



Metropolitan Planning Organization (MPO)



Prepared by:

OHIO DEPARTMENT OF
TRANSPORTATION

September 2013



INTRODUCTION

Ohio has seventeen US DOT designated Metropolitan Planning Organizations (MPO), responsible for conducting urban transportation planning processes in Ohio’s metropolitan regions. An MPO is a policy body comprised of locally elected officials, operators of major transportation systems, and state DOT officials that is responsible for planning, programming, and coordination of federally financed highway and transit investments in metropolitan regions. MPOs are established and their transportation planning processes are conducted pursuant to Federal transportation law, (23 USC 134). MPOs are charged with conducting urban transportation planning processes for their regions that are *continuing* (ongoing), *cooperative* (inclusive) and *comprehensive* (addressing all transportation modes). This is referenced as the 3-C planning process. MPOs planning processes result in development of Transportation Plans and programs that support “metropolitan community development and social goals” and “lead to the development and operation of an integrated, intermodal transportation system that facilitates the efficient, economic movement of people and goods.” A premise behind the MPO planning process is that the complexity of metropolitan areas’ transportation systems, the alternative solutions for accommodating passenger and goods transport needs, and the number of transportation implementing agencies within these areas necessitates an intensive planning process involving all regional transportation stakeholders. The MPOs’ planning processes are to be separate from, but coordinated with, state DOT transportation planning processes.

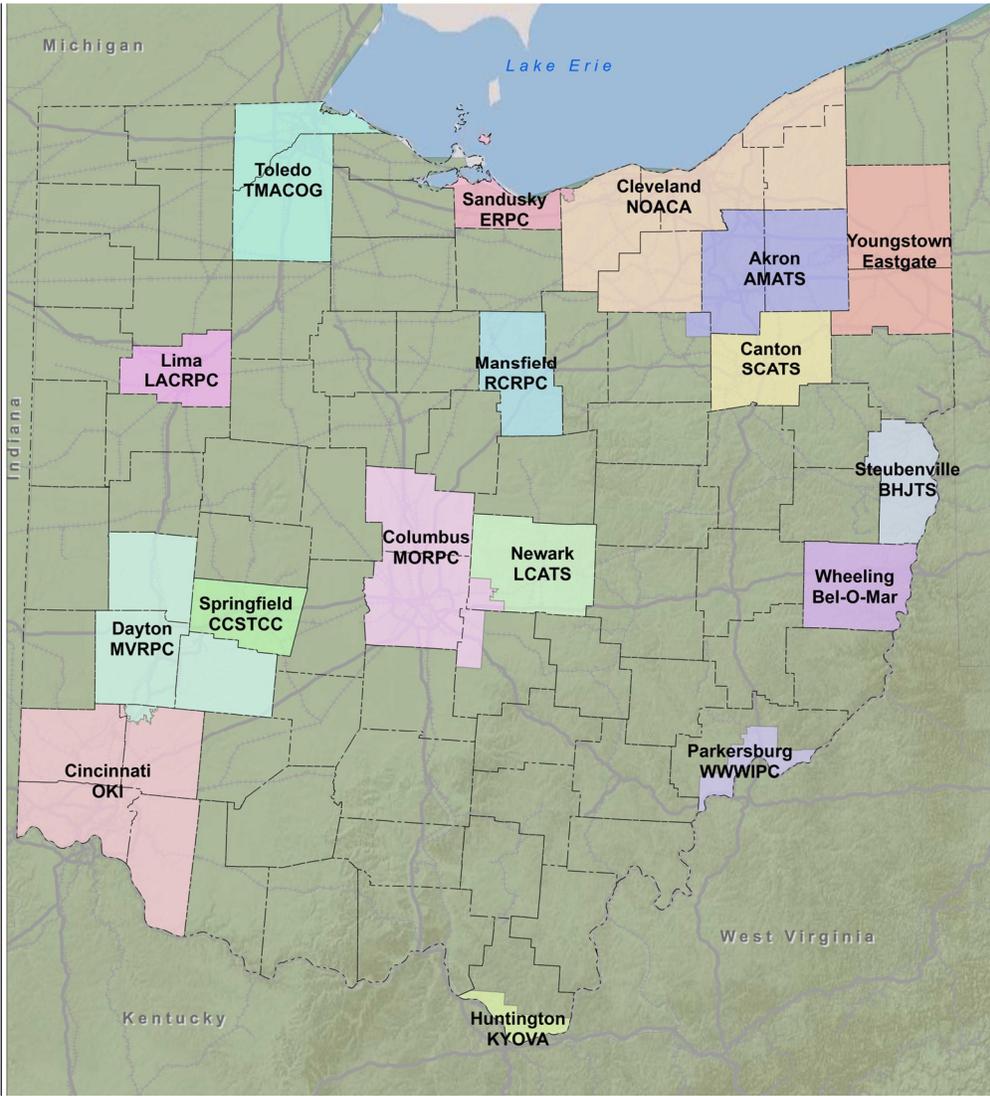


Figure 1 Ohio MPO Area Map



Metropolitan Area	Metropolitan Planning Organization
Akron	Akron Metropolitan Area Transportation Study (AMATS)
Canton	Stark County Area Transportation Study (SCATS)
Cincinnati	Ohio Kentucky Indiana Regional Council of Governments (OKI)
Cleveland	Northeast Ohio Area Coordinating Agency (NOACA)
Columbus	Mid-Ohio Regional Planning Commission (MORPC)
Dayton	Miami Valley Regional Planning Commission (MVRPC)
Huntington (WV)	KYOVA Interstate Planning Commission (KYOVA)
Lima	Lima-Allen County Regional Planning Commission (LACRPC)
Mansfield	Richland County Regional Planning Commission (RCRPC)
Newark	Licking County Area Transportation Study (LCATS)
Parkersburg (WV)	Wood-Washington-Wirt Interstate Planning Commission (WWW)
Sandusky	Erie Regional Planning Commission (ERPC)
Springfield	Clark County-Springfield Transportation Coordinating Committee (CCSTCC)
Steubenville	Brooke Hancock Jefferson Metropolitan Planning Commission (BHJ)
Toledo	Toledo Metropolitan Area Council of Governments (TMACOG)
Wheeling (WV)	Belmont-Ohio-Marshall Transportation Study (BELOMAR)
Youngstown	Eastgate Regional Council of Governments (EASTGATE)



MPO LONG-RANGE TRANSPORTATION PLANS

MPOs develop long-range multi-modal transportation plans (LRP) for their regions, with each plan having a horizon year at least 20 years in the future. The long-range plans are updated every four years using the 3-C planning process. The MPO LRPs define the regions' visions, goals and objectives and transportation system investment priorities for moving people and goods and promoting economic growth and quality of life in the respective Ohio MPO regions. Appendix A contains a summary of each Ohio MPO's most recent long-range transportation plan. The MPO LRP summaries are being incorporated into AO40 to explicitly establish consistency between AO40 and the MPOs' LRPs.

