State bike routes.

Committee Feedback:

- ODOT should address why counts are needed.
- This data could be used by partner organizations in promoting their bike needs
- Don't limiting as "Local"
    - Consider as a bonafide mode of travel
    - Counts may not reflect use early on
- The current language promotes the image problem that bike transportation is a recreation issue and that bike is not a real mode choice.
- Revise language to allow bike lanes and accommodations to get installed regardless.
- The focus should be more on locals and maybe the language needs to reflect this. (partnerships)
- Add implicate language to work with locals.
- ODOT is doing well by including bike transportation – and it is transportation. Should bike – vehicle safety be somehow addressed? Bike paths keep young people in Ohio because bike routes are cool! Perhaps safety could be included in the study to highlight the need for off road – off state route bike paths.
- Coordinate with local agencies to identify what/where to collect data and make infrastructure investments. Focus should be given to local agencies that are currently investing in infrastructure.
- Doing bicycle counts will foster more advanced bicycle planning.
- Expand ODOT's relationship with locals and meaningfully solicit and apply their resource needs input to guide ODOT's funding decisions. Look at how funds can be flexed to provide more resources.
- Field verification and coordination with regional planning organizations and local communities is needed to better define routes/ needs to be accomplished prior to counts. Need to define safe route 1st and connectivity.
- Stronger language needed. There is a problem with current bike routes. This is a transportation issue. Local and regional funding should be increased to affect change. Increase local/regional efforts.
- The count method proposed does not necessarily quantify the demand because people do not ride on many roadways due to safety concerns. Can ODOT consider a complete streets model for new/repair projects? Particularly on state maintained low volume roads – a biking infrastructure that is a legitimate means of travel is good for all Ohioans.
- Engage ODOT District Offices more
- Include language emphasizing regional and local planning partnerships
- Once networks are established money should follow

- AO40 will hopefully move bike routes off dead center

9. Planning Partnerships Recommendation: Continue to foster partnerships with regional and local transportation planning agencies.

   Desired Outcomes:
   2040- Coordinate state, regional and local transportation priorities in every locality in Ohio which will maximize the benefits from transportation investments.

   Committee Feedback:
   - ODOT should emphasize that ODOT and MPOs already coordinate now – but can do more.
   - They are the best source of local information.
   - Local strategic highway safety plans are also being developed.

10. Strategic Transportation System Recommendation: Incorporate the Strategic Transportation System (STS) into project selection processes and development of performance targets for various types of transportation facilities.

    Desired Outcomes:
    2040-The STS will be the tool that state, regional and local transportation agencies use to prioritize and coordinate additional discretionary transportation investments.

    Committee Feedback:
    - Incorrect and missing intermodal facilities
    - Include the transit agencies on the STS map to be complete.
    - The black triangles for rail – truck intermodal facilities are confusing. There are 12 (13 counting Neo modal) IM facilities in Ohio. The map has 15 or 16. Suggest using ORDC's intermodal map.
    - Clarification needed for "ODOT programs." Will preservation program be included or only major (TRAC, rehab, bridge, etc.) programs? Current policies in preservation programs do not differentiate between bridges on interstate/priority system versus two-lane system.
    - Local 61 transit is not identified on map - they receive ODOT funds.
    - Consider incorporating transit into the map and STS.
    - The transit systems should be better indicated on the Strategic Transportation System either on the same map or a separate map.

11. Regional Transportation Needs Recommendation: Address the list of regional transportation needs (RTNs) based on condition, demographic, and economic data along with stakeholder input and additional statewide studies.

    Desired Outcomes:
    2040-ODOT will directly address the transportation needs on the regional profiles or partner with the appropriate agencies to facilitate meeting the need.

    Committee Feedback:
    - Thanks for including the 286K issue!! Note! There are other needs
      - Branch line rehabilitation
      - Capacity improvements – especially in shale development areas.

- Include locations for each transit system listed or the regional transportation needs brochure. Include rural and small urban systems on the list.
- These might be used better to determine project funding. Business data in the current process might not be the best way to identify commerce.
- Please include the city of Warren on the NE regional transportation profile. It was left out while a smaller city like Alliance was included. Warren remains a central community in the Mahoning Valley besides Youngstown.
- The needs of Southeast Region do not appear to be fully addressed especially related to shale development.
- Bike, pedestrian and transit needs must be established, identified, and addressed.
- Why did locks and dams show up on the Southeast Regional Profile?
- Profiles to be updated periodically to be more modal inclusive

Committee Feedback regarding the overall AO40 Draft Plan:

- Within each plan recommendation, consider changing the 2040 goals to a more realistic, example change it to the next plan update.
- Needs more specifics
- Change the cover to something brighter and more positive
- Thank ODOT for recognizing the need for a transit survey
    - Shows team was listening
- The tech memos should better highlight the recommendations.
- Many of the recommendations point out things to be done by 2040, but they can and should be done sooner.
- The intercity bus listing should include other services like Greyhound and Megabus.
- Supporting info could be more succinct, a little heavy on conceptual background.
- Desired outcomes could use added specificity.
- Add something equivalent to goal (desired outcome is akin to objectives. Goal really focuses shared understanding.
- The report doesn't support or explore what state law changes may be necessary.
- Easy to read but most words are vague.
- Goals or more specific outcomes might help. "Save cost," "increase pavement life to 5%," "reduce maintenance cost/VMT 10%." In particular, it seems appropriate to include metrics other than in desired outcomes under Performance Management. How does a "robust performance management process" get measured? How does the reader know it's succeeded?
- Consider identifying the speed and efficiency of business recommendations that are adopted that fully qualify to public/social costs of public expenditures and user fee and public impacts of various modes and project choices.
    - Cost-benefit of choice/expenditure
    - Reduce congestion, increase reliability
    - Multimodal connectivity
    - Safety per person – mile or ten-mile
    - Bottom line impact – financial, environmental, social
    - Economic development

Consider articulating how each recommendation helps 1 or more of these goals.

Next Steps:
Mr. Phinney informed the Steering Committee that the AO40 Draft Plan will be revised based in part on feedback received during this meeting. The plan will be available for 45-day public review later this fall. Finalization of the plan is anticipated in late December 2013.

Conclusion:
Mr. Phinney concluded the meeting by again thanking the committee for its involvement in the Access Ohio 2040 Plan update. He advised that updates to the MindMixer site will focus on Regional Profiles in September and Plan Recommendations in October. He encouraged committee members to advise their constituencies of the MindMixer updates so that they may participate in the dialog. He also reminded the committee members that they may continue to send any comments or questions to access.ohio.2040@dot.state.oh.us or by calling Scott Phinney at 614.644.9147.

With no further questions or discussions, the meeting was adjourned at approximately 12:02 p.m. We believe this report accurately describes what transpired at this meeting. If anyone has a different understanding of what occurred, please contact Kenneth V. Rich at (412) 922-6880 within two weeks of receipt. If no comments are received, this report will be considered final.

Prepared by:

McCormick Taylor, Inc.

Kenneth V. Rich
Facilitator/Sr. Public Involvement Specialist

Steering Committee Meeting #3

Ohio Department of Transportation

AGENDA

Date: October 8, 2013

Time: 10:00 a.m. to Noon

Location: Mid-Ohio Regional Planning Commission

Speakers: Scott Phinney, ODOT
Dave Moore, ODOT
Chuck Dyer, ODOT
Ken Rich, Consultant Team

Format: PowerPoint Presentation

Handouts: PowerPoint slides
Draft Plan
STS Map
Regional Profiles
MindMixer Postcards

1. **Welcome (10:00 a.m. – 10:05 a.m.)**
   Scott Phinney, ODOT
   - A. **Welcome & Introductions**
   - B. **Purpose of the Meeting and Agenda review**

2. **Recap of Regional Steering Committee Meetings (10:05 a.m. – 10:15 a.m.)**
   Chuck Dyer, ODOT
   - A. **Summary of General Comments**
   - B. **Regional Profiles**
     Review of updates/revisions by Region
   - C. **Questions/Comments**

3. **Draft Plan Overview (10:15 a.m. – 10:25a.m.)**
   Dave Moore, ODOT
   - A. **Introducing Access Ohio 2040**
   - B. **Stakeholder Participation**
   - C. **Plan Vision**
   - D. **State of the System Report**
   - E. **Questions/Comments**

4. **Draft Plan Recommendations (10:25 a.m. – 11:55 a.m.)**
   Scott Phinney, ODOT
   - A. **Review Draft Plan Recommendations**
   - B. **Open Discussion**

C. **Comments**

5. **Closing (11:55 a.m. – 12:00 p.m.)**
Scott Phinney, ODOT

A. **Draft Plan Available for Public Comment**

a. Steering Committee comments due by October 11, 2013

b. Public comment period October 17 – November 21, 2013

c. Steering Committee assistance getting the word out

d. Project website

e. MindMixer

f. Informational Outposts

B. **Final Plan – Late December 2013**

A. Updated every five years

Welcome

Steering Committee – Meeting

ACCESS OHIO 2040

Presentation of Draft Plan

October 8, 2013

Welcome

Ohio Department of Transportation

ACCESS OHIO 2040

Meeting Purpose: ***to present the draft plan and solicit comments from the Steering Committee***

Agenda Review

- Recap of Regional Steering Committee Meetings
- Draft Plan Overview
- Draft Plan Recommendations
- Next Steps
- Closing

Regional Steering Committee Meetings

- **Meetings Dates:** July 21 through July 31
- **Purpose:** Introduce the Regional Profiles and Discuss Regional Needs
  - **5 Regional meetings**
    1) Northwest
    2) Northeast
    3) Central
    4) Southwest
    5) Southeast
  - **2 Statewide Meetings**
    6) Statewide Passenger Meeting
    7) Statewide Railroad Meeting

Regional Steering Committee Meetings

What we Heard!

What was liked:

- Regional Profiles
- Multimodal Approach
- Strategic Transportation System
- Using the JobsOhio regional boundaries
- Initiation of a Transit Needs Study

What could be improved:

- Use of the term "Strategic Investment Priorities (SIP)"
- STS Mapping
- Congestion Mapping
- Demographic Data (identification of trends)
- Economic Data

Survey Results

Results Based on Modes:

- Aviation and bike needs were generally rated low
  - Lack of available data to identify real needs
- Maritime needs were generally rated very high
  - General consensus on needs
- There was general agreement with the highway needs

Draft Plan Overview

- **Access Ohio 2040 is meant to be read and understood by <u>all</u> transportation users and stakeholders**
- **To make the plan more user friendly, the plan document itself has been condensed to focus on the final plan recommendations**
- **Supporting documentation for the recommendations is available as a series of technical memos**

What is Access Ohio

Ohio Department of Transportation

Introducing Access Ohio 2040 (AO40)

- Update to Ohio's Statewide Transportation Plan
- 3rd Iteration of the Access Ohio Plan

Access Ohio 2020
(1993)

Access Ohio 2030
(2004)

Access Ohio 2040
(2013)

Vision and Goal Areas

Ohio Department of Transportation

Vision:

Access Ohio 2040 will Guide, Inform, and Support transportation decision making within ODOT

Goal Areas:

- Preservation
- Mobility and Efficiency
- Accessibility and Connectivity
- Safety
- Stewardship
- Economic Development

Plan Development

Ohio Department of Transportation

ACCESS OHIO 2040

Access Ohio Tech Memos:

- ✓ Assess important trends affecting transportation
- ✓ Inventory/analyze conditions on Ohio's multimodal transportation system
- ✓ Fiscal analyses of future revenues and costs

- Guiding Principles
- Setting The Stage
- Finance
- Passenger
- Safety
- Freight
- **State of the System Report**
- Security
- Corridors
- Congestion
- MPO
- Environmental
- Environmental Justice
- Consensus Building

Draft Plan Recommendations

Ohio Department of Transportation

ACCESS OHIO 2040

Final AO40 Plan will focus on 11 recommendations:

1. **Performance Management**
2. **Leveraging Resources**
3. **Future Funding**
4. **Asset Management**
5. **Freight Network**
6. **Transit Needs**
7. **Climate Variability**
8. **Bicycle Network**
9. **Planning Partnerships**
10. **Strategic Transportation System**
11. **Regional Transportation Needs**

Why are you here?

Ohio Department of Transportation

ACCESS OHIO 2040

The Access Ohio team wants to know:

- Are the recommendations easy to understand?
- Are the recommendations compelling?
- Do the recommendations enhance your organization's mission?
- Is there important information missing from the recommendations?
- Is there unnecessary information within the recommendations?

Performance Management

Ohio Department of Transportation

ACCESS OHIO 2040

Recommendation: Expand ODOT's performance management processes by developing additional modal performance measures and reporting systems.

Desired Outcome:

- 2014 – Publish a semi-annual report of transportation system conditions/trends
- 2040 – Robust performance management process integrated into *project programming*

Leveraging Resources

Ohio Department of Transportation

ACCESS OHIO 2040

Recommendation: Leverage available resources (e.g. state owned infrastructure, financial partnerships, higher federal participation rates) to maximize transportation investments.

Desired Outcome:

- 2014 – Expand programming practices that leverage local funding participation
- 2014 – Limit transportation funding carry forward
- 2014 – Begin utilizing higher federal participation rates on freight projects
- 2020 – Generate $2 billion in new revenue from leveraging state owned assets
- 2040 – Generate $5 billion in new revenue from leveraging state owned assets

Future Funding

Ohio Department of Transportation

ACCESS OHIO 2040

Recommendation: Remain engaged in the national/statewide dialogue on transportation funding by:

- Assisting the Ohio Joint Legislative Task Force on Transportation Funding
- Investigating Active Traffic Management (ATM) solutions in Ohio
- Monitoring economic trends

Desired Outcome:

- 2014 – ODOT will have a clearer understanding of the potential for implementing ATM solutions in Ohio
- 2014 – Work with the Task Force to investigate more sustainable revenue sources
- 2040 – ODOT's revenue will be balanced with transportation system needs, as identified by ODOT's performance management process

Asset Management

Ohio Department of Transportation

ACCESS OHIO 2040

Recommendation: Continue to develop asset management tools within ODOT and integrate them into the project selection process

Desired Outcome:

- 2014 – Develop functioning pavement and bridge management systems which will be incorporated into ODOT's project selection processes
- 2014 – Continue to develop a Transportation Asset Management (TAM) framework that will manage other facets of Ohio's transportation system
- 2040 – Complete TAM framework integrated into performance management processes

Freight Network

Ohio Department of Transportation

ACCESS OHIO 2040

Recommendation: Conduct detailed studies of the two-lane corridors on Ohio's freight network to identify needed operational improvements and provide live data feeds with current travel times to business logistic systems

Desired Outcome:

- 2016 – Complete detailed studies on the two-lane corridors of the STS to identify and prioritize needed operational improvements
- 2040 – Publish travel speed data for Ohio's freight highway network as a direct data feed

Transit Needs

Ohio Department of Transportation

ACCESS OHIO 2040

Recommendation: Perform a Statewide Transit Needs Study to capture the actual transit needs and performance in Ohio.

Desired Outcome:

- 2014 – Complete a Statewide Transit Need Study to supply both ODOT and local decision-makers with the data and analysis to make effective and informed decisions to identify and advance projects to meet future transit needs across the state
- 2040 – Establish performance measures for every Ohio transit system that guide funding decisions

Climate Variability

Ohio Department of Transportation

ACCESS OHIO 2040

Recommendation: Complete a Statewide Climate Variability Study to identify weather sensitive components of Ohio's transportation infrastructure.

Desired Outcome:

- 2014 – Complete a Statewide Climate Variability Study to equip ODOT to proactively and efficiently plan, design, construct, operate, and maintain weather sensitive infrastructure
- 2040 – Areas of the state most affected by weather events will be identified and future projects within these areas will have climate variability mitigation built into the basic project design

Bicycle Network

Ohio Department of Transportation

ACCESS OHIO 2040

Recommendation: Coordinate with local jurisdictions to designate Ohio's National and State Bike Routes and begin recording bicycle counts.

Desired Outcome:

- 2014 – Complete coordination and designation of USBR 50
- 2014 – Develop a protocol for performing bicycle counts and a statewide bicycle count *database*
- 2020 – ODOT will complete coordination and
- 2040 – ODOT will complete coordination and designation of all State bike routes

Planning Partnerships

Ohio Department of Transportation

ACCESS OHIO 2040

Recommendation: Continue to foster partnerships with regional and local transportation planning agencies.

Desired Outcome:

- 2040 – Coordinate state, regional and local transportation priorities in every locality in Ohio which will maximize the benefits from transportation investments

Strategic Transportation System

Ohio Department of Transportation

ACCESS OHIO 2040

Recommendation: Incorporate the Strategic Transportation System (STS) into project selection processes and development of performance targets for various types of transportation facilities.

Desired Outcome:

- 2040 – The STS will be the tool that state, regional and local transportation agencies use to prioritize and coordinate additional discretionary transportation investments

Regional Transportation Needs

Ohio Department of Transportation

ACCESS OHIO 2040

Recommendation: Address the list of regional transportation needs (RTNs) based on condition, demographic, and economic data along with stakeholder input and additional statewide studies.

Desired Outcome:

- 2040 – ODOT will directly address the transportation needs on the regional profiles or partner with the appropriate agencies to facilitate meeting the need

Next Steps

Ohio Department of Transportation

ACCESS OHIO 2040

- **Draft Plan presented at Steering Committee Meeting**
  - October 8, 2013 from 10:00 a.m. to Noon
  - Mid-Ohio Regional Planning Commission in Columbus
- **Draft Plan Public Comment Period**
  - October 17 – November 21, 2013
  - Available online (www.accessohio2040.com) and at information outposts
- **Final Plan**
  - Late December 2013

Questions

Ohio Department of Transportation

ACCESS OHIO 2040

Scott Phinney - Administrator
Office of Statewide Planning & Research
Scott.phinney@dot.state.oh.us
(614) 644-9147

Access Ohio 2040
Access.Ohio.2040@dot.state.oh.us

Stay Involved

- The AO40 website, www.access.ohio.gov
- The public involvement site, www.accessohio2040.com.

The Access Ohio team wants to know:

- Are the recommendations easy to understand?
- Are the recommendations compelling?
- Do the recommendations enhance your organization's mission?
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- Is there unnecessary information within the recommendations?

Steering Committee Survey
October 8, 2013
Ohio Department of Transportation

ACCESS OHIO 2040

1. **Performance Management:** Expand ODOT's performance management processes by developing additional modal performance measures and reporting systems.

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree

Comments:

2. **Leveraging Resources:** Leverage available resources (e.g. state owned infrastructure, financial partnerships, higher federal participation rates) to maximize transportation investments.

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree

Comments:

3. **Future Funding:** Remain engaged in the national/statewide dialogue on transportation funding by: assisting the Ohio Joint Legislative Task Force on Transportation Funding, investigating Active Traffic Management (ATM) solutions in Ohio, and monitoring economic trends.

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree

Comments:_____

4. **Asset Management:** Continue to develop asset management tools within ODOT and integrate them into the project selection process.

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree

Comments:_____

5. **Freight Network:** Conduct detailed studies of the two-lane corridors on Ohio's freight network to identify needed operational improvements and provide live data feeds with current travel times to business logistic systems.

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree

Comments:_____

6. **Transit Needs:** Perform a Statewide Transit Needs Study to capture the actual transit needs and performance in Ohio.

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree

Comments:_____

7. **Climate Variability:** Complete a Statewide Climate Variability Study to identify weather sensitive components of Ohio's transportation infrastructure.

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree

Comments:_____

8. **Bicycle Network:** Coordinate with local jurisdictions to designate Ohio's National and State Bike Routes and begin recording bicycle counts.

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree

Comments:_____

9. **Planning Partnerships:** Continue to foster partnerships with regional and local transportation planning agencies.

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree

Comments:

10. **Strategic Transportation System:** Incorporate the Strategic Transportation System (STS) into project selection processes and development of performance targets for various types of transportation facilities.

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree

Comments:

11. **Regional Transportation Needs:** Address the list of regional transportation needs (RTNs) based on condition, demographic, and economic data along with stakeholder input and additional statewide studies.

Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree

Comments:_____

Access Ohio Steering Committee Meeting #3 – October 8, 2013

Sign In			
First Name	**Last Name**	**Title**	**Organization**
Art	Arnold	Executive Director	Ohio County Regional Planning Commission
Mark	Donaghy	President	Ohio Public Transit Association
Marianne	Freed	Transit, Office Administrator	Mid-Ohio Regional Planning Commission
Lou	Ganazzo		ORDC
Nick	Gill	Asst. Transportation Director	Mid-Ohio Regional Planning Commission
Bill	Harris	VP of Gov. Relations	Norfolk Southern
Bill	Lowe	Transit Director	Ottowa County Transit Agency
Kate	Moeglin	City Engineer	City of Canton
Tony	Paglia	VP of Gov. Affairs	Youngstown/Warren Regional Chamber
Lantz	Repp	Mobility Coordinator	HOC-ATH-PER Com. Action
Rhonda	Romano	Director, Midwest Office	Rails to Trails Conservancy
Maria	Schaper	Planner	MORPC
Ty	Thompson	Engineer	Ohio Department of Transportation District 5
Derek	Troyer	Engineer	Ohio Department of Transportation
Ben	Wickizer	Conservation Program Director	Sierra Club of Ohio
Jeannette	Wierzbicki	Asst. Executive Director	OMEGA

Steering Committee SIP Survey									
Strategic Investment Area		**Rating**							
Letter	Description	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	Total Votes	Average Score	Rank
1	Performance Management	2	8	1			11	4.091	8.00
2	Leveraging Resources	4	4		1		9	4.222	6.00
3	Future Funding	6	4				10	4.600	1.00
4	Asset Management	4	4	1			9	4.333	3.00
5	Freight Network	2	4	4			10	3.800	10.00
6	Transit Needs	7	2		1		10	4.500	2.00
7	Climate Variability	2	5	2	1		10	3.800	10.00
8	Bicycle Network	3	5	2	1		11	3.909	9.00
9	Planning Partnerships	3	7				10	4.300	4.00
10	Strategic Transportation System	2	6	1			9	4.111	7.00
11	Regional Transportation Needs	4	5	1			10	4.300	4.00
Total		**39**	**54**	**12**	**4**	**0**			

Recommendations Ranking

1. Future Funding
2. Transit Needs
3. Asset Management
4. Planning Partnerships
5. Regional Transportation Needs
6. Leveraging Assets
7. Strategic Transportation System
8. Performance Management
9. Bicycle Network
10. Freight Network
11. Climate Variability

Finance

The financial needs numbers presented below are based on ODOT meeting its current critical success factors for pavement and bridges. Transit needs were developed in conjunction with Metropolitan Planning Organizations (MPOs) and transit agencies. These needs include the costs of planned improvements.

Transportation Needs Through 2040

Ohio's needs for the state transportation system between 2014 and 2040

$55 billion

(excluding local roads and bridges)

Total Estimated Revenues Through 2040

ODOT's total highway and transit estimated revenues between 2014 and 2040

$41 billion

(excluding local roads and bridges)

$14 billion gap through 2040

Note: All dollar amounts are shown in constant 2011 dollars.

Next Steps

In a time of limited funding and reducing revenues, ODOT will have to continue to be creative in developing new and innovative approaches to managing, maintaining, operating, and building our infrastructure assets. Recently ODOT developed a plan to leverage the turnpike to generate revenue for state infrastructure projects while keeping the turnpike as a public asset.

In addition to increasing revenues, ODOT will prioritize existing assets and investments through the development of corridors. This work is intended to analyze the transportation needs and issues on a national, statewide, and local scale, while coordinating with, and complementing, Metropolitan Planning Organization plans. Access Ohio will focus on corridors that connect metropolitan areas and move the highest volumes of passengers and freight.

DRAFT National Highway Corridors

STATE OF THE SYSTEM

ODOT is updating Ohio's long-range transportation plan, *Access Ohio*. The plan analyzes and identifies the Department of Transportation's investment priorities through the year 2040.

What is Trending in Ohio?

Truck Traffic	By year 2040, truck volumes are projected to increase by 67% while volumes on other modes are projected to remain flat.
Freight Tonnage	By year 2040, an additional 639 million tons will be shipped in Ohio (98%, or 628 million tons, will be shipped by truck).
Transit Interest	Ohio has the 12th highest transit ridership rate in the Nation and 80% of Ohioans consider improving Ohio's transit system important.
Fuel Efficiency	By the year 2025, CAFE standards are anticipated to increase vehicle fuel efficiency to 54.5 mpg. The average fuel efficiency was 23.5 mpg in 2010.
Median Age	The median age of Ohioans in 2010 was 38.8 (up from 36.4 in 2000 and 33.3 in 1990).
Vehicle Miles Traveled (VMT)	Ohio has the 5th highest VMT in the nation. It peaked at 194 million in 2004 and is currently rebounding from a recession low of 182 million in 2008.
Revenue	ODOT anticipates federal and state gas tax revenue will grow annually by an average of 3% and 1%, respectively.
Population Shift	Population in most rural Ohio counties decreased while many urban/suburban counties increased. Currently 10.8% of land in Ohio is urbanized and contains 77.9% of the population.
ODOT's Buying Power	Construction inflation increased construction costs by 62% from January 2004 to June 2012 (average annual inflation of 7%).

Information updated June 18, 2013

Existing Assets

Roadway:
- 258,774 lane miles in state
- ODOT is responsible for 16.7% (43,211 lane miles)
- Ohio is a home rule state – municipalities are responsible for all roads within their jurisdiction with the exception of Interstates

Bridges:
- Ohio has 43,582 bridges
- ODOT is responsible for 32% (13,941 bridges)
- Average bridge size is almost 6,000 sq. ft., which is equivalent to a two-lane structure approximately 170 feet long

Transit:
- Ohio has 27 urban and 35 rural transit agencies
- 111 million transit trips in 2011
- GoBus connects residents of southeast Ohio to meaningful connections with scheduled, nationwide, intercity bus service and to Port Columbus Intl' Airport

Aviation:
- Ohio has 104 system airports
- 8 commercial service airports moving passengers and freight
- Ohio has 10 major airlines

Rail:
- Amtrak provides 3 primary passenger intercity routes
- Ohio boasts 4,152 miles of Class 1 and 1,191 miles of regional railroads
- Ohio has 13 intermodal facilities that serve rail

Maritime:
- Ohio has 716 miles of marine highways
- Ohio hosts 8 public ports on Lake Erie and 3 public ports on the Ohio River

Bicycle / Pedestrian:
- There are a total of 4,207 lane miles of bikeways
- There are 2,043 miles of sidewalk on US and State Routes

Access Ohio Goals

Goals, objectives, and critical success factors were developed with input from the Steering Committee, Working Technical Group, and ODOT leadership. The following lists the goals of *Access Ohio*.

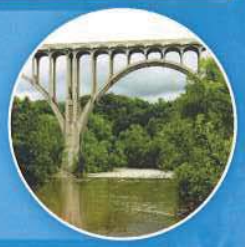
- **Preservation**
  Promote cost-beneficial preservation of multimodal assets.
- **Mobility and Efficiency**
  Reduce congestion and increase reliability for personal and freight travel.
- **Accessibility and Connectivity**
  Increase customer access to state's multimodal transportation system and improve linkages between modes.
- **Safety**
  Continue to improve transportation system safety.
- **Stewardship**
  Advance triple bottom line—financial, environmental, social—for all investments.
- **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.

Critical Success Factors

Bridge

97.6%

ODOT is meeting the preservation goal for bridges



Pavement

Priority System
(Interstate and divided highways)

97.8%

ODOT is exceeding the preservation goal for the priority system by 3%

General System
(Major roads outside of municipalities)

96.9%

ODOT is exceeding the preservation goal for the urban system by 7%

Urban System
(Major roads inside of municipalities)

97.4%

ODOT is exceeding the preservation goal for the general system by 7%

Regional Transportation Needs

Regional Transportation Needs (RTN) are areas of our transportation system that merit additional study to maintain a world class transportation system. These needs are based on conditions, demographics, and economic data along with stakeholder input. The RTNs are limited to areas on Ohio's Strategic Transportation System which are expected to need investment that goes beyond preservation.

A **I-71 (I-270 to US 36) Franklin, Delaware Counties**
Indicator(s): Safety, Mobility and Efficiency

B **I-70 (I-270 to SR 79) Franklin, Fairfield, Licking Counties**
Indicator(s): Mobility and Efficiency

C **US 23 (I-270 to US 42) Franklin, Delaware Counties**
Indicator(s): Mobility and Efficiency

D **US 42/US 36 (I-70 to I-71) Madison, Union, Delaware Counties**
Indicator(s): Safety

E **I-270 (I-70 to I-71 - Northwest) Franklin County**
Indicator(s): Mobility and Efficiency

F **I-270 (I-71 to US 23 - South)**
Indicator(s): Mobility and Efficiency

G **I-670 (I-70 to I-270) Franklin County**
Indicator(s): Mobility and Efficiency

H **SR 31 (US 33 to US 68) Hardin, Union Counties**
Indicator(s): Safety

I **US 33 (US 161 to I-270) Franklin, Fairfield Counties**
Indicator(s): Mobility and Efficiency

J **US 33 (I-70 to Lancaster Bypass) Franklin, Fairfield Counties**
Indicator(s): Mobility and Efficiency

K **US 68 (Clark/Champaign county line to US 33) Logan, Champaign Counties**
Indicator(s): Safety

L **Short Line Railroads**
Indicator(s): Preservation, Safety

M **Central Ohio Transit Authority Operating Budget, Franklin County**
Indicator(s): Preservation

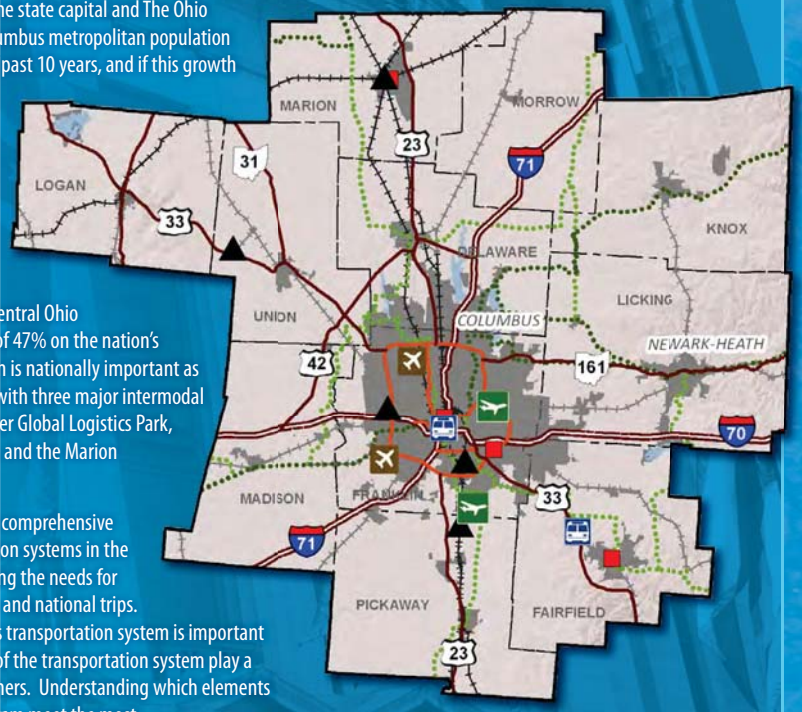
ACCESS OHIO 2040

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

ACCESS OHIO 2040 STRATEGIC TRANSPORTATION SYSTEM

CENTRAL REGION TRANSPORTATION PROFILE

Central Ohio is home to the state capital and The Ohio State University. The Columbus metropolitan population has grown by 21% in the past 10 years, and if this growth continues as forecasted, Columbus will be Ohio's largest metropolitan area in 2020. This region is the hub for the state's highway and freight rail network, and also has multiple public transit providers. Since central Ohio is within one day's drive of 47% on the nation's manufacturers, the region is nationally important as a freight logistics center with three major intermodal facilities: the Rickenbacker Global Logistics Park, Buckeye Yard Intermodal, and the Marion Intermodal Center.



Ohio has one of the most comprehensive multi-modal transportation systems in the nation concurrently serving the needs for local, regional, statewide and national trips. While every part of Ohio's transportation system is important to maintain, some parts of the transportation system play a more critical role than others. Understanding which elements of the transportation system meet the most needs is important to align the investment priorities of local, regional and statewide transportation organizations. Access Ohio has identified the most heavily used corridors from each transportation mode and combined them a single map called the **Strategic Transportation System (STS)**. The map above depicts the STS for the Central region.

Draft, September 30, 2013

www.access.ohio.gov

Central Region Existing Assets

Roadway

Total lane miles in region	32,606
# lane miles in the region on the STS	6,515 (20%)

Bridges

# of bridges in region	6,165
# of bridges in region on the STS	1,158 (19%)
Average bridge size in region	3,523 sq ft

Transit

# of urban transit agencies in region	4
# of rural transit agencies in region	5
# of transit trips in 2011 in region	19,760,636
Large urban ridership in region	19,023,935
Small urban ridership in region	238,780
Rural ridership in region	497,921

Aviation

# of airports in region	14
# of commercial airports in region	2

Rail

# of Class I miles in region (>= 40 MGMT*)	279
# of regional rail line miles in region (<40 MGMT*)	403
# intermodal facilities that serve rail in region	5

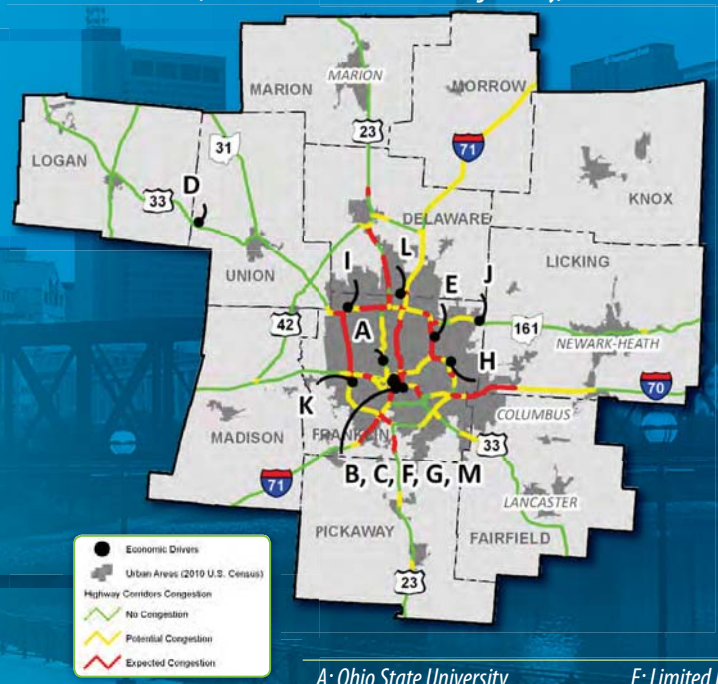
*MGMT = Millions of gross tons per mile

Bicycle/Pedestrian

# of proposed state bike route centerline miles in region	819
# of sidewalk miles in region on US & state routes	209

2040 FORECASTED CONGESTION MAP

(Official 2040 forecast on the existing roadway)



A: Ohio State University
B: OhioHealth
C: Nationwide Mutual Insurance
D: Honda
E: Limited Brands, Inc
F: Huntington Bancshares Inc
G: Nationwide Children's Hospital
H: American Electric Power
I: Cardinal Health, Inc
J: Abercrombie & Fitch
K: Big Lots, Inc
L: JP Morgan Chase
M: Grange Insurance

TRANSIT NEEDS

Transit needs were examined from a fiscal perspective rather than a conditions based perspective. Both operating and capital expenses were included to detail the financial resources that will be needed to maintain existing public transit services. The majority of the resources will be the responsibility of the locals.

SYSTEM TYPE	CAPITAL	OPERATING	# OF SYSTEMS
Urban	$809,954,373	$2,640,906,428	4
Rural	$17,454,760	$120,092,868	5

Draft, September 30, 2013

DEMOGRAPHICS

DESCRIPTION	2010	2040	TREND
Population	2,009,816[1]	2,487,890[2]	24%
Education (Bachelor's degree or above)	31%[3]	—	—
Population Density (persons/sq. mile)	371[1]	459[2]	24%
Zero Car Household	7%[3]	9.8%[4]	41%
Income per Capita	$37,668[5]	—	—
Median Age	35.4[3]	39.7[2]	12%
Elderly (% over 65)	11%[3]	17%[2]	55%
% Physically Disabled	17%[1]	—	—

Sources: [1]Census 2010, [2]Ohio Development Services Agency Forecast, [3]2007-11 American Community Survey 5 Year Estimate, [4]Ohio Statewide Travel Demand Model Forecast, [5]Bureau of Economic Analysis 2011

ECONOMIC PROFILE

TOP 5 EMPLOYMENT SECTORS

- Health Care
- Education
- Retail
- Professional Scientific & Technical Services
- Waste Management Remediation Services

CENTRAL REGION'S TOP ECONOMIC DRIVERS

DESCRIPTION	2010	% of State
Total Employees	1,228,291	20%

TOTAL STATE FREIGHT FLOW

MODE	2007 TONS/VALUE IN MILLIONS	2040 TONS/VALUE IN MILLIONS
Air	0.8/$64	3/$263
Rail	389/$165	395/$223
Truck	936/$1,678	1,564/$3,380
Water	58/$5	61/$5

Source: Statewide Freight Study 2013

Regional Transportation Needs

Regional Transportation Needs (RTN) are areas of transportation system that merit additional study to maintain a world class transportation system. These needs are based on conditions, demographics, and economic data along with stakeholder input. The RTNs are limited to areas on Ohio's Strategic Transportation System which are expected to need investment that goes beyond preservation.