The MPO LRPs and AO40 share common transportation planning themes, including: system preservation, safety, supporting modal transportation options, mobility, accessibility, and advancing economic development and quality of life. These themes align with ODOT's Access Ohio 2040 goals and objectives of: safety, preservation, mobility, accessibility, stewardship, and economic development. In addition to thematic commonality, AO40 and the MPO LRPs are consistent with respect to the regionally significant projects included, therein. The principal list of regionally significant statewide project is from the Ohio Transportation Review Advisory Committee (TRAC). As discussed in the AO40 State of the System and Finance Chapters, the TRAC program finances major transportation capacity and economic development projects throughout Ohio. ODOT's AO40 Plan and the MPO LRPs all incorporate the existing program of TRAC Projects. Representative TRAC projects include: the Interstate 71/75 Brent Spence Bridge replacement in Cincinnati, the Opportunity Corridor in Cleveland, the new Ohio River bridge near Brilliant, Ohio and the Interstate widening projects in Columbus, Toledo, and Youngstown.



APPENDIX A

TRANSPORTATION OUTLOOK

2035

Transportation Outlook 2035, AMATS's Regional Transportation Plan, was adopted in 2013 and recommends over 6 billion in improvements through 2035. *Transportation Outlook 2035* also provides information on key issues in the region, such as population and demographics, transportation funding and alternative modes of transportation.

KEY RECOMMENDATIONS

- Preserve** and **maintain** existing roadways.
- Promote alternatives** to driving (public transit, walking, biking).
- Identify and cultivate **new sources of revenue**.
- Invest in highway **safety**.
- Encourage **sustainable development** that focuses on integrating transportation and land use.
- Strategically address existing traffic congestion** while not adding unnecessary capacity.



2035 PLAN RECOMMENDATIONS

- Total Recommendations: \$6,120,279,528**
- Highway.....\$4,380,492,930
- Transit.....\$1,739,786,598
- Bicycle & Pedestrian.....\$29,500,000



REGIONAL PROFILE (2010)

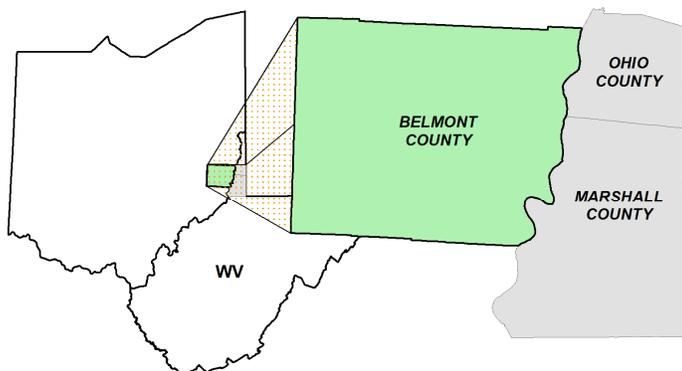


Population - 710,357 (1.2% from 2000)	Jobs - 292,839
Households - 290,133	Average Income - \$48,565
Median Age - 39	Miles of Roadways - 4,155
Population in Poverty - 12.7%	Miles of Interstate - 172
Largest Employers - Summa Health System;	Miles of Bike Lanes - 24
Group Management Services, Inc.;	Miles of Bike Trails - 100
First Energy Corp.	Annual Transit Ridership - 6,490,300

TRANSPORTATION PLAN FOR 2035

The Transportation Plan for 2035 was adopted in April 2012. The plan recommends over

\$43.4 million in improvements through 2035.



BOMTS

Belmont • Ohio • Marshall
Transportation Study

Policies and Positions

- Continue emphasis on transportation system preservation in programming projects.
- Support projects which improve efficiency of existing facilities and services.
- Support and give priority to projects that enhance economic development.
- Support the use of enhancement program funds for bicycle and pedestrian facilities which contribute to the connectivity and expansion of the existing systems.
- Support projects which improve air quality.
- Support the recommendations of the Public Transit-Human Service Coordination Plans.
- Encourage the inclusion of safety features in maintenance/preservation projects where safety issues have been identified.
- Support initiatives that promote mode choice.

Belmont County

People

Population: 70,400

Median Age: 43.4

Percent of Population in Poverty: 15.2%

Employment

Employed: 31,300

Per Capita Income: \$29,847

Largest Employers: East Ohio Regional Hospital, Ohio Valley Coal Co., R&C Belmont Correctional Institution, Walmart, Belmont College, Health Plan of the Upper Ohio Valley, Barnesville Hospital Association, Belmont County and Kroger

Infrastructure

Miles of Public Roadways: 1,205.27

Miles of Highways: 279.52

Miles of Bicycle Facilities: 2.5

Annual Transit Ridership: 119,551

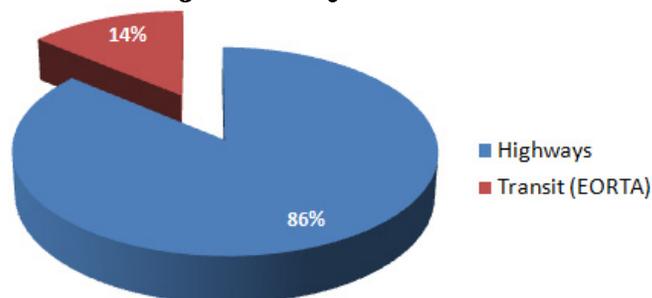
Finances

cost of project recommendations by mode

Highway\$37,396,000

Transit (EORTA).....\$6,029,755

Projects by Mode





BHJ 2035 REGIONAL TRANSPORTATION PLAN

UPDATED MAY 2012

BHJ MISSION

The two cities of Steubenville, OH and Weirton, WV joined by the Ohio River Valley, anchor the three-county metropolitan area of Brooke and Hancock counties in the West Virginia Northern Panhandle and Jefferson County in east central Ohio. The Brooke-Hancock-Jefferson Metropolitan Planning Commission (BHJ) serves as the designated Metropolitan Planning Organization (MPO) with the mission to:

Develop plans and identify funding to maintain and expand an intermodal surface transportation system through a Continual, Comprehensive, and Coordinated "3-C" planning process.

REGIONAL PROFILE

People

2010 Population: 124,451
Average Age: 37.0

Employment

Employment: 41,860 (2011 BLS Estimates)
Annual Wage: \$35,350 (2011 BLS Estimates)
Largest Employers: Trinity Medical, Weirton Medical Center, Wal-Mart, MTR Gaming Group, ArcelorMittal

Infrastructure

Miles of Public Roadways: over 2,000
Annual Public Transit Human Services Ridership: over 300,000

FINANCIAL FORECAST BY STATE

Including Funding Committed to Existing Transportation Improvement Program FY 2012-2015

WEST VIRGINIA 25-YR TRANSPORTATION BUDGET

WVDOT Brooke & Hancock Cos \$78,632,000
New Ohio River Bridge Tolls ¹ \$168,082,865

¹ Based on 50-Yr Revenues @ \$1.00 toll per vehicle crossing

OHIO 25-YR TRANSPORTATION BUDGET

ODOT Jefferson Co. Preservation \$137,654,480
ODOT Major/New Program \$20,966,900
Jefferson County Local Programs ² \$105,305,430

² Federal, State, and Local Resources

KEY PROJECT CONSIDERATIONS

WELLSBURG BRIDGE OVER THE OHIO RIVER

With an estimated \$118 million cost in construction, the Wellsburg Bridge connects WV-2 in Brooke County, WV south of Wellsburg at and OH-7 in Jefferson County, OH at Wells Township in Brilliant. The highest priority in the BHJ is to maintain and construct a safe, secure, and flexible **Ohio River Bridge System** that is reliable for existing industry, their employees, and all residents to provide access within and outside the metropolitan area to retain existing business and promote future economic growth throughout each of the three-counties.