A **I-77 (I-80 to I-90) Cuyahoga, Summit Counties**
Indicator(s): Safety, Mobility and Efficiency

B **I-90 (I-71 to I-271) Cuyahoga, Lake Counties**
Indicator(s): Preservation

C **US 62 (I-77 to I-76) Stark, Mahoning, Columbiana Counties**
Indicator(s): Safety

D **US 20 Huron, Lorain Counties**
Indicator(s): Safety

E **US 250 (SR 2 to I-77) Erie, Huron, Ashland, Wayne, Stark, Tuscarawas Counties**
Indicator(s): Safety

F **US 422 (I-271 to I-80) Cuyahoga, Geauga, Portage, Trumbull Counties**
Indicator(s): Safety

G **I-77/I-76 Overlap (Akron), Summit County**
Indicator(s): Mobility and Efficiency

H **I-80 (680 to PA Border) Mahoning, Trumbull Counties**
Indicator(s): Mobility and Efficiency

I **I-480 (I-80 to I-271) Summit, Portage Counties**
Indicator(s): Mobility and Efficiency

J **I-271 (SR 8 to I-90) Summit, Cuyahoga Counties**
Indicator(s): Mobility and Efficiency

K **USBR-21 (Harvard Road to Lake Erie) Cuyahoga County**
Indicator(s): Preservation

L **Greater Cleveland Regional Transit Authority Operating Budget, Cuyahoga County**
Indicator(s): Preservation

M **METRO Regional Transit Authority Operating Budget, Summit County**
Indicator(s): Preservation

N **Stark Area Regional Transit Authority Operating Budget, Stark County**
Indicator(s): Preservation

O **Western Reserve Transit Authority Operating Budget, Mahoning County**
Indicator(s): Preservation

P **Portage Area Regional Transportation Authority Operating Budget, Portage County**
Indicator(s): Preservation

Q **Short Line Railroads**
Indicator(s): Preservation, Safety

ACCESS OHIO 2040

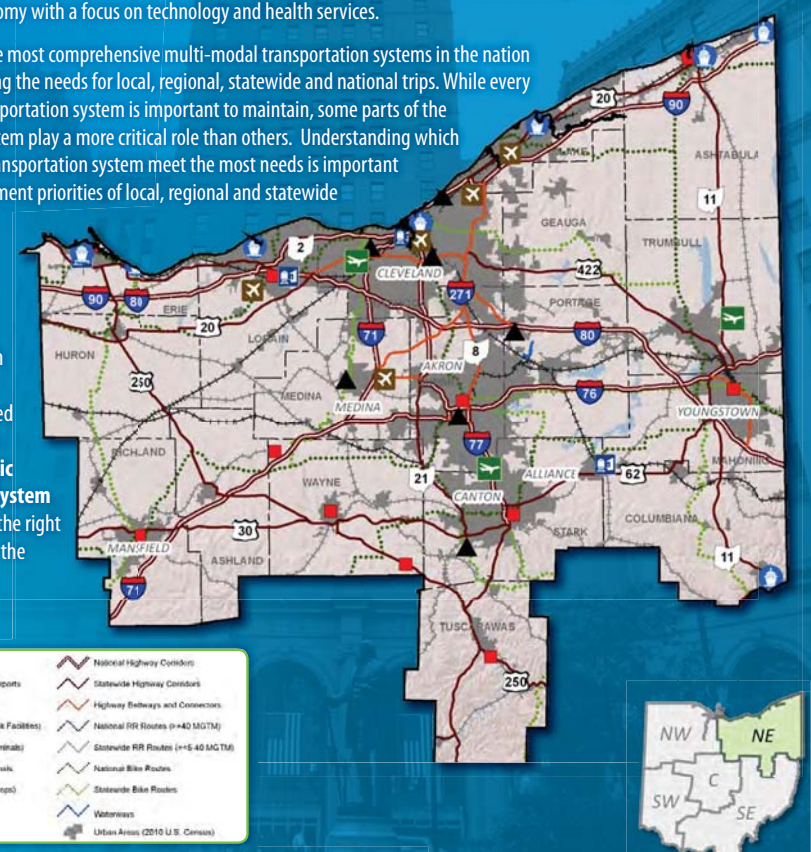
STATE OF OHIO DEPARTMENT OF TRANSPORTATION

ACCESS OHIO 2040 STRATEGIC TRANSPORTATION SYSTEM

NORTHEAST REGION TRANSPORTATION PROFILE

Northeastern Ohio includes the I-76/I-80 corridor system that provides a direct and heavily utilized route from NY/NJ to the Midwest. Cleveland's public transit system carries the highest volumes of passengers in the state and the new Euclid Corridor Bus Rapid Transit is recognized as one of the most innovative in the US. Major ports and shipyards on Lake Erie, east/west rail lines, and major east/west and north/south highways serve as this region's critical freight corridors. Historically, this region's economic base was centered on heavy steel, rubber, and manufacturing. Today, the region is reshaping its economy with a focus on technology and health services.

Ohio has one of the most comprehensive multi-modal transportation systems in the nation concurrently serving the needs for local, regional, statewide and national trips. While every part of Ohio's transportation system is important to maintain, some parts of the transportation system play a more critical role than others. Understanding which elements of the transportation system meet the most needs is important to align the investment priorities of local, regional and statewide transportation organizations. Access Ohio has identified the most heavily used corridors from each transportation mode and combined them a single map called the **Strategic Transportation System (STS)**. The map to the right depicts the STS for the Northeast region.



Draft, September 30, 2013

www.access.ohio.gov

Northeast Region Existing Assets

Roadway

Total lane miles in region	60,231
# lane miles in the region on the STS	13,680 (23%)

Bridges

# of bridges in region	10,918
# of bridges in region on the STS	2,578 (24%)
Average bridge size in region	4,931 sq ft

Transit

# of urban transit agencies in region	10
# of rural transit agencies in region	6
# of transit trips in 2011 in region	57,498,132
Large urban ridership in region	53,665,018
Small urban ridership in region	2,031,112
Rural ridership in region	1,802,002

Aviation

# of airports in region	23
# of commercial airports in region	3

Rail

# of Amtrak stations in region	4
# of Class I miles in region (>= 40 MGMT*)	504
# of regional rail line miles in region (<40 MGMT*)	1,301
# intermodal facilities that serve rail in region	10

*MGMT = Millions of gross tons per mile

Maritime

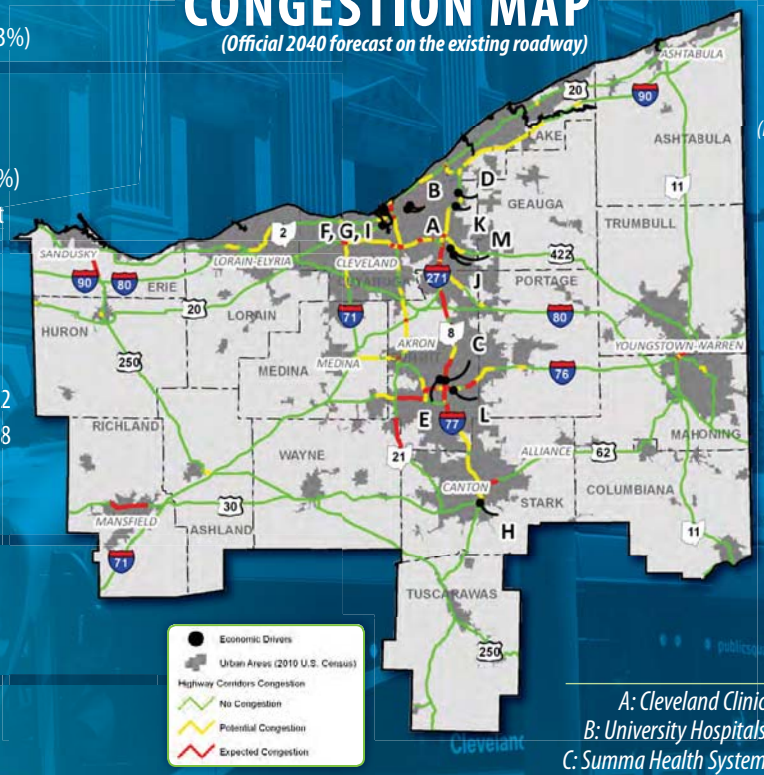
# of marine nautical miles in region	261
# of public ports in region	5

Bicycle/Pedestrian

# of proposed state bike route centerline miles in region	1,128
# of sidewalk miles in region on US & state routes	790

2040 FORECASTED CONGESTION MAP

(Official 2040 forecast on the existing roadway)



A: Cleveland Clinic
B: University Hospitals
C: Summa Health System
D: Progressive Corporation
E: FirstEnergy Corp
F: KeyCorp
G: MetroHealth System
H: Timken Company
I: Sherwin-Williams Co
J: Swagelok Company
K: Parker Hannifin Corporation
L: Goodyear Tire & Rubber
M: Nestle USA

TRANSIT NEEDS

Transit needs were examined from a fiscal perspective rather than a conditions based perspective. Both operating and capital expenses were included to detail the financial resources that will be needed to maintain existing public transit services. The majority of the resources will be the responsibility of the locals.

SYSTEM TYPE	CAPITAL	OPERATING	# OF SYSTEMS
Urban	$3,336,375,994	$9,042,432,081	10
Rural	$16,813,617	$126,348,903	6

Draft, September 30, 2013

DEMOGRAPHICS

DESCRIPTION	2010	2040	TREND
Population	4,228,079[1]	4,029,950[2]	-5%
Education (Bachelor's degree or above)	24%[3]	—	—
Population Density (persons/sq. mile)	522[1]	280[2]	-5%
Zero Car Household	9%[3]	8%[4]	0%
Income per Capita	$36,776[5]	—	—
Median Age	40.4[3]	18.6[2]	2%
Elderly (% over 65)	15%[3]	14%[2]	47%
% Physically Disabled	18%[1]	—	—

Sources: [1]Census 2010, [2]Ohio Development Services Agency Forecast, [3]2007-11 American Community Survey 5 Year Estimate, [4]Ohio Statewide Travel Demand Model Forecast, [5]Bureau of Economic Analysis 2011

ECONOMIC PROFILE

TOP 5 EMPLOYMENT SECTORS

- Health Care
- Retail
- Manufacturing
- Education
- Accommodation & Food Service

NORTHEAST REGION'S TOP ECONOMIC DRIVERS

A: Cleveland Clinic
B: University Hospitals
C: Summa Health System
D: Progressive Corporation
E: FirstEnergy Corp
F: KeyCorp
G: MetroHealth System
H: Timken Company
I: Sherwin-Williams Co
J: Swagelok Company
K: Parker Hannifin Corporation
L: Goodyear Tire & Rubber
M: Nestle USA

DESCRIPTION	2010	% of State
Total Employees	2,275,023	37%

TOTAL STATE FREIGHT FLOW

MODE	2007 TONS/VALUE IN MILLIONS	2040 TONS/VALUE IN MILLIONS
Air	0.8/$64	3/$263
Rail	389/$165	395/$223
Truck	936/$1,678	1,564/$3,380
Water	58/$5	61/$5

Source: Statewide Freight Study 2013

Regional Transportation Needs

Regional Transportation Needs (RTN) are areas of our transportation system that merit additional study to maintain a world class transportation system. These needs are based on conditions, demographics, and economic data along with stakeholder input. The RTNs are limited to areas on Ohio's Strategic Transportation System which are expected to need investment that goes beyond preservation.

A **I-75 (SR 15 to I-475) Wood, Hancock Counties**
Indicator(s): Mobility and Efficiency

B **SR 2 (I-280 to US 250) Lucas, Ottawa, Erie Counties**
Indicator(s): Safety

C **SR 31 (US 33 to US 68) Hardin, Union Counties**
Indicator(s): Safety

D **I-475/US 23 (MI State Border to I-75) Lucas, Wood Counties**
Indicator(s): Mobility and Safety

E **Marine-90 (Port of Toledo Segment - Lake Erie) Lucas, Ottawa, Sandusky, Erie Counties**
Indicator(s): Mobility and Efficiency

F **Short Line Railroads**
Indicator(s): Preservation, Safety

G **Toledo Area Regional Transit Authority Operating Budget, Lucas County**
Indicator(s): Preservation

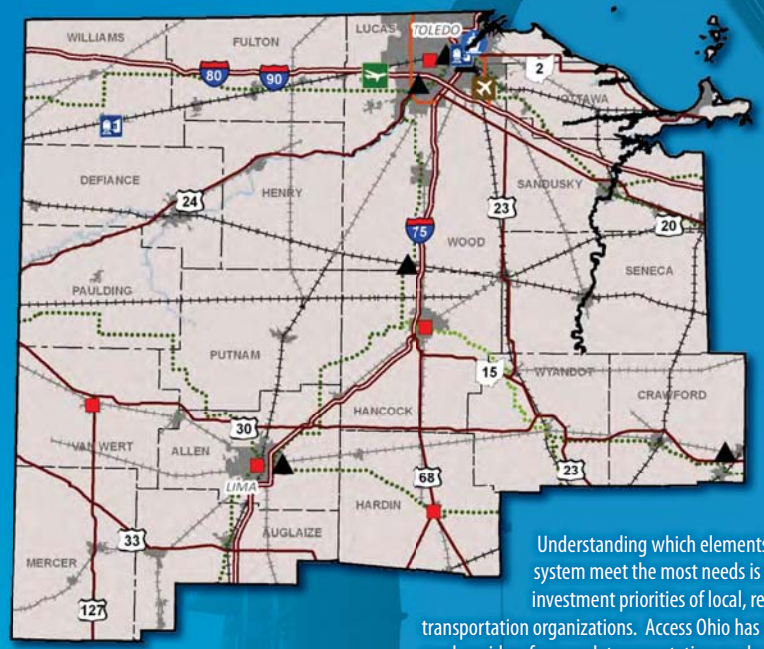
ACCESS OHIO 2040

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

ACCESS OHIO 2040 STRATEGIC TRANSPORTATION SYSTEM

NORTHWEST REGION TRANSPORTATION PROFILE

The Port of Toledo is a multimodal transportation hub with significant waterborne, rail, and highway activity. It provides access to Canada, Ohio's number one international trading partner. The region also boasts the new rail intermodal center at North Baltimore and major highways, such as I-75 and I-80/I-90. These facilities make this area a crossroads for intermodal freight transportation serving the nation. The region also contains some of Ohio's most fertile farmland and numerous lakefront recreational opportunities including state supported ferries carrying tourists to the Lake Erie Islands.



Ohio has one of the most comprehensive multi-modal transportation systems in the nation concurrently serving the needs for local, regional, statewide and national trips. While every part of Ohio's transportation system is important to maintain, some parts of the transportation system play a more critical role than others. Understanding which elements of the transportation system meet the most needs is important to align the investment priorities of local, regional and statewide transportation organizations. Access Ohio has identified the most heavily used corridors from each transportation mode and combined them a single map called the **Strategic Transportation System (STS)**. The map above depicts the STS for the Northwest region.

Northwest Region Existing Assets

Roadway

Total lane miles in region	44,475
# lane miles in the region on the STS	8,274 (19%)

Bridges

# of bridges in region	8,183
# of bridges in region on the STS	1,107 (14%)
Average bridge size in region	2,888 sq ft

Transit

# of urban transit agencies in region	2
# of rural transit agencies in region	6
# of transit trips in 2011 in region	2,411,514
Large urban ridership in region	1,889,484
Small urban ridership in region	217,860
Rural ridership in region	304,170

Aviation

# of airports in region	25
# of commercial airports in region	1

Rail

# of Amtrak stations in region	2
# of Class I miles in region (>= 40 MGMT*)	527
# of regional rail line miles in region (<40 MGMT*)	733
# intermodal facilities that serve rail in region	6

*MGMT = Millions of gross tons per mile

Maritime

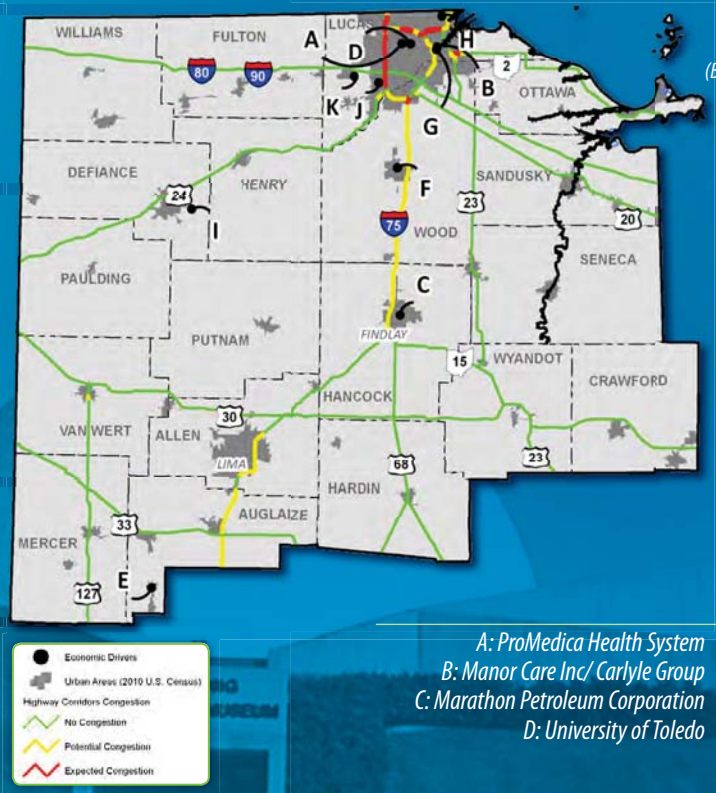
# of marine nautical miles in region	103
# of public ports in region	3

Bicycle/Pedestrian

# of proposed state bike route centerline miles in region	272
# of sidewalk miles in region on US & state routes	355

2040 FORECASTED CONGESTION MAP

(Official 2040 forecast on the existing roadway)



A: ProMedica Health System
B: Manor Care Inc/ Carlyle Group
C: Marathon Petroleum Corporation
D: University of Toledo
E: Crown Equipment Corporation
F: Bowling Green State Univ
G: Owens Corning
H. Chrysler Corporation
I: General Motors
J: Dana Corporation
K: BAX Global

TRANSIT NEEDS

Transit needs were examined from a fiscal perspective rather than a conditions based perspective. Both operating and capital expenses were included to detail the financial resources that will be needed to maintain existing public transit services. The majority of the resources will be the responsibility of the locals.

SYSTEM TYPE	CAPITAL	OPERATING	# OF SYSTEMS
Urban	$182,772,249	$905,512,964	2
Rural	$24,605,137	$184,004,730	6

Draft, September 30, 2013

DEMOGRAPHICS

DESCRIPTION	2010	2040	TREND
Population	1,236,439[1]	1,206,080[2]	-2%
Education (Bachelor's degree or above)	20%[3]	—	—
Population Density (persons/sq. mile)	167[1]	163[2]	-2%
Zero Car Household	7%[3]	6.7%[4]	-4%
Income per Capita	$33,121[5]	—	—
Median Age	38.0[3]	40.8[2]	7%
Elderly (% over 65)	14%[3]	21%[2]	50%
% Physically Disabled	18%[1]	—	—

Sources: [1]Census 2010, [2]Ohio Development Services Agency Forecast, [3]2007-11 American Community Survey 5 Year Estimate, [4]Ohio Statewide Travel Demand Model Forecast, [5]Bureau of Economic Analysis 2011

ECONOMIC PROFILE

TOP 5 EMPLOYMENT SECTORS

- Manufacturing
- Education
- Health Care
- Retail
- Accommodation & Food Service

NORTHWEST REGION'S TOP ECONOMIC DRIVERS

DESCRIPTION	2010	% of State
Total Employees	633,025	10%

TOTAL STATE FREIGHT FLOW

MODE	2007 TONS/VALUE IN MILLIONS	2040 TONS/VALUE IN MILLIONS
Air	0.8/$64	3/$263
Rail	389/$165	395/$223
Truck	936/$1,678	1,564/$3,380
Water	58/$5	61/$5

Source: Statewide Freight Study 2013

Regional Transportation Needs

Regional Transportation Needs (RTN) are areas of our transportation system that merit additional study to maintain a world class transportation system. These needs are based on conditions, demographics, and economic data along with stakeholder input. The RTNs are limited to areas on Ohio's Strategic Transportation System which are expected to need investment that goes beyond preservation.

A **SR 32 (US 23 to Ohio River) Pike, Jackson, Vinton, Meigs, Athens, Washington Counties**
Indicator(s): Safety

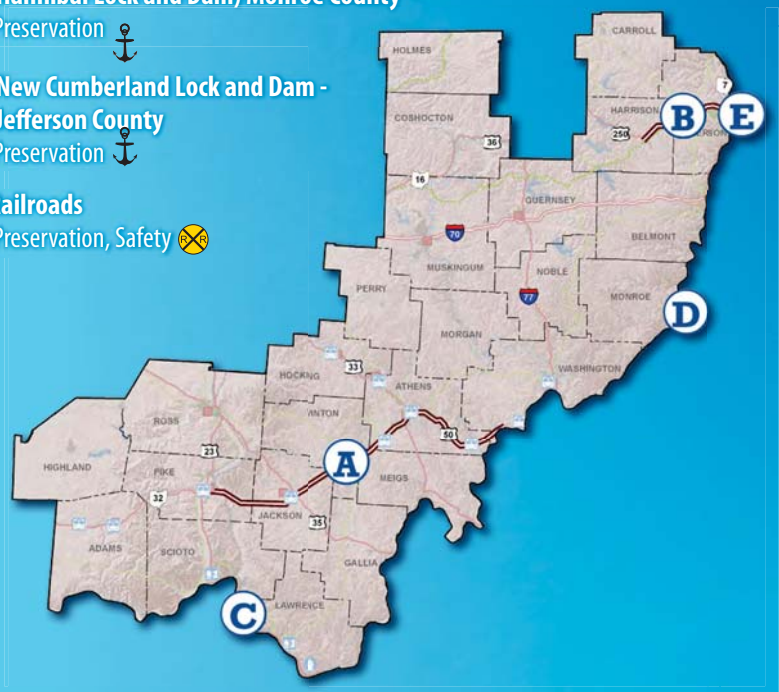
B **US 22 (US 250 to Ohio River) Harrison, Jefferson Counties**
Indicator(s): Safety

C **Marine-70 (Greenup Lock and Dam) Scioto County**
Indicator(s): Preservation

D **Marine-70 (Hannibal Lock and Dam) Monroe County**
Indicator(s): Preservation

E **Marine-70 (New Cumberland Lock and Dam - Ohio River) Jefferson County**
Indicator(s): Preservation

F **Short Line Railroads**
Indicator(s): Preservation, Safety



ACCESS OHIO 2040

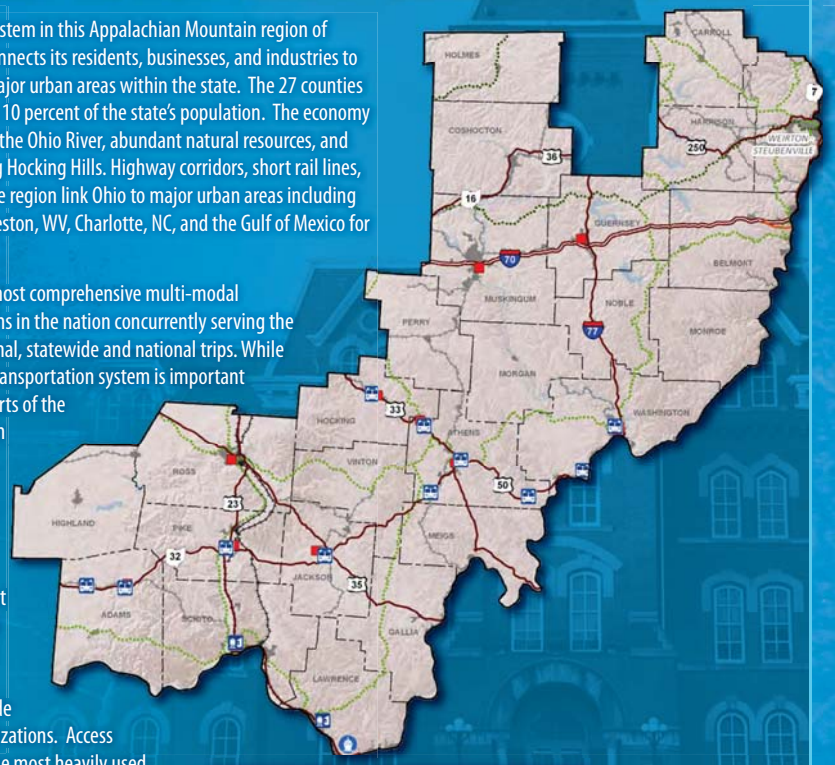
STATE OF OHIO DEPARTMENT OF TRANSPORTATION

ACCESS OHIO 2040 STRATEGIC TRANSPORTATION SYSTEM

SOUTHEAST REGION TRANSPORTATION PROFILE

The transportation system in this Appalachian Mountain region of southeastern Ohio connects its residents, businesses, and industries to the Ohio River and major urban areas within the state. The 27 counties in this region contain 10 percent of the state's population. The economy is primarily based on the Ohio River, abundant natural resources, and recreational including Hocking Hills. Highway corridors, short rail lines, and water ports in the region link Ohio to major urban areas including Pittsburgh, PA, Charleston, WV, Charlotte, NC, and the Gulf of Mexico for international trade.

Ohio has one of the most comprehensive multi-modal transportation systems in the nation concurrently serving the needs for local, regional, statewide and national trips. While every part of Ohio's transportation system is important to maintain, some parts of the transportation system play a more critical role than others. Understanding which elements of the transportation system meet the most needs is important to align the investment priorities of local, regional and statewide transportation organizations. Access Ohio has identified the most heavily used corridors from each transportation mode and combined them a single map called the **Strategic Transportation System (STS)**. The map above depicts the STS for the Southeast region.



- Commercial Airports
- General Aviation Reliever Airports
- Water Ports
- Passenger Terminals (Amtrak Facilities)
- Intermodal Freight (Rail Terminals)
- National Intercity Bus Terminals
- Statewide Transit (GoBus Stops)
- National Highway Corridors
- Statewide Highway Corridors
- Highway Beltways and Connectors
- National RR Routes (>=40 MGTM)
- Statewide RR Routes (<=5.40 MGTM)
- National Bike Routes
- Statewide Bike Routes
- Waterways
- Urban Areas (2010 U.S. Census)

Draft, September 30, 2013

Photos courtesy of John Morgan and Mathieu Thouvenin

www.access.ohio.gov

Southeast Region Existing Assets

Roadway

Total lane miles in region	56,098
# lane miles in the region on the STS	12,265 (22%)

Bridges

# of bridges in region	10,645
# of bridges in region on the STS	1,001 (9%)
Average bridge size in region	2,142 sq ft

Transit

# of urban transit agencies in region	3
# of rural transit agencies in region	12
# of transit trips in 2011 in region	1,223,688
Small urban ridership in region	154,322
Rural ridership in region	1,069,366

Aviation

# of airports in region	22
# of commercial airports in region	2

Rail

# of Amtrak stations in region	2
# of Class I miles in region (>= 40 MGMT*)	178
# of regional rail line miles in region (<40 MGMT*)	770

*MGMT = Millions of gross tons per mile

Maritime

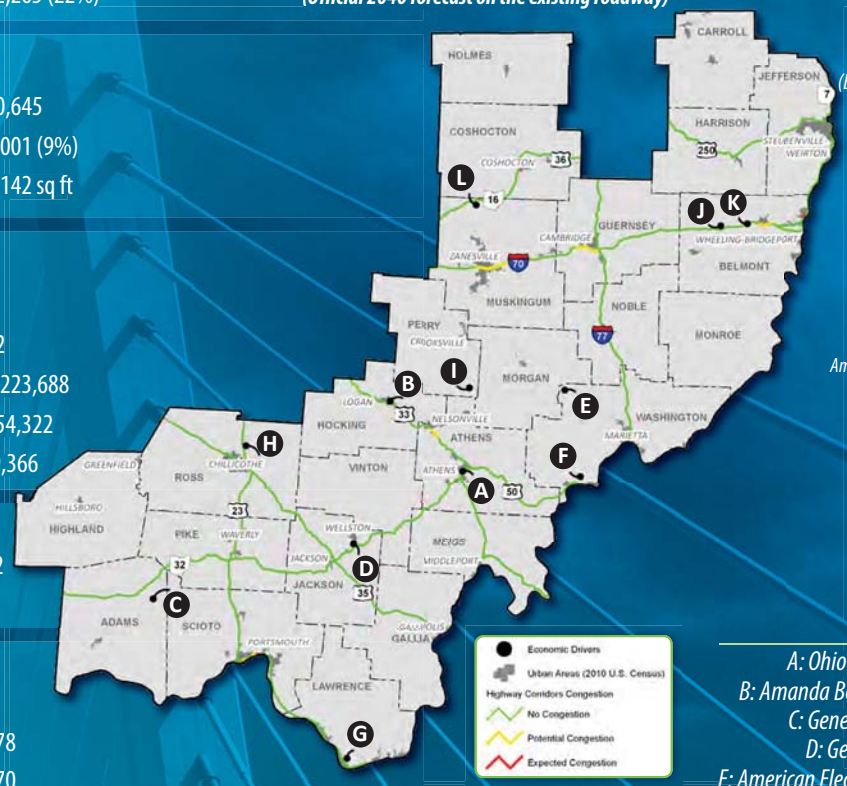
# of marine nautical miles in region	347
# of public ports in region	2

Bicycle/Pedestrian

# of proposed state bike route centerline miles in region	160
# of sidewalk miles in region on US & state routes	289

2040 FORECASTED CONGESTION MAP

(Official 2040 forecast on the existing roadway)



TRANSIT NEEDS

Transit needs were examined from a fiscal perspective rather than a conditions based perspective. Both operating and capital expenses were included to detail the financial resources that will be needed to maintain existing public transit services. The majority of the resources will be the responsibility of the locals.

SYSTEM TYPE	CAPITAL	OPERATING	# OF SYSTEMS
Urban	$15,445,020	$99,157,500	3
Rural	$38,397,130	$273,158,460	12

Draft, September 30, 2013

DEMOGRAPHICS

DESCRIPTION	2010	2040	TREND
Population	1,048,775[1]	1,028,240[2]	-2%
Education (Bachelor's degree or above)	13%[3]	—	—
Population Density (persons/sq. mile)	90[1]	80[2]	-11%
Zero Car Household	8%[3]	8.5%[4]	6%
Income per Capita	$27,927[5]	—	—
Median Age	39.5[3]	39.6[2]	0.3%
Elderly (% over 65)	15%[3]	19%[2]	26.7%
% Physically Disabled	22%[1]	—	—

Sources: [1]Census 2010, [2]Ohio Development Services Agency Forecast, [3]2007-11 American Community Survey 5 Year Estimate, [4]Ohio Statewide Travel Demand Model Forecast, [5]Bureau of Economic Analysis 2011

ECONOMIC PROFILE

TOP 5 EMPLOYMENT SECTORS

- Health Care
- Retail
- Education
- Manufacturing
- Accommodation & Food Service

SOUTHEAST REGION'S TOP ECONOMIC DRIVERS

A: Ohio University
B: Amanda Bent Bolt Co
C: General Electric
D: General Mills
E: American Electric Power
F: Dow Chemical
G: McGinnis
H: Kenworth
I: Buckingham Coal
J: Chesapeake Energy
K: Murray Energy
L: The Longaberger Company

DESCRIPTION	2010	% of State
Total Employees	425,885	7%

TOTAL STATE FREIGHT FLOW

MODE	2007 TONS/VALUE IN MILLIONS	2040 TONS/VALUE IN MILLIONS
Air	0.8/$64	3/$263
Rail	389/$165	395/$223
Truck	936/$1,678	1,564/$3,380
Water	58/$5	61/$5

Source: Statewide Freight Study 2013

Regional Transportation Needs

Regional Transportation Needs (RTN) are areas of our transportation system that merit additional study to maintain a world class transportation system. These needs are based on conditions, demographics, and economic data along with stakeholder input. The RTNs are limited to areas on Ohio's Strategic Transportation System which are expected to need investment that goes beyond preservation.

A **I-75 (Ohio River to I-70) Hamilton, Butler, Warren, Montgomery Counties**
Indicator(s): Safety, Mobility and Efficiency

B **I-71 (Ohio River to I-275) Hamilton County**
Indicator(s): Mobility and Efficiency

C **I-70 (SR 49 to US 40) Montgomery and Clark Counties**
Indicator(s): Mobility and Efficiency

D **I-74 (IN Border to I-75) Hamilton County**
Indicator(s): Mobility and Efficiency

E **US 68 (Clark/Champaign county line to US 33) Logan, Champaign Counties**
Indicator(s): Safety

F **SR 562 (I-75 to I-71) Hamilton County**
Indicator(s): Mobility and Efficiency

G **US 35 (I-75 to Xenia) Greene County**
Indicator(s): Safety, Mobility and Efficiency

H **SR 4 (I-275 to I-75) Montgomery, Greene, Clark, Hamilton, Butler, Warren Counties**
Indicator(s): Safety, Mobility and Efficiency

I **Marine-70 (Meldahl Lock and Dam - Ohio River) Clermont County**
Indicator(s): Preservation

J **Short Line Railroads**
Indicator(s): Preservation, Safety

K **Greater Dayton Regional Transit Authority Operating Budget, Montgomery County**
Indicator(s): Preservation

L **Southwest Ohio Regional Transit Authority Operating Budget, Hamilton County**
Indicator(s): Preservation

ACCESS OHIO 2040

STATE OF OHIO DEPARTMENT OF TRANSPORTATION

ACCESS OHIO 2040 STRATEGIC TRANSPORTATION SYSTEM

SOUTHWEST REGION TRANSPORTATION PROFILE

The Cincinnati-Dayton region includes three major highway corridors I-71, I-70, I-75 (known as "automotive alley") and the largest air freight hub in the tri-state area. These critical highway corridors link Ohio to US and Canadian manufacturing. When they are combined they carry the largest volumes of truck traffic throughout the state. The region is home to Wright Patterson Air Force base, Proctor and Gamble, and some of the nation's largest financial institutions. The region is supported by all modes of transportation including major freight rail lines, ports on the Ohio River, passenger rail, transit systems, and bike trails.

Ohio has one of the most comprehensive multi-modal transportation systems in the nation concurrently serving the needs for local, regional, statewide and national trips. While every part of Ohio's transportation system is important to maintain, some parts of the transportation system play a more critical role than others. Understanding which elements of the transportation system meet the most needs is important to align the investment priorities of local, regional and statewide transportation organizations. Access Ohio has identified the most heavily used corridors from each transportation mode and combined them into a single map called the **Strategic Transportation System (STS)**. The map to the right depicts the STS for the Southwest region.

Draft, September 30, 2013

Photos courtesy of Wally Gobetz

www.access.ohio.gov

Southwest Region Existing Assets

Roadway

Total lane miles in region	52,527
# lane miles in the region on the STS	9,783 (19%)

Bridges

# of bridges in region	8,887
# of bridges in region on the STS	1,600 (18%)
Average bridge size in region	4,014 sq ft

Transit

# of urban transit agencies in region	9
# of rural transit agencies in region	5
# of transit trips in 2011 in region	12,954,089
Large urban ridership in region	12,001,918
Small urban ridership in region	680,200
Rural ridership in region	271,971

Aviation

# of airports in region	20
# of commercial airports in region	2

Rail

# of Amtrak stations in region	1
# of Class I miles in region (>= 40 MGMT*)	209
# of regional rail line miles in region (<40 MGMT*)	574
# intermodal facilities that serve rail in region	3

*MGMT = Millions of gross tons per mile

Maritime

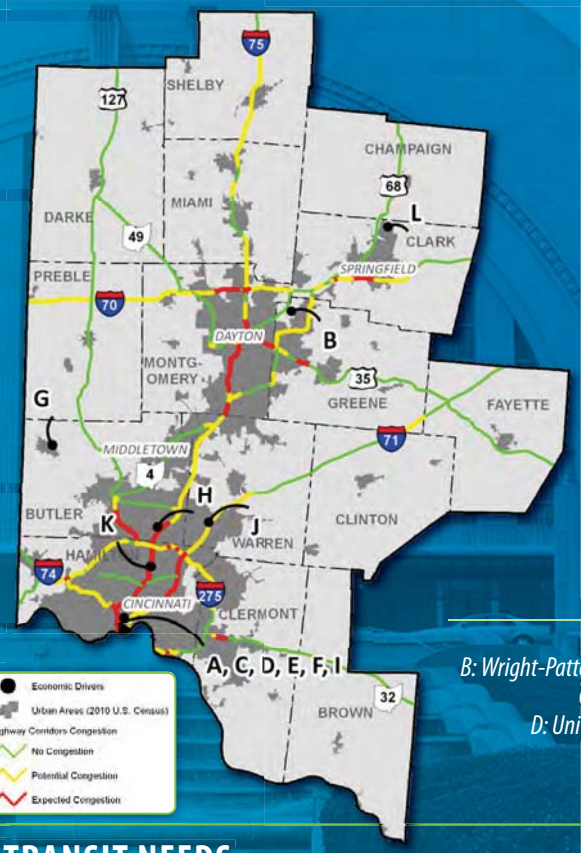
# of marine nautical miles in region	101
# of public ports in region	1

Bicycle/Pedestrian

# of proposed state bike route centerline miles in region	650
# of sidewalk miles in region on US & state routes	456

2040 FORECASTED CONGESTION MAP

(Official 2040 forecast on the existing roadway)



TRANSIT NEEDS

Transit needs were examined from a fiscal perspective rather than a conditions based perspective. Both operating and capital expenses were included to detail the financial resources that will be needed to maintain existing public transit services. The majority of the resources will be the responsibility of the locals.

SYSTEM TYPE	CAPITAL	OPERATING	# OF SYSTEMS
Urban	$829,782,647	$4,424,398,740	9
Rural	$13,692,689	$90,032,472	5

Draft, September 30, 2013

DEMOGRAPHICS

DESCRIPTION	2010	2040	TREND
Population	2,905,553[1]	2,926,780[2]	1%
Education (Bachelor's degree or above)	26%[3]	—	—
Population Density (persons/sq. mile)	387[1]	390[2]	1%
Zero Car Household	8%[3]	8.2%[4]	3%
Income per Capita	$37,863[5]	—	—
Median Age	37.9[3]	39.9[2]	5%
Elderly (% over 65)	13%[3]	19%[2]	46%
% Physically Disabled	18%[1]	—	—

Sources: [1]Census 2010, [2]Ohio Development Services Agency Forecast, [3]2007-11 American Community Survey 5 Year Estimate, [4]Ohio Statewide Travel Demand Model Forecast, [5]Bureau of Economic Analysis 2011

ECONOMIC PROFILE

TOP 5 EMPLOYMENT SECTORS

- Health Care
- Retail
- Accommodation & Food Service
- Education
- Manufacturing

SOUTHWEST REGION'S TOP ECONOMIC DRIVERS

A: Kroger Co
B: Wright-Patterson Air Force Base
C: Procter & Gamble
D: University of Cincinnati
E: Fifth Third Bancorp
F: Macy's, Inc
G: Miami University
H: AK Steel Holding
I: Cincinnati Bell Inc
J: Cintas Corp
K: General Electric
L: Navistar

DESCRIPTION	2010	% of State
Total Employees	1,626,084	26%

TOTAL STATE FREIGHT FLOW

MODE	2007 TONS/VALUE IN MILLIONS	2040 TONS/VALUE IN MILLIONS
Air	0.9/$64	3/$263
Rail	389/$165	395/$223
Truck	936/$1,678	1,564/$3,380
Water	58/$5	61/$5

Source: Statewide Freight Study 2013

DRAFT

ACCESS OHIO 2040

Ohio Department of Transportation

Welcome To Ohio

So much to Discover!™

John R. Kasich, Governor
Mary Taylor, Lt. Governor

November 2013

Photos courtesy of

KYOVA Interstate Planning Commission; Cover

Ohio Department of Transportation; pages 1, 2, 3, 4, 5, 6, 7, 17, 18, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31, 32

ingimage; pages 3, 13

Ohio Turnpike; pages 12, 32

Ohio Statehouse Photo Archive; page 15

Nathaniel Kaelin; page 19

Licking County Area Transportation Study (LCATS); page 23

OKI Regional Council of Governments; page 31

INTRODUCING ACCESS OHIO 2040

Access Ohio 2040 (AO40) is the State of Ohio's long-range transportation plan. It includes a comprehensive inventory of transportation services and infrastructure, forecasts of transportation demand, asset condition and performance, and an analysis of the trends affecting transportation in Ohio. The Ohio Department of Transportation (ODOT) developed this plan to ***guide***, ***inform***, and ***support*** ODOT's policies and investment strategies for the coming years.

AO40 is a vision for Ohio's future transportation system and the steps to accomplish that vision in the years ahead. The plan includes 11 recommendations that will guide ODOT and its partner agencies towards common objectives. The recommendations are the result of technical analyses combined with input from public sector partners and communities throughout Ohio.

AO40 considers Ohio's transportation system through the year 2040. Recognizing that the future is unpredictable, many of the recommendations include both near- and long-term strategies with flexibility to respond to changing conditions. The overall plan will be re-examined every five years to reflect emerging trends.

How AO40 was Developed

AO40 was created from a multitude of discussions and technical analyses, including:

- **Stakeholder participation** – perspectives of the public, transportation partners, and internal experts
- **Plan vision** – goals and objectives developed with stakeholder input
- **Trends analysis** – demographic and economic factors influencing transportation needs
- **Modal analysis** – strengths, weaknesses, and interconnections between transportation modes
- **Financial analysis** – comparison of highway and transit needs against future financial resources
- **State of the System** – summary of trends, modal conditions, and financial outlook
- **Environmental analysis** – social and environmental factors such as accessibility, air, and water quality
- **Corridor analysis** – identification of the critical transportation corridors as well as their functions and conditions

The results of the above efforts are summarized briefly in this document. Full details are available in a series of technical reports listed below. Each report can be found on the AO40 website ***(www.access.ohio.gov)***.