VETERANS BRIDGE ACCESS IMPROVEMENTS

BHJ planners designed this estimated \$9.1 million construction project to improve access to the Veterans Memorial Bridge in Steubenville, OH. The closing and eventual demolition of the Fort Steuben Bridge along with concerns over the limited service-life of the Market Street Bridge has placed greater traffic demand for accessing the Veterans Memorial Bridge. Operational issues and safety concerns demonstrate the need to realign and widen several intersections and connecting US-22 and OH-7 adjacent to the bridge in Steubenville, OH.

WVA ROUTE 2 & OHIO ROUTE 7

Construct and maintain a modern **North/South Highway Network** along the Ohio River Valley that is safe and accessible to existing and future industrial and commercial markets, reduces the number of re-occurring landslides and rock falls, and lessens the negative impacts of continual traffic delays and lost economic opportunities motorists and freight carriers experience through detours and accidents.

REGIONAL ACCESS MOBILITY PARTNERSHIP

Design an efficient, coordinated, and cost effective **Public Transit & Human Service Transportation** program that maximizes available resources and avoids duplication of individual program efforts. **RAMP** is a cooperative group of public transit, human services, social service agencies, and privately owned transportation providers, dedicated to eliminating and reducing obstacles and barriers to transportation services regardless of governmental boundaries.

2040 Long Range Transportation Plan

The Clark County-Springfield Transportation Coordinating Committee's (CCSTCC) Long Range Transportation Plan was updated and adopted in May 2012.



Transportation Objectives

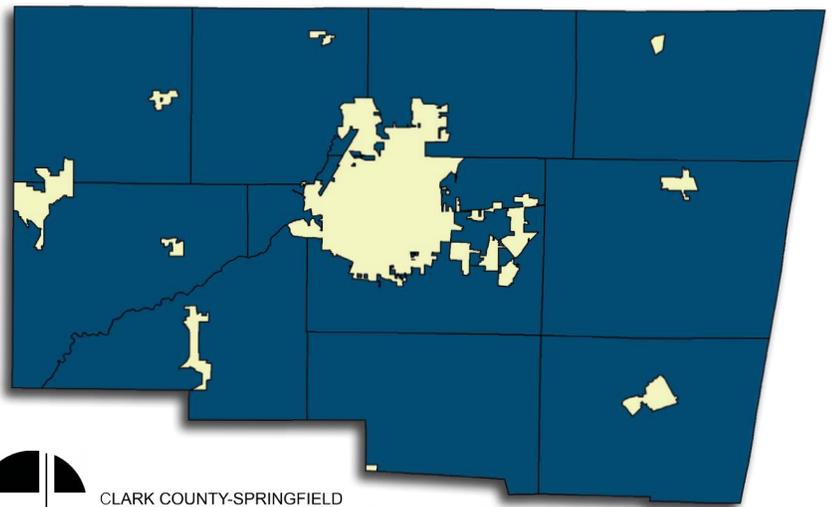
- Preserve and maintain existing transportation infrastructure to promote a multi-modal system with efficient management and operation
- Target the transportation system to gain economic advantage and support the overall vitality of the planning area
- Balance fiscal needs against anticipated revenues for efficient use of resources
- Enhance the quality of life within the planning area through considering safety, security, environmental factors and increased mobility

Regional Profile

Population: 138,333
Households: 55,145
Median household income: \$44,141
Land Area in square miles: 397.47
Average travel time to work: 21.7 minutes
Annual transit ridership: 305,577
Major Employers: *Community Mercy Health Partners, Assurant Inc., Marathon/Speedway SuperAmerica LLC, Dole*

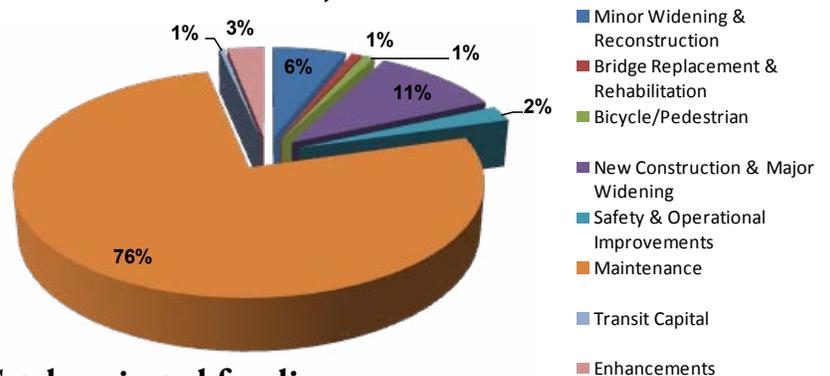
Infrastructure

Miles of Public Roadways: 1,239
Miles of Federal & State Highway: 187
Miles of Multi-Use Trails: 36



CLARK COUNTY-SPRINGFIELD
TRANSPORTATION COORDINATING COMMITTEE

Project Breakdown



Total projected funding through 2040: \$969,040,135



Eastgate's 2040 Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) was jointly reviewed by the U.S. DOT for federal planning regulations and approved for air quality conformity by the U.S. EPA on May 14, 2013.
The MTP recommends over \$1.1 billion in improvements through 2040.

Regional Profile

People

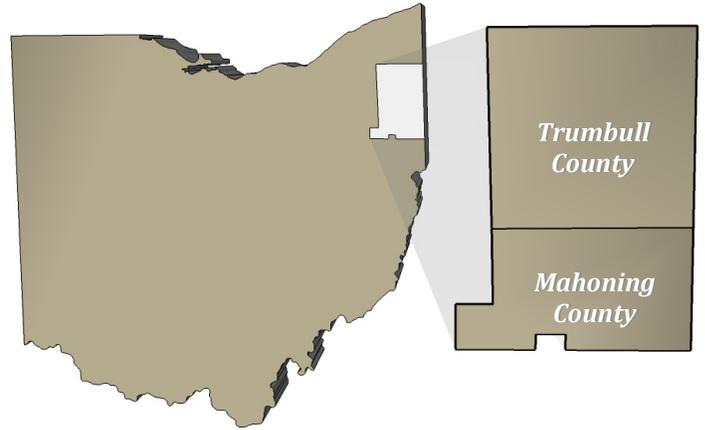
2010 Population: 449,135
Median Age: 42.21
Percent of Population in Poverty: 16.03%

Employment

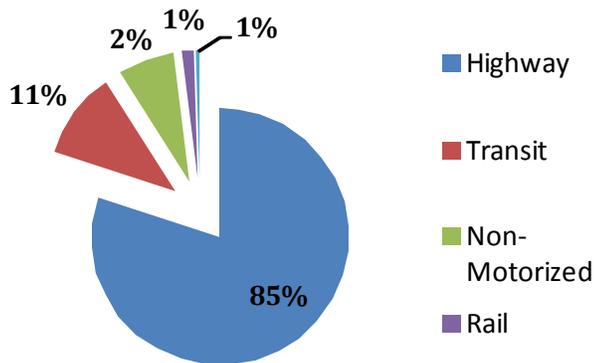
Jobs: 173,843
Average Income: \$22,370
Largest Employers: General Motors-Lordstown, Humility of Mary Health Partners, Youngstown State University

Infrastructure

Miles of Non Interstate or Turnpike: 3,962.91
Miles of Interstate (Center-line): 43.24
Miles of Turnpike: 35.17
Miles of Bicycle Facilities: 61.87
Annual Transit Ridership: 1,399,364



Projects by Mode



Finances

Cost of project recommendations by mode.