- **Guiding Principles (Goals and Objectives)**
- **Setting the Stage**
- **Statewide Freight Study**
- **Passenger Transportation**
- **Congestion**
- **Safety and Security**
- **Financial Analysis**
- **Corridor Analysis**
- **Environmental Overview**
- **Environmental Justice**
- **State of the System**
- **Customer Preference Survey**
- **Stakeholder and Public Outreach**

ODOT'S MISSION:

To provide easy movement of people and goods from place to place

Stakeholder Participation

Stakeholder involvement was critical in the development of AO40. To understand the transportation needs of Ohio's residents and businesses, ODOT used several methods to solicit stakeholder input, such as a Customer Preference Survey, Steering Committee meetings, an internal ODOT Working Technical Group, informational outposts, and websites. Stakeholder involvement also played an important role in the development of the recommendations, which were presented and discussed with a diverse statewide audience.

AO40's public outreach methods are summarized below.

Customer Preference Survey

ODOT began its stakeholder participation efforts with a Customer Preference Survey given randomly to 1,912 households throughout Ohio. At least 150 households were surveyed in each of ODOT's 12 Districts. In addition, 535 community leaders from all over the state volunteered to complete the survey. The results of the survey provided significant direction to AO40 and future stakeholder involvement efforts. From the survey, ODOT learned Ohioans' top transportation priorities are safety and congestion relief. In addition, the two most important transportation modes to Ohioans are highways and transit.

Steering Committee

ODOT assembled a Steering Committee of partners from each region of Ohio representing diverse transportation interests. Membership consisted of:

- **County and municipal engineers and planners**
- **Metropolitan and regional planning organizations**
- **Chambers of Commerce**
- **Economic development agencies**
- **Private freight providers**
- **Transit agencies**
- **Environmental advocacy organizations**
- **Human service agencies and advocates for low-income households**

ODOT used many different methods to collect and analyze stakeholder input, including a Customer Preference Survey, Steering Committee, an internal ODOT Working Technical Group, websites, and informational outposts.

The Steering Committee helped promote the AO40 public involvement effort in their respective communities and provided feedback on the analyses and recommendations. ODOT met five times with the Steering Committee, including three meetings with the full committee in Columbus and two rounds of regional meetings with smaller groups. ODOT stayed in contact with the Steering Committee throughout AO40's development. Through committee members, AO40 tapped into a network of more than 500 stakeholders who received periodic emails throughout the planning process.

Working Technical Group

A Working Technical Group (WTG) was assembled with ODOT experts on pavement, bridges, transit, maritime, freight, bicycles, safety, Intelligent Transportation Systems (ITS), environment, and operations. The group contributed to AO40 through evaluation of the feasibility of performance targets, assistance with formulating plan goals, and feedback on final recommendations.

Websites

A ***Project Website*** for AO40, ***www.access.ohio.gov***, provided regular updates on the study. Draft copies of technical memos, newsletters, maps, and other materials were posted on the site as they became available. In addition, visitors to the site were invited to take the same survey that was used in the Customer Preference Survey.

A ***Public Involvement Website***, ***www.accessohio2040.com***, provided an interactive forum for participants to leave their ideas and comments. Questions for participants were changed on a regular basis throughout the study.

Both websites will remain active to provide information and solicit input throughout the public comment period for the AO40 plan.

Informational Outposts

Informational outposts were established at 40 locations throughout the state, including ODOT District Offices, Metropolitan Planning Organizations (MPOs), Regional Planning Organizations (RPOs), and several transit agencies. Each outpost displayed basic information about AO40. Select locations provided a computer to view additional materials on the AO40 websites. These outposts allowed individuals without personal internet access to participate in the development of AO40.

AO40 Vision

ODOT began formulating the vision of AO40 by developing six goal areas based upon feedback from the Customer Preference Survey, ODOT technical experts, and the AO40 Steering Committee.

The six goals were:

- **Preservation** – Promote cost-effective preservation of multimodal assets
- **Mobility and Efficiency** – Reduce congestion and increase travel reliability
- **Accessibility and Connectivity** – Increase customer access to Ohio's multimodal transportation system and improve linkages between modes
- **Safety** – Continue to improve transportation system safety
- **Stewardship** – Advance financial, environmental, and social objectives for transportation investments
- **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

Under each goal area, AO40 also created a number of objectives to define how the goal is to be accomplished. Some of these objectives are performance targets that clearly define success. The focus on specific performance measures is required by federal transportation legislation that was enacted in July 2012. Over the next few years, ODOT will assess which factors are influencing the level of performance and what targets are necessary to maintain or improve performance trends.

AO40 GOALS

PRESERVATION
Promote cost-effective preservation of multimodal assets

MOBILITY & EFFICIENCY
Reduce congestion and increase travel

ACCESSIBILITY & CONNECTIVITY
Increase customer access to the state's multimodal transportation system and improve linkages between modes

SAFETY
Continue to improve transportation system safety

STEWARDSHIP
Advance financial, environmental, and social objectives for transportation investments

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

Trends Analysis

Access Ohio 2040 Setting the Stage includes an evaluation of economic, social, land use, and regulatory trends and what they suggest for transportation within Ohio. In the 10 years since the last update of the statewide long-range transportation plan, Ohio has seen many changes in demographics, employment, and the use of Ohio's transportation system. Effective transportation decision-making relies upon an understanding of these trends. This analysis was combined with the results from the modal analyses, the corridor analysis, the financial analysis, the statewide freight study, and stakeholder input to develop the recommendations presented in this plan.

Other Concurrent Studies

Statewide Freight Study

A *Statewide Freight Study* was prepared to develop strategies to achieve the efficient movement of goods and encourage economic development along Ohio's extensive freight network. The study assessed how freight moves within and through Ohio. It also identified trends in volume, modes, and commodities. The Freight Study is designed to be a component of the larger long range plan effort, and explored strategies to enhance Ohio's comprehensive freight network.

Ohio Statewide Airport Focus Study

ODOT initiated the *Ohio Statewide Airport Focus Study* in 2012. The outcome of this study, which is expected to be completed in the fall of 2014, will provide a comprehensive analysis of Ohio's general aviation airport system and identify capacity shortfalls and overlaps, as well as suggestions for allocating funding so that the system can continue to function in a safe and efficient manner. This input will be reflected in future updates of AO40.

Modal Analysis

The following is a snapshot of the various components of Ohio's extensive, statewide transportation system.

Roadways (All Interstates, US, and State Routes)

- **ODOT is responsible for 43,211 lane miles in the state (approximately 17% of all lane miles in Ohio)**
- **Ohio is a home-rule state: municipalities are responsible for all roads within their jurisdiction with the exception of Interstates**

Bridges (On Interstates, US, and State Routes)

- **ODOT is responsible for 13,941 bridges (approximately 32% of bridges in the state)**
- **Average bridge size is almost 6,000 sq. ft. - a bridge that is two lanes wide by 170 feet long**

Aviation

- **Ohio has 104 airports with seven commercial service airports moving passengers and freight**
- **Ten major airlines and several low-cost carriers utilize Ohio's airports**
- **Several airports serve an important role in the movement of air cargo, such as the Cincinnati/ Northern Kentucky International Airport (near Ohio border), which is one of DHL's "super hubs"**

Maritime

- **Ohio has 716 miles of marine highways (M-70 along the Ohio River and M-90 along Lake Erie)**
- **Ohio hosts eight public ports on Lake Erie and three public ports on the Ohio River**

Passenger Rail

- **Amtrak provides passenger rail service on three primary passenger intercity routes:**
  - Cardinal Route: New York City to Chicago (one stop in Cincinnati)
  - Capitol Limited Route: Washington D.C. to Chicago (stops in Alliance, Cleveland, Elyria, Sandusky, and Toledo)
  - Lake Shore Limited Route: Chicago to Boston/New York City (stops in Cleveland, Elyria, Sandusky, Toledo, and Bryan)

Transit

- **Ohio has 27 urban and 35 rural transit agencies providing 111 million trips in 2011**
- **Approximately 75% of urban transit system ridership occurs in Cleveland, Columbus, and Cincinnati**

Intercity Bus

- **Ohio has three private intercity bus service providers: Greyhound, Lakefront, and Megabus**
- **GoBus is a Federal Transit Administration 5311(f) program that provides three inter-city routes: Athens to Cincinnati, Athens to Columbus, and Athens to Parkersburg**
- **GoBus ridership in 2012 was approximately 50,000 (an increase of 70% over 2011 ridership)**

Bikeways/Pedestrians

- **There are a total of 4,207 lane miles of bikeway facilities (including bike lanes, bike routes, and shared use paths)**
- **There are 2,043 miles of sidewalk on US and State Routes**

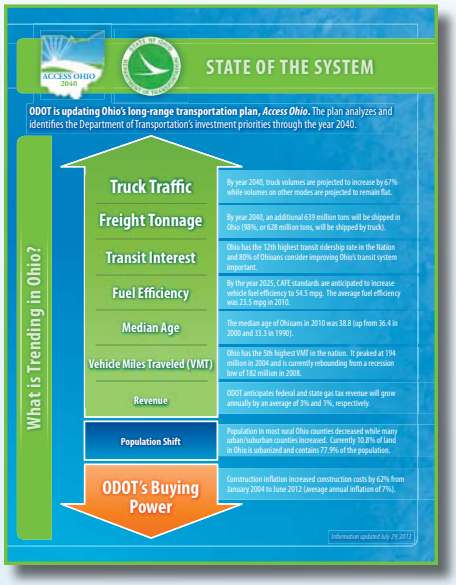
Safety Analysis

AO40 analyzed safety conditions for highway, aviation, and rail using crash data trends. Safety conditions on highways between 2006 and 2010 improved, with a downward trend in total crashes, fatalities, fatal crashes, fatality rate, injury crashes, and injury rate. Total crashes from 2006 to 2010 decreased by approximately 34,000 or around 10%. The analysis for train, bicycle, and pedestrian crashes indicated that crash rates have been declining between 2005 and 2010. For aviation, there were 45 fatal crashes resulting in 82 fatalities between January 2006 and January 2012.

Financial Analysis

AO40 includes a financial analysis to evaluate whether Ohio will have adequate financial resources to accomplish its transportation goals and meet future needs. A realistic 27-year transportation revenue forecast was developed, based on historic trends, from ODOT's major revenue sources (i.e., state and federal gas tax and limited federal transit funds). ODOT then compared the revenue forecast with the corresponding financial costs from the modal analysis. The comparison determined that, without additional funding, there will be a $14 billion financial gap between transportation needs and the resources to pay for them. The financial needs for Ohio's state owned highways, bridges, and state-funded transit services from 2014 through 2040 is estimated to total $55 billion. ODOT's projected total highway and transit revenues for the same time period are projected to be $41 billion.

ODOT's analysis determined that from 2014 through 2040, without additional funding, there will be a $14 billion financial gap between transportation needs and the resources to pay for them.



State of the System Report

In June 2013, ODOT produced the *Access Ohio 2040 State of the System* (SOS) report. The SOS report describes the AO40 plan goals and objectives, inventories the existing conditions of all modes, explains the most important trends impacting freight transportation, specifies future transportation needs by mode, and details expected revenues through 2040.

The following are the main takeaways from the SOS report:

- **Freight volumes are projected to increase by 639 million tons annually by 2040**
- **Truck freight tonnage is expected to increase by 67% by the year 2040**
- **Ohio's 13 intermodal facilities support Ohio's $16 billion logistics industry**
- **Ohio's population will remain essentially flat through 2040; however, the average age is increasing**
- **Ohio has the 12th highest transit ridership in the nation and interest in transit continues to grow**
- **ODOT is currently exceeding its goals for pavement and bridge conditions**
- **ODOT anticipates a $14 billion shortfall by 2040 to maintain state highways, bridges, and transit services**

Environmental Overview

The Environmental Overview is intended to inform planning decisions that have the potential to impact Ohio's natural and human resources to ensure that they comply with the National Environmental Policy Act and related federal regulations. The Environmental Overview includes:

- **An inventory of the major ecological, endangered species, and cultural resources located within Ohio**
- **A review of climate variability and the need to analyze the risk posed to transportation facilities**
- **An assessment of potential sensitivities and risks to Ohio resources**

Environmental Justice (EJ)

ODOT has a responsibility to ensure *"The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."* As part of AO40, an analysis of future transportation projects was conducted to assess changes in accessibility between geographic areas of Ohio where concentrations of EJ populations reside versus areas without EJ populations. EJ populations' access to jobs, schools, and health care was analyzed via a three step process: 1) identify affected population concentrations based upon ethnicity and income in roughly 3,600 statewide analysis areas, 2) estimate changes in access for each analysis area that will result from scheduled transportation improvement projects through the year 2040, and, 3) assess whether the impacts are equitable by comparing accessibility changes of areas based upon their EJ population levels. The result of the analysis demonstrated that no statistical or visual evidence was found to suggest a significant difference in changes in access between the EJ and non-EJ populations.

Corridor Analysis

The purpose of transportation infrastructure is to move people and goods. The most significant transportation corridors carry the highest volumes of passengers and the greatest volume and value of freight between the most active population and economic centers. Investments within these corridors provide benefits to the greatest number of Ohio's people and businesses.

Transportation is about more than just transportation infrastructure. It's about how large numbers of people and goods move from place to place using transportation corridors.

With this in mind, AO40 included an analysis of transportation corridors across the state to identify national and statewide corridors for each mode. The significant facilities for each mode, and connections between them, were combined to create Ohio's Strategic Transportation System (STS). Because each region of Ohio has its own economic emphasis, the STS was divided into five regions largely based on the JobsOhio regions. The five STS regions were then used for regional analysis and stakeholder outreach.

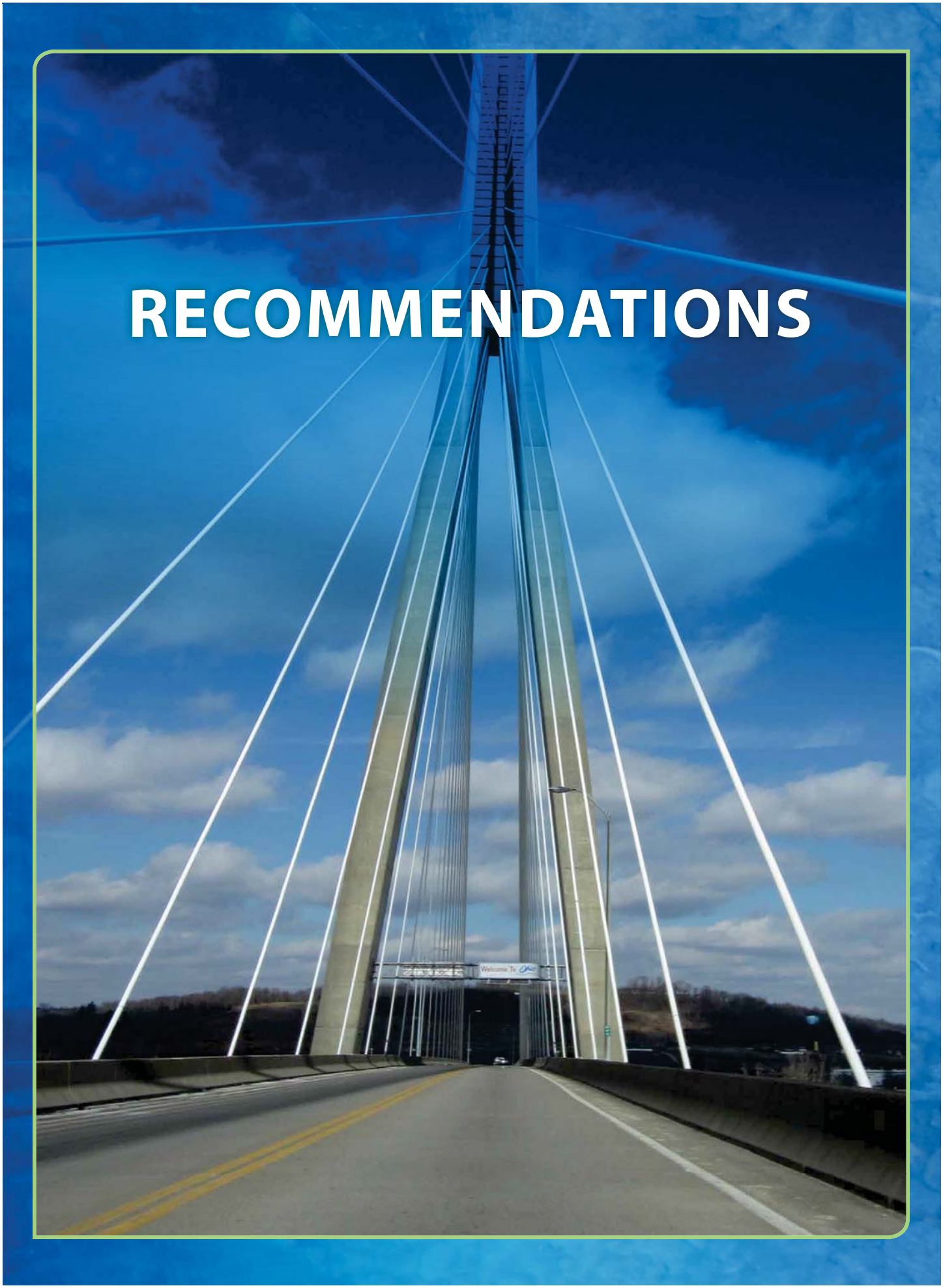
ODOT will use the STS to help target investments and strategies to the transportation facilities most critical to Ohio's success.

Recommendations

Based on the above analyses, AO40 is focused on 11 recommendations, which have been reviewed by ODOT's Working Technical Group and the Access Ohio Steering Committee. The remainder of this document outlines the following information for each recommendation:

- **Supporting information** – narrative background behind the recommendation
- **Desired outcome** – specific outcomes/objectives to be achieved within a specified timeframe
- **Cost of Implementation** – description of the resources required to implement the outcomes
- **Next steps** – specific actions to be completed in the near future
- **More information** – references to the relevant technical memos for each recommendation

RECOMMENDATIONS



RECOMMENDATION: Expand performance management within ODOT by developing additional modal performance measures and expanding ODOT's reporting system. The process and format will need to be able to report data to both the US DOT and in-state stakeholders.

Supporting Information: Measuring performance is critical in nearly every aspect of life. It allows individuals to measure progress towards personal goals and provides organizations a way to quantify the efficiency and effectiveness of policies and actions. Secondarily, performance management provides transparency and accountability for those entrusted with managing community resources. Because Ohio's transportation system is a public resource vitally important to the well-being of all Ohioans, performance management is particularly critical for ODOT. Since the 1990s, ODOT has measured its performance in various areas with operational performance indices (OPIs).

The focus areas of the MAP-21 performance measures are safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduction in project delivery delay.

In December 2011, ODOT implemented performance measures that covered a variety of transportation focus areas including safety, economic development, pavement preservation, and bridge preservation. These performance measures were referred to as Critical Success Factors (CSFs) and were intended to focus ODOT's resources on meeting its primary mission "to provide easy movement of people and goods from place to place." ODOT created an internal reporting process to measure the agency's progress.

Eight months later, on July 6, 2012, Moving Ahead for Progress in the 21st Century (MAP-21) was signed into law and became the first federal surface transportation bill to create a performance based investment framework. The bill mandated state Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) develop performance measures for the multimodal transportation system in their state or region. The focus areas of the MAP-21 performance measures include safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, and reduction in project delivery delay.

PERFORMANCE MANAGEMENT FOCUS AREA		ACCESS OHIO GOAL AREA					
ODOT CSFs	MAP-21	Preservation	Safety	Mobility & Efficiency	Accessibility & Connectivity	Stewardship	Economic Development
Safety	**Safety**		✓				
Economic development	**Economic vitality**						✓
Pavement/bridge preservation	**Infrastructure condition**	✓				✓	
-	Congestion reduction		✓	✓			✓
Travel time reliability/ Snow & ice removal	**System reliability**			✓			✓
-	Freight movement			✓	✓		
-	Environmental sustainability					✓	
On-time delivery of capital projects	**Reduction in project delivery delay**					✓	✓

While there is a great deal of similarity between the ODOT CSFs and MAP-21 focus areas, ODOT will need to create additional performance measures, in collaboration with MPOs, most notably in the areas of congestion reduction, freight movement, and environmental sustainability. To facilitate collection and reporting of performance data (and coordination with MPO performance measures), an expanded reporting process and format will be necessary. Similar performance management reporting structures have been established at other DOTs around the country and may serve as an example, thereby reducing the time of development. Development and implementation of expanded performance management within ODOT will promote the advancement of every goal area and objective in AO40.

Desired Outcome: As additional guidance is released by the federal government pertaining to the MAP-21 performance management reporting requirements, ODOT will identify the necessary data elements to measure performance. Within the next two years, ODOT will begin publishing a quarterly or semi-annual report that documents conditions and trends on Ohio's transportation system. Information derived from the performance management report will be considered as part of ODOT's project selection processes. By 2040, ODOT will have established a robust performance management process that guides programming of transportation investments based on advanced monitoring and management of operational performance on Ohio's multimodal transportation network.

Cost of Implementation: The major cost drivers of this recommendation include the cost of collecting new data for new performance measures and publishing of quarterly reports. At present, it is not possible to estimate data collection costs until all new performance measures have been identified. However, ODOT will make use of existing data collection efforts to the greatest degree possible. All other costs will come in the form of ODOT staff time.

Next Steps:

- **Identify specific reporting requirements and schedules in MAP-21**
- **ODOT will coordinate with MPOs and RPOs on the development of transportation performance measures, as required by federal regulation**
- **Review applicability of ODOT's existing CSF's to MAP-21 requirements**
- **Identify additional performance measures and related data collection needs from completed statewide modal planning studies (e.g. transit, maritime, bicycle/pedestrian, etc.)**
- **Identify internal ODOT staff tasked with compiling and reporting performance data**
- **Develop revised reporting processes and formats**
- **Review project selection processes to appropriately consider performance data**

More Information: Passenger Tech Memo and Guiding Principles Tech Memo

RECOMMENDATION: Leverage available resources to maximize transportation investments. Resources include state-owned infrastructure, financial partnerships, higher federal participation rates, and limiting carry-forward balances.

Supporting Information: A primary function of AO40 is to analyze ODOT's financial situation through 2040. Key conclusions from the analysis include identification of funding shortfalls and erosion of ODOT's purchasing power. AO40 identified an estimated $55 billion worth of ODOT transportation investments needed between 2014 and 2040. However, ODOT is projected to receive only $41 billion in revenue for the same time period based on traditional funding sources. The result is a $14 billion shortfall over the 27-year plan period, inclusive of preservation and improvements to roads, bridges, and public transit.

It is important to note, however, that the above numbers do not reflect the entire Ohio transportation system, but rather only the portions ODOT maintains. AO40 has estimated the costs of maintaining locally owned roads and bridges to be approximately $41 billion. Local revenue for meeting highway and bridge needs varies greatly from one locality to another and is nearly impossible to calculate statewide. However, the collective revenue statewide is estimated to be well below the need.

In addition, AO40 also calculated needed investments for Ohio's public transit systems. The majority of Ohio's transit systems' revenue is provided directly from the Federal Transit Administration (FTA) and local tax sources. By using self-reported needs from each of Ohio's 62 transit agencies, AO40 identified an additional $15 billion in transit needs. (Due to a lack of available data, needs for rail, maritime, bicycle/pedestrian, and aviation infrastructure were not calculated as part of the AO40 financial analysis.)

To address all of Ohio's transportation needs, ODOT will need to employ an array of different strategies to close the projected funding gap. Recommended strategies include:

- **Leveraging state-owned assets such as:**
  - The Ohio Turnpike – Leverage future toll collections to generate new bond revenue
  - Non-interstate rest areas – Leverage assets to generate new concessionaire revenue
  - Intelligent Transportation System – Leverage system to make better use of available capacity on Ohio's highway system and reduce need for system expansion
- **Partnering with local governments to pair state and local financial resources to stretch agency budgets and complete transportation improvements that may otherwise go unconstructed**
- **Utilizing new funding provisions in MAP-21 which allows state DOTs to use higher federal participation rate to fund freight enhancement projects on the state's freight network**
- **Minimizing unspent transportation funds so that funds are not carried over at the end of each fiscal year (further eroding the purchasing power of those funds)**

Development and implementation of strategies to leverage available resources will promote the advancement of every goal area and objective in AO40.

Desired Outcome: Within the next two years, ODOT will expand programming practices that leverage local funding participation, develop policies to limit the amount of transportation funding that can be carried forward from one fiscal year to the next, and complete a state freight plan making ODOT eligible to fund freight projects with higher federal participation rates. By the year 2020, ODOT intends to generate $2 billion in new revenue from leveraging state owned assets and $5 billion by the year 2040.

Cost of Implementation: The costs to leverage state-owned assets and complete a state freight plan have already been expended as consultant studies were initiated in 2012. The cost of developing new internal policies will come in the form of ODOT staff time.

Next Steps:

- **Continue coordination with Ohio Turnpike and Infrastructure Commission (OTIC) to use bond revenue to fund transportation needs**
- **Continue to develop ODOT's Division of Innovative Delivery to promote leveraging of ODOT owned assets**
- **Complete the Ohio Statewide Freight Plan and associated state freight network and identify needed freight projects to fund with higher federal participation rates**
- **Task ODOT's Capital Programs Committee to develop appropriate carry-forward limits for ODOT's capital programs**
- **Task ODOT's Capital Programs Committee to expand capital partnering policies that also consider local economic distress and project benefits**

More Information: Finance Tech Memo and Statewide Freight Study

RECOMMENDATION: Assist the Joint Legislative Task Force in its investigations and remain engaged in the national dialogue on transportation funding. In addition, ODOT should investigate the feasibility of constructing active transportation and demand management (ATDM) solutions in Ohio and continue to monitor economic trends and compare them to the base assumptions made in the AO40 financial analysis.

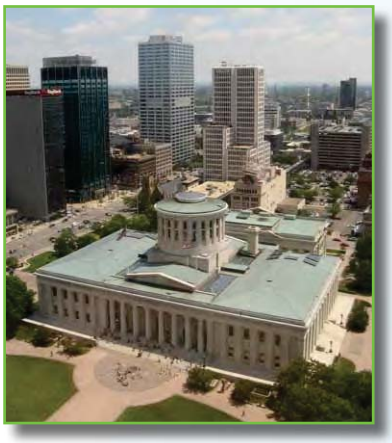
Supporting Information: As mentioned in the recommendation for Leveraging Resources, a primary function of AO40 is to analyze ODOT's financial situation through 2040. Key conclusions from the analysis include identification of funding shortfalls and erosion of ODOT's purchasing power. AO40 identified an estimated $111 billion worth of statewide transportation needs (inclusive of state, local, and transit needs) between 2014 and 2040. However, revenue for the same time period based on traditional funding sources is anticipated to be well short of that. The anticipated shortfall for ODOT alone is estimated to be at least $14 billion over the 27-year plan period.

AO40 identified an estimated $111 billion of statewide transportation needs (inclusive of state, local, and transit needs) between 2014 and 2040. However, revenue for the same time period based on traditional funding sources is anticipated to be well short of that. The anticipated shortfall for ODOT alone is estimated to be at least $14 billion over the 27-year plan period.

Ohio is not alone in its anticipated shortfall for transportation funding. Nearly every state in the nation is facing similar trends because the economic forces at work are driven by the national and global economy. The two primary economic drivers include construction cost inflation (largely due to energy prices) and a flattening of gasoline and diesel consumption (due to higher prices and an increase in the fuel efficiency of US automotive fleet).

AO40 has considered the above recent economic trends in performing its financial analysis. However, due to the long range planning horizon of 2040, AO40 has also considered more historical funding trends over the last couple of decades, which generally show lower construction inflation and general growth in fuel consumption and revenue. While the financial analysis presented in AO40 is a balance of short term and long term trends, the long term trends were weighed more heavily in the analysis. Therefore, the AO40 financial analysis was built on the following key assumptions:

- **A 1% annual growth of state gas tax revenue**
- **A 3% annual growth in federal gas tax revenue**
- **ODOT operational costs are assumed to remain flat through 2040**
- **Construction inflation was set to the consumer price index rate of 2.5% annually**



Whether more recent or long-term historical trends bear out in the coming years, ODOT, local governments in Ohio, and the entire nation are facing a transportation funding shortfall. The shortfall for ODOT is measured in tens of billions of dollars. The cumulative funding shortfall faced by local governments and transit agencies in Ohio is also measured in the tens of billions. Based on the magnitude of these shortfalls, it will be impossible for Ohio to make up the difference without new innovative funding streams. Nearly every other state in the nation (if not all of them) are facing transportation shortfalls that cannot be addressed by leveraging existing resources alone.

The challenge has been how to create a new and fair transportation funding paradigm. At present, there are a variety of approaches being taken by the states. Some states are not taking any action, waiting for the federal government to create a national solution. Other states are investigating various proposed new revenue sources such as increasing gas tax rates, increasing the state sales tax, or creating new mileage based user fees.

One innovative approach that many states have already implemented is ATDM solutions. ATDM solutions involve dynamic management, control, and influence of travel demand, traffic demand, and traffic flow. An example of ATDM is charging a user fee (or toll) for vehicles using specific lanes of a highway. The fees can be adjusted based on a number of factors including time of day, congestion on the highway, and number of passengers in a vehicle. The fees generated by ATDM solutions are generally used to repay construction costs.

Ohio's approach to the transportation funding shortfall has been set by the state legislature which created a six-member Joint Legislative Task Force on ODOT Funding in 2013. The Task Force consists of three members of the House Finance and Appropriations Committee and three members of the Senate Transportation Committee. The Task Force is charged with examining the funding needs of ODOT. The Task Force must issue a report containing its findings and recommendations by December 15, 2014.

Desired Outcome: Within the next year, ODOT will have a clearer understanding of the potential for implementing ATDM solutions in Ohio and work with the Joint Legislative Task Force to investigate more sustainable revenue sources. By 2040, ODOT's revenue will be balanced with the transportation system needs, as identified by ODOT's performance management process.

Cost of Implementation: The cost of performing an ATDM feasibility study for Ohio is estimated to be $2 million. Implementing the remaining recommendations will come in the form of ODOT staff time.

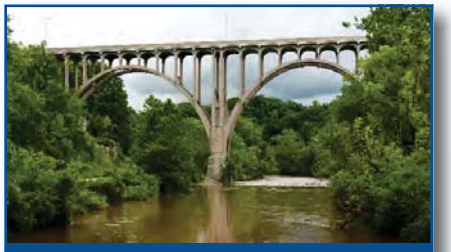
Next Steps:

- **Assist the Joint Legislative Task Force in its investigations of ODOT funding**
- **Attend national forums on transportation funding and follow developments in other states**
- **Initiate a ATDM solutions study for Ohio to investigate the potential of leveraging revenue from new capacity adding highway projects**
- **Annually monitor and report on trends that affect ODOT revenue such as fuel consumption and construction inflation**

More Information: Finance Tech Memo and Setting the Stage Tech Memo

RECOMMENDATION: Continue to develop asset management tools within ODOT and integrate them into the project selection and maintenance processes. ODOT should be measuring, tracking, and making decisions based on system conditions.

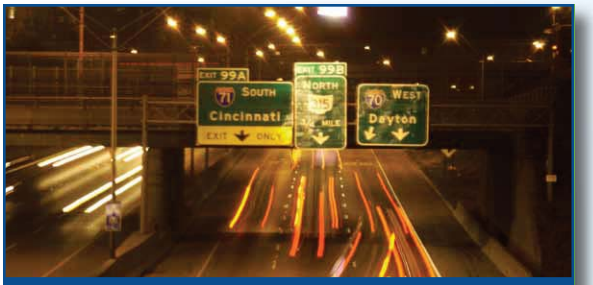
Supporting Information: Travel mobility for people and goods throughout Ohio is facilitated by an extensive roadway and bridge network. The network is comprised of 123,247 roadway centerline miles, 258,773 lane miles, and 44,766 bridges. Ohio's status as a home-rule state assigns ownership and maintenance responsibilities for roadways and bridges to both ODOT and local governments. On the roadway network, ODOT owns and maintains the entire Interstate system and US and State Routes outside of municipalities. This represents 17,270 centerline miles (14%) and 43,211 lane miles (16.7%). However, ODOT maintained roadways accommodate 57% of the state's total vehicle miles of travel. For the bridge network, ODOT owns or maintains 13,941 bridges (32%). State maintained bridges span more than 104 million square feet of deck area, which account for 66.1 % of all deck area within the state of Ohio. Municipalities, counties, and townships own and maintain the balance of the state's roadway and bridges.



Maintaining and improving Ohio's roadway and bridge assets is a core ODOT function and a major component of AO40 planning analysis.

Maintaining and improving Ohio's roadway and bridge assets is a core ODOT function and a major component of the Access Ohio 2040 planning analysis. The AO40 analysis demonstrated that 97% of the ODOT maintained roadway system is rated as good or acceptable. However, the analysis may not provide a complete picture of the health of ODOT maintain pavements as the current measures only consider surface conditions. Modern Pavement Management Systems (PMS) utilize more detailed pavement condition and life cycle data to optimize project selection and treatments. ODOT has been working to establish and implement a PMS. To date, the system is still being integrated into the Department's pavements project selection and treatment decision-making processes.

Assessing the conditions of ODOT maintained bridges was another primary component of AO40. The condition of ODOT maintained bridges was analyzed based on "sufficiency" ratings. Sufficiency ratings are a Federal Highway Administration (FHWA) developed formula to asses a bridge's ability to remain in service. The formula to calculate bridge sufficiency includes factors for structural condition, bridge geometry, and traffic considerations resulting in a number value between zero to 100 (with zero being an unusable structure and 100 being a new structure). Bridges with ratings less than 50 may need replacement or major rehabilitation. The AO40 sufficiency rating analysis demonstrated that 77% of ODOT maintained bridges (7,788) have a sufficiency rating of 80 or higher, while less than 2% (161) have a rating below 50.



ODOT has established a statewide Transportation Asset Management committee to develop a framework for a centralized asset inventory database.

Similar to pavements, ODOT is in the process of establishing a comprehensive Bridge Management System (BMS). BMS will provide state of the art bridge system conditions data in Ohio. Phase 2 will incorporate engineering principals to analyze bridge conditions and determine optimal maintenance strategies to preserve Ohio bridges. Again, similar to pavements, the BMS is still being integrated into ODOT's project selection processes. Phase 1 is currently being developed with phase 2 coming in the future.

In addition to pavement and bridge assets, ODOT has established a statewide Transportation Asset Management (TAM) committee to develop a framework that will allow for the establishment of a centralized asset inventory database for all other assets (e.g. signs, signals, barriers, pavement marking, right of way, etc.) maintained by ODOT. The TAM database will support investment decisions and both quantitatively and qualitatively demonstrate the return on asset investments.

Desired Outcome: Within the next two years, ODOT will have modernized pavement and bridge management systems which will be incorporated into ODOT's performance management processes. In addition, ODOT will continue to develop a TAM framework that will manage other facets of Ohio's transportation system. By 2020, ODOT intends to provide access to its asset management systems to other transportation planning agencies like MPOs and RTPOs. Finally, by 2040, ODOT will have a TAM framework and extensive asset databases integrated into its performance management processes.

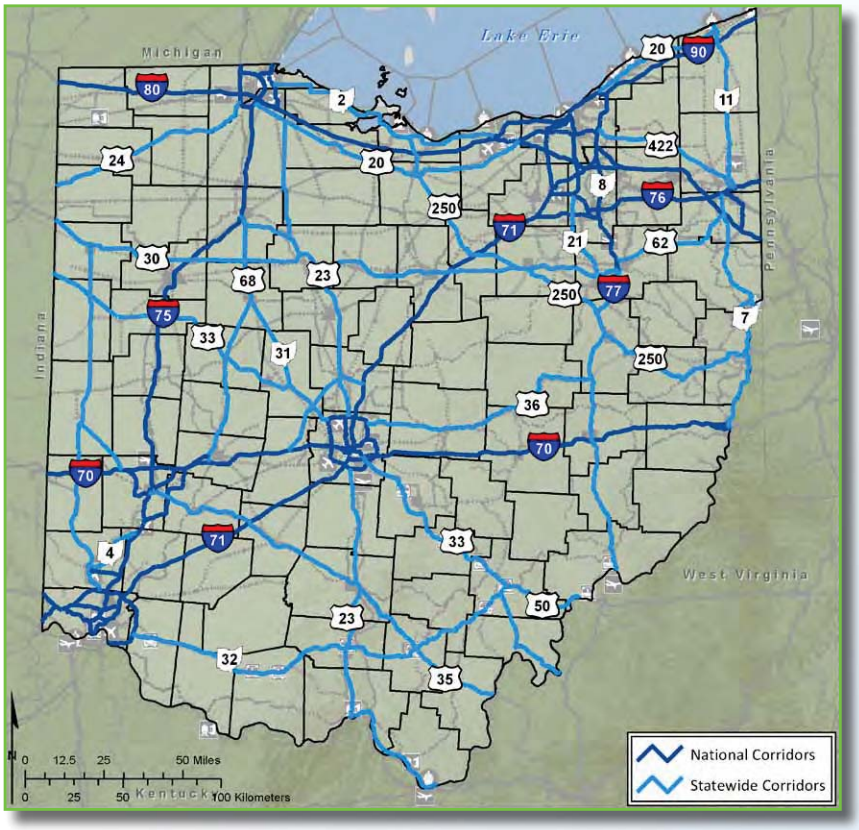
Cost of Implementation: The cost to develop pavement and bridge management systems has already been expended as these efforts were previously initiated. The cost of developing TAM framework will come in the form of ODOT staff time.

Next Steps:

- **Complete ODOT PMS and BMS**
- **Populate PMS and BMS databases**
- **Complete development and implementation of phase 2 of the BMS to allow for bridge condition analysis**
- **Review project selection and maintenance processes to appropriately consider TAM data**

More Information: Passenger Tech Memo

RECOMMENDATION: Conduct more detailed studies of the two-lane corridors on Ohio's freight network to identify needed operational improvements, including expansion of infrastructure to collect travel time data. In addition, the capabilities of the state's highway information system (OHGO) should provide live data feeds to business logistic systems.



Supporting Information: The current federal transportation legislation, MAP-21, has a variety of provisions to promote freight movement and performance with the goal of enabling the US to better compete in the global economy. To that end, MAP-21 requires state DOTs to develop freight networks, calls on states to identify "Critical Rural Freight Corridors" and develop plans to improve the movement of freight on highways in their respective states. To incentivize DOTs to develop a freight plan and network, MAP-21 also includes provisions allowing higher percentages of federal funding (95% for interstate and 90% for non-interstate) on projects that enhance freight movement on the state's identified freight network.

In Ohio, the timing of MAP-21 was very fortuitous. ODOT had previously launched two statewide planning efforts that gave Ohio a leg up on meeting the freight requirements of MAP-21. These included efforts to produce a Statewide Freight Study and AO40. Both of these efforts were coordinated providing a larger audience and platform for the results of the freight study. For example, the MAP-21 freight network identified by the freight study was incorporated into a broader network of strategic multimodal transportation corridors in Ohio called the Strategic Transportation System (STS). The STS is a key product of AO40 and a primary tool for coordinating transportation investments between state, regional, and local transportation agencies. By including the freight network in the STS, the state freight network will receive heightened focus in Ohio.

Development of the freight network in Ohio was accomplished through extensive analysis of freight movement and interviews with key freight stakeholders. Through this process, ODOT became aware of the acute need for businesses and industry in Ohio to predict travel times for raw materials and finished products. Maintaining low inventories and just-in-time-delivery give businesses a competitive advantage. Therefore, reliable and predictable travel times become critical to retaining and growing jobs in Ohio.

ODOT became aware of the acute need for businesses and manufactures in Ohio to predict travel times for raw materials and finished products.

The growing level of importance of two-lane highways for freight movements is a recent development in Ohio. This means that freight bottlenecks will likely begin appearing in new locations.