Highway	\$936,716,000
Transit	\$120,656,203
Non-Motorized	\$ 22,730,000
Rail	\$ 15,400,000
Aviation	\$ 6,300,000
Total	\$1,101,802,203

Some Plan Recommendations...

- ✓ Preservation of existing systems, including preventative maintenance that prolongs useful life of transportation assets
- ✓ Promote redevelopment and infill of existing infrastructure and services, minimizing the cost of new investment.
- ✓ Continue the improvement and promotion of alternative transportation options which link residential areas to vital services and businesses, and alternative energy infrastructure.
- ✓ Manage and operate existing highway, transit, and other transportation modes to maintain or improve performance for each mode without adversely affecting neighborhoods, critical open space or urban centers.



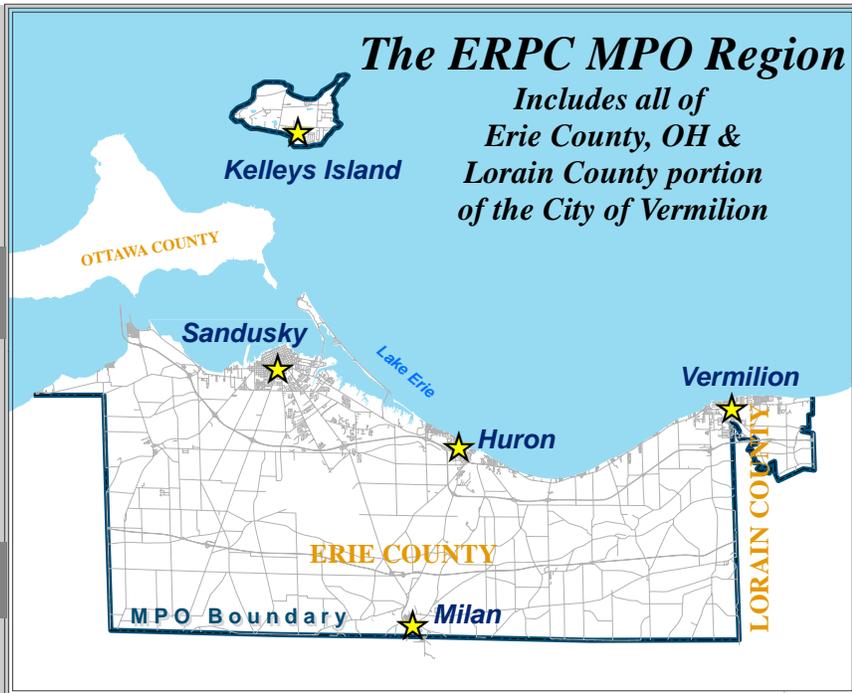
2035 LRTP

LONG RANGE TRANSPORTATION PLAN (LRTP) ADOPTED AUGUST 20, 2010

THE LRTP OFFERS PLANNING INITIATIVES AND POLICY DIRECTIVES TO PRESERVE THE INFRASTRUCTURE AND IMPROVE THE EFFECTIVENESS OF THE ERIE COUNTY METROPOLITAN TRANSPORTATION SYSTEM THROUGH THE YEAR 2035

LONG RANGE TRANSPORTATION GOALS

1. ECONOMIC VITALITY - IMPROVE MOVEMENT OF FREIGHT
2. SAFETY - INCREASE SAFETY ON TRANSPORTATION SYSTEM
3. SECURITY - INCREASE SECURITY ON TRANSPORTATION SYSTEM
4. EFFICIENCY - PROMOTE EFFICIENCY ALONG TRANSPORTATION SYSTEM
5. ACCESS & MOBILITY - IMPROVE/INCREASE ACCESS & MOBILITY OPTIONS
6. PRESERVATION - PRESERVE EXISTING TRANSPORTATION SYSTEMS
7. ENVIRONMENT - PROTECT & ENHANCE ENVIRONMENT, PROMOTE CONSERVATION AND IMPROVE QUALITY OF LIFE
8. MODAL CONNECTIVITY - ENHANCE INTEGRATION OF SYSTEMS BETWEEN MODES, PEOPLE, AND FREIGHT
9. FUNDING - DEVELOP STRATEGIES FOR IMPLEMENTING IMPROVEMENTS & MANAGING RESOURCES



The ERPC MPO Region

Includes all of Erie County, OH & Lorain County portion of the City of Vermilion

REGIONAL PROFILE

ERPC MPO POPULATION: 90,500
MEDIAN POPULATION AGE: 43

INFRASTRUCTURE

MILES OF HIGHWAY - 182
SHIPPING PORTS - 2
MILES OF RAIL - 95
AVERAGE COMMUTE - 18.9 MINUTES

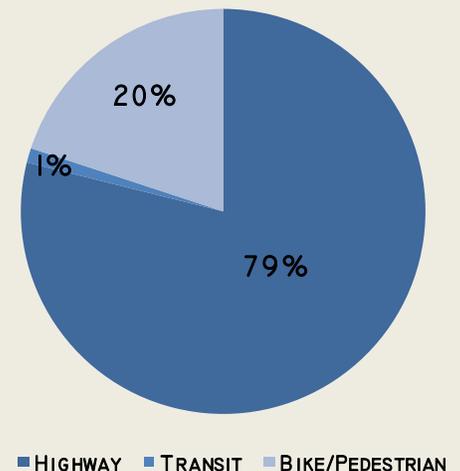
ECONOMIC DATA

LARGEST EMPLOYERS: KYKLOS BEARING
CEDAR FAIR
AVERAGE HOUSEHOLD INCOME \$42,246
TOURISM SALES OVER \$1.6 BILLION (IN 2011)

KEY PROJECTS IDENTIFIED IN THE 2035 LRTP

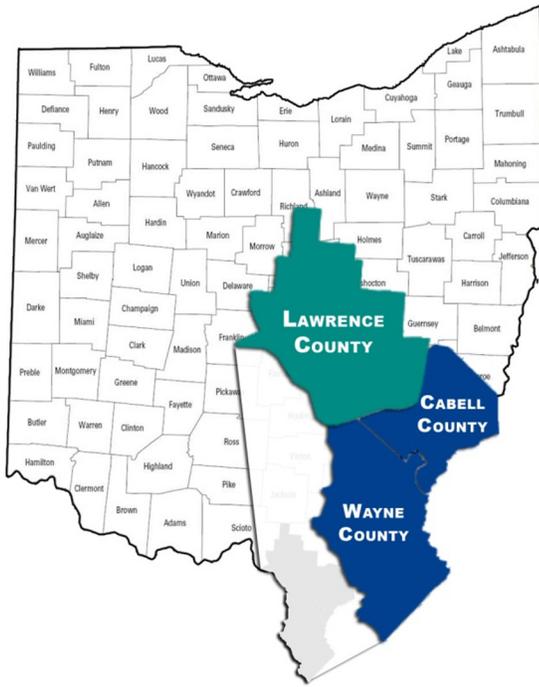
1. US ROUTE 250 ACCESS & SAFETY IMPROVEMENTS -- BETWEEN US ROUTE 6 AND BOGART ROAD IN THE CITY OF SANDUSKY AND PERKINS TOWNSHIP
2. US ROUTE 6 AND STATE ROUTE 101 WEST END GRADE SEPARATION IN THE CITY OF SANDUSKY
3. US ROUTE 6 SIGNAL UPGRADES THROUGHOUT THE CITY OF VERMILION
4. HURON, OHIO MAIN STREET REALIGNMENT
5. COORDINATION OF EXISTING PUBLIC TRANSIT/HUMAN SERVICES TRANSPORTATION ACROSS REGION