In addition, ODOT learned that critical freight movement is occurring on select portions of Ohio's two-lane highway system. Market pressures to deliver freight by the fastest, most reliable means has led businesses to route freight onto roadways that best meet their needs. As a result, several two-lane highways in Ohio function as critical truck routes. Therefore, Ohio's freight network not only includes four-lane highways within the state, but several strategic two-lane highway corridors as well.

The growing level of importance of two-lane highways for freight movement is a recent development in Ohio. ODOT has studied and identified freight bottlenecks on Ohio's four-lane priority system for many years. However, the increasing use of the two-lane system, coupled with a predicted 67% in truck freight tonnage by 2040, means that freight bottlenecks will begin appearing in new locations, potentially including the two-lane system. Additionally, more detailed operational studies of two-lane highway portions of the freight network will be important to keep the freight network functioning smoothly.

ODOT maintains a highway information system known as OHGO which provides travel speeds on Ohio's major highways in several urban areas of the state. OHGO's information is becoming increasingly critical to Ohio businesses that need access to travel time information, preferably as a direct feed into their logistics systems. Not only do businesses need direct access to OHGO travel time data, they need information on highway corridors not previously covered by OHGO. Providing data for all of Ohio's freight network is critical to Ohio businesses and jobs.

Desired Outcome: Within the next three years, ODOT will complete detailed studies on the two-lane corridors of the STS to identify and prioritize needed operational improvements. Identified improvements will then be coordinated with regional and local transportation agencies. By 2040, ODOT will publish travel speed data for the entire freight highway network in Ohio as a direct data feed.

Cost of Implementation: The cost of performing detailed needs studies on the two-lane components of the STS will depend on the individual ODOT District's capacity to perform the studies in-house or via consultant contract. If a District performs the study in-house, the cost will come in the form of ODOT staff time. If a District performs the study via consultant contract, the cost is estimated to be in the range of $200 to $500 thousand per District. The cost of expanding OHGO coverage to the entire freight network and providing a direct data feed is not known.

Next Steps:

- **Promote the new strategic transportation system with ODOT Districts as well as regional and local transportation agencies**
- **Charge ODOT Districts with leading corridor studies on the two-lane components of the STS in their District to identify specific safety and operational needs**

More Information: Statewide Freight Plan and Corridors Tech Memo

RECOMMENDATION: Perform a Statewide Transit Needs Study to capture the transit needs and performance in Ohio. This recommendation will feed into the Performance Management recommendation because a major component of this study will be identifying public transit performance measures.

Supporting Information: One of the first products from AO40 was the Customer Preference Survey conducted in 2012. The survey was performed to reveal the transportation preferences of users of Ohio's transportation system. Based on the results of the survey, ODOT learned the two most important transportation modes for Ohioans were highways and public transit.

The transit analysis in AO40 was based on available transit data and focused on projecting costs for two scenarios: maintaining existing services and enhanced services. The costs for maintaining existing services were forecasted using existing transit budgets and assuming some minor increases in costs through 2040. Costs for enhanced services were forecasted using local transportation plans. If the region lacked specific planned enhancements some minor increases were assumed.

While the methodology employed by AO40 was sufficient for developing the macro-level fiscal analysis that was needed for capturing existing services, the methodology was not sufficient for capturing the actual transit needs of Ohioans. Since transit was the second most important transportation mode to Ohioans, ODOT desires to develop a methodology that can capture the actual needs for each transit agency. In addition, ODOT wants to develop performance measures and promote efficiencies for each type of transit service (i.e., urban or rural, fixed route, deviated route, or demand response).

The transit data summarized and presented in AO40 represent a beginning, rather than an end.

In short, the transit data summarized and presented in AO40 represent a beginning to studying transit needs in Ohio, rather than an end. These data are the first step and the technical foundation for a follow-up study to better capture the actual transit needs and performance in Ohio. In addition, the Ohio Mobility Improvement Study (2012), which looked at how the State of Ohio efficiently and effectively provide basic mobility needs to the elderly, as well as people with low incomes and/or disabilities, should be considered when attempting to quantify transit needs in Ohio.

Desired Outcome: Within the next year, ODOT will complete a Statewide Transit Needs Study to supply both ODOT and local decision-makers with the data and analysis to make effective and informed decisions. The recommended Statewide Transit Study will provide the necessary information and rationale to identify and advance projects to meet future transit needs across the state. Significant stakeholder and public involvement efforts will be undertaken as part of the study. By 2040, ODOT will work with MPOs and transit agencies to establish performance measures for every transit system in Ohio that will guide transit funding decisions.

Cost of Implementation: The cost of performing a Statewide Transit Needs Study is estimated to be in the range of $1 to $1.5 million. The study will determine the cost to address future transit needs across the state.

Next Steps:

- **Complete the Statewide Transit Needs Study and develop innovative funding solutions**
- **Incorporate the findings of the Statewide Transit Needs Study into the next statewide long-range transportation planning process**

More Information: Passenger Tech Memo and the Ohio Mobility Improvement Study (located on ODOT's website at: http://www.dot.state.oh.us/Divisions/Planning/SPR/Research/reportsandplans/Reports/2012/Planning/134571_FR.pdf)

RECOMMENDATION: Complete a Statewide Climate Variability Study and evaluate its impact on Ohio's transportation infrastructure. This recommendation is related to the recommendation that discusses Leveraging Resources, because both feed data and resources into the decision-making process to improve project selection, which is the ultimate goal.

Supporting Information: The past several decades of regional climate patterns commonly used by transportation planners to guide operations and investments may no longer be a reliable guide for future plans. In particular, future climate will include new ranges (in terms of magnitude and frequency) of weather and climate. Climate variability will affect transportation primarily through increases in several types of weather events including (but not necessarily limited to) extended periods of hot weather, precipitation events, and drought and land subsidence. The impacts will vary by mode of transportation and region of the state, but they will likely be widespread and costly in both human and economic terms and will require significant changes in the planning, design, construction, operation, and maintenance of transportation systems.

Ohio's infrastructure will be most affected by the climate variability that causes environmental conditions to extend outside the range for which the system was designed.

Ohio's infrastructure will be affected most by the climate variability that causes environmental conditions to extend outside the range for which the system was designed. As climate variability affects transportation, it will be important to understand how transportation infrastructure may be impacted over the short- and long-term. Addressing climate variability requires an examination of plausible future scenarios, an understanding of how those scenarios impact the transportation system, and a long-term perspective for determining and implementing the capacity to deal with uncertain and changing information.

A Statewide Climate Variability Study will help ODOT identify transportation infrastructure that is most sensitive to weather events, actions that can be taken to adapt transportation facilities to the effects of climate variability, and the operational actions needed to preserve transportation mobility when an event occurs.

Desired Outcome: Within the next year, ODOT will complete a Statewide Climate Variability Study that will enable ODOT to proactively and efficiently plan, design, construct, operate, and maintain sensitive infrastructure across the state. By 2040, ODOT's program will be developed with climate variability elements factored into the design, construction, and maintenance of our program. The areas of the state most affected by weather events will have been identified and any future projects within these areas will have climate variability mitigation built into their basic project design.

Cost of Implementation: The cost of performing a Statewide Climate Variability Study is estimated to be in the range of $250,000 to $500,000. The study will calculate the cost to address vulnerable transportation infrastructure and modify planning, design, construction, operation, and maintenance of sensitive infrastructure across the state.

Next Steps:

- ❑ **Conduct a Climate Variability Study**
- ❑ **Implement the study recommendations**

More Information: Environmental Tech Memo

RECOMMENDATION: Coordinate efforts with local jurisdictions to designate Ohio's US and State Bike Routes. In addition, ODOT will develop protocols and a statewide database/warehouse for bicycle count data. Finally, as US and SBRs are officially designated, ODOT will perform bicycle counts on bicycle routes co-located on state owned highways. This recommendation is connected with the Planning Partnerships recommendation because it is contingent on the relationships ODOT has with local agencies.

Supporting Information: Interest in active forms of transportation, like bicycling, has steadily grown in recent decades. Interest has become more pronounced in light of recent economic and health-related trends. Due to the speeds at which bicycles travel, the majority of trips are short distances. This makes consideration for bicycle transportation predominantly a local or regional concern. As a result, communities around the state have developed local and regional bicycle plans and policies to accommodate bicycle transportation. ODOT also created its own policies governing when and how to accommodate bicycling on state-owned highways, in accordance with local plans.

As a statewide agency, ODOT's role is to focus on statewide or inter-regional transportation in a manner that complements local transportation planning. Accordingly, ODOT's role in bicycle planning is to develop statewide or inter-regional bicycle routes in a manner that is consistent with local bicycle plans. To that end, AO40 has set out to identify a national and statewide bicycle route network, analogous to the interstate and state route system of highways. This will be the first time that a statewide bicycle network will be developed for Ohio.

AO40 has set out to identify a national and statewide bicycle route network, analogous to the interstate and state route system of highways.

The first step in developing a statewide bicycle network was to adopt the national bicycle corridors developed by the American Association of State Transportation Officials (AASHTO). AASHTO has developed a national corridor plan for numbered US bicycle routes (USBR) connecting states throughout the country. These proposed corridors are 50 mile bandwidths where the route could be placed. Individual state DOTs have been helping propose the actual on-the-ground routes on both roadways and off-road bikeways. Five USBR corridors pass through Ohio. AO40 has endeavored to identify the on-the-ground routing, subject to coordination with numerous local jurisdictions across the state.

Next, AO40 developed several statewide bicycle routes (SBRs) that supplement the USBRs and provide connections to the 17 metropolitan centers across the state. AO40 also identified on-the-ground routing for SBRs, subject to local coordination. All proposed national and statewide bicycle routes were developed simultaneously using the same process. Roads were evaluated using geographic information system (GIS) data to approximate their suitability for bicycling. Roadway suitability was determined by reviewing a number of factors such as pavement condition, shoulder width, and vehicular traffic volumes.

Further analysis of bicycle suitability is possible only after additional data is gathered on bicycle usage. This would include collecting bicycle traffic counts, establishing consistent methods for collecting these counts, and developing/maintaining a historical bicycle count database. At present, ODOT does not have any of these items. Without bicycle count data, more advanced bicycle planning is not possible to identify or prioritize bicycle accommodation needs.

Desired Outcome: Within the next two years, ODOT will complete coordination and designation of USBR 50 and submit the final routing to AASHTO. In addition, ODOT will develop a protocol for performing bicycle counts and a statewide bicycle count database. By 2020, ODOT will complete coordination and designation of the remaining USBRs in Ohio, in the following order: USBR 21, 25, 30, and 40. By 2040, ODOT will complete the coordination and designation of all SBRs.

Cost of Implementation: The cost of coordinating and designating US and SBRs, developing a count protocol for bicycle traffic, and creating a statewide bicycle count database will come in the form of ODOT staff time.

Next Steps:

- **Create Bicycle/Pedestrian Coordinator roles in each of ODOT's 12 District offices to work with ODOT's Statewide Bicycle/Pedestrian Coordinator**
- **ODOT's Bicycle/Pedestrian Coordinators, along with statewide planning staff, will coordinate with local jurisdictions to field verify proposed on-the-ground routing for US and SBRs**
- **Develop bicycle count protocols in coordination with Ohio's MPOs**
- **Develop and create a statewide database/repository for bicycle count data**

More Information: Passenger Tech Memo

RECOMMENDATION: Continue to foster existing partnerships with regional and local transportation planning agencies.

Supporting Information: Ohio has an extensive multimodal transportation system. The state's economic prosperity and Ohioans' quality of life are dependent upon Ohio's modal networks seamlessly providing transportation mobility and accessibility for people and freight throughout the state. Identification and prioritization of needed investments, and balancing investments among modes, requires collaboration among a wide variety of transportation stakeholders. Additionally, the shared ownership and maintenance responsibilities for Ohio's highway, bridge, transit, bicycle, and pedestrian networks between statewide, regional, local, and public transit agencies necessitates partnerships among each of the entities to assure Ohio's entire multimodal transportation system is safe and operationally efficient.

ODOT facilitates needed transportation partnerships with regional and local governments through its statewide transportation planning program and a wide variety of funding programs available to Ohio local governments. ODOT's principal regional planning partners are Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs). The MPOs conduct urban transportation planning processes covering 30 Ohio counties, and RPOs conduct rural regional planning covering another 34 counties. Collectively, MPOs and RPOs encompass 75% of roadway lane miles, 90% of the businesses, and 88% of the population in Ohio.

The MPOs planning processes actively engage regional transportation stakeholders, including local governments, public transit operators, freight operators, interested citizens, and state DOT representatives in identifying and financing priority transportation system investments for their regions. An important component of the MPO processes is that ODOT makes available, on average, $190 million per year in federal funding for the MPOs to allocate to local government-sponsored transportation improvement priority projects.

In 2013, ODOT initiated a new transportation planning program focused on the rural regions of Ohio. Five RPO agencies are preparing the first transportation plans for their regions. The RPOs are also establishing themselves as transportation resources for their member governments. A principal RPO resource function is to provide their local governments with information regarding transportation improvement funding opportunities.

In 2013, ODOT initiated a new transportation planning program focused on the rural regions of Ohio. Five RPO agencies covering 34 counties are preparing the first transportation plans for their regions.

The continued partnerships with other planning agencies across Ohio, such as MPOs and RPOs, are critical to ensure the goals, objectives, and priorities of each locality, region, and the state complement one another. Working together in partnership will lead to transportation investments that have a synergistic effect and compound the benefits of transportation projects and programs around the state. Without active collaboration and involvement between transportation agencies, the state's economic prosperity and Ohioans' quality of life will not be maximized.

Desired Outcome: By 2040, the existing partnerships will be grown to provide even greater coordination between state, regional, and local transportation agencies. Transportation priorities in every locality in Ohio will be represented to maximize the benefits from transportation investments.

Cost of Implementation: The cost of fostering partnerships with regional and local governments will come from federal Metropolitan Planning funds for MPOs and State Planning and Research (SPR) – Part 1 funds for RPOs (along with a 10% state match and 10% local match). Additional costs will come in the form of ODOT staff time.

Next Steps:

- ❑ **ODOT will continue to support and participate in Ohio's MPO and RPO transportation planning programs**

More Information: MPO Tech Memo

RECOMMENDATION: Incorporate the Strategic Transportation System (STS) into ODOT's project selection processes for programs that make transportation investments above and beyond a state of good repair. In addition, consider the STS in the development of performance targets for various types of transportation facilities.

Supporting Information: ODOT, along with counties, townships and municipalities, owns, operates, and manages a vast multimodal transportation network. These facilities support passenger and freight movement and are vital assets to citizens and businesses in the state of Ohio. With Ohio's status as a home-rule state, Ohio law provides counties, townships, and municipalities the authority to develop and implement their own transportation plans. This creates challenges in developing statewide transportation plans with consistent goals, objectives, and policies for the entire transportation system. In developing AO40, ODOT addressed these challenges by using a corridor analysis approach to evaluate the performance of Ohio's modal transportation facilities. The focus of the corridor approach was to identify and analyze the most significant corridors to Ohio. Each transportation corridor was analyzed using three basic factors: traffic volume, classification, and connectivity.

Significant transportation corridors were stratified into different categories. Four general categories of corridors were developed:

- **National Corridors -** Connect large metropolitan areas in Ohio and adjacent states. These corridors support heavy passenger traffic and are important to the national economy as they carry large volumes of freight both inside and outside Ohio.
- **Statewide Primary Corridors -** Connect metropolitan areas within Ohio. They are important to the statewide economy as they carry freight between regions of the state. These corridors have some national travel, but are predominately used for intra-state passenger and freight trips.
- **Statewide Secondary Corridors -** Connect people and goods within and between regions of the state. They have some national and statewide travel but are predominantly used for shorter intra-regional trips.
- **Local Corridors -** Have lower traffic volumes and provide connectivity between other corridors and local destinations.

By combining all national and statewide corridors from each mode, AO40 created the STS. These facilities carry the largest passenger and freight volumes and provide the greatest connectivity between the modes and various regions within the state. Simply put, the STS is the backbone of Ohio's transportation system.

Without doubt, all of Ohio's vast network of modal transportation systems are important and need to be kept in a state of good repair. However, the transportation facilities that make up the STS carry even greater importance. The STS becomes the tool that allows state, regional, and local transportation agencies to prioritize and coordinate additional discretionary transportation investments for those facilities that will provide the greatest return.

Desired Outcome: By 2040, the STS will become the tool that state, regional, and local transportation agencies use to prioritize and coordinate additional discretionary transportation investments.

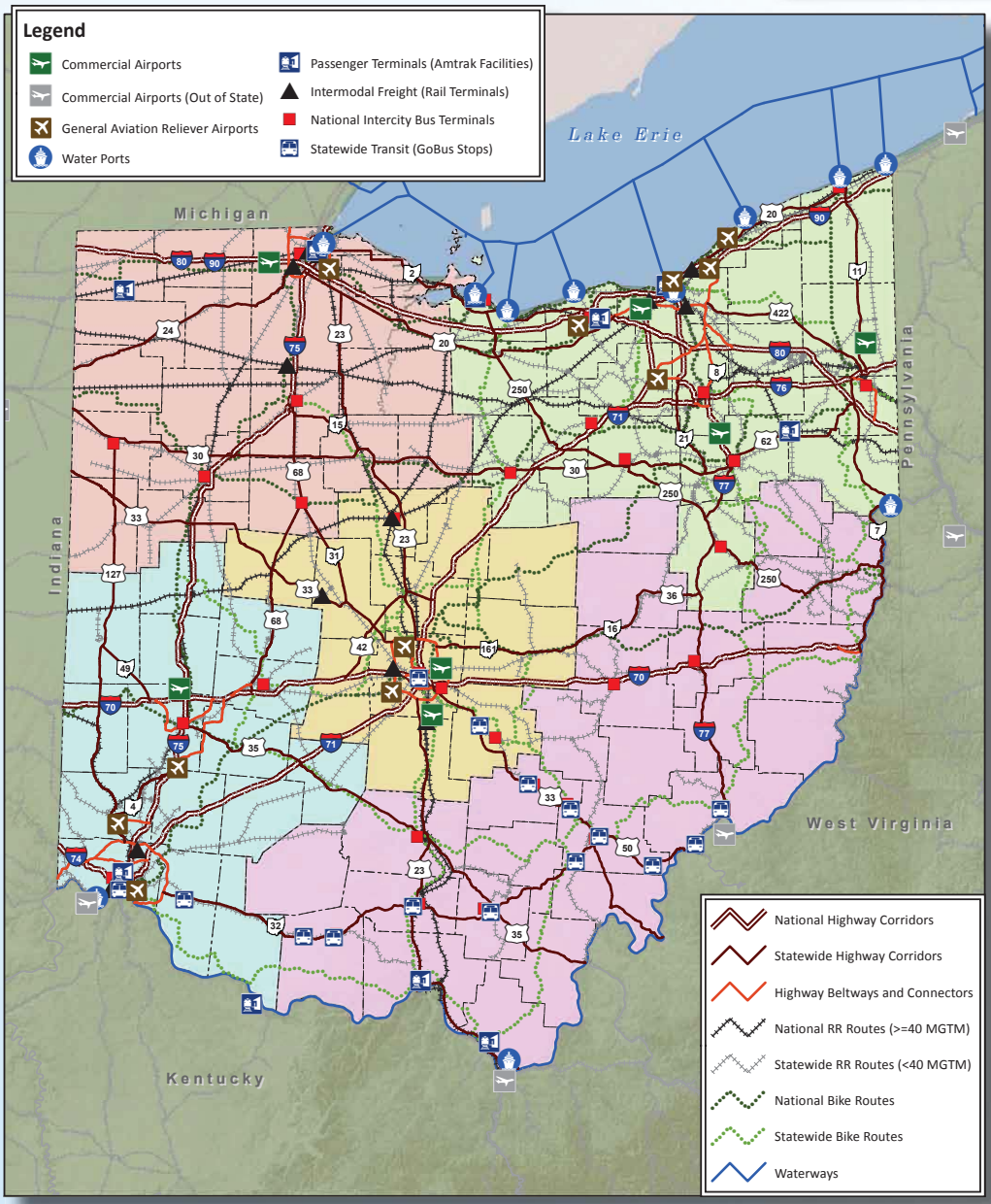
Cost of Implementation: The cost of incorporating the STS into project selection processes and consideration of system performance targets will come in the form of ODOT staff time.