ERPC 2035 LRTP FUNDING
TOTAL PROJECT COSTS
\$178,381,068



KYOVA MTP 2040

KYOVA MTP 2040 was adopted in May 2013



KYOVA

Interstate Planning
Commission

Regional Profile

People

Population – 284,026
Average Age – 37.8
% of Population in Poverty -14%

Employment

Jobs – 81,202
Average Income - \$29,970
Largest Employers – Educational services, and health care and social assistance; Retail trade; Manufacturing

Infrastructure

Miles of Public Roadways - 2,683.07
Miles of Highways – 158.62
Miles of Bicycle Facilities – + 31.2
Annual Transit Ridership – 931,071

KYOVA MTP 2040

Ohio Recommendations

- Preservation of the existing transportation system
- Chesapeake Bypass Phase 2A from the SR 527 interchange to the extension of SR 607 from east Huntington Bridge to SR 775. Limited access with intersections located only at predetermined locations – 2 lanes

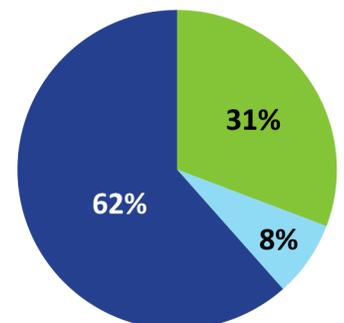
KYOVA MTP 2040

Ohio Finances

Cost of project recommendations by mode
Public Roadways, Highways &
Bicycle/Pedestrian \$637,000,000
Transit \$41,100,000

Projects by Mode

- Public Roadways/
Highways
- Transit
- Bicycle/
Pedestrian



2040 Long Range Transportation Plan

Adopted by the Lima-Allen County Regional Planning Commission in September 2013.

Allen County

LACRPC

Lima Allen County Regional Planning Commission

Since 1964, the LACRPC has been responsible for planning activities in Allen County, Ohio. The Commission facilitates continuing, cooperative, and comprehensive planning within Allen County and surrounding counties, including the those areas of the City of Delphos in Van Wert County, the Village of Cridersville in Auglaize County, and the Village of Bluffton in Hancock County. Through participation of member political subdivisions, the LACRPC establishes planning priorities and policies for the region.

Regional Profile

People

Population	106,331
Average Age	38.3
% of Population in Poverty	19.3 %

Employment

Number of Employees	49,259
Employed Population 16 years & over	44,717
Largest Employers	
• St. Rita' Medical Center	2,706
• Lima Memorial Hospital	1,284
• General Dynamic Land Systems	1,200
• Procter & Gamble	1,159
• Ford Motor Company	884

Infrastructure

Miles of Public Roads	1,326.03
Miles of Highways	184.05
Daily Vehicle Miles Traveled	3,172,480
Annual Transit Ridership (DR)	13,346
Annual Transit Ridership (FR)	192,031
Miles of Thru Tracks	99.12
At-grade Rail Crossings	149
Rail Carriers	4
Bridges	467

Land Use

Agricultural	76%
Urban	24%
Residential	16%
Commercial	3%
Industrial	2%
Public/Quasi Public/Recreational	3%

Plan Goals

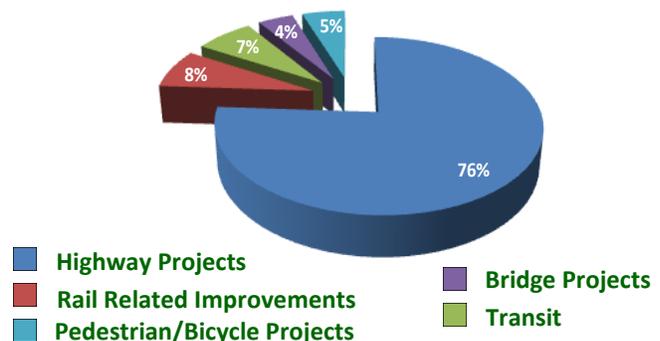
The 2040 Plan identifies 4 performance driven goals that target transportation improvements to:

- create and sustain regional economic opportunities and the community's ability to compete globally;
- promote and sustain system level efficiencies, reliability, safety and security;
- preserve and protect both the natural and built environment; and,
- encourage the development of healthy, educated, sustainable and livable communities thru equitable public investments.

Plan Recommendations

The 2040 Plan identifies \$530 million in transportation projects with the largest proportion of such funding tied to the I-75 reconstruction project. The Plan recognizes:

- \$404 million in highway projects;
- \$40 million in rail-related improvements, including grade separations;
- \$37 million for transit;
- \$22 million in bridge replacements; and,
- \$27 million for pedestrian and bicycle facilities.



LCATS Transportation Moves 2035

Licking County Area Transportation Study

LCATS Long Range Transportation Plan to address all modes of transportation integrating safety, security, environmental stewardship, economic development, mobility, connectivity, operation, and preservation.

MAJOR PROJECTS:

- Consolidate transit agencies to be more efficient and improve services and reduce costs
- Construct State Route 16 and Cherry Valley Interchange
- Convert SR 13 to 2-way in Downtown Newark, eliminating traffic through Historic Hudson Avenue area.
- Improve Safety and reduce flooding impacts to IR 70 near SR 79 interchange
- Upgrade Thornwood Drive corridor for economic development

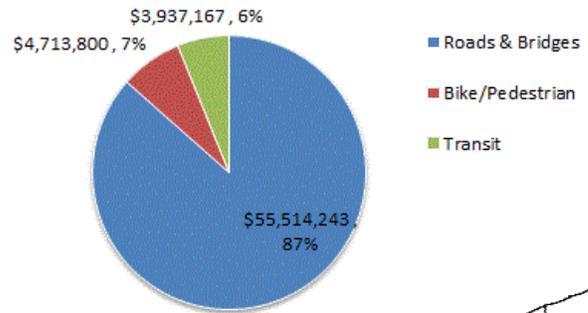


LARGEST FUTURE CHALLENGE:

Traditional funding for transportation infrastructure is decreasing while construction costs are increasing. This is stretching resurfacing cycles to nearly double what is needed. Our bridges are also being stretched beyond their service life.



How LCATS Funds are spent 2013-2035



MPO COMMUNITY PROFILE

Population: 166,492
 Median Age: 39.1 years
 Poverty levels: 10.6%, up from 7.4% in 2000
 Median Household income: \$53,200
 Largest Employers: Licking Memorial Hospital, State Farm, OSU/COTC
 Average Travel Time to Work: 25.6 minutes
 Work Trips: 33% of all work trips are to Franklin County
 Lane Miles of Roadway: 4487
 Number of Bridges: 626
 Miles of Bikepath: 30
 Annual Transit Trips: 174,431
 2011 Vehicle Crashes: 2609 with 24 fatalities

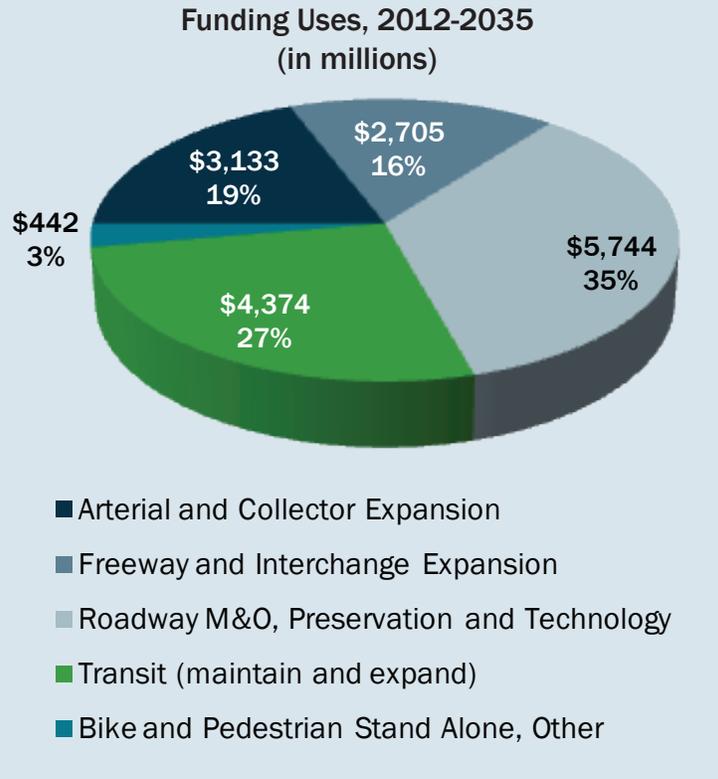
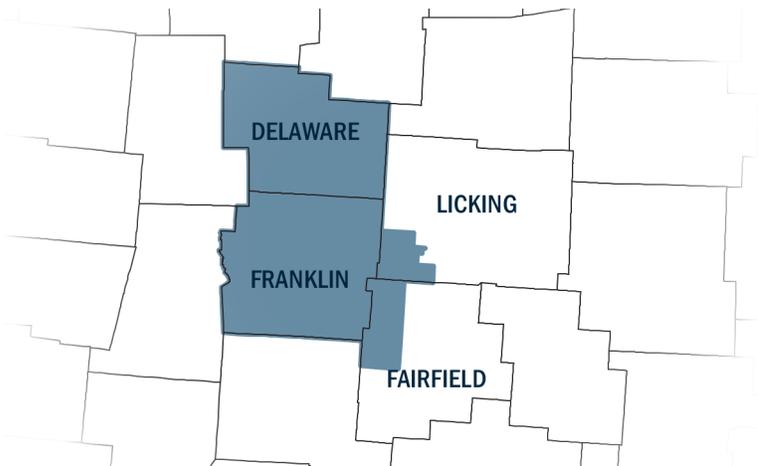


Mid-Ohio Regional Planning Commission

MPO Profile	In 2010
Population	1,408,294
Households	571,397
Employment	752,373
Lane Miles of Freeways/Expressways	1,070
Lane Miles of Arterials and Collectors	3,974
Miles of Bikeways	564
Annual Transit Ridership	17,337,915

Projections	By 2035
Population	1,866,971
Households	747,780
Employment	995,663

Plan Summary	Through 2035
New Freeway Lane Miles	88
Modified and New Freeway Interchanges	19
New Arterial and Collector Lane Miles	275
New Off-Road Shared Use Path Miles	240
Transit Service Hours Increase	15%
Total Funding, 2012-2035	\$16.4 billion



Goals Concerning Energy • Natural Resources • Economic Opportunity • Sustainable Neighborhoods • Collaboration • Health, Safety, and Welfare • 13 Performance Measures to Track Implementation

2012-2035 Metropolitan Transportation Plan



Adopted May 2012



2040 Long Range Transportation Plan

MVRPC'S Long Range Transportation Plan was adopted in May 2012. The plan identifies multi-modal strategies and capital improvement programs designed to guide the effective investment of public funds in transportation facilities.

TRANSPORTATION GOALS AND OBJECTIVES

Regional Stewardship — Continue to address regional transportation needs that further the shared social, economic, and environmental goals of the Region through improved planning.

Vibrant Communities:

- **Transportation Choices** — Encourage a stronger multi-modal network in the Region to ensure that people and goods reach their destination safely, efficiently, and conveniently.
- **Transportation System Management** — Continue to maintain and upgrade the regional transportation system by providing safety, security, aesthetic, and capacity improvements as needed.
- **Transportation and Land Use** — Incorporate regional land use strategies into the transportation policy and the investment decision making process.

Vigorous Economy — Continue to address regional transportation needs in order to support existing businesses and to enhance the Region's attractiveness for future economic development opportunities.

Healthy Environment — Encourage the pursuit of alternative fuels to reduce emissions and our reliance on petroleum-based products.



REGIONALLY SIGNIFICANT PROJECTS

The Plan balances the investment between the regional freeways and the local surface roads. Major projects currently under development include:

- Widening of US 35 in Montgomery County
- * Improving US 35 in Greene County to a grade-separated facility
- * Widening of I-70 in Montgomery County between SR 48 and Airport Access Road

2040 L RTP PROJECTS

(in millions of Year of Expenditure dollars)

Project Type	Total Cost
Highway	\$2,700.44
Transit	\$2,902.38
Rideshare-Vanpool/Air Quality	\$32.68
Bikeway and Pedestrian *	\$12.63
Transportation Enhancement *	\$6.14

*Not forecasted - committed projects only



mvrpc
MIAMI VALLEY
 REGIONAL PLANNING COMMISSION
 ONE REGION... ONE VISION... ONE FUTURE

MPO PROFILE (2010)

- Population: 839,012
- Employment: 441,393
- Households: 340,159
- Average Household Income: \$56,520
- Average Travel Time to Work: 20.6 minutes
- Largest Employer: Wright-Patterson Air Force Base
- Major Airport: Dayton International Airport
- Miles of Freeways: 140
- Miles of Regional Bikeways: 250
- Annual Transit Ridership: 10,250,000





Northeast Ohio's long-range transportation plan, *Connections+ 2035*, was adopted by the NOACA Governing Board in May 2013. The plan identifies \$9 billion in transportation improvements for Cuyahoga, Geauga, Lake, Lorain and Medina counties over the life of the plan.