Next Steps:

- ❑ **Incorporate the STS into the project selection process for ODOT programs**
- ❑ **Consider the STS in development of performance targets for various types of transportation facilities**

More Information: Corridors Tech Memo

The STS becomes the tool that allows state, regional, and local transportation agencies to prioritize and coordinate additional discretionary transportation investments for those facilities that will provide the greatest return.



RECOMMENDATION: Address the list of regional transportation needs (RTNs) based on condition, demographic, and economic data along with stakeholder input and additional statewide studies.

Supporting Information: As documented in the Asset Management recommendation, Ohio is fortunate to possess an established multimodal transportation system. The quantity and quality of transportation infrastructure in Ohio provides a decidedly better quality of life and gives Ohio a competitive advantage in attracting and retaining jobs and businesses. However, Ohio's vast and complex transportation system also poses tremendous maintenance challenges to transportation agencies around the state. While every element of the transportation system is important, some elements are more important than others. Similarly, while every identified transportation need is an opportunity to benefit Ohio, some transportation needs possess greater opportunity. Given ODOT's role to focus on statewide and inter-regional transportation, AO40 has undertaken the task to identify the greatest transportation needs/opportunities across the state.

Different regions of Ohio have different transportation assets, geographies, demographics, and economies, and therefore different transportation needs.

To gain a thorough understanding of Ohio's greatest transportation needs through the year 2040, an analysis of current system performance by mode is required. The results of the performance analysis must then be understood through the lens of how the transportation system will be used in the future. What do users of the transportation system want? What are the key existing transportation assets? What demographic and economic trends will shape future demand and use of the transportation system?

As the AO40 team began to address these questions, it became clear that the answers would not be consistent across the state. Different regions of Ohio have different transportation assets, geographies, demographics, and economies, and, therefore, different transportation needs. AO40 would need to consider these differences in its analyses to draw meaningful conclusions about the greatest transportation needs throughout Ohio.

To address these issues, AO40 divided the state into five regions largely based on the JobsOhio network regions. The five regions cover the northwest, northeast, southwest, southeast, and central regions of the state. To understand the complete picture of each region, AO40 developed separate documents called Region Profiles. Each profile documents the following information:

- **The STS in that region**
- **The existing transportation system assets and conditions**
- **The current and projected future demographics for the region**
- **The major economic drivers of the region**
- **A list of the regional transportation needs (RTNs)**

While the RTNs for each region are multimodal, it is important to understand that the modal needs analysis approach was not identical for each mode. The analysis approach varied by mode for two primary reasons: first, each mode has unique attributes that make it distinct from all other modes, and second, the AO40 team had varying amounts of data with which to perform a needs analysis. The analysis approach, by mode, is as follows:

Highway: ODOT has a wealth of data on the state highway network. Consequently, ODOT was able to perform extensive analysis on current pavement and bridge conditions, existing and future congestion, and safety. Thresholds were established for each analysis to identify highway needs. Identified needs were then added to the RTN list of each regional profile.

Rail: Rail lines are privately owned and operated. Therefore, ODOT does not have access to the proprietary data that would normally be considered when evaluating needs. Providing ODOT with complete performance data could give a railroad's competitors an unfair advantage. Therefore, for the purposes of the needs list on each profile, the rail needs were limited to upgrading the capacity of short-line rails to carry an industry standard load of 286,000 pounds. Moving forward, ODOT will work with the Ohio Rail Development Commission (ORDC) to obtain more detailed, but non-proprietary, information from Ohio's railroad companies in order to better assess rail needs in Ohio.

Transit and Aviation: The infrastructure for transit and aviation require more detailed study and analysis before needs can be fully understood. A Statewide Transit Needs Study is one of the other recommendations of AO40, and a statewide aviation study (referred to as the Ohio Airport Focus Study) is underway with completion scheduled for the summer of 2014. Therefore, for the purposes of the RTN list on each regional profile, transit needs were limited to providing operational assistance to agencies with total annual ridership over one million passengers, and aviation needs were not listed. The needs lists will likely change once these studies are complete.

Bicycle: The infrastructure for the bicycle network will require more development before detailed analysis can be performed. Specifically, the proposed US and state bicycle routes need to be officially designated and usage/count data collected before meaningful analysis and needs can be determined. As a result, the RTN list for each regional profile does not contain any bicycle needs due to lack of data. However, the proposed national and state bicycle routes have been included on the STS for each region.

Maritime: Ohio's maritime infrastructure includes both public and privately owned assets. Some maritime needs were identified as part of the Statewide Freight Study. Other maritime needs will require a more detailed statewide study. As a result, the RTN list for each regional profile does include needs for dredging and lock restoration/replacement. However, identifying additional maritime needs will require a more detailed statewide maritime study.

Desired Outcome: By 2040, ODOT intends to directly address all of the transportation needs on the regional profiles or partner with the appropriate agencies to facilitate meeting the need.

Cost of Implementation: The cost of addressing the transportation needs for each region cannot be calculated without scoping and programming scores of capital projects, which is beyond the scope of AO40. AO40 has focused on identifying regional needs, but not identifying possible or preferred solutions (i.e., projects).

In addition, AO40 has attempted to identify a comprehensive list of Ohio transportation needs for all modes, to the extent possible with available information. In many cases, the listed needs extend beyond ODOT's jurisdictional authority to fund. The needs list on each regional profile does not explicitly or implicitly obligate ODOT to provide funding for needed improvements.

Next Steps:

- **Complete modal statewide studies for railroad, transit, aviation, and maritime**
- **Update the needs list for each region based on the results of modal statewide studies**

More Information: Regional Profiles and Corridors Tech Memo

Thank You
For Visiting

John R. Kasich, Governor
Mary Taylor, Lt. Governor

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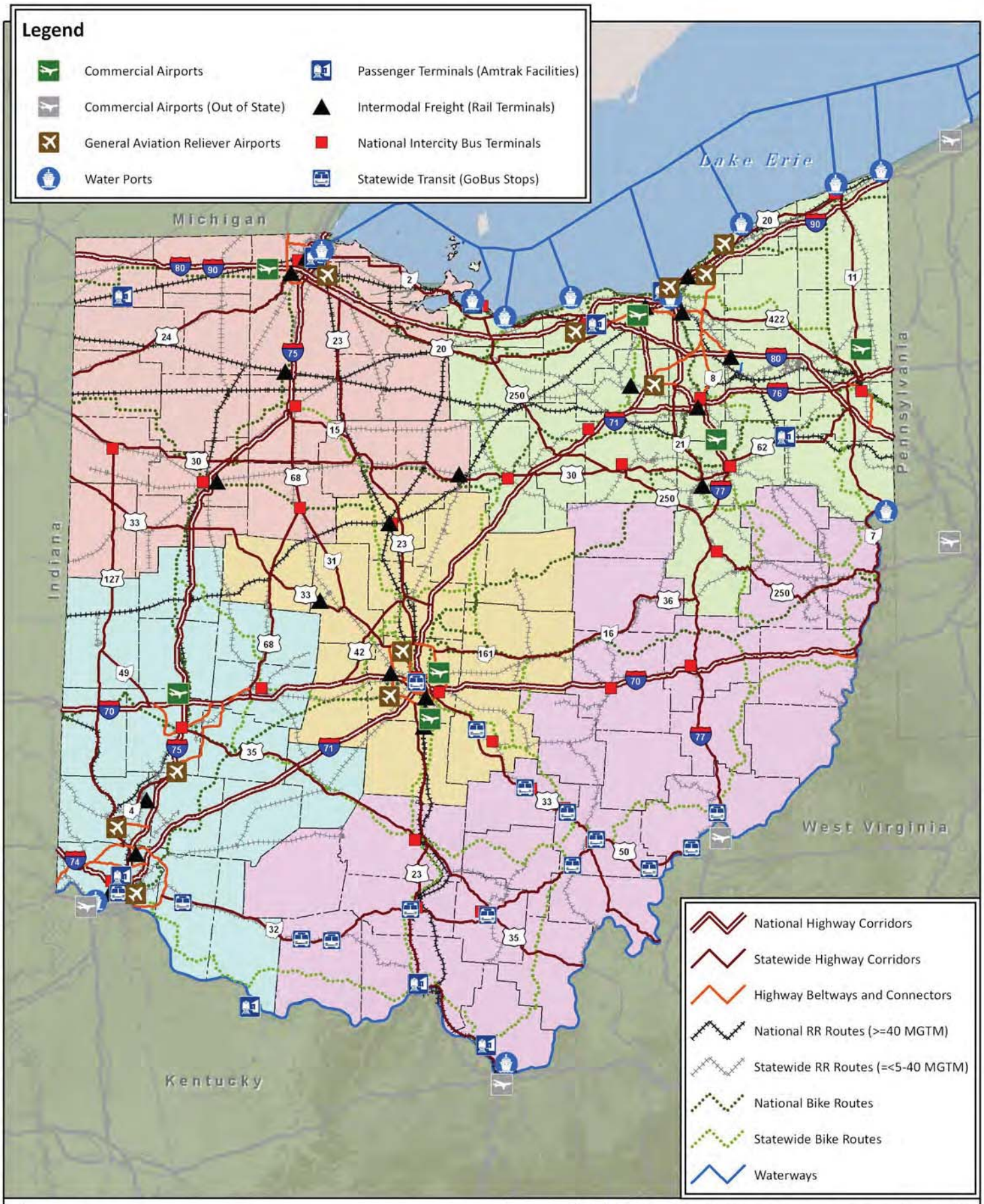

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Access Ohio's Strategic Transportation System (AOSTS)

Rev. 9-20-13

OHIO DEPARTMENT OF TRANSPORTATION

ACCESS OHIO 2040

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Share your ideas for Access Ohio!

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WHAT'S YOUR IDEA?

Join the conversation to share your ideas that will help improve our Plan.

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APPENDIX N: PRESS RELEASES

OHIO DEPARTMENT OF TRANSPORTATION
JOHN R. KASICH, OHIO GOVERNOR JERRY WRAY, ODOT DIRECTOR
Ohio Department of Transportation • News Release
DIVISION OF COMMUNICATIONS
1980 West Broad Street • Columbus, Ohio 43223
www.transportation.ohio.gov

ODOT Seeks Public Comment on Long-Range Transportation Plan

COLUMBUS (Monday, August 13, 2012) – The Ohio Department of Transportation (ODOT), as part of updating its long-range transportation plan, is seeking public comment on the future of Ohio's transportation system.

Access Ohio 2040, the newest version of ODOT's long-range transportation plan, is currently being updated and expected to be finalized summer of 2013. The plan will help set the stage for ODOT transportation policies and investment strategies for the coming years. Access Ohio 2040 is an update to the previous plan, Access Ohio 2030, which was released in 2004. The new plan will include the latest data to forecast trends and analyze issues affecting transportation throughout the state.

The public will be given multiple opportunities over the next year to provide input into the development of Access Ohio 2040. A survey on customer preferences for the future of transportation in Ohio is currently available on the Access Ohio website, http://access.ohio.gov

In addition, Access Ohio outpost locations are set up across the state to allow the public an opportunity to review and comment on the latest plan documents. Locations will be set up at all ODOT district headquarters as well as select other locations. The locations and addresses are:

ODOT Offices:

- **ODOT District 1:** 1885 North McCullough St. – Lima, Ohio 45801
- **ODOT District 2:** 317 East Poe Rd. – Bowling Green, Ohio 43402
- **ODOT District 3:** 906 Clark Avenue – Ashland, Ohio 44805
- **ODOT District 4:** 2088 S. Arlington Road. – Akron, Ohio 44306
- **ODOT District 5:** 9600 Jacksontown Road – Jacksontown, OH 43030
- **ODOT District 6:** 400 E. William Street – Delaware, Ohio 43015
- **ODOT District 7:** 1001 Saint Marys Avenue - Sidney, Ohio 45365
- **ODOT District 7, Poe Avenue Facility:** 5994 Poe Avenue – Dayton, Ohio 45414
- **ODOT District 8:** 505 S. State Route 741 – Lebanon, Ohio 45036
- **ODOT District 9:** 650 Eastern Avenue – Chillicothe, Ohio 45601
- **ODOT District 10:** 338 Muskingum Drive – Marietta, Ohio 45750
- **ODOT District 11:** 2201 Reiser Ave. – New Philadelphia, Ohio 44663
- **ODOT District 12:** 5500 Transportation Blvd. – Garfield Heights, OH 44125
- **ODOT Central Office:** 1980 West Broad Street – Columbus Ohio 43223

Metropolitan Planning Organizations and Additional Locations:

- **Akron Metropolitan Area Transportation Study (AMATS):** 806 CitiCenter – 146 South High Street – Akron, Ohio 44308
- **Stark County Regional Planning Commission (SCATS):** 201 3rd St N.E., Suite 201– Canton, Ohio 44702

- **Ohio-Kentucky-Indiana Regional Council of Governments (OKI):** 720 East Pete Rose Way, Suite 420 –Cincinnati, OH 45202
- **Northeast Ohio Areawide Coordinating Agency (NOACA):** 1299 Superior Ave. – Cleveland, OH 44114
- **Mid-Ohio Regional Planning Commission (MORPC):** 111 Liberty Street, Suite 100 – Columbus, OH 43215
- **Miami Valley Regional Planning Commission (MVRPC):** 1 South Main Street, Suite 260 – Dayton, OH 45402
- **KYOVA Interstate Planning Commission:** 214 Fourth Street – Huntington, WV 25712
- **Lima-Allen County Regional Planning Commission (LACRPC):** 130 West North Street – Lima, OH 45801
- **Richland County Regional Planning Commission (RCRPC):** 35 Park Street North – Mansfield, OH 44902
- **Erie Regional Planning Commission (ERPC):** 2900 Columbus Avenue – Sandusky, OH 44870
- **Clark County-Springfield Transportation Coordinating Committee (CCSTCC):** 3130 E. Main Street, Suite 2A – Springfield, OH 45505
- **Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ):** 124 North Fourth Street, Second Floor – Steubenville, OH 43952
- **Toledo Metropolitan Area Council of Governments (TMACOG):** 300 Dr. Martin Luther King Drive – Toledo, OH 43697
- **Bel-O-Mar Regional Council and Interstate Planning Commission (Bel-O-Mar):** 105 Bridge Street Plaza – Wheeling, WV 26003
- **Eastgate Regional Council of Governments (Eastgate):** City Centre One– 100 E. Federal St., Suite 1000 – Youngstown, OH 44503
- **Ohio Mid-Eastern Governments Association (OMEGA):** 326 Highland Ave – Cambridge, OH 43725
- **Maumee Valley Planning Organization (MVPO):** 1300 E Second St. – Defiance, OH 45312
- **Buckeye Hills-Hocking Valley Regional Development Commission:** 1400 Pike St. – Marietta, OH 45750
- **City of Wooster:** 538 N Market St. – Wooster, OH 44691
- **City of Lancaster:** 121 E Chestnut St. – Lancaster, OH 43130
- **City of Zanesville:** 401 Market Street– Zanesville, OH 43701
- **City of Marion:** 233 West Center Street – Marion, Ohio 43302
- **Hancock County Regional Planning Commission:** 318 Dorney Plz # 306 – Findlay, OH 45840

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For more information, contact: Steve Faulkner, ODOT Press Secretary, at 614-644-7101, steve.faulkner@dot.state.oh.us or your local ODOT District Communications Office

OHIO DEPARTMENT OF TRANSPORTATION
JOHN R. KASICH, OHIO GOVERNOR JERRY WRAY, ODOT DIRECTOR
Ohio Department of Transportation • News Release

DIVISION OF COMMUNICATIONS
1980 West Broad Street • Columbus, Ohio 43223
www.transportation.ohio.gov

ODOT Seeking Public Comment on Transportation Plan

The Ohio Department of Transportation (ODOT) hereby notifies all interested persons that a draft long range transportation plan called Access Ohio 2040, an update to Ohio's long-range transportation plan, is available for review and comment. Access Ohio 2040 is a vision for Ohio's future transportation system that includes eleven recommendations which will guide, inform, and support ODOT's policies and investment strategies in the coming years. You may provide your comments at www.accessohio2040.com or by visiting one of the locations identified below. Comments concerning Access Ohio 2040 may be submitted through the above website, by e-mail access.ohio.2040@dot.state.oh.us, or by mail:

Jennifer Townley
Division of Planning
Attn: Charles Dyer
Ohio Department of Transportation
Mail Stop #3280
1980 West Broad Street
Columbus, OH 43223

Written comments must be received by the close of business on January 15, 2014

ODOT Offices:

- **ODOT District 1:** 1885 North McCullough St. – Lima, Ohio 45801
- **ODOT District 2:** 317 East Poe Rd. – Bowling Green, Ohio 43402
- **ODOT District 3:** 906 Clark Avenue – Ashland, Ohio 44805
- **ODOT District 4:** 2088 S. Arlington Road. – Akron, Ohio 44306
- **ODOT District 5:** 9600 Jacksontown Road – Jacksontown, OH 43030
- **ODOT District 6:** 400 E. William Street – Delaware, Ohio 43015
- **ODOT District 7:** 1001 Saint Marys Avenue - Sidney, Ohio 45365
- **ODOT District 7, Poe Avenue Facility:** 5994 Poe Avenue – Dayton, Ohio 45414
- **ODOT District 8:** 505 S. State Route 741 – Lebanon, Ohio 45036
- **ODOT District 9:** 650 Eastern Avenue – Chillicothe, Ohio 45601
- **ODOT District 10:** 338 Muskingum Drive – Marietta, Ohio 45750
- **ODOT District 11:** 2201 Reiser Ave. – New Philadelphia, Ohio 44663
- **ODOT District 12:** 5500 Transportation Blvd. – Garfield Heights, OH 44125
- **ODOT Central Office:** 1980 West Broad Street – Columbus Ohio 43223

Metropolitan Planning Organizations and Additional Locations:

- **Akron Metropolitan Area Transportation Study (AMATS):** 806 CitiCenter – 146 South High Street –

Akron, Ohio 44308

- **Stark County Regional Planning Commission (SCATS):** 201 3rd St N.E., Suite 201– Canton, Ohio 44702
- **Ohio-Kentucky-Indiana Regional Council of Governments (OKI):** 720 East Pete Rose Way, Suite 420 –Cincinnati, OH 45202
- **Northeast Ohio Areawide Coordinating Agency (NOACA):** 1299 Superior Ave. – Cleveland, OH 44114
- **Mid-Ohio Regional Planning Commission (MORPC):** 111 Liberty Street, Suite 100 – Columbus, OH 43215
- **Miami Valley Regional Planning Commission (MVRPC):** 1 South Main Street, Suite 260 – Dayton, OH 45402
- **KYOVA Interstate Planning Commission:** 214 Fourth Street – Huntington, WV 25712
- **Lima-Allen County Regional Planning Commission (LACRPC):** 130 West North Street – Lima, OH 45801
- **Licking County Area Transportation Study (LCATS):** 20 S Second St – Newark, OH 43055
- **Richland County Regional Planning Commission (RCRPC):** 35 Park Street North – Mansfield, OH 44902
- **Erie Regional Planning Commission (ERPC):** 2900 Columbus Avenue – Sandusky, OH 44870
- **Clark County-Springfield Transportation Coordinating Committee (CCSTCC):** 3130 E. Main Street, Suite 2A – Springfield, OH 45505
- **Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ):** 124 North Fourth Street, Second Floor – Steubenville, OH 43952
- **Toledo Metropolitan Area Council of Governments (TMACOG):** 300 Dr. Martin Luther King Drive – Toledo, OH 43697
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- **City of Marion:** 233 West Center Street – Marion, Ohio 43302
- **Hancock County Regional Planning Commission:** 318 Dorney Plz # 306 – Findlay, OH 45840
- **Stark Area Regional Transit Authority (SARTA):** 1600 Gateway Blvd. SE – Canton, OH 44707
- **South East Area Transit:** 375 Fairbanks Street – Zanesville, OH 43701

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For more information contact: Ericka Pfeifer**,** (614) 728-8913, Ericka.pfeifer@dot.state.oh.us.