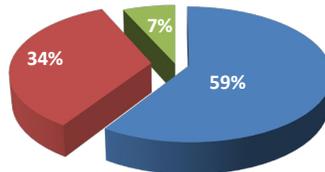
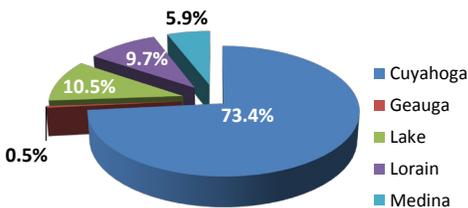


PLAN RECOMMENDATIONS

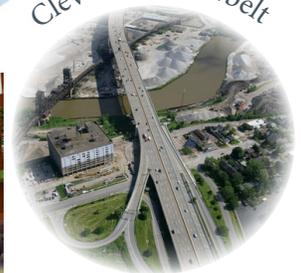
Promote and implement ten transportation goals, focusing on:

- Strengthening the region's economy
- Preserving the existing transportation infrastructure
- Reinvesting in the urban core
- Minimizing the impacts of adding new capacity to the system
- Improving the natural environment

MAJOR PROJECTS



Cleveland Innerbelt



REGIONAL PROFILE

PEOPLE	
Population -	2.1 million
Households -	846,344
Median Age -	41 years
Percent of Population in Poverty -	10.9 %
EMPLOYMENT	
Jobs -	1,002,926
Average Household Income -	\$63,475

INFRASTRUCTURE	
Miles of Roadways -	11,487
Miles of Interstate -	516
Miles of Bikeway Facilities (lanes, paths and trails)-	320
Annual Transit Ridership -	49,268,854

Cleveland Innerbelt photos and Opportunity Corridor graphic courtesy of ODOT District 12.

OKI 2040 Regional Transportation Plan

The OKI Regional Transportation Plan was last updated in June 2012.

Regional Profile

People

2010 Population: 1,999,474
 Average Age: 37.0
 Percent of Population in Poverty: 12.7%

Employment

Jobs: 855,279
 Average Income: \$53,645
 Largest Employers: Kroger Company, University of Cincinnati, The Procter & Gamble Company

Infrastructure

Miles of Public Roadways: over 9,000
 Miles of Highways: 398
 Miles of Bicycle Facilities: 79
 Annual Transit Ridership: 22,933,294



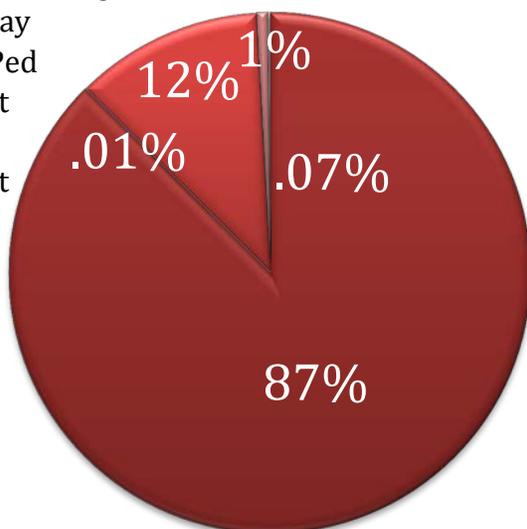
Finances

Cost of project recommendations by mode.

Highway.....	\$8,220,340,000
Bike/Ped.....	\$2,570,000
Transit.....	\$1,094,650,000
ITS.....	\$63,840,000
Freight.....	\$16,230,000

Projects by Mode

- Highway
- Bike/Ped
- Transit
- ITS
- Freight



Key Recommendations

Brent Spence Bridge

Almost half a trillion dollars of commerce currently crosses the bridge annually. The existing bridge is inefficient, over capacity and unsafe. Not just a regional transportation concern, it is a national economic development priority.

I-75 Thru the Valley & Mill Creek Expressway

Cincinnati's topography and densely developed neighborhoods created I-75's winding geometric design and closely spaced interchanges. These projects improve safety, ease congestion, and increase regional mobility while incorporating local land use plans.

Eastern Corridor

This multimodal solution incorporates a new rail transit option, bike/ped facilities, and road improvements to link major economic centers in downtown Cincinnati to western Clermont County and northern Kentucky.

I-71 Fields Ertel and MLK Interchanges

Traffic volumes serving these two critical regional employment centers, far exceed existing design criteria causing unsafe backups onto the I-71 mainline and severe congestion.

RCRPC 2040 Transportation Plan

The RCRPC Regional Transportation Plan was last updated May 2010.

Transportation Goals

System Preservation - Addressing financial resources required to maintain and improve adequately the existing infrastructure on the Federal Aid System.

Improve the mobility of people and goods throughout the region.

To protect the natural and built environment from adverse impacts resulting from transportation facilities and services. To provide transportation facilities and services, enhancing the livability and sustainability of communities within the county.

To enhance prospects for the financial feasibility of the Plan, and assure that within reason revenues are available to achieve the planned transportation improvements.

The plan is a coordinated, comprehensive, cooperative effort between the local officials, the Ohio Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration.

Transportation Strategies

Richland County's transportation network and central location are remarkable assets for the area. Continued comprehensive transportation planning for all modes of transportation should take into account the following strategies to build on the existing foundation to insure a livable and sustainable community.

Strategies:

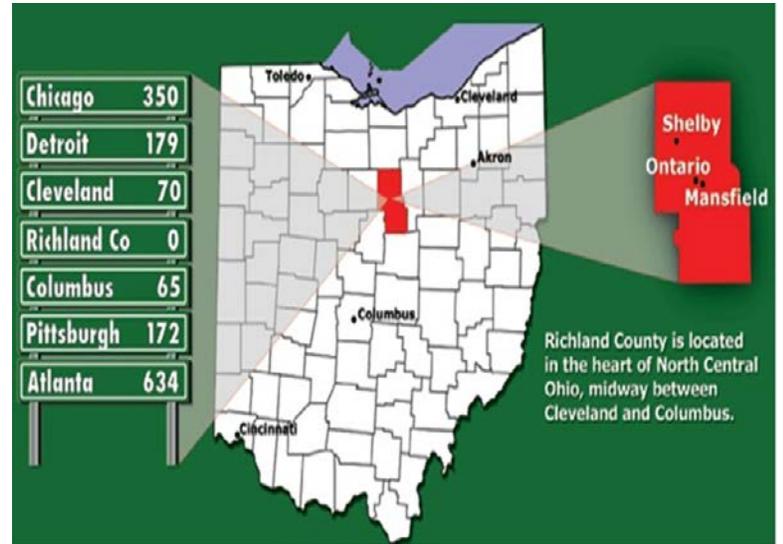
Protect- The existing roadway system should be maintained and upgraded to insure user safety, convenience, and efficiency.

Prevent- The primary use of roadways to be compromised for private or special interest purposes.

Promote- Economic development, safety, security, creative and economical transportation solutions, and development patterns that facilitate expanding public transportation.

Access to National Interstate System

US 30 a four lane highway that transects the state East and West. The North/South corridor that puts Richland County less than an hour from Cleveland and Columbus is Interstate 71. Within one hour of Richland County, you are on a selection of seven Interstate Highways.



Regional Profile

People

2010 Population: 124,475

Average Age: 40.9

Percent of Population in Poverty: 12.4%

Employment

Employed: 43,964

Average Income: \$42,664

Largest Employers: Med Central Health Systems, Richland County Governments, Newman Technology, Jay Industries, Gorman Rupp.

Infrastructure

Miles of Public Roadways: over 1,609

Urban Public Miles of Roadway: 557.52

Rural Public Miles of Roadway: 1051.66

Daily Vehicle Miles Traveled 3,953,350

Fixed Route Transit Service: 14 Fixed Routes

Annual Transit Ridership: 249,912

Miles of Bicycle Facilities: 18.4

Anticipated Annual Transportation Funding: \$30,905,000

Year 2040 Transportation Plan for Stark County

Year 2040 Transportation Plan for Stark County, Ohio was adopted May 28, 2013 and recommends slightly more than \$1.91 billion in projects through 2040.



SCATS

Stark County Area
Transportation Study

Year 2040 Transportation Plan for
Stark County, Ohio

Goals

- Prioritize funding for System Preservation;
- Provide a multi-modal transportation system which includes various modal options, such as pedestrian access, bikeways, mass transit, rail, and air facilities;
- Provide a congestion free transportation system;
- Provide an efficient, safe and secure transportation system;
- Provide an economically and environmentally sound transportation system.

Regional Profile

People

Population	374,868
Median Age	40.9
% of Population in Poverty	10.0

Employment

Jobs	151,223
Average Income	\$44,941

Largest Employers

Alliance Community Hospital, Aultman Hospital, Mercy Medical Center; Canton City Schools, Stark County Government, Stark State College; GE Capital, H.J. Heinz Company, Nickles Bakery, Republic Engineered Products, Timken Company, Wal-Mart.

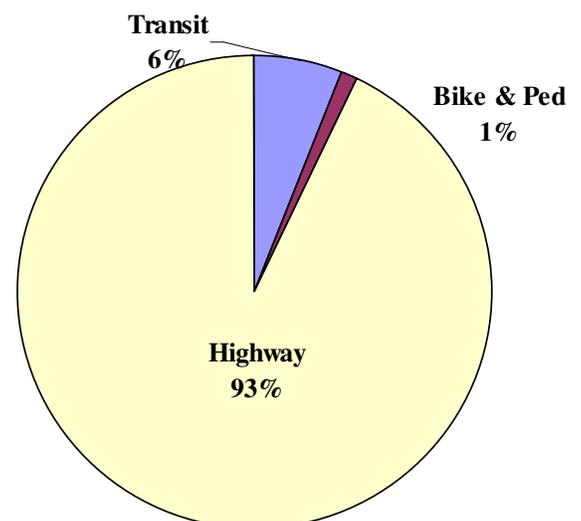
Infrastructure

Miles of Public Roadways	2,731.76
Miles of Highways	322.91
Miles of Multipurpose Trails	64.6
Annual Transit Ridership (2012):	
Fixed Routes	2,518,571
Paratransit (curb to curb)	139,994

(Data from ODSA, SCATS & SARTA)

SCATS Year 2040 Transportation Plan

Project Funding by Mode



SCATS Year 2040 Transportation Plan

Finances

Cost of proposed projects by mode

Highway.....	\$ 1,771,384,623
Bicycle & Pedestrian.....	\$24,106,000
Transit.....	\$115,665,500



On the Move

2007-2035 Transportation Plan



Toledo Metropolitan Area Council of Governments

“We envision a vibrant region with a dynamic economy and high quality of life where transportation is a core strength.”

Regional Profile

People

Population – 608,943
 Average age – median age: 37 years
 Annual Transit Ridership – 3,357,639

Employment

Jobs – 257,026 (2010)
 Median household income – \$45,523
 Per capita income – \$24,792
 Regional GDP – \$26.6 billion

Infrastructure

5,315 miles of roadways
 1,052 bridges
 344.1 miles of railway
 CSX and NS rail/truck intermodal sites
 126.7 miles of bicycle facilities
 Toledo-Lucas County Port Authority
 15 terminals
 Two airports
 Amtrak passenger rail service

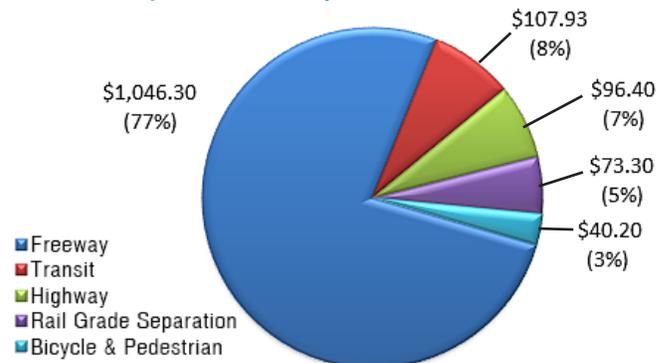
Finances

Cost of project recommendations by mode

Limited access freeways...\$1,046.30 million
 Transit.....\$107.93 million
 Highway.....\$96.40 million
 Rail grade separation.....\$73.30 million
 Bicycle & pedestrian.....\$40.20 million

Projects by Mode

2035 Plan - Update 2011 Project Cost by Mode (\$Mil)

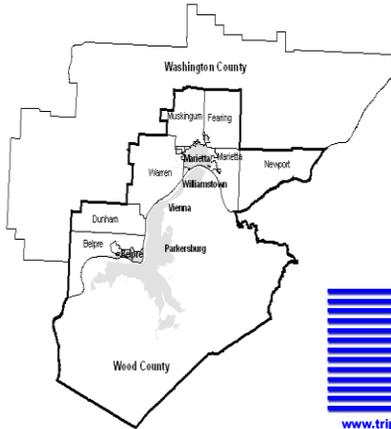


Recommendations

- Upgrade our heavily used freeways to improve safety and efficiency
- Improve priority roadways and add modern roundabouts to improve flow and reduce severe crashes
- Preserve our system through pavement reconstruction and bridge improvement projects
- Build rail grade separations to benefit freight transportation and safety
- Continue building our regional bikeway network for more travel options
- Invest in public transit and intercity passenger rail to expand personal mobility

WWW 2035 Regional Transportation Plan

Completed December 2012, Air Quality Conformity Approval 2/25/2013



Regional Profile

Includes Wood County, WV and Washington County, OH

Population: 148,734

Number of Households: 61,809

Average Household Income: \$40,129

Employment: 53,963

Major Employers: US Department of the Treasury, E.I. DuPont De Nemours & Co., Inc.

Airport: Mid-Ohio Valley Regional Airport

Annual Transit Ridership: 438,466

Total Roadway Mileage: 2,448

Proposed Projects

Project proposed in the Washington County Ohio portion of the study area focus on preservation of the existing transportation system and safety improvements. Some of the more significant project proposals include:

- **Corridor Improvements** – Includes access management, driveway consolidation, median barriers and intersection improvements at the following locations:
 - SR 7 – Third Street to I-77
 - SR 60 - Marion Street to SR 821
 - SR 821 – From SR 60 to I-77
- **Safety Improvements** - intersection improvements to include turn lanes and traffic signal modifications where applicable. Project location include:
 - SR 339 – At CR 3, CR 85, and TR 15
 - SR 618 - Upgrade to Washington Boulevard approach to Parkersburg/Belpre Bridge.

Regional Significant project outside of Washington County

- I-77 – Widening in West Virginia from Mineral Wells interchange to Camden Avenue and from US 50 interchange to the WV/OH state line.

Fiscal Information

Cost of proposed projects in Washington County (current \$)

Highways: \$26,247,001

Transit: \$17,757,977

Bicycle and Pedestrian: \$1,934,000 (committed projects only)



Marietta: Muskingum River Bicycle and Pedestrian Trail

